

COSWORTH VEGA



OWNERS ASSOCIATION

CVOA INC., P.O. BOX 5864, PITTSBURGH, PA 15209

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NOVEMBER 2020

4TH QUARTER ISSUE 139

CV #0539 In New Zealand! By Mike John



Seat Upholstery Research By: Jim Rigg

**CVOA National Roundup 2021 In
Iola, Wisconsin Updates**

**Robert Felker CV
Repairs and Fixes**

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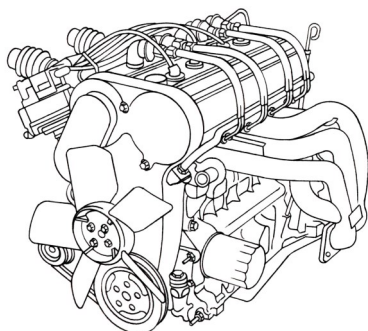


Table of Contents

- Table of Contents (Page 2)
- President's Note (Page 3-4)
- CVOA Club Information (Page 4-7)
- CVOA Web Corner (Page 8-11)
- Worth The Effort, Known Saga of #2575 (Page 12-13)
- CV #0539 In New Zealand (Page 14-17)
- Alternate Alternator Bushings (Page 18-19)
- FIV Repair Hack By Robert Felker (Page 20)
- Jim Rigg's Seat Cover Article (Page 21-25)
- Stainless Steel Valve Sets For Sale (Page 26)
- CVOA Heritage Gold Award Page (Page 27)
- CVOA National Roundup 2021 Information (Page 29)
- Fran Preve and the Engine Builders Update (page 30-31)
- CV # 0329 Requiem by Ken Creary (Page 32)
- Do You Want To Share Your Story? (Page 33)
- CVs for Sale (Page 34-35)
- Regional Directors (Page 36-37)
- CVOA Throwback Corner (Page 43)
- Back Cover (Page 44)

Deadline for Submissions for 2021 Q1 Magazine is 01/15/2021. The Q4 Magazine is tentatively due out about 02/15/2021. Please submit all articles, ads, etc. to

cvoapresident@hotmail.com

Thank You,

John J. Cowall

CVOA National Magazine Editor (and President)

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CVOA President's Note

Hello Again!

It's almost 2021! From a Cosworth Vega standpoint, 2020 has flown by impressively fast for me. I moved a few CVs from the stable, have #1000 getting re-painted this winter, and have #3136 undergoing some surgery to fit my big frame inside its frame! So, I still have tons of work to do to get those two cars back roadworthy for 2021. It is a labor of love, for sure. I do the work I do (along with a TON of help from others) because I do love these cars, and the People these cars represent. And, I do need to get these cars Roadworthy, because 2021 is shaping up to be fantastic year to Show off the Cosworth Vega and the GM H-Body Platform!

For starters, for those of you who like to haul cars across the Country, and those of you who are close by, the GM Nationals in Carlisle, PA is celebrating the 50 Year Anniversary of the GM H-Body. The dates for the show are June 25th and June 26th. JC and I have already booked a hotel, and we will be there. I have heard some great initial interest from plenty of CVOA Members, and a sprinkling of interest from other H-Body Owners as well. If you are interested in attending, go to www.carlisleevents.com and search GM Nationals for Details to attend. This is a huge National Car Show, and the CVOA has held a couple CVOA National Roundups around this large Car Event. To celebrate the H-Body Platform is a great honor. It allows us to put our best foot forward to the Car World, and showcase what our cars and what we are as Car Enthusiasts. I look forward to seeing a few of you there, and representing the CVOA in a positive light to the Car Culture World! This will be a "Northeast Region" Regional Roundup. I do hope plenty of you can attend, even if it is just for one or even both of these dates! If you plan to attend, please e-mail me at buddyleejc2@hotmail.com. Each individual will be responsible for their own hotel reservations, booking their car at the show, etc. The CVOA National Roundup will held in Stevens Point, Wisconsin just a few short weeks later! The dates for the National Roundup are July 9th through 11th. The Hotel will be in Stevens Point, Wisconsin. We will be attending the Iola Car Show in Iola Wisconsin on Friday and Saturday as a Club. We are working with the Coordinators of the Event to make sure we are together as a Club, and can represent our Club well to the Car World at this Event. The Iola Car Show and Swap Meet is an-

other large National Car Show, and their theme for 2021 will be the 70's! How very fitting for us! Steve Mayef-ske will be our host for the Weekend, and he is working on an itinerary and shoring up the Hotel Contact that we will be staying at in Stevens Point. Steve has hosted 6 Roundups, and this will be his 7th! Every one has been terrific and this one will be no exception. Some points to keep in mind. The Actual Car show is from Thursday to Saturday. So, if you plan to come early, some of us will be at the Show on Thursday as well! Steve has a plan for events on Sunday, so stay tuned for more details! You can check out details for the Iola Car Show at www.iolaoldcarshow.com.

Lastly, if you have not had enough of showing off your CV, we will be doing the Annual CVOA Midwest Regional Roundup during the Woodward Dream Cruise near Detroit, MI! This Event is Saturday August 21st. If you plan to come in to town early, or need a hotel to stay at, please get in touch with me. I can recommend a few hotels nearby. A few years ago, we were actually able to go tour the GM Heritage Museum the Friday before the Dream Cruise. If there is any interest in doing this again, please let know, I can look into it again and see if we can get in! (The GM Heritage Museum is by appointment only, so maybe we can work with other Car Clubs locally to tag along with that Club.) Again, you plan to attend the Woodward Dream Cruise, let me know at buddyleejc2@hotmail.com. We have dedicated parking section that we have used that can accommodate up to about 12-15 Vehicles. And we always get local H-Body Owners stopping by, sharing stories, catching up, etc. I hope to see a few you there as well!

Lastly, Even if you car is 100% together, or you think it isn't "worthy" of attending these Events or a local Car Cruise near you. Let me tell you that is incorrect! You will be pleasantly shocked and surprised by the attention your car gets! #1000 has needed a paint job for a few years now. It had paint nicks, some of the stripes we not right, the engine bay wasn't as pretty as it has been in the past, there was road grime on the undercarriage. But I am proud to show that car every chance I can. It is not a Show Car, I drive it, I use it, and I enjoy it. And that makes it even that more special to me when

CVOA President's Note Continued

I get compliments at car shows, thumbs up at cruises, and other positive comments about the car. So, show your car, don't worry about the flaws, let people see your pride! There aren't that many left roadworthy each day, so each day a CV is seen by the public is special. Show off!

Thanks,

John J. Cowall

Proud Owner CV #1000 and CV #3136 "the Golden Eagle Racecar"



CVOA QR Code Decals

Hello Fellow CVOA Members,

These QR codes direct scan to our CVOA website. From there, the person can gain information about our Cars, and our Organization. This will allow you educate the general Car Public about your car without you even being there!

These static cling to the inside of your windows. We recommend placing the QR Code next to the CVOA Member Decal in either Quarter Window of your car, but you are more than welcome to place them anywhere you choose.

A special thank you to both Mark Rock, for the idea of this neat feature to enhance your car and the displaying/ educating others about your car, and David Dempsey, who helped source a Company to get these produced!

If you need more decals, please contact myself or Mike Rupert, VP of Membership and Finance, (CVOAINC@aol.com) and we will get more of these sent out to you!

Thank You,

John J. Cowall

CVOA President



Digitally Receive CVOA National Magazines?

****TO DATE, ONLY 14 MEMBERS HAVE OPTED OUT OF RECEIVING A HARD COPY. WE WILL CONTINUE TO SEND EVERY MEMBER A HARD COPY. WE WOULD NEED AT LEAST 30 TO 40 MEMBERS TO CHOOSE THIS OPTION TO MAKE THIS PROGRAM WORK. WE WILL LEAVE THE OPTION TO OPT OF RECEIVING THE HARD COPY AVAILABLE AND RE-VISIT THIS IDEA AT A LATER DATE. ****

One thing we want to achieve is to allow the Members the Choice to opt out of receiving the CVOA Quarterly National Magazine via a printed, mailed copy. This will allow CVOA Members, who choose this option, to only receive the CVOA Quarterly National Magazine via E-mail. Some Members have requested this. If we were to eliminate the mailing of the Hard Copies altogether, we can save the Club nearly \$8000 a year! A huge number of your Yearly Dues go towards the Mailing of these Magazines. If many Members do choose to opt out and just receive the CVOA Magazine electronically, then we will have the chance to lower yearly dues! Which, may even entice current non members to join because dues may be more affordable.

JD Smith, Gerry Cross, and others have helped to get the full CVOA National Magazine Library up on the CVOA Website digitally. (The Library is even "Searchable" by Article title!) This makes finding a specific Magazine Issue, Article, Etc. much easier to search than to have to leaf through old physical Magazines, and more portable to get to!

JD Smith has worked in a function on the CVOA Website. Go to your Dashboard (upper right corner, click on your name. A box will open up, click on "My Dashboard". From there, click on the box next to

"I would like to opt out of receiving the CVOA magazine in the mail"

This will set you up to NOT RECEIVE the CVOA Magazine.

