

COSWORTH VEGA MAGAZINE

The Official Publication of the Cosworth Vega Owners Association

Issue #91

3rd&4th Quarter 2006

ROUND-UP 27 WRAP-UP DOUBLE ISSUE – AT LAST!



We're so sorry to have left you hanging for so long, especially after teasing you with the cover of Issue #90, but this special "double issue" delivers the full report for those who were unable to attend Round-Up 27 and is sure to rekindle some warm memories for those who made it to Canton. It also serves up lots of other Cosworth news for you to help endure the off-season. (Composite images by Brian Harpst, with additional photos courtesy of Art Treta and John Williams.)

**Cosworth Vega
Owner's Association
Quarterly Magazine**

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Message from the Editor

Hello Everyone,

First, I would like to thank all of you who gave me words of encouragement after reading the last issue of our club Magazine. Mistakes were made, but after you read this installment I think you'll find that things are improving. You might also notice that this is a double issue. I really didn't want to resort to this, but I think you'll agree that after looking through it, you'll see that this issue is packed with plenty of good Cosworth reading.

As usual, there are many people I'd like to thank for their contributions to this issue. Unfortunately, there isn't enough space here to do that. I will mention two. I'd like to give a huge thank you to Art Treta, who sent me around four hundred great Round Up pictures. Some are sprinkled through out this publication, most of the center fold pictures are shots that he took. If Art ever decided to become a professional photographer, I think he would do quite well. The other huge thank you goes to our Contributing Editor, Brian Harpst. A tremendously talented individual, he makes my job here so much easier.

I know it has been a while, but how about that Round Up! For those of you who couldn't attend the event in Canton last summer,

you missed a great time. I imagine it took Brian and Mary Wetrich quite a while to recover after the effort they put into hosting the event. Brian's Round Up review story starts on page 4.

We now have no excuse for not using the best motor oil for our cars. Duke Williams, known to all as "DoctorDuke", has taken the mystery out of the modern day life blood of our engines. Be sure to check out "Vital Fluids, Part I".

A new feature begins in this issue. Mark Rock and Jerry Smith, known to us as "the Web Crew", have agreed to write a column, in which they will discuss various things about the club Web Site, www.cosworthvega.com. Over time I think we will find their articles to be interesting and very useful; they will greatly enhance our enjoyment of the Site.

As most of you probably know, Jerry and Barbara Smith are hosting the 28th Round Up, which will be in Deltona, Florida. Details are on the back cover, and a Round Up registration form is included in this issue (although Jerry prefers that you register on-line and pay with Paypal). The Smith's are putting together quite the Round Up; you don't want to miss this one!

A burning issue for this publica-

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Twin Cam Talk by Tim Morgan

Hey Y'all

It's the Holiday Season and here's wishing you and yours a very Happy and Safe Holiday Season.

It has been a very busy Fall for me – and I still have not had time to play with the cars other than moving them around the yard or sending them off to a clients salvage yard for stripping – hey does anyone need a Vega Turbo 250 Automatic transmission????? How about a Ported Vega Head with Oversize Valves and Street Performance Cam?????

OK, enough of the blatant attempt to sell parts.....

I do plan on having some sort of H-Body at the Round Up in Deltona Florida on June 22 to 24. As far as what car, I am not sure – I need to build an engine for the White CV and also a 2.5L Iron Duke for the Monza / Vega Wagon (and I have acquired some hot performance parts for the 2nd generation Iron Duke – cross flow head). The wagon also needs to have the drivers side “A” pillar pulled out and a new door installed – thanks to a hit and run driver a couple of years ago. So Winter and Spring are going to be quite interesting with me FINALLY building an engine for Dan Newman then one or two more for my cars.

Some of the other folks in the CVOA have been busy on projects of interest – Mark Rock has been doing some investigation into performance shocks for the CV – so far I don't think Mark has gotten the answers he was



looking for on the shocks.

My real fun started back in August (June actually) when I was trying to find another CPA practice to purchase. As luck would have it, one became available but it was located in Conroe Texas (about 50 miles north of Houston – or as we say down here “It's just around the corner”). Before I could make an offer it was sold. Amazingly, though, my luck had not changed, as the practice became available AGAIN at a reduced price. This time I was able to make an offer which was accepted and we were on our way to completing the transaction. Or so we thought.....

After the practice I was trying to purchase was being turned down by the SBA and having alternative financing fell through it looked like it was a “Dead Deal”. So our minds began to work on alternatives. Since we got along quite well, had similar personalities and operating methods the idea of a partnership came up., which both of us figured this was a Win – Win situation. Because she (yep my new partner is female) will still be associated with the firm, client retention will be very high (that is always a concern when you buy a practice) and it gives me backup. For my partner it gives her a chance to slow it down quite a bit and do

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Cover Design by Brian Harpst

the Mom thing (she has a high school senior and freshman AND a 5 year old – whew!). However, I will be the majority partner and also the primary contact / working partner, so unfortunately it looks like I will have even less time to play with Cosworth's. Well that's all now – so until next time – Happy Holidays and Happy Cosworthin!!!

Later

Tim



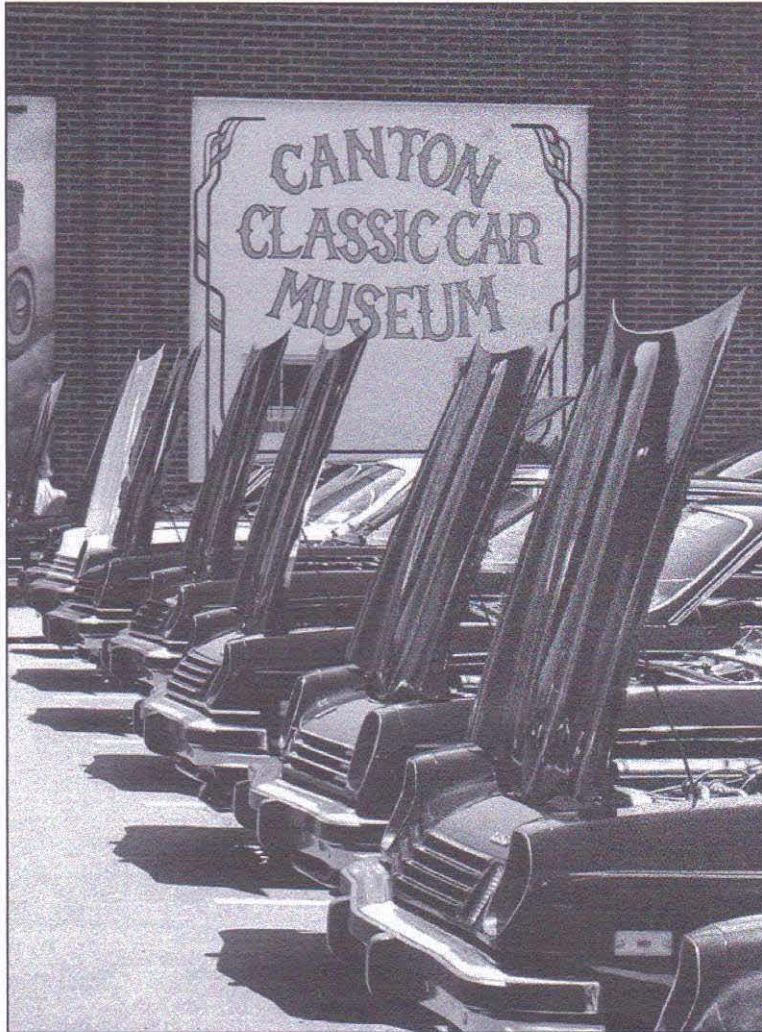
Round Up 27 Review and Wrap Up by Brian Wetrich

First, I want to send out a big thank you to everyone who came and participated at Round Up 27. It made all of the preparation and stress worth it to see everyone having a good time. As time has passed, Mary and I are finding that the Round Ups are more and more of a family reunion than about the cars themselves. The cars have been the vehicle to bring us all together. If you haven't attended a Round Up, you should definitely consider it and then continue to attend as many friendships are made at these gatherings. Anyway, here is my report and rundown of the events and festivities.

Thursday June 23 was the first day of registration. Unfortunately, I had to work the majority of the day, but Mary held down the registration table, along with the help of Jake Lippert, until I got there. Shortly after my arriving, in the midst of a down pour, we were told by the hotel staff that we needed to take shelter in one of the banquet rooms because of reported tornadoes to the north and south of us. What a great way to start off the event! Fortunately, the worst part of the weather stayed to the south and north of the hotel and no hail was seen either. Little did we know the impact the weather would have on Friday's rally.

Friday started out dark and dreary and stayed that way for pretty much the whole day. As Canton is the home of the Professional Football Hall of Fame (<http://www.profootballhof.com>), fourteen people decided to take the time to tour the facility. The rally (Mary's favorite event and the one she set up) started

from the Football Hall of Fame parking lot and toured the Amish areas to the southwest of Canton. Sixty-three questions and multiple steps made up the route. Unfortunately, because of the storm damage in this area, several stops were closed because of power outages. Some roads were also blocked because of downed trees and power lines. However, these minor roadblocks were not enough to stop the teams that took the rally challenge.



Saluting our Coucours host! (photo courtesy of Brian Harpst)

The top two teams in the Round Up 27 Rally are:

Team Rock: Mark, Ken, and Kristen Rock
Team Linenberger: Roy and Linda Linenberger and Dale Malin
Rumor has it that Team Linenberger could have cheated and "stolen" the Rally but, being the good sports that they are, didn't.

