

COSWORTH VEGA MAGAZINE

PUBLISHED QUARTERLY #70

3rd QUARTER 1999

ROUNDUP REVIEW

BY CHRIS WHEATON

For the 20th Anniversary of the CVOA, it was decided that the Roundup would be held in Las Vegas, Nevada. What an idea, the possibilities were endless. The talk a year prior to the event made it seem as though it had the potential to be the largest turnout for a Roundup ever. There were rumors of Vegas driving down all the way from Canada, friends, family and neighbors of CVOA members checking availability. Nancy Eszensky had started the planning and logistics of the Roundup and had made a key contact at the Imperial Palace in Ray Anzevino. Due to some circumstances beyond Nancy and Andy Eszensky's control, they were not able to continue to devote the time necessary to complete the planning of the Roundup. At our Regional Meeting on December 13, 1998 (I remember that date well), I volunteered to help with the Roundup, but by the end of the meeting, I found myself the Roundup Host. Oh well, how hard could it be? Most of the work was already done, right? I was going to be in Las Vegas for New Years anyway so I thought I could set it all up in a few hours over the weekend. Sure I could.

New Years came and went, but I was able to meet with Ray Anzevino before I left. The planning started soon after and Neal Williams who had helped Bob Maloy with the 1988 Roundup in Reno, played a major role in the planning, organizing and setting up of the Roundup. Plans were made with The Imperial Palace, The SCCA in Las Vegas, The Las Vegas Motor Speedway, and Shelby over the phone and with the help of the CVOA's only member in Las Vegas, Darol Burgess. Darol is active with the SCCA and The Silver State Classic Challenge with his Cosworth and got me a contact with the SCCA. He also had a contact at Shelby and was able to help get us the tour of their plant.

My dream was to put together a Roundup that would have door prizes for everyone, a registration bag that was full of memorable souvenirs, lots of trophies and prizes, a T-shirt, and a Casino Chip with a picture of the Cosworth on one side and the Roundup info on the other. I tried to talk the Hotel into making a limited edition chip \$5. I figured it would not only be appropriate, but also great advertisement for our cars. Unfortunately, the Hotel did not

share my vision. Due to fewer paid registrations than anticipated, the T-shirt did not become a reality either. I apologize to those of you who expected it and did not receive it. For the Roundups to come, please realize that the sooner you pay your registration, the more that can be done. Waiting for the last minute to pay puts a large financial burden on the Roundup Host due to the fact that deposits have to be paid along with purchases of things that need to be ordered well in advance of the Roundup. Also, knowing how many people are going, helps tremendously in the planning and ordering for the event.

Many people took advantage of the great Hotel rates we got and made a long vacation out of the Roundup. Some people stayed there as long as ten days. Most people started arriving on Thursday and by Friday morning, most everybody was there. Unfortunately for some, the Shelby tour had to be rescheduled from Sunday morning to Friday afternoon and a few people did not make it in time to get there. The tour was great. The new Shelby Series One was a very interesting car, not to mention all of the Cobras being built and the other historical Shelby cars on display in the lobby. After the tour, some of us headed to the other side of the Las Vegas Motor Speedway for the Test and Tune at the drag strip. For those of us that did it, due to the heat and the elevation, quarter mile times were not very impressive. Then it was back to the hotel for the Director's Meeting. I thought the meeting went very well, and well into the morning. Saturday morning was the concours. The area we were given for parking was great. The shade in the parking structure was a must. The cars were kept cool and so were we. Judging went on into the afternoon and the Director's Meeting was held afterwards. Most everyone went their own way in small groups

CONTINUED ON PAGE 5



**COSWORTH VEGA
OWNERS ASSOCIATION
QUARTERLY MAGAZINE**

PRESIDENT

Dale Malin
5555 Murray Lane
Columbia, MO 65202
(573) 446-8332
Email: dmalin@gte.net

**MEMBERSHIP/VP
MAGAZINE EDITOR**

Michael Rupert
147 Hiram Street
Pittsburgh, PA 15209
(412) 821-8429
Fax (412) 821-1802
Email: CVOAINC@aol.com

MERCHANDISE/VP

Chris Wheaton
2009 Raymer Ave
Fullerton, CA 92833
(714) 449-2800
Email: Cswrth1@aol.com

REGISTAR

Steve Larson
164 North Clark Drive
Palatine, IL 60067
(847) 934-3672
Fax (847) 934-4023
Email: SRL9999@aol.com
Any car info that was not supplied with
your membership / renewal application,
send to above for CVOA records.

TECHNICAL ADVISORS

*Have a CV problem? Need advice?
Please, all calls on your dime.*

Bob Chin (812) 339-0838
Karl Bell, HME (931) 648-3333
Keith Meiswinkel (914) 895-3027
Sean Nierenhausen (310) 372-5143
Dave Quartermain (604) 469-9979
Maurice Schechter (516) 294-4416
Duke Williams (310) 372-5527
Neal Williams (562) 920-7168
or any Regional Director

EDITOR'S NOTES

BY MICHAEL RUPERT

Dear CVOA,

Hope I find you doing well. Seems as though there are dozens of items to discuss and I'm not sure how to assemble in paragraph form so I'll simply use those "Apple" bullets and let it fly...

🍏 Las Vegas Roundup has come and gone. I'd like to thank Chris Wheaton and his Crew for doing a super job. I must say, though, the time difference really did me in... if you think about it, the Director's Meeting did not end until 4:30AM Pittsburgh time!

🍏 I'd like to point out and welcome two additional Tech Advisors, Sean Nierenhausen and the infamous Duke Williams. I had the pleasure of finally meeting Duke in person at Las Vegas. Hmmm... well let's put it this way - If you would like to discuss second order vertical unbalance call Duke. HA HA

🍏 Speaking of Duke's Works, Region 16 has the whole collection for a mere \$25 including shipping. Contact Chris Wheaton, (714) 449-2800. Make check to Chris *not* CVOA. Many have appeared in the CV Magazine - but not all. Comes with a handy index sheet as well.

🍏 Please note all fuel filters are gone! I've included Bob Chin's article on using an A/C Delco fuel filter on page 11 of this issue.

🍏 For the first time ever I completely sent out all CV Mags that

were printed for 2nd Qtr 99. That's a whopping 500 plus! Guess its time again to raise the total printed. Remember these are sent to inquiries too... as a safeguard you can always check with Malin, Wheaton or myself to verify membership for financial dealings with someone you don't know.

🍏 David Dempsey and CV #2995 are still collecting trophies! The latest and highest was an Editor's Choice at Super Chevy in Indianapolis, IN. As David states, "600 Chevies, 10 Editor's Choice awards and one goes to a Cosworth Vega". It was a sweep for #2995 taking a Best in Open - Overall, a First in Open Stock and the prestigious Editor's Choice.

🍏 Watch for the December issue of *Super Chevy Magazine* for Cosworth shots.

🍏 Almost forgot to welcome our new Merchandise/Promotions VP, Chris Wheaton. Welcome aboard, Manny. Special thanks to Tim Morgan for his many years of service. Tim has initiated and funded numerous items to keep our CV's going... a fact unknown by most. Thank you, Tim.

🍏 Remember to always use the latest CV Mag when ordering anything from CVOA.

Take Care,



The Cosworth Vega Magazine is published quarterly by the Cosworth Vega Owners Association Inc., P.O. Box 5864, Pittsburgh, PA 15209. Subscription rate of \$30 per year or \$75 for three is paid through membership dues. The CVOA is a Delaware not-for-profit corporation. Opinions and comments made in columns in this publication do not necessarily reflect official positions of the CVOA, Officers or Directors. In no event shall CVOA be liable for incidental or consequential damages from reading this publication. Send all correspondence to CVOA, P.O. Box 5864, Pittsburgh, PA 15209. Submission of articles / letters gives right to edit and publish. You may also email to: cvoainc@aol.com

TWIN CAM TALK

BY DALE MALIN

August 1999

Greetings fellow Cosworth enthusiasts, As I write to you I have not had the Cosworth out since returning from Roundup XX in Las Vegas, but more on that later. In fact, I had #0711 out for the first time just two weeks before the Roundup and still put more miles on it this year than any year since I finished putting it together in 1991. I made the long trip to Las Vegas in #0711 caravanning with the Stones and Linenbergers, Region 11 co-directors. The Stones with their children in the lead in their Chevy RV, me in middle and the Linenbergers bringing up the rear in their Mustang II (where else for a glorified Pinto? Sorry Roy). We met up in Rolla, Missouri and completed the trip with no problems, that is until we got to the Imperial Palace, where the fuel pump in the motor home abruptly quit in the hotel ramp. At least there was plenty of shade in the ramp for Brad and Roy to affect repairs. Lori, who flew out rather than riding through the desert in a car with no AC for two days, and I had a wonderful time. The sights and lights of the strip were most entertaining, especially the battle between the buccaneers and British in front of Treasure Island Casino. As Linda Linenberger described it, it was one of the best commercials she's seen.

My compliments must also go to our host, Chris Wheaton, and to all of the people who helped out to make the weekend a success. The Concours event on Saturday was held on the top floor of the parking ramp, and although a little dark for taking pictures, the shade was much appreciated!

The Sunday auto cross was well set up, but a little on the warm side, with temperatures rumored to be 106° F in the shade. I didn't want to know, and it wasn't bad as long as you remembered to drink plenty of water. In any event, #0711 held up pretty well, with

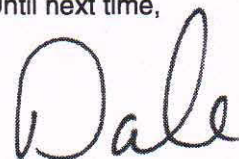
all of it's five drivers, producing a first in Ladies Mod and 1-3 in Mod. . . although I did get beat in my own car by big John Cowall by about a second. Anyway, with five drivers and high temps the only failure was a lost header PAIR plug, and thanks to Dick Baumhauer for loaning one from his Golden Eagle race car, was quickly repaired for others to drive. As soon as the car got home, all of the plugs were replaced with new brass plugs. Finally, what must be described as the crowning moment of the weekend, was the banquet in the Duesenberg room of the Imperial Palace. Being surrounded by the millions of dollars in fine automobiles was a perfect back drop for us car nuts. And I almost forgot about the tour of the Shelby plant. Again, for us car nuts it was a wonderful experience, even though it was full of blue ovals and penta-stars. Just imagine what ol' Shel could have done with a Cosworth Vega instead of a Dodge Omni!

