

# **COSWORTH VEGA**

## **OWNERS ASSOCIATION**

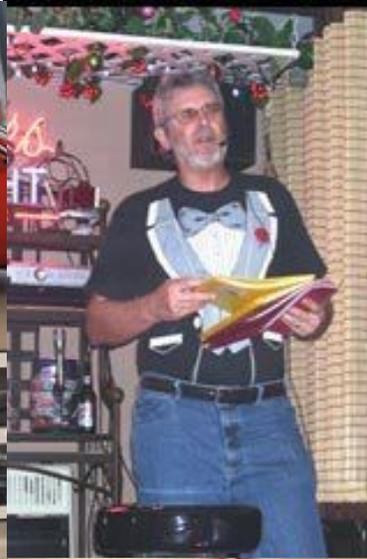
CVOA INC., P.O. BOX 5864, PITTSBURGH, PA 15209

(313)618-1821 CVOAPRESIDENT@HOTMAIL.COM

October 2022

3RD QUARTER ISSUE 146

### **2022 CVOA Hall Of Fame Inductee Jerry (JD) Smith**



**2022 Midwest Regional Meet  
“Woodward Dream Cruise  
Weekend”**

**GM Aluminum Block  
Development History**

**CVOA National Roundup 2022  
Phoenix, AZ**

**Iowa 2017 Midwest  
Regional Roundup  
Revisted**

# CVOA Executive Committee

**CVOA PRESIDENT - John J. Cowall**

**12372 Devoe St. Southgate, MI 48195**

**313-618-1821 cvoapresident@hotmail.com**

**CVOA VP of Membership and Finance**

**Mike Rupert**

**147 Hiram St Pittsburgh, PA 15209**

**412- 821-8429 cvoainc@aol.com**

**CVOA VP of Merchandise - Shawn Parsons**

**4571 County Street 2750 Marlow, OK 73055**

**580-641-2130 cos0046@yahoo.com**

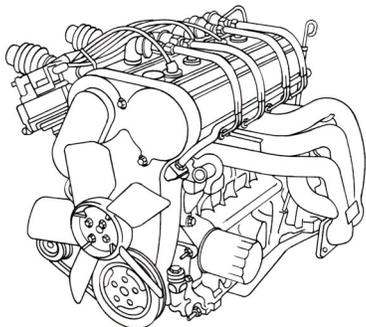
**Deadline for Submissions for 2022 Q4 Magazine is 10/25/2022. The Q4 Magazine is tentatively due out about 12/15/2022. Please submit all articles, ads, etc. to**

**cvoapresident@hotmail.com**

**Thank You,**

**John J. Cowall**

**CVOA National Magazine Editor (and President)**



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# CVOA President's Notes

I had four major Cosworth Vega goals for 2022. 1) Get CV #3136 to the GM Nationals Car Show in June. Check! 2) Host the Woodward Dream Cruise in August, and show off #3136 to the CVOA. Check! 3) Get CV #1000 back under my garage roof with a new paint job and stripe set. Check! 4) Get CV #3136 out to a local autocross to stretch its legs. Missed that one... Well, 3 out of 4 goals accomplished puts a smile on my face, and for the Autocross, there's a goal to put on the list for 2023! I cannot express how happy I am that #3136 is finally roadworthy again. It's been three years since I took ownership of her. To finally get behind the wheel, fire up the engine, and release that clutch as the car lurches forward is so satisfying. There is still work to be done, but the largest hurdle has been crossed.

That leads to my goals for next year! I won't share them now, but let's say they are lofty. I will share what I have in store for this fall, and into the winter months. CV #1000 is back from being painted, but much work needs to be done to get her cleaned up and presentable. Heck the car doesn't have bumpers, headlights, tail lights, etc. and that's just part of the exterior finishing touches! (but dang, she is freaking beautiful with the new paint!) If all goes well, I will be able to flip a coin for car shows. Do I want to trailer a car to one? Or, drive a CV to one! Sounds like a dilemma I would love to have!

As the CVOA speeds towards the 4<sup>th</sup> quarter of 2023, we still have one very large Showcase ahead of us. The CVOA National Roundup in Phoenix, AZ. Hosted by Jim Rigg! I do hope we have a great turnout, and quite few Western Region Members are able to make the weekend. Sadly, I cannot make it this year. I know I will miss seeing many of you there, and I am sorry about that. We did have a semi "National" feel for the Woodward Dream Cruise we had here in Detroit a month ago, so that definitely helped make up for my loss in Phoenix. Next year will be slightly closer for me, so I have it on my calendar to make Syracuse, NY.

Some interesting takeaways/ points of interest for many of you from this Summer.

On CV #0803, we have had some mystery pops and misses every now and then since we got the engine up and running a few years back. We had just chalked it up to "Weber Carbs being finicky". Well, we rebuilt the distributor with new components and put in a new coil, and haven't had a miss since! One of the biggest challenges in diagnosing a CV is-

sue is whether it is spark, or fuel related. A weak spark, intermittent miss, or hard start can seem to be a fuel issue, when in fact may be a spark problem! After all, some of the components on the car may be close to 50 years old, so not a bad idea to rebuild your distributor!

I sometimes scour the internet, Facebook Marketplace, Craigslist, etc. to see what Cosworth Vegas are for sale and the asking price. I have been surprised at how few CVs are publicly for sale, and the nicer condition ones are even harder to find. What I have found is this. The cars that are for sale are at two ends of the spectrum, the not running, possibly rusty, and needs lots of work to bring it back from the dead spectrum. Or, the nice, good paint, from a Condition 2 to a Condition 1 car. There are very few middle of the road decent cars for sale. And, the pricing reflects it. However, as you all know, it takes two to sell a car, seller and a buyer! Prices have been going up overall, but there has to be the right buyer to get the asking price! Over the past couple years, the biggest concern most sellers have is, "why is it taking so long to sell my car?" Well the answer to that is how you market the car, is the car getting to the buyer who is interested. If the buyer does not know your car is for sale, how can they buy it?!

Last thing. The CVOA does need some help. Being an Executive Council Member, Regional Director, Website Support, CVOA Magazine Editor, National Roundup Concours Event Judges, Participation as a Judge or Submitting your car for the CVOA Heritage Gold Award Program. You do not have to hold the title of any of these positions listed above to help those doing those roles. These roles were created in hopes that Members would cycle in and out of the roles every few years to add fresh ideas, perspectives, incite, to each role. I really hope some of you may look into what it takes to help your Club. If you have any interest in what it takes to help with any of these roles, let me know, or contact your Regional Director, or Mike Rupert or Shawn Parsons!

Thank You,

John J. Cowall

CVOA President

# CVOA 2022 Annual Directors Meeting Recap

2022 Annual CVOA Directors Meeting

Roll Call/ Call to Order May 2<sup>nd</sup>. Seconded by Mike Rupert

Review/ Approve 2021 Membership Report, Merchandise Report, Financial Statement. (Still being assembled by Mike Rupert. Topic Tabled for a later date)

Review Old Topics from 2021 Meeting – No further discussion

New Topics for 2022

Topic #1 – Adjusting Shipping Costs/ Adjusting Current Pricing for CVOA Merchandise. Discussion led to Committee to be formed to review pricing.

Topic #2- Leadership Roles and Development for CVOA Executive Council and Regional Directors. Not much discussion. Urgent need to get More Members involved at Local, Regional and Executive roles in the CVOA

Topic #3- Urgent need for New Website Director. Vacancy currently being filled by John J. Cowall. Looking for prospects. No one in mind at this time

CVOA National Roundup Future Planning

2023-Syracuse New York

2024- Tennessee

2025- Detroit, MI

2026- West Coast?

Hello,

I wanted to Thank you all for the discussion and helping to create a plan for the CVOA for this year, going into 2023.

Shawn P. Mike R, and John J. Cowall will form a committee to review pricing and shipping increase in costs (If needed) of the CVOA Merchandise. (To be completed in the Fall of 2022)

Mike R. will submit the Financial Report, and Merchandise Report for 2021, and will be submitted for approval at a later date. (Will also be posted on the CVOA Website)

We have a good plan going forward for Annual CVOA National Roundups through 2025.

Hopefully Members, Directors and Executive Council Members will continue to develop and find interested persons who may want to help lead the CVOA in coming years.