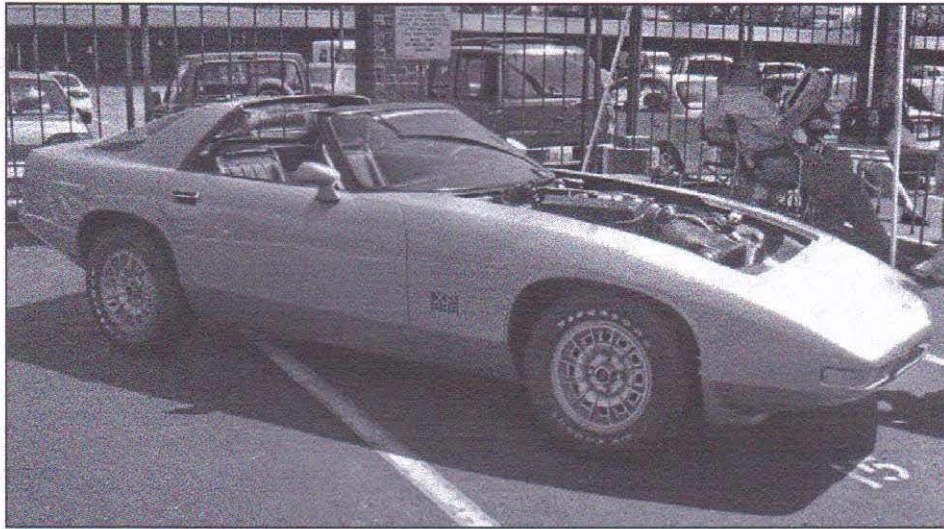
By the way, Mary and I would love to see future Round Ups include a rally, as we really enjoy them. If you didn't go on this year's rally, you definitely should try it at the next Round Up you attend. This is a great way to see and get a feel for the local area.

The director's meeting was held Friday night. It got started late because all the directors and most of the executives went to dinner at a local buffet. Even with the late start the meeting only lasted one and one half hours. The biggest change is that the Magazine Editor is now John Williams who is taking over for Britt Guerlain. (Please send John any article or tech tip or anything, however large or small, for him to use in the magazine). This is our club and we can make it better by contributing regardless of how big

or small the contribution is. Most importantly was the discussion of newsletters and the lack thereof. Unfortunately, I am one of the guilty ones but will do better in the future. After the meeting, which was mighty short as compared to some I've attended, people stayed, talked Cosworths, renewed old friendships, and caught up on what had happened in the past year.

Saturday awoke to a bright sunny day as compared to Friday's overcast and rainy day. After a good breakfast we got all our cars cleaned up and readied for the caravan to the Canton Classic Car Museum (<http://www.cantonclassiccar.org>). Dennis Dickey, who is the museum manger, graciously allowed us to hold the concours event in the museum lot. A short trip later, we arrived to find the cars GM had sent down from Detroit set up in the lot of the museum. Because of the rain, the cars that GM sent were not displayed on Friday. It was worth the wait, seeing Cosworth Vega #0001, Vega #1, Sky #1, Solstice, Monza Super Spider II, XP898, and the Peugeot 205 Turbo Rally car lined up and shining in the morning sun was awesome.

The true gem of the bunch in my humble opinion was the XP898 concept car. Built in 1973, the car survived being kept in a warehouse for a time and ten years of outdoor storage.



GM's XP898 makes its first public appearance after a full restoration.

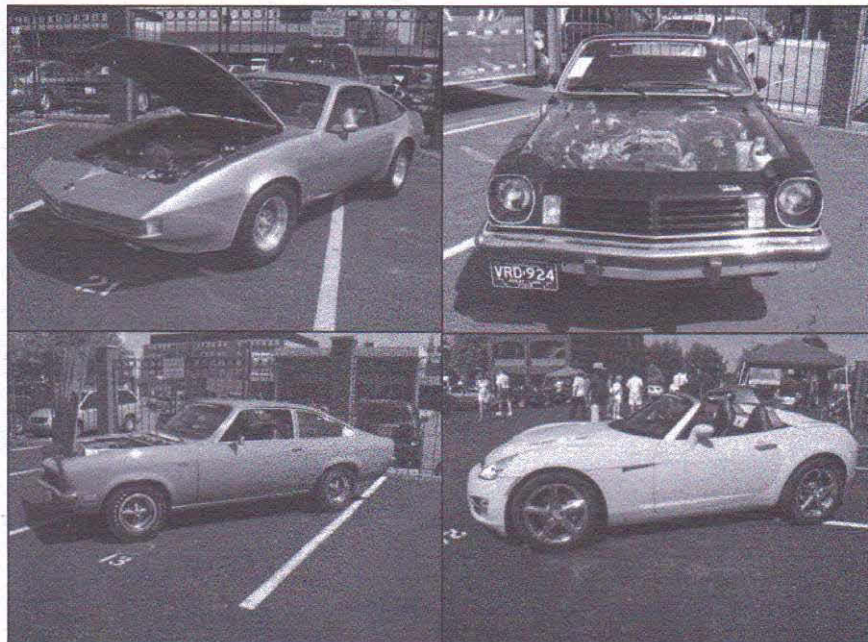
When found six weeks prior to the Round Up, it was missing multiple parts, including its interior, and its yellow paint was well chipped. In the short time between its "rediscovery" and our event, Dick Balsy and his talented crew from General Motors trans-

formed this concept car back to its former glory. Several interesting things about this vehicle are the cross flow Vega engine and the silver color, the same color that was originally planned for the Cosworth Vega in 1974. Dick

went to great lengths to ensure the correct silver was applied. This was the first public showing of the XP898 in over 30 years and we were the first group to see it!

Our club pretty much took over the museum lot. The apartment dwellers on the corner were kind enough to let people up on their balconies to take pictures of the lot from overhead. We had plenty of food from Grinders Above and Beyond, a local restaurant.

While the judging was going on, people took advantage of the museum and took a peek at the cars, local historical items, and lots of other miscellaneous things on display. There was something for everyone and if you didn't see it you weren't looking hard enough. After the judging of show cars was over, most people left the museum. Some went to din-



Clockwise from top left: Monza Super Spyder II, Cosworth Vega #0001, Saturn Sky #1, Vega #1. These vehicles are part of the GM heritage collection.

(Continued on page 7)

Concours Results :

Stock Unrestored:

Dash	Name	Points
1620	B. Wetrich	371
0612	M. Kooiman	361
3387	M. Rock	354
0749	R. Fabel	337
2656	T. Foy	331

Stock Restored:

Dash	Name	Points
2995	D Dempsey	389
1951	S Mayefske	387
2482	J. Ruby	387
1781	C Dempsey	377
1105	A. Treta	374
1514	Bob Ralphs	363

Modified Restored:

Dash	Name	Points
3024	John Cowall Jr	284

Custom:

Dash	Name	Points
0259	Ken Rock	384
2196	J. Lathrop	377
1000	J. Cowall	364
0776	J. Stroud	344
2393	R.Linenberger	327
1544*	R. Ball*	395*

*Was judged but not registered for the Round Up

Unlimited:

Dash	Name	Points
0656	J. Lippert	314
3136	J. Cowall	301

Open:

Dash	Name	Points
N/A	Dick Bradach	412



Folks having a good time on the Concours field!

(Continued from page 5)

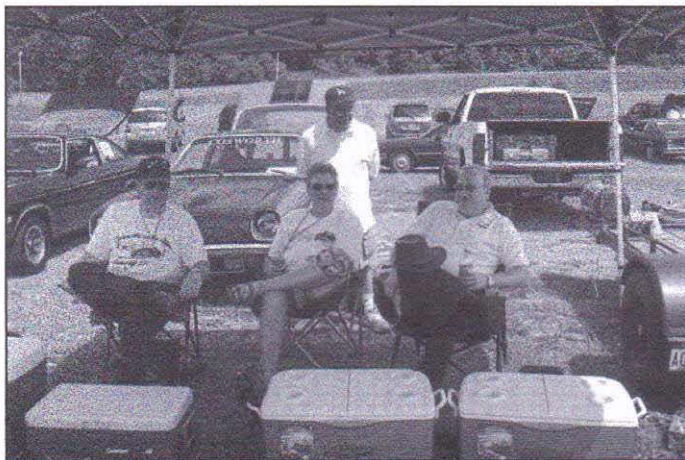
ner, others headed back to the hotel to swim or just to catch up with friends. Shopping was another option, while still others headed out to see other car shows in the area. One of the car shows was the Massillon Cruise. This is held pretty regularly in down town Massillon on Saturday nights. They block off several blocks around the down town area



Line 'em up! (photo courtesy of Jim Ruby)

and have music food and cars. Several people went and had a good time.

Sunday was partly cloudy. No rain was forecast so things looked good for the autocross. The event was held at the Massillon High school parking lot which also doubles as the practice field for the band. The autocross event is probably the one most anticipated by everyone as it lets you get out and flex the Cosworth's muscles. Fortunately, after almost giving up on the autocross, Mary came through and got us the lot for the event. If you are planning a Round Up, getting the autocross set up is the one thing that



Another tough day at the Round Up.

causes the most headaches. Anyway, after being told that I needed to delegate some of the Round Up duties, John Cowall, Ken Rock, John Cowall Jr, Mal Kooiman, and several others who I can't remember (but thank you everyone who helped) set up a short, but fun, course. During the event one of the band directors or assistants came out and was not too pleased. He was informed that we had permission to be there. He still was not happy but left. I think that



Jake Lippert giving his Dad a helping hand.

this autocross will be the one and only event to be held there!

Tom and Jake Lippert installed a video camera in cars if you wanted to record your runs. Quite a few took advantage of this. Art Treta borrowed my car again and did very well. Art had only run one autocross before this, which was at the Round Up in Austin, TX (in my car #1620) after I twisted his arm. He is getting better and will probably end up beating me in my own car before too long if he would go out and practice. The one item that I missed for the Round Up was a porta potty for the autocross event. This was probably the one thing that shouldn't have gotten missed. Fortunately, there was a gas station not too far away. I had to leave early to get things in line for the banquet that evening so I missed a bit of the autocross. One thing I didn't miss was Rachel Lathrop, who spun out at the finish line and was sliding towards the van I was in while announcing the event. Unfortunately, she took out the timing box and caused a twenty minute delay while the lights were fixed and reset. I'd like to thank the Massillon Schools for the use of the lot, John Cowall for bring-

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Autocross Results:

Competition:

Car Number	Driver	Car/Dash	Best Time	Run 1	Run 2	Run 3	Run 4	Run 5
30	John Cowall	3136	27.760	28.481	27.760	27.935	28.097	27.632+1
301	John Cowall Jr	3136	28.078	OC	28.345	28.808	28.078	29.422
686	Jake Lippert	WhiteKnight	28.907	30.187	29.503	28.907	OC	29.271
4	Ken Rock	0259	28.977	29.687	29.552	29.356	28.977	29.704

Ladies Stock:

Car Number	Driver	Car/Dash	Best Time	Run 1	Run 2	Run 3	Run 4	Run 5
14	Hyla Kooimamn	0612	33.202	34.268 +2	33.796	33.974	33.439	33.202

Stock:

Car Number	Driver	Car/Dash	Best Time	Run 1	Run 2	Run 3	Run 4	Run 5
41	Mal Kooiman	0612	29.063	29.401	29.569	29.557	29.063	29.496
61	Brian Wetrich	1620	30.347	31.583	31.430	31.214	30.347	30.102
19	Art Treta	1105	32.202	52.051	50.801	33.032	33.507	32.202

Ladies Modified:

Car Number	Driver	Car/Dash	Best Time	Run 1	Run 2	Run 3	Run 4	Run 5
81	Rachael Lathrop	2196	34.754	OC	36.731	34.754	34.499 DNF	35.081
91	Linda Linenberger	2393	38.177	OC	43.224	OC	52.600	38.177
9	Kathy Cowall	1000	38.460	OC	OC	OC	38.460	38.504 OC

Modified:

Car Number	Driver	Car/Dash	Best Time	Run 1	Run 2	Run 3	Run 4	Run 5
16	Roy Linenberger	2393	30.190	30.367	30.915 +1	30.195	30.674	30.190
1	Dan Rock	3387	30.438	33.243	31.185 +2	30.916	30.915	30.438
13	Dick Baumhauer	1000	30.688	32.575	31.684	32.x41	30.688	30.796
8	Mark Rock	3387	31.269	32.482	31.849 +1	32.319	31.427	31.269
2	Dale Malin	Coppertop	31.610	31.758	31.962	31.328	31.255 +1	31.610
3	Tim Foy	2656	31.816	53.315	32.179	42.147 OC	31.816	32.732
6	Steve Mayefske	1000	32.460	34.444	32.460			
18	Joe Lathrop	2196	32.646	45.380	33.180	33.624	33.120	32.646

Unlimited:

Car Number	Driver	Car/Dash	Best Time	Run 1	Run 2	Run 3	Run 4	Run 5
57	Dan McNally	Camaro	27.808	28.87 +1	27.995	28.163	27.819	27.808
5	Jim Reardon	Dodge Truck	29.610	30.300	29.836	29.610	29.913	
10	Tom Lippert	Vega Wagon	33.282	35.205	34.171	33.713	33.282	33.620
7	Dick Bradach	Vega Wagon	39.563	41.392	39.563	39.846	39.839	39.925



Fastest time of the day for John Cowall.



Mal Kooiman rockets his way around the course.



Show and go from Dick Bradach, in his mint '72 Vega Kammbach.

(Continued from page 7)

ing the timing gear and loudspeakers, the NE-Ohio Sports Car Club for the cones, and everyone else who helped make the event run smoothly. Lunch was provided by Petrochelli Concessions.

For the banquet, the Holiday Inn provided us with a very nice buffet. Hopefully everyone got their fill. We had two speakers, Bob Lichty and Rose Mary Rubin (President's of the Lincoln Highway Association), who gave a very nice slide show and presentation on the Lincoln Highway. Known as the "mother road", the Lincoln Highway runs through Canton on



Good food and good company.

its cross country path. After the presentation, we had a brief moment of silence to remember several of the members who had passed on during the last year.

After that it was on to the awards. The hard luck award went to Dick Baumhauer, who brought his Cosworth Vega powered Pontiac Fiero. On the way from the hotel to the museum on Saturday he broke his clutch. The furthest driven in a Cosworth ended up being a very close contest between Jim Ruby and Roy Linenberger. After neither could remember exactly how far they had driven, Mark Rock, with laptop in hand, settled it using Map Quest. Jim Ruby ended up the winner. Awards were given out for the other events as noted before. Jerry Smith made a special presentation, starting a new CVOA tradition (*see sidebar on page 10, Ed.*). After the awards, we moved on to the door prizes. We had plenty. I think everyone won at least one and probably more. There were so many donors that I can't even begin to name them.

I would like to give a huge thank you to everyone who brought prizes. I would also like to thank Dick Balsy and his crew who brought the cars down from GM. They did a great job in getting the cars here

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A New CVOA Tradition

Jerry Smith, Region V Director and all-around-good-guy, started a new tradition for the club at the Canton Round-Up. Several years ago, the late Lou Marr donated his trusty autocross helmet to our club - to be given away as a door prize at Round-Up 26, in 2005. Jerry was the lucky winner that year.

In the year that followed, Jerry decided it would be a good idea to have a drawing for the helmet at the next Round-Up, with the winner becoming its caretaker for a year. That caretaker would hold a similar drawing at the Round-Up the following year, and the process would continue - year after year. He also thought that having each "guardian of the helmet" sign it would be a nice touch. On the last day of the Canton Round-up, the idea of using a Cosworth-colored marking pen came up, and Jerry and a couple of friends went on a lengthy retail search before he "struck gold".



Jerry adds his "John Hancock" to the helmet

The "keeper of the helmet" is now Ron Farmer, who happens to own Cosworth #3522, the last Cosworth Vega ever made, shown here at the AutoX



And it was good, too!

(Continued from page 9)

and showing them off. Also I would like to thank Paul Wicker for getting GM to send the cars. If not for him, we would not be able to see these historical vehicles up close and outside of GM. If you get a chance the next time GM sends cars down, tell Dick Balsy thanks and that you appreciate GM sending cars out to us. Also, I would like to thank everyone who helped me with anything concerning the Round Up. Without your help, I could not have put this together. And lastly, I could not have done this without the support and help of my wife, Mary. She organizes better than anyone I know! She made all of the documentation, tickets, and table favors, and did probably a million other things that I don't know of. She also organized the rally and kept after me even though she was going through a tough time after her mother passed last fall. Once again thank you to all who came and made Round Up 27 a big success. We'll be looking forward to Florida in '07.

Brian and Mary Wetrich
Hosts, Round Up 27, Canton Ohio

PS Jerry, remember to have a rally!

(All photos courtesy of Art Treta, unless otherwise noted)

(Brian offers additional Round Up thoughts, page 20, Ed.)



Round Up 27 hosts, Mary and Brian Wetrich

Vital Fluids, Part 1

by Duke Williams

Most car enthusiasts are fairly conscientious about changing motor oil, but most probably do not understand the need or frequency of changes that should be applied to other automotive fluids - namely coolant, transmission and axle oils, and brake fluid. In this installment we will discuss motor oil; the remaining fluids will be covered in the next issue.

There are probably more myths and misinformation floating around about motor oil than any other automotive fluid. No doubt, if you have Internet access, you have viewed various car and oil blogs and maybe even posted to some. About 99.99 percent of these discussions are totally uninformed and worthless because all they contain are incessant arguments about the benefits of synthetic base stock motor oils compared to mineral oil base stock (often called "dino oil" by the unwashed and ill-informed) motor oils. What none of these pseudo mavens ever discuss - or even have a clue about - are the other components that go into motor oil, namely the additives that are added by the motor oil manufacturers to meet OEM and industry specifications. These are not the "engine rebuild in a can" supplements that you can buy at Pep Boys to pour into your crankcase.

So let's put the synthetic-mineral oil debate to rest and then move on to the really important issues. Conventional mineral oil base stocks are highly refined from crude oil. "Synthetic" base stocks are "synthesized" in a complex petrochemical process using feed stocks refined from crude oil. In recent years, the distinction between what may be called "synthetic" was blurred as a result of a lawsuit decision. Now I'm not quite sure what really is "synthetic", but in my case it doesn't make much difference, because synthetic oils are not suited to any of my cars (due to manufacturer's specifications), or my driving habits.

Synthetic base stocks have two advantages over conventional mineral oil base stocks, which may or may not be an advantage to you when you consider price difference. First, synthetic stocks have a higher viscosity index (VI), which means they have less viscosity variation over typical operating temperature ranges. For this reason, synthetics may have a viscosity rating of up to 0W-40 with the currently ac-

cepted limit on VI improvers, and ranges such as 10W-30 are achievable without VI improvers. VI improvers have been around since the fifties, but the early versions broke down fairly quickly, and your 1950s version 10W-30 could become a mere 10W-15 in a few thousand miles. Modern VI improvers are much more stable over the life of the oil, but it is preferred that their use be limited. Thus, synthetics can be blended with much higher SAE viscosity ranges than mineral-based oils. A 0W-40 is suitable year-round oil if you like to winter in Fairbanks and summer in Scottsdale, but for most vintage cars that are not driven in the coldest winter months, such a wide viscosity range is of little, if any, value. The first number - the one prior to the "W", which stands for "winter" - is the absolute viscosity range at 32 degrees F. It should be selected based on the coldest typical cold start temperature. If the car sees colder storage temperatures, it's not an issue long as you don't plan to start the car at very low temperatures. For typical collector car use, a 20W low end viscosity rating is fine. In fact, your Cosworth Vega owner's manual says it's okay to use straight SAE 30 if the car will typically not be cold started below 40 degrees F.

The second advantage of synthetics is greater resistance to oxidation. Oil oxidizes at high temperature and the rate of oxidation increases exponentially with temperature. It's the primary reason why oil darkens with use. For this reason, synthetics can remain in service for longer mileage. Some new cars require synthetics, especially premium price cars, and almost invariably they are equipped with "oil change monitors" that log engine data - temperature-time, number of cold starts, and other parameters that are fed into an algorithm that computes remaining oil life. Some also have "oil monitors" in the crankcase that keep track of the oil's dielectric strength. As oxidation and contamination progress, the oil's electrical resistance decreases, so dielectric strength is a good indicator of oil quality and remaining life. For engines that see easy use, say extended freeway driving in moderate to low temperatures, oil monitoring systems may not recommend an oil change until up to 15,000 miles of service, however, *and this is often overlooked*, most OEMs also specify a maximum time limit - typically one year - regardless of mileage.

So if you drive your collector car a few hundred to a few thousand miles between its annual oil changes, does the greater oxidation resistance offer any benefit? Not really, because modern mineral-base motor oils have much higher oxidation resistance than oils of yore. In fact, some have a small amount of synthetic base stock blended in to meet today's tough oxidation requirements. Now, you may ask, what if I extend my oil change interval to two, three, or even five years? Nope! I don't recommend that because you will have dirty, contaminated oil in your crankcase for too long, which could lead to sludge formation. Change the oil at least once a year, even if you only drive a few hundred miles. This should be done at the end of the driving season or just prior to winter storage. The clock *does not* run on fresh oil in the crankcase, so you are good to go for the entire next driving season once spring arrives and you place the car back in service.