After the Roundup Lori, myself, and good friend Brian Pencenco spent an extra day kicking around the strip before I put Lori back on the plane Tuesday morning and then headed north into Utah to pick up I-70 for the long trip home. My first day took me through some of the most beautiful scenery in the country, especially from Grand Junction to Denver. Although the climb through Vail Pass was a little cool. It was raining/sleeting for about an hour and there were still snow banks along some areas of the highway. The temperature was right around freezing and provided a pretty uncomfortable contrast to the several days of 100°F+ temperatures. The trip through Denver provided my most significant event of the 3600 miles when a roll of carpet fell off of the back of a truck right in front of me in the afternoon rush hour traffic. I caught it squarely in the left front and punched out the left grille and slightly buckled the left fender,

also destroying the carpet in the process. Well, what's one more project for the list.

The reason for not having #0711 out for over six weeks is that after two weeks of vacation to attend the Roundup I had two weeks of penance when I returned to work just trying to get caught up. And then it was off on a twenty one day factory tour to Hong Kong, China, Malaysia, Singapore, and Japan, returning home on July 30. This was my first trip into Hong Kong and southern China and the dichotomy between the two is absolutely immense.

The traffic in China, mostly trucks, vans, motor scooters, and taxi's, is best described as chaotic. Traffic lights are rare, major intersections unregulated, lane markings are merely suggestions, and shoulder (where they exist) and side walks double as additional lanes. The general rule of the road is if you are there first you have the right-of-way. And just a 20 minute train ride away the culture made an abrupt change from one where personal automobiles were virtually unheard of to one where the immensely wealthy where everywhere. I have never seen so many AMG Mercedes, BMW's, Acura NSX's, Ferraris, Jaguars, etc in such a small space, and absolutely no where to utilize that fine machinery! But, after three weeks of taxi's, subways, airplanes, rice, fish, and chopsticks I can't wait to get back to the greatest country on the planet and spend some time in the Cosworth again, catch a few races at Gateway and Heartland, and have some good old hamburgers on the grille. Know what, that sounds like the beginning of a fall regional meet and picnic somewhere. How about it Brad, Roy and Tom, any takers? Until next time,



DIRECTOR'S MEETING JUNE 11, 1999 LAS VEGAS

Directors Present: Dan McNally - Region 3+7, John Cowall - Region 8, Brad Stone and Roy Linenberger - Region 11, Dan Newman - Region 12+4, Jim Rigg - Region 14+6, Chris Wheaton - Region 16+13, Bruce Jahnke - Region 17 (proxy for Steve Mayefske)

Officers Present:
Dale Malin - President,
Mike Rupert - VP Membership/Editor

Dale Malin called the meeting to order at 8:50PM.

First order of business is acceptance of the Minutes of 1998 Directors meeting:

Dan Newman - made motion to accept the minutes of 1998 Directors Meeting. Byron Burnham- 2nd motion, motion carried.

Reports distributed were:
Merchandise Sales Report and Merchandise Inventory Report.
Dash plaques were a special project and appear only on Financial Statement. Swing out window weather-stripping was questioned in regards to making a new order - 75 pairs needed. CVOA needs to know if there is interest here.

Financial Statement was distributed.

John Cowall - made motion to accept the Financial Statement. Dan McNally - 2nd motion, motion carried.

Membership Report
Mike reported membership is steady, and web inquiries have increased.

Directors newsletter requirements were discussed. Duke stated the by-laws require that directors put out four newsletters a year for the benefit of no membership fees. Mike further stated the purpose of the director is to represent the region for votes at the directors meeting and keep closer in touch with the members. Dale read the bylaws of the CVOA for clarification.

Duke requested we go down the list to review the status of the directors. Chris Wheaton had a question about payment after newsletters are sent out. *(Editor's Note: Directors must call /email Rupert and request "new" mail labels a few days before you expect to send out your Newsletter. Within a week or so we will send you your labels. Upon receipt of your Newsletter we will send a reimbursement check. This will give you the "latest" labels as well as saving time and labels when you don't happen to get out a Newsletter for a given period. Labels requested during CV Mag production may have long delay.)*

Dick Baumhauer suggested that the Directors pay a membership fee and then be paid back after they submit their Newsletters. Bruce Jahnke suggested prorating. Jim Rigg questioned how the Regions keep merging and how each member deserves a local Newsletter. Duke said that a far away active Director is better than a close non active Director.

Duke Williams made a motion that all Directors be billed a \$30 membership fee that will be reimbursed *if* after a year they put out their four newsletters. Bruce Jahnke - 2nd motion, motion carried.

Lori Malin mentioned about numerous Cosworth Vega owners wanting to talk to Directors, President, or Tech Advisors to get parts or free information without joining CVOA.

Suggestion to put generic terms on website of what is available for members. This may increase membership. *(Editor's Note: It is already there!)* Doug Perkins maintains website for club all on his own, and he updates it as often as he/CVOA feels needed. What about putting cars for sale on the website? What about putting club information in other magazines - that was noted to be non effective. John Cowall is willing to call Doug Perkins about options for the website (cars for sale).

John Cowall - made a motion to accept Membership Report. Jim Rigg - 2nd motion, motion carried.

OLD BUSINESS:

Insurance for auto racing was found to be \$1400 retainer and \$600 per event. Last year Brad Stone just put an add on to his personal business. The best is to coattail the insurance from another event (SCCA) going on during the Roundup weekend. We are not a big enough club for our own insurance policy.

Piston co-op successfully completed.

Insulation for hoods - Dan Newman never received response from letter. He will follow up again.

Round up for 2000 - Bruce Jahnke reports plans for 2000 Roundup is going well. Tentative dates June 22-25, 2000 to coincide with Road America June Sprints. It will be held in Greenbay, WI. It will be a four day Roundup. Bruce gave a small synopsis of activities. Region 11 will loan out it's timing equipment. Discussed on getting national magazine coverage.

New proposal for concours rules - on hold until test run on tomorrow's event. There will be 6 judges. (two - three man teams for judging)

Duke wants to go over the list of Tech Advisors to see if there still active. The current tech advisors are: Bob Chin, Mark Grimm, Neal Williams, Karl Bell, Keith Meiswinkel, Dave Quartermain, Carl Rumberger and Maurice Schecter

Dale noted that he has talked to Keith Meiswinkel who has proved to be an active tech advisor. Dale will call the tech advisors to see if they still wish to provide assistance or if they wish to be taken off the list.

Duke nominated Sean Neirenhausen as a tech advisor for CVOA. Duke elaborated on his qualifications. Dale read the requirements of a tech advisor for clarification. Jim Rigg - 2nd motion, motion carried.

Chris Wheaton talked about getting membership up by taking cars to shows. . . It really works!

Need location for Roundup for 2001 - no takers. Any interested parties please contact Dale Malin.

Chris Wheaton nominated Duke Williams as a tech advisor. Dale Malin - 2nd motion, motion carried.

NEW BUSINESS

Incredible amount of discussion on autocross guideline proposals. Duke Williams were printed in the magazine and readers were allowed to respond. Duke responded to all e-mail comments. John Cowall distributed his proposed autocross guidelines. He elaborated on his proposals with feedback from the members present.

Due to time, 1:30AM, Meeting was recessed until next day.

Director's Meeting resumed June 12, 1999 at 3:00pm in parking garage.

Officials Present: Duke Williams - TA, Regional Directors: Roy Linenberger-Region 11, Chris

Wheaton-Region 16+13, Dan Newman-Region 12+4, John Cowall-Region 8, Jim Rigg-Region 14+6, Dan McNally -Region 3+7. Officers Present: Dale Malin - President, Mike Rupert VP/ Membership and Editor

The three items of business that need to be completed are:

- 1) Autocross guidelines
- 2) Concours guidelines
- 3) Club Officer elections

The classes for autocross are now Stock (Production), Modified, Competition, Unlimited, and Open. The autocross changes were made per what was discussed last night and reviewed. These will all be printed in the 4th Qtr 99 and the Regional Directors/Council will vote by proxy.

The proposed Concours guidelines used for the 1999 Roundup will be refined according to judging officials

opinions. Primary difference will be similar to Autocross Guidelines where as vehicles will be classed according to the "number" of certain modifications. The final revised Concours Guidelines to be printed in the 4th Qtr 99 and the Regional Directors/Council will vote by proxy.

Christ Wheaton was nominated for VP Merchandise/Promotions, Mike Rupert for VP Membership/Treasury and Dale Malin for President.

Susan Rupert made the motion for the above nominations, Dan Newman 2nd motion, motion carried.

Motion was made by Dan Newman to adjourned the 1999 Director's Meeting, Susan Rupert -2nd motion, motion carried.

Respectfully submitted,
Lori Malin

CONTINUED FROM PAGE 1

Saturday evening, taking advantage of the Las Vegas experience. Sunday morning we headed out to the LVMS again for the autocross. A few people took advantage of the Richard Petty Driving Experience while the rest of us prepped our cars and tried to beat the heat. The track the SCCA set up was very nice. They were very organized and ran us through quickly. Due to the high temperatures though, most people made their four runs and called it quits. A few die hards kept going over and over until everyone was tired out. We didn't even use up all of our track time. Then it was back to the hotel to prep for the Banquet. The banquet was held in the Duesenberg room of the Auto Museum. The room was perfect and the food was excellent. It was a great finish for the weekend. Trophies were awarded for Cosworths and there was even a Vega class added due to the large showing of Vegas for this event. Dani Maloy spoke on what she remembered of why Bob Maloy started the CVOA some 20 years ago. Mal Kooiman said a few words on his experience with racing his Cosworth. Everyone was able to get a door prize, and special plaques were given to people who helped with the Roundup.

The 20th Anniversary License Plate Frames and Key Chains were a hit and everyone I saw was all smiles after the banquet. Many new friendships were made and old ones renewed. I have to say, for all the work, time, and money, it was worth it. I made a lot of new friends by hosting this roundup. There are a lot of really good people in OUR club. I wonder what we could do with these cars if

we pooled all of our information together. Many club members have email addresses and the CVOA has a member phone list that you can get if you would like to get in touch with other club members. I have uploaded several pictures from the Roundup on the Yahoo! Online Cosworth Vega club. It is located at <http://clubs.yahoo.com/clubs/cosworthvegas>. You need to sign up before you can view the photos section, but it is free to sign up. I hope that everyone that attended had a great time and went home with memories that will last a lifetime, I know I did. Sincerely, Chris Wheaton.