If you still want to receive a hard copy of the National Magazine in the mail, you do not have to do anything!

All Members will receive the National Magazine through Quarter 3. The first issue where Members who opt out will not receive the Hard Copy will be Q4 of 2020.

If you have any questions, concerns, comments, please feel free to e-mail them to cvoapresident@hotmail.com, or call 313-618-1821.

Thank You,

John J. Cowall

The screenshot shows a user profile page for John J. Cowall. On the left is a sidebar menu with options: My Orders, Forum Posts (109), Forum Comments (238), My Account, Notifications (3), Settings, and My Dashboard (highlighted in yellow). The main content area is titled "Profile Information" and shows the email address "buddyleejc2@hotmail.com". Below this, the user's name "John J. Cowall" is displayed. The address section includes "12372 Devoe St.", "Southgate", "Michigan" (selected in a dropdown), and "48195". The phone number "(313) 618-1821" is entered in two fields. A checkbox labeled "I would like to opt out of receiving the CVOA magazine in the mail" is checked. At the bottom, it says "Your Profile Has Been Updated" and there is a "SAVE PROFILE" button.

2021 Annual CVOA Election Ballots

Hello Ladies and Gentlemen,

This is year three in the 3 year Election Cycle for the CVOA Officers

Year 1- 2019 - John J. Cowall (Me!)- Re-Elected as President , Mark Nizer- Elected as Northeast Regional Director

Year 2- 2020 - Mike Rupert- Re-Elected as VP Membership and Finance, Tim Coughlin- Elected as Southeast Regional Director, David Bloch- Elected as Midwest Regional Director

Year 3- 2021- We are electing VP or Merchandise, Webmaster, West RD, and H-Body Region

If you are interested in running for one of these positions for 2021, please let me know at cvoapresident@hotmail.com. Any prospective people to be put on a ballot needs to submit their intentions by April 1, 2021. The Annual Elections will be held online at the CVOA Website through a 2 week period in May. *2nd and 3rd weeks if May).

Currently on the Ballot

VP of Merchandise – Incumbent, Shawn Parsons
No Challengers

Webmaster- Incumbent, JD Smith
No Challengers

Regional Director For West Region – Incumbent, Bryan Pridmore
No Challengers

Regional Director for H-Body Region- Incumbent, Bill Lynch
Challenger, Jack Hovick

CVOA OFFICIAL FACEBOOK PAGE



Hello,

Back in June of 2019, We created a Facebook Group for the CVOA. This Facebook Group is a CVOA Current Members only Page. This Page is only for dues paying CVOA Members. This Page has really taken off, and currently we have 173 Members out of the 278 CVOA Members we have in the Organization! That's Phenomenal!

This Facebook Group has tons of great features, and has plenty of daily participation by the Members. Some of the great features are the Calendar of Events, you can list buy and sell parts or cars, posting plenty of pictures is never an issue, real time responses from Tech Advisors and other knowledgeable CVOA Members, and interaction with other Members near or Far from you! We also use this Group page to post information as quickly as we can, like National Roundup or Regional Roundup Information.

I strongly encourage any of you that are on Facebook to please send me a note to cvoapresident@hotmail.com if you are not a Member of the CVOA Official Facebook Page. I will send you the Invite to the Group.

Thank You,

John J. Cowall

CVOA President

P.S. There is another Cosworth Vega Owners Page. This page is run by one of our Members. It is a Public Forum, meaning most anyone can join the forum. I do try to not put much CVOA Organizational Business on that Facebook Page, since most people who view the page are not CVOA Members.

CVOA WEB CORNER

1. Added approx 2000 new photos to the CV Registry. We now have over 910 photo documentation of Cosworths in our Registry. The total number of cars in the Registry is currently 2461 cars. The total number of photos is currently at 13,120! Please go to the new My Cosworth Garage in your member dashboard by clicking on your login name and make sure your cars are registered and photos up to date. There was some discussion on the Facebook page about how many cars of a given category there were. As a reminder, in addition to searching for dash# or VIN, the Registry search has been expanded to allow searching additional categories:

Cosworth Vega Owners Association 280 Members Strong Join The CVOA JD Smith

Home The Car The CVOA The Gallery The Registry The Tech Corner The Store The Forums The Calendar

Medium Orange 78

The Cosworth Vega Registry

GO BACK

4 Digit Dash# or Last 6 digits of VIN OR Exterior Color OR Factory Options / Other Search Reset

Year	Dash# Condition / Use	Vin#	Registered To	Details
1975	0001 Excellent Trailer Queen	1V77E5U161331	General Motors Sterling Heights, MI gmhc@gmail.com	More Info
1975	0002 Very Good Restoring	1V77E5U267082	Jay Hovick Boone, IA (515) 203-6283 jay.hovick@gmail.com	More Info
1975	0003 RIP	NO IMAGE AVAILABLE	Unknown or Non-CVOA Owner unknown@cosworthvega.com	More Info
1975	0004 RIP	NO IMAGE AVAILABLE	Unknown or Non-CVOA Owner	More Info

Cosworth Vega Owners Association 280 Members Strong Join The CVOA JD Smith

Home The Car The CVOA The Gallery The Registry The Tech Corner The Store The Forums The Calendar

Medium Orange 78

The Cosworth Vega Registry

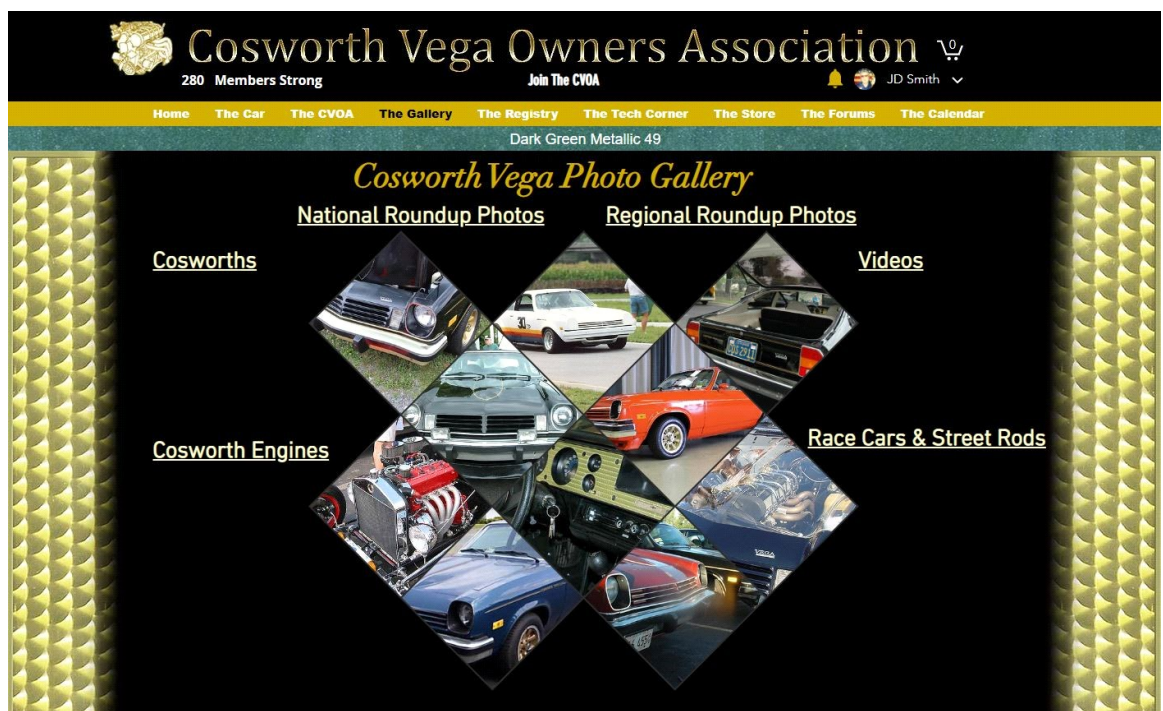
GO BACK

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1975	0002 Very Good Restoring	1V77E5U267082	Jay Hovick Boone, IA	(515) 203-6283 jay.hovick@gmail.com	More Info
1975	0003 RIP	NO IMAGE AVAILABLE	Unknown or Non-CVOA Owner	unknown@cosworthvega.com	More Info
1975	0004 RIP	NO IMAGE AVAILABLE	Unknown or Non-CVOA Owner	unknown@cosworthvega.com	More Info
1975	0005 Parts	1V77E5U184539	Unknown or Non-CVOA Owner	unknown@cosworthvega.com	More Info

CVOA WEB CORNER Cont.

