

DECEMBER 1980

COSWORTH VEGA

OWNER'S ASSOCIATION

Cosworth Vega news news

NATIONAL HEADQUARTERS, P.O. Box 910, 22032 Trailway Lane, El Toro, California 92630 (714) 770-1305



ROUNDUP'80 SMASHING SUCCESS!

Labor Day weekend proved to be one of the most memorable and exciting for the over one hundred and fifty Cosworth-Vega drivers, friends, and families who converged on Clarksville, TN. for the first annual CVOA Roundup.

The first meeting took place on Friday evening where sixty-plus heard a welcome address by Bob Maloy, National President. Although the meeting was originally planned for Regional Directors only, all were welcomed and many excellent ideas were presented. The highlight of the evening was a presentation by Mr. Hoke Rollins of Classic Insurance Company. Classic has been working closely with CVOA to develop an insurance program tailored for the Cosworth. Details of the presentation and the proposal to our membership appear elsewhere in the Newsletter. Although a few drops of rain fell on Friday evening, Saturday morning dawned bright and shiny as the official registration opened. A parade of Cosworths arrived throughout the day from twenty-five states in the US. Much in evidence were families who had decided to make the trip to Clarksville the last fling of summer before starting the children back to school.



Phil Good

On Saturday afternoon, Bill Hutton hosted an open house at his facility. The highlight of the tour was the excellent display Bill had prepared to show the differences between the stock Cosworth parts and the upgrades and modification work that he offers. There were many questions for Bill regarding performance parts-Weber carb conversions, and his air conditioning kits, specially designed for the Cosworth. Early Saturday evening, we all met for a wonderful country dinner prepared by a local caterer, under the supervision of Jim and Pam Crane, our Regional Directors and the hosts for the Clarksville Roundup. Words can not express how delicious the food was, both on Saturday, and at the Sunday picnic barbeque.

The highlight of the evening was the talk by Phil Good of Bendix. Phil gave a brief history of the fuel injection concept in the US cars. He told of a rivalry between Delco and Bendix to be the first on the market with an electronic fuel injection system. Cadillac and Delco won, in 1974, with the FI Seville. Phil talked about the rigorous testing procedures required of each fuel injection system, and how each complete system, manifold, wiring harness, all control valves and sensors as well as the computer were tested as an as-



Bill Howell

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Happy Birthday to us!!

It's just one year ago that the Cosworth Vega Owner's Association took shape. We've come a long way, baby.

In just twelve short months, we've built a national organization with strong leadership and active, exciting local organizations. We've held a National Roundup, with great success, and the plans are already being laid for next year's meeting in Detroit.

We've found an underwriter for an insurance program that will allow you to insure your Cosworth for its real value, not what the "book" says a 1975-76 Vega is worth, about \$700.00.

We've nearly completed negotiations with TRW to produce engine internal parts for our members at a substantially lower cost than you can buy them from Chevrolet, and if our information is correct, the supply of parts from Chevrolet is short lived.

In cooperation with Phil Good, a 50 page diagnostic manual for your fuel injection system has been prepared that doesn't require a "black box" to diagnose the problem. Using only an ohmmeter you can perform all of the tests usually done with the factory analyzer. You can order this directly from GOOD PERFORMANCE, 2865 Walton Blvd., Pontiac, MI 48057. The cost is just \$15.00, post-paid.

We are working on a replacement digitized control board for your computer that will have much higher reliability, and some external controls to allow you more freedom to select fuel enrichment. This won't be ready for six months, so hang in there!!

What do we look for next year? Hopefully to double the membership. More members means better and more frequent newsletters. It means more clout with Chevrolet, Bendix, insurance companies and on and on. There are only about 3,400 of the original 3,508 Cosworths left. We want to protect those remaining cars. The 1981 Roundup is already in the planning stages. We'll meet in Detroit, where it all started.

Personally this has been a most regarding year., I've had an opportunity to meet many of you at the Roundup. You're just as I expected you'd be... concerned about the future for your Cosworth, the availability of parts, the prospect of having to pay \$500.00 plus for a new computer, the total lack of dealer service or concern, and all of the other little niggling problems that beset a Cosworth owner. I'm impressed with the breadth of knowledge that exists among our membership. I'll bet there's enough engineering talent to build a car from scratch. Thanks, Santa Claus, I have my Christmas present early, hundreds of friends, all over the world!!

Bob Maloy.

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Roundup Address by Bill Howell

Chevrolet Product Promotion

Many of you may have wondered how an odd-ball car such as the Cosworth Vega happened along from a division such as Chevrolet in a giant company such as General Motors.

Reflecting over the recent past history of General Motors, I can't think of another car that is remotely similar. There were the high performance versions of the Chevrolet big and small block powered cars, but most of them ran only to several thousand copies and were not very unique. There were turbocharged Corvairs in 1963 and later, but they were just bolt-on turbos. Somewhat similar was the ill-fated turbocharged aluminum V-8 Oldsmobile F-85 from 1963. I say this because we had to quit manufacturing it for many of the same reasons we stopped manufacturing the Cosworth. It was over-priced for the performance it offered, the dealers didn't want anything to do with something that sophisticated, and it did not sell well enough to keep the company interested. I do not know how the turbo-Oldsmobile came about, but I feel that I know how the Cosworth-Vega came into being, though I was not involved in the beginning.

