

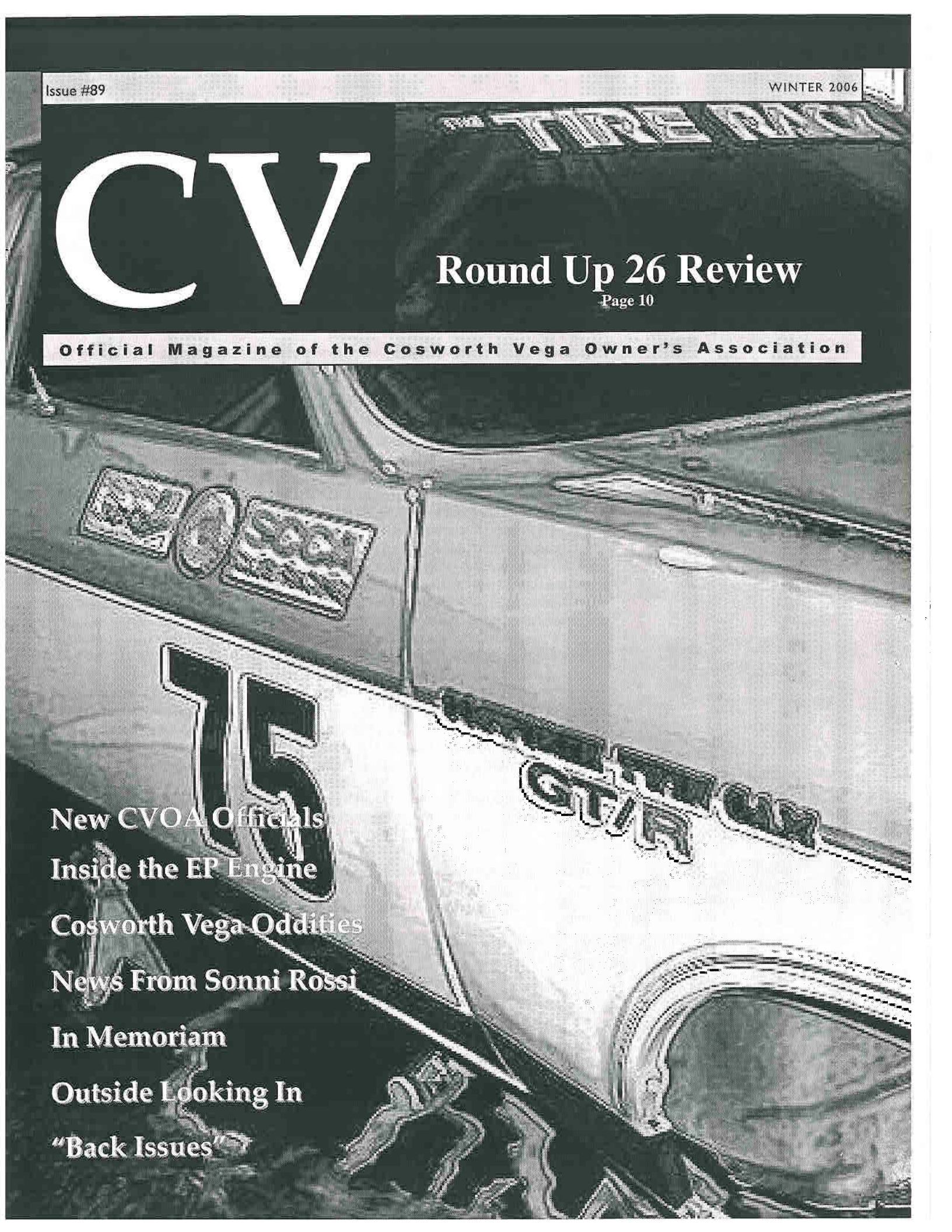
# CV

## Round Up 26 Review

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Official Magazine of the Cosworth Vega Owner's Association

New CVOA Officials  
Inside the EP Engine  
Cosworth Vega Oddities  
News From Sonni Rossi  
In Memoriam  
Outside Looking In  
"Back Issues"



**COSWORTH VEGA  
OWNER'S ASSOCIATION  
QUARTERLY MAGAZINE**

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# Letter From the Editor

Britt Guerlain

Items of note in this long awaited issue are:

1. New CVOA President and VP of Merchandise
2. New Editor as of next issue.
3. New increases in CVOA gasket, seal and O-ring prices.
4. Round Up 26 Review
5. No Round-Up 27 preview yet, hopefully it will be available in the next issue, June isn't too far away!
6. There are still available Regional Director positions available to motivated, interested parties. Are there any? Especially needed in California with its high number of running Cosworths and active Members.
7. If you have a classified ad you want to stay active, let the new Editor or Mike Rupert know, otherwise most will be removed by next issue.
8. Chris Wheaton's pet project VegaMods.com will no longer stock his high-quality reproduction parts due to lack of interest and amount of time and money invested in making these hard to find parts. Anyone who did purchase any of Chris' parts knows the quality and time Chris put into making these parts exactly, if not better, than the originals, especially the three-piece front spoiler which has redesigned mounting points, much better than the OEM part. I certainly don't have any worries about my spoiler breaking when I hit a cone as my Dobi one did.
9. After this issue, I will no longer write, edit, publish this magazine. It takes a tremendous amount of time to do, and the laise faire attitude of current (and expired active) members about submitting articles and pictures has slowed me down to a halt. I have sent out 41 requests for short stories, articles, pictures and opinions, and received 3 submissions in the past year. If a suitable interest was taken by individual members to promote and show off their cars and tell their stories then the magazine would be out on time and filled with shared experiences and great memories. It is also part of the Round-Up Host's duties to write a Round-Up Preview and Review to submit to the magazine. I do not have the time to write every article in the magazine as well as do the other parts of it as well. I do plan on continuing to submit articles to help the magazine continue, but if others do not, then the magazine will undoubtedly die a slow death. This is certainly not what I wanted when I accepted this position, but it is the unfortunate reality.

My own pet projects have also been halted by lack of interest. I have completed the dies for the 1975 battery trays, but I will not be stocking these, and will have to consider pre-paid group buys only in the future.

I am refocusing my own racing direction, so I am slowly getting rid of all my Cosworth Vega parts. I am simply tired of all the clutter associated with owning a Cosworth Vega. Maybe I will have a garage full of Mazda Protege spares in the future, but time will only tell.

This Fall I plan to start my Master's Degree in Nursing Education, so I want to narrow my interests and simplify my life, but still have fun on weekends. Having only one race car and one race series will allow that.

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# Twin Cam Talk

By Incoming CVOA President Tim Morgan

Howdy Y'all

Since I have taken over the Presidency of the CVOA from Dale Malin now would be the time for me to introduce myself.

Most of you know me as the "Brain Dead" Accountant and Cosworth Vega Parts Monger. I am a Certified Public Accountant in Public Practice here in Texas for the last 10+ years. Before that I worked in numerous other industries from Banking to Manufacturing. I have been married to my wife Sue for 25 years and we have one child Ashley (or Crashly to a few select CVOA members – you know who you are.....) who turns 19 this month and is attending college at Sam Houston State University.

Between my freshman and sophomore years at Stephen F. Austin State I went out car shopping and almost purchased a NEW 76 Cosworth in Mineral Wells Texas. I remember talking about the Cosworth Vega with my automotive "Guru" back in 74 but I ended up with a 74 Chevy Pickup, which came in quite handy for keg parties at the "Frat House". Now, being a "Wanna Be" Hot Rodder I did make some modifications to the Pickup – headers, dual exhaust, 4 barrel manifold and carb which was my start down the path of automotive modification.

The first "Toy" I purchased out of College was a 68 Chevelle Malibu which got a rebuild and air shocks. After the Malibu was a string of Camaro's including a 70 1/2 Z28 RS (the split bumper one). When I got fed up with everyone trying to tell me how the engine should be done I decided to look for something exotic. I ended up purchasing a 76 Vega GT and installed a Pontiac 151, with the cross flow head, in place of the Vega 140 – my first engine change & swap.

I joined the CVOA back in 1987 after purchasing my first Cosworth Vega # 2246 (I still have the body) which led to the acquisition of a series of other Cosworth starting with # 0532, then # 0192, then # 1239 (the first CV I purchased with A/C) which I traded for # 3196, # 0028 (scrapped rear ended) and # 0509, then I acquired # 3162 and so on and so on until the present where I only have 3 Cosworth's lying around - # 3275, # 0032 (joint with Dan Newman) and # 3097 (a Buckskin rust bucket), a few Vega Wagons and more spare parts than I care to think about. As you can see I am hooked on Cosworth's and Vega's (not to mention Chevrolets & other GM lines) and probably will be for a while. Oh, by the way, Ashley's first car was a 1979 Monza wagon (which we still have, although it has a 76 Vega front end now).

In addition my previous involvement with the CVOA includes: Region Director/Co-director, VP of Merchandise, Technical Advisor and Co-host for 2 Round-Ups.

Anyway, since I have been rambling along for a bit about me it is time to go – so until next time – Happy Cosworthing!!!

Later,

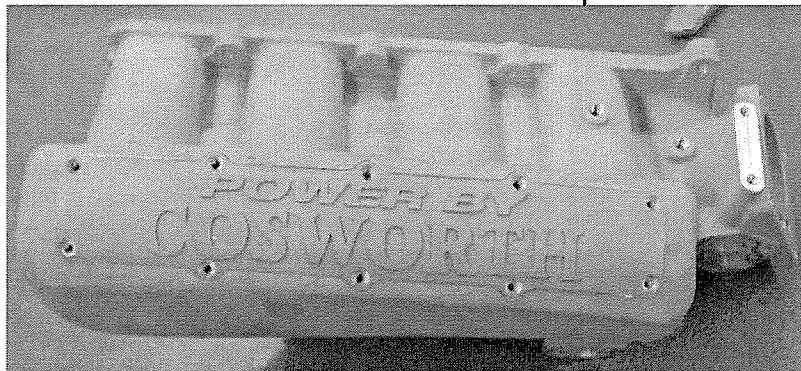
Tim

Letter From the Editor Continued from page 2

No idea yet what will become of the CV race car pictured on the front of the magazine and featured in the last issue, but for now it just sits in the garage awaiting electrical work, new fuel lines, radiator and a few other things. I imagine the car would be quite competitive in E-Prepared when finished, although the new rules for 2006 have put the CV at a huge weight disadvantage compared to the Hondas which have already dominated E-Prepared at the Nationals for the last fifteen or so years. But by 2007 there will be no weight penalties for alternate fuel injection or wheels wider than 7" like the current rules have. One pound per cubic centimeter, too bad 2.3L engines are not allowed. The added torque would offset the 300 additional pounds. The car will most likely need added ballast to meet minimum weight anyways.

So in closing, good luck to the new Editor, hope he is willing to shake a lot of trees to get the pages filled. The purpose of the CVOA is to promote the Cosworth Vega and everything it means to Club Members, admirers, collectors and automotive historians. The CVOA Magazine is the primary source of club information and information about, and promotion of the Cosworth Vega and its image, since all members are not yet online to visit the CVOA website, and there has yet to be significant cooperation regarding information sharing from the CVOA website and the Magazine.

Britt Guerlain



# Twin Cam Talk

Greetings fellow Cosworth enthusiasts,

Finally, we are on the down hill slide to the end of another long winter in the upper mid-west. By the time you read this I may actually be starting to get #0711 out from under 18 months of general garage clutter and accumulation. The last time #0711 was on the road was September 2003. No, that isn't a typo. It has been over 18 months since I last sat in the driver's seat and fired her up. This has been a big change from using #0711 as a daily driver from December 1999 through February 2003, just before Region 12's last Regional Meet where we did dyno runs in preparation for the 2003 Round Up in Austin Texas. #0711 and #0123 should be at Milwaukee this year in July. I have purchased two new Delco batteries for both cars as the old ones have deteriorated to the point they will no longer maintain a charge. Both of the old batteries were almost 6 years old and had been exposed to the extremes of Phoenix and Austin summers and now Wisconsin winters so the expense is not unexpected. Fluids on both cars were fresh when parked in 2003 so I won't need to worry about changing them as I get them ready for the Round Up. I do have a short list of projects to tackle now that the weather is getting nicer. The alternator on #0123 had quit working in 2003, so I will be digging out Duke's notes on rebuilding the alternator and getting that squared away before July. I will also be installing the new hood pad on #0123 that I've had since June 2003. I need those extra concours points! I might even put the OEM Goodyear tires back on for this year, but that will depend on time available before the Round Up. For #0711, I have a 71-74 style distributor

converted to electronic ignition that I want to install in place of the 75 HEI. There is nothing wrong with the HEI, but since #0711 is really a 72 GT with salvaged parts from #0711 (RIP) I want to use it to duplicate the early Cosworth development cars.

Unfortunately, we won't be bringing #1102 as it won't be back together and running any time this year. There is

and semi-metallic brake pads, also still available over-the counter, and new brake hoses on the front end.