California Dreamers, L to R, Craig Schmitz, Chris Wheaton, Robert Hakala and Neal Williams

Photo: Brian Pecenco

Autocross Results, Roundup 20

Best time only listed

Stock

66.869 Andy Eszensky #2787
DNF Byron Burnman #3509

Modified

60.113 John F. Cowall #0711
61.668 Dale Malin #0711
64.087 Roy Linenberger #0711
65.223 Dan Rock #0711
75.746 (oc) Craig Schmitz #2094

Competition

58.301 Chris Wheaton #2301
60.339 Darol Burgess #2781
64.360 (oc) Neal Williams #2301

Unlimited

57.111 Dick Baumhauer #3136
60.489 Duke Williams #2110

Ladies - Modified

66.884 Lori Malin #0711

Open

49.422 Steve Ryan, 91 Corvette
53.185 Mark Rock, 91 Corvette
55.525 Travis Gripp, 97 Miata
60.083 Mal Kooiman, 99 Grand Am
60.723 Sheldon Toso, 76 Vega - V8
61.103 Bob Chin, 99 Olds Alero
62.143 Walt Van Olden, 76 Vega -V8
64.246 Bill Story, 88 Camaro
64.467 John J. Cowall, 99 Olds Alero
73.406 Tim McCabe, 72 Vega - V8

Open - Ladies

57.692 Tessa Ashford, 97 Miata
63.557 Shawn Overby, 95 Neon
63.873 Nancy Eszensky, 98 Ford Nascar
F150 Truck



Here we have Byron (2nd from right), obviously unsure where to go!



John Jr Cowall and Mark Rock pointing out "the" hot spot on the course



Dick Baumhauer on the track

Concours Results, Roundup 20

Note: Scoring in Custom, Unlimited and Open Vega is relative

Unrestored

393 Randy Martin #3089
363 Jeff Miller #3072
303 Nancy Eszensky #2787

Unrestored - Modified

388.5 Duke Williams #2110
363.5 Craig Schmitz #2094
289 Darol Burgess #2781

Restored

378 Byron Burnham #3509

Restored - Modified

378 Jim Rigg #2607

Custom

397 Chris Wheaton #1977
382 Mark Schwartz #1931
362 Chris Wheaton #2301
280 Don Volden #0230

Unlimited

365 Sheldon Toso #2390
360 Dick Baumhauer #3136
240 Dale Malin #0711

Open Vega

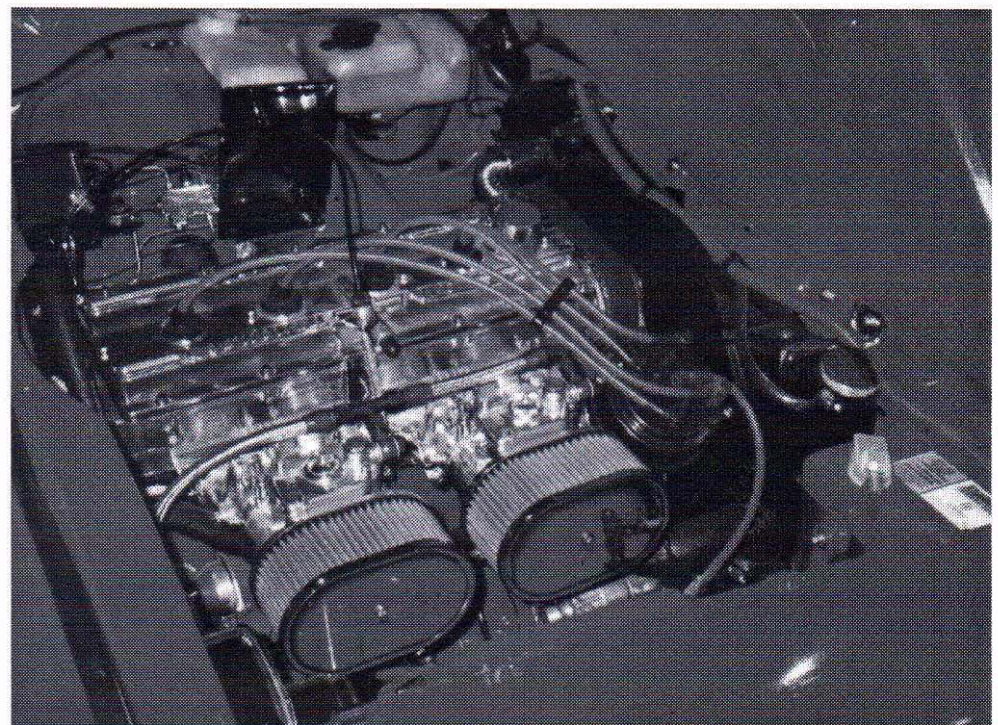
390 Dave Quartermain
73 Vega Wagon, yellow
375 Brad Smith
73 Vega Panel Wagon, red
375 Tim McCabe
72 Vega Hatchback, green
275 Darren Trim
73 Vega GT Hatchback, orange
Millionth Vega Edition

Not judged

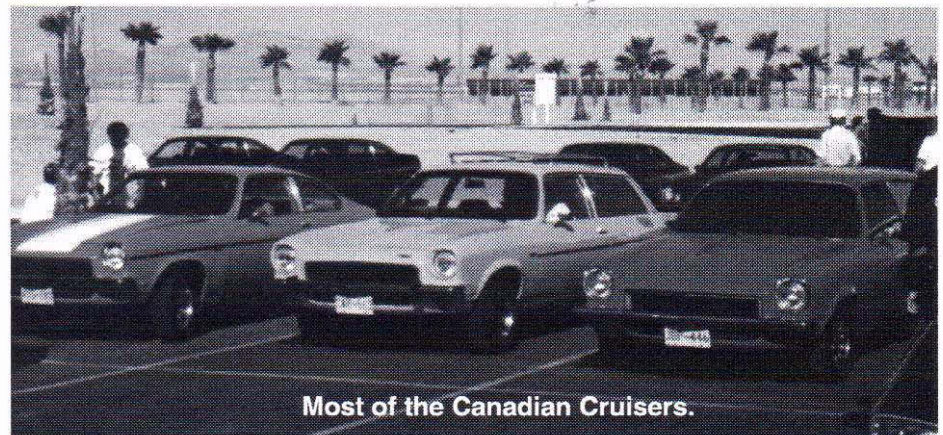
#0657 Jerry McKnight, Custom
#1080 Dennis McLaughlin, Custom
#2546 Tim Walker, Unrestored -
Modified



Cosworths at the Shelby Plant, Sheldon Toso's V8 up front next to Jim Rigg's #2607 and Don Volden's "blacked out" #0230



This impeccable, fire-breathing monster belongs to Chris Wheaton. Although impeccable, this is not an "original" standard!



Most of the Canadian Cruisers.

LAS VEGAS OR BUST

When Jeff told me he had found a Vega for sale and that I really had to see it, I thought he was a little nuts. He was shopping for a new truck, not a little old car from the 70's. When he told me it was a Cosworth, I was interested enough to go see it. As soon as I saw it I knew I was in trouble - how I wanted this car!

When I was fifteen, my father, brother and I purchased a brand new five speed '76 Vega GT. As we were underage, the car was in my Dad's name, but it was our car. We both learned how to lube and oil it, and my brother tried to "supe" it up by installing a header. Then he put in a sunroof. Then he lost interest in the little red car, and bought a '65 Mustang so he could go really fast. The Vega became mine. I alternately loved and hated that car. Loving it when it ran and cursing it every time it needed a new clutch, head gasket or transmission repair (we were informed that some of the tranny parts were installed backwards at the factory!). In the early 80's, Portland suffered a terrible ice storm. My father's grocery business suffered massive losses which insurance did not cover because the storm was considered an "act of God". My Dad was forced into bankruptcy. Of course I had never had the title changed, and MY CAR was repossessed.

Now, almost twenty years later, I was gazing at a little red Vega that looked so much like my old car I couldn't believe it. Trying to contain my excitement we went for a test drive, and this Vega really went fast (just like my brother always wanted)! It was so hard for me to walk away and say we'll think about it. We called back the next day and went to look again. Of course, we bought it.



The previous owner had contacted the CVOA and Jeff had seen their web page, so we knew about the Roundup in Las Vegas. We kept it in the back of our minds, thinking maybe we'll go. Believing the car wouldn't make it that far, Jeff continued shopping for a new truck to pull the Vega to Vegas. Once the truck was purchased, I made reservations at the Imperial Palace. We were planning on renting a trailer, but Jeff didn't trust the rentals, so he decided to buy a trailer from a nice old farmer. On the way home from the farm, a wheel bearing went out and Jeff barely got the trailer home. This was Wednesday night, June 9th.

We were supposed to leave at about 6:00am the next day. The trailer also had a flat tire and suspension problems. I had serious doubts about trailering the car on such a long trip, compounded by the mechanical problems, I was ready to leave the Vega at home and just enjoy our first trip to Las Vegas. *Jeff wasn't thinking the same way. We were going to a Vega show, so we were going to bring the Vega.* After a trip to the 24-hour car parts store and hours of trailer repair, Thursday afternoon we attempted to load the car onto the trailer only to find out that the trailer ramps were too steep. Luckily the neighbors were watching and offered some blocks they used for leveling a motor home. Unfortunately,

they are only six inches wide, so it was very scary and had to be lined up just right. It worked!

We were off, almost 24 hours behind schedule. Armed with the AAA map - shortest route highlighted - a full tank of gas, a sack of munchies and a collection of favorite CD's. We were making pretty good time down I-5 from Portland, then we cut over at Grants Pass, through Klamath Falls going southeast to Alturas, CA. By then (2:00am) we were almost out of gas, and none of the stations along this highway are open 24 hours, so we slept in the gas station parking lot until it opened (5:00am). Hwy 395 took us down to Reno where we cut over to US Hwy 95, known as the "Ghost Town Trail". It deserves its nickname. The trailer was pulling funny so we stopped in Goldfield, NV to change a flat tire. We also decided to buy a spare gas can, just in case. It was close to 6:00pm and we still had about 200 miles to go. After the road construction delays, and bumping over the unfinished pavement, the trailer was feeling a little funny again. We started looking for a place to pull over. We spotted a well lit sign down the road and headed toward it. On closer inspection, the establishment turned out to be the "Cottontail Club". It consisted of a beautiful sign in front of a couple of run-down trailers surrounded by barbed wire. I insisted we keep going. Who knows how many offers he would have had to

help him wash up after fixing the trailer...

On down the road we pulled over at Beatty. Jeff tightened up the suspension and we were back on the road. By then we had eaten all the snacks we had packed and were sick of listening to the CD's we brought with us.