In 1971, the Vega was introduced as an all new economy compact in the \$2,000 price range. With any new model line, General Motors searches for methods to increase sales with various options to maximize the basic body usage and increase sales. In the case of economy compacts, no US manufacturer at that time had any great deal of success marketing small cars of any kind, and there was a certain willingness to look at any proposal that showed the promise of widening interest and sales of a compact car line. Keeping this premise in mind, we will follow the development of the Cosworth-Vega.

The basic Vega engine was unique in that it featured a very light weight die cast aluminum cylinder block. Die casting, at least in theory, offers light weight castings that are superior to anything else in strength per pound of weight. The ready availability of an aluminum block raised the attention and interest of Cosworth Engineering, Ltd. of North Hampton, England, who had for years been making a 4 valve per cylinder twin cam head for the Ford cast iron BDA engine to race in various European formulae. When Cosworth inquired about the strength and availability of our Vega aluminum cylinder block, Chevrolet's interest was piqued. We agreed to cooperate on the development of a twin cam head for racing. This was in late 1971 or early 1972, the first or second production year of the Chevrolet Vega.

As development of the Cosworth-Vega racing cylinder head progressed, glowing reports of well over 100 BHP per liter wafted across the Atlantic. Ultimately, Cosworth reached about 275 BHP at 8800 to 9000 RPM. This was with their slide throttle Lucas FI, Dry sump oiling and open 4 into 1 exhaust headers. Some trouble was experienced with cylinder block cracking at high outputs and the standard 4 cylinder unbalance forces shaking things off the engine. With a 3.160" stroke, the Cosworth-Vega experiences some pretty good vibrations at 7200 and up. At any rate, no problems

showed up that we did not think we could solve with minor changes to the castings. About that time, Lloyd Reuss, who was Assistant Chief Engineer, and is now back at Chevrolet as Chief Engineer, decided that a streetable version of the Cosworth-Vega was just the ticket to improve the Vega's image, and boost Chevrolet's sporting image that had been somewhat forgotten with the demise of the super cars of the 1960's.

The Cosworth-Vega was conceived as a complete sport sedan: high performance engine, high performance chassis, and unique outward appearance with the model introduction as a 1974. As you will see, one thing after another happened along to interfere with the realization of that dream. The design and engineering of the Americanized version of the Cosworth engine was largely left up to one man in the Vega engine group. The changes he had to design into the street engine were lower compression, cast-iron street cams, and a Delco ignition and drive, as well as a Bendix electronic FI which was not then in production in any US manufactured car. Simple changes you may say, but if they were not properly done, most of the performance would go away and it did.

I am not aware of how the rest of the world works, but at Chevrolet we rely on development testing to correct our original design mistakes, and this can be a time-consuming process. We needed development time to learn how to make the new Bendix EFI work, get the engine emission legal, and come up with an exhaust system that would restore some of the performance inherent in a 16-valve design. A one by one solution of these problems became more difficult until we had four full time design engineers working on the engine. This extended the Cosworth-Vega model introduction from 1974 to 1975 and then into the Spring of 1975.

I wish that I could enumerate the lessons that we learned as we labored through each of these problems, but time and the likelihood of putting most of you to sleep prevent it. Basically, the Bendix EFI did not adapt very well to a high performance engine or an emission calibration, and we had troubles making the car emission legal (in spite of what you have heard about the efficiency of a hemi-head with central spark plug). We thought that these problems were all solved in time for a late 1974 model introduction, and we put three cars on the Federal 50,000 mile emission durability schedule, as is required for all new engine families. This is a schedule where the average vehicle speed is about 35 MPH. If you never had to stop the car and it ran twenty-four hours a day, seven days a week, it would take two months to complete. In practice, it takes two and one-half to three months. All looked good until about 40,000 miles. Then two cars failed to pass emission tests due to excessive exhaust leakage. The emission engineers had put so much retard into the spark advance to control emissions that the exhaust valves and seats were not up to the job. That cancelled out the 1974 introduction while we changed to harder valves and seats and a new emission calibration. Then we had to run three more cars on the 50,000 mile durability tests.

In the meantime the chassis engineers had fluffed up the Vega suspension with special springs, stabilizer bars, shocks, and a torque arm rear axle and Panhard rod. Judging from the difference between a stock GT Vega suspension and the Cosworth, they were allowed quite a number of changes; unfortunately, some of them added considerably to the cost. Overall, we were fairly happy with the chassis and tires for the Cosworth, but there was not a lot that we could do to make the Vega body and brakes superior items. To this day I don't know why we did not put power brakes on the car. I added them to my own Cosworth later, and I thought they added a lot to the enjoyment of driving it. Of course, the Vega did not need power steering, but we did have a faster ratio manual steering box (16:1) that never made production because some felt that the effort was simply too high. Another decision that we lived to regret was the interior and exterior color combination. Because we felt that we did not want to redesign an air conditioning compressor for over 6,000 RPM usage, and for other reasons, the car was spec'd out with no provision for air conditioning. As you may imagine, black cars with black interiors are like ovens in all parts of the country south of a line from New York to San Francisco. Consequently, even the enthusiast market that these cars were targeted for balked. As you know, we tried to correct that by changing some colors in 1976, but it was too late.