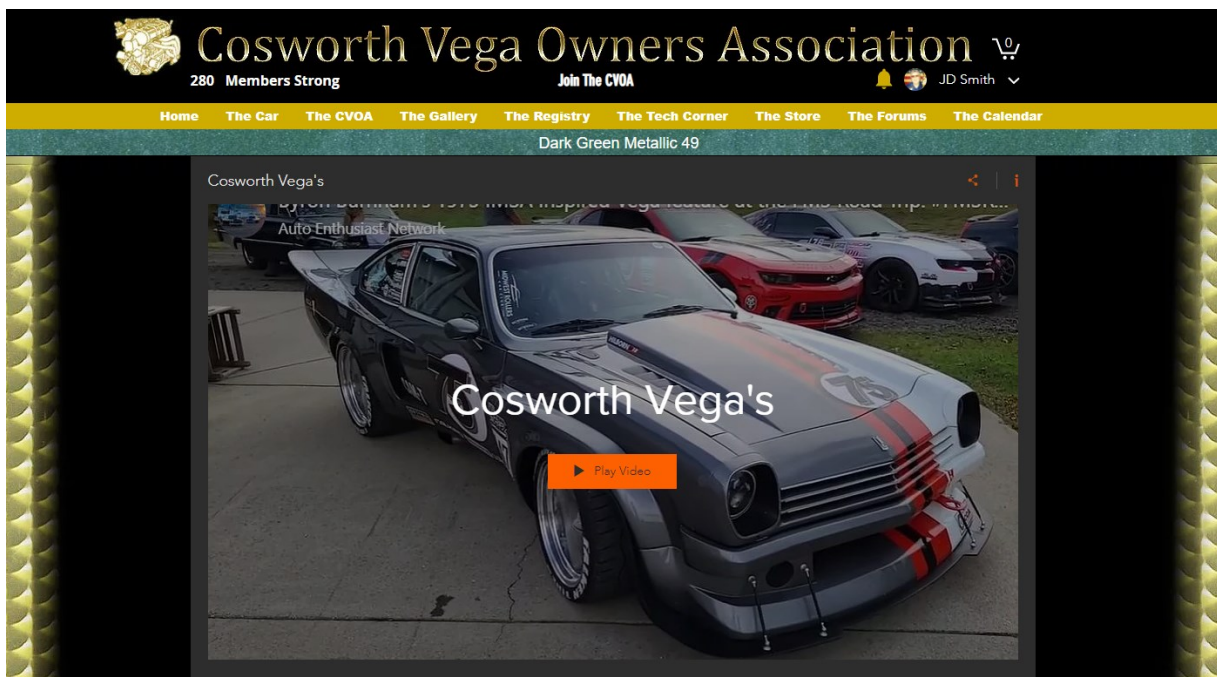
2. Added the Cosworth Owners Guide (glove box manual) specifications pages to the Tech Corner. This is handy when you need to look up things like, fuses, bulbs, capacities, etc.
3. Added the gas tank filler hose to the CVOA X-REF database for search capability. Searching for filler, hose, or neck will bring up the part with the NAPA part number.
4. It was pointed out by Brian Harpst that THE TECH CORNER on the mobile site takes a bit of time to load and suggested a dropdown menu like some of the other pages. The Tech Corner is a fully dynamic database driven series of pages so there is no ability for a dropdown in the traditional sense. As a compromise I have made it behave like the website page such that instead of loading ALL the tech stuff, it gives a front end intro page that allows you to select pages by category. This will speed up load time unless of course you select the ALL category.
5. Added an UpdatedBy field to the CV-Registry for admin purposes and troubleshooting.
6. Added Mark Rock's "How To Make A Camshaft Belt Tensioner Tool" to the Tech Corner
7. Added Mark Rock's "Stiff Clutch Tech Tip" to the Tech Corner
8. Added rewrite of Dale Malin's "How To Rebuild Gas Tank Sending Unit" to the Tech Corner
9. Completely revised "The Gallery Pages". Bryan Pridmore (western regional director) reminded us that we needed some place to post Regional Roundup photos. The new Gallery has the additional category "Regional Roundup Photos". The old Other category was merged with Racers to become new category "Race Cars and Street Rods". The old Interior category was deleted. Once that was done John J Cowall realized he had a bunch of old Regional Roundup photos on his PC and has now uploaded them. The new page now contains 20 Regional Roundups comprising 808 photos. If you have any you would like to share just click on the Upload Photos button at the top of the page.



CVOA WEB CORNER Cont.



10. Added new video to The Gallery in the Videos category of Byron Burnham's interview by Zach Straits of Auto Enthusiast Network at the FM3 Cars and Cones 2020 (raised money for a family who lost their grandchild to cancer this year) Road Rally was Oct 18 thru the 23rd. The interview was on the 23d of Oct at the final stop.



CVOA WEB CORNER Cont.

11. Bug fixes: Registry: corrected "tombstone" display on RIP cars when viewed in search. Tech Corner: changed sort order of items in the Tech Corner when viewing ALL items.

Member Search: fixed message display on Member Search...

Submitted By : JD Smith—CVOA Webmaster

CVOA Registry Updates

CVOA Registry Updates

We currently have 2461 Cosworth Vegas identified in the CVOA Registry Database. We understand the Registry will never be “Complete”, but as we get more information on cars, we add what we can. One thing each Member can do to make the Registry more complete is to go into the Website, click on your profile name, then click the “My Cosworth Garage”, and you can enter the information of your Car! The more information in the Database, the better!

Also, if you know a CV that is not yours you can search the CV Registry Database. Go to “The Registry” and click on it. From there, you can enter a Dash number. If you enter a Dash Number and the field comes up empty, please e-mail me the dash number, and any information on the car you may have. I will get the car into the Registry. (e-mail me at cvoapresident@hotmail.com, or my personal e-mail buddyleejc2@hotmail.com). Even if the car is long gone to the great highway in the sky, let me know. We can enter the car as RIP.

Here are some interesting numbers in Regards to Colors, Options, Etc.

Skytrends Sunroof Option- We have 28 CVs identified as having the Factory Skytrends Sunroof done by ASC. (The estimation is approx. 50 CVs had the Skytrends Sunroof installed)

RIP cars- We have 228 CVs that are confirmed gone. (obviously, many more are, but these are ones that we have confirmed that are completely gone. Parted out, Crushed, etc.)

V-8 CVs- We have 72 CVs that have been converted to a V-8 engine (or other non-Cosworth 4 cylinder engine)

Color Cars

Firethorn – 125 CVs

White- 107 CVs

Orange- 56 CVs

Mahogany- 32 CVs

Blue- 30 CVs

Green- 30 CVs

Medium Saddle- 21 CVs

Buckskin Tan- 11 CVs

That’s a total of 412 Colored Cosworths. The estimation is approx 600-650 CVs we colors other than Black.

Worth The Effort, The Known Saga of #2575 Part 1

Worth the Effort—The Known Saga of #2575—Part One.



We know the entire life history of some Cosworth Vegas--#0259 and #3144 for example. Others are lost to history from the day they rolled off the assembly line. Many previously unaccounted CVs seem to be coming out of the woodwork lately—maybe because the value of these cars has shot up dramatically in the last year or so. #2575 falls into the latter category (recently discovered, not shooting up in value).

My experience with #2575 began in 2018. I was cleaning out the basement when I happened upon some old Cosworth Vega magazines I'd saved. I'd been searching for a new 'ride' for my garage, and remembered how handy hatchback cars were—you could haul stuff in them, even camp in them. A search of the internet revealed that the Cosworth Vega Owner's Association was alive and well—a necessity if I was going to go that route.

I began to research prices and availability, and found a car in Yipsilanti Michigan that caught my attention--#2575. It was

offered on the CV Facebook page and looked like new, but was in non-running condition and priced above my budget. Plus, it was black with black interior, and I swore I'd never have a non-air conditioned black/black car in swamp-east Missouri again. John J Cowall, the then current (and still) president of the CVOA, lived nearby, and reported he'd seen the car in person. Other than needing the front seats recovered he said it was in very good condition.

I messaged the owner and asked a few questions. He reported the car was in good shape, but had died on him while warming up earlier in the spring, and the engine wouldn't turn over. I tried to trade him an RX-8 I had refurbished (it seems I've refurbished quite a few vehicles the last 10 years—maybe if they are worth saving, so am I). He wasn't interested in the RX-8, but lowered the price on #2575 substantially, saying he wanted the car to go to someone who would treat it properly and “have fun with the Cosworth guys.” So I scraped together what money I could and made arrangements to venture to Yipsilanti.

Problem was, I was refurbishing my tow vehicle (there I to again) and had to borrow a truck and fit a gooseneck hitch in the bed (its me mum's truck, and we needed the hitch anyway).

Little Hazel, my only grand daughter at the time and feature model for the CVOA magazine workshop articles I've written, had just moved to Naperville Ill.—the perfect place to have a base camp for my excursion. My wife and I actually drove straight from home to Yipsilanti though, which is not

Worth The Effort, The Known Saga of #2575 Cont.

far from Detroit. The trip only took 10 hours, and we found a nice motel near the airport where the car was stored. When we arrived in Yip. we grabbed some supper, planned our route for the next day, and caught some shut-eye.

The next morning we arrived at the Willow Run Airport and taxied into the Kallita Air parking lot. John, #2575's owner, welcomed us. He said he worked for Connie Kallita (the old drag racer, who now owns an air-freight company. And yes old timers, Shirley—Cha-Cha—Muldowney drops by once in a while).

John took us to a storage hanger where #2575 sat in all its glory. John J Cowall was right—the car was very nice, with a very good paint job, custom double CV pinstripes along the side, and nearly perfect interior. I told the owner we'd be stopping by Naperville on the way home, and he told us that was where he was originally from.