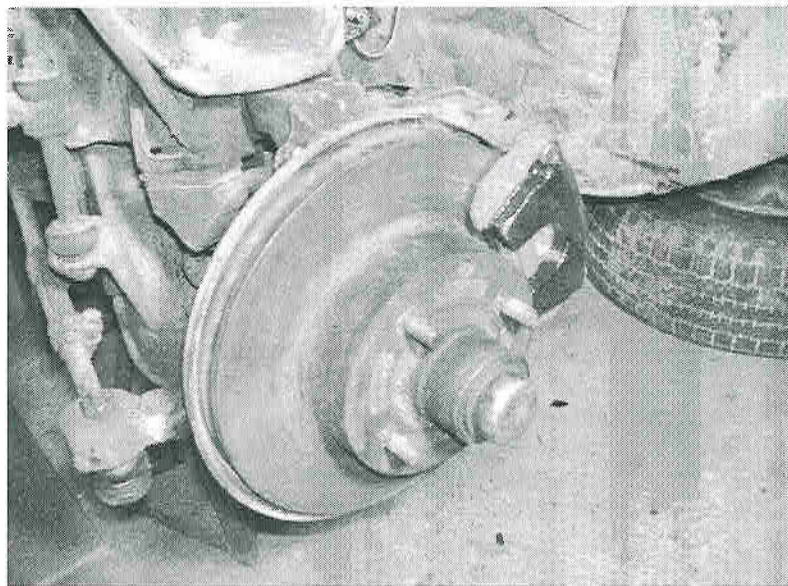
Note in the picture of the caliper and rotor that the brake hose is missing. As I hinted at in the Q1 magazine, there is a story behind this. We had special ordered all of the components last winter when it was a little too cold in the garage to enjoy wrenching. To make a long story short, there

is a big difference between a Raybestos BH36785 (what we ordered) and a BH36875 (what we got). Do you know how hard it is to return parts that you've had for more than nine months? (Lesson: Check the parts BEFORE you leave the parts store!)

Another point you will see is that the rotor has not been turned yet. We will do this after the engine is rebuilt and just before #1102 is put back on the road. We still plan to upgrade the rear brakes to the larger 76-80 Vega/Monza drums and didn't want the rotors rusting more before we finished all of the brake upgrades. Any-

way, the new hoses came in a couple weeks after Anna returned to Arizona and were installed without further incident and then #1102 was tucked safely away again for the rest of the winter.

When we installed the new proportioning valve we used the factory Monza mounting bracket, which substantially changed the proportioning valve location from the stock 75 CV location. This necessitated fabrication of new lines between the master cylinder and proportioning valve since the old 75 lines absolutely will not work. We were able to carefully "reshape" the existing lines from the proportioning valve to the rear wheels and to the right front wheel and still look reasonably factory. The line to the right



**New Caliper and Pads with Vented Rotor**

just too much interference from work and I wasn't able to get the engine sent out to Hutton Motor Engineering before Christmas for installation of the steel sleeves and fitting the new pistons. So that job will have to wait for a future visit home by Anna, and a future article.

## Ongoing Work on #1102

Anna was again home from the University of Arizona for the holidays and we spent some time finishing up some of the upgrades we started last year on #1102, like the 1976-1980 Monza front brake conversion. We installed the new master cylinder, which are still available over-the counter, a used proportioning valve salvaged from a local junk yard, new calipers

front wheel did require changing the fitting and re-flaring the line due to rust and damage from removal. However, the line to the left front wheel was nowhere near long enough and had to be replaced. Since the original line had twisted off at the hose during disassembly this wasn't a big deal and we used the original line for a template, duplicating all of the original bends until we got close to the proportioning valve and then duplicating the curves from the Monza

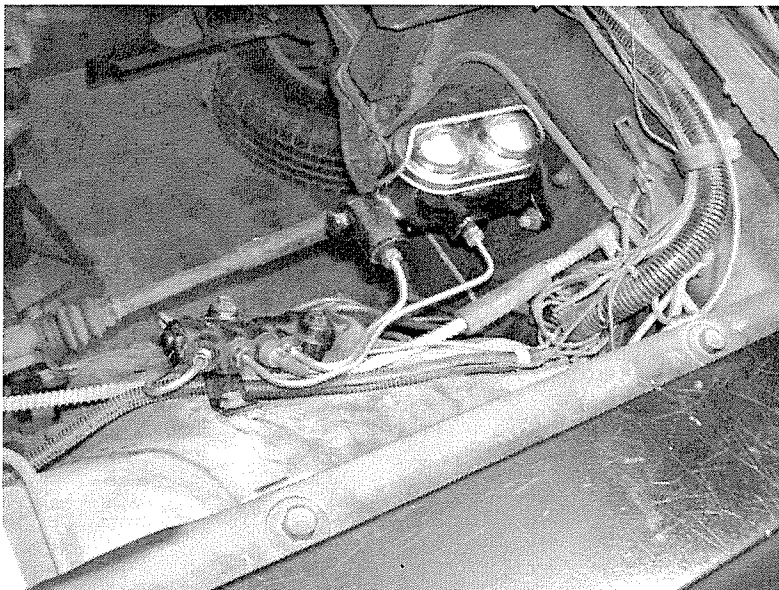
line. One point, if the car you are getting the donor proportioning valve from is still intact, try to salvage the left front line and the lines from the master cylinder to the proportioning valve so you can maintain a factory look. And remember to get the factory brackets that support the rubber wheel hose at the inner fender well from the donor Monza as they are different than the 75 or 76 Cosworth brackets. Also, spend the money to get a good double flaring tool so that you maintain appropriate reliability in the hydraulic system.

The brake system is not the place to skimp on tools or parts.

## Cosworths at Speed

Sonny Rossi, the CVOA's resident salt flat racer, is working on preparations for this year's attempt at setting the GGMR speed record at Bonneville Speedway. Currently, the record stands at 145 mph. Last August Sonny was able to push his hand built glass bodied Model T roadster to over 130 mph in third gear and then suffered a clutch disc failure when he shifted to fourth gear, spreading friction material throughout the car. He has a new, heavy duty, clutch installed and has been working on more tricks and tweaks to squeeze more power from his 2 liter Cosworth. Sonny made a trip to the newly opened Texas Mile in March for a shake down run. Unfortunately, the engine suffered a significant

mechanical failure, breaking the clutch, block, and one cam, as well as damaging the steel bell housing. Sonny was working on a second motor to back up his old engine, so he still plans on making Bonneville in August. Sonny, we wish you the best of luck in your quest for speed. This year's gonna be your year, I can feel it. Hopefully I can arrange the time off from work and make it to Bonneville in August and watch Sonny take the record. [see pg 13-Ed]



New Master Cylinder and Proportioning Valve

## Cosworth Brain Teaser

From my January column I asked if anyone could identify the following part numbers. I believe them to all be legitimate part numbers for the Cosworth Vega, although somewhere along the way some of the purists that bleed black and gold may take issue with this statement (This is your first hint!).

1. 1108306
  - a. Hint #2; the "1xxxxxx" PN makes it an assembly, not an individual component
  - b. Hint #3; it is on the same side of the engine as PN 338136
2. 338136
  - a. Hint #2; this is part of assembly number 1181105
  - b. Hint #3; it is on the same side of the engine as assembly PN 1108306

Please submit any and all guesses to:

**dlmalin@juno.com**

or snail mail to:

**CV PN Guess, c/o Dale Malin,  
697 Old Hopkins Place  
Hudson WI 54016.**

Look for the best answers, and additional information in an upcoming issue.

As noted in the Q1 issue, I am planning to leave the President's position with the conclusion of my current term at this year's Director's Meeting at the Round Up in July. If you have any suggestions on who would make a good President, please forward them to your Regional Director or myself.

Until next time,

Happy Cosworthing,

Dale

#0123, #0707, #0711 (RIP), #0728 (RIP), (formerly #1102)  
#3066, #3187 (RIP), #3438  
'72Vega GT - Cosworth

## Letters to the Editor

# Outside Looking In

Nikki Philley Guerlain

## Cosworth Vega? What is that?

The first time I had heard these words, they had struck me as peculiar. After all, my hobby was collecting and reading dictionaries, encyclopedias and knowing everything—absolutely every piece of useless trivia and information there was to know. I killed, in trivia, but obviously in the “game” of automotive trivia, the lack of these two words would keep me as the one no one else would want on their team. The words escaped my husband’s (then boyfriend’s) mouth in such an excited manner that I had to know what this was and what world it belonged to.

The world it belonged to, I came to find out, was best described by its admirers and creators. The world had its own people, language, social system, and yes—drama.

The thing was a car. Seems very simple in itself. It was a car that a group of people very much loved, and somewhat made a fetish of. The people were more like a cult of worshippers and they would tell you, of course, that it wasn’t just a car, it was in fact “The most technologically advanced blah, blah, blah of its time...” Then they’d go on, “Blah, blah, blah, fuel injection, sixteen valves...” And about this time it was very likely that the Cosworth cult member would pull out his Bible (an original Cosworth Vega manual) or a “priceless” treasure (such as an original build sheet for his car) or perhaps a cult leaflet from a few years ago (an old advertisement for the Cosworth Vega describing to its members how they would get screwed by going with a Cosworth, how they would get one car for the price of two—but that they would belong to an exclusive group of drivers, owners, they’d be somebody. If you were actually lucky enough to be at an actual Cosworth Vega owner’s residence, you would likely be indulged with the pleasure of viewing the member’s idol—his Cosworth. But don’t think that you’ll be, naturally of course, headed to this guy’s garage (and it will be a guy, women have long been referred to as Vega “widows”, not Vega women.)

## Cosworth Vegas live in all kinds of dark and scary places, because for the most part, you see, they are rotting dinosaurs.

Vestiges of some long time ago experiences, abandoned, forgotten or simply dying from the neglect put onto its owner either due from the lack of money (a real killer), lack of interest (sign of a bitter owner), and the biggest killer—the Vega Widow. The Vega Widow. She kept the purse, she kept the time, she kept the Cosworth owner’s free will jar amongst her many cosmetics and cans of hairspray. She withheld it like she withheld intimacy. If he was bad, it stayed in the jar. If she felt doing something nice, or wanted him to do something for her, she brought out the jar, stroked it a bit just until the Vega maniac frothed at the mouth at the anticipated “fix” he was about to receive. Then, she would take it away until he vowed to do her bidding (which could be as simple as taking out the garbage, or as complex as changing the oil and rotating the tires on her utterly dull, utilitarian “Un-Vega” Grandma grocery go-getter car). Then after she got the proper assurance from her dominion (I mean husband/ Vega owner/ cult member), she would quickly whip the jar back out, unscrew the lid and as if the jar was filled with liquid sunshine, she’d pour its contents out his head, his face a mask of pure ecstasy as he raises from his kneeling position fingers already twitching to buy that new battery tray or sway bar set he saw on eBay for such a great deal. “And maybe,” he thinks to himself, “if I’m real good, I can get them installed too.” Of course the Vega widow is thinking the same thing, and has already started her list of things he must do to earn the privilege.

I came to understand that the essence of the Cosworth Vega could be best rooted out by exploring the relationship of the owner and his “widow.” It was almost domination, submission, secret joys, adventures, exploration and unquestionable hunger.

## You took the struggle out of loving a Vega and you took away its allure.

In fact, it seemed that the only thing keeping the dinosaur of a thing going was the Vega Widow. It had to be naughty, it had to be something earned, it had to be something other

than the rotting piece of metal that it was. It had to be more than a failure of advertising, of timing, an embarrassment, an oil burning mass of gold and black paint, Armor-All covered vinyl and plastic, bejeweled dash bezel and stripe kit. It was history, dreams and ambition, it was the creation of a coked up genius afraid to die, wanting to make his mark. But he did die. Some of the best connections between the Cosworth’s world and the real world were taking their own roles in the car’s history with them, undocumented and unshared. John Delorean gone at age 82. Keith Duckworth gone at age 72. Cal Wade gone. Many others gone, some physically, but most mentally, moved on to other things.

## The Cosworth Vega had its history—but where is its future?

History dies and is forgotten, people are the ones who carry visions, dreams and memories, keep them alive, keep things remembered, keep things from dying of being lost to oblivion. Things get replaced so easily these days, so many exciting new things to displace thought, time and energy (and money.) It is easy for things to die, it’s a fight to keep things from dying. It’s a fight to keep the relics, the symbols, the physical embodiments of our dreams alive so they may live on until the rust eats away every last bit of the original entity away. But what would keep the Cosworth Vega from dying, from being drowned out, lost, replaced by modern convenience and ease?