On the whole, the car got good marks for styling. The wheels, trim, and dash made people forget they were looking at a Vega. By today's standards, \$6,000 is not too bad, but in 1975 it was a little high. Of course that price was not without precedent; in 1969 we offered a special Camaro with an aluminum 427 racing engine. We couldn't even sell 100 of them because the price was \$7,000. As collectors items now they are worth a bundle and \$7,000 won't buy a dressed up Citation.

We tried several new ideas with the Cosworth-Vega. One was complete final engine assembly by one man in the engine plant, who put a signature label on the engine. On the whole this seemed to work pretty good and we got good consistent quality out of the engine plant. Another idea we tried that did not work was locating an EFI tester at each Chevrolet zone and any dealer that wanted one. Unfortunately, few of the dealers wanted to service Cosworths, and most of the testers stayed at the zone level. This has caused all kinds of headaches and bad feelings on the part of Cosworth-Vega owners who need the equipment to properly trouble shoot their Bendix EFI's. If nothing else, our EFI service troubles have made us aware of the necessity to market fail-safe electronics, with super connectors, that can be easily diagnosed and serviced. Starting in 1981, all of our cars have as much or more electronics in their engine controls as your Cosworth-Vega.

At the same time we were finishing up the pre-production testing, we decided to develop the US version of the Cosworth-Vega up to the power level of the English version. By this time the

(continued on page 4)

Roundup Address by Bill Howell

British had discovered additional problems in making the cylinder block live at 275 BHP. Most of the problems came from the fact that their Formula II chassis used the engine as a stressed member, and the block just wasn't up to the stress. This tended to cool their ardor for the engine as they did not see how they could dictate the chassis changes or how we could make the block strong enough.

In 1973, we contracted McLaren Racing Engines, who have a dyno facility in Detroit, to assist in our 2-liter racing engine development. Starting with three complete racing engines from England, we scheduled many durability and development tests to work out special HD parts for the Cosworth-Vega engine. The durability testing included the following: We loaned McLaren a program for the test procedure and helped adapt it for the Cosworth-Vega. We ran program speeds and times from 2500-5500 RPM four times per minute to meet our durability bogie of 24 hours continuous operation. The engine exhibited remarkable performance repeatability. Early in the durability testing, we experienced a problem with the pistons and blocks cracking. We gradually replaced the Cosworth of England parts with US parts and finally durability was achieved using US-made parts.

There are few classes for 2-liter racing engines in the US. The most promising class appeared to be USAC Midget racing. In 1974, we contacted a reputable

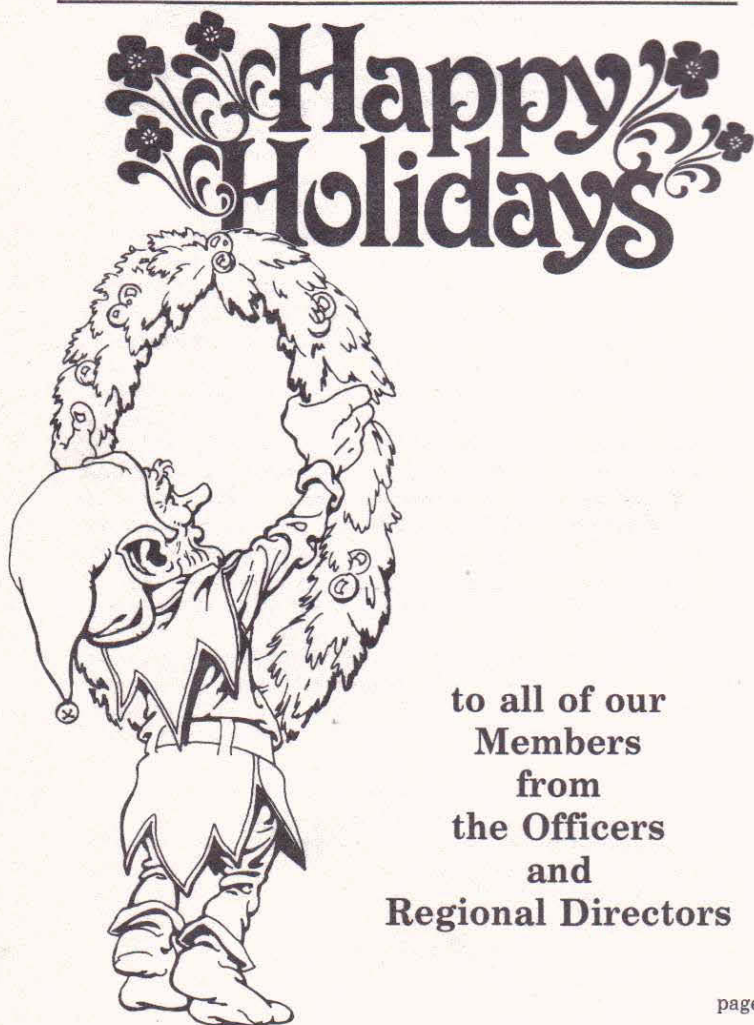
USAC Midget team to run a development engine in their car. The team was the Shannon brothers. We had the car running in October at Pocono, PA. The result was that we qualified 10th and finished 3rd and 4th. The program continued for a year with the car driven at various times by Pancho Carter, Tom Bigelow, Tommy Astone and Larry Rice, all known and respected in the trade. In 1975, we had many lap records and a few wins, mostly on the faster tracks. Several teams are still running Cosworth-Vega Midgets. The most successful are out of the Lafayette, Ind. shop of Bob Higman. This year in July at Winchester, Ind., a very fast high banked half mile, the Cosworth-powered Roadster Midget was the class of the field.