* * *

In his early teen years, before he had a driver's license, his older brother had a Cosworth Vega. Like kids do sometimes, he drove it into the ground until there was little left. He eventually sold it, and the family moved to Yisilanti. John the younger brother wasn't a car guy, but eventually found himself working in the shop at Kalitta Air restoring old classics for Connie (there as a grand touring car in the shop when I was there—a Caddy, or LaSalle maybe). Anyway some 20 years or so after older brother sold his Cosworth, one popped up at a charity raffle (#2575). Older brother bought several

raffle ticket (\$200 worth maybe) in an effort to win the car—but didn't. Some old guy who didn't even want the car but was just contributing to the charity, won. Older brother worked out a deal with Old Guy, and once was again the proud owner of a CV.

Years passed. Older brother kept #2575 out of the elements and road salt, but eventually got the Mazda rotary bug (I can understand, I've owned a couple) and sold #2575 to younger brother John who, although not a car guy, worked in a shop restoring classic cars—keeping #2575 in good hands.

* * *

I handed John cash, winched the car on the trailer, and got fussed at by the wife on the 6 hr. trip to Hazel's in Naperville, where I told her I'd bought her a car. She was 23 months old at the time, and just looked at me funny.

By : Robert Felker

Next installment—The teardown.



CV #0539 In New Zealand

Cosworth Vega 0539 in New Zealand

As I read quite a lot about members cars in the CVOA I realise that many have a deep love of them right from when the Cosworth Vega came onto the market in 1975. Some have restored them and several have had their car from new, many can't see past them and some have several, I'm none of these.

I first saw a Vega Cosworth for sale in New Zealand a few years ago and whilst I loved the shape I thought the price was too much and never thought too much more about it.

In 2017 we decided to drive route 66 and wanted to do



Ford Sierra Cosworth and Chevrolet Cosworth Vega #0539

it in a '60's car so we bought a 1968 Pontiac Firebird 350V8 that had been a Californian car and had air conditioning and resided close to a friend of ours in Florida. The Pontiac was duly bought, serviced and as we were getting ready to meet the Pontiac in Chicago we were told it missed the transporter as it had broken a rocker and the driver wouldn't wait for it to be replaced. So we hired a Ford Focus Titanium and had a great 2 ½ weeks exploring this great part of the world.

It was when we were back in New Zealand and went to pick the Pontiac up from the shippers we got chatting about cars. The shipper, Phil Gibbs from GT Logistics and a Nash enthusiast, was saying too many '60's and '70's Mustangs, Camaro's, Cadillacs and trucks were

coming in and had I ever thought about a Cosworth Vega also saying "I don't suppose you know what one of those is?"



Chevrolet Cosworth Vega #0539 and the 1968 Pontiac Firebird

I informed him I knew a little but would do some homework. So of course it was onto the Computer and found the CVOA and several other platforms where there were Vega's for sale. Most low mileage with a huge variance in price.

One in particular stood out and that was in Ohio at Car Guys (gotocarguys.com) and I got to deal with Hank Davis who is an Edsel collector and really is a good car guy. Hank sent me many photos a lot from underneath and there was no rust and it was original, unbelievable considering it was in Ohio but 0539 was yet again another low mileage car, 35000 miles with Hank telling me the paint was passable but had blemishes in the roof and hood. The anti-pollution gear had been removed..... a plus in my book!

So after a protracted negotiation on price we did a deal in 2018 and the Vega was picked up and shipped back to New Zealand. I just knew that we would probably spend quite a bit of money getting the Vega ready for compliance in New Zealand hence getting it for the right price was important.

The Vega was as described by Hank so no problems

CV#0539 Cont.

there with no rust, so passed the border inspection with no problem. At this time I joined the CVOA and then I started a general mechanical check and found the cam belt and distributor drive belt were original and crispy, so as is my habit we went right through the cooling system as well, reconditioned the water pump, the radiator was pulled apart and the massive amount of scale removed. As we all know dealing with Classic cars you get to meet a lot of people and this I did via email with Tim Seman, Jerry Smith and Bryan Pridmore of the CVOA who were all very helpful but we found some frustrating anomalies with the CVOA web site (since fixed) when dealing with someone from out of the country. The belts came from the CVOA.



CV #0539 For Sale In Ohio, USA!

Next for attention were the brakes, new master cylinder and rear wheel cylinders and brake shoes were replaced as the brakes were non-existent and even replaced some of the brake pipes that were clogged with rust inside. After much searching I found Clyde Biagi (cjbiagi@yahoo.com) who was most helpful and not only supplied new old stock handbrake adjusting levers but also the adjusting tool. Clyde has a beautiful Monza V8 and deals mainly in parts for H bodies.

The troublesome fuel injection was next and no, even

though a friend of mine is a Weber carburettor specialist, I didn't want to go that way but try and get the injection to perform properly. We mainly found that arm-chair experts had worked on this Vega so once we had the injectors serviced and set the metering unit up as per the book and I stopped depressing the accelerator on start-up, reading the start procedure on the card that is wrapped around the sun visor was good advice. The fuel pump in the tank was also replaced as it was working intermittently and a few of the fuel lines replaced. The exhaust exited to the left hand side which I hate and had the tail pipe re-routed to the proper place, the back of the car! I removed the damaged front spoiler and had that repaired as well, then the Vega was ready for our warrant of fitness (WOF) test to be able to drive on our roads legally.

It flew through the WOF test with many people admiring the Vega at the testing station. After a bit of driving locally and going to a caffeine and classics show and more adjusting with the fuel injection we headed for Americana an event held in February each year, about



Americana Event In New Zealand

360kms from home (224 miles) which has around 900 American cars with shows and drives for 5 days involving the local communities and much waving of American flags by the spectators. Schools are closed whilst Americana is coming through and is quite a spectacle to be going through a rural village with all the locals

CV# 0539 Continued



Children Enjoying the Americana Event In New Zealand

turned out in support of this wonderful cavalcade of American Iron. The Vega was running better and better and we enjoyed its excellent handling on the twisty roads we were on. The only problem we encountered was the starter cried enough and had to be rebuilt but all was not lost as the day the Vega was in at a local auto



Children Enjoying the Americana Event In New Zealand

electrician we hitched a ride in a friend's Pontiac Lurentia Wagon.

Then Covid 19 hit us and must say the New Zealand government was correct in closing us down in alert level 4 for 14 days and closing the borders to all except New Zealand passport holders and dealing with the cases we

had. Whist we had a 100 day reprieve of no new cases and went to level one, I got the Vega into my Panel beater /painter to deal with the paint which saw a strip to bare metal of the roof and hood and quite a bit more but not totally repainted and as I write this it is due back and new stripes will be fitted that we had replicated locally. We are currently in level 2 while a few imported Covid cases are sorted, how the world has changed. Who would have thought a virus could become a political football!!

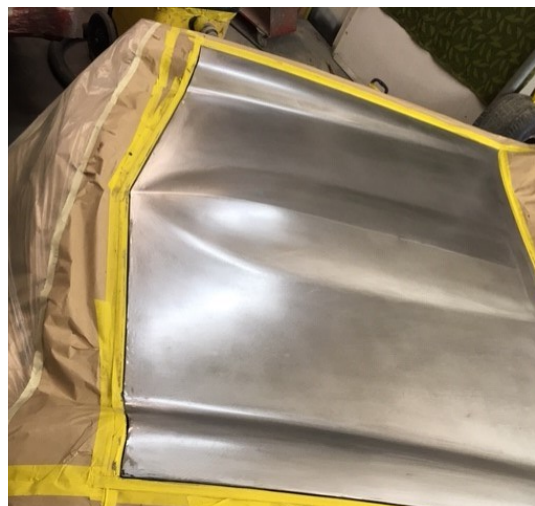
Classic cars have always been my passion and we have quite a collection, mostly English and German makes and although I have retired from Classic racing we did that for over 30 years. The trouble is I just love cars, especially cars that are a bit different. I'm not in love with the Vega Cosworth 0539, that may come !, but think it is a good looking car and a pleasure to drive even though we drive on the left hand side of the road and its left hand drive because its compact it's not a problem. I know our Vega was in the CVOA prior to us owning it and would love to hear from any previous owner

And such is the impact the Vega Cosworth has had on us I wouldn't mind a Vega GT Wagon.....original but not rusty of course!

Mike John

msjohn@xtra.co.nz

***IF ANYONE HAS A SET OF CV RIMS FOR SALE, CONTACT MIKE!**



CV# 0539 Restoration Pics



Robert Felker's Alternate Alternator Bushings

Alternate Alternator Bushings

When I drug #2575 to Missouri from Ypsilanti Michigan, the first order of business was to replace the water pump. I went ahead and removed the radiator so I could see what I was doing, and noticed that the alternator was setting at a funky angle. It also appeared that the alternator fan had been rubbing on the alternator mount, or had the blades whacked off by some whack job technician.

(Sorry no pictures—the camera I took them with decided to go into permanent retirement).

I pulled the alternator assembly off, and noticed that the long bolt holding the alternator to the mount was setting crooked in the mount. Of course I had to tear everything apart since my newly acquired Cos had to be perfect. (Sorry, still no pics) The bushings were shot, the long bolt was worn from 42 years of use, and one of the holes in the mount the bushings were pressed into was drilled off center. (Really wish I had those pics.) Plus, the alternator had the wrong pulley!