### **It takes new blood, a new appreciation, dreamers, people who want.**

It was sad the moments I pondered and realized that I was a Vega Widow. I didn't particularly care to take this role. My only comfort was that I was somehow keeping this alive for my husband. The Vega was dope I administered carefully so as not to drag down the family during his lust filled binges. Through our struggles, the Vega became even more alluring, more naughty, the other mistress whose problems were much more easily resolved (through fluids, gaskets and pulse air tubes) than a human woman's emotional problems. But struggles become tensions, marriages break down, someone has to give in. And this struggle was really just a slow character assassination—a relationship based on domination and subjugation. It was unhealthy. It was unfair. The struggle was based on dreams, visions and ambitions, it was built on control. I thought to myself, what an evil way for something to live on. What a tenuous existence. The essence of the Cosworth Vega was lost, sure, it was reiterated in the energy, hollow mantra-like words of the Cosworth Vega enthusiast. All of us Vega Widows heard these things over and over and can repeat them even if we don't understand them. And at first, our husbands, our Cosworth Vega enthusiast's words may have been combined with excitement and energy, but over time, as we fill in many of the words coming out of our enthusiast's mouths (because we've heard them a million times,) the words either fail to come out at all, or are filled with dread and frustration, because there is nothing new to say about a subject which at some point had become an issue of contention and at some point had quit inspiring. And at some point had failed to drive the enthusiast to make it a priority to let the world know how great the car is, how great it would be to for the world to realize its trampled dreams, for the world to realize it was a great dream that was cut short years ago (despite what the Nay Sayers used to say). Well, the Cosworth Vega doesn't even have the energy of enthusiasts against the Nay Sayers anymore. This requires some attention, some energy, some serious consideration. Many people like myself, don't know what a Cosworth Vega is. Others say dismissive

things like "rust-bucket" and "70's junk." Granted many of these are gas station attendants who will tell you to stuff a V-8 in it, like his buddy did in high school. "So fast," he'd say, "He drove it one time and put a for sale sign in it."

### **Not even knowing the real technological beauty of what really lay beneath the faded black and gold hood.**

But aside from these few cult members, and their respective Widows, the Cosworth Vega has died. Died to the world outside.

### **It is now only the idol of an exclusive club.**

A club in which outsiders are not so easily let in. Where status and history is well guarded. Where its vision and greatness will pass as its members pass, and where old members will vainly try to pass on its vision though their bloodlines. Vainly because these members have failed to comprehend that the world around them has changed and children care less and less about history, and more about what is going on right now. It is time for the Cosworth Vega to come into the digital age, to be embraced by minds formed in this technology advanced age. It is no longer the 70's. The Cosworth Vega is no longer cutting edge. It is something else. It was the start of something great.

### **It is time for this car to drag itself out of the trenches of stagnancy and become something great, now.**

Something that exists in the now, in people's faces, attention, words, enthusiasm... lives. But to do this, people sometimes need something new to talk about, love, care for, dream about, want, desire, live and breathe. This is a tall order. It's not impossible though. What do you need to do this? Is there a magical recipe that will cook up some life for the car? There is really nothing magical about the solution. But there are some fairly large obstacles. Namely, closed minds.

### **The wall between the "Old Boys" and the new blood needs to come down.**

Old ideas of what the car was needs to give way to what the car can be right now. Give people new and old something new to talk

about, something for Delorean to roll in his grave over, something to discover. Put the Cosworth Vega in a new light, to a new people in such a way that they can't deny its greatness even if they wanted to. Let down your notions of what it was and what it was to a small group of people, and let it be a platform for new possibilities. Trade this mentality and make yourself feel special and exclusive again, like you did when you came across your first Cosworth Vega, the excitement of discovery, a new vision shared by others.

### **Exclusivity taken too far kills.**

Open up your minds and arms and welcome the very people who will keep the Cosworth Vega alive and not lost to oblivion. Take their suggestions, experiences and ideas and encourage them. They are the Cosworth Vega's lifeline. Be selfless right now, sacrifice the exclusivity and infallible notions you harbor for a chance that the vision of the Cosworth Vega will not just survive, but thrive. This is what intrigued you about the Cosworth Vega in the first place. Really think, don't reiterate to yourself those mantras so familiar to you, but look at your car (or the pieces of it) and try to remember what it was that really turned your crank when you first discovered it. For a great deal of you now, looking back at your emotional life with this car will see a lot of turmoil. The car is no longer a summation of secret parts deals, hidden expenses, leaking oil and broken promises. It is something that you want to take out and introduce to the world. The car is to too many an old broken down dream, covered with dust, years of accumulated debris, and layers of contention.

### **While you haven't entirely given up on it yet, you haven't breathed life into it either.**

Dreams need maintenance. Not just by changing the oil and rotating the tires either. Dreams need to be dwelled upon, need excitement to be propelled into action. It is time for you to rediscover your car. It is time to rediscover it and then take it to another level, get other's attention. To help others discover what you discovered so long ago. Time to give the -

Cosworth Vega a new place in the world, and only you can do it.

Build your Cosworth Vega the way you want it and forget about what other people think. Dreams are bigger than those who have them, so who is he to say that your dream is not right? Appreciate your car for what it is and what it can be—make others appreciate your car. Take it out, down to the local Friday night cruise ins. If others do not appreciate your car, do not let their criticisms make you doubt. Their negativity is not tangible, it can't be driven, but your car can. Be loyal to it. Race your car if you are so inclined. If it is too perfect an example then buy another to race. Cosworth Vegas are like tattoos, it's a mile to your first and a minute to your second. Divorce your Vega Widow—Not literally. Talk to your spouse, come up with a schedule for resources and time to be spent on the car. Be responsible in your choices so as not to pit your car against the family. Include your spouse in the process or progress. Take her for a drive. Take her on a trip in it. Heck, break out the ultra rare hatch tent and show her a good time! Show her the enthusiasm that you feel for her just as much as you feel for the car. Honor them both. Become more active in the Club. Expand the Club.

#### **Welcome new members and their ideas.**

You should be humbled and excited by their appreciation for a car that is neither trendy, nor particularly valuable to the rest of the world. Understand that the future of the Cosworth Vega depends on you. The people with an appreciation for a vision. If you do not want your car, this vision to lay waste, give it or its parts to someone who care, who can carry the torch forward. If you don't, then get off your spreading duff, quit talking about what you are going to do and go do it. Involve others in this as well, there are people locally who share this vision.

Now you're thinking "What's this chick know, she's not an owner, she's not even a Club member? Where does she get off telling me how to appreciate me car?" Well you're right, I'm not a Club member, but I am married to a Club member,

and as far as I can tell, many people don't pay dues anyway, but still reap the benefits the Club has to offer.

**And I can admit that if I had a Cosworth Vega, I would prefer the sexy feminine leg shaped chrome of the pulse air tubes over the few additional horsepower achieved by removing them.**

But I wrote this from a point of "What I know," and, "Where I get off," so to speak.

I know that something in the man I married five years ago has gradually died. He used to talk emphatically, excitedly, like a little boy with his big dreams when he spoke of his Cosworth Vegas. He used to imagine what he could do with them (we've had several) during his Frankenstein phases of creativity, given the restraints of time and money. He used to design and produce replacement parts the cars, and supported financially other's projects. He used to get calls from across the Nation from people seeking his advice which he so gratefully gave them. He used to dream of articles he would write. He used to write them. He used to dream of being the CV Magazine Editor. And he was. He used to brainstorm for hours on how to improve the magazine's look and content, how to modernize it and say something fresh. He used to look forward to sifting through other's submission, sharing their experiences.

**He used to drive me to Law School every day in his Cosworth Vega.**

He doesn't do any of these things anymore (I did finally graduate!) The parts projects? A disaster. Everyone is interested until it comes time to lay the cash on the table. Supporting other's projects? What projects? None recently. The phone calls?

**The theme lately has been disappointment from former Club members in the lack of local or even Regional activity, and rejection from the "Plank Holders" as he refers to original owners (an old Navy term he explains meant original members of a ship when it was granted its commission).**

As far as sifting through submission and experiences? There have been only a few. Several of those have been from non Club members anyway. He's written articles, but what is there left to say? Usually the reason for writing is to reach people to entertain or to provoke thought. Once you run out of personal Cosworth Vega stories from their owners, there is nothing left.

**Stories do run out if you quit making and sharing them.**

My husband has quit making Cosworth Vega stories of his own.

I used to be a Vega Widow, because there was a struggle between us, filled with conflict between the car and me. There is no more struggle. I have chosen to give up the struggle, I am pitted against nothing for two reasons: I accept my husband and his Cosworth Vegas, and encourage him to amplify his passion and efforts to continue the vision. And secondly, there is no more struggle because my husband has given up on his dream, maybe not entirely, but it is a flaccid, dying thing with no fight left. No time left in his life to deal with the negativity that has presented itself amongst the people he has come to know, respect and learn from over the past ten years or so.

I started out a Vega Widow because I married a man with a seemingly unhealthy attachment to his Cosworth Vega, with a penchant for ignoring other aspects of his life (including me.) But now I have come to understand his vision only after watching it die. I have come full circle really. I will not sit passively while a part of the man I married dies. Maybe I have provoked a thought or action in one of the readers I have subjected to this letter, but my target audience is truly only one—my husband. Understand that I love you, I miss your enthusiasm, and I won't be a Vega Widow any longer. I now share your vision, which is now our unique vision to expose the world to something great. We will pursue this together, rekindle the passion, blaze past the negativity, and only hope that others may follow.

Your Wife,

Nikki



## **CVOA Cosworth Vega's 30<sup>th</sup> Birthday Celebration - Roundup-26 Wrap-Up**

**Bruce Jahnke**

In 2005, the Cosworth Vega celebrated its 30<sup>th</sup> birthday, Milwaukee, Wisconsin was chosen as the host site for this noteworthy milestone with the Brookfield Marriott serving as the headquarters hotel.

Cosworth Vega enthusiasts began arriving Friday afternoon. After check in, attendees were treated to a birthday present from General Motors Corporation. Thanks to the well placed contacts CVOA member Paul Wicker has inside GM, the CVOA was successful in getting the GM Historic Automobile Museum to bring a display of 6 museum cars to Roundup-26. On display in the Cosworth Coral was Cosworth #0001, the very first Cosworth to roll off the Lordstown, Ohio assembly line. Car two was a Cosworth hybrid called a "Cor-Vega". The basic car resembled a standard black Cosworth Vega with a Twin Cam engine, but had a "tweaked" front end and rear hatch area. The last Vega on display was Chevrolet Vega number "one", a 1972 turquoise blue hatchback.

Rounding out the display car lineup was a Corvair Monza with a twin turbo charged engine and a "clam shell" rear engine cover, and front passenger compartment hatch. Also, two 2005 GM Performance Center road racers: a Saturn ION coupe and a Chevy Cobalt. Both cars sported performance engine and suspension enhancements that are not found on the standard dealer option list. The cars were on display throughout the Roundup. Thanks to Paul and GM for making the cars appearance possible.

As the attending Cosworths were assembled and shown off in the CV Coral, the museum cars were scrutinized by the roundup attendees and old friendships renewed. 8:00 PM was time for the CVOA Board, the Regional Directors, and interested members to gather for the annual business meeting.

Those roundup goers who did not attend the annual meeting broke off into smaller groups for dinner at any one of the fine area restaurants for rest, relaxation, and

conversation.

On Saturday, Roundup goers were greeted with a provided buffet breakfast where the visiting continued and the events of the board meeting the night before were discussed. One subject of discussion was the "appointment" (he ran unopposed) of Tim Morgan of Houston, TX to President. Thanks to Dale Malin for his years of club leadership and good luck to Tim on his assumption of the CVOA "helm."

After breakfast, those Cosworths and non-Cosworths that were to be entered in the Autocross event assembled in the hotel parking lot. We caravanned to Lake Geneva Raceway for an afternoon of speed and testing of driving skill against the stop watch on a challenging course designed by John Cowall. John took full advantage of the raceway's 1/3 mile banked asphalt oval and used every orange cone that could be found.

After technical inspection of each entered car, a driver's meeting, and a few slow parade laps around the course, each driver/car combination was given four hot laps under the clock during the course of the afternoon.

A provided lunch was enjoyed trackside via the track concession stand and the afternoon ended at 4PM with only a few casualties of the stress of heated competition. It should be noted that even though Lou and Harriett Marr were not able to attend the Roundup due to health reasons, Lou's #1000 was in attendance through the courtesy of John Cowall and family. Unfortunately, Lou's Cosworth was one of the casualties of the afternoon as his clutch exploded under a hot lap. Upon receiving news of his car's mechanical demise, Lou was only disappointed that it was not he himself at the wheel when the clutch let go. True to the camaraderie of the CVOA, Lou was not left in a lurch; through the coordinated efforts of Dick Baumhauer's trailer and John and John Cowall's time and talents, Lou's #1000 was towed back to Michigan and a new clutch was installed. Even though Lou and Harriett were not at

the Roundup, they still have a story to tell about Roundup-26!

With the Autocross event behind us, Roundup goers were free for the evening. Many stopped at Guss' Drive-In in East Troy on the return trip to the Marriott Hotel. On Saturday nights during the summer, Guss' is host to a hot rod, custom, and classic car show. While hamburgers, fries, and soda were served inside, a gathering of about 125 cars of all color and description were available outside for the viewing pleasure. Including a sizeable assembly of little black Vega's with a twin cam engine on display front and center! We were the subject of much interest and the exchange of many stories.

Sunday morning again greeted the Roundup goers with a provided breakfast buffet at the Marriott. At breakfast, the conversation of the weekend continued and the tales of the Saturday speed event at Lake Geneva Raceway were retold with the usual embellishments.

After breakfast, participating Cosworths were again assembled in the hotel parking lot for the caravan to Hartford Motor Museum, the site of the show and shine Concours event. The 40 minute drive to Hartford wound through the scenic rolling hills of the Kettle Moraine Forest, formed by the glacial push of the Wisconsin glacial ice shelf of 30,000 years ago. At the Museum, the assembled Cosworths were washed, polished, primped, and shined in preparation for the critical eyes of the judging committee.