As a result of our development, we were able to equal the power developed by the English version and market the parts necessary to upgrade the engine with the exception of Fuel Injection. Unfortunately, most all of this good work was for naught. The Cosworth-Vega met both buyer and dealer resistance, and as a result of poor sales, Chevrolet lost interest in the car after the 1976 model year. It appears that the car was designed for a market too limited to maintain further development and sales. Had things turned out differently, who knows what future it might have held. Several theories exist for the reason it did not sell. You can pick the one or ones you like: (1) Too late in introducing it (Cadillac already had a later

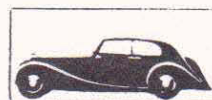
model EFI); (2) Not enough power -- people were still used to the super car feel of the 1960's; (3) Should have put the engine in the Monza (introduced in 1975 -- heavier -- and it did not sell either) (4) Should have had air conditioning; (5) Should have had automatic transmission; (6) Basic Vega quality not high enough for a \$6,000 car; (7) Too hard to service with EFI and too exotic for dealers; (8) The price was too high.

Regardless of the reason, Chevrolet chose to discontinue the Cosworth-Vega in its entirety in 1976 after a two year model run of only 3508 serially numbered cars. I guess this insures several things for you Cosworth-Vega owners: Sooner or later you will have a valuable collector's car. Sooner or later replacement parts will be virtually impossible to obtain. Sooner or later dealer service will be impossible to obtain. The last is already a reality in many parts of the country, for which I can only apologize. Certainly it was never Chevrolet's intention to market a car that no one could or would service. As a fellow Cosworth-Vega enthusiast as well as a Chevrolet employee, I commiserate with you in your service problems. Fortunately, I feel that the Cosworth-Vega Owners Association will fill in the gaps left by Chevrolet and its independent dealer organization, and you will be able to get a lot of enjoyment from your contemporary collector's item.

Again, I would like to thank you for the invitation to join you for the weekend, and for the chance to meet many of you face to face. May you all have a safe journey home.



to all of our
Members
from
the Officers
and
Regional Directors



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Regions Reorganized New Directors Named

After a study to determine the distribution of our membership, and the best way to organize on a local level, your association has determined that rather than a strict geographical area, what may be more successful will be having Regional Directors in key central locations across the country, and the establishment of somewhat looser boundaries.

The purpose of a Regional Director is to act as a rallying point for members and to assist them with the various problems of ownership. It doesn't take a Mechanical Engineer to be a Regional Director (although we have a high percentage of engineers) but the ability to organize and to have the time available to call a regional meeting every few months.

A new policy, announced at the Roundup, effective with the new year will be that five dollars of the membership fee will be returned to the Regional Directors for the operation of the region. The money will be sent on a quarterly basis and will apply to both new members and renewals of existing memberships.

The Regional Directors for 1980 worked very hard to help bring together a viable national organization. Jim Bartuska, Cort Stebbins, Suzanne Infante, Tim Clark, Rick Morris and others worked diligently to develop their respective areas.

We have several new regions -- The Northwest, Chicago, and Detroit to name a few. (see Regional Directory) Every member can help to build your club by attending meetings and supporting your local organization.

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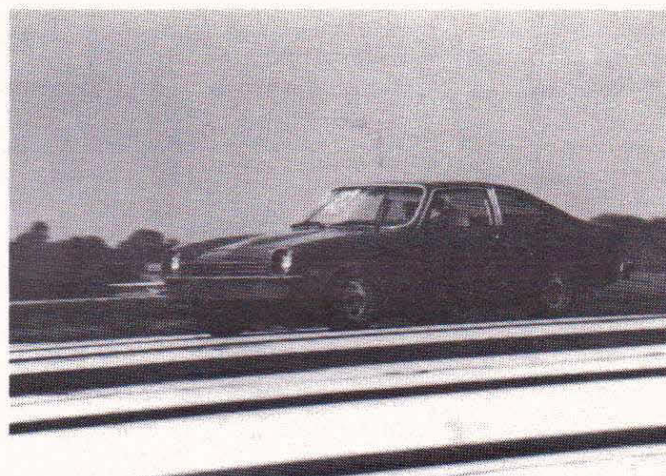
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"And the Winners Were"

Stock Class:

1st Place	Mark Grimm	103.57
2nd Place	Bob Maloy (Driving D.J. Martin's Car)	105.41
3rd Place	D.J. Martin	106.60

Modified Class:

1st Place	Fred Thomas	57.03
2nd Place	Ron Schipansky	58.41
3rd Place	Cliff Braddock	58.43

Unlimited Class:

1st Place	Doc Daugherty	52.95*
2nd Place	Graydon Obenour	54.00
3rd Place	Mike Springall	101.34

*Fastest time of the day



Silk-screened award plaques were given to the top drivers in each class. Doc Daugherty received a very special trophy consisting of a Cosworth piston embedded in a 9" square of clear lucite, donated by the Capitol Cosworth Club. Doc's specially prepared Cosworth was trailered all the way from Cincinnati, Ohio just for the Roundup.

