

COSWORTH VEGA MAGAZINE

PUBLISHED QUARTERLY #74

3rd QUARTER 2000

The Third Time's a Charm

Roundup 21 by Steve Mayefske

What took two years to plan and some last minute changes. . . was over in a mere 96 hours. What were some of the last minute changes? Well, for starters, unless you lived in a cave you probably didn't know about the late additions that made it to the Round Up. Through the help of Paul Wicker the late additions were the 1975 CV #0001, 1974 CorVega, 1976 Monza Super Spyder II, and the first 1971 Vega GT made. The cars were fabulous. I was somewhat surprised more people didn't take advantage of this once in a lifetime gathering of these special cars. I would like to thank Paul and his efforts that helped make this possible. I would also like to thank Mike Rupert on his superb job with getting the word out on the late "additions" in the magazine.

The late "additions" caused some changes in my original Round Up plans. The cars arrived shortly after lunch on Thursday and left shortly after lunch on Saturday. So instead of going to the races on Saturday at Road America and spending the entire day we went to a go-kart track in Elkhart Lake.

Now back to the beginning, four days of. . . I was in charge of getting the tent to shelter the cars during their stay. This sounded simple right? Well after I reserved two 20x20 tents I cancelled them because I thought Dale Malin was bringing one. I had to call the lady back again and reserve them because Dale's tent didn't have sides, she

must have thought I was crazy or something. Well, the day before the Round Up the weather was so windy- 40 mph gusts. I was anxious hoping the wind would die down for Thursday. Thursday brought a sunny somewhat calmer day. The tent setup crew got to the hotel parking lot around 8:30 in the morning. The tent had to be setup with big cement blocks instead of stakes, that was one thing the hotel requested. The tents stayed up no problem, actually the crew double blocked each corner. The semi that brought the late "additions" arrived shortly after lunch. What a thrill to see the four cars unloaded and set-up in the tents. The rest of the day was welcoming the attendees and getting them registered. It's always fun to meet old acquaintances. In my case it's been a long two years to see a lot of my friends especially after not going to the last year's Round Up. Thursday evening a group of us went to a local eatery for some fine food. Thursday evening was capped off visiting with friends in the hotel lobby and parking lot. Friday began with a breakfast. The morning was partially sunny for the Scenic Door County Poker Run. We began the Rally by caravanning to Kewanee and stopping at the Swoboda's Gift Shop. The next stop would take us to the Von Stihl Winery in Algoma. After the Winery tour it was time to do some wine sampling. I saw more than a few wine bottles leave the gift shop, I'm glad the people enjoyed the wine and the tour.

The next stop would be at Hansen's in Egg Harbor. People could enjoy a cone, sub sandwich, or take in lunch somewhere else in Egg Harbor before heading to Sister Bay and taking in a fun round of miniature golf. This would be the last stop on the Poker Run. People had the option

CONTINUED ON PAGE 4

Also in this issue:

Round Up Results, pages 6 + 7
Double Pleasure Double Trouble, pages 8 + 9
Fast Idle Tech Tip, pages 10 +11

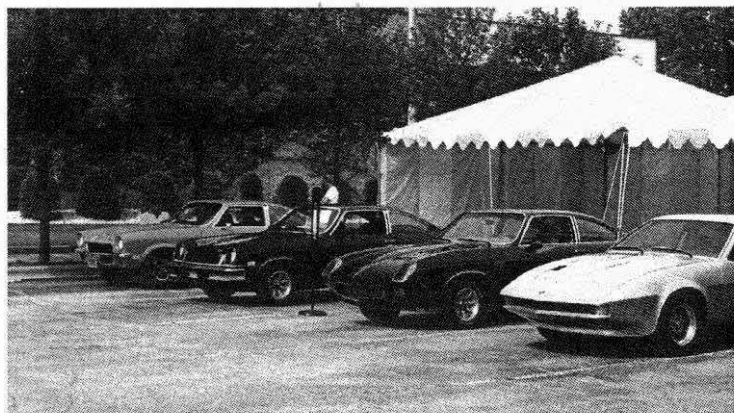


Photo: Dale Malin

The Ultimate Round Up Line Up

**COSWORTH VEGA
OWNERS ASSOCIATION
QUARTERLY MAGAZINE**

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MAGAZINE EDITOR

Currently seeking CV Mag Editor
for next year. Must have computer
skills in page layout and photo
scanning/editing. CVOA supplies
computer / software / other gizmos.
You would supply time.

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Any car info that was not supplied with
your membership / renewal application,
send to above for CVOA records.

TECHNICAL ADVISORS

Listed on page 15

**EDITOR'S NOTES
BY MICHAEL RUPERT**

Hello hello,

~ We are out of stock on Distributor
drive belts. DO NOT order at this
time. Supplier may not be able to
manufacture as they can't find the
tooling. Hopefully someone on their
end will make the effort to find.

~ All who ordered the Milodon Oil pan
should have by now. If not let me
know.

LATE BREAKING NEWS!
CVOA Round Up 22 to be held in the
Louisville, Kentucky area!
Our Hosts are:
David Dempsey (765) 286-7285
Ray Fabel (812) 294-4836
Dates to be announced in 4th Quarter
CV Magazine.

~ Going to work out a color page lay-
out for the **Fab Four** that made it to
Green Bay Round Up (courtesy of
Chevrolet Motor Division/GM Design).
If all goes well the 11x17 *printed* color
insert will be in the 4th Quarter issue.
If you have any CLEAR + BRIGHT
pictures that have any of the cars,
please send them in. NO DIGITAL
OR COMPUTER pictures! We think
this would serve the event well as the
standard black and white just does
not tell the whole story. Remember
the only thing to worry about if send-
ing photos in is CLEAR + BRIGHT.

Thanks!



Here we have myself in the '74 Corvega.
This priceless show car can make anyone look good!

Photo: Dale Malin

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TWIN CAM TALK

BY DALE MALIN

**2000
ROBERT A. MALOY
MEMORIAL AWARD**

August 2000
Twin Cam Talk

Greetings fellow Cosworth enthusiasts,

Although it will be several weeks before you read this, today I write to you from the Bonneville Salt Flats outside of Wendover, Utah. I have just spent the week watching over 200 vehicles compete for Land Speed Records in various classes. There were hot rods, Camaros, Corvettes, streamliners, old WWII drop tanks converted to "lakesters", dragsters, motorcycles, and more. There was even a blistering fast Chrysler Airflow and a 249 mph Infiniti running an Infiniti IRNLS engine. I saw a hemi-powered streamliner make three different 380+ mph passes, the fastest speeds of the meet. I also watched several cars spin out at over 180 mph, including a 68 Firebird that ran 224 mph. And, amongst all of the custom machinery and speed records was CVOA Region 12 members Sonny and Dixie Rossi, back again competing in G/GMR with his de-stroked iron head Vega powered roadster. Sonny ran a 122+ mph speed against a class record of just over 138 mph. Needless to say, Sonny was a little disappointed with the performance but vowed to return again next year with Cosworth power for the roadster! God speed Sonny, and bring home that record next year.