While the CV's were scrutinized, looked over, looked under, and looked at inside and out, Roundup goers were invited to partake in the included Museum tour. The Hartford Motor Museum maintains a revolving display of 125 antique and classic cars that represent the history of automobile nationally and specifically in Wisconsin. Hartford is significant in that it was the home of the Kissel automobile assembly plant from 1906 to 1931. 25,000 Kissels were manufactured in Hartford during those 25 years, only

about 200 are known to exist today and the Museum has an impressive display of the various models manufactured. Other noteworthy Wisconsin manufactured automobiles on display are American Motors, Nash, Chevrolet, FWD trucks and examples of Evenrude outboard motors. Of special interest is a fully restored and working steam locomotive, a 1913 American Locomotive Company "Mikado" (2-6-2). A 250 ton behemoth that is still used for historic events and traveling shows.

The provided lunch for the Concours was a build-your-own sandwich buffet that was set up in the scenic woods of the park like setting of the Museum grounds. Special thanks to Linda Jahnke and her sister Donna Bergmann who coordinated and provided all of the labor to present this tasty noon time feast. Recognition also goes to Steve Mayefsky for providing and transporting the banquet tables and protective tent cover for lunch.

When all the Cosworths were judged by the concours judges, and the cars inside the museum were equally scrutinized by the Roundup attendees, it was time to journey back to the Marriott for the evening awards banquet.

The Sunday evening awards banquet was highlighted with everyone enjoying a piece of the Cosworth 30<sup>th</sup> Birthday cake, specially decorated for the occasion with a full color picture of a 1975 Cosworth Vega.

Awards for the Autocross and Concours winners were presented by John Cowall and Dale Malin respectively. Class award winners may be found in another section of the CV Magazine.

A special award was donated by Art Reta and Keith Meiswinkle of Region-1 (New York). The award is a commemorative photo plaque of a Cosworth Vega in cam engine being assembled by Earl Kookan at the GM Tonawanda, NY engine plant. Included with the plaque is a newly signed engine builder tag signed Carl.

A one-of-a-kind commemorative piece was awarded to Ken Rock. Ken's name

was drawn at random from a hat of three names representing the three second generation Cosworth Vega owners in attendance at the Roundup. These three young owners represent the continuation of the Cosworth Vega's significance in automotive history and through their getting the Cosworth "bug" from their parents assure that the CVOA will have a healthy membership in the years to come.

Following the awards presentation and the distribution of what seemed like a truck load of donated door prizes, the evening was brought to a close with a voluntary viewing of a video tape interview of Lou and Harriett Marr by John Cowall prior to the Birthday Roundup.

For those who stayed overnight for a Monday departure, there was a breakfast gathering in the Marriott restaurant for a last good bye.

If you were not able to make the Cosworth Birthday Celebration in Milwaukee, Let's get together for Roundup-27 in Canton, Ohio. Until then . . . Happy Cosworth-ing!

Bruce Jahnke  
Host, Roundup-26

Everyone,

The idea of a mini-roundup was suggested at the Roundup 26 in Milwaukee. This was such a thoughtful thing to do for Lou & I since we can no longer travel. John kept a wonderful secret and on September 10th at 12 noon (at the same time Notre Dame was beating U of M at the Big House) members began to arrive.

Ray & Linda Linenberger with #2393, Brian & Mary Wetrich, Tim & Lynn Foy, Mal & Kyla Kooiman, Steve & Bonny (sic) Mayefsky, Tim Walgyle, Joe Gall, Dick & Judy Baumhauer, Mark Rock with #1757, John J Cowall & #0803, and John & Kathy Cowall with all the great food.

Thanks to all our CVOA Family,  
Lou & Harriett Marr & #1000

#### Revenue

|                               |             |
|-------------------------------|-------------|
| Registrations and Shirt Sales | \$10,506.00 |
| Other Income                  | \$ 30.00    |
| CVOA Contribution             | \$ 500.00   |

**Total Income \$11,036.00**

#### Expenses

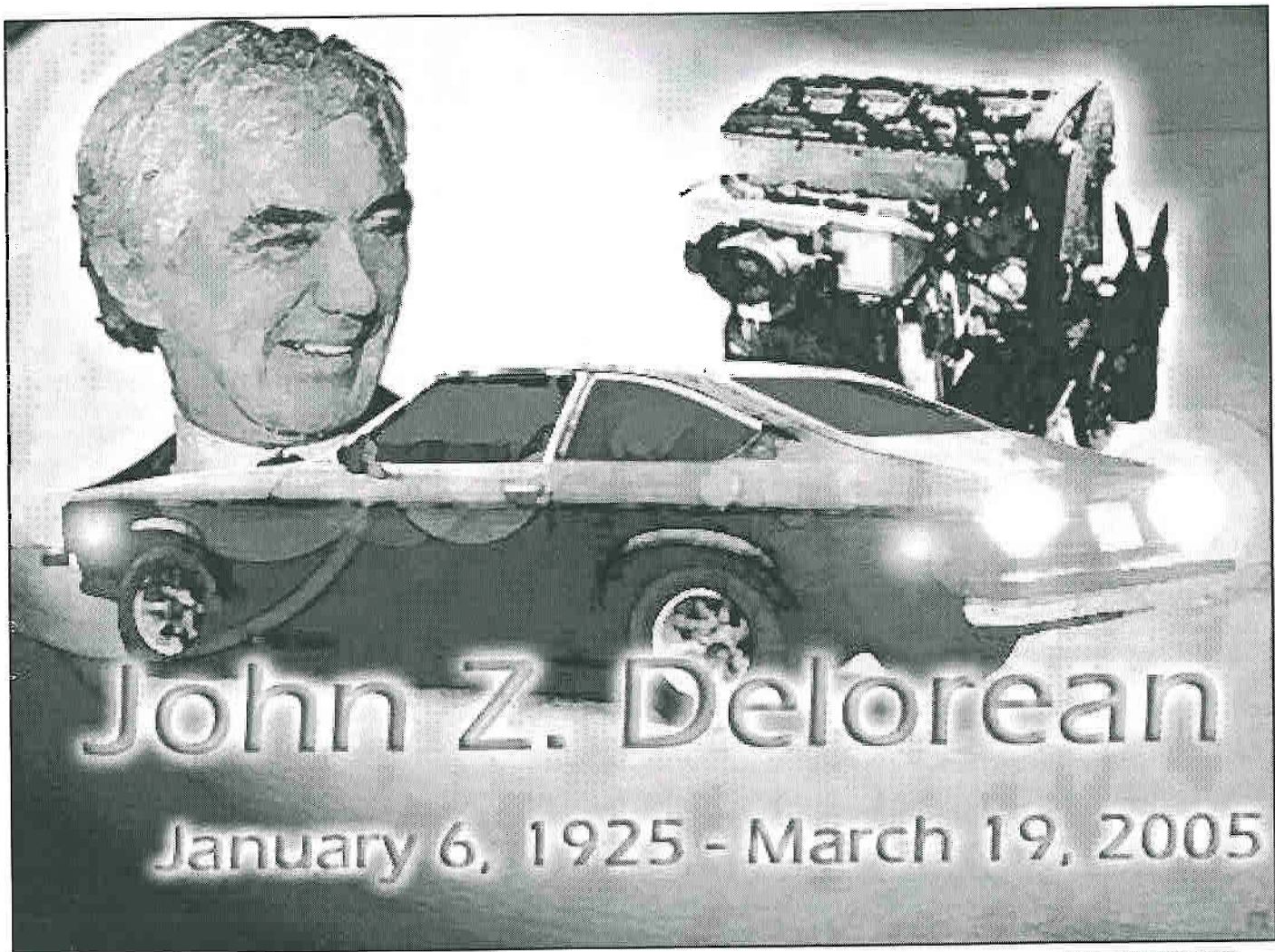
|                                    |             |
|------------------------------------|-------------|
| Trophies and Plaques               | \$ 1,081.00 |
| Lake Geneva Raceway track rental   | \$ 800.00   |
| Museum Admission                   | \$ 410.00   |
| Saturday & Sunday Breakfast Buffet | \$ 2,698.00 |
| Saturday & Sunday Lunches          | \$ 979.00   |
| Sunday Evening Banquet             | \$ 2,901.00 |
| Shirts                             | \$ 1,071.00 |
| Roundup Production Expenses        | \$ 779.00   |

**Total Expenses \$10,719.00**

#### Net Income to CVOA

**\$ 317.00**

## In Memoriam



The Cosworth Vega community lost two of the most important figures in its conceptualization and realization within one year. John Delorean, General Manager of Chevrolet, and Keith Duckworth, co-founder of Cosworth Engineering Limited. As we all know, John Delorean was the man with the original vision, and Keith Duckworth was the man with the know-how to get it done.

John Delorean was 80 years old when he died from complications after a stroke. CVOA Magazine Editor was in contact with Delorean's representatives and was arranging an interview when the stroke occurred. Further complications arose arranging the interview due to Delorean's continuing financial woes.

His vast knowledge of the dream that became the Cosworth Vega sadly died with him, another part of the Cosworth Vega legacy lost and unfortunately undocumented.

Keith Duckworth graduated college "just skimming by" and after working for Lotus only a year, he left and formed Cosworth Engineering with Lotus co-worker Mike Costin. They would of course become legends in racing engine design and manufacturing. Duckworth was 72 and died after a short illness.

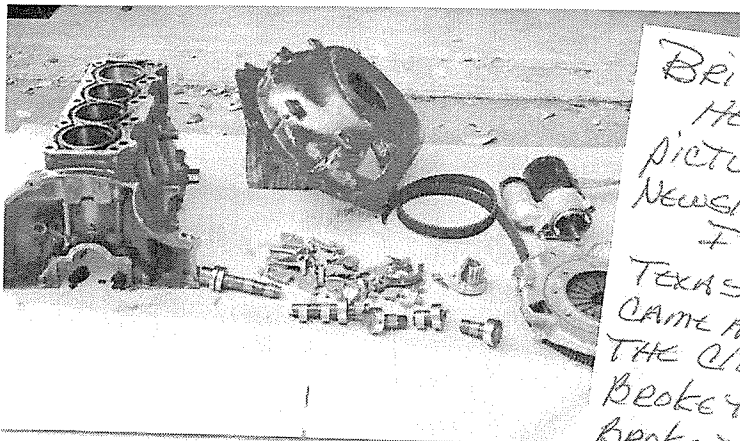
They will both be missed by all the enthusiasts of every car they built or influenced, and by every Cosworth Vega owner who has enjoyed driving their ill-plagued joint endeavor.



<http://www.keithduckworth.co.uk/>

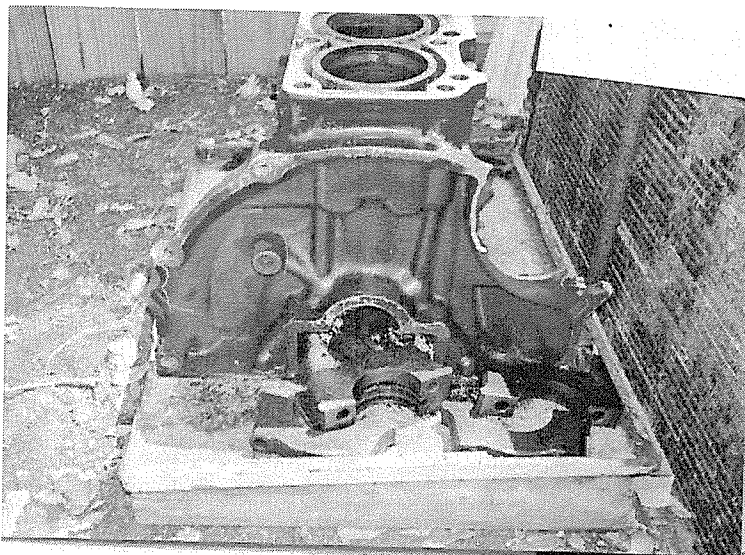
# A Letter from Sonni Rossi

Yes that really says 9200 rpm



BRITT:  
 HERE ARE A COUPLE OF  
 PICTURES TO PUT IN THE COSWORTH  
 NEWSLETTER.  
 I RAN THE ROADSTER AT THE  
 TEXAS MILE. THE CLUTCH & ENGINE  
 CAME APART AT 9200 RPM. I LOST  
 THE CLUTCH, SPLIT THE BELT HOUSING,  
 BROKE THE BACK OF THE BLOCK &  
 BROKE THE NOSE OFF THE STARTER.  
 BROKE THE CRANK DRIVE GEAR TO  
 THE CAMS, BROKE THE BELT, THE CAM  
 IN 5 PLACES, BROKE THE VALVES.  
 I BUILT A NEW ENGINE TO GO  
 TO BONNEVILLE TO TRY AGAIN

SONNY



Have you a new Cosworth story to tell? Just a short  
 note and a picture or two goes a long way!