I, John J. Cowall, President of the CVOA, am calling the 2022 Annual Directors Meeting to a Close. Do I have a second person to approve Closing the Meeting? Seconded By Mike Rupert

# CVOA 2022 Hall Of Fame Inductee Jerry (JD) Smith



Jerry (JD) Smith

JD had a lot of interests and passions. His enthusiasm for his passions were contagious. He loved his music and his band Traces of Gold. He was a singer, guitarist, saxophonist, among other instruments as well! He cared deeply for his family. I know one of the greatest joys was going to Gigs and playing with his son, Jeremy. Another of JD's passions was his computer programming skills. He took great pride in the work and computer code he made in his career. He also was a true automotive enthusiast, as one of those focuses was the Cosworth Vega. He truly enjoyed a few of his other cars and projects over the years, but the Cosworth Vega definitely was special to him.

Most members on the CVOA Hall of Fame made their mark either running the Club, or by vast mechanical skill. JD did like to tinker with his CV, especially #3241, which received quite a bit of restoration work by JD's hands. His legacy with the CVOA will be known for his work on the CVOA Website. JD put his talents, knowledge, and computer code skill to work not once, but twice in developing the website for the CVOA. Back in 2005 he helped set up a Website for the CVOA that was very heavily based on information. The second go around, in 2017, became more. Members could sign up, input their car info into the CVOA Registry, and contact other Members through the CVOA Forum, and so much more. The Website has grown under JD's watch. It has evolved. One of the best parts of the Website, is the ease of use, with a few clicks, you are where you want to be. JD used his knowledge of other websites, code, etc. to make this function this way for the Club.

JD has other accolades with the CVOA. He hosted a CVOA National Roundup in his Hometown of Deltona Florida in 2007. JD's #3241 was one of the Honorees to be in the Feature Building at the GM Nationals Car show held in Carlisle, PA. He earned this distinction twice in 2011 and 2021! He has won Concours Awards with CV #3241 in the CVOA. But, his legacy will be the CVOA Website. Thank You JD! You earned this award many times over!

## **CVOA Call For Help**

**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 in any projects that the CVOA or Regional Directors are planning?**

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

**Do You want to be Regional Director or on the Executive Council for the CVOA, to meet, interact, and Lead the CVOA for in the upcoming years?**

**Are you Interested in being the story teller for the CVOA (Editor for the CVOA Magazine)?**

**Please send your story to me, John J. Cowall, at [cvoapresident@hotmail.com](mailto:cvoapresident@hotmail.com)**

**Please send all requests to assist with the CVOA to me, John J. Cowall, at [cvoapresident@hotmail.com](mailto: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!**

# Concours D Lemons Detroit, MI 2022 Show

It's not everyday you get two sports racing legends looking over your Cosworth Vega. But that is where I found myself during the Concours D Lemons on Saturday morning, Sept. 17, 2022. Judy Stropus and Tom Cotter were looking over the show field, and CV #3136 caught their collective eye and joined JC (my dad) me for a Chat. Judy Stropus has a Road Racing Resume that make most racers blush. Her accomplishments are long AND distinguished. I recommend you look her up online, if you have never heard of her. She KNOWS Racing. Tom Cotter is most recently known for his Classic Car Hunter Series of shows. But his resume is long and highly decorated. Road and Track Contributor, Hagerty Media writer, Holman Moody racer are just a few of his accolades. And these two found my Cosworth Vega interesting?! Absolutely awestruck. We talked about the racing history of the car, performance, and the Cosworth Vega history in general. After the chat, they continued on the show field. What an honor. JC was left practically speechless after they left. He could not have been beaming with any more pride that these two chatted with him!

The Concours D Lemons is an interesting show, and a controversial show for the Cosworth Vega to be a part of. But, This is my fourth time in 7 years attending the Detroit version of this show. And I have a great time each year, meet fascinating Car Personalities, and get to just show off my Cosworths. (yes, plural. I have attended 4 Concours D Lemons with a different CV each time! LOL!) The show is controversial because the Show touts itself as irreverent and low brow for car shows. The show is anything but, in my opinion. Sure, the cars are odd, different, and sometimes rusty or dirty, but these cars deserve their time in the sun, too. Just like a Cosworth Vega. Our cars may never get the recognition to be at a Pebble Beach or Amelia Island Concours Show. However, our cars have a unique racing history and engineering history in the Car World. So, I have no shame in attending, and rather like what I get to park my car next to! As a matter of fact, we parked

next to a Geo Metro LSI Convertible! Maybe less than 2000 of these made! On the other side of our Cosworth Vegas were Chevrolet Corvairs. The one directly behind us was a Corvair Monza Convertible with a Supercharger, factory. The car was maybe the nicest restored car on the entire showfield. So, I will just say, I am glad I went.

On another note, a guy showed with an Opel Manta 1900. Now, some of you may ask, what is that? But, to me it's a special little car. I had one as my first daily driver. The car brought back so many fun memories for me. It brought back special memories for JC as well. He actually competed against Dick Baumhauer for a few years in Autocross in the Detroit Region, JC in his Opel Manta, Dick B in CV #3136 the Golden Eagle Racecar. The class was DP, and Dick was driving the CV #3136 (which we brought with us to the Show!) and JC drove his Opel Manta 1900 that he had race prepped. The owner had recently bought the car, and was surprised how much of a positive response he has received from so many people about his car and their memories of when they had Opels!

Thank You,

John J. Cowall

CVOA President



# Midwest Regional Roundup 2017 (Iowa) Revisited

#2080 popped up in Iowa on Aug 12, 2022. A mechanic had it in his shop to get it back running for the owner. I reached out to him to give some assistance. Through conversations I realized that not only had I seen and rode in that car, he brought it to my house for a Mini Roundup in 2017. This made me dig through some emails and pictures. Below is a draft writing that Jack Hovick did, that was never published. It was fun revisiting/remembering that day!!

Thank You,  
Jay Hovick



We are now living in the off season for getting our cars out and beginning the season of putting them safely out of the ravages of winter and other ilk. #1930 bowed out early this year with a multiple fuel pump failure and is still waiting for me to perform the required fixes to put it back on the road.

It was another busy year for getting out with the cars, well at least for myself and my brother Jay. Did not get a lot of information from others in the region, but still look forward to more of that in the future. My shows were primarily with the Cabriolet which included the following in Nebraska; Sprague (where we got to meet Casey Svetic), Prague, Dwight, Norris High (South of



Lincoln), Waverly and Yutan. Also went to Iowa for a show at ISU and then We hosted a region RoundUp in Iowa that I will cover in more detail below. Of course no season is complete without the annual CVOA RoundUp which was covered in a previous newsletter. Toward the tail end of the summer I got the chance to add another car to the collection, a survivor 1977 Monza Spyder (I know not a Cosworth, but it is another H-body sibling) with 16,000 miles on it and it made one show in Woodbine, Iowa. Jay's list was more impressive, but then he does have more cars and on occasion uses an extra driver; (Iowa) ISU Jack Trice Stadium- Vega and Monte, Adel- Phoenix, Iowa Arboretum- Monte, Logan- Vega, Radcliffe- Monte, St Charles- Monte, Carroll Swan Lake- Phoenix, Clear Lake CLASS- Vega and Phoenix, Region 9 Cosworth Round-



## Midwest Regional Roundup 2017 (Iowa) Revisited Cont.

up- 2 Vegas, Webster City- Two Vegas, Woodbine-Monte, Wayne Larson- Phoenix, (Nebraska) Sprague-Vega, Prague- Vega, and last but not least, Piqua Ohio-Monte nationals. No lack of passion there!



The Region 9 RoundUp was held in central Iowa to try to get as many members in close proximity as feasible. In the future I am going to attempt to have earlier planning and notice to maybe get better attendance. That being said we did get 4, including myself, Jay, Byron Burnham and Mark Bruellman with his 1976 Cosworth. The highlight of our event was a visit to see a car collection known as "The Albaugh Collection" north of Des Moines, Iowa. The collection is known as one of the largest collections of Chevrolet convertibles in the world. To put this in perspective, there was a row of 1957 Chevrolet Belaires which came to be because Mr. Albaugh decided he was going to have one of every color they made. Another significant car for us was the Yenko Vega which like the rest of the collection, "stunning". We spent at least a couple hours marveling at not only the cars, but literature, petroliana and vintage dealership items. No CVOA event is complete until you share what did not go correctly, which my own #1930 was more than happy to provide this one. It started simply enough as I had a front shock that was leaking bad enough that it would puddle oil on the floor. I had the NOS set with me to make the change and got it done without any adverse affects. Jay wanted to drive

the car anyway so I gave him the honor of doing the test drive. The car started and ran for about 5 seconds and died. As stated in the opening paragraph, it was done for the weekend and still waits me to repair. The following day we took the remaining running cars to Webster City for a show that was held at a senior living facility. Needless to say the 3 Vegas drew a ton of traffic and lots of conversation.