We were charged up on adrenalin knowing we only had about an hour left to Vegas. Soon we saw a faint glow above the mountains some distance off. It got brighter and bigger the closer we got to Vegas. What a sight at night! The traffic was horrible trying to get to the casino, but we finally made it, pulling in at 11:30pm. We were unloading our bags in the employee parking lot when we heard someone say "Hey, a Firethorn!" We met Brad and Roy who were busy changing a fuel pump in the motor home.

Saturday, we drove the CV up to the fourth floor just in time for the Concours. I thought the Concours was a race (shows what I know) and we knew our Cosworth wasn't ready for that. We were just happy it didn't overheat on the way up there! We tried to wipe some of the road grime off her, and set her out to show. No one was more surprised than I was to hear our name announced as second place finisher in the unrestored classification.

I want to thank all the CVOA members we met in Las Vegas. Everyone was helpful, friendly and seemed genuinely glad we made it! It was a long hard haul, but taking home that trophy made it all better!

Looking forward to Wisconsin,

Renee Miller

1999 Robert A. Maloy Memorial Award

The Robert A. Maloy Memorial Award, named after the founder of the Cosworth Vega Owners Association, is given out each year to a member of the CVOA who has demonstrated a dedication to the continuation of both the Cosworth Vega and the Cosworth Vega Owners Association. First awarded after the death of Bob Maloy in 1992 by his wife Dani Maloy, it has since become a CVOA tradition to present this award at the annual Round-up. This year's Robert A. Maloy Memorial Award was awarded to Doug Perkins in recognition for his service to the Cosworth Vega Owners Association for developing and maintaining the Cosworth Vega Owners Association web page. The CVOA web page can be viewed at: www.sparky.on.ca/cvoa/

Doug began his love of the Vega in 1972 when he purchased a new 1972 Vega GT and immediately fell in love with the styling and the handling. The 72 GT was later followed by a V-8 Astre and a V-8 Vega. His pursuit of the Cosworth Vega began in 1975 when he saw one on the show room floor of Roger Penske



Chevrolet in Detroit. The dealership denied him a test drive, but another owner, who happened to be bringing his in for service at the same time, consented to the test drive. Unfortunately, the import duty to bring a Cosworth into Canada was too high and Doug had to set his

desire aside for the time being. Doug joined the CVOA in 1985, even though he did not own a Cosworth Vega, just to keep track of the cars and their prices. In 1992 he purchased his car in Detroit, imported it into Canada, finally ending his long pursuit of the Cosworth Vega.

In March 1995 Doug began the Cosworth Vega Owners Association web page as a way to help repay the club for the support and information he has received, from people like Paul Wicker, Bob Chin and Mike Rupert, since purchasing his car. Since that time, the CVOA web page has grown from a few megabytes of data to over 80 megabytes in size, thanks in part to the addition of a photo section displaying members cars. It is now one of the finest special marque automobile club web pages on the internet. The web page has also been a boon for rebuilding the membership of the CVOA to it's present 300+ size and creates an on-going awareness of the cars through the medium of the internet, well beyond what we have been able to achieve through other means of advertising. With this on-going resource within the CVOA we can look forward to a bright and long future.

Doug, we thank you for your contributions to the Cosworth Vega Owners Association and recognize the dedication and sacrifices you have made, of both your time and personal resources, to the on-going success of the club.

The Executives and Directors of the CVOA

Roundup 20 Statement

Income	Amount
Registrations	\$ 5,220.00
Sales-	
TCT Issues	\$ 80.00
Souveneirs	\$ 30.00
Donations-	
Jim Rigg	\$ 50.00
Region 16 Funds	\$ 162.17
CVOA Trophy Funds	\$ 500.00
Total	\$ 6,042.17
Expenses	Amount
Dash Plaques	\$ 247.50
LVMS Rental	\$ 1,000.00
Hemmings Show Pack	\$ 45.00
Trophies	\$ 775.07
Banquet	\$ 3,000.00
Bar Deficit	\$ 144.33
License Frames	\$ 328.39
Key Fobs	\$ 593.89
Total	\$ 6,134.18
Total (loss)	\$ (92.01)

Harriett's Roundup Memories

Roundup 20 - Las Vegas (the one we missed)

We were torn between going by plane or staying home. Lou didn't like the idea of going without #1000. Our family members were very vocal about us trailering the car so far. We like to think we could still do it, but have to recognize our limitations - - unfortunately.

John Cowall gave us a great rundown on the event and the Cosworth Vega Members who attended. Then came the thoughtful note from Judy Abbs with the card signed by so many. Yes, we missed the many friends of 20 years, as well as the new people we can't wait to meet. It touched us deeply.

Hopefully the 21st CVOA Roundup will be nearer. We will see you all then, God willing!

Love,
Harriett & Lou Marr #1000

MORE SHOW STOMPIN' COSWORTHS



Super Chevy Show, Reading, PA July 24-25, 1999

We had a great time and good CV turnout. The people that go to Reading Maple Grove Raceway are *true Chevy*. Lots of interest with no stupid remarks.

Jim Ruby and Henry Van Housten, (at left) took home trophies. The man in middle of Jim and Henry is none other than Terry Cole. Terry happens to be the Editor of *Super Chevy Magazine*. Who knows maybe someday we will see a Cosworth Vega on the cover of Super Chevy. Let's keep up the exposure!

Brian Pecenco #0953



Dear CVOA Members,
Hi from Minnesota!

This past April I entered #3256 in the 43rd annual GSTA Rod & Custom Nationals. It is by invitation only and I was invited to participate. I was shocked! That's playing with the big boys. Many people have been doing this for years and the judging is impeccable. I took an Outstanding in Class - my first award in the first year of showing my car.

I would like to extend my thanks to Tim Morgan for his quick response to my request for a couple of detail items for my car. That may have been just the personal touch needed to win!

Tim J. Sauer #3256



MORE EDITOR'S NOTES:

🍏 When was the last time you saw one of these! Cool oddities like this always show up at Roundups. This car is an orange 73 Vega GT owned by Darren Trim of Canada.

🍏 To date we have recieved and sent out 60% of the Dash Plaque orders. If you do not have yet, be patient it will be in on 2nd half of order.

🍏 Thinking about doing an in between mailing with Autocross/Concours Rules as a "booklet". Any thoughts?

Mike

Tech Tips Page

Fuel Filter Dilemma

Bob Chin - CVOA Tech Advisor
Reprinted from April 1991 CVOA Magazine

As some of the members who have attempted to purchase factory fuel filters for their fuel injected Cosworth Vegas can attest, this part has been discontinued. Also, we at CVOA are sold out. (The manufacturer, Allied Signal, has used up all available parts on our CVOA order and no more can be made unless it is an absurd volume order.) This filter was never offered on the replacement (after) market due to the low production volumes of the vehicles.

NOTE: This filter was originally painted in "BENDIX BLUE" (until 1980) and later replacement units were painted gloss black. The early filters had the text/part numbers, on filter, painted in black. The later filters (black) have the text/part numbers in white.

Contacts within the automotive industry have indicated the Renault Alliance fuel filter is very similar to the Cosworth Vega. A visual inspection of this filter indicates the "case" is identical, although unfortunately both end connections on this filter are of the "hose barb" type to accept fuel hose and clamps and would not be acceptable without modification to the Cosworth Vega fuel line from the inlet side of the filter.

We have found that a fuel filter from the '82-'85 Cadillac 4.1L with DFI and '82 Corvette with TPI will fit the Cosworth Vega with *no modifications* to the fuel lines. This filter has the female inverted flare fitting on the inlet side and a 3/8" barb type hose end fitting on the outlet side (This will eliminate the inverted flare male hose barb adapter fitting on the outlet side of the Cosworth filter). *One must replace the original fuel filter clamp with a smaller hose clamp to mount the filter on its bracket.* Though not original, I have used this filter on Cosworth #1591 with no side affects for years and it is suitable for the everyday use in your Cosworth. So save your original filters! Shown below are the part numbers for the filter.

**AC-DELCO GF 476
FRAM G3692
PUROLATOR GF-3141**

NOTE: Remember to disconnect the battery and to clamp shut (with proper "hose" pinch off pliers) the fuel hose after the high pressure pump, before removing the fuel filter. This will minimize any stray electrical sparks and gasoline from siphoning out from the fuel tank. There will be some residual fuel left in the fuel line and the old filter that must be drained by loosening the fuel line nut at the inlet side of the filter (approximately one cup).

Do not confuse this filter with a similar filters that have a similar looking female fittings on both ends. An AC-DELCO GF481 looks similar to the GF476 filter but the connections are not the inverted flare type. Use only the GF-476.

Reservoir Cap, an Update

Tim Morgan - Region 12

The Radiator Overflow Cap that Chris Wheaton mentioned in last issue is available from Classic Nova Parts. The part number is G8741 and the price is \$3.00. Classic Nova Parts phone number is 1-800-854-1280. In addition they also have the battery tray for the 68 to 74 Nova which with a little modification can be used on the Vega.

Oil Pressure Gauge Line Rupture

Mark A. Rock - Region 7

Wow, were Ken and I ever lucky. The hood was up on his car, which had been sitting for nearly a year, and we had just gotten it running. We were thus nearby when the line to the aftermarket oil pressure gauge ruptured, spraying oil onto the hot headers and dumping nearly two quarts onto the ground before we realized something was amiss, that the dark liquid was not antifreeze, and could reach the ignition switch. Many years ago we eschewed the idiot light (lack of) oil pressure indicator for a reliable gauge. Of course a mechanical gauge was cheaper than an electric, and I just happened to have one on the shelf which was cheaper still, so in it went. Some CV owners have replaced the clock with an oil gauge set up (used on the '73-'75 Pontiac Grand Prix's and Grand Am's), but this was a 2" unit and so we mounted it under the dash and plumbed it to the location of the idiot light sensor, low on the left side of the block. We had a choice of lines: copper and plastic. We chose plastic, fearful that the vibrations of the Cosworth four cylinder would quickly fatigue the copper and cause it to break. Flexible plastic seemed to promise immunity to vibration induced fatigue. Our only concern involved the extreme heat from the nearby headers, fearful that the plastic might melt on a hot summer day. But, several years of operation in the heat and humidity of Texas summers proved this fear groundless.