Luckily I was able to buy a pulley from CVOA member Bob Black, and get an alternator fan from a local starter/alternator shop (they freshened up the alternator, and painted it while they were at it).

I sourced a long bolt (3/8 diameter—8 inches long) from a local hardware store, and started looking for bushings. I found some (NAPA part # NOE 5230124) with the same outside dimensions (1 inch dia by 1 inch wide with 5/16 diameter steel center bushing.) The only problem was that the alternator used a 3/8 diameter bolt!

I tried to drill the 5/16 center bushing out to 3/8 with a drill press, but my drill bit was dull, and the friction caused enough heat to release the metal center from the rubber and push it out.

I just happened to have some 3/8 inner diameter steel bushings in the toolbox (Hillman part # 59654). I cut one to length and was able to press it into the rubber portion with a vise—problem solved on the good end of the alternator mount. Now, how to fix the offset end?

I found another metal bushing in the toolbox (sorry, no part number) that fit over the Hillman unit. I took a square edged carbide cutting tool, mounted in the drill press and ground out the rubber portion of the bushing toward one side (creating the offset) large enough for the large steel bushing to be pressed into. Then I inserted the Hillman bushing inside the second bushing. The

offset lined the alternator up well enough to keep the belt from jumping off.



Next I reused the original spacers to position the alternator on the mount, and fine-tuned the positioning with washers between the spacers, alternator, and bushings.



Still, it was hard to tell if the belt was aligned properly, so I took a piece of 5/16 inch rod, curved it around the belt groove in the crank pulley,

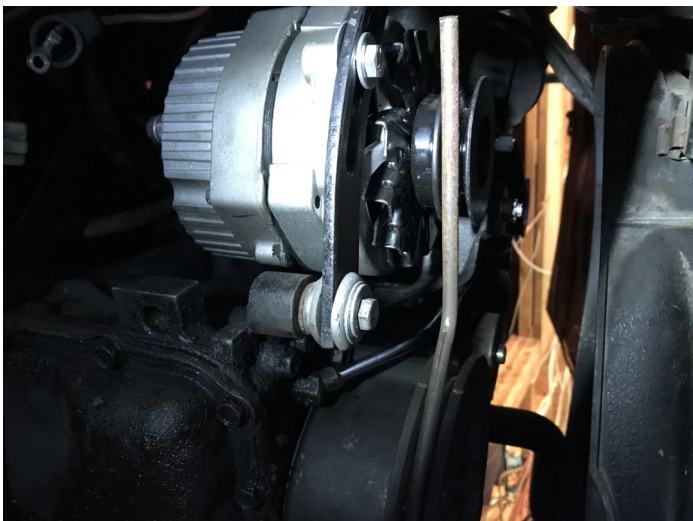
Robert Felker's Alternate Alternator Bushings Cont.



hammered it flat,



and snapped it onto the crank pulley.



The long end of the rod pointed right at the alternator pulley, and I was able to use the washers to align the centers of the pulley grooves (the two pulleys have different wall thicknesses, making it hard to use a straight edge to align things).

I used Bob Chin's trick of compressing a 3/8 fuel hose between the worn out halves of the adjustment bracket to make a secure fit, and again used washes for alignment.



I ended up mounting that alternator apparatus on #3144 when its alternator was overcharging. Hopefully its alternator will mount on #2575.

Respectfully submitted,

Robert Felker

Robert Felker's Fast Idle Leak Hack

Fast idle valve temporary fix for new or inexperienced CV owners.

The fast idle valve on the Cosworth Vega, useful for cold starts, can fail. And when it does, the engine wants to scream at as much as 3500 rpm until it warms up—not so good for relations with the neighbors.

I learned a trick to calm the beast when I had to deal with a Ford Ranger—that refused to idle properly when the fast idle valve was hooked up—by limiting how much air the engine can receive.

The fast idle valve on the Cosworth is located on the passenger side of the cylinder head, below the intake.



It feeds air to the intake through a rubber hose with a 3/4 inch internal diameter—large enough to feed a screaming engine at 3500 rpm. The key to lowering the max rpm until you get a chance to fix the valve is to put a restrictor in the hose.



Luckily one of the counter-sunk brass threaded plugs from Ace Hardware has the same outside diameter as the inside of the hose. I drilled a 3/16th inch hole in the bottom of the plug, and threaded it into the hose with an allen wrench.



Then I covered it with some oil-soaked Scotch Brite pad to act as an air filter, and reattached the hose to the intake. My fast idle is approximately 1800 now during mildly cold weather because the hole in the plug can only flow enough air for that rpm. I learned from the Ranger that it takes a larger hole in colder weather. If you use this hack to limit cold start rpm until you get a chance to fix the valve, you can start small and drill larger holes until you achieve the desired cold start rpm.

Respectfully submitted,
Robert Felker

Jim Rigg's Bucket Seat Upholstery Article

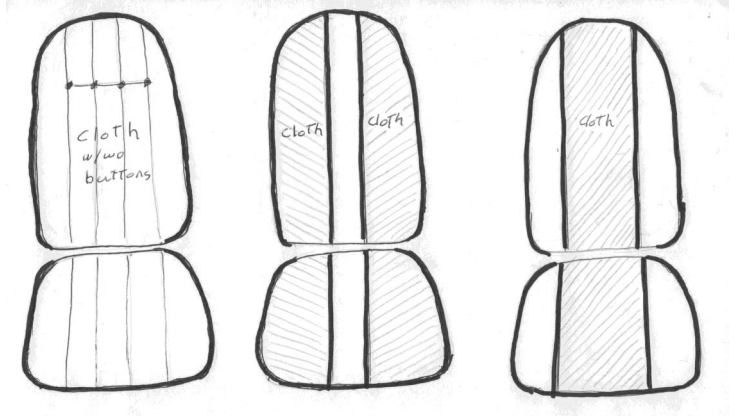
Cosworth Bucket seat Re-Upholstery

I want to replace the cracking, hardening black vinyl and seam splitting seat fabric in my '76. The only CVOA reference I have for Vega seats or seat upholstery came from CVOA Magazine Jan 1991 pg. 5. The note stated that Original Auto Interiors or SMS were sources for fabric. It also stated that the perforated fabric was unique to the '75. I checked with a local upholstery shop and they had several samples of perforated vinyl that is likely a good or reasonable substitute. I have a long-standing note that says Camaro seats are a good replacement. If an H-body car has a particular interior color or upholstery style that is not common with Camaro and available as a pre-made, a custom re-upholstery shop may be required. The seats are held in with four nuts! How bad can it be?

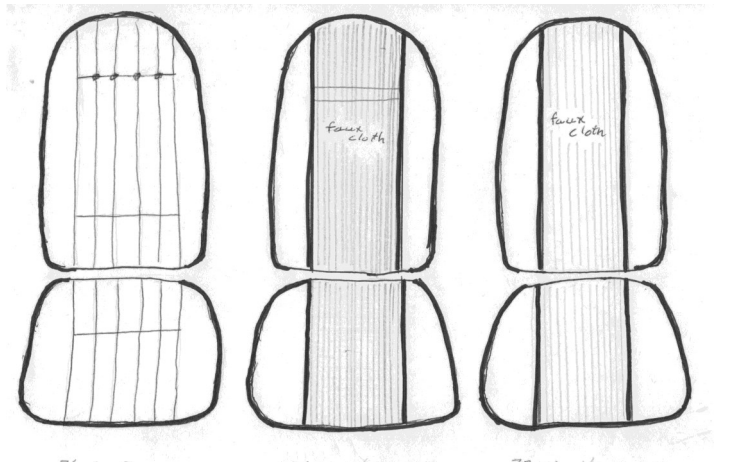
1977 Fisher Body Service Manual (for most all cars) shows various bucket seats; Section 9 Pg 4. There is a Custom Bucket seat (A51) with a squared off short back and built-in headrest I have not seen a photo of this seat in a Vega. There is a photo of this seat in earlier Camaro sales brochures. There is also a Standard Bucket seat (A51) with a taller rounded top back. The taller back looks like my seat. There is also a photo of this bucket seat (A51) with adjustable back (Drivers only A51 and RPO AN6). These later two versions of A51 are usually referred to as Strato-Bucket or Standard seat. The 1977 manual showed, and the Vega sales brochures showed, Vegas came with the Standard Bucket Seat and the option to have the RPO AN6 adjustment. The exception is in the '71 Sales brochure that showed a Vega Panel Wagon with the low backed seat. The "September 1975 (1976 Vega) Vega General Parts List", under the heading of Extra cost equipment (Pg 8) showed RPO AN6 as Seat Back Adjustable, Drivers (4 degree tilt) for VEGA GT Sport RPO Z29, Cosworth Vega RPO Z09, and Vega Estate RPO YC6 : on Page 13.