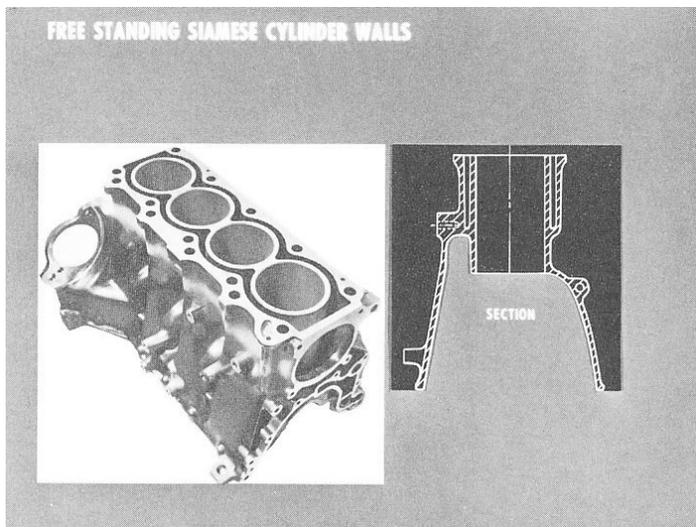
Which brings us back to where I started, hibernate, maintain, plan and get ready to start the whole thing over again next year. Can't wait to go to some new places and meet future friends while enjoying our cars. I wish you all a Happy Thanksgiving, Merry Christmas and a great 2018!

Thank You,  
Jack Hovick



# GM Aluminum Block Development

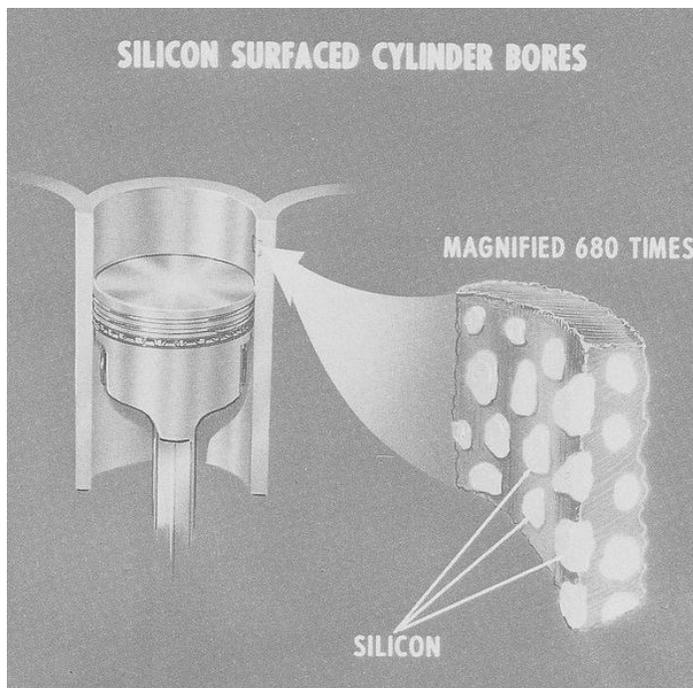
The GM Aluminum block has 17 percent silicon content, free standing siamese cylinder walls



GM Research Labs had been working on a sleeveless aluminum block since the late '50s. The incentive was cost. Engineering out the four-cylinder's block liners would save \$8 — a substantial amount of money at the time. Reynolds Metal Co. developed a hypereutectic alloy called A-390, composed of 77 percent aluminum, 17 percent silicon, 4 percent copper, 1 percent iron, and traces of phosphorus, zinc, manganese, and titanium. The A-390 alloy was suitable for faster production diecasting which made the Vega block less expensive to manufacture than other aluminum engines. Sealed Power Corp. developed special chrome-plated piston rings for the engine that were blunted to prevent scuffing. Basic work had been done under Eudell Jacobson of GM engineering, not at Chevrolet. Subsequently, Chevrolet was given job of putting the ohc sleeveless, aluminum block into production.

The Vega engine block was cast in Massena, New York - at the same factory that had produced the Corvair engine. Molten aluminum was transported from Reynolds and Alcoa reduction plants to the foundry, inside thermos tank trucks. The block was cast using the Accurad process. The casting process provided a uniform distribution of fine primary silicon particles approximately 0.001 inches in size. Pure silicon provides a hard scuff and wear resistant surface, having a rating of 7 on the mohs scale of hardness, as compared to diamond which is 10. The blocks were aged 8 hours at 450 °F to achieve dimensional stability. Before being shipped to

Tonawanda, the blocks were impregnated with sodium silicate, where they were machined through the outer skin. From Massena, the cast engine blocks were shipped as raw castings to Chevy's engine plant in Tonawanda, New York. Here they underwent the messy etch and machining operations. The cylinder bores were rough and finish-honed conventionally to a 7-microinch finish then etched by a new (then) electro-chemical process. The etching removed approximately 0.00015-inch of aluminum leaving the pure silicon particles prominent to form the bore surface.

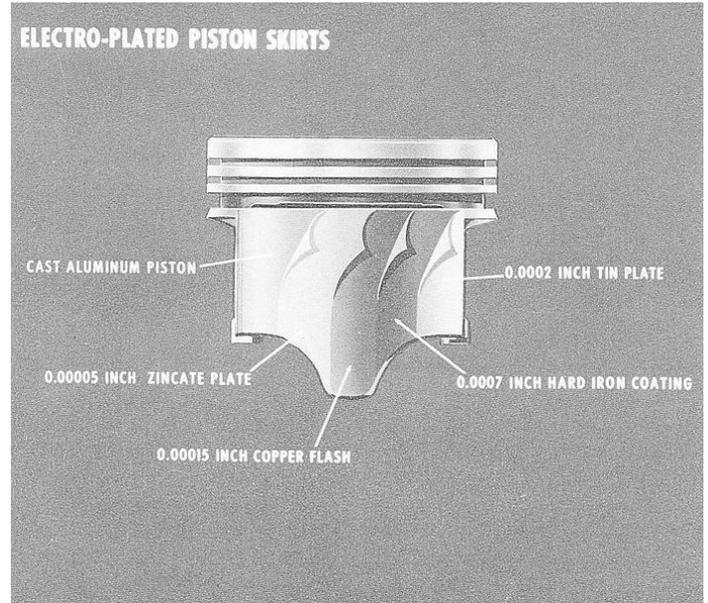


The technical breakthroughs of the block lay in the die-casting method used to produce it, and in the silicon alloying which provided a compatible bore surface without liners. With a machined weight of 36 pounds, the block weighed 51 pounds less than the cast-iron block in the Chevy II 153 CID inline-4. Plating the piston skirts was necessary to put a hard iron skirt surface opposite the silicon of the block to prevent scuffing. The plating was a four layer electro-plating process. The first plate was a flash of zinc followed by a very thin flash of copper. The third and primary coating was hard iron, 0.0007-inch thick. The final layer was a flash of tin. The zinc and copper were necessary to adhere the iron while the tin prevented corrosion before assembly of the piston into the engine. Piston plating was done on a 46 op-

# GM Aluminum Block Development Cont.

eration automatic line. From Tonawanda, the engines went to the Chevrolet assembly plant in Lordstown, Ohio. Eudell Jacobson of GM engineering pointed out one of the early problems with unexplained scuffing and discovered excessive pressure on the bore hones was causing the silicon to crack. He said: "We were trying to put a product into production and learning the technology simultaneously. And the pressure becomes very, very great when that happens. The hone-pressure problem was solved before engines actually went out the door, affecting only pre-production engines."