Our assumption of immunity to fatigue, however, turned around to bite us. The line fractured at the block fitting. Just where you would expect it to if fatigue were the cause. As a result, we offer three suggestions. First, if the budget permits, switch to an electric gauge with an electric sending unit. Second, if you must retain the plastic line, remove it now and replace it, or at the very least trim an inch off the block end and reinstall. Third, whether you opt for the first or second options, reinstall the idiot light sending unit. The glare of red suddenly appearing on your dash will grab your attention far more quickly than the smell of hot oil or a gauge that has suddenly dropped to zero, especially one mounted below the dash.

REGULATORY ALERT

Illinois to Propose Regulation to Implement Vehicle Scrappage Program

As you may know, a regulation has been drafted by the Illinois EPA that would implement a vehicle scrappage program. The Illinois EPA will file this plan formally with the Illinois Pollution Control Board sometime this summer, which will begin the process of finalizing the program. At public meetings in Chicago and Springfield the agency claimed the regulation would fully protect valuable collector vehicles and parts. Don't be fooled!

We have a limited window of opportunity to make our opposition known to government officials. Hobbyists in Illinois need to contact their state legislators in order to generate pressure on the Illinois EPA to eliminate the scrappage program. Regulators do not run for election to office, but legislators do.

Our goal is to get prominent legislators to contact the Illinois EPA and demand that this program be abandoned.

Contact Your State Legislators to Oppose This Regulation

To follow is a list of talking points that will help your legislator understand the shortcomings of scrappage programs:

- The regulation will allow "smokestack" industries to avoid reducing their own emissions by buying credits generated through destroying older cars. By avoiding cleanup, these industries expose nearby low-income neighborhoods to higher levels of dangerous pollutants. Stationary source polluters should not be allowed to continue polluting merely because they are buying and scrapping vehicles.
- The regulation fails to take into account that scrapped cars typically are second or third vehicles that are rarely driven in the first place. How can the State claim a pollution benefit by crushing cars that are rarely driven?
- The regulation ignores the fact that older cars are infrequently used, generally well maintained and not a good source of emissions reductions.
- The regulation is based on the false perception that old cars are dirty cars. Even the U.S. EPA has acknowledged that many old cars are quite clean.
- The regulation will not necessarily allow for the capture of gross polluters. The gross polluter is an improperly maintained vehicle of any model year which puts out dramatically more emissions due to poor maintenance.
- The regulation ignores the fact that lower income car owners cannot afford to purchase a new vehicle with the money provided by scrappage programs.

- The same people could lose a source of inexpensive repair parts resulting in the inability to drive their vehicles.

- All scrappage programs hold the potential for enthusiasts to lose a valuable source of rare parts for vehicle restoration projects, etc. The loss of even a single irreplaceable component or vehicle is intolerable due to the need to meet rigid authentication/judging standards at various car shows and events.

- The regulation ignores the fact that scrapping vehicles is not the most cost-effective method to reduce emissions. In fact, data has shown that voluntarily upgrading older vehicles with newer technologies can be roughly twice as cost-effective as scrapping vehicles.

To repeat, Illinois car clubs, car club members and individual hobbyists need to contact their State legislators and get them to write letters opposing the scrappage program.

Legislators should direct their letters to:
Thomas V. Skinner, Director
Illinois Environmental Protection Agency
1021 North Grand Avenue East
PO Box 19276
Springfield, IL 62794-9276

If there are any questions, please contact Steve McDonald or Brian Caudill at 202-783-6007 (brianc@sema.org, stevemac@sema.org). In addition, if your legislators have any concerns or would like to discuss this matter in more depth, please refer them to us.

Limited supply of New Valve Shims for Cosworth Engine

These were VW shims machined to fit our Cosworth engines. ***Please use a micrometer on your old shims in order to determine the size you need!*** The number (if readable) may not be accurate on your old shim. The following sizes available:

.138
.140
.142
.144
.1455
.1475
.1495
.1515

Price is \$9.00 each

Send to: CVOA Merchandise
2009 Raymer Ave
Fullerton, CA 92833

Check payable to: CVOA INC.

The "parts" currently available from CVOA Merchandise

Sold to current members only

GASKETS:

Upper end gasket set **\$30.00**, includes cam cover, cam carrier, intake and exhaust
Head gasket (FELPRO) with restrictor/instructions **\$20.00**
Lower end set **\$27.50** includes oil pan set, oil pump set, rear main set, waterpump gasket

SEALS:

Camshaft/Distributor drive seals **\$20.00** (set of three) **\$7.50** (each)
Distributor housing to head "o" rings **\$3.00**

TIMING BELTS:

Camshaft drive belt **\$50.00**
Distributor drive belt **\$10.00**
Set of belts **\$57.50**

WATERPUMPS: SEND CORE WITH ORDER!

New Waterpumps (TRW) **\$65.00**
Remanufactured Waterpumps, w/ superior front bearing **\$65.00**



Only one set of .030
over, Cosworth
Pistons left. **\$300**

Contact
Chris Wheaton
to confirm

Cosworth Vega Stripe Kit, Complete Set - Exact reproduction of the exterior gold stripe kit. Made by 3M using the latest available materials and the original tooling. Note: color is slightly different from NOS stripes. **\$200.00 per kit.**

Front Fender Stripe Set - Reproduction of the early 1975 style COSWORTH TWIN CAM stripe on a rectangular black background. Contains left and right front fenders. **SALE PRICE \$5.00 per set.** Note: top layer will be time consuming to remove, will need Ditzler DX-330 Wax & Grease Remover to remove residue after application.

Heater Box Rebuild Kit - Reproduction kit with seals. You will also need to get a small tube of 3M Super Weatherstrip Adhesive 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 7ft roll**

Fuel Injector "O" Ring Kit - Kit includes (4) fuel rail grommets, (4) injector manifold seals, (8) injector to rail seals and instructions. **\$8.00 per kit**

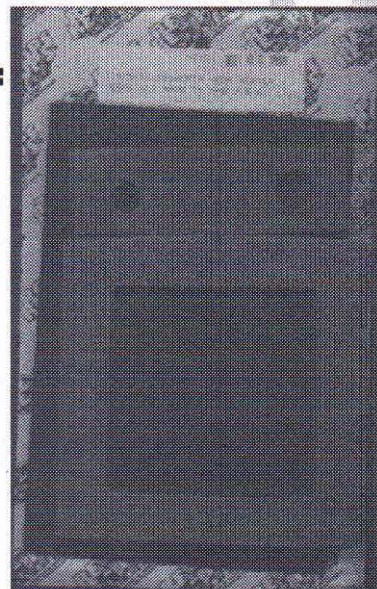
ITEMS SOLD TO CURRENT MEMBERS ONLY

MAIL CHECK OR MONEY ORDER, (PAYABLE CVOA INC) TO:

CVOA MERCHANDISE / Chris Wheaton
2009 Raymer Ave
Fullerton, CA 92833
(714) 449-2800

PRICES INCLUDE SHIPPING, NO P.O. BOXES

ALLOW FOUR WEEKS FOR DELIVERY



CVOA Merchandise, PRINTED ITEMS AND OTHER STUFF

Cosworth Vega Shop Manual - Supplement to the 1974 Vega Shop Manual. Comb bound photocopy of the out of print manual from HELM, Inc. **\$20.00 each.**

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.**

Tech Bulletin Set - CVOA Technical Bulletins have been published in the magazine. They cover many important topics. Last update 12-94. Spiral bound copies **\$20.00**

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

Cosworth Vega Magazine Back Issues - All back issues of the Cosworth Vega Magazine are available. Some issues are only available as photocopies. **\$100.00 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. **\$2.00 each.** Latest update **12-97**

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

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

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

Cosworth Vega Owners Association Concours Rules - Currently under major revision. . .

Cosworth Vega Assembly Manuals:

1975 or 1976- looseleaf copies, will need a binder to put in. **\$35.00 each**

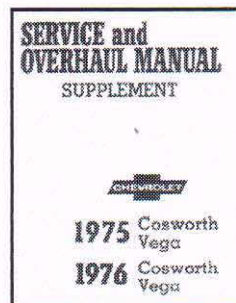
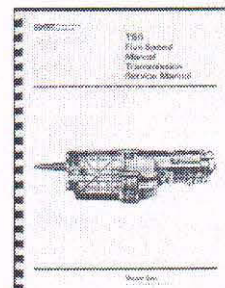
Engine Assembly \$10.00 each

Jacket Patches

#1 - The club patch . . . new design. 3" Round. **\$3.00 each**

#2 - Large 12" x 2 1/2" reproduction of the Cosworth dash plate (without dash number block). Black with gold lettering. **\$10.00 each**

#3 - Large round 6 3/4", showing 3/4 front view of the CV engine. Yellow background with embroidered engine using six colors for the engine components. **\$10.00 each.**

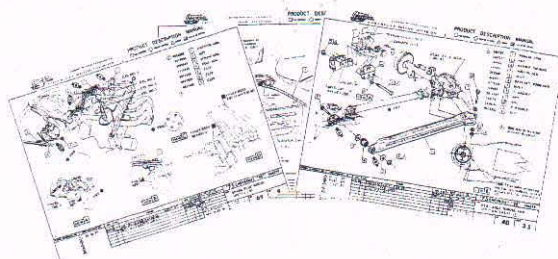


Send your request, along with check or money order
(Made payable to CVOA, Inc.) to:

CVOA Merchandise/Chris Wheaton

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

Please allow four weeks
for delivery



CVOA VENDOR LISTING

CV Parts - Used

HME, Clarksville, TN (931) 648-3333
Performance Dynamics, Sacramento, CA (916) 488-3114

Vega Parts - New/Used, Repro Front Air Deflector

DAVE'S VEGA VILLAGE, Port Moody, B.C. Canada,
(604) 469-9979 Monday-Saturday 1pm to 7pm PST

CV Rebuilding/Repairs - Total or Partial

HME, Clarksville, TN (615) 648-3333
Performance Dynamics, Sacramento, CA (916) 488-3114

Carpets - Molded Floor, Rear Cargo & Material

Auto Custom Carpets Inc.,
Anniston, AL 1-800-633-2358

Reproduction Dash Bezel

HME, Clarksville, TN (931) 648-3333, NOTE: two piece design

Reproduction Labels

Jim Osborne Reproductions, Lawrenceville, GA (770) 962-7556

Computer Repair

Bob Stallwitz, Pekin, IL (309) 353-2450

Wheel Refinishing, Kits & Paint

Tower Paint, Oshkosh, WI (414) 235-6520

Seat Upholstery - Material

Original Auto Interiors, St. Clair, MI (810) 727-2486
SMS Auto Fabrics, Portland, OR (503) 775-8453

Hardware - Hose Clamps, Screws, Door Hinges, Rubber Stops, Detail Parts, Paint.