For those of you who missed out on Green Bay Round-up, you missed a great time. Steve and Bonnie did a masterful job again and we had a full three days of activities, and also time to enjoy the four special vehicles brought out courtesy of Chevrolet Motor Division/GM Design. We would like to note and thank the special efforts of Paul Wicker (CVOA) and Richard Balsley (Oldsmobile Special Vehicles Manager) for making it happen. Look elsewhere in this issue for pictures of the first production Vega, Cosworth Vega #0001, the Corvega, and the Monza Super Spyder as well as details on the concours and autocross.

A few of us decided to forgo the go-karts and instead went to Road America for touring laps in conjunction with the Wisconsin Sports Car and GT Classic. Road America is one of the top road racing circuits in the country and the experience of running 97 mph down the front straight or down shifting to second under hard braking for turn #5 is priceless. Unfortunately, our touring laps were cut short by an errant repro Shelby Cobra that looped into the wall on the turn 5 exit. But rest assured, the Cosworth contingent did us proud, especially first time tourer Shawn Foy, who really enjoyed the quick pace, and the Rock boys who had what appeared to be a complete set of brake pad lining on their front wheels at the conclusion of the activities. And we kept them out of the wall! Way to go guys!

A bit of bad news now, we are having difficulty procuring additional timing belts. Goodyear, the only manufacturer of the original cam belt, can not locate the production tooling for either belt and Gates, which also produced the distributor belt, has discontinued that item. We are still pursuing having additional belts made with both Goodyear and Gates, but at this time it does not look promising. We will keep you posted.

Until next time,
Happy Cosworthing,



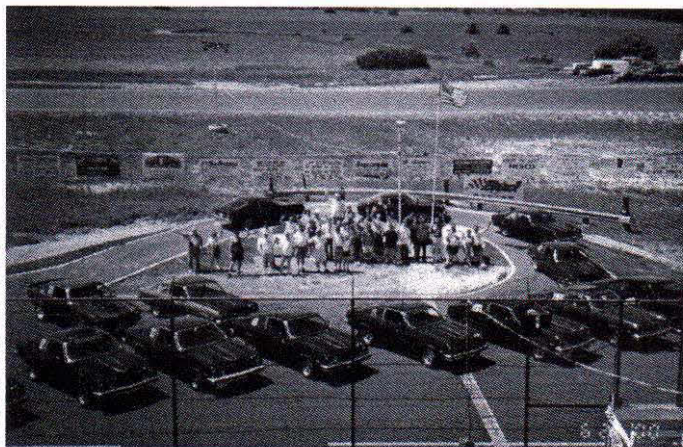
The Robert A. Maloy Memorial Award, named after the founder of the Cosworth Vega Owners Association, is given out each year to a member of the CVOA who has demonstrated a dedication to the continuation of both the Cosworth Vega and the Cosworth Vega Owners Association. First awarded after the death of 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 is awarded to Tim Morgan in recognition for his many years of service to the Cosworth Vega Owners Association as Technical Advisor, Merchandise/Promotions Vice-President, and Region 12 Director.

Tim first became interested in the Cosworth Vega over 15 years ago. He has since owned dozens of Cosworth Vegas and rebuilt several of them, both for himself and others. Tim has also been a strong contributor to extending the life of the Cosworth Vega through the sale of his own personal stockpile of parts and his work on reproduction programs. He was instrumental in obtaining reproduction top end gaskets, swing out window weather stripping, door window felts, distributor timing belts, piston co-ops, and most recently the high capacity oil pans, and probably many others I am unaware of. Tim also hosted the 1996 CVOA Roundup in Houston Texas.

Tim, we thank you for your countless 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

Photo: Brian Pecenco

**Speedway 141 Autocross group shot**

of heading further north or back to Green Bay. By the time I got back to Green Bay it was supper time. My youngest daughter Sara and I along with Lou and Harriet Marr ate at the Coach's Corner that was next to the hotel. After supper it was almost time to start the Director's meeting. The meeting, as usual, had some lively discussion which ended somewhere around 11:00. I still had to go home and load some tables, coolers, and grilles in my truck for Saturday's afternoon cookout.

Saturday morning again was partially sunny but warmer and muggy. After breakfast it was time for the Concours, which took place in the hotel parking lot. The judges had to score almost 25 cars, again another outstanding group of cars. The judging was done right before lunch. I had Cousin's Subs catered in for lunch. After lunch Joe Phillips and Chuck Larson led the way to Elkhart Lake, along were the Rocks, Foys, and Dale Malin & son. They all really enjoyed the touring hot laps on the Road America track. The semi had arrived shortly after lunch to pickup the late "additions." The cars were loaded when we left to go to Elkhart Lake to do some go-karting. Most of us got a lot of laps in before light showers brought us to a halt.

We had the cookout in the track parking lot, once again the Budda brats were a big hit along with the burgers. Saturday night was capped off by visiting in the park-

ing lot, some took it next door to the Coach's Corner where a guy by the name of Brian tried drinking the place dry. Brian should have known better than to try that in Green Bay. I think Brian took more than one aspirin Sunday morning.

Sunday morning was sunny and warm. It was your choice for breakfast. Most of us had the Sunday brunch, which was very good and filling. Shortly after breakfast we caravanned to the 141 Speedway for the 1/4 mile asphalt track. John Cowall and crew proceeded to handle the Speed Event, which went very smooth without a hitch. *Thanks John* for a job well done and everybody else connected with a very enjoyable afternoon. Sunday evening was the highly anticipated Bouquet. The meal was outstanding, great food and company. After the awards were given out, we gave out some door prizes and the handouts. The handouts were a nice acrylic memento of the Round Up. The awards were a nice acrylic award with a stand, a nice touch for a very special Round Up.

Monday morning for those who didn't leave early we had the traditional farewell breakfast. After more than one good-bye it was time to close yet another chapter in the Round Up volume. Round Up 21 was history, thanks to everybody who attended and made this a very special weekend. I know I was totally spent and emotionally drained.

Three Round Ups in ten years, not bad. I guess maybe the third will be the greatest. Hope to see all of you in Louisville, Kentucky?

P.S. - My own personal favorite was the 1974 CorVega.

Photo: Dale Malin

**Vegaland in Green Bay!**

Roundup 21 Financial Statement		
Income:		
Registrations		\$ 5,595.00
Donation, Jim Rigg Region 14		\$ 50.00
T-shirt sales		\$ 562.00
CVOA Trophy Funding		\$ 500.00
	Total	\$ 6,707.00
Expenses:		
Holiday Inn Meals		\$ 3,020.06
Cousin's Subs (Saturday lunch)		\$ 194.25
Cookout (Kart Track-Saturday)		\$ 159.55
Miniature Golf		\$ 252.50
Postage		\$ 30.30
Gasoline		\$ 40.00
Phone		\$ 50.65
Bottled water and Soda pop		\$ 66.00
Name Tags/miscellaneous		\$ 50.40
Door prizes		\$ 202.42
Rallye Productions, art work		\$ 35.00
T-shirts		\$ 472.00
Handout Memento		\$ 378.65
Awards		\$ 490.80
Go Kart Track		\$ 500.00
141 Speedway/Autocross		\$ 700.00
	Total	\$ 6,642.58
Profit (Loss)		\$ 64.42

DIRECTOR'S MEETING JUNE 22, 2000 GREEN BAY

Directors Present:

Dan McNally - Region 3+7,
John Cowall - Region 8,
Roy Linenberger - Region 11+9,
Dan Newman - Region 12+4,
Steve Mayefske - Region 17

Voting Proxies received:

Bob Colon - Region 2
Phil Rust - Region 10
Jim Rigg - Region 14+6

Officers Present:

Dale Malin - President
Mike Rupert - VP Membership/Editor

Dale Malin called meeting to order at 8:15 PM.