Thanks to D.J. Martin, Bob Maloy got a ride and proceeded to beat D.J. with his own car. The moral is: "Never loan a man money in a poker game." Just kidding, D.J.!

Probably one of the most interesting entries was the Cosworth-powered Vega Kammbach of Mike Springall, placing third in the Unlimited Class. It seemed that Mike was having some loose rear end problems on the corners, but the prepared engine sounded like a small block Chevy on the straights! A few drivers' enthusiasm got the best of them and an occasional swapping of ends and getting sideways was predictable, but due to the excellent course and the fifty foot wide runway, the only damage was to egos.



ROUNDUP'80



The Way We Were

ROUNDUP '81 Motor City To Be Host

Detroit will be the site for the 1981 Cosworth Roundup. Plans are already in the works for tours of several automotive related manufacturing facilities as well as the GM Tech Center, the General Motors "Think Tank" where the Cosworth was born. In addition to many well known automotive museums such as Henry Ford's Greenfield Village, lesser known spots such as the General Motors Museum in Flint, where Cosworth Vega #0001 is on display, will be a part of the activities already in the planning stages.

Paul Wicker, Detroit Regional Director, is in the planning stages for an exciting week of events. That's right, a full week!!! Plan now to take your vacation and come to Detroit for a week of exciting activity. If you can't get away for a full week, plan to attend the weekend events - hear the guest speakers, participate in the "Twin Cam Turnings" Driving event where you can try your skill (against the clock) with evenly matched cars.

Detroit, for a car nut, has endless possibilities for exploring the automotive world. There are several auto museums where the history of transportation is covered in minute detail. Detroit is a town that eats, sleeps, and drinks automobiles, every shape and color. It is the home of the world famous Woodward Avenue, where, in the 50's and 60's automobile manufacturers would try their latest muscle car against the street drag cars that populated the drive-ins on Woodward Avenue. This is where the term "crusin" began. When will it be? Keep that pre-Labor Day Week in mind....September 1 thru the 7th, 1981. The exact dates will be announced later as the plan becomes more concrete.

TRW - CVOA Agree To Produce Cosworth Engine Parts -- Maybe!!

"We have been working on this for several months", announced Bob Maloy and Mark Rock. The idea is to ensure a supply of basically stock engine internal parts and gasket sets for Cosworth owners who may very well be at the mercy of Chevrolet's exorbitant parts prices that seem to rise approximately 30% a year with no guarantee of availability in the future. This will allow members to subscribe for a parts set, comprised of a set of 9.5:1 chrome plated pistons and rings, eight exhaust valves, eight intake valves, an overhaul gasket set and a complete set of both main bearings and rod bearings for 20% over the actual manufacturing cost.

We will require a minimum of 125 subscribers, since the minimum production run on custom pistons from TRW is a 500 quantity, and the money to pay for the parts will be placed in an escrow account in advance of production to assure TRW of payment.

Mark Rock, our Regional Director for the Ohio area, is also a practicing attorney, and has agreed to handle all of the legal and financial matters relating to the transaction. The estimate of cost at this time is shown below:

Pistons (\$9.00 ea.)	\$36.00
Ring Set	36.00
Valves: 8 intake, 8 exhaust	144.00
Bearings, Complete, rods and mains	10.00
Overhaul gasket set	24.00

\$250.00

Plus shipping and a small handling charge.

Those who are interested may contact Mark Rock directly. You may order as many sets as you wish, and if you are a speculator, you may "play the market" and resell them in the future. In other words, they are yours to do with as you wish. The prices shown above are a guestimate, but in any case, the final price will be well below current retail prices for the same parts. We will have the best possible quality, and even a high-flow intake valve design. These parts are, of course, for "OFF ROAD USE" and may affect the exhaust emission measurement of your car. They will be compatible with the stock cams and EFI on production Cosworths.

If you are interested in participation, write to Mark Rock. At this point we must be sure that we have enough people who will plunk down the money in advance. If you do want to participate, let Mark know. When we have the final prices, you will be notified, and a formal agreement will be sent for your approval and a request to forward the prepayment. You may order as many sets as you wish. We are not limited as to a maximum number of sets that we

Quinonez Second at SCCA Solo II Nationals



Ric Quinonez of Fresno, California placed 2nd at the SCCA Solo II National held at Salina, Kansas. In a field of 22 cars in "E" Stock, Ric piloted his Cosworth to a second behind a well prepared Fiat Spider. The only modifications to Ric's car were Bilstein shocks, Phoenix tires, and a larger front sway bar.

Ric had placed 1st in Class in six events, and 3rd in three events in the San Francisco Region of SCCA to earn the opportunity to go to the "World Championships" at Salina.

Storvick Competes in "D" Prepared



Gerry Storvick spent most of the winter readying his "D" Prepared Cosworth for competition in the SCCA Solo II competition on the West coast. Jerry's car features a somewhat "soft" suspension, and he has been quite competitive in his first season with the car, running about 1.2 seconds off the fastest car in his class.