Submitted by  
Jim McIntosh



Year	Standard Engine	Optional L-11 Engine & GT (Z29)	Cosworth Twin-Cam (Z09)
1971	90 hp @ 4,400 rpm 136 lbft of torque @ 2,400 rpm	110 hp @ 4,800 rpm 138 lbft of torque @ 3,200 rpm	
1972	80 hp @ 4,400 rpm 121 lbft of torque @ 2,400 rpm	90 hp @ 4,800 rpm 121 lbft of torque @ 2,800 rpm	
1973	72 hp @ 4,400 rpm 100 lbft of torque @ 2,000 rpm	85 hp @ 4,800 rpm 115 lbft of torque @ 2,400 rpm	
1974	75 hp @ 4,400 rpm 115 lbft of torque @ 2,400 rpm	85 hp @ 4,400 rpm 122 lbft of torque @ 2,400 rpm	
1975	78 hp @ 4,200 rpm 120 lbft of torque @ 2,000 rpm	87 hp @ 4,400 rpm 122 lbft of torque @ 2,800 rpm	110 hp @ 5,600 rpm 107 lbft of torque @ 4,800 rpm
1976	70 hp @ 4,200 rpm 120 lbft of torque @ 2,000 rpm	84 hp @ 4,400 rpm 122 lbft of torque @ 2,800 rpm	110 hp @ 5,600 rpm 107 lbft of torque @ 4,800 rpm
1977	84 hp @ 4,400 rpm 122 lbft of torque @ 2,800 rpm		

# Midwest Regional Roundup Woodward Dream Cruise Weekend



## Woodward Dream Cruise 2022 Recap

I cannot say it enough, the Woodward Dream Cruise which is held the Third Saturday in August every year is worth the trip for anyone. For those of you who don't know, the Woodward Dream Cruise is basically an 8 mile long car show held on the Woodward Ave in Detroit and the surrounding cities. The CVOA has been attending this event as a Regional Roundup since 2013, and every year brings different Members, Cars, and amazing stories. This year was no different. Myself and few others in the Detroit area decided it would be a great idea to get together every year, and we got lucky to find a place along the Woodward Ave to be a "HomeBase" for us to park cars, see the show, leave and cruise and have a spot to come back to. (on a side note, the CVOA National Roundup in 2025 will be held during this tremendous Event, and I will be the Roundup Host!). For this year, I have been spreading the word to Regional Members and others for the past couple years to make this year be a little bigger of a CVOA Event than other years, and you guys responded!

For anyone looking to plan a Regional Event, it takes planning! You want to make sure you have a semi detailed itinerary for the Members to follow, especially the people coming from out of town. This is pretty important if you plan to have people for a few days in town. You want to basically create guideposts so everyone knows where to be and when to be there, to keep the Group entertained, interested, and focused. You want to nail down a few important details, the two biggest being nightly lodging and Meals. Even if it will be

up to the specific Members to pay their own and make their specific plans, giving them a hotel or a couple options is a great idea. You also need to make sure you know who is coming, or possibly coming, to keep track who is where! A large part of the planning involves letting people know you want to have the Event! I used Facebook, Emails, text messages and the CVOA National Magazine to keep Members informed of what the plans were for the weekend. And, a big key, follow up with Members who say they want to attend! On a side note. If you want to host a day trip Regional Roundup, you do not have to get as involved as I did for this Event. Sometimes its as easy as, hey, lets meet up at a local show, let a few of the CVOA Members know near you, and a have a good day! But, for my purposes, I was trying a few things out almost as a Dry Run for the 2025 National Roundup, so I went a bit deeper planning.

So, I got to work setting up what I hoped would be a fun weekend for the CVOA Members who were going to attend. I created a separate file in my email to store emails sent to me of people who planned to come (and also those who said maybe, and also for those who said they were not coming). I created an Spreadsheet to keep track of who was coming, if they were bring a car or not, if they were attending the whole weekend, or just the Dream Cruise on Saturday, and where they were staying (hotels for those coming in from out of town). I placed the Notice in the National Magazine along with a few hotels near by and with a rough sketch itinerary for those wanting to do a few other things while in town. I had my idea for how the weekend would play out about 6 months or so in advance, so that helped with my planning. Pretty quickly, I got some positive responses from Members near and far saying they planned to attend. My Itinerary involved activities for Thursday Evening, Friday all day, Saturday all day, and even a plan for Sunday of some Members stuck around for the full weekend.

Here we go! I got notice from Dan McNally the weekend before he was already in town! He came in for the week with his parents and they did a lot of sightseeing

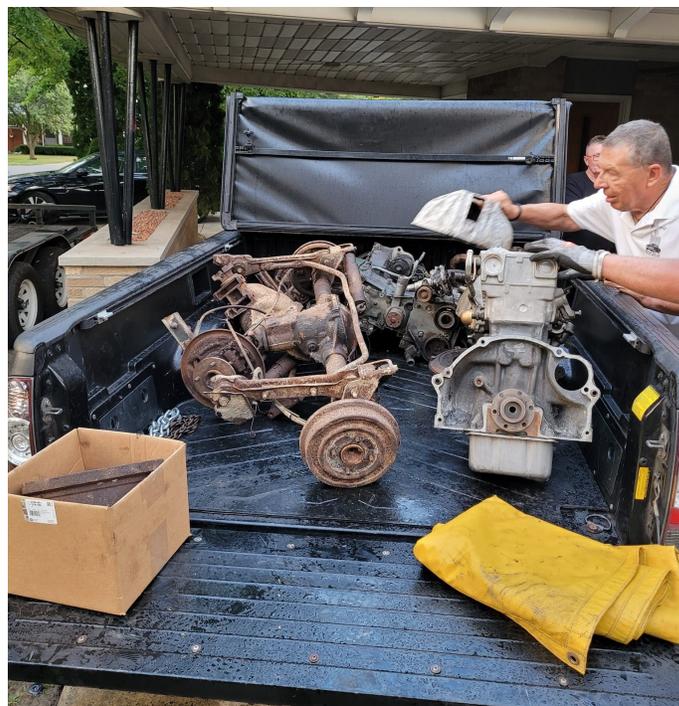
## Woodward Dream Cruise Weekend Cont.

during the week. (I still had to work Mon-Wed., so I did not get to do any of the sightseeing they did, but I was in touch with him via Facebook). Thursday came and I thought I was ready for a fun weekend. CV #3136 was ready to be on display for the Weekend, JC had waxed #0803 up and she was pretty for guests, the weather forecast said relatively clear skies for the weekend, and my garage was in a decent state of cleanliness for Members to see some of my CV used parts collection, and my pool was glistening in the backyard in case anyone wanted to take a dip!



We started Thursday evening by Members coming over to my house for a Backyard BBQ, swap meet, and meet and greet with all the Members who came in. Theo Kourlas and his son came in from Ontario, and were planning on picking up some spare engines, rear axles, a used 5 speed, etc. (the engines were part of the Hutton Inventory the CVOA purchased last year. Byron Burnham and Jack Hovick brought them up from Oklahoma, Thank You Jack and Byron!) I know I am going to miss someone when I start listing names, and I am sorry if I miss your name! I am going off of Memory here, and Brian Pecenco took his roll call notebook home with him!) Jack Hovick and Byron Burnham brought By-

ron's CV #0756 V8 Street Touring Machine over, Robert Marks brought CV #2064 by, Jerry Boger and his wife came in from North Carolina and brought his V-8 Pontiac Astre, Brian and Trish Pecenco came in from North Carolina, Cliff Westerlin flew in from California, Steve Michelsen from Illinois was there, Theo and his son were there, Dan McNally from Pittsburgh and his parents were there, JC and my mom were there, and of course my wife and Chloe, my daughter were there! (oh, and Joe and Rachel Lathrop were in from southern Indiana). We started to get the parts loaded in Theo's truck, and wouldn't you know it, the only rain cloud in Metro Detroit happened to hang out above my house! So, Byron decided his Vega RCR needed to share my garage for the night with CV #3136. We were able to BBQ, even in the rain. The Hamburgers and Hot Dogs were a hit, and the night was a lot of fun. Even involved a lit bit of Welding courtesy of Jerry Boger, who's alternator fan decided to break free from the pulley. He was able



to tack it into place, and it held for the rest of the weekend. I have to say, one of the best things about this Club, the People. Just the sharing of stories, getting caught up like old friends, and being able to share my

# Midwest Regional Roundup Woodward Dream Cruise Weekend

home is such a blast! A little soggy, everyone went their separate ways for the night, and get a little sleep before Friday rolled around.