Reports distributed:

Financial Statement, Membership Report, Director Newsletter Report, Merchandise Sales - Texas, Merchandise Sales - California.

Dan Newman motions to accept Financial Statement. Dan McNally 2nd - Motion carries.

Merchandise Sales Report - CA has error in Stripe Kits sold by one. To be corrected before accepting.

Membership Report: Note: our membership is steady and strong. Motion to accept by Steve Mayefske. 2nd by Dan McNally - Motion carries.

DISCUSSIONS:

Mike Rupert notes that Helm Inc. has brought back the CV Service Supplement. It is for sale on their web site, it will no longer be available from CVOA.

Stripe Kits: Will need funding to have tooling made/storage of dies. Dale Malin is working on the details. CVOA's Stripe Kits will probably run out in year or so. Price will most likely be higher than the current \$200.

Mike Rupert notes that CV Mag Editor **will be needed** for next year. Please contact Mike if considering.

Discussion on interests for promotional items. Hats and a light wind breaker are at the top of the list.

Discussion on need for exhaust systems. Many have tried various vendors and no simple bolt on exists. Would be nice to have vendor who could make complete bolt on kits in OEM and performance diameters. Any input contact Chris Wheaton or Dale Malin.

Discussion on a web site "For Sale" ads for Cosworths. It would be open to anyone and free of charge. Gerry Cross has agreed to provide space and Duke Williams to monitor ads. CVOA Executive council agrees to idea and fund \$35 per year for domain name use.

YAHOO Club (web site): Questions raised as to its association with CVOA. The Yahoo Cosworth Vega site is free and open to anyone, many CVOA members are active on the discussion posts. General consensus was the CVOA could offer sifted/indexed information. Mark Rock has already started such a work. *Bottom line is CVOA has no authority with the Yahoo CV Club as it belongs to Chris Wheaton.* Most consider the web site a super addition to promoting the cars.

OLD BUSINESS:

Autocross Guidelines: Dale Malin broke down proposal differences to three options. Very Basically put:

A: Current Guidelines, Roundup host classifies cars.

B: Standardizes vehicle classification. Makes the following recommended tire allowances:

Production/Stock: any 13" DOT tire with a UTQG tread wear rating of 140 or greater.

Modified: any DOT tire with a UTQG tread wear rating of less than 140.

Competition: any tire combination is allowed.

Unlimited: any four-wheeled vehicle powered by a Cosworth Vega engine, regardless of tire selection.

C: Standardizes vehicle classification. Makes the following recommended tire allowances:

Production/Stock: any 13" DOT tire

with an aspect ratio not less than 0.70 and a UTQG tread wear rating of 150 or greater.

Modified: any 13" DOT tire with an aspect ratio not less than 0.60 and a UTQG tread wear rating of 120 or greater.

Competition: any DOT approved tire.

Unlimited: any four-wheeled vehicle powered by a Cosworth Vega engine, regardless of tire selection.

Voting Results:

Option A, one vote
Option B, seven votes
Option C, three votes

Option B passes. The new Autocross Guidelines will be available as soon as Dale Malin completes for printing.

Hood Insulation: To date no manufacturer can do for low volume order. Some CV owners have used MonteCarlo/and other reproductions and cut them to fit the Vega.

NEW BUSINESS:

Mike Rupert made motion for CV Magazine Editor and Registrar to have voting rights as Executive Council. Motion 2nd by John Cowall. Motion passes unanimously.

Roundup 2001 has no takers as of this meeting.

Art Treta working on project of having '75 lugnuts rechromed. Cost to be around \$1.50 each. More info to follow as details worked out.

OFFICER ELECTIONS:

Nominees 7-2000 to 7-2001:

Dale Malin- President
Mike Rupert - VP Membership/Treas.
Chris Wheaton - VP Merchandise

All elected unanimously.

Motion to adjourn 2000 Directors Meeting - 2nd. Motion carries.
Meeting adjourned at 11:10PM

Respectfully submitted,

Roy Linenberger.

Autocross Results, Roundup 21

Best time only listed

Stock

33.201 Mark Rock #3387
35.223 Steve Mayefske #1951
36.182 Joe Phillips #0935
40.937 Jim Mulder #1265
41.912 Bob Mulder #1265

Modified

32.886 Roy Linenberger #2393
33.202 John F. Cowall #0803
33.845 Dale Malin #0711
34.595 Sean Foy #2656
34.744 Dick Baumhauer #0803
35.015 Tim Foy #2656
35.637 John J. Cowall #0803
36.632 Bruce Jahnke #1894
43.300 Lou Marr #1000

Competition

30.961 Mal Kooiman #0617 **FTD**
32.787 Bill Evans #0304
33.371 Ken Rock #0259
34.004 Dan Rock #0259

Ladies - Combined

35.220 Linda Linenberger #2393
37.147 Hyla Kooiman #0612
41.641 June Eroskey, Nissan Maxima

Open - Non Cosworth

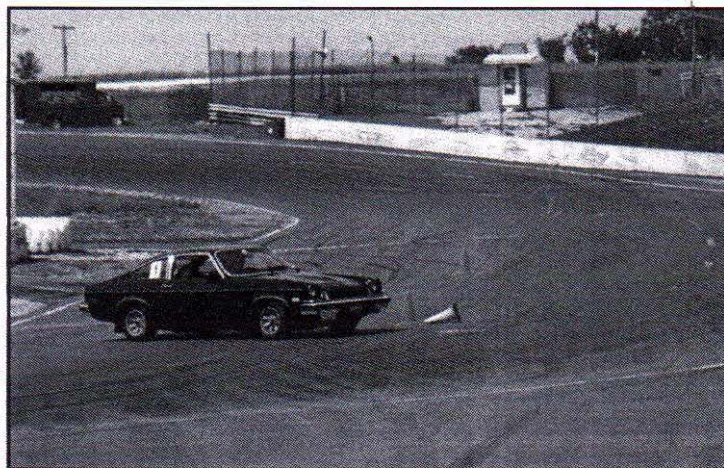
34.058 Chuck Larsen, 72 Vega V8
38.861 Cliff Eroskey, Nissan Maxima



Dale Malin's thinking...
"Yes, someday I will paint this car!"



A blazing Cosworth overpowers the roaring crowd!



Somehow... Ken Rock has missed the apex on this one.



Happiness is...