"D" Prepared allows for polishing and porting the cylinder heads, and for many other modifications to the chassis and suspension. "D" Prepared Class is one of the most competitive, and is just one step away from wheel to wheel competition.

can order, but there are "round numbers" that we will work toward. In the event that we are subscribed to other than a round number, single orders will be filled on a first come, first served basis, then multiple orders. This means that if you order ten sets, you will be shipped one at once, then as many of the balance of nine as the order and the quantity allows, again, on a first come first served basis. We want to ensure that everyone who orders will receive at least one set.

Rumor Mill Department "Some truth, some speculation"

A major supercharger manufacturer is in the prototype stage of developing a bolt-on kit for both fuel injected and Weber carb'd. Cosworth's.

The "Cannonball-Sea-To-Shining-Sea Memorial Trophy Dash is dead", so says Brock Yates, published of Cannonball News and sponsor of the original Cannonball Rally.

A Japanese racing five-speed, either with a 1:1 final drive or a 0.864 over-drive, depending on the course, will find its way into a Cosworth-Vega AAGT car in the '81 IMSA season.

NHTSB to investigate engine fires and 5-speed failures in the Cosworths.

(continued from page 1)

Roundup '80

sembly before shipment to Chevrolet for installation. The balance of the evening was spent in a question and answer session on fuel injection problems and solutions.

Sunday arrived -- the day that everyone had waited for, the day when you could drive your Cosworth as hard and as fast as you dared. Clarksville Airport proved to be the ideal site for the driving event. Early Sunday morning, after a complimentary continental breakfast, courtesy of the CVOA a team led by Mark Rock, the Course Marshall, left for the airport to lay out the exciting course for later use. In the meantime, D.J. Martin, III and Charles Salsgiver of the Capitol Cosworth Club of Manassas, VA. proceeded with Tech Inspection at the Winner's Circle Motel parking lot. D.J. and Charlie did a marvelous job of classifying the cars, and after all the grumbling, the day's event began.

Bill and Barbara Hutton and Pam and Jim Crane had arranged for a super large canopy to be set up to cover the excellent barbeque and to provide shelter from the bright sunshine.

After a brief driver's meeting held by Mark Rock, two caravan laps of the track were made to familiarize the drivers with the layout. Every driver completed three timed laps before the course was closed promptly at 6 PM. A debt of gratitude is due Jim Bartuska for providing the excellent electronic timing equipment.

There was not one single foul-up all day -- not one single blown tire, scraped fender or paint nick. There were a few red faces, a few pylons knocked down, but in total, it was a safe, fun, and challenging course.

On Sunday evening we again caravanned through Clarksville, surrounded by "WELCOME CVOA" marquees on banks and other businesses. As we arrived at the beautiful Hachland House, we were reminded of a time passed when a more quiet, gracious way of life prevailed in the South. In the more formal atmosphere of the main dining room, we were served a beautiful meal and a great wine in the tradition of the old South. I am sure that we will carry fond memories of the excellent service and delicious food, especially the special dessert! As guests, Chief of Police Ted Sea and Mrs. Sea joined us for the occasion.

Several memorable events highlighted the evening. The marble headstone that Bill Hutton had made for the Cosworth stating, "Cosworth-Vega-1975-76, gone but not forgotten" brought quite a few laughs and suggestions as to where and to whom it should be sent!

The association presented memorial plaques to all of those who worked so hard to make the Roundup a success -- Bill and Barbara Hutton, Jim and Pam Crane, Phil and Carol Good, and Bill and Barbara Howell.

The trophies for the driving event were awarded (see page 4). Then our guest speaker, Bill Howell, enlightened and entertained us for nearly an hour with his story of the Cosworth's development.

Many toasts were proposed and drunk to a great weekend and to many more to come in future years. Many friendships were formed, and many wonderful people had the opportunity to share their common interest. No words can express the gratitude everyone in attendance felt to Bill and Barbara Hutton and Jim and Pam Crane for a smooth, hassle-free weekend. Not one single hitch, no problems, and everything went exactly as planned. Thanks again from all of us!!

Insurance Program Announced

In a talk to members at the Clarksville Roundup, Mr. Hoke Rollins of Classic Insurance Company, a company specializing in collector and special interest car insurance, explained in detail how special interest auto insurance programs are set up and how difficult it is to arrange for underwriting on a car as "new" as the Cosworth.

Your association has been in contact with several insurance companies during the past year in an attempt to find the best coverage for a car such as the Cosworth. The search came about as a result of several inquiries from members who had totaled their cars, or had them stolen. They were having a difficult time getting a fair settlement.

Since there is no "book value" on a Cosworth, other than some very esoteric collector car value guides, insurance adjusters look upon the Cosworth as just another Vega -- worth maybe \$700 - \$800 as a total loss. Classic Insurance will allow "you" to set the fair market value of your car by showing its condition and mileage using photographs, etc.

For example, one of our members just recently had his 1975 Cosworth registering only 23 miles stolen, along with the trailer he had custom built to transport the Cosworth to auto shows. The car had to be the best example of a perfect Cosworth, worth at least \$8,000 and maybe more. Unless you have a "stated value" policy, the insurance company will only pay the "book value". Establishing greater value is up to you -- in advance!