I looked at sales brochures from other H-body cars. From '75 to '79, Monza appeared to offer both our rounded top Strato-bucket and the square top LT seat. Sunbird and Astre appeared to have only the Rounded seat. From '77 to '80 Skyhawk and Starfire were LT seats. What is period correct and what will suffice if you want to make a change is left to you. Every bucket seat I was able to see had a vinyl skirt edges. The insert is the flat surface of the seat that you sit on. Drawings (1 & 2) show various insert patterns for Vega seats from sales

brochures. A bead of piping runs around the seat where the insert meets the skirt edge. Some seats have piping that makes vertical seams within the insert. Piping is shown in the following drawings as a thick line. Sewn seams are a fine line. There are cloth insert seats, vinyl, and cloth w/vinyl inserts. Unlabeled surfaces are Vinyl. Faux Cloth is a textured vinyl to look like cloth.



Drawing 1



Drawing 2

Camaro sales brochures for '72 to '76 had insert patterns depicted on the far left of drawing 1 and 2. (The seat shown on Page 5 of the '73 Camaro brochure looks to have ribbing on seams 1 and 6. This is the only one.) We have a good idea of what Cosworth vinyl seats (left in drawing 2) are Madrid vinyl with Oxen inserts. Madrid vinyl is the orange-peel like side skirts. The Oxen insert has a pattern of line cracks with a slightly smooth finish. Almost like alligator.

Jim Rigg's Bucket Seat Upholstery Article Cont.

I contacted Bob Chin hoping for an easy out; like the name of someone who supplied the exact item. He said that Camaro seats were the same, only don't use Camaro Berlinetta seats as they are too tall and/or have a square headrest. Mark Rock sent a photo of #3387 with original interior for comparison of the oxen grain pattern. The grain stands out more on my #2607 photo.



Mark Rock # 3387

Mark says, "While you're at it". The very thought was circulating in the back of my mind and I had almost let it go. "You know that foam is 40 years old. You might want to replace that too." OK, you're right.

Sources:

There may be more sources to check, but these are the ones I found and used in my search that looked the most promising.

Rickscamaro.com

Camarocentral.com (Firebirdcentral.com, Musclecarcentral.com)

Nastyz28.com

GMHeritagecenter.com

Carid.com (no photos)

Classicindustries.com

Fbodywarehouse.com (good videos, seat upholstery fabric is

listed with Elk grain insert (?) and has very poor photo)

Jim Rigg #2607



The Camaro 1970 to 1981 seats:

'70 – Low back with smaller square headrest. RPO AN6 is an extra cost.

'72 – Buckets similar to Vega. RPO AN6 is an extra cost. Camaro calls it the Strato Bucket.

'73 – Now named the "High Back Strato-bucket" for all Camaro and is the same seat offered in the new LT model Camaro (no seat type change yet). AN6 is an

Jim Rigg's Bucket Seat Upholstery Article Cont.

extra cost.

'74 & '75 – Contoured, full foam Strato-bucket. AN6 is an option to the seat usually referred to as “Full Foam Bucket with Integral Headrest and shoulder guide”. The LT model now has the new square top seat that seems to be called the LT seat.

I do not know if early Vega seats followed the same evolution as the Camaro seats. My guess is that they did. The changes are in how the back is covered.

The 1972 Camaro seats are almost identical to Cosworth Vega seats. The 1973 Camaro seat has the same square indentation on the seat back panel as Cosworth. By 1974, Camaro incorporated a shoulder guide into the seatback. 1970 to 1981 covers a lot of years. It would be best to use 1974 or newer standard Camaro seat with shoulder belt bracket if replacing the entire seat. DO NOT use the LT/Berlinetta square top bucket seat upholstery.

The Choices:

Distinctive Industries and PUI seem to be the major foam and Upholstery cover manufacturers. RicksCamaro indicates the manufacturer but CamaroCentral does not.

ClassicIndustries.com

Classicindustries has a velour cloth seat in various colors with the 6 vertical sewn seams for the front buckets. They also show a vinyl cover, red is shown but it says it is black, with the 6 sewn seams. Product is listed as “coming soon”: #K1037601 is from Distinctive Industries and for the rear seats only.

RicksCamaro.com

#33-351035-1 Distinctive Industries Seat Cover Set, Front AND REAR Standard \$460. This photo looks like the Vega seat. Description shows 9 colors of Vinyl, Madrid Grain Vinyl, Oxen Inserts. Fitment indicates 74 – 76 Camaro and Camaro Standard. Photo of product shows vertical seams #1 and 6 as piping.

#33-144261-1 1971 – 81 Camaro PUI Interiors, Bucket Seat Foam Standard 1971 – 1981 and Type LT / Deluxe 1971 -1973 \$136 ea. Description and Fitment indicate the same model and year coverage and includes the Berlinetta. These years should be our rounded bucket seat. Photo of this foam looks like it should be the high back square top seat foam.

CamaroCentral.com

CamaroCentral offers a cloth seat upholstery for '71 to '77 Camaro. Madrid Vinyl and a solid color fabric insert. The photo indicates that there are 6 vertical sewn seams in the fabric. There is also a '73 cloth seat insert. If you are looking for other fabric patterns besides vinyl you have more work to do.

INT-610 1974 – 1976 Camaro Standard Interior Front Bucket Seat Covers Upholstery Set (Pair) \$320. Madrid Grain Vinyl with Oxen Grain Inserts, buttons included. 9 colors: Beige, Black, Red, Dark Firethorn, White, Dark Saddle, Green, Light Buckskin, and Saddle.

INT-1427 1971 – 1981 Camaro USA made Premium Front High Back Bucket Seat Foam with wire, Standard Interior, each \$220 Note: The original GM cushion has a foam sub assembly that glues to the back of the headrest. This is not part of the cushion. Save your assembly and re-glue it to the new cushion. If sub assembly is unusable due to deterioration, a new assembly can be fabricated from sheet foam.

INT-691 1981 Camaro Standard Front Bucket Seat Foam and 71-73 Deluxe/ LT, Each \$130 Each. New front bucket seat foam set for your Camaro. Exact fit for all 71-81 standard interior models. And also works for 71-73 deluxe interior or Type LT cars. Does one seat, left or right hand side.

Foam for rear seats INT-1710B

Upholstery for Rear Seats INT-611

Youtube videos by Fbodywarehouse are very good. There are videos for removing and installing front seat and rear seat.: “SEAT RECOVER SERIES Replace Lower Front Seat Bun Covers, SEAT RECOVERING How To Remove the Front Upper Seat Covers Camaro Trans Am 1970 – 1981, SEAT RECOVER SERIES Replace Upper Front Seat Covers Camaro TransAm 71 – 81

For the record, I purchased INT-610 and INT-1427 from CamaroCentral. With shipping it came to \$800. In hindsight, the INT-610 appears to be the Distinctive Industries product. My old foam was probably still OK. There were no tears or accumulations of foam particles. The new foam was definitely softer.

Problems:

The Fbodywarehouse videos are good and the

Jim Rigg's Bucket Seat Upholstery Article Cont.

cushion covers they demonstrate installation with are very similar in arrangement to my old Cosworth seat. Not as exact as I would think since Vega seats are supposed to be Camaro.

The Camarocentral purchased seat covers were advertised to be for '74 to '76 Camaro. That is exactly our time period with the exact same 6 stich per inch etc, etc. Even the color choices were the same familiar names. Looking ahead, the 1977 Camaro seat covers indicated they were made with Madrid Vinyl with Sierra Grain Insert. (1) The upholstery covers were significantly different from my original. The replacement bottom cushion cover had a long one-piece tail like a tuxedo tail that looked as if it was supposed to wrap over the area that is covered by the tent shaped plastic on my seat. I had to cut off this tail, insert a rod, and roll the cut off end so as to hog ring and secure the new tail-piece to the rear of the cushion metal frame. (2) My old back upholstery had 6 vertical sewn seams in both the bottom seat and back upholstery. The photos for the product on Camarocentral.com were pretty good and it looked to be exactly the same. However, when it arrived, vertical seams #1 and 6 had been replaced with a bead or piping seam. These extra seams are similar to the bead that runs around the exterior of the seat insert on my original seat. I did not notice the change at first. This is not a construction pattern that came on any Vega seat. Three Vega seats did have a bead in this location whit a cloth or faux cloth insert. These faux cloth and cloth insert internal beads did not have vertical sewn seams as original upholstery. I looked at the Camaro brochures and have only seen this piping and sewn seam pattern on the LT high back bucket seat. It seems they have now taken the LT sewing pattern and modified the Camaro standard vinyl seat pattern. It seems that Classic Industries has the proper photo for the acutual product. (3) The 4 buttons in the back upholstery are about 1/8 inch larger in diameter and domed where mine are flat. Flat like a shirt button. The new buttons are attached with a brad type backing and could be replaced with the carefully removed original buttons. I did not notice this until I had an original button in my hand and looked at the new ones.

The foam cushions were slightly larger overall. It is noticeable when the old is laid on top of the new. As I mentioned, the old ones could have shrunk and foam is supposed to compress. I could not get the drivers back to snug down to the frame rear so it could be hog ringed to the sewn rope. It was just too great a com-

pression. The passenger seat was better. The original cushion and the new one had the same distance from the sewn insert to the attaching rope so either the cushion was too big or the insert overall was not long enough. I measured all three covers. A = width of the Madrid band over the top of the seat. B = Length of Oxen insert. C = Madrid tail .