John J. Cowall waiting his turn on 141 Speedway

Concours Results, Roundup 21

Note: Scoring in Custom and Unlimited is relative

Unrestored

404 Dick Baumhauer #3466
386 Dale Malin #0123
382 Jim Pittelko #0060
356 Ray Fabel #0749
352 Cathie Dempsey #1781
342 Mark Rock #3387

Unrestored - Modified

358 Tim Foy #2656

Restored

387 Art Treta #1105
385 Jim Mulder #1265
371 Mal Kooiman #0617
301 Joe Phillips #0935

Restored - Modified

395 David Dempsey #2995
305 Joe Lathrop #2196

Custom

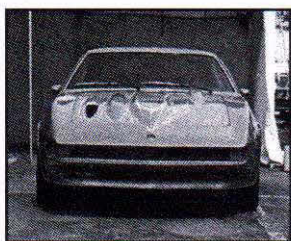
382 Lou/Harriett Marr #1000
353 Mark Rock #0259
330 Bill Evans #0304
323 John Cowall #0803
313 Bruce Jahnke #1894
220 Roy Linenberger #2393

Unlimited

280 Dale Malin #0711

Not judged

#1951 Steve Mayefske, Restored



Comin' at ya, Spyder Man



The black and white does not do Dick's #3466 Mahogany Cos justice. This car is almost as nice as #0001



The historic unloading of #0001. I got there just when they started taking the Fab Four off the truck. It was the coolest Cosworth moment ever!



Mike Erdodi of GM Design and #0001 Mike was on hand to keep us from swiping the Corvega or Super Spyder. Paul Wicker was responsible for #0001 and the 1st Vega GT.



Another exceptional car. The first Vega off the line.

DOUBLE THE PLEASURE DOUBLE THE FUN DOUBLE THE HEADACHE DOUBLE TROUBLE

BY: JODEE NELSON

A strange thing happened when I was surfing EBAY.com. I entered the word COSWORTH and there were 2 pages of Cosworth items listed. I married a Cosworth Vega die-hard 21 years ago, and in looking I found a Cosworth for auction starting out at \$4,000 and decided to email the person and find out more about the car. In some ways this was my downfall, but it turned out to cost my husband, Lance, to go without sleep for 3 days.



Photo: Jodee Nelson

Now two Cosworths for the price of four!

The car was #0052, black, and only had 13,000 miles on her. Pictures were on EBAY so you could get an idea of it's condition. Well, in corresponding with Steve, the owner's son, I found the bottom price and forwarded the information to Lance on his ship, MV Wolverine. I told him we were shopping for his Christmas using EBAY.

To my shock at 06:00 the next morning, my phone was ringing and it was Lance asking why in the H@!! I sent him this email. I explained that I had been talking to this person almost daily about Cosworths and I just thought this was interesting. He had me look up, at 6 in the morning his CVOA Magazine and see if it was the one he had noticed in there. After finding my eyes, and his magazine, I reported yes it was. He mumbled something and said he would call in a few days.

I just found it interesting that someone would put a car on EBAY. I had bought collectable figurines, 14k charms for a bracelet, and some small antiques. I had heard other stories of strange things on there and have a friend who buys almost daily for an antique business. We have had

some good investments and have found some who just rip people off.

To my total shock Lance did call 4 days later and he decided to go for it. I heard how he had not been able to sleep thinking about it. He could handle all of his work problems, but the email on the car was something he found hard to take and leave. I explained that it had been several days and did not know if the car was even available. He stated that it was buying a "pig in a poke" but to put an offer in and hope.

I did as I was asked to do. Next thing I knew I had bought a car. The moment I was emailing Steve, our son decided the car would have to be named "Sheboygan", since she was from Sheboygan, WI.

Now comes the double the trouble. Since the 76 has been in storage, taken out only for special car shows and then put back in with her blanket and tender good byes, now I would have to either pay storage on 2 cars or finally get our garage that we tried to build 4 years earlier and had been taken to the cleaners. Gary and Gina, the actual owners, were willing to hold the car for the deposit and wait for the Captain to come home, but I had no where to store the 75. Now what? A contract to store 2 vehicles or a contract to build a garage.

Well, since I can at least take off on income tax for a garage, I started working on a home equity loan. Double headache came at this point. I got approved at the bank that has the house, no problems. Except for the city zoning, the water works, flood insurance, and permits, variances, waivers, etc. Now after 1 month and several days we still do not know if we can do the garage.

In the meantime, Lance came home and he ran around like a chicken without a head to make sure that our Venture could tow "HER" home. He went round and round with U Haul as to what he could use to haul her home. They finally decided that he could only use the 2 wheel dolly and he had to do work to the car. Not comforting to me, we have special mechanics that do 99.9% of all the work. He does know the engine, he cleans it enough. But to drop the drive shaft???, now give me a



Photo: Jodee Nelson

"Sheboygan" just made it to her new home,
465 miles to Louisville.

break. I hurt his feelings, and I tried to apologize. Well, he called Pat, our mechanic, and Pat was just excited about the car as Lance...here is the double the pleasure. Pat had a yoke to be put in so Lance would not lose the transmission fluid. Pat walked Lance through what to do and how to prevent losing the washers, bolts, and the U parts.

We called and let Gina and Gary know we were heading up. In the meantime Lance took my van to get an oil change. When he got home I found out my van also got the transmission fluid changed. He did his best to get his I's dotted and T's crossed. No one slept that night. The kids were excited, our daughter was mad because she wanted to go get the car. Our son was OK with the idea, but had waited 5-6 weeks for this day.

Would you believe on the way up the coolant light came on. Oh they told him we were low. First I heard of this. A mechanic in Indianapolis put in straight antifreeze...not the 50/50 mix. The light again came on, and at our next stop we got bottled water, since we were on the toll road and no distilled water was available. Still the light came on. We made it to Sheboygan, our motel, and called the owners of the 75.

I must say they are the nicest people and I felt like we were taking part of their family home with us. Gary had bought the car in 76 with 10,000 miles on her and had stored her all of these years. He had collected everything and had it so organized, I was very impressed. Then we all went out for dinner and they showed us the town.

Lance drove her and said "yes, yes", but his final word came from his eyes and his expression. This is something he has wanted for so many years. He has talked for many years of having a "Father/Son" pair, or when "Hart to Hart" was on, he saw Cosworths instead of Mercedes.

Gary took the day off and helped Lance take the van to the Chevy dealer in Sheboygan. Then we all went out for breakfast. After a couple of hours we went to check on the van and they decided when changing the transmission fluid, someone knocked the coolant level sensor. Nothing wrong, no charge. Imagine that, NO CHARGE.

We loaded the 75 on the dolly, in the rain, said our good byes, and off we went. We got on the road and fought rain all the way through Wisconsin. Illinois was drier, but then fought the traffic and toll roads. Indiana came and we know these roads after years going up to see Lance in Chicago and Burns Harbor, IN. On the way to Indianapolis, we found out there was a tornado, a hail storm and we were just ahead of it, by a big 15 minutes. Well, when you are fighting a storm, there are no breaks for the bathroom. Long drive, beat the storm, got home amazingly with the car still on the dolly and van doing great.

Lance and Cason had a Father and Son moment trying to put the 75 back together again and the kids were out in the dark trying to check her over. Our daughter was the first one to get a ride. I had not ridden or driven her yet. Lance



Photo: Jodee Nelson

Cason at left and Lance getting ready. . . trouble light in hand. You may not see it but after the trip home Dad has the Red Dog and Cason only a Mountain Dew.

ple working, taking pictures, and a quick shower, he was gone. My brother got to drive the 76, Lance the 75 and he made them look like bookends. Long, hot day and many compliments. Many said they saw "double vision", one saw them pulling in for the show and decided he had to come back to check them out.