Classic does not cover your car for public liability or property damage, only collision, comprehensive, and theft. If you are nineteen years of age and drive 25,000 miles a year, chances are that you will not be accepted. If you just drive the car on weekends, and put it up for the winter, you are a good candidate. If you wish to have a no charge evaluation as to acceptability and rates, complete the form enclosed with the newsletter and send it directly to Classic.



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How to replace your clock with an oil pressure gauge

By Paul Cornell, Jr., Regional Director, Rocky Mtn. States

PARTS NEEDED:

*Gauge, Pontiac P/N/6463398	\$13.30 New
*Sending Unit, Pontiac P/N 370801	\$13.05 New
Brass T. Fitting and Double Male Fitting	
Sheet Metal (Thin Aluminum Stock) 4" x 3"	
12 Gauge Wire and Metal "Stand-Off" (1")	
Teflon Plumbers Tape	
Electrical Terminals	
Electrical Tape	
Metal Cutting Shears	

APPROXIMATE COST OF PARTS: \$20.00 - \$40.00**

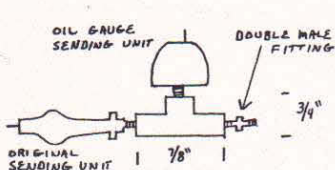
APPROXIMATE LABOR TIME: 4 - 6 Hours

*From Pontiac Grand Prix or Grand Am, 1973-75 Models

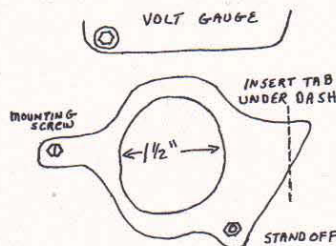
**Check salvage yards to reduce costs

With this Technical Bulletin and a little creativity you can replace the clock in your dash with this *very important* gauge that Chevy left out - Oil Pressure.

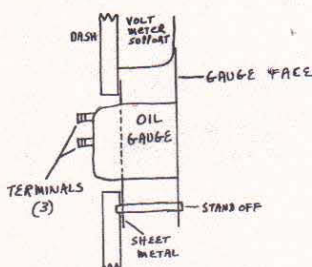
1. Remove the dash, the clear plastic instrument cover panel, and the lighting (black metal) panel.
2. Remove the clock.
3. Position the sheet metal so that it can be mounted, after being cut to fit, using the screws used to mount the clock. Cut the hole slightly larger than base portion of the oil pressure gauge in the center of the sheet metal. Cut the sheet metal to fit over the mounting hole position. Neatness will not count, but sheet metal should be flat.
4. Using mounting hole at 5 o'clock, screw gauge to top of stand-off (available at industrial electronic stores). Select height to match position of other instruments. Screw bottom of stand-off to sheet metal. Adjust mounted position for best viewing by replacing dash temporarily and shifting mounting screws as required.
5. Gently remove oil pressure sending unit. Wrap all threaded ends with Teflon tape (both sending units and double male) before reassembly. Insert "T" into block; position center tap pointed upward. Insert original sending unit in same relative position and new gauge sending unit in center tap position.
6. Run 12 gauge wire from sending unit position to gauge area in dash. Leave plenty of excess wire on each end (2-3 ft.). Work wire into existing plastic protective loom in engine bay. Work through convenient hole in fire wall; use rubber grommet if wire touches metal.



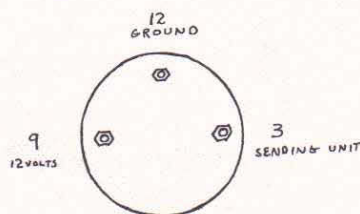
BRASS FITTINGS WITH SENDING UNITS POSITIONED



FRONT VIEW OF SHEET METAL



CROSS SECTION OF MOUNTED GAUGE



REAR VIEW OF OIL GAUGE

7. Trim engine-bay wire-end to length which provides gentle bend (not enough that wire flaps around, but not so tight that there is stress on attachment point). Trim all three instrument panel wires which will go through gauge hole, so that 6 - 8 inches length is available for you to work with.
8. Use solderless connections of proper type (spade on sending unit, eyelet on instrument end) and secure with crimping tool - use electrical tape to finish off ends. Find a rubber boot from stock Vega oil sending unit in junk yard to cover the connection in the engine bay.
9. The oil gauge has electrical connections at 9, 12, and 3 o'clock when viewed from the back. Install wire from 12V to 9 o'clock position; from sending unit to 3 o'clock position; and from 12 o'clock position to ground. The 12V source can be from an accessory terminal on the fuse box.
10. Test out your work by turning the key "on" without starting the engine. The needle should settle on "0". If the needle pegs on "80" or "minus 0", you probably have some wires incorrectly hooked up (change position of 12V and sender wire at the gauge). If you are sure wires are hooked up correctly, look for either 12V or sender wire touching metal which is ground. Reads "0" now? Fine. Good Work!
11. You can tape over the clock stem hole in the dash from the back side, or put a black phillips screw in it with Body DUM-DUM. Really looks stock doesn't it?
12. Start the engine to check our sending unit and gauge operation; check "T" area for oil leaks. Put your dash back together and you are all set.
13. Steering wheel location block gauge visibility? Buy a 14", 3 spoke replacement steering wheel, which is what Chevy should have provided in the first place.