	<u>1</u>	<u>2</u>	<u>3</u>
Passenger	3"	28 1/2"	3"+
Driver	3"	28	3 1/2
Old Driver	2 3/4"	29 1/2"	4"

Moreover, the rope bead at the bottom of the seat back was not in the same place. The old seat had the fastening point at the end of the tail and the new driver seat was at the end of the insert. I rolled the end of the tail , inserted a rod, and hog ringed it at the best distance.

I checked with my local Upholstery Shop and they indicated that the cover can be split, the piping bead removed, and replaced with a stitch seam. That eats up about 1/4 inch of the insert per seam. The cost is about \$100 per seat as they have to modify both covers. This 1/2 inch may be important when it comes to fitting the cover over the cushion. The new foam cushions are larger. (Perhaps the originals have shrunk.)

Tips:

Carefully remove both seat covers from the old foam. Covers are attached with metal rods, paper wrapped rigid wires, and a paper rope inserted into the cover and secured via the hog rings. You will need this old mounting hardware to attach the new covers. MEASURE / compare all fastening points on the new covers with the old upholstery. This is the time to sew in proper fastening.

The metal edges of the seat frame metal are SHARP.

Start with the passenger seat. The drivers seat, with the AN6 tilt option, is a bit more complicated. Look in 1977 Fisher Body Service Manual, Pg 9-54 for diagram and installation if you lose the assembly order The nut is torqued to about 20 in/lbs.

When you remove the seat belt shoulder retainer from the seat, set the two screws aside and screw them back into the metal back frame. If the screws are in place and only sticking up a bit, it will be

Jim Rigg's Bucket Seat Upholstery Article Cont.

easy to locate and mark the holes when the new cover is stretched over the foam and frame.

Hog rings should be about 1 inch tall and in the shape of a capital "C". I was given some with straight teeth surfaces and they close down like the flat of the hand and not the hook of a claw.

Save the foam piece off the top of the old seat back. You need it to glue onto the new seat foam if you are getting new foam.

Thread the seat installation nuts back on-to the seat mount bolts part way. It covers up the sharp bolts when setting or moving the seat on carpet.

The longer torx shoulder bolt goes to the outside of the passenger seat. It hooks the seat back latch.

Where the cover is stretched over a hinge post or other object the cushion cover has to be cut to make the hole: The Fbodywarehouse video say to make an "X" over the post. Make the new hole about 1/4 inch above the contact point on a line with the stretch direction. Squeeze the cover a bit more to put the post in the new hole, it will drop over and make a smoother finish. What you see is the hypotenuse of the triangle. You want the next shorter distance. Geometry, Geometry.

3M Super 77 spray adhesive will glue the two foams together or mend a tear in the foam.

Conclusion

The new cushions feel softer and more conforming to my backside. The cushion cover is softer to the touch and the vinyl is supple once again. I am very disappointed that the stitching pattern is different from original. Since I have Astre taillights I don't think it will hurt my "originality" quotient much. I would probably have chosen custom covers if I were to do it again or at least get a better feel for how this new product will be accepted.

I asked my local upholsterer how much a custom made job would run for this seat. He said that it would be about \$400 a seat and that would include putting the cover on the seat but did not include new foam. I suggest double-checking that the product you order or the product used is what you expect. It seemed to me that there was a lot of "make do" and "improvise".

My last concern is what effect this is going to have on judging for concourse. What I have done is done. I asked John Cowall what he thought. This was his response to my hypothetical.

If you have two cars that are extremely close in score, I could see a scenario where the originals get scored higher than the replacement covers. But, I would rather have owners replace ripped, torn, worn seats with the replacement material than keeping originals on the car just because they are original. On the CVOA National Concours Event guidelines, I do not even think the judges would notice this. Now, for the CVOA Heritage Gold Award Program, this would definitely lose some points on the "Originality" portion. But, remember, the Heritage Award does not just judge originality, it also includes condition. Example, Original worn seats, gets a 10 for originality, but a 5 for condition. New replacement material seats. May be a 7 or an 8 for originality, (They are pretty close after all), and a 10 for condition. Does that help clear it up a little?

I saved the fabric from one old seat so I have a proper template for the next time. – Just incase.

Seat Bottom with Ribbing on the seam

Submitted by : Jim Rigg CV #2607



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Performa
Guide

The Judging process takes about 4-6 hours. This Award is not a Concours Award. This is a Pinnacle Achievement Award. It is designed to identify those cars that have stayed true to the Cosworth Vega as produced by GM.

Scoresheets and Reference Manuals can be found on the Website. WWW.COSWORTHVEGA.COM

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Map Satellite

Fran Preve, Engine Builders Update!

Back in Late June of 2020 I was contacted by a woman from New York. Her name was Claudia Preve. She explained to me she was downsizing, and that her husband had passed away. His name was Fran Preve, and he had worked at the Tonowanda GM Engine Plant. She said she was contacting the CVOA because she had a box of “stuff” that she wanted to give away. She then went on to explain that her husband, Fran, had worked at the GM Tonowanda Plant since the 60’s and was a collector. She explained they had a few collector cars, but not a Cosworth. In her cleaning, she came across the box of Cosworth Vega “stuff”. We talked back and forth for a bit, she was really unsure what was in the box, mostly papers, old CVOA Magazines, etc. I explained to her that I would love to have the box sent to me, and I could go through it.

She also mentioned there was a file in it labelled “engine builders”, so I was very intrigued. If you go back to CVOA Magazine Issue #125, I put together as much info as I could on the History of the builders of our engines. So, I was hoping some of the information I the box could help out with the continuation of the Engine Builders Story.

Well, the day before I was to leave of the CVOA Roundup, Claudia called and asked if the box had arrived. And, yes, it showed up that day. I explained to her I didn’t have time to look through the box right then and there, but that I would get back to her after the Roundup. (It was 6 pm when she called, I had to get to bed since JC and I were leaving out so early the next morning.) I brought the box with me to the Roundup.

If you remember in the last issue of the Magazine, JC and I had some issues getting to the Roundup with the trailer, and, by the time it was it 10 pm on Thursday, I was pretty exhausted to go through the box from Claudia. Friday, I opened it up, took a quick scan of the “stuff”. I wasn’t disappointed. There were old CVOA Magazines from the 80s in there. A few Hand written notes from Fran, a few correspondences with the

CVOA that Fran had (With Clark Kirby, Paul Wicker, and Bob Chin). It seems Fran was in charge of display engines, or worked in the department that took care of display engines. Some of the correspondence was in regards to the Cosworth Vega Display engine GM had at one time. So, some interesting “Stuff”, but nothing earth shattering.

And there was the file labelled “ Engine Builders”. I was pretty excited to open that up. Turns out Fran was working on trying to find out who worked in the Engine room, what shift, and what their job responsibility was. He did not get too far, and a lot of the names on the list was already known. However, one of the cool things was labelled “First Shift” and “Second Shift”. So that was neat. So, I am revamping the list of names from Issue #125, and putting this out for all of the CVOA to see!

The list is still not 100% complete, but Fran has helped to fill in some gaps, while creating more questions! In his notes, he lists what job responsibilities some of the Engine Room Workers had. Which, theoretically, the engine “Builders” were supposed to be the ones signing the labels. But, it turns out, we have labels with other names of people responsible for the Sub Assemblies, Utilities Inspector, etc. Also, There are names that have popped up on labels on cars that are not on Fran’s list of names! See the next page for what I have compiled/ combined, and what and who the people are of the Engine Builders and Crew that worked with the Builders.

So lets all Thank Fran for his contribution to the CVOA!

Engine Builders Update!

Engine Build Room Personnel. Compiled by Many individuals over the years!

First Shift

Dick Waskow- Supervisor

Russ Urtel – Supervisor

Terry Biemiller- Builder

Bruce Higley- Builder

Bob Hoadley- Builder

Carl Kookan- Builder

Russ Simon- Builder

Tom Lockhaven- Builder

Willie Hofstrand- Builder

Second Shift

Tony Cappola- Supervisor

Deve DeBuscher- Builder

Dick Stefancko- Builder

Doug Emerik- Builder

Al Statura- Builder

Ron Grauves- Builder

Steve Pietrzyk- Builder

Sub Assembly (assembled bearings, cranks, pistons)

Larry Davis

John Kancavich

Russ Ireland- Repair to Sub Assemblies

Utilites Inspectors

Nick Campizi

Carl Van Epps

Engine Testers

Danny Kaczmerak

Ron Raczyk

Head Assembly

Chris Lewandowski

Dave Finley

Other Builders (assumed? We have seen their signatures on engine labels)

Steve Cabasse

David Kroll

Bill Orwell

Kenneth Bennett

Paul Bernier

Leslie D. Smith

Lavern (L.C.) Tolsma

Ken Creary and #0329

Ken Creary and CV #0329



'Yes, that was my first CV. I first saw that CV in the dealership in late 1974 (I was home from my first semester of college) when I went with my Mom to pick up her brand new 1974 Vega Hatchback (bright yellow!!) The Cosworth really caught my eye, but I was not in any position to even think of owning one - I had just gotten my full license that year and wouldn't get my first car ('66 Bel Air) for another year.