Sorry to say they did not get any awards. Hard for Lance for a 2000 and a 1999 Vette to get awards and not the Cosworths. But he understands, it is not a car that judges well. But Sheboygan and Cozzy got to get out, be shown and get special attention.

The 76 is back in rented storage now, and the 75 is stored at his sisters while we wait on all of the garage permits and bull. He got them back in just before a big storm, so again he beat the storm. Now, double trouble since they are in opposite directions from home.

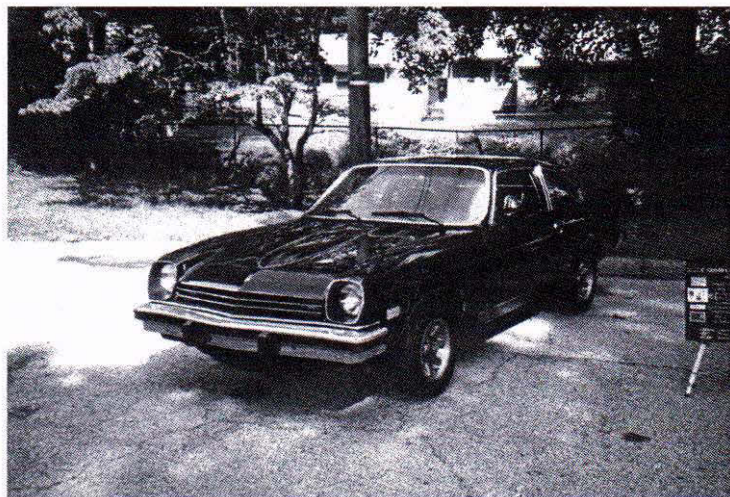
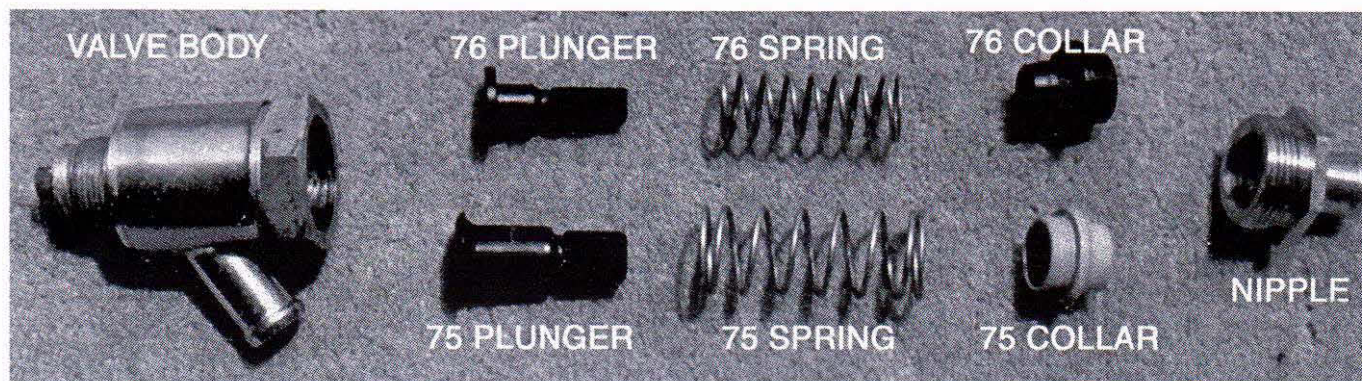


Photo: Jodee Nelson

The '76 "Cozzy" ready for first show with the '75.

TECHINICAL TIP – FAST IDLE PROBLEMS

Maurice Schechter CVOA Technical Advisor



For as long as I can remember, and that goes back a long time, the Cosworth Vega has always had problems keeping a controlled fast idle speed. Even after the car was only four years old, the problem started to get worse.

For the record, by design the CV engine like most gasoline engines, control idle speed by the regulation of air. The CV engine does it by three systems.

First is the adjustment screw on the throttle body that set the base idle speed. This adjustment has two functions. It sets the minimum airflow rate for base idle and keeps the throttle plates a thousand or so off the bore to prevent the plates from sticking. The base idle speed does affect the fast idle speed.

Next system is the fast idle valve that is under the intake manifold. This valve is temperature sensitive that regulates the airflow from the air cleaner to the intake manifold. This supplements the air from the throttle body to raise the idle speed for frictional losses when cold and to allow additional air for better combustion. This valve opens to different degrees, depending on coolant temperature and gradually is fully closed at 160 degrees. The valve is designed by itself to supply just enough air at any coolant temperature to keep the idle speed between 1600 rpm and 1900 rpm.

The last part of the system is the air solenoid valve. This valve is also connected between the air cleaner and the intake manifold. This valve will do the final regulation of the speed control during warm-up between 1900 rpm and 2000rpm as the frictional and mixture changes. The computer controls the valve. The speed sensor tells the computer how fast the engine is turning and keeps the valve open until the speed reaches 2000rpm, then it closes until the speed drops to 1900 rpm at which time it opens again. The cycle repeats until the coolant reaches 160 degrees and then it stops.

As a common problem with the car is that as it gets older the fast idle speed starts getting higher, sometimes as high as 3500 rpm when it is cold. To start to diagnose the fast idle problem, there are many items to look at:

- Are there any vacuum leaks? Old, cracked loose fitting hose should be replaced. Some of the vacuum hoses are under the intake manifold.

- What is the idle timing? If the timing is advanced more than 12 degrees, the fast and base idle speed will go up. Also if the timing is far away from the 12 degrees, you might have jumped a tooth on the cam belt.

- What is the base idle or hot speed? It should be at 1600 rpm at 195 degrees coolant temperature. Too low and the engine will run rich, too high and it pushes up the fast idle speed. The screw on the throttle body adjusts the idle speed.

- Does the throttle body have any carbon deposits on the bore? Deposits can cause the throttle blades to bind.

- Is the air solenoid leaky? You test by disconnecting the one wire to the valve and remove the hose that goes to the top of the throttle body. When the engine is running, put your finger over the hose and feel for a vacuum. If you feel a vacuum the valve is no good and has to be replaced.

- What is the coolant temperature when fully warm? If the needle on the gauge is pointing to the second line from the left, it is normal. If not, you may have a thermostat that is less than 195 degrees, which would not allow the computer to turn off the fast idle.

If the above is ok, the most common failure is the fast idle valve. The valve is constructed like thermostat. It has a wax filled capsule with a rod extending from the middle of it. The rod presses against a plunger that is spring loaded against the rod. The plunger has four vanes. The plunger vanes slide into a plastic collar. The valve is normally open when cold. When the coolant temperature rises, the wax starts to expand and the rod forces the plunger deeper into the plastic collar. The deeper the plunger goes into the collar the less area the vanes are exposed, which reduces the airflow. When the coolant temperature goes past 160 degrees the vanes are completely covered and the airflow is cut off.