Friday was going to be a big showpiece for those who came in early. I was able to arrange for the CVOA to visit the GM Heritage Museum. GM has a vast collection of automobiles and other related items, and they rotate about 100 to 150 automobiles into their Museum as show case and a banquet/ Meeting spot for visitors. I



did try and get CV #0001 on display for us, but that was not able to happen for this visit. But there was plenty to see. A lot of design vehicles, historical vehicles, special interest vehicles, and display engines were ready for us



to check out. A few more local CVOA Members came in, Paul Wicker with Dick Balsey, Wally Van Vyve, Paul Trickett, Jeff Wasko, and I know I am missing someone... Anyway, we had 2 hours to spend at the Museum. It's safe to say, everyone left with probably a different "favorite" car that they got to see. What I found fascinating was an old Rallye Car, a 1954 Cadillac La Carrera Panamericana Race Car. The La Carrera Panamericana was Rallye race in the 50's in Mexico. Safety Equipment was a minor thought when it came to prepping these cars back then. You have to have some serious guts to go bombing through the backcountry and small towns of Mexico back in the day for these races. There is even a tribute Race held these days, following some of the old routes, but definitely not the true speed event that the old race was. (I only know about this race because Nick Mason, the drummer for the great band, Pink Floyd, participated in one of these tribute races in the early 1990s. He even released a VHS Movie, put a

## Woodward Dream Cruise Weekend Cont.

Pink Floyd musical soundtrack to it. I absolutely loved watching and listening to that VHS Tape on the VCR!).



After the GM Heritage Museum visit, a few groups broke off and did their own thing for most of the rest of the day. I had planned on having everyone visiting the lower portion of the Woodward Dream Cruise Route. There was a Emergency First Responder Vehicle Show down near 9 Mile Rd. and Woodward. (Most of the Woodward Dream Cruise is from just before 9 Mile Rd and North towards 18 Mile Rd. The “Heart” of the Show is at 13 Mile Rd and Woodward. Woodward pretty much runs North and South, the Mile Roads run East

and West). Also, by the First Responder Show is what is called “Mustang Alley”. Ford puts on a big display of new and older Mustangs in this location on Saturday during the Dream Cruise. Some of the Mustangs were on display. Including a very interesting Mustang Mach E Shelby Edition. Very neat vehicle, for sure. The day was hot! But, I am not complaining, it was just a very sunny day to be out and about seeing interesting cars. For those that do not know. Yes, the Woodward Dream Cruise is planned as just a One Day Saturday Event. But, people start Cruising Woodward, displaying vehicles along Woodward Ave well before the one day event. Usually you will see some really cool stuff out and about the Week leading up to that Saturday, and Fridays can get a bit nuts, especially in the Evening! As the day was winding down, it was time to head out for some dinner. We ended up at Ford’s Garage Restaurant. It’s a pretty cool place with a few Model T’s on display and obviously a Ford/ car centric vibe. After a good dinner, we all headed back for some well earned rest!

Saturday Morning and I was up Bright and Early. It was SHOW TIME! I towed CV #3136 to our parking spot on Woodward Ave, just south of 12 Mile Rd. Unloaded the car, and got her all ready to be seen by the CVOA



and the Car Culture World! (Can you sense how proud I am to have this car?! I am bit excited to have it, and to show her off, I am absolutely beaming with joy!) Paul Wicker actually beat me to the parking spot, and he had Dick Baumhauer’s Clone 77’ CV ready for display as well. CVOA Members started trickling in.



# Midwest Regional Roundup Woodward Dream Cruise Weekend

I will start here. Judy Baumhauer showed up for a bit. She is Dick's wife, and such an amazing woman. She knew how much these cars meant to Dick. She had tears in her eyes as she saw Dick's last 2 CVs together. It brought her so much emotion. CV #3136 and the Clone 77'. Dick took a lot of pride in these two cars. To have them parked together, both running, and in great shape was something I wish Dick could have seen. But, Judy got to see it, and she was so grateful to Paul and me for



carrying on Dick's legacy with these cars. (Remember how I said the CVOA is so much more than just the cars?! Well, Judy is a big part of that "More than Cars" part! She is just an terrific woman! ) Judy was able to



wipe a few tears away and tell us about her two dogs. Dick and Judy went and picked these two dogs up as puppies shortly before Dick passed away. So, needless to say, Judy has had her hands full training, caring and loving for these two dogs! I know Paul Wicker and I take great responsibility in keeping Dick's Memory alive with these two cars. And we will do our best to keep showing them when we can!

Other Members started rolling in with their CVs. Byron in CV #0756 the Vega RCR. Bob Marks with CV #2064 (did I mention he towed up by himself from Kansas City, MO?!) JC with #0803 (he is the original owner of this car), Dave and Cathie Dempsey arrived in CV #2532 the Barn Find Dave rescued last year (and they drove it up from Indiana!), Wally Van Vyve brought #0232 out (which was one of the Building Showcar CVs in 2011 at the first Carlisle GM Nationals Roundup), Mark and Ken Rock arrived in Mark's CV #3387 his



Green CV with the Skytrends Sunroof!, Lou Lippert brought CV #2734, he just picked this car up a year or so ago, Jerry Boger brought the Pontiac Astre with the awesome hood firebird decal, and Kevin Singleton from Ohio arrived and dropped off the "Granny Sunbird" (and promptly left on foot! I don't think I saw him all day! LOL). As you can see, it was great turnout. I thank you all for attending, and making this Woodward

## Woodward Dream Cruise Weekend Cont.

Dream Cruises the Best one yet! A separate side note, for all you Horsepower CV freaks. We had 4 CVs that had 2.3L cranks in them. Wally's CV #0232, JC's #0803, my CV #3136, and Paul Wicker's CV 77' Clone. I cannot think of a time we have ever had that many stroker CV engines running, together, at a show!



Each Cosworth Vega (and the other H-Bodies at the Show!) could have a feature article written about them on their own. (And some have!). Each car had unique features, history, and interesting stories behind who they are, and how they ended up at this show 45 years after produced at the Lordstown Plant in Ohio. Each CVOA Member, whether your H-body is a CV or Not, should take some time, put pen to paper (or keyboard), and tell your car's story from your viewpoint. Every CVOA Member loves a great car story, why not share yours?!

Well, back to Saturday. As the day started to show signs of rain in the afternoon, our group started to break up and go back their separate ways. Some were planning to head home, some needed some much needed rest, and others needed a well earned beer! I got home as the rain was coming down, got CV #3136 back into the garage, wiped the rain drops away, and did enjoy a couple beers!

On Sunday, Bob Marks, Steve Michelsen, JC, and I went to Greenfield Village which was brain child of

Henry Ford. Yes, THAT Henry Ford. He created a little Village with interesting and Historic buildings, or replicas, to show the dawn of the industrial age in America. There is also a working Farm, with cows, sheep, chickens, and geese! The Village has buildings going back to the 1700's up into the 1940's era. There was supposed an Old Time Baseball Tournament going on, using 1880's rules, but, again, the skies were darkened by rain, so the games had been cancelled. We still had a great time. And, the most interesting part of the Village, is getting a ride in a Model T!

I had a terrific time putting on this event. Sure, my planning for Friday afternoon could have been a bit more scheduled out, but I believe each Member that attended had some interesting stories and memories to take home with them. I am looking forward to hosting the 2025 National Roundup, and hope to have a few more planned events than just what we did this past weekend. I want to personally thank each of you that came out for some or all of the weekend. The cars are fantastic to see, and the People are that much better!

Thank You,

John J. Cowall



# 2022 National Roundup Preview, Phoenix AZ



The 2022 CVOA National Roundup is scheduled for sunny Phoenix, Arizona for November 18, 19, and 20th, 2022.

## Those not wishing to pay Registration

If you do not want to participate in the 3 day Roundup activities, you are welcome to just pay \$30 ( a regular Car Show Entry Fee ) and bring your car for Saturday. You are also welcome to sign up for the Sunday Good-Guys portion and join us there.