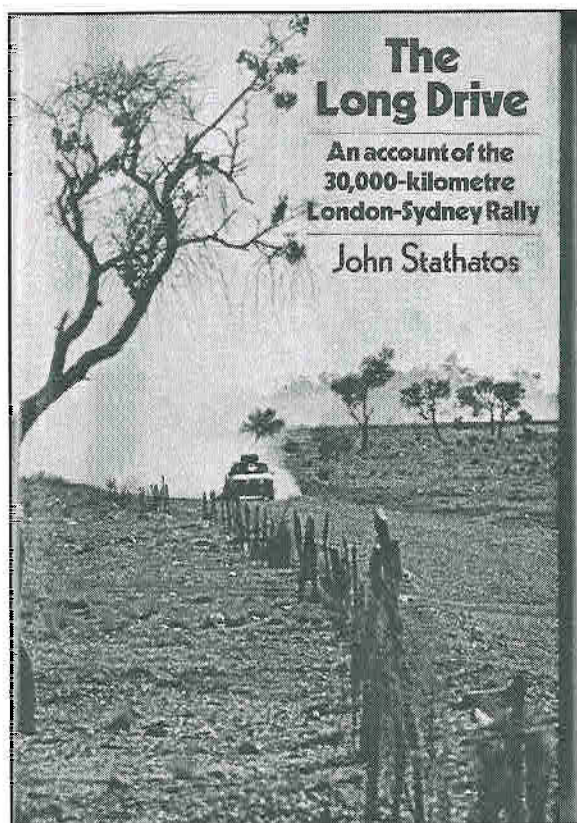
Thanks to Sonny for the story and for keeping the  
 Cosworth out there in the public eye!

Good luck on your next attempt!

-Britt

# Book of the Year (1977)

Britt Guerlain



## The Long Drive

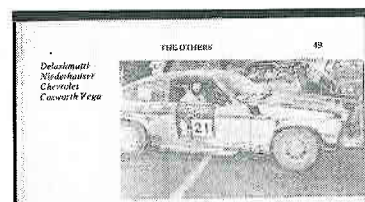
By John Stathatos (1977)

This is a hard one to find; I have been searching for four years for a good copy, and was finally able to find it using Amazon's rare book locator service. This book was written by a journalist who participated in what could be described as one of the most interesting car adventures of all time — The Singapore Airlines London-Sydney Rally.

Why have I been looking for this book for so long? Well, one of the participants of this great adventure was the one and only Cosworth Vega #0008, formerly known as the Car & Driver Rally Car. The car is featured in several pictures with it's Driver Tom Delashmutt and Co-Driver Carlos Niederhauser. The final result? 58th place out of 61 entries!

The book was worth the steep ransom paid solely on a story of Carlos trying to fix a hole in the oil pan by placing the car over a drainage culvert. A bit of bad timing resulted in Carlos being stuck under the car while the farmer filled the culvert with water for his crops!

Keep a look-out for this book, it is possibly the rarest addition to any Cosworth enthusiast's collection!



Above: Full race prep  
Left: Carlos and Tom



Thanks to everyone who bought a tray;  
Good luck with your restorations!

**Reproduction 1976 Cosworth  
Vega Battery Trays**

**SOLD OUT!**

More available depending upon interest  
1975 Tray dies have been completed and proto-  
type has been approved, production is interest  
dependent as well.

britt.guerlain@gmail.com  
(503) 332-7039  
Britt Guerlain



I finally bought a trailer for the race car, a 14' Spectre tilt with a 4' fixed extension for toolboxes/tire racks etc. Great experience dealing with 99 West, so if you are in the market for a new trailer, give them a call. General Manager Greg is a SCCA/ICSCC racer! They also give a nice SCCA/ICSCC member discount.



99 West Trailers  
23995 Hwy 99 West Newberg, OR 97132  
503-537-9103 | 866-264-4825  
Hours: M-F 9:00-5:30 Sat. 9:00-3:00

# **Roundup 2006 Canton, OH Cosworth Vega Owners Association Roundup 27**

June 23 – 25, 2006

## **Event Hosts**

Brian & Mary Wetrich  
330-478-5138 (H)

## **Headquarters Hotel**

Holiday Inn North Canton  
4520 Everhard Rd. N.W.  
Canton, OH 44718  
330-494-2770  
330-494-6473 fax  
Hotel Website  
Room Rate = \$92

(Tell them you are with the Cosworth Vega Owners Association)

## **Tentative Event Schedule**

### **Thursday, June 22, 2006**

12:00 – 6:00 Registration

### **Friday, June 23, 2006**

7:30 – 9:00 Breakfast on own at Hotel

9:00-5:00 Rally & Tour of Hall of Fame Museum

?:00-?:00 Registration for late comers

Dinner on own

7:30-?:00 Directors' Meeting @ Hotel

### **Saturday, June 25, 2006**

7:30 – 9:00 Breakfast @ Hotel

10:30 – 1:00 Concours at Canton Classic Car Museum

12:00 – 1:00 Picnic Lunch at Canton Classic Car Museum

1:00 – 5:00 CCC Museum tour

or

First Ladies' Library tour (on your own)

Evening: Attend Massillon Cruise (if scheduled)

### **Sunday, June 26, 2006**

7:30 – 9:00 Breakfast @ Hotel

9:30 – 11:00 Tech Cars for AutoX (possibly do this Saturday)

11:00 Caravan to AutoX site

11:30-4:00 AutoX (Fun Runs as time permits following last official run)

12:00 Lunch at AutoX site

6:00 – 7:00 Social Hour (cash bar)

7:00 – 10:00 Banquet, with Speaker, presentation of awards and door prizes

**CVOA INC. MEMBERSHIP FORM**

Mail to: P. O. Box 5864, Pittsburgh, PA 15209

NAME \_\_\_\_\_ TELEPHONE (\_\_\_\_) \_\_\_\_\_ NEW ( ) RENEWAL ( )

ADDRESS \_\_\_\_\_ 1 YEAR MEMBERSHIP \$30.00 ( )

CITY \_\_\_\_\_ STATE - ZIP \_\_\_\_\_ 3 YEAR MEMBERSHIP \$75.00 ( )

EMAIL ADDRESS \_\_\_\_\_ PAYMENT: CHECK ( ) MONEY ORDER ( )

**COSWORTH INFORMATION:** Please fill all blanks! "Circle Choices"

PRESENT CONDITION: (Best) 1 2 3 4 5 (Worst)

PRESENT USE \_\_\_\_\_

MODEL 1975 1976 DASH# \_\_\_\_\_ VIN# \_\_\_\_\_ MILEAGE \_\_\_\_\_

EXTERIOR COLOR: Black Firethorn Met. Antique White Medium Orange Medium Saddle Met.  
Dark Green Met. Dark Blue Met. Mahogany Buckskin

DASH COLOR: Black Firethorn White Buckskin Dark lime

SEAT COLOR: Black White Firethorn Buckskin SEAT TYPE: All Vinyl Vinyl-Cloth Insert

CARPET COLOR: Black White Firethorn Saddle Dark Blue Dark Lime

ORIGINAL FACTORY OPTIONS: Tinted Glass, Positraction, Swing-out Windows, Rear Speaker, Rear Defogger  
Radio delete, 5 Speed, Aux Lighting, SkyTrends Sunroof, Floor Mats, Door Edge Guards, Cloth Headliner  
AM Radio, AM/FM Stereo Radio, AM/FM Monaural, AM Radio w/8 Track, AM/FM Stereo Radio w/8 Track

PERMANENT MODIFICATIONS: \_\_\_\_\_

Which owner are you? 1st 2nd 3rd 4th Other Unknown

ORIGINAL DEALER (include city and state, if known): \_\_\_\_\_

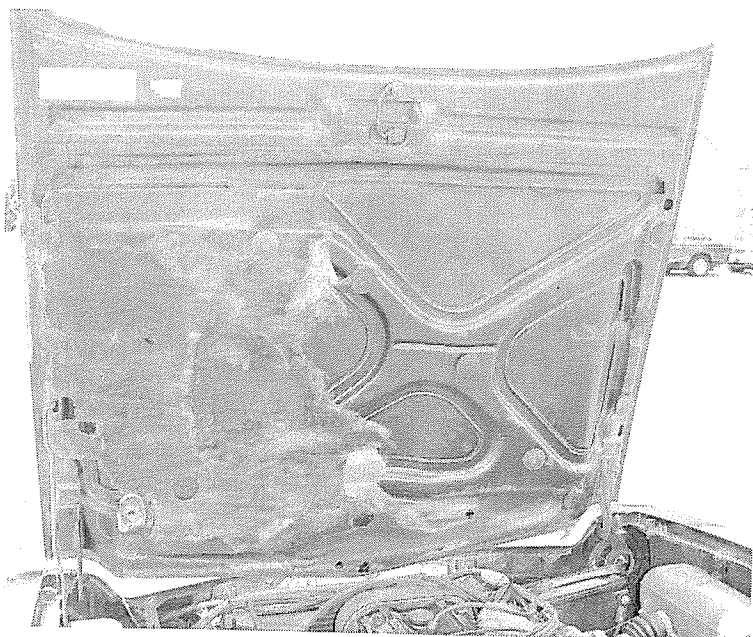
PREVIOUS OWNERS (include city and state, if known): \_\_\_\_\_

TODAY'S DATE: \_\_\_\_\_

**Please use this form for all New and Renewal memberships.**

## CVOA Reproduction Hood Pads

Available to current members only



Embarrassed to open your hood at a show because of your ratty or missing factory hood pad?

**Here's another great reason to be a CVOA Member!**

CVOA is proud to offer new correct reproduction molded fiberglass replacement hood pads for your Cosworth Vega!

These are available for **only \$175 shipped** to your door.

Or order online at [www.cosworthvega.com](http://www.cosworthvega.com)

Now pay with PayPal for quick shipping!

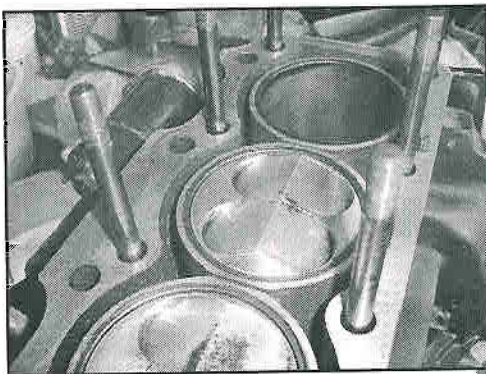
(You will need new hood pad retainer clips, not included)



# The EP Engine

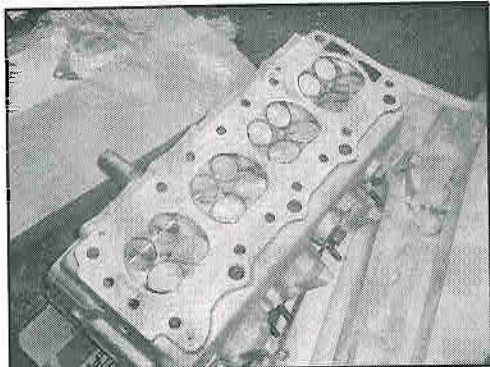
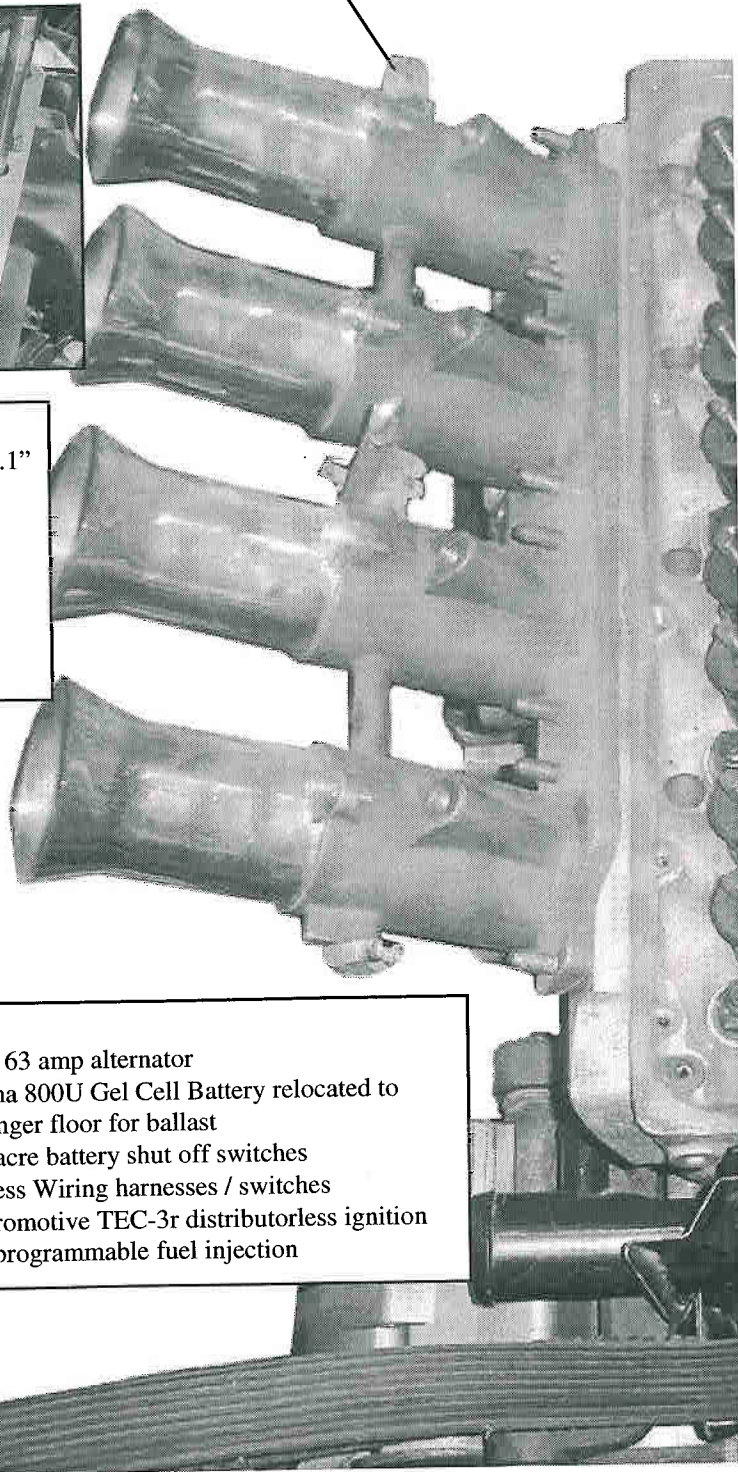
## Block