The valve has an outer ring with an angled pipe. Which is the fresh airside of the valve. The ring has two O-rings that seal the ring to the fast idle body to keep dust out of the engine. If the O-rings were broken, the valve would perform exactly the same. The only leak that affects idle speed is on the vacuum side. In fact the 1974 Cosworth Vega did not have a ring and a hose going to the air cleaner. It had a foam air filter covering the valve. The design

was changed because it is a hard place to change an air filter. The hose that is coming out of the center of the valve is the vacuum side which goes to the intake manifold.

What fails over time is the constant spring pressure and temperature of the engine, press the pin further back into to the valve body resulting that at the same temperature of the valve comparing a new one verses a worn out one, the worn out one's vanes would be exposed more, allowing more air into the engine, hence a faster idle speed.

The 76 Cosworth design started to address the issue by having the plunger and collar smaller in diameter, allowing less overall airflow.

The cure for the problem is to replace the valve with a NOS one, which are long since gone or recalibrate it with this longtime tested method.

- First you need to remove the center hose from the valve.
- Next you need a 1 1/4" socket to unscrew the nipple from the valve body. Do not try and remove the entire valve, because the threads on the valve are aluminum and they might get stripped. The nipple is some times held by loctite, so it might take some work. It does come out without taking the intake manifold off, but might want to remove it if it will be easier.
- Remove the nipple, collar, spring and plunger.
- You will notice that on the backside of the plunger it has a recess with a metal disc. Using a pair of metal snips cut out a few shims from metal as thick as a soda can the diameter of the hole. Make sure the disc is of the size that it sits flush in the hole; it will not fall out, and can be removed to be changed.
- Insert two discs to start.
- Install the plunger, spring, collar and nipple back into the body. You will be pressing against spring pressure and the parts will be self-aligning when assembled. Just tighten the nipple hand tight.
- Reconnect the center hose.

With all the other checks done first, vacuum leaks and hot idle, start the car from a dead cold and notice the idle speed. If it is a 76 Cosworth, the idle should slowly come up to 2000 rpm and cycle slowly until the end. If it is a 75 Cosworth, the idle speed should come up quite rapidly to 2000 rpm and cycle fast until the end.

If the fast idle is above 2000 rpm, you need to add more shims, if the fast idle speed is below 1900 rpm, make sure the air solenoid is open and flowing air and closes when open the throttle pass 2000 rpm. If good you need to reduce the thickness of the shims. While doing these test don't let the engine heat up to much, otherwise you will have to let sit over night to cool off to repeat the tests.

By fixing the fast idle problem you will reduce the wear of the engine, the racket the neighbors hear and bring back that very characteristic Cosworth Vega fast idle cycle.

REPRINTED FROM REGION 2 NEWS EXTRA 3/2000

TIM MORGAN PISTON PROGRAM



2.0L Flat Top 10.0 to 1 Pistons with Pins and Pin Locks \$320.00 per set including shipping in the US.

2.0L Dome Top 12.5 to 1 Pistons with Pins and Pin Locks \$375.00 per set including shipping in the US.

2.3L Dish Top 9.75 to 1 Pistons with Pins and Pin Locks \$370.00 per set including shipping in the US.

2.0L Dish Top 8.5 to 1 Pistons with Pins and Pin Locks \$370.00 per set including shipping in the US.

These prices are base on an order of 48 pieces (12 sets) of any dome configuration and bore size. Bore sizes available Standard and .030" oversize. Orders for other bore oversizes will be accepted only for 2 or more sets of the same dome and bore size.

I have also had a request for and EXACT duplicate of the Stock Cosworth Vega Piston for SCCA ITA Racing. Due to the additional machining required on this piston it is considered a dome top and will be priced accordingly (\$375.00 per set including shipping in the USA).

All orders must be prepaid and received before October 31, 2000, to beat the NASCAR crunch at JE.
Make all checks payable to:
Tim Morgan, 11202 Valley Stream, Houston, TX 77043.

For more information email me at twincams@aol.com or call between 9:00PM and 10:30PM Central Time 281-589-0449.

For all you Hard Core Racers out there I have placed an order for the Stainless Steel, Silver Plated Cylinder Head "O" Rings. There will be a few spare sets available for \$70.00 per set including shipping in the US.



Paid Advertisement

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 instructions for making the oil restrictor. \$20.00
Lower end set \$27.50 includes oil pan set, oil pump set, rear main set, w/pump 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 **OUT OF STOCK, HOPEFULLY ONLY TEMPORARY.**

WATERPUMPS: SEND CORE WITH ORDER!

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

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**

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

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

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

CVOA Merchandise, PRINTED ITEMS AND OTHER STUFF

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

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

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.**

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 - Almost finished. . .

Cosworth Vega Assembly Manuals:

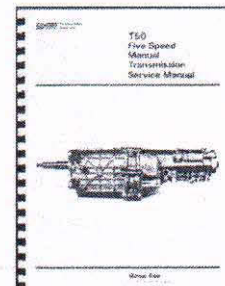
1975 or 1976- looseleaf copies, will need a binder to put in. **\$35.00 each**

Engine Assembly **\$10.00 each**

Jacket Patches

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

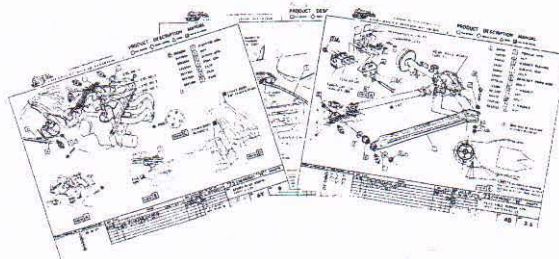
#3 - Large round 6 3/4", showing 3/4 front view of the CV engine. Yellow background with embroidered engine using six colors for the engine components. **\$10.00 each.**



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 - NOS and Used

www.cosworthparts.com

Vega Parts - New/Used, Repro Front Air Deflector

DAVE'S VEGA VILLAGE, Port Moody, B.C. Canada,
(604) 469-9979 Monday-Saturday 1pm to 6pm 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
Their catalog has a small Cosworth and Vega section

Reproduction Window Price Stickers

Triple A Enterprises, P.O. Box 50522

Indianapolis, In 46250

http://www.window-sticker.com

Computer Repair

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

Wheel Refinishing, Kits & Paint

Tower Paint & Decorating

922 Oregon St, Oshkosh, WI 54901-6455 (920) 235-6520

Also check your local PPG Auto Finishes Dealer

Seat Upholstery - Material

Original Auto Interiors, St. Clair, MI (810) 727-2486

SMS Auto Fabrics, Portland, OR (503) 234-1175

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

High Pressure Pump Rebuilding

Brett Instrument, 1233 S. Wright St., Santa Ana, CA 92705

(714) 835-4064 Contact is Don Burnhart \$67.60 with exchange plus shipping and handling plus sales tax in California. Money order or cashier's check only

Fuel Injector cleaning & testing

(Send them your injectors, they clean 'em test 'em and return 'em with a report. Call for pricing)

GB Remanufacturing

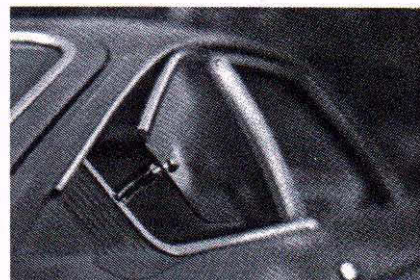
2305 E. Cherry Industrial Circle

Long Beach, CA 90805-4416

(562) 272-7333

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

Swingout Window Weatherstrip



Note: This is NOW a CVOA Project.