Now we can get down to the really important details, which are the additive package and industry specifications. The American Petroleum Institute (API) has, in conjunction with the major OEMs, been promulgating oil standards for over fifty years. All API certified motor oils have the "API Starburst" service classification printed on the label. This is how you should select motor oil, and for this reason I never recommend brand names, but may offer commonly available brands for reference. Achieving API service category classification is a very lengthy and expensive (millions of dollars) process that consists of many rigorous laboratory and field tests. Only after a manufacturer has presented their passing results from suitably certified laboratories and test organizations are they licensed to place the API Starburst and service category on their packaging. So if you know what API service category is suitable for your car, are reasonably assured that a brand you are looking at is reputable, and the API certification is used in an authorized manner; the oil is suitable for use.

Engine oil additives are generally classified as detergents/dispersants, anti-wear, anti-corrosion, and anti-foaming. They usually constitute only a few percent of the mass of a quart of oil, but without them the oil would be virtually useless and cause rapid engine deterioration. Detergents/dispersants grab oxidized oil molecules and other contaminants and hold them in suspension so they will be flushed out when the oil is drained, rather than sticking to engine surfaces and forming sludge. Anti-wear additives prevent

wear due to metal to metal contact, which can occur between sliding surfaces when relative velocity is not sufficient to maintain full hydrodynamic lubrication. This can occur during cranking and even on an operating engine to include ring reversal and valve gear sliding surfaces. Anti-corrosion additives neutralize acids that can form as byproducts of combustion, and anti-foaming agents resist foaming that can turn oil into an aerosol at high engine speeds, whipping around the crankcase rather than dropping back to the sump as a liquid to keep the oil pump supplied.

Increasing use of these additives in the fifties, along with better crankcase ventilation systems in the sixties, vastly reduced the frequency of oil sludging and allowed OEMs to extend drain intervals. In conjunction with the automotive OEMs and oil industry, API developed two major oil classifications, one with the prefix "S" for spark ignition engines, and the other with the prefix "C" for compression ignition (diesel) engines. Diesels have a tougher operating environment, primarily because traditional diesel fuels have higher sulphur content than gasoline, which tends to increase acid formation. Diesel combustion also generates soot particles (small carbon particles) that contaminate the oil and can react to form sludge, so acid and soot control are very important for diesel engines. In the past, many oils were dual rated and were suitable for both spark and compression ignition engines (e.g. SE/CD back in the seventies), but in recent years the situation has changed.

Over the years, evidence has accumulated that certain additive combustion byproducts degrade catalysts. With the EPA pushing for longer emission system warranties, automotive OEMs in conjunction with the oil industry agreed to reduce the amount of certain additives to assure catalyst life through longer warranty periods. In particular, phosphorous compounds are thought to degrade catalysts, so the latest API spark ignition oil service category, SM (that went into effect about a year ago), places an actual mass concentration limit on phosphorous. This severely restricts the amount of zinc diethyldithiophosphate (ZDDP) that can be blended into the oil compared to previous specifications. On new engines this may not be deleterious because they have "roller everything" - lifters and often rocker arms. Many modern DOHC engines activate the valves with roller rocker arms, but vintage engines have a lot more sliding surfaces, particularly in the valve train, and need a good dose of ZDDP for long life. ZDDP has

been around for about 50 years and is a well proven and valuable anti-wear additive that has added greatly to engine longevity since it came into common use.

One area where modern engines do not differ from vintage engines is ring reversal at the top of the stroke during the compression and power strokes where high cylinder pressure forces rings against the cylinder walls. Research indicates that rings probably operate with hydrodynamic lubrication except at the reversal points. Improvements in ring and cylinder wall technology have stretched modern engine cylinder wall longevity (with good maintenance) to a good 250,000 miles before bore wear dictates the need for overhaul, but it remains to be seen if the latest SM oils will allow this cylinder wall longevity on currently manufactured engines that use SM and subsequent ZDDP limited oils over their service lives.

So if "modern" SM oils are not suitable for vintage engines, what does one use? The answer is diesel engine oil. The current API specification is CI-4, but that is about to change, and the just released CJ-4 will have additive limitations because new HD diesel engines have catalysts to meet new emission standards beginning this year, 2007. This is accompanied with the introduction in late 2006 of a new low sulphur diesel fuel that is necessary to reduce catalyst poisoning.

So should one go out and buy a lifetime supply of CI-4 oil? The answer is no. CI-4 oil will be available for some time to come because off-road diesel engines will continue to use high sulphur fuels and need CI-4 oil, but distribution may end up being somewhat thin, so CI-4s may be tougher to find as time passes. In the event that CI-4s do disappear, CJ-4 and its follow-on specification oils should continue to have a somewhat richer additive package than SM and its follow-ons.

I refuse to use SM oil even in my circa 1990 vintage cars because their engines don't have "roller everything" like most current engines. They have low oil consumption and low mileage accumulation, and I would rather replace a catalyst than overhaul an engine, so they are all now getting CI-4 now that my stock of SL is gone. My Cosworth Vega has been fed a diet of CI-4 for several years.

If you've ever studied marketing, you have likely

heard of "market segmentation", and it's taking the motor oil industry by storm. Now there are "high mileage" motor oils, "truck" motor oils, "SUV" motor oils... ad nauseum. This is all just marketing hype. Look at any of these oils and they likely meet the current SM specification. Do these oils offer a truly different formulation than the plain vanilla oils that meets the same API specification? Very likely not!

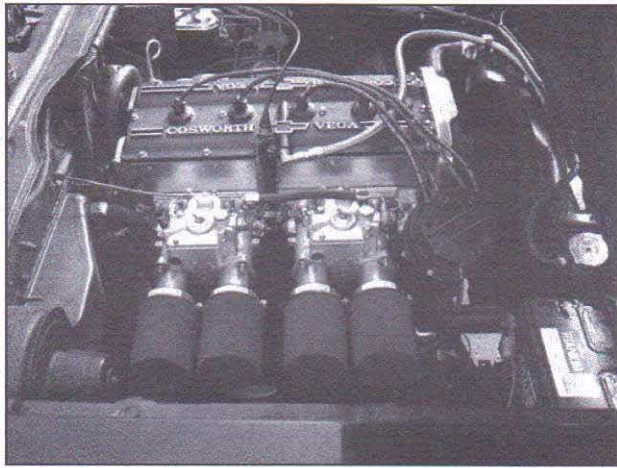
I said I would only mention brand names for reference, so here goes. The major national brands (in alphabetical order) of API CI-4 and CJ-4 oils that are widely distributed through auto parts stores and "big box" discount stores are Chevron Delo, Mobil Delvac, and Shell Rotella. Is there a dime's worth of difference between them? I doubt it! They are all quality products, and you can count on the fact that they meet the API specification printed on the package label. There are also many "off brands" and "house brands". As long as the packaging shows the appropriate API certification, I see no reason not to use them, and they are likely less expensive than the national brands. In fact, the content of these secondary brands is likely identical to one of the national brands because Walmart and Pep Boys merely contract with major producers (like Chevron-Texaco, Exxon-Mobil, or Royal Dutch Shell) of motor oil to package it in their own private label bottles. Scrutinizing the label may even reveal the source.

The commonly available SAE viscosity grade of CI-4/CJ-4 is 15W-40, which is suitable for cold starts down to about 10 degrees F. SAE grades 30, 40, and 10W-30 are also available in the national brands, but some are not widely distributed via consumer channels. You may have to find a truck parts supplier who can order them. If you insist on a synthetic base or need a lower SAE winter grade for sub-zero cold starts, all the major national brands offer synthetic-base CI-4 and CJ-4 in SAE grade 5W-40. Of course, because they are synthetic-base, they will cost considerably more, but they won't protect your vintage engine any better in typical vintage car service.

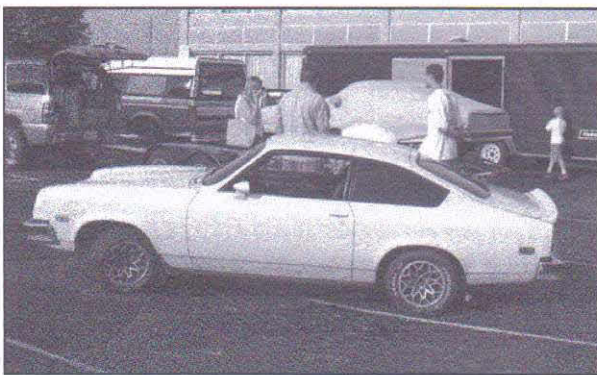
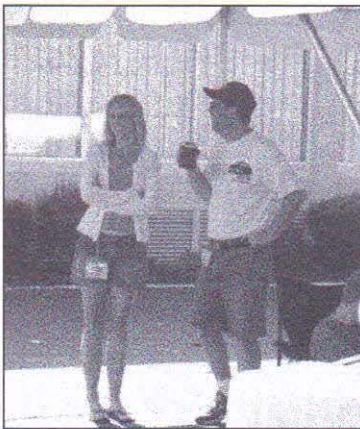
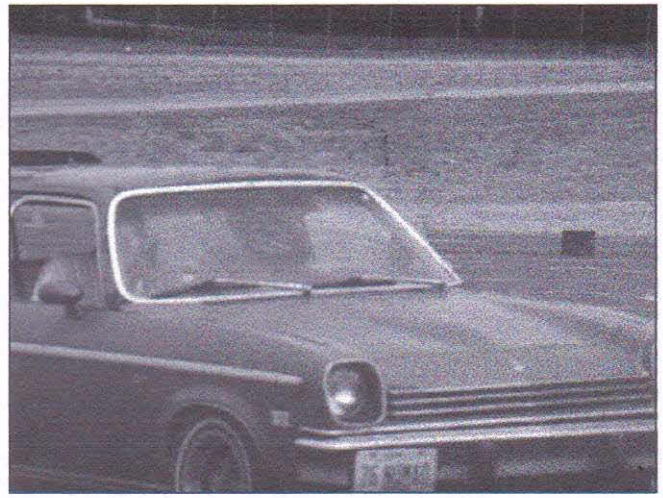
To learn more about motor and gear oils visit <http://www.api.org> - click on "in your garage" and go from there.

In the next issue we will discuss the remaining vital fluids - engine coolant, transmission and axle oils, and brake fluid.

Pictures from



Canton



The Web Corner

<http://www.cosworthvega.com>

Greetings from Jerry and Mark. Welcome to The Web Corner, a regular column that Editor John Williams has invited the WebCrew to code, or pen, each issue.