Anyway, after I graduated from college in 1977, I got a job selling Kirby vacuum cleaners door-to-door and I ran into Tim Byrne who owned the Chevrolet Dealership where my Dad and Mom always bought their cars and he suggested I go meet with someone on his staff to see if they'd be interested in the vacuum cleaner. I did that and was able to sell the dealership 2 units! But more exciting was the Cosworth Vega #0329 was in the exact same spot I had seen it 3 years earlier! My Mom agreed to cosign a loan so I could buy the car and it became my first "new" car. It had a little over 200 miles on it as it was used by the dealer a few times.

I loved that car! I applied for the vanity plates with "TWIN CAM," I did the HME Weber conversion, free flow exhaust, and some cosmetic mods, and had a blast auto crossing with the Westchester Sports Car Club quite regularly. I drove that car everywhere! I joined the CVOA (the region was headed by Suzanne Infante) and helped organize a couple of events in NY. I also helped organize our caravan to the first Roundup in Clarksville in 1980.

In 1984 #0329 was the car I used to go on the first date with the girl who became my wife. We kept the car with us in NYC until we moved up to Mt. Kisco in



Westchester County in 1986. I think it was in the spring of 1987 when a storm blew a tree down on top of the CV and it had to be totaled. I salvaged the engine but had no way to save anything else. I sold the engine to Mark Nizer last year! "

Ken still is active today with his CV #0970!



DO YOU WANT TO SHARE YOUR STORY?

Do You want to share your Cosworth Vega Story?

Do You have parts you want sell?

Do You need parts and need a place to find them?

Do You want to assist any projects that the CVOA or Regional Directors are planning?

Do You want to help inputting data, pictures, and or help in continuing to modify and keep up to date the CVOA Website?

Please send your story to me, John J. Cowall, at cvoapresident@hotmail.com

Please send all requests to assist with the CVOA to me, John J. Cowall, at cvoapresident@hotmail.com

You will be surprised at the enjoyment and the people you meet in the CVOA as you help with this great Organization!

CV's For Sale

For Sale: Three Cosworth Vegas

1975 (1076) Nice car, No rust, Blown head gasket.

1975 (1973) extensive rust on driver's side. Engine out of car, partially disassembled. Weber carbs.

1976 (2407) Has 1979 Monza V6 four speed drive train. Original Cosworth engine partially disassembled. Weber carbs. Hooker chrome roll bar. Extensive rust, front driver's side.

All three are black cars with black interiors. These cars have been in storage since 1989!

All three cars for \$3500.

Contact Jay at 402 371 4776 after 1:00 PM CT or johnjaym@hotmail.com.



CVs For Sale



CVOA REGIONAL DIRECTORS

WESTERN REGION

Bryan Pridmore— West Region Director
925-642-0368
cos5speed@gmail.com



NORTHEAST REGION

Mark Nizer— Northeast Region Director
518-269-9084
nizerm@yahoo.com



MIDWEST REGION

Dave Bloch— Midwest Region Director
515-707-6032
daveb@electricpump.com



SOUTHERN REGION

Tim Coughlin— Southern Region Director
225-278-7128
Coughlin94@gmail.com

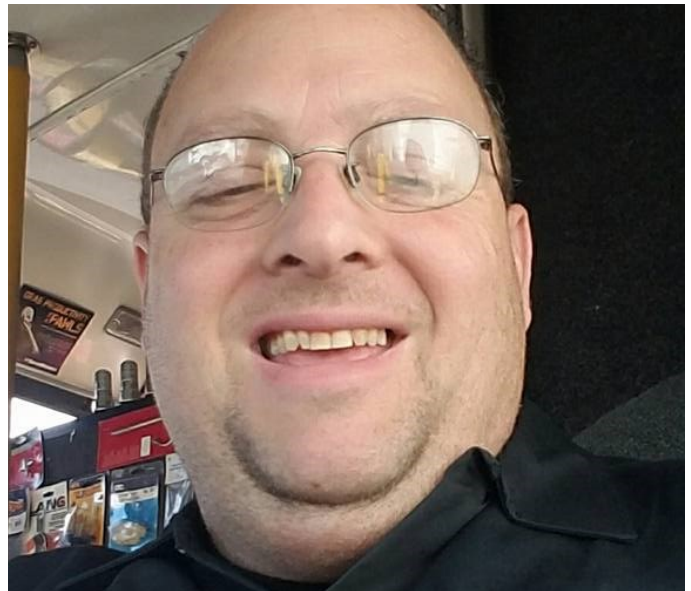


CVOA H-BODY REGION

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monzabill@gmail.com



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Part #7576CV
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CVOA Parts (Prices Subject to Change Without Notice)

CVOA-PT-19

Neoprene Rear Main Seal \$17.00

CVOA-PT-20 \$45.00

Gates reproduction lower radiator hose

CVOA-PT-21 \$8.00

Front brake hardware set. One set required per front caliper.

CVOA-MAN-1 \$ 17.00

Fuel Injection Diagnostic Manual - Comb bound photocopy of manual written by Phil Good, one of the Bendix engineers who developed the Cosworth Vega EFI.

CVOA-MAN-2 \$ 8.00

Five Speed Service Manual - From Borg Warner, 12 pages, spiral bound.

CVOA-MAN-3 \$ 22.00

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

CVOA-MAN-5 \$33.00

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.

CVOA-MAN-6 \$ 11.00

1975 -1976 Engine Assembly Manual - Loose leaf. You will need a small three ring binder for this manual.

CVOA-MAN-8 \$ 39.00

1975 Cosworth Vega Assembly Manual—Loose leaf. You will need a three ring binder for each manual.

CVOA-MAN-9 \$39.00

1976 Cosworth Vega Assembly Manual—Loose leaf. you will need a three ring binder for each manual.

CVOA-PUB-4 (Free to current members)

Cosworth Vega Owners Association Concours & Autocross Rules

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CVOA-PT-02M

Molina Cosworth Vega Head Gasket \$235.00

CVOA-PT-02C \$75.00

Head Gasket Core-Tec with instructions for making the oil restrictor.

CVOA-PT-03 \$75.00

Lower end gasket set. Includes oil pan set, oil pump set, rear main set (rope seal), and water pump gasket.

CVOA-PT-05 \$28.00

Camshaft/Distributor drive seals. Set of three.

CVOA-PT-06 \$5.00

Distributor O-Ring Set - 3 Rings

CVOA-PT-07 \$25.00

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CVOA-PT-08 \$135.00

Cam drive belt

Fel-Pro Water Pump Gasket - No Charge with Belt Set Only

CVOA-PT-09 \$190.00

Water Pump with updated bearing set. Water pump purchase requires core to be returned. Gasket included.

CORE CHARGE is \$100.00

*will be refunded when core is received

CVOA-PT-10 \$22.00

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 Caulk from your local parts store.

CVOA-PT-11 \$ 11.00

GM-RC-36 Radiator Cap - Genuine replacement.

CVOA-PT-12 \$ 11.00

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

CVOA-PT-13 \$ 11.00

Fuel Injector "O" Ring Kit - Includes (4) fuel rail grommets, (4) injector manifold seals, (8) injector to rail seals, and instructions.

New Valve Shims - **Limited Supply** \$10.00

These were VW shims milled to fit our Cosworth engines. Please use a micrometer on your old shims in order to determine the size you need. The number (if readable) may not be accurate on your old shim. Thickness in inches.

.112 - 19

.113 - 4

.117 - 4

.123 - 3

.133 - 15

.135 - 1

.137 - 13

.138 - 3

.139 - 12

.140 - 14

.141 - 5

.142 - 8

.143 - 1

Any other size the inventory is 0.

****Please note, we have limited availability on shim sizes! What you see is all the Club currently has in stock. If you do not see a size listed that you need, please contact other Members in the Club. There are a few who are willing to sell, or trade, for what you need. We are searching for a vendor to machine down more VW Shims, but currently, no shop is willing to do the job for us! *****

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CVOA TECH ADVISORS

***Engine and EFI related issues**

Karl Bell of Hutton Motor Engineering, Clarksville, TN
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***Restoration and Mechanical**

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*

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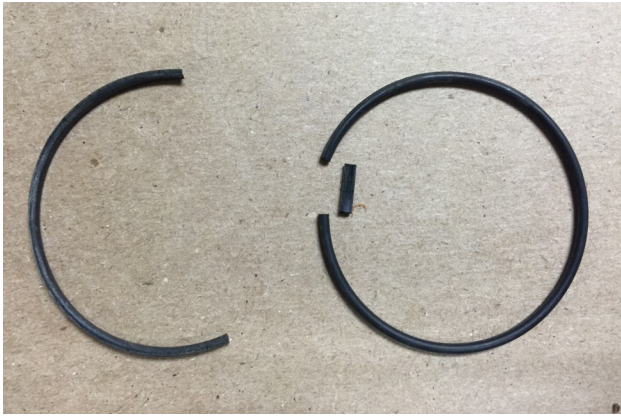
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CVOA Throwback Corner!

CVOA National Roundup, Anaheim, CA 1984





Bob Black's CV #0334 Getting out for a Fall Tour in the New England Area of America!