- Sleeved
- ARP head / main studs
- 12.5:1 compression
- Super Rods 5.7" connecting rods



## Fuel Injection

- Modified McGee Mechanical Injection for EFI
- Modified Injector seats
- MAP Sensor Ports in the bottom of each runner (also allows idle air control)
- Bosch fuel injectors
- Air Temp Sensor in air filter piping

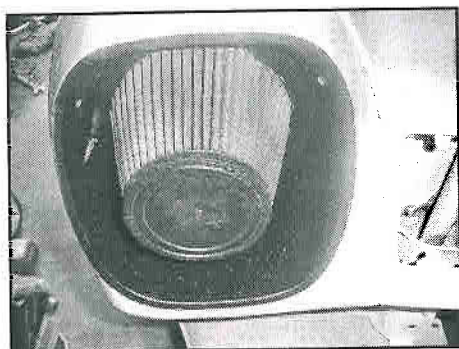


## Head

- Ported & polished 1.1" Intake runners
- SI Stainless steel valves with bronze guides
- Crane valve springs

## Fuel Delivery

- Aeromotive EFI fuel Pump
- Dual pick-ups in foam filled 22 gal. ATL fuel cell
- Aeromotive fuel pressure regulator
- Aeromotive fuel sample port (required by SCCA)



## Electrical

- Stock 63 amp alternator
- Optima 800U Gel Cell Battery relocated to passenger floor for ballast
- Longacre battery shut off switches
- Painless Wiring harnesses / switches
- Electromotive TEC-3r distributorless ignition with programmable fuel injection

**Misc**

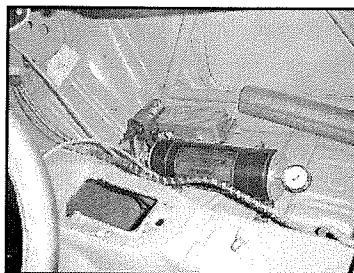
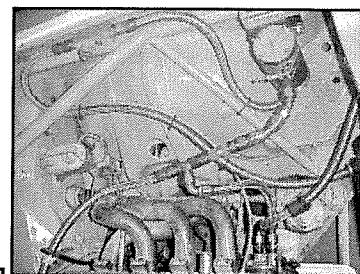
- Torco Stealth Pro fuels (purple 110 or blue 112)
- Champion Sparkplugs
- Electric vacuum pump to remove crankcase windage
- 

**Cams**

- Crane .450/276 IN & .430/266 EX

**Exhaust**

- Stock header with extended secondary tubes
- 2.5" to Dynomax Bullet Race Muffler and Passenger side exit
- Individual cylinder Exhaust Gas Temperature probes for datalogging fuel trim for each cylinder



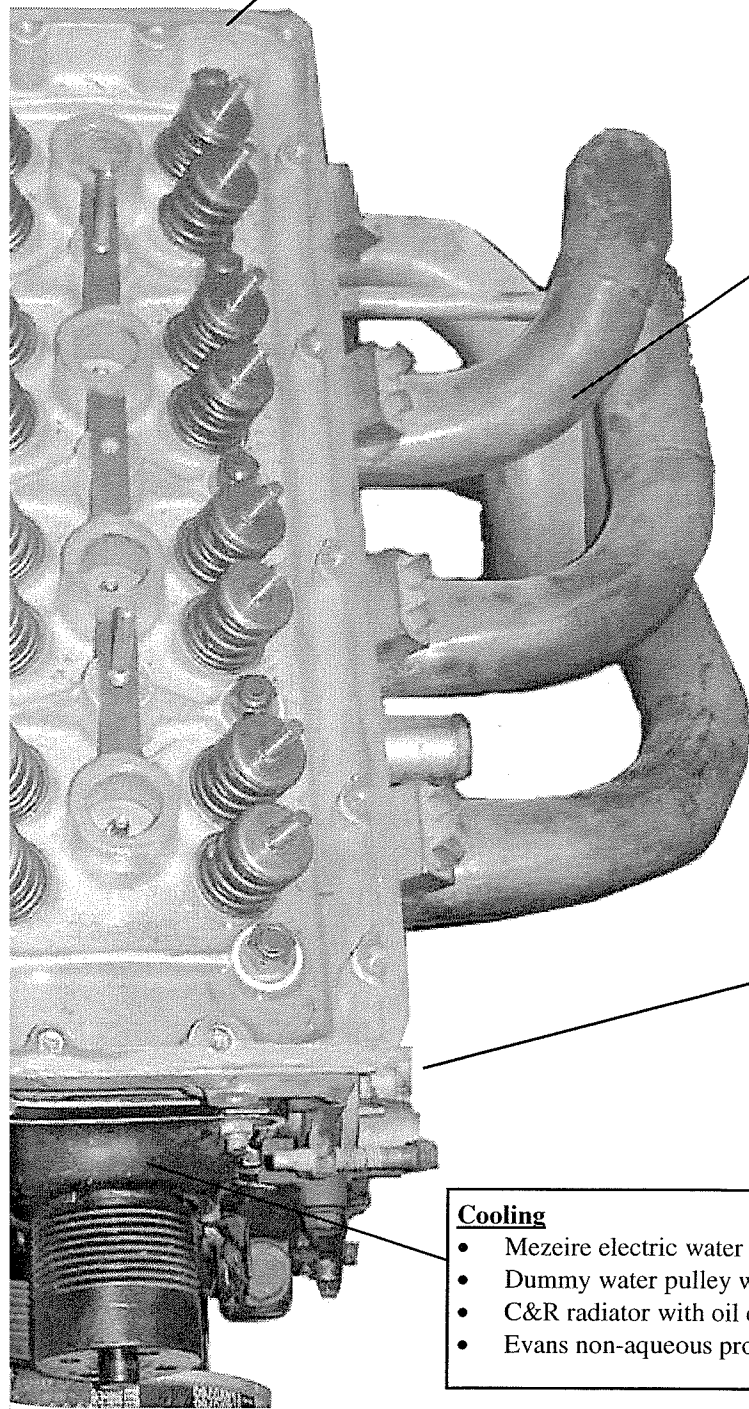
(MSD 6al / Blaster 3 ignition is out in favor of the Electromotive Tec 3r's direct fire coils)

**Oiling**

- Stock oil pump with shimmed oil pressure relief valve per Chevrolet Power Manual
- Accusump oil accumulator
- Remote mount Canton Mecca oil filter
- Oil to water heat exchanger in radiator
- Milodon 7qt Oil pan
- Redline synthetic oil
- Aeroquip stainless steel braided hoses and -AN fittings

**Cooling**

- Mezeire electric water pump
- Dummy water pulley with -AN outlets
- C&R radiator with oil cooler built in
- Evans non-aqueous propylene glycol coolant



# CVOA Merchandise

Printed Items and Other Stuff

**Cosworth Vega Shop Manual** - Supplement to the 1974 Vega Shop Manual. Helm Inc has made this available in reproduction form (copy). Check their website at: [www.helminc.com](http://www.helminc.com)  
**NO LONGER AVAILABLE FROM CVOA**

**Fuel Injection Diagnostic Manual** - Comb bound photocopy of manual written by Phil Good, one of the Bendix Engineers who developed the Cosworth Vega EFI. **\$15.00 each**

**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 per set**

**Tech Bulletin Set** - CVOA Technical Bulletins have been published in the Magazine. They cover many important topics. Last update 12-94. *Soon to be updated again!* Spiral bound copies **\$20.00 set**

**Five-speed Service Manual** - From Borg-Warner, 12 pages. Spiral bound. **\$7.00 each**

**Cosworth Vega Magazine Back Issues** - All back issues of the Cosworth Vega Magazine are available. Some issues are only available as photocopies. **\$150.00 per set, \$4.00 for individual issues.**

**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. **\$3.00 LAST UPDATE March 2005**

**New Key Rings** - "Spanish Gold" alloy casting of horn emblem, enameled blue/black logo. Large diameter 1.75 inches. **\$8.00 each**

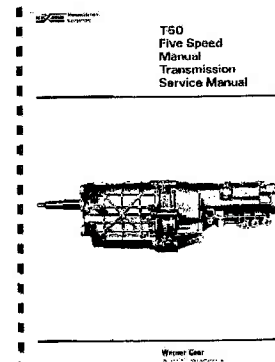
**Kan Coolers** - Foam thing to keep a can cool. Yellow w/ 20th Anniversary logo. **\$3.00 each**

**Window Decal** - New design, static cling type, affix to inside of window. **\$2.00 each**

**Cosworth Vega Owner's Association Official Concours & Autocross Rules** - Free to current members.

**Cosworth Vega Factory Assembly Manuals** -  
**1975 or 1976** - Loose leaf copies, will need a binder to put them in. **\$35.00 each**  
**Engine Assembly** - **\$10.00 each**

**Jacket Patch** - The Club patch, new design. 3" round. **\$3.00 each**



## PHONE DIRECTORY

MAY 2005 EDITION

This directory's only purpose is to provide Members with a listing of fellow Members. It is NOT to be distributed or used for any "marketing" purpose. Listings are according to state.

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Cosworth Vega Owners Association

## TECHNICAL BULLETINS



Updated 12-'04

Now Pay Online with  
**PayPal**  
[www.cosworthvega.com](http://www.cosworthvega.com)

Send your request, along with check or money order (payable to CVOA Inc.) to:

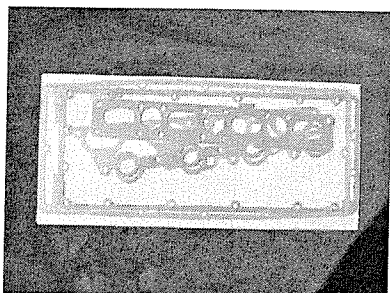
**CVOA Merchandise/Chris Wheaton**  
**2009 Raymer Ave**  
**Fullerton, Ca 92833**

Please allow four weeks for delivery



# CVOA Parts

Available to Current Members Only



## GASKETS:

Upper end gasket set - **\$35.00**, includes cam cover, cam carrier, intake and exhaust

Head Gasket - **\$23.00** Please specify Felpro (0.060) or Victor (0.045) with instructions for making the oil restrictor

Lower end gasket set - **\$40.00** includes oil pan set, oil pump set, rear main set, water pump gasket

## SEALS:

Camshaft/Distributor drive seals - **\$25.00 set of three/ \$10.00 each**

Distributor drive housing to head O-ring set - **\$3.00 set**

## TIMING BELTS:

Camshaft drive belt - **\$60.00**

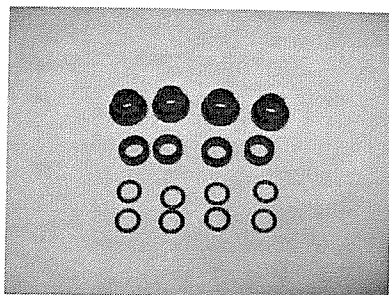
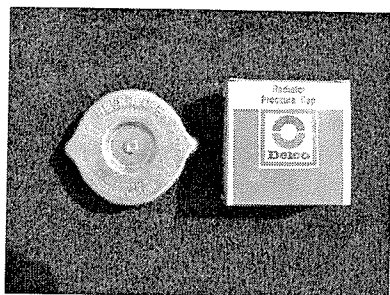
Distributor drive belt - **\$12.00**

## WATERPUMPS: SEND CORE WITH ORDER!

Remanufactured waterpumps with superior front bearing - **\$65.00**

**Heater Box rebuild Kit** - Reproduction kit with seals. You will also need to get a small tube of 3M Super Weatherstrip and some 3M Strip-calk from your local parts store. **\$20.00 per kit**

**GM RC-36 Radiator Caps** - Genuine GM replacement. Type slightly different from original. **\$7.50**



**3M "27" Tape** - The special white insulating tape used on the left engine wiring harness, enough to do one car, 75 or 76. Limited supply. **\$10.00 per 7 ft roll**

**Fuel Injector O-ring Kit** - Includes (4) fuel rail grommets, (4) injector manifold seals, (8) injector to rail seals and instructions. **\$10.00 per kit**