The CVOA is one of only a few fortunate car clubs with both a Magazine and a website. Although we are sometimes friendly competitors for content, the Magazine and the website really have separate niches.

The website can be immediate, as with our Roundup coverage. What happens this afternoon can be "up" on the website tonight. The website is hardly constrained by cost. Therefore we can post literally hundreds of photos, and thousands of pages of text at no additional cost. We can publish color copies of the Magazine, whereas printing in color is vastly more expensive. We also have the ability to use hyperlinks to annotate articles, allowing the "author" to make a website article a far more interactive and satisfying experience than possible with hard copy. In addition, we have database capability, which enables us to handle the Membership records and the Cosworth Vega Registry online, each immediately updated as changes are made. Finally, we have the online "store" where members can purchase parts and accessories and manuals, pay with PayPal, and receive their purchases much more quickly than in the past.

The Magazine on the other hand is traditional hard copy, tactile; you can hold it in your hand. You can readily glance over it and quickly zero in on something that interests you. You can carry it from room to room, and several can easily look at it at the same time. You can still read it if the power goes out, while in the car, or sitting outside in the evening. It is also easier to read; no scrolling with a mouse, or advancing a page at a time.

Notwithstanding these differences, we also see a connection between the Magazine and the website. What appears on the website can be an extension of what appears in the magazine. There can be more photos. There can be color. There can be hyperlinks. Just because you have read an article in the Magazine doesn't mean that you won't want to check it out on the website.

In future columns we will share with you the newest things on the website, something about our plans for the future, and offer tips on navigating and using the features and capabilities of the website.

Happy Cosworth Vega surfing.

The WebCrew

TIPS AND TRICKS I&II

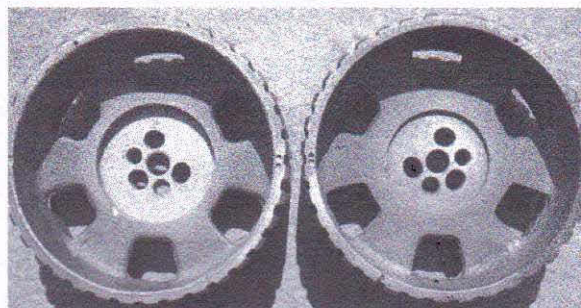
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Tech Tip: Hood Prop Retainer *by Jim Ruby*

About the tenth time my hood fell closed because of excessive winds at a car show (the last time being when the prop ripped my hood's original hood insulation from the mooring pins), I devised this quick and dirty little hood prop lock/retainer.

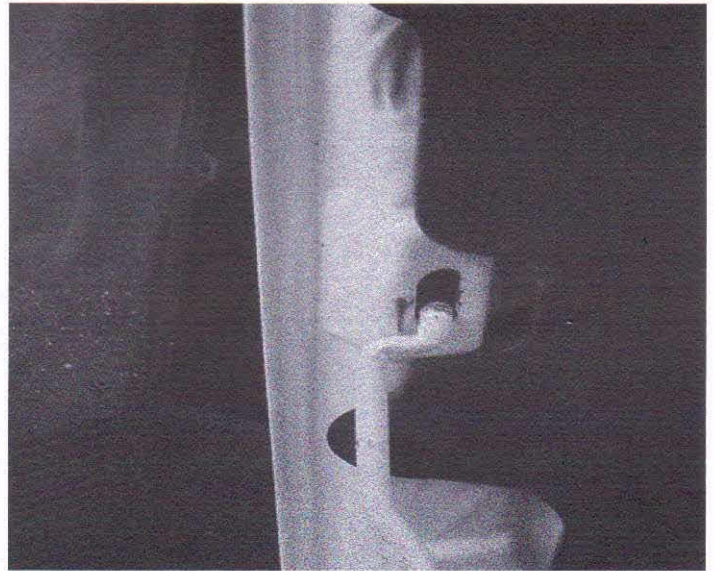


From the "nuts, bolts and stuff" junk bin, I found a one inch plastic tire valve extension and a shortened 5/16-18 slotted round head screw.



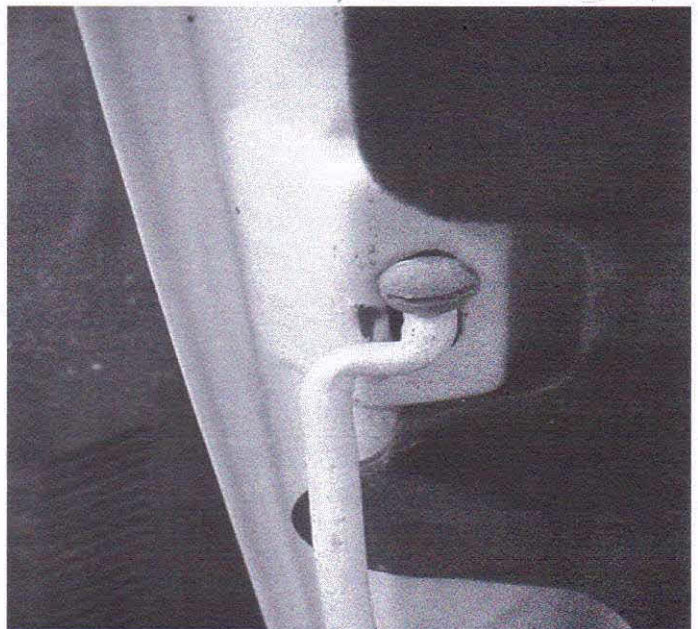
To make one for your Cosworth, simply hold the tire valve extension in a vice and self-tap the screw into the threaded side with a screwdriver. The larger screw will slightly bell the knurled area of the plastic valve extension to the width of the prop hole.

Open your Cosworth's hood and install the prop. Push the hood forward so that the prop is snug against the bottom of the elongated hole.



Then push the retainer into the space above the prop, valve-end first. The retainer may fit in loosely, but it should not fall out. Let the hood drop back until the prop presses tightly against the retainer. Now, though the hood may shake and dance a little in the breeze, it should never fall down. I have tested mine in 50mph winds!

To remove the safety, simply push the hood forward again to relieve prop pressure, and then pull it out with your fingernail. Store it in the driver's door pocket where it won't get lost and it will be ready the next time you open your hood and show your motor.



CVOA Salutes GM Lordstown Plant's 40th Anniversary

by Brian Harpst

On July 1, 2006, just a week after Round-Up 27 in Canton, I made my way back into Ohio, where a contingent of CVOA members from Region 7 were attending a car show hosted by UAW Local 1112 to help celebrate the GM Lordstown plant's 40th Anniversary. Members present with their Cosworth included Mark Rock, Brian and Mary Wetrich, Bill Stroud; Dick Bradach was there with his pristine '72 Kamback, as well.



L-R: '72 Kamback, CV-0776, CV-1620, and CV-3387

In addition to CV-0001 and the very first Vega built (the blue GT hatchback), courtesy of GM's Heritage Collection, the show featured the very first car to roll off the line – a 1966 Impala sport sedan. While that car was purchased on April, 28, 1966 by Warren's *Tribune-Chronicle* newspaper, it is now in the hands of a private collector from Colorado.



The very first car off the assembly line returns home for a visit

In addition to the full-size Chevrolets that were assembled 1966-70 in Lordstown, the plant also built Firebirds during 1967-69 – until Vega production began in 1970.

Brian Wetrich reported that there were 482 vehicles on display that day. It certainly was a well-attended show, but the event also offered a variety of exhibits and activities for everyone. Proceeds from the show will benefit the Make-A-Wish foundation.



Uncle Sam and Mary Wetrich salute the CVOA contingent (photo courtesy of Mark Rock)

It was nice to see the Cosworths on display attracting plenty of spectators. Many of them stopped in their tracks to study and discuss what was under the hood – not the usual Vega Four or even an all-too-common small-block V8 conversion (and yes, there was one in the show, #1349, previously unknown to the Club), but something that was clearly special.

We were also lucky enough to meet several retirees who built these cars, and contact info was exchanged. With any luck, perhaps we can look forward to some great stories, helpful information, and amusing anecdotes.

Meanwhile, Mark Rock recounts his initial encounters for us in the sidebar below.

The Opportunity of a Lifetime

by Mark A. Rock

It was an incredible assembly of vehicles in the Lordstown parking lot, but by far the most interesting for me were my conversations with the workers who built our cars. I heard the expression, "Man, it's hard to remember that far back" repeatedly, but a little talking generally jogged some memories. Others needed no reminders at all.



It's all in the presentation (photo courtesy of Mark Rock)

For example, there was the worker who had met Brian Wetrich the previous day, when he attended the media event, and sought him out on Saturday. He brought with him a brand new dash plaque, #3570. It had been in his dresser drawer for close to 30 years and is in near mint condition. (Notice Mary's fingernails, in the photo above, which I hadn't seen at the Roundup.) There is a somewhat long story that goes with how he came into possession of this. The short version is that it was given to him by the divorced wife of a worker who apparently had pocketed it, but she wanted nothing to remind her of him. He stuck it in his drawer, figuring somebody might want it some day.

We also met the worker who drove the very first Cosworth, #0001, off the assembly line and from the final assembly area – Steve Schmidt. He also has the honor of having driven the very first 1966 Impala, a white 4 door hardtop, off the line.

We met one of the workers whose job it was to apply the stripes to the car. He told us about how the fender well stripes were mismarked – that the left belonged on the right and vice versa, and how 3M had never changed their markings.

I told him that I had just looked at my set of the stripes that the CVOA had reproduced in about 1988 and that there was a caution printed in the Club Magazine warning that the stripes were mismarked and the left wheelwell stripes belonged on the right and vice versa. What a small world. (*Actually, the warning advises that the left front and right rear are mismarked. - MAR*)

He also told us how he originally used a little soap in the water when he applied them, but soon got good enough that all he needed was plain water and his thumb. Best of all, he'd be more than happy to install the stripes on a Cosworth for me or anybody else as a side job!!! He also told us about how in the early days you could tell who striped a car just by looking at the stripes. Some were known for their wavy stripe installation, it seems.

We met a guy who installed lower radiator hoses, one who installed shifters, another who installed transmissions, and several who worked as ARO's (Absentee Relief Operator), filling in as needed along the line.

We also met a fellow who put the dash plaques on. Contrary to my assumption, the dash was already in the car when the plaques were installed. The worker had to reach up behind the dash to screw on the nuts.