GM Hardware & Parts, Macedonia, OH (216) 467-0341
Caudell's, Fairmount, IN (317) 922-7372

Waterpump rebuilding

(You can get a superior taper roller bearing at the front of the shaft)
Superior Pump Exchange Co.
12901 Crenshaw Blvd.
Hawthorne, CA 90250 (310) 676-4995 ask for Sharon

Fuel Injector cleaning & testing

(Send them your injectors, they clean 'em test 'em and return 'em with a report. Call for pricing and address.)
GB Remanufacturing, Signal Hill CA
(562) 490-0953

If you out there have first hand experience with any vendor or service garage that you feel should be added to this list please contact Mike Rupert

PLEASE NOTE THE FOLLOWING:

Let us know if something changes in your ads. If you need to place an ad or submit something you can do it in the following ways:

*The good ol' **Postal Service, Preferred.**

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

***Fax**, the Rupert's number is (412) 821-1802. The drawback to this is that our Macintosh must be on. Usually Monday-Thursday 7:30pm to 10pm, weekends vary. Eastern standard time.

***E-mail**, Mike Rupert's address is :

CVOAINC@aol.com

(Do *not* use space between CVOA and INC)

CROWER RODS

CVOA Members price \$226.94, set of four. Bushed, 3/8 aircraft quality, 8740 chromoly steel thru-bolt and nut adheres to O.E.M. stock specs, making it stock legal for all major sanctioning bodies.

Less expensive than bushing, magnafluxing, shotpeening and buying new bolts. Note: your pistons need to accept bushed rods.

**Contact: Bruce Crower
619-422-1191 (7am to 5pm PST)**



Cosworth Vega Classifieds

APPLE ICON INDICATES NEW OR UPDATED AD

Cars for sale, Cosworths

🍏 **75-0052.** Black, black. 13K orig. miles, many options, excellent condition, always stored indoors. \$6,500. Gary Fleischmann, WI. (920)459-8174, E-Mail: fleis@bytehead.com 8/99

🍏 **75-0116.** Clean California car, all original. New paint, excellent interior. \$5,000 OBO. George Kunz, San Francisco, CA (415) 661-6528, Pager (415) 527-9513 8/99x

75-0252. Black, white vinyl. 79,112 miles, good condition \$2,500 Call Mona or Gary Taylor (931) 526-6076 Cookeville, TN 5/99x

75-0321. Black/Black Cloth. 35K actual. Ordered new, original owner. 3.73 Posi., tinted glass, rear defogger, swing-out windows, AM/FM Stereo, rear speaker, auxiliary lighting, door edge guards, floor mats. Currently stored; started and run regularly, no winters-no rust. Sleeved block, Hutton valve job. Looks, runs, and drives great! Many, many NOS spare parts, complete factory stripe kit and essential tool set. Asking \$5500. Call after 6:00 pm CDT (507) 526-2842, D. Martin, Blue Earth, MN 3/99

🍏 **75-0349.** 4,750 original miles, car is brand new, options to include the following: 1)AM/FM radio 2) rear window defog 3) swing-out rear windows, car is black with gold Cosworth factory decal graphics, have original window sticker, asking \$7,900. Call John Griffin at (914) 736-7734 evenings 5p.m. or (914) 739-3835 days 8a.m.-4:30p.m. est. 8/99x

75-0561. Black, black ? New paint, excellent condition, rust free Arizona car. \$4,995 Dick Meierhenry, 3848 W. Grandview Rd, Phoenix, AZ 85023 1-(602)-439-1308

75-0598. Black, black, vinyl. Less than 500 miles. All paperwork. \$5000 obo. Steve Larson 847-934-3672 weekends/evenings. 8/98

75-0649. Black, black vinyl. 67K Garaged kept. Good original paint on body and wheels. No rust. Excellent running condition: use occasionally for a 50 mile commute. AM radio, rear speaker. Floor mats. Two stripe kits, clutch cable, Bendix fuel filter, '75 Shop Manuel, car cover. \$5,000 Ron Charles, Doylestown, PA 18901. (215) 345-7986 weekends/evenings 1/99

🍏 **75-0777.** Black/Black vinyl interior. 4 speed, 12K, new timing belt, needs paint, comes with new stripe kit, swing out rear windows, AM/FM OEM Asking \$2,500 or B.O. Mark Lank, Kennebunk ME (207)985-6879 Email: mwl@cybertours.com 8/99

75-0828. Black, black vinyl. 4-speed. Good original condition. 34K Stored inside and covered for the past 20 years. 1K on complete engine overhaul. No rust. Also have new stripe kit. Price \$3,500. H.F. O'Donnell, Sunrise Beach, MO (573) 374-9482 1/99

75-1475. Black/ black? 837 total miles. Wheels refinished, new injectors and tires. \$6,500. (Car is in Tampa, FL) (717) 296-5140 Norm deCarteret, RR2 Box 2006, Shohola, PA 18458

75-1480. Black, black vinyl. 82K AM/FM radio, garage kept, very good condition, 2nd owner, undercoated. Call after 4PM. \$3,500 Donna Roth, Biglerville, PA (717) 677-8316, Email: rothdbj@cvn.net

75-1557. Black, black vinyl, swingouts, rear window louver, front spoiler, Koni shocks, Webers. **76-3007.** Orange/buckskin, all original. New stripe kit, dash bezel, rear spoiler(very rare). Three sets of wheels, 75 GT body, frame off restoration, dipped to prevent rust. Lot of extras. Take it all quick. \$2,000 or best offer. Will help deliver within reason. Stormy Steinhuaer, Mason OH (513) 398-7415 1/99

76-24??. Black/black vinyl. Missing dash plaque. Runs strong. Body good. EFI, 100K. Needs restoration-interior and paint. \$1,300 Bill Wright, 4409 Planz Rd - Unit D, Bakerfield, CA 93309 (805) 832-6364 Also have six Weber Side draft carbs 40mm DCOE. 5/99x

76-2495. Black on Black 5 speed w/Posi, every option except swing outs. 5 alloys never been wrecked, no bondo. Asking \$3750 (360) 837-3333 It is truly beautiful in and out. 64,000 miles Linda Jonas, NCC Network Services Technician, ljonas@eli.net Washougal, WA 5/99

76-2550. Black, Black vinyl. 58K on motor, original FI, runs good. 5-speed. New timing and distributor belt. Body rough but restorable. Pulsair in very good condition, taken off motor. Extra wheel with BR70-13, like new. \$1400 OBO. Kevin Spears, (810) 759-0386, Centerline, MI. E-mail: spearsk@mc-mc.com 8/98

76-2690. Black, black. 62K. No engine, wrecked in front. I have a used front end. Frame has been pulled pulled and checked, it is good. 4-speed, swing-outs, tinted glass. Solid car. Rear end ?gear. All 5 Cosworth wheels included. \$500 Dean Farmer, (336) 667-2339, 112 Country Ln., Millers Creek, NC 28651 5/98

76-2905. Firethorn, firethorn cloth. 126K, Not running, fuel pump problem. Body and interior in good condition, 5-speed, extra head, two extra wheels. \$1,200 OBO Jim Frazier, Wagener, SC, Call (803) 564-6467

76-3022. Mahogany/white vinyl. 4 speed, good condition, 60K. Don Glymph, 6261 Columbia Rd, Appling, GA 30802

76-3024 Orange with white interior. New paint, new tires. Needs stripe kit, and some TLC to be a real nice car. I do not want to sell this car, however, with a growing family priorities get changed. \$4,000. Please call or e-mail for more information. Jim Schandavel (828) 697-8231 North Carolina 3/99
jbschandavel@ioa.com

76-3258. White, Firethorn Vinyl, 39K, 5 speed, looks and runs great! All original \$4400. K. Johnson, Bar Harbor, ME (207)-288-9989 email kaj@jax.org 8/99

76-3272. Firethorn, firethorn vinyl. 76k on 99% rust-free body. 4-speed. Recently rebuilt (sleeved+linebored) engine. C.O.E. valves, ported and polished head. Spares: stock long block engine, sensors, throttle body, transmission, vented disks, and power brake booster + more. \$1,800 Tom Queen, Arlington, TX (817) 451-5535, can email at squeen@startext.net

76-3283. Blue, white vinyl, 2000 miles perfect condition. \$8000 John Theismann, Texas location, 817-680-8983 , e-mail bogey@worldaccessnet.com 3/99

76-3336. CV is wrecked. I also have 77 body in good condition. I would like to sell both because I don't have the time to fix them. It has around 76k miles and clear title. I'll take \$700 for both. John Purdy, 5082 Stones Dairy Rd., Bassett, VA 24055 (540) 629-4846 Purdy@digdat.com 2/98

76-3434. Buckskin, buckskin ? All original. 5 speed, 18K miles. Minor TLC and clean up. Roy Partagas, 3040 NE 21st N, Oakland Park, FL 33306. (954) 566-5563 1/99

76-3494. Firethorn, black ? 33K Between "fine and very good condition". \$4,500 Bob Emmert, 1347 Ridgecrest, Clinton, IA 52732 (319) 242-7517 Email: rcemle@clinton.net 5/99x

Cars for sale, non-Cosworth

1972 Vega Station Wagon. Red, black interior. Rebuilt, sleeved 140 2 barrel. Powerglide 2 speed auto. Mileage 138K, was rebuilt at 100K. New parts-exhaust, starter, waterpump, fuel pump, brakes, tires. Drivers seat needs reupholstering, needs carpet. Has new paint job. \$1,895 Dean Farmer, 112 Country Ln., Millers Creek, NC 28651 (336) 667-2339 Email:corton@infoave.net 3/99

1972 Vega GT. Hatchback with 400 s/b Chevy, 350 Turbo. Lot's of NOS parts, all sheetmetal, quarters, fenders, trim, etc. Prefer to sell as package, may split up if price is right. David Miller, Belmont, OH 43718 (740) 782-1867 8/98

1974 Vega Sedan Delivery. Gold panelwagon with black interior. 140 2 barrel, 3sp Saginaw trans. Runs but has bad rust in right quarter panel and floor pan areas. Good to make car for drag racing. \$100 body only, \$300 whole car. Dean Farmer, 112 Country Ln., Millers Creek, NC 28651 (336) 667-2339 Email:corton@infoave.net