## Hotel and Hotel Reservations

The Hotel is the San Marcos Resort, [SanMarcosResort.com](http://SanMarcosResort.com), a Crowne Plaza Phoenix-Chandler Golf Resort. Address is 1 S. San Marcos Place, Chandler, AZ. Phone 1.480.812.0900. It is located at the corner of W. Buffalo St and N. Arizona Ave ( Hwy 87 ). One block South of Chandler Blvd on Hwy 87.

Make Hotel reservations at [igh.com](http://igh.com), use code ZBY or call 1 877 685 5594 and request CVOA Annual Meet to get group rate of about \$160/ night ( including all fees ).

You must **cancel your reservation more than 48 hrs. prior to arrival or you get a one-night charge. Our cut-off date for guaranteed room reservations is OCT 18, 2022.** The Hotel has both a parking lot and parking structure. The 5 story parking structure has a clearance of 8'2". There is straight in parking for cars on the left and right with a center traffic lane as you wind your way to the top. Lots of room on the upper floors to park a vehicle and trailer together across the parking spaces, but turning around at the top might be tight. Have a look at 33° 18'18.94 N and 111° 50' 34.27 W

## CVOA Roundup Registration Deadline is Oct. 1, 2022

### Immediate vicinity of the Hotel

Saba's Western Wear ( for that Cowboy Hat ) and a Bakery to start. Dining includes Murphys Irish Pub, San Tan Brewing (local brewer), Serrano's Mexican, Pie Snob, DC Steak House, Charm Thai, etc. Plus the hotel has a restaurant, bar and pool.

# CVOA 2022 National Roundup Itinerary

Places to see in the Chandler area, the Hotel description and the schedule for the Roundup.

Allan Healey put this together:

Approximately 35 mi east of Chandler on Rt 88 is a Museum with buildings from an old western movie and TV studio

[superstitionmountainmuseum.org](http://superstitionmountainmuseum.org)

A little farther East is Goldfield Ghost Town

[goldfieldghosttown.com](http://goldfieldghosttown.com)

There are Jeep or UTX Tours exploring trails around the Superstition Mountains ( all for a cost )

[apachtrailtours.com](http://apachtrailtours.com)

The Dolly Steamboat ride on Canyon Lake is a nice boat ride near cliffs and narrows.

[dollysteamboat.com](http://dollysteamboat.com)

The Roundup Hotel is the Historic San Marcos Hotel in the middle of downtown Chandler, AZ. It is also called the Crowne Plaza Phoenix Chandler Golf Resort ( [SanMarcosResort.com](http://SanMarcosResort.com) ). We will have a reduced room rate of about \$160/night for the Roundup. Reservations must be made by early October ( MORE LATER ). My upper estimate for Roundup Registration is \$200. If you know me, I will do everything I can to keep the cost down. We will NOT be able to spread items out for sale in the parking lot. If you intend to sell something: post a list on your dash or advance a copy to me and I can incorporate it into the info packet; and be subtle. PLEASE PLEASE. If you think you might like to attend, email [jwrigg@msn.com](mailto:jwrigg@msn.com). I will not hold you to it. I just want a better idea of numbers considering attending to improve on my WAG; and let me know what activities hold the most interest.

Good-Guys car show is an extra cost. The hope is to take a good number of cars to the car show, wow the public, get a choice spot courtesy of Good-Guys and some recognition. If you want to take your car to the show for Display, that will be about \$40 and you get one extra visitor ticket. If you are not a Good-guys member the cost is higher and if you wait until the day of the show the cost is higher yet. I made a trial run and it looks good.

**IF YOU PLAN TO ATTEND THE 2022 CVOA NATIONAL ROUNDUP, PLEASE E-MAIL JIM RIGG AT [JWRIGG@MSN.COM](mailto:JWRIGG@MSN.COM)**

# CVOA 2023 Roundup

The CVOA National Roundup for 2023 will be held in Syracuse, NY! Mark and Frank Nizer will be our hosts for this Event. During our National Roundup, we have secured a Spot at the Syracuse Nationals Car Show. Mark is diligently working out the details for us at this Event. This is a great way for the CVOA to Showcase our Cars and People to the Car Culture World!

The Dates for the National Roundup are July 14<sup>th</sup>- 16<sup>th</sup>. So, mark it on your calendars! Let's hope the Northeast Members of the CVOA Show Up and Show Out their CVs!

More details such as Hotel Information, Roundup Registration, and an Itinerary for the Weekend will be out at a later date. So, check the CVOA Website in the next few Months for more information as we nail down the details for the Event!

If you plan to attend, it is a great idea to contact

Mark Nizer at [nizerm@yahoo.com](mailto:nizerm@yahoo.com) or

Frank Nizer at [fncars@aol.com](mailto:fncars@aol.com)

If you are interested in submitting your Car for the CVOA Heritage Gold Award Judging, please contact

John J. Cowall at [buddyleejc2@hotmail.com](mailto:buddyleejc2@hotmail.com) or [cvoapresident@hotmail.com](mailto:cvoapresident@hotmail.com)

Hope Many of you can make it!

For details on the Syracuse Nationals Car Show, go to [www.syracusenationals.com](http://www.syracusenationals.com)



**JULY 14-16  
2023**



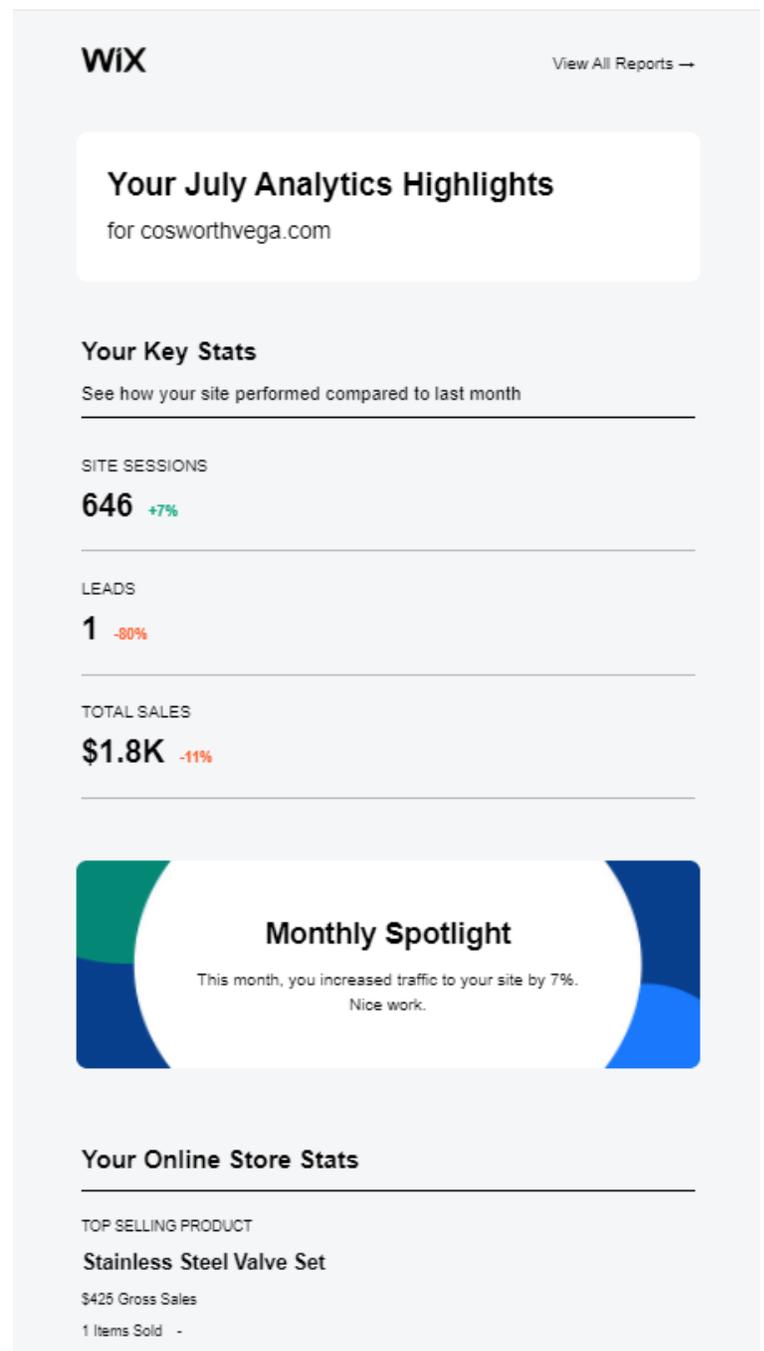
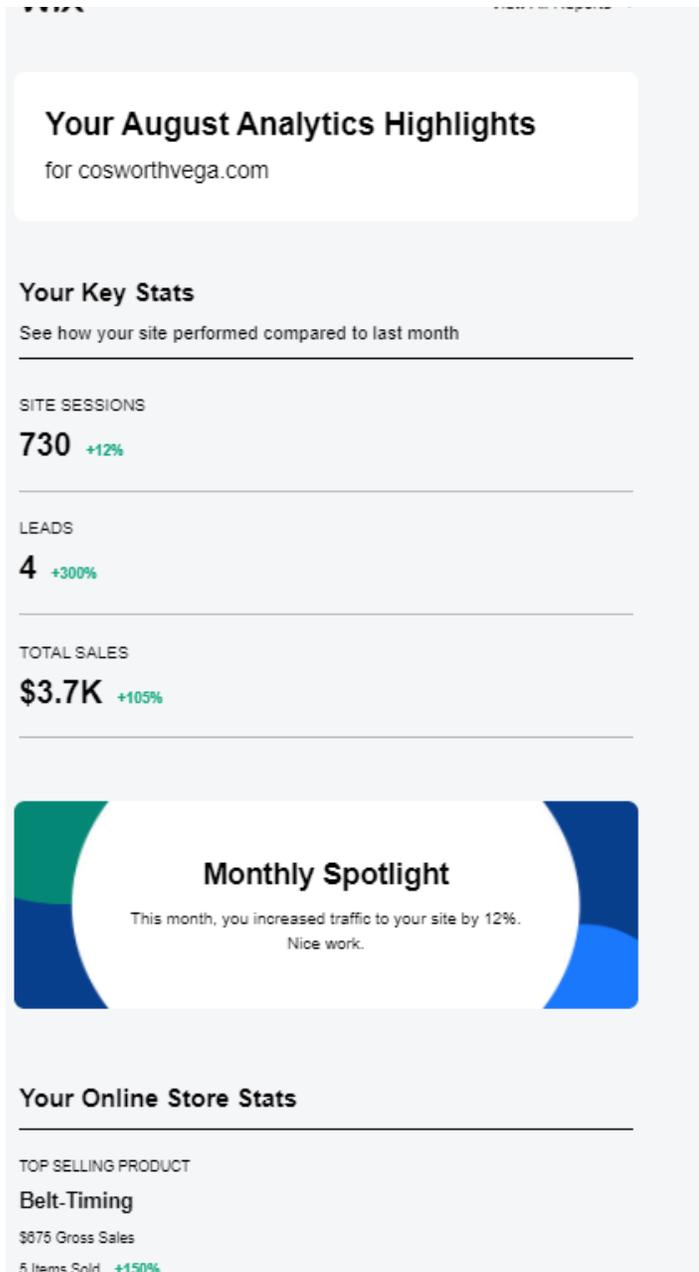
**LARGEST CAR SHOW IN THE NORTHEAST!**