Problem with finished product.

Do not order yet, further info will be in next CV Magazine.

Members write in on New Vendors

Seat Belts

A typical restoration includes disassembling the seat belt and retractor and discarding the old webbing. Rusted and broken parts are repaired or replaced, metal parts are re-chromed, and plastic parts are repainted. The buckles and retractors are reassembled, the webbing is replaced with the CORRECT STYLE and color, and the ORIGINAL LABELS are sewn to new webbing. The webbing is attached to the buckle with a seam pattern that duplicates the original pattern. Price around \$50 per retractor

Ssnake-Oyl Products, Seat belt Restoration and Sales
Route 2 Box 269-6, Hawkins, Texas 75765
1-800-284-7777

Remanufactured Vega Steering Boxes

Contact Earl at:
Lares Corporation- Remanufactured Steering Components
13517 HWY 66 NE
Ham Lake, MN 55304
(612) 754-2853

CVOA Technical Advisors

Have a CV problem? Need advice?

Please, all calls on your dime.

Karl Bell of Hutton Motor Engineering, TN

(931) 948-1119 8-3 CST, Tues-Fri Only

***Engine and EFI related issues**

Bob Chin, Bloomington, IN

(812) 339-0838 4PM-9PM EST

***Restoration & Mechanical**

Keith Meiswinkel, Wallkill, NY

(914) 895-3027 7:30PM-9PM EST Everyday

***15 years experience, Mechanicals, Parts Availability, Restoration and Detailing**

Tim Morgan, Houston, TX

(281) 589-0449 9PM-10:30PM CST M-F

***EFI, Webers, Engines, Performance Parts, Suspension, Body and Interior**

Sean Nierenhausen, Redondo Beach, CA

(310) 372-5143 4PM-9PM PST Mon-Sat

***Engines of all types, gas/diesel/LPG, alternate fuel & gas turbines, etc., hydraulics, fuel systems, electrical. Custom engines & turbo- charging**

David Quarterman, Port Moody, BC, Canada

(604) 469-9979 1-6PM PST, Mon-Sat

*** Dave's Vega Village. All H-body types, V6 + V8 Conversions, 20 years of study**

Maurice Schechter, Williston Park, NY

(516) 294-4416 9-11PM EST M-F

***Troubleshooting Fuel, Electrical and Drivetrains a Speciality. Working on Cosworths since 1979**

Duke Williams, Redondo Beach, CA

(310) 372-5527 6PM-10PM PST & Weekends

***Maintenance, Engine, 5 speed Trans, Brakes, Suspension, Fuel, Electrical System, General Technology and History**

Neal Williams, Bellflower, CA

(562) 920-7168 After 5PM PST

***EFI, Webers, Engine Assy., Electronic analysis. 30+ years performance OHC experience. 16 years CV port/polish, etc, etc.**

WWW.COSWORTHPARTS.COM

Parts

New Old Stock – Interior, Mechanical & Body

Quality Used

Sell your extra NOS and Good Used on our Web Page

Paid Advertisement

Cosworth Vega Classifieds

BOX INDICATES NEW OR UPDATED AD

Cars for sale, Cosworths

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 (914) 736-7734 evenings 5PM or (914) 739-3835 days 8AM-4:30PM EST 8/99x

***75-0422.** Black, black interior. 11,050 miles. Stored many years, 1 owner, totally original car except tires. \$4,500 or best offer, perfect shape. Call Glen Goetz, Deerfield, IL (847) 317-9880 or (847) 520-5531 9/00x

75-0584. Black, white vinyl, 23K no winters, no rust, garaged, periodically run; needs good paint job, factory paint only fair, wheels re-coated; AM-FM quit; back seat never sat in; building a house, car goes. \$4,500. Mark Williams, Glens Falls, NY (518) 792-2882 1/00x

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 8/99

75-1761. It's all original in excellent condition. Garage kept. Also lots of extra parts such as: 2 engines-with 6K/28K, 4 wheels, body parts, books, pamphlets, owners

manual, too many extras to list. \$7,500 firm. Call for more info. Mary Jo or Fred, after 5:30PM (540) 228-3529 Wytheville, VA 5/00x

***75-1953.** Black, black vinyl. 95K, Positraction, tinted glass, auxiliary lighting, edge guards, defogger, rear speaker, AM/FM, factory floor mats, Hurst shifter, rear louvers, Webers, freeflow exhaust, Hutton built engine with BD-3 cams, 10:1 compression, COE pistons, stainless steel valves, ported head, steel sleeved engine block, Goodyear Gatorback tires, solid body, originally from Virginia, excellent paint and interior, drive anywhere. \$8,000 Might consider package deal with 25 year collection of CV and Vega NOS parts, tools lit, etc. (607) 334-7259 Jim Blunden, Norwich, NY Email: BLUNDENJC@webtv.net 9/00

76-2495. Black on Black 5 speed w/Posi, every option except swing outs. Original Texas car. 5 alloys never been wrecked, no bondo. It is truly beautiful in and out. 64K miles, Ask for Charlie or Linda, Need room Asking \$3000 (360) 837-3333 Washougal, WA 3/00

***76-3089.** Medium Orange, buckskin interior (vinyl), 5 sp., posi, fixed 1/4 windows, am/fm radio, 868 actual miles, well documented. \$9000. This car first appeared at the Las Vegas roundup. Car is located in Granbury, TX. (slightly southwest of Ft. Worth). Please call 9-9 CST. 817-573-0090., email-Granretired@cs.com.

***76-3109.** Dark green metallic, buckskin interior. 5 speed positraction. Original owner. Started restoration, lost interest. New motor, many NOS parts. Call Bob Boyette at (732) 681-2904 Wall Township, NJ 9/00x

76-3258. White, Firethorn Vinyl, 39K. Must sell as I can no longer store it. We are only the third owners of this 99% original Cosworth. It is in overall excellent shape. The body is very good except for a few surface rust spots. Runs great except it needing a fuel pump replacement. Priced to sell at \$3,000. Please call or email for more information. K. Johnson, Bar Harbor, ME (207)-288-9989 email kaj@jax.org 3/00

***76-3321.** Medium Orange with all vinyl buckskin interior, competition gated 5 speed. Options include Skytrends moon roof, swing out quarter windows, door edge guards, floor mats & rear window de-fogger. Includes lots of original and historical stuff (e.g. original dealer invoice and owner's manual), CVOA (way) back issues, some tech info and full set of decals. Just over 100k miles, current registration and California smog certification November 1999 with pulse air intact. Interior and exterior fair to good; five new 60 series tires on original wheels. \$3900 OBO Greg Kennedy, Elk Grove, CA (916) 683-6797; GSSKen@worldnet.att.net 9/00

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 3/99

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

Parts for Sale

* 2 Cosworth vega engines, one complete with computer and one less block. \$ 1000 for both. I also have a fully balanced racing vega engine with 11.5 comp Jahns pistons, a high flow ported, polished and large valve head, a dual line Holley 4 bbl carb (390) and extra intake, headers, Mallory dual point dist., nodular iron flywheel, lightened steel flywheel and stock flywheel. Asking \$900 Lewis Smith, Greenville, SC lewissmith@statecom.net Phone: 864-224-0184 after 4:00 PM (T)

*Original H body parts for Vega. Parts are used & in good condition. For a free list of parts, send to - Michael Braun, 413 River Road, Pequea, PA 17565 (717) 284-3897 9/00

Sway Bars

New ADDCO set I 1/4" front 1" rear \$200

Monza front bar 1.130 " \$30

Vega front 1" \$20

Vega Rear ,.810" \$20

Vega Rear .875" \$30

Vega block (stock) w/mains \$80

2300 crankshaft \$30

2300 crankshaft machined for CV \$100

HI-compression pistons w/pins \$50 ea. (these are custom racing pistons different with pin heights, .030 - .070 overbore, etc) ask for list which has all dimensions.