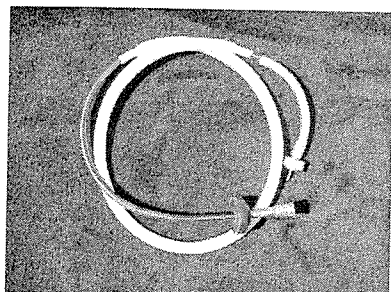
**Reproduction Speedo Cable** - As original, with insulation and grommet. **\$60.00 LIMITED SUPPLY**

**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. **\$175.00 per set**

**Limited number of new valve shims for Cosworth Vega engines** - These were VW shims machined down to fit CV 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 sizes are available:

.138    .140    .142    .144    .1455

Price: **\$9.00 each**



## ITEMS SOLD TO CURRENT MEMBERS ONLY

MAIL CHECK OR MONEY ORDER TO:

**CVOA Merchandise / Bob Slusarek**

(815) 439-8108

[Cosworth0321@ameritech.net](mailto:Cosworth0321@ameritech.net)



Prices include shipping, no P.O. Boxes  
Please allow four weeks for delivery

# Cosworth Vega Classifieds

## Cosworth Vegas for sale, 1975

**75-0023 & 75-0088.** Black/Black vinyl. Stored inside for entire life; stored in Ohio, very low miles; seldom driven since my marriage in 1977. I'm now in CA, and will keep my Alfa Romeo Montreal and Lotus Elan fixed head coupe. Mike Pratt, Santa Ana, CA (714) 558-1055 (see 76-2990)

**75-003x.** Black/Black vinyl. 1V77EU191383. All standard options/equipment. 8,400 original miles, never raced, all documents and history. Overall condition is excellent reflecting original miles and ideal storage. \$9,800. John Bradley 62 Jewett Lane, Hollis NH 03049 (603) 465-2076  
Email: johnoldcar@aol.com

**75-0079.** Excellent condition. Car has been in heated and air-conditioned storage for the last 11 years. 52k original miles, all repairs have been done with original or rebuilt parts, ex. Fuel pump. Car is 100% original, no modifications whatsoever, car appraised at \$7800 when I first bought it, since then I have spent lots of money to put the car in the condition that it is. Also included: extra new parts, timing belts, injector seals, fuel pump that goes inside the tank, repair manual, original window sticker etc. I have complete history of this car, all copies of previous owners, Vega books included. \$6,000 or best offer. You can reach me by email or by phone (502) 375-2724, please no calls after 9pm. William Correa, Louisville, KY 40215.  
Email: Elguineo@insightbb.com

**75-0110.** 4-speed that has been stored inside for 19 years. The body has no rust, just a few minor door dings. Interior is near perfect. Engine is out and was apart when I got it. This car is very restorable, and at the least numerous parts including good glass. I would up with this jewel as repayment of a debt, and only want what I am out, \$500. It would be nice to find this car a good home. Mike Pardo, Lagrange, IN (260)463-3869  
Email: mikepard@litgel.com

**75-0265.** Black, black cloth. 94000 miles, one owner. Positraction, swing-out windows, rear defroster, windshield antenna, rear speaker, after-market AM/FM/Cassette radio, and new decal kit. Good interior, glass, and chrome— but 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.

**75-0800.** Black/White vinyl. Rear defogger, swing-outs, AM/FM radio, windshield antenna, door edge guards, rear speaker. New battery, alternator and timing belts. This car was stored many years by a collector in NJ and is in excellent condition. Asking \$5,200. Anthony Tucci, Middle Island, NY (631) 205-0823

**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; 53000 miles; runs well but has not been run in recent years; fold-out rear windows and a 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 miscellaneous 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.

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

Please note: In order to make locating the car or parts of your dreams easier, we are currently purging old outdated ads. If you have an ad that is old, but still active, please contact by Email:

CVOAinc@aol.com

Box indicates new or updated ad

**75-1057.** 24,000 miles, no rust. Stored much of it's life by two previous owners. Cloth interior, swing-outs, AM/FM Tape, rear defogger. Wheels repainted, new tires, Flowmaster exhaust, K&N air filters, new belts, new upper engine gaskets (no leaks), 4.10:1 posi installed by previous owner. 5 speed conversion and sunroof available if you want it. \$4,250 Phil Rust, (317) 253-4408 days or wknd

**75-1494.** 1,340 actual miles. Owned by Dealer family. Extensive original papers, plus Dealer promo packages, inspection sheet etc. Garaged. Best offer over \$7,500.

Mary Lohrbach  
Mantorville, MN.  
(507) 635-5122

Email: mlohrbach@kmtel.com

**75-1274.** Black, white vinyl. AM/FM stereo, rear defogger, swing-outs. Odometer reads 17,000 miles. Everything looks new. Someone spent major money on this car. If you are looking for a Cosworth, THIS IS IT! \$6,500 OBO.

Mike Acerra, Allentown, PA  
(610) 437-1508

Email: flamer55@msn.com

**75-1695.** Original except radio. Runs good. Interior and exterior have minor wear. \$3,000.

Theresa Pettit  
3031 Cowboy Way,  
Portal, GA 30450  
(912) 865-9266  
Email: pettit04@webtv.net

**Cosworth Vegas for sale, 1976**

**76-2171.** Black/ Black vinyl. Pop-out windows. Am/FM 8 track, 5 speed, posi. Good interior. Fair condition, not running, needs doors. \$1500. Lost storage and eyesight. Must sell. Donald Knaggs, Toledo, OH. (419) 475-7064

**76-2465.** Black, black vinyl. 5 speed, posi, swingouts. 62k engine from CV2690—has been completely redone. New parts, too much to list. Priced to sell \$4500

Dean Farmer  
Milers Creek, NC  
(336) 667-2339  
Email: FarmerRules25@yahoo.com

**76-2550.** Recent re-paint over poorly prepped body. Holes in body & floors repaired with fiberglass & bondo. Good tires on bare sandblasted rims. Very nice cloth interior w/ new carpet. Would make a nice street-beater. \$800. O.B.O. without engine & trans. Re-buildable engine & good trans available at extra charge. John Cowall 313-388-1026 aft 6PM EST or jcowall@hotmail.com.

**76-2990.** White, ? Stored inside for entire life; stored in Ohio, very low miles; seldom driven since my marriage in 1977. I'm now in CA, and will keep my Alfa Romeo Montreal and Lotus Elan fixed head coupe. Mike Pratt, Santa Ana, CA (714) 558-1055 (see 75-0023)

**76-3086.** Medium Orange/ Buckskin vinyl. 3,600 original miles. Garaged, exterior excellent, interior showroom. AM/FM tape, new tires, 5 speed, driven fast several times per week. Includes all papers—window sticker, original bill-of-sale, etc. Also extra gaskets, filters, misc parts, GM engine analyzer, shop manuals. Asking \$9,500. Scott Mason, Birmingham, AL (205) 369-8473 / (205) 967-2151

**76-3108.** Antique White in great condition / red interior replaced to factory spec. Power disc upgrade extras and spares galore, best offer. 1V7706U217401 Car has heated back glass and pop-out windows. (650) 344-3609  
Email: oh2bthr1@cs.com

**Non-Cosworth cars for sale**

**1977 Chevy Monza Mirage.** 327 engine, THM350 Transmission, 3.42 Posi rear end. Runner-Up at Super Chevy. Only 176 made. \$12,500 neg. Donald Cunningham, Claysville PA (724) 948-3059  
Email: mrsmonk@hotmail.com

**1975 Vega Notchback.** Green exterior. Buyer responsible for transport. Franklin Cooper (318) 443-5611. Alexandria, LA. High mileage. Not running but in good shape. Email: plezsez@cox-internet.com

**Please note the following:**

Let us know if you change your ad. If you need to place an ad or submit something you can do it in a number of ways:

**Postal service.**

**Phone,** you can leave a message, but this way is most costly to the club if we need to call you back.

**Email, Preferred.** Mike Rupert's Email:

CVOAinc@aol.com

**Parts for sale**

Lots of Cosworth parts for sale, interior, engine, f/i, wheels, suspension, electrical etc. I am getting out of Vegas and moving on to a different class in SCCA. Most of this will be trashed if there is no interest. Need space in my family room for my son's train set, all parts must go! Portland, Or britt.guerlain@gmail.com (503) 332-7039

1976 Vega body, various parts. Contact Tim Pender, Charleston, SC (843) 764-3810

5 new Vega (140) Arias forged lightweight 12.5:1 racing pistons—3.5 bore—1.0-1x2x2. 8 rings, grooved \$350. Vega Cyl head-ported. Larger stainless valves P.C. seals, Crane valve springs and retainers, Crane cam F240/470-8 racing Part #120971, lifters, new cam bearings, cam seal, sprockets. All new, ready to race - \$900. Sonni Rossi, San Antonio, TX (210)688-3711

Sway bars and rear coil springs for a CV. Rear bar is 7/8" and the front is 1 1/8". The coil springs are yellow (Moog?). I will sell as a package for \$100 plus shipping. Mel Creamer, Winter Garden, Florida. (407) 654-4124

Original 1971 Vega 2300 Owners Manual and Service Manual in Chevrolet clear plastic envelope. Best offer. Lew Fishberg  
Email: lewis389@aol.com

One pair of 1973 Vega GT Kammbach wagon quarter windows-tinted. Good condition with original weatherstripping. Best offer. Jack Kerrigan, Howell NJ, (732) 36305193

1976 Cosworth parts car. Will sell all or parts. Call (717) 469-1880. Paul Cernek, Grantsville, PA

Partial stripe kit. Four wheel well opening stripes, GM #1657530-1-4-5. Hood stripe GM#1657536 and front fender stripes. Make offer. Bob Fihe, Westerville, OH (614) 899-2581

**Parts Wanted**

Cosworth Crane cams 16-#366205. Sonni Rossi, San Antonio, TX (210) 688-3711

Buckskin interior parts most of the hard plastic parts or any color if very nice. 1976 orange front valance panel and air deflector. Art Treta, Forestport, NY (315) 831-8457 or  
Email: C1451@aol.com

Looking for a CV dash pad, black preferred, but will take any color. Gary Bean (336)498-0473 NC  
Email: bean1@asheboro.com

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

Al Inglin  
1013 Davisville Rd.  
Southampton, Pa 18966-3248  
(215) 355-2049 ING1013@aol.com

New Editor and classified contact information available in the next issue.

Until then, send all submissions to:

Mike Rupert

CVOAinc@aol.com

## New Info Regarding Water Pumps

I got this message recently from Ken Rock

John Maurin at  
**Superior Water Pump Exchange**  
indicated that his books show:  
**122CI Vega engine pump number 1563**  
(shorter impeller, 9 groove pulley)  
\$36.55 each

**140CI Vega engine pump number 1479**  
He does have impellers in stock to convert a 140  
pump to a 122 pump.

He can also convert to whichever pulley we want.  
We can have him reuse the castings we send, if  
desired. We can also ask him to verify gasket  
flange flatness - they will discard warped flanges.

Sharon Magruder still is associated with  
them and is in CA at 310-631-7614

Email [autoh20@aol.com](mailto:autoh20@aol.com)  
Thanks for the info Ken

## Marketplace

# VEGALAND

**FACTORY ORIGINAL USED PARTS  
NO REPRODUCTIONS  
ENGINE + INTERIOR + BODY + GLASS**

**1971 to 1977 Vega & Cosworth**

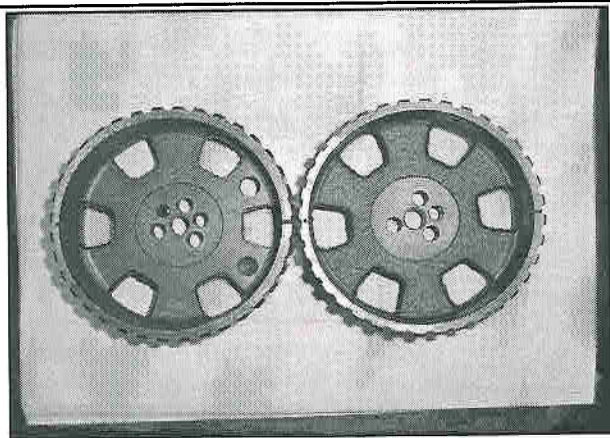
**Free Catalog  
VAST INVENTORY  
(717)284-3897**

6PM—10PM  
Weekdays  
9AM—9PM  
Sat/Sun EST

7 Days a Week  
Cash or Money  
Order

Michael S.  
Braun

413 River Road  
Pequea, PA  
17565



## Re-Indexed Camshaft Sprockets

Want more torque, more horsepower, lower and smoother idle, higher vacuum, lower under hood temperatures, better throttle response and greater fuel economy while remaining emissions legal? Get a set of camshaft sprockets precision machined to Duke Williams' thoroughly researched specifications by Roy Linenberger.