1977 Vega. Brown Metallic, Buckskin vinyl/cloth insert. Original owner. This hatchback has 24K on rebuilt engine (sleeved w/new head, waterpump, timing belt, carb) Custom package (similar to GT). This Vega is not a Cosworth but it is a collectible - the last production year. Have all papers, manuals, etc. Asking \$1,650 (Neg.) Ron Holtzman, 3 Haines Ct., Staatsburg, NY 12580 (914) 229-5413. Evenings are best time to call. 11/98

1977 Vega GT. Hatchback, original 4 speed, A/C, GT package. Car was originally orange with saddle interior. New tires, brakes, alt, carb kit, and interior. Needs paint, frontend, head rebuilt, and A/C serviced. \$1,500 neg. Call Alan Robinson, after 3PM (505) 526-8071 Las Cruces, NM or email: casino@2ianet.com

Parts for Sale

NOS: Cosworth Vega parts: #347090 Engine gasket set, \$200; 76 Showroom Catalog, \$10; Lower windshield trim, \$35; Black GM Floor mat set F+R, \$125; Dark Oxblood Front mats, \$50; Aqua Rear mats, \$40; Front Bumper, \$150; Left rear quarter panel, \$350/\$450; Front fenders, \$150 each; Black ashtray, \$20; Plug wires 1-4, \$100; Motor mounts \$90 pair; Crank sprocket \$225; Headlamp housing, \$40 each; Fuel filter (GM) \$75; Front license frame, \$35; Caliper pistons, \$25 each; Door edge guards, \$35 set; Hood release cables, \$25 each; 76 Owners manual with glove box packet (complete), \$60; Rear "Vega" emblem #1700895, \$35; Reproduction fiberglass front valance panel - painted gloss black, \$150

USED: Cosworth/Vega parts: 76 Hood, \$100; CV Air cleaner assy, \$50; Header, \$100; '75 wheel, \$50; Timing belt cover, \$100; Chrome plated valve cover and upper belt cover, \$90 both; various GM parts books, call; bumpers, \$35 each; Front fenders, \$50-\$80 call; front exhaust pipe, \$75; Aqua F&R valance panels, \$80 both; Door trim panels-white-firethorn-tan, call; crank sprocket, \$175; Short block w/good crank, \$250; CV Service Manual Supplement, \$30; Radiators, \$50-\$100 call; Misc. firethorn, tan, white interior pieces - call; 76 grille and nose panel, \$75; Firethorn seats - offers; Rear window louvers (Interpart) \$350; AM/FM Stereo radio, \$125; Complete running CV long block, numbers match, never apart, \$500; 71-75 Rear brake (strut) Tool, new, \$25 each

VEGA 140: 71-72 Speedo cables, \$10; #331101 EGR tube, \$25; 71-73 - Upper/Lower Hoses fit 12' Rad, \$10 each; Wagon Quarter panels, \$75 pair; 73 Hatchback fuel tank, \$50; NOS GM oil pump, \$50; waterpumps, \$30 (new); Monza inner fender #1747287 all except Town coupe, \$40 Jim Blunden, Norwich, NY (607) 334-7259 evenings, EST. Prices do not include shipping

🍏 NOS 75-80 Monza front fenders (sold as pair only) \$350, New 75-80 Monza (HR07) door weatherstrip, pair \$75, NOS rear control arms, pair only, \$115. Mike Rupert, Pittsburgh, PA (412) 821-8429

New cosworth head assembly, all three pieces, no valves, ported and polished, good valve job, ready to assemble and run. Valves available. Roger Harlow, Rogers Porting Service, 906 91st Street, Lubbock, TX 79423, 1-806-745-2576 1-800-653-7473

Parts Wanted

🍏 Uncracked dash for 1975 Cosworth Vega (black) or any dash that would fit the 1975 Cosworth Vega. I am willing to negotiate a price for a uncracked dash. E-mail or call with info Fan1jg@aol.com or 480-517-1519. Carl Stafford 8/99

Good used fuel meter (sending unit) for Cosworth. Harlem Kempf, Mansfield, OH (419) 468-2633 3/99

Good right fender no rot holes, surface rust OK. Buckskin interior parts. Need rear interior panel especially lower front valance panel orange if possible also lower front air deflector. Art Treta, Forestport, NY (315) 831-8457 or C1451@aol.com

Front spoiler, 3-piece factory. Dick Baumhauer, Clawson, MI (248) 435-4633

Miscellaneous

ORIGINAL COSWORTH VEGA LITERATURE!
1975 and 1976 Vega color catalog, shows all Vega models, including Cosworth, \$10. Add \$3.50 shipping. Specify year. I also have lists for all cars / trucks / motorcycles / worldwide. Walter Miller 6710 Brooklawn Pkwy, Syracuse New York, 13211. (315) 432-8282 . Fax (313) 432-8256 , Web: www.autolit.com



Found room for one more Roundup 99 photo,
Nancy Eszensky and #2787

Roundup 21 Preview

25th Anniversary of the Cosworth Vega at the Holiday Inn City Centre Green Bay, Wisconsin

June 22-25, 2000

Tentative Schedule:

Thursday - Registration

Friday - Scenic Door County Poker Rally

**Saturday - Road America Races, Touring Laps
CVOA Concours**

**Sunday - CVOA Autocross at 141 Speedway
Banquet**

Host: Steve Mayefske, Region 17 Director

For sale, limited supply COSWORTH VEGA BRAS



These are CUSTOM TAILORED for your Cosworth Vega. Reverse side padded with soft plush material to protect your paint. The engineered air deflector sends bugs and debris up and over the car and helps keep the windshield clean. Allows unrestricted air flow to radiator. A perfect fit. Made in the U.S.A. Keep the rocks and dead critters off your paint and proudly display the COSWORTH VEGA name.

\$75.00 each plus \$10 shipping

**Send check payable to: Chris Wheaton
2009 Raymer Ave, Fullerton CA 92833
1-714-449-2800**

Paid Advertisement

4th QUARTER '99 COSWORTH VEGA MAGAZINE DEADLINE

Deadlines for articles and advertisements in the 4th Quarter issue of the Cosworth Vega Magazine is **November 10, 1999**. Articles or advertisements submitted after this date may not appear in the 4th Quarter issue.

Call Mike Rupert for insert questions/feasibility

CVOA ADVERTISING POLICY

Business Advertisements

1/4 page - \$25

1/2 page - \$50

Full page - \$100

Full page inserts - \$45

(All above are 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, options) must be included.

Photo charge \$10 each

(Sorry, black & white only. We can use any photo, color or B+W, as long as it is a clear picture.)

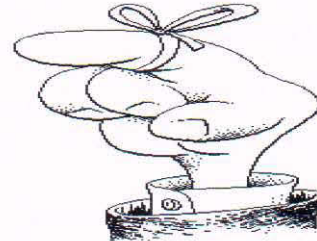
Please mail all advertisements / articles to:

CVOA Magazine

P. O. Box 5864

Pittsburgh, PA 15209

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



REMEMBER:

**SEND ADDRESS CHANGES TO
CVOA!**

At minimum please call and leave name
and Your new address

(412) 821-8429

**P.S. WHEN WAS THE LAST
TIME YOU CHECKED YOUR
MAIL LABEL FOR EXPIRATION?**

CVOA REGIONAL DIRECTORS

REGION 1 - MA, RI, NH, ME, VT, CT

Gabe Soto, 37 Roxbury St.,
Hartford, CT 06114
860-956-2205

REGION 2 - NJ, NY

Robert Colon, Box 580204 Mt. Carmel Sta
Bronx, NY 10458
718-367-5040
Rcolon5067@aol.com

REGION 3 - PA, DE, DC, MD, VA, WV

Dan McNally, 7248 Shannon Road
Verona, PA 15147
412-793-6652
joemcna1@bellatlantic.net

REGION 4 - NC, SC, GA, TN, MS, AL

Presently merged with **Region 12**

REGION 5 - FL, PR, VI

Bill Addison, 7561 Glen Abby Place
Jacksonville, FL 32256
904-641-8812

REGION 6 - CO, WY

Presently merged with **Region 14**

REGION 7 - OH

Presently merged with **Region 3**

REGION 8 - MI

John Cowall, 9677 Fox
Allen Park, MI 48101
313-388-1026
Goat2190@aol.com

REGION 9 - IA, KS, NE

Tom Hutton, 3019 Longhorn Dr
Lawrence, KS 66049
785-749-5922
tom.hutton@gte.net

REGION 10 - IN, KY

Phil Rust, 622 E. Vermont-Rear Apt
Indianapolis, IN 46202
317-639-5758

REGION 11 - IL, MO

Roy Linenberger and Brad Stone
P.O. Box 173
Cortland, IL 60112
815-756-1025

REGION 12 - TX, OK, LA, AR

Dan Newman
25014 Butterwick Drive
Spring, TX 77389
281-288-4796
Dan.Newman2@GTE.net

REGION 13 - AZ, NV, NM

Presently merged with **Region 16**

REGION 14 - OR, WA, ID, MT, AK,

UT & Hawaii

Jim Rigg, 2865 S. Portside Ave
Boise, ID 83706
208-367-1004
bigrigg@micron.net

REGION 16 - All of California

Chris Wheaton, 2009 Raymer Ave
Fullerton, CA 92833
714-449-2800
cswrth1@aol.com

REGION 17 - ND, SD, MN, WI

Steve Mayefsky
3595 Meadow Way
Green Bay, WI 54303
920-434-3652

SERIOUS, PUNCTUAL, INTERESTED DIRECTORS WANTED:

If you would like to be a director in a region that has merged into another, please contact **Dale Malin**.

Rhinebeck on the rise...

Perseverance... it does pay off. Keith Meiswinkle has been attending the Rhinebeck New York car show for fourteen years. Along the way, he rounded up Regions 1 and 2 to go with him. The annual event is in May and each year gets better. Everything from a hospitality tent to their own swap meet.

Rhinebeck '99 netted 32 members and 12 Cosworths. At this growth rate, it will soon be another CVOA Roundup all on its own.

Trophy winners this year were:

Cosworth Vega Overall Class

1st Jim Ruby

2nd Steve Sartori

3rd Skip Bedell

Although this event is mostly attended by Regions 1 and 2, anyone is welcome. If you have thoughts of being in the northeast come early May 2000, make this stop. You won't be disappointed. You will also save Bob Colon lots of money in phone bills as you could talk in person! Ya know some of those New Yorkers just love to talk. We will have an announcement in CV Mag, but you can always contact Tech Advisor, Keith Meiswinkle or Region 2 Director, Bob Colon for more details and/or further information.