One worker recalled that the line ran at a speed of 103 cars per hour, while others pegged the number at 100 and 106 respectively. Another recalled that they built about 2 Cosworths an hour – a fact borne out by Chris Wheaton's records of VIN numbers.

All in all, a very worthwhile day.

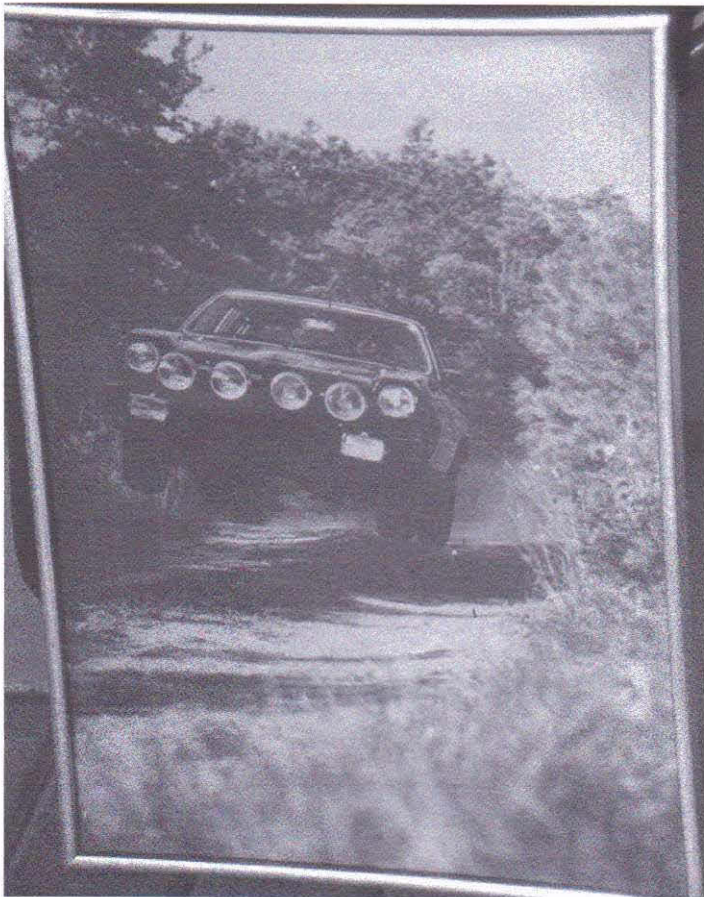
Best Wishes to the Lordstown plant and all the people who worked there over the past 40 years. *We look forward to seeing you again for the 50th Anniversary!*



A familiar landmark for anyone traveling the Turnpike in northeastern Ohio

(All photos courtesy of the author, unless otherwise noted.)

Cosworth Trivia for You



Cleared for landing! (Photo courtesy of Don Sherman)

On your left is a picture of CV-0008 taken circa 1976. Astute observers will notice that this is the same shot that appeared on the cover of the December 1976 issue of Car and Driver Magazine. Yes, this is the famous Car and Driver Rally Car, which competed in many events here and abroad. For those of you who are not familiar with this vehicle, it is well worth your while to pick up a copy (seen every now and then on eBay) and read up on the efforts made in building this fabulous car and the "tweaking" that was done to extract more horsepower and torque (yes, torque) from the two liter engine.

My trivia questions to you are as follows:

- ◆ Who was driving the airborne CV in the photo?
- ◆ At what event was this photo taken?
- ◆ Where was the photo taken?

If you know the answers to these questions or want to take a guess (or guesses), please send them to the Editor via e-mail or the US mail. The first person submitting the correct answer will receive a copy of the above mentioned Car and Driver Magazine. All others who respond correctly can rest assured that they will be honored as a Cosworth Vega trivia expert in the next issue.

Some random thoughts from Round Up 27 host Brian Wetrich:

Having heard horror stories about hosting a Round Up, I was nervous about being volunteered by my wife to host one. I learned a few things while doing this. Rely on others to help out where they can; it makes a *huge* difference when you have help. The autocross is the most difficult event to organize, so start early and make good contacts with the local sports car clubs or tracks. The hardest part of working with the autocross clubs is that they rarely know what their schedule is going to be until January or February, which makes it difficult in setting a date. Get that date in writing!

One person I could not have done this without was my wife Mary. She did a lot of the organizing, planning, and leg work. She also has become very proficient at making graphics on the computer and was able to do a lot of the paperwork and create various tickets. Getting the registrations in early helps the host tremendously! Setting up food, ordering T-shirts, participation plaques, and accurately judging the number of awards to be purchased is

difficult indeed if you don't know how many people are going to attend. Personally, I didn't turn away anyone who wanted to register late and things worked out OK, but it was stressful.

Quite often I have been asked if I would do it again. Reflecting back, I probably would. Would I do things differently? Probably. My hangover from Saturday night did not help matters much on Sunday (you all know who you are who contributed to this on Saturday night).

Hopefully I was able to introduce myself to everyone and say hello. If not, I am sorry and hope to get a second chance at the next round up. One thing to anyone who attends their first Round Up, make sure to get out and introduce your self to everyone! I realize at some points during the Round Up things get to be hectic, and people are busy and might not have time to have a conversation. Don't take it personally. Catch them later when things have slowed.

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C1451@aol.com

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Joemcnal@bellatlantic.net

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Cwvega76@earthlink.net

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jwrigg@msn.com

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Director Needed
E-mail Tim Morgan with interest

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Classified Ads

Cosworth Vegas for Sale

75-0266

Black, black cloth, 94,000 miles. Positioning, swing-out windows, rear defroster, windshield antenna, rear speaker, after-market AM/FM Cassette radio, new decal kit. Good interior, glass, and chrome—poor body shop work which needs to be redone. Stored 10 years, can't get time to work on it. Needs a good home. \$1000

Bill Lyon (937)666-3292
after 6pm EST

75-0920 Less than 9000 miles, has won several awards at national shows. White interior, was showroom demo car and has all the extras a Cosworth could have in 75. Always garaged, runs well but has not been run for several years—a little detailing will make the car look as good if not better than it looked in the dealer's showroom

76-2797 Firethorn with buckskin interior, 53,000 miles. Runs well but has not been run in recent years. Fold out rear windows, rear window heat strip, Sky-trends sunroof dealer installed. Body has some small dents and paint chips, no rust up or down and has always been garaged—can be made into a real sharp car with a little body work and new paint.

Along with the two cars are a number of misc Cosworth and Vega parts. There are radiator hoses, a new high pressure pump, used clutch plates, intake manifolds, some belts, and many other parts too numerous to name. All of the above can be had by some lucky recipient for \$10,000. Will divide but would rather sell package in entirety.

Jim Stallwitz
4410 Meadow Drive
Pekin, IL 61554
(309)915-7881
E-mail: turk53@dpc.net



75-1121

Black/black vinyl 63,921 miles 4 speed with 3.73 Pos. number matching car. Very original and very restorable, runs and drives. If you have been looking for that right Cosworth to restore you must take this one in consideration. Car came out of Florida and has been park since 1982. The paint on the car is dead from the Florida sun but the windows have that dark aftermarket window tint film that saved the interior from the Florida sun. I bought this one owner car intending to restore it but came a cross a Firethorn car a few months later. It's too good of a car to part out. You can drive it the way it looks or it would be a great car for someone that has been looking for that right car to restore. Car is 100% original with no modifications whatsoever. Original exhaust / shocks etc. Car has rust on the top surfaces but from the top of the doors down including trunk and floor is in good shape. Battery tray is gone but the frame rail is in good shape also I have pictures of the car just email and I will send you what I have.

If there is a section area you like to see let me know and I will get a picture of that area for you. Factory options include Rear Defogger, Tinted Glass, Posi rear end, Am/Fm Radio, Rear Speaker.

Car is in Muncie, Indiana with an Indiana title. I made a copy of the Florida title that will come with the car along with the owner manual and paper work that I have. If you would like to see this car or have any questions please ask. \$1,850 Firm.

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76-2465

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76-2551

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FEATURED IN THE NOVEMBER
2003 ISSUE OF AUTO RESTORER
MAGAZINE.

Professionally restored. This car has received a full ground up restoration. 22k mile RUST FREE car, gutted, mounted on body rotisserie and fully stripped and repainted top and bottom. All body parts (doors, fenders, hatch, hood, etc.) painted off the car. NO PAINT TAPE LINES! Engine fully rebuilt completely stock with addition of vacuum advance. All NOS rubber, trim, moldings, bumpers, carpet, dash trim, etc. used during restoration. Powder coated rims, stainless exhaust. Stainless brake and fuel lines. Car has the best of everything and has been a consistent 1st place winner. Less than 2k miles since complete restoration. Car is black on black vinyl, 5 speed trans., posi rear, Pop out windows, AM/FM w/rear speaker, floor mats, rear defogger, tinted glass, tilt wheel, power brakes. I could go on and on, but the best thing to say about this car is it is one of the most detailed and perfect Cosworths in the country and drives and runs better than new. To build this car you would spend a minimum of \$15,000. Serious inquires only. Car is located in Pennsylvania.

Gerald Cross
(570) 824-7258

E-mail: gcross@epix.net

Non-Cosworths for Sale

No ads at this time.

Cosworth Vegas Wanted

No ads at this time.

To Submit Ads:

E-Mail:

CVOAEditor@Cosworthvega.com

Snail Mail:

CVOA Magazine
202 Mile Road
Tunkhannock, Pa 18657

Parts for Sale

Vega (140) Cyl. Head; Ported, larger stainless valves, P.C. seals, Crane valve springs & retainers, Crane cam F 240/470-8 Racing part # 120971, lifters, new cam bearings, cam seal ,sprockets. All New- Ready to Race! \$900

Sonny (210) 688-3711

All kinds of used stock engine parts & new racing parts. Also automatic transmissions.

Sonny (210) 688-3711

Drip Rail Molding

Jerry Smith

(386) 574-7503

cwvega76@earthlink.net

Parts Wanted

Looking for engine speed sensor
(located at back of distributor housing)

Al Inglin

1013 Davisville Rd.

Southampton, Pa 18996-3248

(215) 355-2049

E-mail: ING1013@aol.com

1975 Cosworth High Pressure Fuel Pump.

Two clear plastic clips that fit onto shoulder belts to relieve tension.