# CVOA WebCorner

The two columns below are a snapshot analytics report that is sent to the CVOA President email each month letting us know how the CVOA Website is performing. As you can see, we are still generating quite a bit of traffic to the site almost daily. We getting an average of 21-25 site sessions each day! Members and non-members are checking out our Club, looking for parts, information, and sometimes just to see what's new with the CVOA. The site has been "Live" for roughly 4 years, and to still see this kind of traffic checking us out, using the site, etc. is terrific. If you have not been to cosworthvega.com in while, check the site out!

I am on the site almost daily, adding pictures, updating the Registry, looking up Tech Support Info, and seeing activity on the Forums. This website is an amazing tool to help the CVOA maintain viability for all Members!

Thanks, John J. Cowall CVOA President



# LATEST MECUM AUCTION RESULTS

**Dallas, TX Mecum Auto Auction Sept. 7-10.**

**Lot F219 Firethorn Exterior, Firethorn Vinyl Interior**

**Cosworth Vega #2687**

**3,100 Original Mileage**

**Unrestored Stock**

**Hammered down at \$28,000.**



# CV #3365 For Sale Jerry Tomlinson, TN

CV # 3365 For Sale. Asking \$4500.00/ OBO (or Interesting trades? ATV, Etc.)

Car is in Bethpage, TN. Ask for Jerry Tomlinson, Phone #419-707-0048 (or text)

Mahogany Exterior/ Tan vinyl Interior, 5 speed transmission

Car has 124,000 miles. Has not run in 30 years. Some rust around front fenders, doors. See pics for details. Good Restoration Candidate!

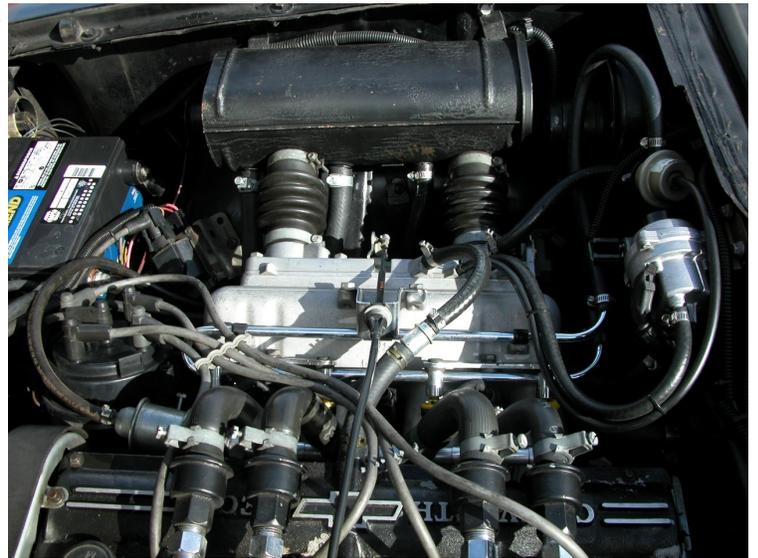


# Jim Rigg's CV # 2607 For Sale!

For Sale: 1976 Cosworth # 2607

One owner, 120K miles, original engine and drive train, all papers, no build sheet. Astre taillights added, Astre 3-piece spoiler, recovered front seats, re-indexed cams, power brakes added and more. It is just time to sell. I was a Regional director for 25 years and CVOA member since '81, lots of literature. Car has lots of spare parts ( ask for list ). Tow bar/frame for flat towing ( you need a 2" receiver and female Pollak electrical plug ) and lights using a Pollak 7 pin cylindrical male plug. It will be at the Phoenix 2022 Roundup.

\$9,000      Jim Rigg      [jwrigg@msn.com](mailto:jwrigg@msn.com)  
208 297 8959



# CVOA REGIONAL DIRECTORS

## WESTERN REGION

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



## MIDWEST REGION

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



## NORTHEAST REGION

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



## SOUTHERN REGION

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



## H-BODY REGION

**Jack Hovick**  
H-Body Region  
402-416-0153  
Jack.big24fan@gmail.com



## **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 &amp; Autocross Rules

CVOA-ACC-2 \$ 4.00

Kan Coolers - Foam sleeve to keep a can cool. Yellow with 20th anniversary logo.

CVOA-ACC-3 \$ 3.00

Window decal - New design, static cling type. Affixes to inside of window. White background.

CVOA-ACC-4 \$ 4.00

CVOA Jacket Patch . Older design 3" round, WHITE background.

**\*All items sold to current CVOA Members only\***

**Order online at [www.cosworthvega.com](http://www.cosworthvega.com)**

**Click on "The On-Line Store" link along the header bar towards the right of the home page and use PayPal**

**OR:**

**Contact : Shawn Parsons**

**[cos0046@yahoo.com](mailto:cos0046@yahoo.com)**

**580-641-2130**

**Lower 48 states only (no PO Boxes)**

**Contact Merch VP for shipping to AK, HI, or other countries**

## **CVOA Parts (Prices Subject to Change Without Notice)**

CVOA-PT-01                                 \$50.00  
Upper End gasket set. Includes cam cover, cam carrier, intake and exhaust.

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  
Distributor drive belt.