**ONLY \$100 + \$10 S&H, Exchange**

Contact: Mark Rock at [Markrock@compuserve.com](mailto:Markrock@compuserve.com) or

(440)236-9669

[www.cosworthparts.com](http://www.cosworthparts.com)

## TIPS AND TRICKS I&II

Vol I - 344 pages of 10-pt type w/7 page table of contents. Collecting and organizing a wealth of Cosworth Vega information primarily for 6300+ Yahoo postings: \$60, Plus shipping

Vol II - 397 pages of 10-pt type w/10 page table of contents. Featuring the essence of over 4200 Yahoo postings, plus vital information from a variety of other sources: \$60, Plus shipping

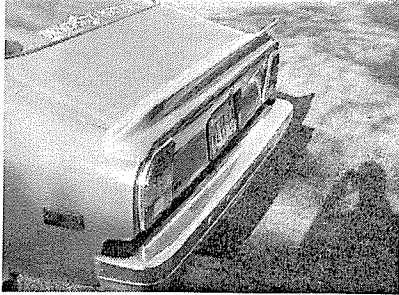
View the TOC at  
[www.cosworthparts.com](http://www.cosworthparts.com)

Send Email inquiries to [markrock@compuserve.com](mailto:markrock@compuserve.com)  
Free shipping if you buy the pair.

(440) 236-9669

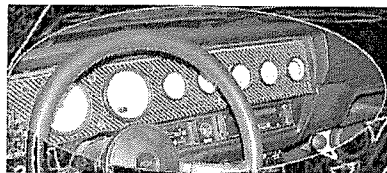
# VEGA MODS

High Performance and Restoration Parts for the Chevy Vega and Cosworth Vega



**One piece fiberglass rear spoiler** \$150

Styled after the GM "one piece" made for the Vega Hatchback. Drill two holes for mounting, or use 3M molding tape. plus shipping by UPS



**High Gloss Carbon Fiber Dash Bezel** \$150

-available with or without pocket cover plus shipping by UPS

Available in red, blue, yellow and green (call for details)

All prices plus shipping by UPS

**Reproduction front timing covers in fiberglass** \$60

**High Gloss Carbon Fiber Timing Cover** \$175

**Custom Three-Piece decal set** (fender lettering and rear taillight panel lettering. Full set available through CVOA only) One color \$60 Two color \$80 Email or write for custom orders

**Front Spoiler—3-piece** \$175 (Modeled after the Chevrolet spoiler sold in the 70's)

**Front Valance Panel** \$150 (Available in black gelcoat—paint to match your car. Fiberglass, 74-77 Vega)

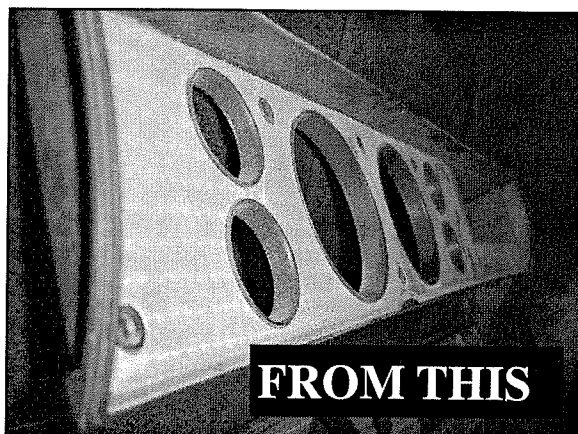
**Rear Valance Panel** \$90 (Available in black gelcoat—paint to match your car. Fiberglass, 74-77 Vega)

These parts will no longer be stocked due to lack of interest. Limited quantities on hand, get them now while you can!

Email: CSWRTH1@aol.com

Chris Wheaton  
2009 Raymer Ave.  
Fullerton, CA 92833  
(714)449-2800

PayPal



**Craig Peate**

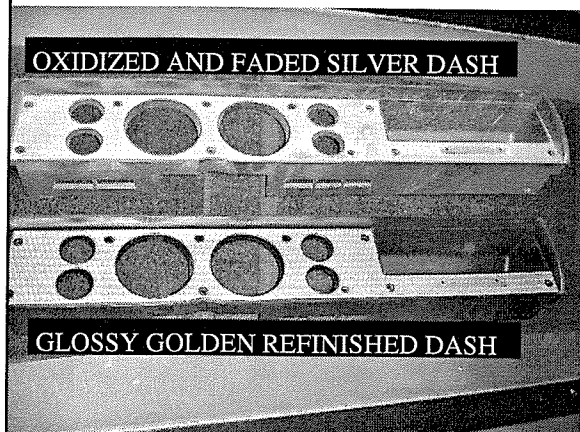
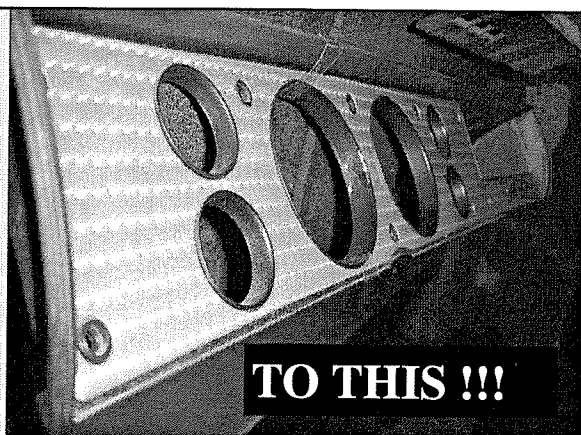
4100 Mohawk St.  
Lincoln, NE  
68510

email@craigpeate.com

**PRICE:**

**\$130**

Plus shipping



Is your dash bezel silver, oxidized and faded from 30 years of sun exposure? The gold machine turned dash bezel is one of the trademark characteristics of the Cosworth Vega. But if you have been watching eBay lately, you have seen NOS bezels sell for as much as \$500 and decent used bezels sell for \$150! CVOA Members have researched and sourced a new CVOA Approved Vendor that can refinish your faded bezel to a deep rich glossy golden eye catcher!

For \$130 Craig will remove the metal dash insert from your plastic bezel, strip it and refinish it to a deep gloss gold finish. The price does not include any repairs of nicks, scratches, gouges or severe oxidation. These will remain, however on the sample bezel, the oxidation was not openly noticeable.

CVOA members are currently researching a full replacement insert that will be finished by Craig after the correct machine turning process.

# **CVOA Approved** **Vendors**

Please notify Mike Rupert of any changes to the following information

**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 (21) 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  
Note: make sure you get the right year, 76 carpet is longer than 75

**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

**Reproduction Window Price Stickers**  
Triple A Enterprises, P.O. Box 50522, Indianapolis, IN 46250  
[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, AZ 85009-2713  
(602) 252-7308 (John Maurin) FAX (602) 252-7000  
Email: [autoh2o@aol.com](mailto:autoh2o@aol.com)  
Contact: Sharon Magruder (310) 631-7614 (CA)

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

**High Pressure Fuel Pump Rebuilding**  
Brett Instrument, 1701 E Edinger Blvd, Bldg E Unit 1, 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 report. \$100 set of four, includes shipping)  
(714) 835-4064 Contact is Joe Jill Sr.

**Seat Belts - Repair / Remanufacturer**  
Snake-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 or Advice  
Please, all 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](mailto:BobC997615@aol.com)

**Keith Meiswinkel, Wallkill, NY**  
(845) 895-3027  
7:30pm-9pm EST Every Day  
\*18 years experience, Mechanicals, Parts, Availability, Restoration and Detailing  
[Cosworth@frontiernet.net](mailto: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](mailto: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 Conversions, 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](mailto:Mauricsch@cs.com)

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

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

**Cosworth Vega Magazine****Deadline**

Deadlines for articles and advertisements in the Spring '06 issue of CV Magazine is:

**March 28th, 2006**

Articles or advertisements submitted after this date may not appear in the Summer '06 issue

**CVOA ADVERTISING POLICY****Business Advertisements**

1/4 page - \$10 / 1/2 page - \$25 / Full page - \$50

Full page inserts—\$70 if inserts provided, \$120 if not

(All above priced per issue)

**MEMBER/NON-MEMBER ADS**

CVOA members are entitled to one free ad per issue. Additional member ads \$5 each. Non-member ads are charged \$15.00 for an advertisement in two consecutive issues. Cosworth data (Dash #, VIN, color combination and options) must be included.

**Please mail all advertisements / articles to:**

**CVOA Magazine**

Mike Rupert

147 Hiram Street

Pittsburgh, Pa 15209

(412) 821-8429

Email: [CVOAinc@aol.com](mailto:CVOAinc@aol.com)

CVOA is not responsible for any advertised claims, products or services from independent or commercial vendors. However, reoccurrence of complaints may result in denial of advertising space and reference to members in future issues.

**Remember to send all address changes to the CVOA!**

**Please email address changes to [CVOAinc@aol.com](mailto:CVOAinc@aol.com)**

**P.S. When was the last time you checked your expiration date?**

**Renew your membership before you miss any news!  
You can now renew online with your credit card or debit card via Paypal!**

[www.cosworthvega.com](http://www.cosworthvega.com)

## **Regional Directors**

**Region 1 - MA, RI, NH, ME, VT, CT**  
Presently merged with **Region 2**

**Region 2 - NJ, NY**  
Art Treta, 107 Deer Run Road  
Forestport, NY 13338  
(315) 831-8457  
[C1451@aol.com](mailto:C1451@aol.com)

**Region 3 - PA, DE, DC, MD, VA, WV**  
Dan McNally, 7248 Shannon Road  
Verona, PA 15147  
(412) 793-6652  
[Joemcna1@bellatlantic.net](mailto:Joemcna1@bellatlantic.net)

**Region 4 - NC, SC, GA, TN, MS, AL**  
Presently merged with **Region 12**

**Region 5 - FL, PR, VI**  
Jerry Smith, 1220 Section Lane Tr  
Deltona, FL 32725  
(386) 574-7503  
[Cwvega76@bellsouth.net](mailto:Cwvega76@bellsouth.net)

**Region 6 - CO, WY**  
Presently merged with **Region 14**

**Region 7 - OH**  
Brian Wetrich, 4619 7th Street NW  
Canton, OH 44708  
(330) 478-5138  
[Bwetrich@neo.rr.com](mailto:Bwetrich@neo.rr.com)

**Region 8 - MI**  
John Cowall, 9677 Fox  
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(313) 388-1026  
[Jcowall@hotmail.com](mailto:Jcowall@hotmail.com)

**Region 9 - IA, KS, NE**  
Presently merged with **Region 11**

**Region 10 - IN, KY**  
Phil Rust, 5840 Norwaldo Ave  
Indianapolis, IN 46220  
(317) 253-4408  
[Prustindy@aol.com](mailto:Prustindy@aol.com)

**Region 11 - IL, MO**  
Brad Stone  
1807 Nina Street  
Cortland, IL 60112  
(815) 756-1025  
[B86stone@juno.com](mailto:B86stone@juno.com)

**Region 12 - TX, OK, LA, AR**  
Dan Newman  
25014 Butterwick Drive  
Spring, TX 77389  
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[Dan.Newman2@GTE.net](mailto:Dan.Newman2@GTE.net)

**Region 13 - AZ, NV, NM**  
Presently merged with **Region 16**

**Region 14 - OR, WA, ID, MT, AK, UT, HI, British Columbia, Canada**  
Jim Rigg, 2865 S. Portside Ave  
Boise, ID 83706  
(208) 367-1004  
[jwrigg@msn.com](mailto:jwrigg@msn.com)

**Region 16 - CA**

**Currently open - Email with interest**

**Region 17 - ND, SD, MN, WI**  
Bruce Jahnke, 5423 South 200th Street  
New Berlin, WI 53146  
(262) 679-0550  
[Darwar80@aol.com](mailto:Darwar80@aol.com)

### **SERIOUS PUNCTUAL INTERESTED DIRECTORS WANTED:**

If you would like to be a Director in a Region that is presently merged with another, please contact **Tim Morgan @**

[Twincams@aol.com](mailto:Twincams@aol.com)

# Back "Issues"

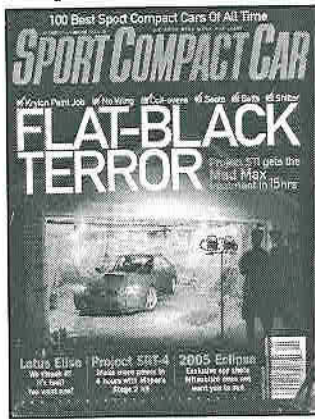
## Sport Compact National

Vol 3 Issue 3

Aug/Sep 2003

A hard to find Canadian magazine that seems to have drastically changed its focus since this issue came out. As accurate as it can be in such a short story. Back issues may be available.

[www.sportcompactnational.com](http://www.sportcompactnational.com)



## Fast Fours

Oct 1994

Australian magazine that deals primarily with old sheet metal made to go fast with a lot of modern tech. Good article with some great Chevrolet promo shots. Comes up often for sale on eBay. Not quite sure what "Bigger & Vega" means though.



## Sport Compact Car

Vol 16 No 10 Oct 2004

SCC runs an article, "100 Best Sport Compacts of All Time." Where did the CV score? Number 100. But hey, we made the list right? Number one? Mitsubishi Lancer Evo xiii. Back issues available, no pictures. "DOHC, 16 valves and electronic fuel injection on a small Chevrolet in 1975."

[www.sportcompactcarweb.com](http://www.sportcompactcarweb.com) / (800) 767-6045

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