Bill Fink

Chesterfield, Va

(804) 790-0396

E-mail: billfink@Comcast.net

Looking for a Tail Light lens for '77 Vega hatchback (actually one lens for the tail light, brake, turn and back-up lights...colors are red, amber, and clear.)

Dick Rogers

(951)360-8565

**Ads will appear for two issues
If you would like your ad to
continue please contact the
Editor.**

Your Ad Could Be Here!

Do you have a special Cosworth that you are looking for? Or perhaps you are searching for that rare NOS part to complete your Concours restoration? Do you have some parts you want to part with? Or perhaps have an extra Cosworth or two? Why not place an ad right here? Remember, ads are **free**, as long as you are a member of the CVOA.

Once again, the ads are **FREE!**

Running an ad will cost you

Nothing!

There is **No Charge!**

**Send your ad in to the Editor
and get results!**

(Continued from page 2)

tion is whether it should be tabbed or stapled (OK, maybe it isn't a pressing matter). In case you don't know, a tab is the little round strip that held your last Magazine together. For this issue, we used a staple for that purpose. If you have a preference, let me know. The majority rules.

Finally, there is another new column which you will find towards the back of this issue. Called "Side View Mirror", it won't be making a regular appearance, but might show up again when the time is right. I believe the name is quite appropriate because, as we all know; the view can get quite distorted when you look at things through your side view mirror.

Yours in Cosworths,

John

CVOA Merchandise

CVOA-MAN-5 Duke Williams - Twin Cam Times Portfolio
- Complete set of Duke's work on the Cosworth while Director for Region 16.
Stapled Issues with an index. \$ 30.00

CVOA-MAN-6 1975 -1976 Engine Assembly Manual -
Loose leaf--you will need a small three ring binder for this manual.
\$ 10.00

CVOA-MAN-2 Five Speed Service Manual - From Borg
Warner, 12 pages, spiral bound. \$ 7.00

CVOA-MAN-1 Fuel Injection Diagnostic Manual - Comb
bound photocopy of manual written by Phil Good, one of the Bendix engi-
neers who developed the Cosworth Vega EFI. \$ 15.00

CVOA-MAN-3 Tech Bulletin Set - CVOA Technical
Bulletins that have been published in the CVOA Magazine. They cover many
important topics. Last Update 12-94. Spiral bound copies.
\$ 20.00

CVOA-MAN-8 1975 Cosworth Vega Assembly Manual -
Loose leaf--you will need a three ring binder for each manual. \$ 35.00

CVOA-MAN-9 1976 Cosworth Vega Assembly Manual -
Loose leaf--you will need a three ring binder for each manual. \$ 35.00

CVOA-PUB-4 Cosworth Vega Owners Association
Concours & Autocross Rules (free to current members)

CVOA-PUB-1 Cosworth Vega Magazine Back Issues - All back issues of the
CVOA magazine are available as photocopies. \$ 4.00

CVOA-PUB-2 Complete Set Cosworth Vega
Magazine Back Issues - Certain back issues of the CVOA magazine are avail-
able only as photocopies. \$ 150.00

CVOA-PUB-3 Phone Directory - Complete listing
of the latest roster of CVOA members. Great to have when you are traveling
in your Cosworth on long road trips. March 2005 is latest update. \$ 3.00

CVOA-ACC-1 Key Ring - "Spanish Gold" Alloy casting of the horn
emblem. Enameled blue/black logo. Large diameter 1.75 inches. \$ 8.00

CVOA-ACC-2 Kan Coolers - Foam thing to keep a can
cool. Yellow with 20th Anniversary logo. \$ 3.00

CVOA-ACC-3 Window Decal - New design, static cling
type, to affix to inside of window. \$ 3.00

CVOA-ACC-4B Jacket Patch - Club patch...older design. 3"
round, BLACK background. \$ 3.00

CVOA-PT-16 Exact reproduction hood pad.
Molded fiberglass, prepunched mounting holes.
Retainer clips not included. \$175.00

For This Part ONLY Contact Art Treta

CVOA PARTS

Engine Parts

CVOA-PT-02V Head Gasket (VICTOR) with instructions
for making the oil restrictor. .045 Thickness \$ 23.00

CVOA-PT-05 SEALS - Camshaft/Distributor drive (set of three)
\$ 25.00

CVOA-PT-06 O-Rings - Distributor housing to cylinder head "O"
rings. Set of 2 O-rings. \$ 3.00

CVOA-PT-07 Timing Belt - Distributor drive belt. \$ 12.00

CVOA-PT-13 Fuel Injector "O" Ring Kit - Includes (4) fuel rail
grommets, (4) injector manifold seals, (8) injector to rail seals, and instruc-
tions. \$ 10.00

CVOA-PT-01 Upper End GASKET Set. Includes cam cover, cam
carrier, intake and exhaust. \$ 35.00

CVOA-PT-08 Timing Belt - Camshaft drive belt. \$ 60.00

CVOA-PT-03 Lower End GASKET set - includes oilpan set, oil pump set,
rear main set, with water pump gasket. \$ 40.00

New Valve Shims - Limited Supply. These were VW shims milled to fit our
Cosworth engines. Please use a micrometer on your old shims in order to
determine the size you need. The number (if readable) may not be accurate on
your old shim. The following are currently available (thickness in inches):

CVOA-PT-04-137 .137 thick	CVOA-PT-04-143 .143 thick
CVOA-PT-04-138 .138 thick	CVOA-PT-04-144 .144 thick
CVOA-PT-04-139 .139 thick	CVOA-PT-04-145 .145 thick
CVOA-PT-04-140 .140 thick	CVOA-PT-04-146 .146 thick
CVOA-PT-04-142 .142 thick	CVOA-PT-04-148 .148 thick

Other Parts

CVOA-PT-12 3M "27" Tape - The special white insulating tape used on the
left engine wiring harness. 7ft roll (enough to do one car) 75 or 76. LIMITED
SUPPLY \$ 10.00

CVOA-PT-09 Water Pump - Remanufactured with Superior front
bearing. (send core with order) \$ 65.00

CVOA-PT-10 Heater Box Rebuild Kit - Reproduction kit with
seals. You will also need to get a small tube of 3M Super Weatherstrip Adhe-
sive and some 3M Strip - Caulk from your local parts store. \$ 20.00

CVOA-PT-15 Reproduction Complete Stripe Kits - Excellent
quality done on computer controlled equipment. Lettering is gold with die-cut
black background as found on 95% of the cars. \$ 170.00

Items sold to Current Members Only

Best Way to Buy:

Order Online-- Go to cosworthvega.com

Click on "order online" link on the lower
right corner of the home page and use PayPal

OR:

Mail check or Money Order to:
Bob Slusarek
24616 Lincolnway St
Plainfield, IL 60544

**Prices include shipping to the lower 48 states only (no PO
Boxes). Contact the Merchandise Director for shipping
charges to Alaska, Hawaii, and foreign countries.
Please allow four weeks for delivery.**

CVOA Approved Vendors

Vega Parts, New and Used, Repro Front Air Deflector
DAVE'S VEGA VILLAGE, Anmore, B.C. Canada (604)
469-9979 Monday-Saturday 1pm to 6pm PST

Vega Engine Parts: New/Used/Racing parts, Engine Rebuilding
Sonny Rossi, San Antonio, TX (210) 688-3711

CV Rebuilding / Repairs - Total or Partial
HME, Clarksville, TN (931) 648-1119

Carpets - Molded Floor, Rear Cargo & Material
Auto Custom Carpets Inc. Anniston, AL 1-800-633-2358 (see note below)
Make sure you get the right year, 76 carpet is longer than 75
NOTE The CVOA has an account with ACC which gives club members a 37.75% discount. Barbie Dunn is the point of contact, her extension is 249.
Her E-mail address is bdunn@accmats.com
The account number is 036784

Reproduction Dash Bezel
HME, Clarksville, TN (931) 648-1119, Note: Two piece design

Reproduction Labels
Jim Osborne Reproductions, Lawrenceville, GA (770) 962-7556
Their catalog has a small Vega and Cosworth section
Triple A Enterprises, P.O. Box 50522, Indianapolis, IN 46250

Reproduction Window Price Stickers
[Http://www.window-sticker.com](http://www.window-sticker.com)

Computer Repair
Bob Stallwitz, Pekin, IL (309) 353-2450 [Email: rstallwitz@grics.net](mailto:rstallwitz@grics.net)

Superior Water Pump Exchange
2341 W. Cypress Phoenix Phoenix,
AZ85009-2713
(602) 252-7398 FAX (602) 252-7000
[Email: autoh2o@aol.com](mailto:autoh2o@aol.com) Contact:
Sharon Magruder

Seat Upholstry- Material
Original Auto Interiors, St. Clair, MI (810) 727-2486
SMS Auto Fabrics, Portland, OR (503) 234-1175

High Pressure Fuel Pump Rebuilding
Fuel Injection Corporation, 1701 E. Edinger Ave. Building C, Unit C1, Santa Ana,
CA 92705 (714) 835-4064 Contact is Don Burnhart, call for pricing. Money Order /
Cashier's Check only (also rebuilds MAP sensors and Fuel injectors).

Fuel Injector Cleaning and Testing
Superior Automotive, 2675 W Woodland Dr., Anaheim, CA 92801
(Send them your injectors, they'll clean them, test them and return them with a re-
port. \$100 set of four, includes shipping)
(714) 835-4064 Contact is Joe Jill Sr.