COSWORTH  **VEGA**
MAGAZINE

P. O. Box 5864
PITTSBURGH, PA 15209

ADDRESS CORRECTION REQUESTED

FIRST CLASS MAIL

TIM MORGAN
11202 VALLEY STREAM, HOUSTON, TX 77043
281-589-0449 CALL BETWEEN 9:00 TO 10:30 PM CENTRAL TIME
E - MAIL : twincams@aol.com

DEAR COSWORTH OWNERS

OK, NOW THAT THE ROUND-UP IS OVER, THE CLUB MERCHANDISE HAS BEEN SHIPPED TO CHRIS WHEATON, MY TAX RETURN FILED AND WE ARE FINALLY GETTING CAUGHT UP AT WORK (WE HAVE BEEN TRYING TO "RUN" A 5 PERSON ACCOUNTING FIRM WITH 3 1/2 PEOPLE SINCE APRIL THE 3RD), IT IS TIME TO CLEAN OUT THE REST OF MY COSWORTH PARTS.

I HAVE MANAGED TO PUSH BACK THE DEADLINE TO SEPTEMBER 30, 1999 AND WILL ACCEPT CREDIT CARDS UNTIL THAT DATE. AFTER THIS DATE I WILL BE SCRAPPING MY SURPLUS BODY AND ENGINE PARTS.

THERE ARE MANY BODY PARTS, INTERIOR PARTS, TRANSMISSIONS AND REAR ENDS. THE BAD NEWS IS I DO NOT HAVE THE TIME TO CRATE UP OR WAY TO GET THESE PARTS TO TRUCKING COMPANIES. IF YOU WANT THE BIG PARTS YOU WILL HAVE TO COME AND GET THEM.

THE FOLLOWING PRICES DO NOT INCLUDE SHIPPING.

MANUALS AND MAGAZINES

ONE COSWORTH SERVICE AND OVERHAUL SUPPLEMENT - EXCELLENT CONDITION. \$ 40.00 PLUS SHIPPING.

ONE COSWORTH SERVICE AND OVERHAUL SUPPLEMENT - FAIR CONDITION. \$ 25.00 PLUS SHIPPING.

ONE 76 COSWORTH OWNERS MANUAL - VERY GOOD CONDITION. \$ 35.00 PLUS SHIPPING.

ONE 75 COSWORTH OWNERS MANUAL - EXCELLENT CONDITION. \$ 40.00 PLUS SHIPPING.

ONE 75 VEGA OWNERS MANUAL - GOOD CONDITION. \$ 20.00 PLUS SHIPPING.

74 OWNERS MANUAL - GOOD CONDITION. \$ 20.00 EACH PLUS SHIPPING.

TWO 74 COSWORTH VEGA NEW PRODUCT INFORMATION MANUALS - \$ 35.00 EACH PLUS SHIPPING.

TWO SPECIAL INTEREST AUTOS MAGAZINE WITH THE COSWORTH VEGA GIVEN TO THE NATIONAL AUTOMOBILE MUSEUM IN RENO, NEVADA. \$ 10.00 EACH PLUS SHIPPING.

ONE 75 VEGA DO-IT-YOURSELF SERVICE MANUAL - VERY GOOD CONDITION. \$ 35.00 PLUS SHIPPING.

ONE 75 VEGA DO-IT-YOURSELF SERVICE MANUAL - FAIR CONDITION. \$ 20.00 PLUS SHIPPING.

ONE 74 VEGA DO-IT-YOURSELF SERVICE MANUAL - GOOD CONDITION. \$ 30.00 PLUS SHIPPING.

ONE 74 VEGA DO-IT-YOURSELF SERVICE MANUAL - POOR CONDITION. \$ 15.00 PLUS SHIPPING.

TWO 75 COSWORTH VEGA SALES BROCHURES - EXCELLENT CONDITION. \$ 25.00 EACH PLUS SHIPPING.

TWO 76 VEGA SALES BROCHURES WITH COSWORTH - GOOD CONDITION. \$ 10.00 EACH PLUS SHIPPING.

TWO 75 VEGA SALES BROCHURES WITH COSWORTH - GOOD CONDITION. \$ 10.00 EACH PLUS SHIPPING.

75 VEGA SALES BROCHURE - GOOD CONDITION. \$ 10.00 PLUS SHIPPING.

71, 72, 73, 74 & 77 VEGA SALES BROCHURE - GOOD CONDITION. \$ 10.00 PLUS SHIPPING.

VEGA POST CARDS. \$ 1.00 EACH PLUS SHIPPING.

INTERIOR PARTS

FIRETHORN CLOTH SEAT MATERIAL - \$ 15.00 PER YARD PLUS SHIPPING.

BUCKSKIN CLOTH SEAT MATERIAL - \$ 15.00 PER YARD PLUS SHIPPING.

USED 76 COSWORTH BUCKSKIN CLOTH SEATS - \$ 75.00 FOR THE SET FRONT AND REAR PLUS SHIPPING.

5 NEW OLD STOCK HOOD RELEASE CABLES - \$ 15.00 EACH PLUS SHIPPING.

ONE GM DASH COMPASS PART # 983335 - \$ 15.00 PLUS SHIPPING.

TWO FOUR SPEED SHIFT KNOBS - \$ 7.50 EACH PLUS SHIPPING.

USED COSWORTH VEGA HORN BUTTONS AND ASSEMBLIES - \$ 25.00 TO \$ 50.00 EACH PLUS SHIPPING.

TWO NEW V-8 TACHOMETER BOARDS - \$ 75.00 EACH PLUS SHIPPING.

EXTERIOR PARTS

ONE NEW OLD STOCK WHITE FRONT VALANCE PANEL . \$ 75.00 PLUS SHIPPING .

ONE NEW FIBERGLASS FRONT VALANCE PANEL . \$ 75.00 PLUS SHIPPING .

ENGINES , ENGINE PARTS AND EFI PARTS

CAM CARRIER GASKETS . \$ 7.50 EACH PLUS SHIPPING .

CAM COVER GASKETS . \$ 7.50 EACH PLUS SHIPPING .

THREE NEW COSWORTH OF ENGLAND INTAKE VALVES - \$ 20.00 EACH PLUS SHIPPING.

USED 9.75 TO 1 COSWORTH LONG BLOCK ASSEMBLY WITH CLUTCH AND FLYWHEEL . COMES WITH NEW RINGS , GASKETS AND SEALS . SHIPPED UNASSEMBLED . \$ 975.00 PLUS SHIPPING .

USED CYLINDER HEAD ASSEMBLY WITH CAM CARRIER, CAMSHAFTS, CAM COVER TAPPETS AND SHIMS. HAS NOT BEEN USED SINCE VALVE JOB - \$ 250.00 PLUS SHIPPING .

USED CYLINDER HEADS WITH VALVES AND SPRINGS - \$ 95.00

USED DISTRIBUTOR DRIVE ASSEMBLIES - \$ 50.00 EACH.

UPPER REAR TIMING BELT COVER - CHROME PLATED - \$ 40.00.

USED COSWORTH OIL PUMPS - \$ 25.00 EACH.

TWO SETS OF USED STOCK PISTONS AND CONNECTING RODS - \$ 125.00 PER SET.

NEW TRW CHROME PISTON RINGS .030 OVERSIZE - \$ 20.00 PER SET

NEW SPEED-PRO HIGH PERFORMANCE MOLLY RINGS .005 AND .035 OVERSIZE - \$ 50.00 PER SET.

LIGHT WEIGHT FLYWHEEL AND 10.5" CLUTCH ASSEMBLY - WILL FIT COSWORTH - \$ 200.00 PLUS SHIPPING.

LIGHTENED COSWORTH VEGA CRANKSHAFT - STANDARD - \$ 250.00 PLUS SHIPPING.

ONE CVOA REPRODUCTION FUEL FILTER - \$ 75.00 PLUS SHIPPING.

TWO A/C A71-C AIR FILTERS - \$ 20.00 EACH PLUS SHIPPING.

NEW HALTECH F-3 COMPUTER, PROGRAMING SOFTWARE AND CABLE - \$ 100.00 PLUS SHIPPING.

WHEELS AND TIRES

USED ORIGINAL GOODYEAR BR70-13 TIRES - \$ 25.00 EACH.

TWO NEW B F GOODRICH T/A RADIALS 235 X 50 X 13 - \$ 100.00 FOR THE PAIR PLUS SHIPPING.

TWO NEW B F GOODRICH T/A RADIALS 175 X 70 X 13 - \$ 50.00 FOR THE PAIR PLUS SHIPPING.

SET OF NEW OLD STOCK SHOCK ABSORBERS - \$ 75.00 FOR THE SET PLUS SHIPPING.

CARS

76 - 3275 WHITE, BUCKSKIN CLOTH, 5 SPEED, SWING OUT WINDOWS. NEW BRAKE AND FUEL LINES. WITH AIR CONDITIONING \$ 3,995.00. WITH OUT AIR CONDITIONING \$ 3,295.00 OR BEST OFFER.

76-2864 FIRETHORN, FIRETHORN CLOTH, 2.3L , 5 SPEED, 3.73 POSI, SWING OUT WINDOWS, AIR CONDITIONING, NEEDS PAINT AND INTERIOR WORK RUNS GREAT - \$ 2,000.00 OR BEST OFFER.

76-3097 BUCKSKIN, BUCKSKIN VINYL, 4 SPEED . NEEDS COMPLETE RESTORATION MOST WIRING HARNESSSES MISSING. POSSIBLE REBUILT SLEEVED ENGINE. COME AND GET IT \$ 375.00 .

76 VEGA WAGON, LOADED, A/C, AUTOMATIC, POWER STEERING, POWER BRAKES, REAR WINDOW DEFROSTER, CLOTH SEATS, REAR CARGO LIGHT. NO TITLE. COME AND GET IT YOUR PRICE \$ 0.00.

MORE PARTS AVAILABLE - PLEASE CALL, WRITE OR EMAIL YOUR NEEDS.

THIS PRICE LIST SUPERSEDES ALL PRIOR PRICE LISTS .

Visa , MasterCard , Discover Card and American Express Accepted

SHIPPING CHARGES WILL BE QUOTED AT TIME OF PURCHASE . MINIMUM CHARGE \$ 10.00 .
FOR UPS COD SHIPMENTS THERE IS AN ADDITIONAL \$ 15.00 COD CHARGE .

TEXAS RESIDENTS ADD 6.25 % STATE SALES TAX .

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/8Track

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. 8/99**

This Page Intentionally Blank