Marvin Miller

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FOR SALE:76 CV #2787, 5 Speed, AM-FM stereo, White interior. Box Stock. Complete shop manuals. 8,000 miles, \$5,000. O.B.O. M.Jackson, 6231 Mojave Dr., San Jose, CA 95120 (408)997-2180

FOR SALE:75 CV #0012, Good condition, some paint checking. Box Stock, 33,000 miles. Offers over \$3,600. Mike Dabney, 1537 So. Ingalls, Lakewood, CO 80226 (303)499-3362 or (303)936-8069

FOR SALE:75 CV #0140, Only 8,800 miles, Box Stock, Better than new condition, original owner, bought new in Arizona in '75; all papers, records, brochure and window sticker. Never in rain, always garaged and covered. Black-Black cloth interior, \$6,500 for this exceptional car. Bob Bowen, 15149 Killion St. Van Nuys, CA 91401 (213)989-5513

FOR SALE:75 CV #0006, First Cosworth ever sold. Original owner Bill Howell of Chevy Product Promotion Dept.; Power brakes, four extra wheels in box, lots of spares and extras. The most historical Cosworth outside of #0001. \$7,000 takes all. Jim Barber, 11 Eagle Dr. Hudson, N.H. 03051. (R) (603)880-3776 (B)(603)884-8573, consider other CV in trade.

FOR SALE:76 CV #2331, Black, black interior. Hutton Webers, 19,500 mi.; Good condition, must sell, make offer. Don Keough, 1918 Powers Dr., Lewiston, ID 83501 (208)743-8179

FOR SALE:76 CV #3513, Firemist, Red Interior; Box stock, only 7,000 mi., 4 Speed Transmission, AM-FM, windows, no rock chips. Perfect. College tuition forces sales, \$3,500. Bret Adece, Bartlesville Wesleyan College, Bartlesville, OK 74003, call information for number.

FOR SALE:75 CV #0708, Black, black cloth, GM front spoiler, Short track cams (have stock cams) excellent condition, 25,000 mi.- \$4,500. Lou Perry, Jr., 3 Perry Pl., Riverside, CT 06878 (203)637-9792

FOR SALE:75 CV #1750, Black, white vinyl, Goodyear Wingfoots, halogen headlamps, 20,000 mi. owned by G.M. engineer. Bill Nichols, (313)229-5261 (Michigan)

FOR SALE:76 CV #3520, Firemist, firemist vinyl. Showroom condition, box stock, 5 speed, posi, AM-FM, rear defogger, 20,000 miles. Craig Allen, 4250 Crestknoll, Grand Blanc, MI 48439 (313)694-2820

FOR SALE:75 CV #0023, 23,000 mi. Black fabric interior, New Michelins, Excellent runner, all problems corrected, STEAL AT \$2,500, Lee Penn, 6798 Wetheridge, Cincinnati, OH 45230 (513)232-7761

FOR SALE:75 CV #0664, 74,000 miles. Owned by NASA machinist; All goodies, Four Wheel Disc Brakes, Tilt Wheel, rough body, but solid drive train. Discs on 13 inch stock wheels. A sure Autocross winner. First \$1,000 drives it home. Dick Hock, Clearwater, FL (813)443-6293

FOR SALE:75 CV #0123. All factory options, rustproofed, garaged, on blocks, only 2642 miles. As new condition. Manuals and memorabilia. \$7,000 firm. Harley R. Schneider, 516 - 3rd South St., New Ulm, MN (507)354-2857

FOR SALE:Pair of Hutton Intake manifolds for Cosworth-Weber conversion. Never used. \$100.00, Lou Alvino, 19 Runyon Rd. Clifton, N.J. 07013 (201)777-0438

FOR SALE:GOLD IRON-ON COSWORTH TRANSFERS, 9 1/4" x 2 1/2". \$1.75 each or \$3.00 for two. Check or money order to Bob Bowen, 15149 Killion St. Van Nuys, CA 91401

FOR SALE:Or trade! Brand new front and rear fiberglass spoilers for new fiberglass hood, or sell both for \$85.00. call J.C. Hoffmeier, (609)786-1219 (Philadelphia)

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FOR SALE:Bare Cosworth Block, \$70.00. #1 and 2 Cylinder scored, but good to sleeve or bore. Replaced with H.D. Block. Save extra machine work for oil pump etc. Can ship UPS. Tony or Harold Hansen P.O.Box 336, Shanandoah, IA 51601 (712)286-1038 or 3617

FOR SALE: 1975 C.V., #1308, Black, White vinyl interior. 49,000 miles, rebuilt steel sleeved engine, new Vredestein 185/70-13 radials, rear window louvre. Very good condition. \$3300. William Rogers, 1334 N. Toledo, Tulsa, OK 74115. (918)832-0412

The classified Column is open to any member of the Association at no cost. You may advertise any Cosworth related part or service. The association takes no responsibility for descriptions in ads.

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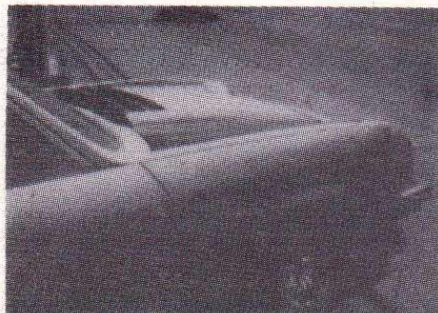
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