Seat Belts- Repair/Remanufacture
Ssnake-Oyl Products, Seat Belt Restoration and Sales Route 2
Box 269-6, Hawkins, TX 75765 1-800-284-7777

Remanufactured Vega Steering Boxes
Contact Earl at: Lares Corp. - Reman Steering Components
13517 HWY 66 NE, Ham Lake, MN 55304 (612) 754-2853

Weatherstrip for your Cosworth
Metro Molded Parts 1-800-878-2237

Item	Part #
Hatchback doors	LM 13
Wagon and sedan doors	LM 13-A
Hatchback Hatch, sold by the foot	LP 46-C (need 20 ft)

Cosworth Vega Professional Wheel Refinishing
Wheel Medic
600 Shoemaker Ave #4, Columbus, OH 43201 (614) 299-9866
Contact Robert Boley

CVOA Technical Advisors

Questions and advice, calls on your dime

Karl Bell of Hutton Motor Engineering, TN
(931) 648-1119 8-3 CST, Tues-Fri only
***Engine and EFI related issues**

Bob Chin, Bloomington, IN
(812) 339-0838 4pm-9pm EST
***Restoration and Mechanical**
BobC997615@aol.com

Keith Meiswinkel, Wallkill, NY
(914) 895-3027
7:30pm-9pm EST Every Day
***15 years experience, Mechanicals, Parts, Availability, Res-
toration and Detailing**
Cosworth@frontiernet.net

Tim Morgan, Houston, TX
(281) 589- 0449 9pm-10:30pm CST M-F
***EFI, Webers, Engines, Performance Parts, Suspension, Body
and Interior**
Twincams@aol.com

David Quarterman, Anmore, B.C.Canada
(604) 469-9979 1-6pm PST, Mon-Sat
***Dave's Vega Village, All H-Body types, V6 & V8 Conver-sions,
20 years of study**

Maurice Schecter, Williston Park, NY
(516) 294-4416 9-11pm EST M-F
***Troubleshooting Fuel, Electrical and Drivetrains a
Specialty. Working on Cosworths since 1979**
Mauricsch@cs.com

Duke Williams, Redondo Beach, CA
(310) 372-5527 6pm-10pm PST & weekends
***Maintenance, Engine, 5 Speed Trans, Brakes, Fuel, Elec-trical
System, General Technology and History**
Dukewilliams@netzero.net

Neil Williams, Bellflower, CA
(562) 920-7168 After 5PM PST
***EFI, Webers, Engine Assy, Electronic analysis, 30+ Years per-
formance OHC Experience. 16 Years CV port/polish, etc, etc**

Tom was driving his Vega Nomad wagon to work and was stopped under a pedestrian overpass. A fellow yelled to him..... "you don't see a Vega every day!"

Tom yelled back..."I do".

SIDE VIEW MIRROR

It was Thursday a little before dinner time with the Round Up only a day away when I found out I couldn't leave for Canton until Saturday morning. While I had prepped trusty #3400 the weekend before and was ready to go from a mechanical standpoint, cosmetically the car left something to be desired. Its rear hatch was still an ugly brown while the rest of the car was green. Is this how I wanted my favorite ride to look at its first Round Up? No way! Something must be done! Keeping my fingers crossed. I made a quick trip to the paint cabinet and luckily found all the materials to prep and paint the hatch. After dinner my wife heard a common phrase, "I'll be in the garage". I found a rear spoiler that I had on several Vegas in the '70's and figured I'd put that on too. Thursday evening was spent grinding, metal prepping, priming, and block sanding. Friday evening a sealer was applied followed by base and clear coats. Saturday morning the parts were installed. Although the tech people at PPG might disagree, my thought was that a 300 mile ride across Route 80 at speed would satisfy the "forced air dry" step. A quick visit to Map Quest, a suitcase full of stuff and I was ready to go.

Ah, the open road in a Cosworth Vega. Sunshine in my eyes, thumbs up from folks who I was passing by. While autocrossing with a 5 speed and 3.73 gears in the back isn't much fun, cruising across Route 80 at an easy 80 mph is. Even more fun is the always adventurous stop for fuel. Once in a

while someone will know what the car actually is but usually I hear "I used to own one of those but it rotted away years ago" or "what a piece of crap". As luck would have it on this particular stop in western Pennsylvania, I heard the "rust bucket" comment. Not wanting to waste any time, I didn't bother engaging him in conversation to address his ignorance, but I did notice that the fellow headed west after fueling up. Shortly thereafter I treated him to a seven grand pass with a rather loud exhaust note blurring from the 2.5 inch mandrel bent Dynomax muffled exhaust. Another minute passed and he was a spec in my rear view mirror.

I guess I have lived in a small town (one traffic light until recently) too long. I figured I'd cruise into Canton and then either see the host hotel or simply ask directions at the convenience store. I figured wrong. Fortunately after a quick call to a friend I was on my way. When I arrived in

the early evening there were Cosworths galore in the parking lot and also the trailer that contained the vehicles that GM brought down for the car show. After a quick walk for some junk food to tide me over, I was ready to enjoy the rest of the 27th Round Up.

As darkness set in, I joined a couple of Cosworth comrades and headed over to the Massillon cruise. It seems that if the weather is decent on a Saturday night, the town shuts down the main drag for several blocks and allows collector car fanatics to park and generally "hang out". Gaining in popularity in most parts of the country, I've been to cruise nights that put most car shows to shame. Although we arrived late, we did get to examine several outstanding vehicles and strike up some interesting conversations. Upon our return to the host hotel, my friends, being exhausted from the day's activities, decided to turn in for the night. Though tired, I was still wired and took a walk around to see what else might be going on. The first thing I noticed was that the trailer the folks from GM used to bring the show vehicles in was *gone*. Another fellow

walking by told me it was gone for good. Oh well! Seeing the XP898 for me would have been somewhat comparable to finding a piece of the Holy Grail, but I guess that will have to wait.

One thing you can bet your bottom dollar on is that anytime you have a multi day auto-

motive event such as this, you will find folks hanging out in the host hotel parking lot somewhere (in any weather short of a monsoon), chatting about their favorite marque and drinking suitable beverage. I was not disappointed. Soon I was supplied with the aforementioned drink and conversing with them about our favorite car. An excellent night ensued, I could have stayed out in the lot until first light listening to the stories, but in the wee hours of the morning more sensible people decided that it was time to call it a night. Many thanks to the folks who made sure I was properly hydrated. Sneaking into my room, so as not to wake my resting roommates, I dropped off to sleep - to the melodious sounds of some serious snoring.

A ray of light greeted me Sunday morning, along with the ever present sawing of wood by my roommates. I debated waiting for them for a moment and then decided to head out to continue my Cosworth weekend. It wasn't long



Canton bound! The author would be better off watching the road.

before more friends were seen and more Cosworth chat resumed through breakfast at the hotel, followed by another session out in the parking lot.



Seen above is the XP898 . Will the author ever get to see it? (image from the General Motors collection)

“Line up” I heard several folks say, and then I finally figured out that we were going to head over to the competition lot as a group. What an impressive group it was! I was fortunate to be a couple of cars from the rear and there were Cosworths as far as the eye could see, with several H-body cousins mixed in. Final bugs were ironed out and the autocross runs began. One by one, the vehicles went out on the course and carved cones in the finest tradition of the Round Up. There were Cosworths of many colors, a Cosworth race car, several wagons, and even a pick up truck! From novices to an SCCA Solo II National Champion (in a Cosworth Vega, of course), young upstarts to seasoned veterans, these folks put on quite a show. Even the local police made an appearance to take it all in. Fortunately at one point there was a delay in the action, this allowed me to get a burger and fries without missing a thing. When the runs continued, I walked the perimeter of the course with camera in hand getting some good shots of cars in various degrees of control. One particular competitor was quite entertaining, after having trouble negotiating the back part of the course, a stream of colorful commentary in a high pitched voice was heard (most of which cannot be printed here). Shortly after, things started winding down and we headed back to the hotel.

I wasn't back in my hotel room for long before I was invited to take a ride with a couple of Cosworth cohorts - in search of a gold marking pen. The reason for this little scavenger hunt was that this marker was needed for a very special helmet. Several markers were found at the first office supplies store we stopped at, but nothing in gold, and we continued on. Perseverance paid off and we found the perfect marker - and not a moment too soon as it was almost time for the evening's festivities.

Having never been to a Round Up banquet before, I thought it would be proper to wear my best pair of shorts

and a clean t-shirt. Once again I figured wrong. Folks attending the Round Up dinner get decked out! With no time to buy a suit I put on my best collared shirt and a pair of khakis and found the most inconspicuous seat in the room. Several passes through the buffet satisfied my growing hunger, after which I was treated to a pleasant surprise with a slide show about the historic Lincoln Highway - the first transcontinental highway for automobiles in the United States (<http://www.lincolnhighwayassoc.org/>). Ironically, my Dad had mentioned this road recently when reminiscing about his cross country trip back in 1937, and I paid close attention. Next on the agenda was the awards presentation, which proved to be quite entertaining. Upon learning of one particular father/son combination entered in the Road Rally, I waited with anticipation for a good story. I was not disappointed. Soon the elder team member took the microphone and told a tale which at one point included something about the local police. Other awards and good natured banter followed, finally we were told to take out our tickets and be ready to check numbers for the door prizes. I expected a couple of Cosworth goodies, but what followed had to be at least a half hour of handing out item after item...after item. Where did they get all that stuff? What a great evening!

Monday morning arrived too soon. After a hardy breakfast it was time to say goodbye and head back home. Cruising across Route 80 and thinking back on the weekend, I couldn't get over what a good time it was. I also couldn't get over the effort made arranging and executing this event by our charming host and hostess.

Many thanks to Brian and Mary Wetrich for a good time that I will always remember.



Oh well, back to reality....

(All photos taken by the author, unless otherwise noted.)

Round Up 28--Deltona, Florida

June 22-24, 2007

Hosts: Jerry and Barbara Smith

Friday - June 22rd

A Barbeque and DIRECTORS Meeting will be held at Jerry and Barbara's "bar". All are invited to attend. A tour of Jerry's recently completed Dream Car Garage will be included.

Saturday - June 23rd

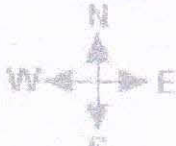
The CONCOURS will be held at, and we will spend the day at Daytona USA. Included will be tickets to the museum, the Imax theater, the ride simulators, lunch, and a tour (including Skybox) of the Daytona International Speedway.

At the conclusion of the CONCOURS we all caravan to the New Smyrna Speedway to participate in their Car Club program pre-race ceremonies:

1. Each car and two persons gets free admission to the speedway and becomes part of your club's very own exclusive "mini-car show" in the New Smyrna Speedway event area.
2. Right before the night's races, the CVOA will take a special paced "Lap of Honor" Around The High Banks of New Smyrna Speedway, and a club representative will be "upstairs" with the track announcer talking about the cars, the Cosworth Vega Owners Association, its activities, etc.

Sunday - June 24th

The AUTOCROSS will be held at the New Smyrna Speedway, a newly paved half mile banked oval.



A Registration Form is Inside This Issue!

Registration can also be made online <http://www.cosworthvega.com>

Pay with Paypal

Cosworth Vega Magazine

P. O. Box 5864
Pittsburgh, Pa 15209

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