Vega Station Wagon or Notchback passenger side door. Door has no glass and is ready to paint. \$275.

Set of four (4) stock 1976 Cosworth Vega wheels Refinished using base coat/clear coat method. \$400.

NOS 4:10 Ring and Pinion. \$125.

Jim Reardon, 975 Olmstead Rd S.E.

West Jefferson, OH 43162, (614) 879-5983

9/00

*All new parts! Clutch cable assembly for 75 \$50, Complete Weber Carb conversion \$500, CV Stripe kit \$150, Waterpump \$40, Vinyl black material for 75 CV \$100. Shipping extra. Bob Whirrett, 4357 Aspen Drive, Brownsburg, IN 46112 (317) 290-1691 9/00

Prototype Cosworth Vega Cylinder Head and Camshaft Carrier assembly. Made by GM in 1973. This is a rare pre-production model in excellent condition. \$750.00 or best offer. Alan R. Otto, 36 Hawthorne St, Dartmouth N.S. B2Y-2Y6, Canada Phone: (902) 469-3278 1/00x

NOS: CV 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)Tqol, new, \$25 each

VEGA 140: 71-72 Speedo cables, \$10; #331101 EGR tube, \$25; 71-73 - Upper/LowerHoses 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

Parts Wanted

Missing 1-piece of the factory 3-piece front spoiler need drivers side. David Dempsey Muncie IN. After 6:00 EST (765) 286-7285 or Dempsey 2995@CS.com 3/00

SCCA B-Sedan specification sheet for Cosworth Vega, Zerox OK; '74-'77 Hooker front body kit or the use of one to make molds; NOS tail light panel, prefer '74-'75, would consider '76-'77, Dan McNally (412) 793-6652

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

Miscellaneous

Storage Space for your Cosworth in Pennsylvania. Accepting reservations for winter 2000-01 storage, October through March at \$300 per season. Prorated months available. Heated garage space in Wilkes-Barre Northeast PA available for 15 Cosworths or Vegas only. This storage is part of an operating garage but is a separate and secure part of the business. 100 miles from Philly, 120 from NYC, 200 miles from DC. Gerald Cross (570)-824-7258

ORIGINAL COSWORTH VEGA LITERATURE!

1975 Cosworth only color catalog, \$20; 1976 Vega & Cosworth color catalog, \$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 , www.autolit.com

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**, you may fax to Mike Rupert's work at (412) 831-6448. It is on 24 HRS. Please note when sending that it is for "CVOA/Mike Rupert".

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

CVOA INC@aol.com

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

BILL CLARK COLLECTION FOR SALE

1976 Vega Cosworth #3422 Blue, White vinyl interior. 2.3 L sleeved, hutton webers, 4 speed, 411 Posi, jet hot coatings exhaust header, free flow exhaust-- #3 condition, daily driver, refinished wheels, new tires.

1975 Vega Cosworth #852 SCCA, SCCNH race car. 4 time New England Hill Climb Champion. Competed at Mt. Washington Hill Climb etc. 2.3, Balanced, Ported, Duel weber dcoe 45's, 3 Disc clutch, Camaro 5 spd 4.56 posi rear, coil oversuspension, vented disc brakes, 7 quart oil pan, safety roll cage.

1976 Vega Cosworth Kammbach wagon #3456 --never any rust anywhere. Refinished to new car standards. Includes all parts to assemble with white interior, power brakes, vented rotors, power steering, tilt wheel, rear defogger, roof rack, new stripe kit.

Parts List: 75 vega cosworth body and Dash, 2 complete fuel injections, 2 dashes with new number plates, 1 new gold dash inlay, 1 black dash pad--no cracks, 2 new clutches, 1 Header, several rebuilt starters and alternators, 1 radiator, 2 radios, several drive shafts, 389 ratio ring and pinion with posi, 2.3L crank newly machined --modified for Cosworth, 1 used 2L engine(with knock), 1 rebuilt 2L engine--sleeved with 11 to 1 JE pistons, 1 rebuilt 2L engine--sleeved with 12.5 to 1 JE pistons-balanced stainless steel valves, 1 new Hutton weber conversion, 1 '75 black interior--complete with seats and side panels, 1 pair '76 buckskin door panels, 1 new black carpet, 2 heater repair kits, 1 set of short-track cams, Several stock Cams

I am anxious to sell my collection as a complete package for \$8000 Bill Clark, St. George, Vermont. (802) 482-3038 I also can be reached by e-mail at MClark1480@aol.com.

4th QUARTER '00 COSWORTH VEGA MAGAZINE DEADLINE

Deadlines for articles and advertisements in the 4th Quarter issue of the Cosworth Vega Magazine is **November 12, 2000**. Articles or advertisements submitted after this date may not appear in the 4th Quarter issue.

No inserts for 4th Quarter 2000

CVOA ADVERTISING POLICY

Business Advertisements

1/4 page - \$10

1/2 page - \$25

Full page - \$50

Full page inserts - \$60 if inserts provided, \$110 if not
(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
Presently merged with **Region 2**

REGION 2 - NJ, NY
Art Treta, 107 Deer Run Rd
Forestport, NY 13338
315-831-8457
c1451@aol.com

REGION 3 - PA, DE, DC, MD, VA, WV
Dan McNally, 7248 Shannon Road
Verona, PA 15147
412-793-6652
joemcna1@bellatlantic.net

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
billaddison@usa.com

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

REGION 7 - OH
Brian Wetrich, 4619 7th Street NW
Canton, OH 44708
330-478-5138

REGION 8 - MI
John Cowall, 9677 Fox
Allen Park, MI 48101
313-388-1026
jcowall@aol.com

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

REGION 10 - IN, KY
Phil Rust, 622 E. Vermont-Rear Apt
Indianapolis, IN 46202
317-639-5758
prustindy@aol.com

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 Mayefske
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**.

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 Firehorn Met. Antique White Medium Orange Medium Saddle Met.
Dark Green Met. Dark Blue Met. Mahogany Buckskin

DASH COLOR: Black Firehorn White Buckskin Dark lime

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

CARPET COLOR: Black White Firehorn 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

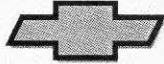
PERMANENT MODIFICATIONS: _____

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: _____

Warning: This CV Mag will be worthless a hundred years from now, if you
tear off this page! ... copies are only a nickle. . .**COSWORTH**  **VEGA**
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