CVOA-PT-08                                 \$135.00  
Cam drive belt  
Fel-Pro Water Pump Gasket - No Charge with Belt Set Only

CVOA-PT-09                                 \$225.00  
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!\*\*\***

# CVOA MERCHANDISE VALVE SETS IN STOCK!

**The CVOA Now Offers Complete Stainless Steel Valve Sets for Sale through our Merchandise Sales Program!**

**Included in Set is**

**8 Intake Stainless Steel Valves**

**8 Exhaust Stainless Steel Valves**

**16 Valve Guides**

**16 Valve Seals**

**On Sale for \$425.00 for the Complete Set (We will not break apart sets to buy individual pieces)**

**\*\*LIMITED SUPPLY, GET THEM WHILE THEY ARE AVAILABLE!\*\***



## CVOA Acquired Hutton Motor Engineering Parts Collection

Hello Ladies and Gentlemen,

Please check the CVOA Website for the Parts Store. The CVOA has acquired the collection of CV parts that Hutton Motor Engineering had when they closed their doors. This is a once in a lifetime chance to get some hard to find parts!. Our VP Of Merchandise is slowly working through the Parts Collection and listing them for sale through the Club Parts Program. There are some large items, small items, and some non-existent items like two piece dash bezels! Once these parts are gone, they are gone for good. Make sure to check out the collection, even if you are not sure you need anything. As Shawn Parsons works through and sorting the items, they will be listed. So check back from time to time, you never know, the part you may need is right there waiting for you!

## CVOA VENDORS

### **Vega Parts, New and Used, Repro Front Air Deflector**

Dave's Vega Village

46-3295 Sunnyside Road, Anmore, British Columbia, Canada V3H-4Z4

(604) 469-9979 - Available 24/7. Email: [quarte6@telus.net](mailto:quarte6@telus.net)

### **Carpets - Molded Floor, Rear Cargo and Material**

Auto Custom Carpets Inc. (<http://www.accmats.com>)

1429 Noble Street, Anniston, AL 36202

(800) 352-8216

\***Note:** 1976 carpet is longer than the 1975. CVOA discount.

### **Reproduction Labels**

Jim Osborne Reproductions (<http://www.osborn-reproduction.com>)

101 Ridgecrest Drive, Lawrenceville, GA 30045

(770) 962-7556

### **Computer Repair**

Bob Stallwitz, Pekin, IL

(309) 824-5940 Email: [rstallwitz22@gmail.com](mailto:rstallwitz22@gmail.com)

### **SMS Auto Fabrics**

(<http://www.smsautofabrics.com>)

350 South Redwood Street, Canby, OR 97013

(503) 263-3535

### **Seat Belts- Repair and Restoration**

Ssnake-Oyl Products (<http://www.ssnake-oyl.com>)

114 N Glenwood Blvd., Tyler, TX 75702

(800) 284-7777

### **Remanufactured Vega Steering Boxes**

Lares Corp. (<http://www.larescorp.com>)

855 South Cleveland, Cambridge, MN 55008

(800) 555-0767

### **Weatherstrip for your Cosworth**

Metro Molded Parts (<http://www.metrommp.com>)

11610 Jay Street NW, Minneapolis, MN 55448

(800) 878-2237

### **Cosworth Vega Professional Wheel Refinishing**

Wheel Medic

2971 Silver Drive

Columbus, OH 43224

(614) 299-9866

## CVOA TECH ADVISORS

### **\*Restoration and Mechanical**

Bob Chin, Bloomington, IN

812-318-4604

4pm-9pm EST

[BobC997615@yahoo.com](mailto:BobC997615@yahoo.com)

\*

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

Tim Morgan, Houston, TX

(281) 589-0449

9pm-10:30pm CST M-F

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

### **\*Dave's Vega Village, All H-Body types, V6 & V8 Conversions, 20 years of study**

David Quarterman, Port Moody, B.C. Canada

(604) 469-9979

1-6pm PST, Mon-Sat

### **\*Editor, Cosworth Vega Tips and Tricks Knowledge Base Volumes I, II, III**

Mark A. Rock, Columbia Station, OH

(216) 789-3480

After 7 PM

[markarock@gmail.com](mailto:markarock@gmail.com)

### **\*Troubleshooting Fuel, Electrical and Drivetrains a**

### **Specialty. Working on Cosworths since 1979**

Maurice Schecter, Williston Park, NY

(516) 294-4416

9-11pm EST M-F

[Mauricsch@cs.com](mailto:Mauricsch@cs.com)

### **\*Maintenance, Engine, 5 Speed Trans, Brakes, Fuel, Electrical System, General Technology and History**

Duke Williams, Redondo Beach, CA

(310) 372-5527

6pm-10pm PST & weekends

[Dukewilliams@netzero.net](mailto:Dukewilliams@netzero.net)

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

Neil Williams, Bellflower, CA

(562) 920-7168

After 5PM PST

### **\*Mechanical, Electrical, Suspension**

Michael Young

831-917-1070

[youngsspeed@hotmail.com](mailto:youngsspeed@hotmail.com)

## Fuel Injection Corporation

[Www.fuelinjectioncorp.com](http://www.fuelinjectioncorp.com)



### About FIC...

**Fuel Injection Corporation** began as a one-man business that started in Bob White's home in 1987. FIC is still family ran and is located in Tracy California. For more than 30 years FIC has offered access to the finest rebuilt fuel injection components in the industry. FIC offers several product lines that are exclusive to Fuel Injection Corporation.

Always striving to improve, **FIC** is dedicated to providing customers with quality workmanship, and superior Customer Service. We continually strive to increase our quality with a heavy focus on warranty rate reduction. **FIC enjoys a 97%+ success rate on every part sold.**

Of the many products remanufactured by **FIC**, we have specialized skills in automotive electronic computers, utilizing our own in-house reverse engineered ECM testing units. We also test, clean and rebuild electronic fuel injectors. FIC is one of the very few companies that actually REBUILD fuel injectors. Every single air flow and vane type meter, air mass sensor, fuel distributor, warm-up regulator, fuel pump, pressure sensor, and auxiliary air valve rebuilt by **FIC** is 100% dismantled and rebuilt from the component level.

Simply stated, FIC is the place for your Vintage Import Fuel Injection needs.

209-830-6551

**FUEL INJECTION CORPORATION**

2246 N. MacArthur Dr.

Tracy, CA 95376

## Mark Rock's FIV Parts

### Repair Service

## FIV REPAIR

Does your CV race to 3000 or 3500 rpm on cold starts? Your Fast Idle Valve O-rings, brittle from heat and age, have undoubtedly broken.

Restore your FIV to like-new performance with premium Viton oil and grease resistant parts. DIY Rebuild Kit

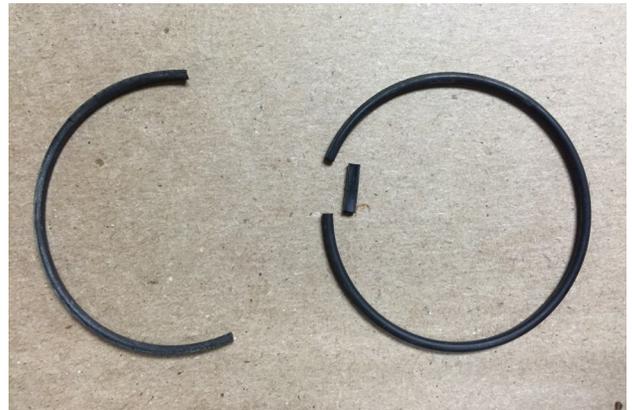
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Rebuilt FIV \$75 exchange\* (plus \$6 S&H)

Rebuilt FIV \$175 outright (plus \$6 S&H)

[markarock@gmail.com](mailto:markarock@gmail.com) 216-789-3480 cell

\*Refundable \$100 core charge



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# Jay Hovick's

## Sending Unit Rehab Service

**Sending unit rebuild service being offered. \$135 flat rate, plus actual parts cost and return shipping.**

I will de-rust your unit, coat all the internal pieces with POR15 tank liner, install LP or Fiero pump, replace connector pins and replace resistor can if needed.

- Current prices on parts (6-10-2022):
- New electrical connection pins- \$25
- Fiero HP Intank Pump- \$57
- LP pump- \$27
- Resistor can- \$55
- New Shrink Tubing- \$5
- New Electrical Straps- \$5 each
- Sock- \$8

Turn around time should be around 1-3 weeks, unless I get slammed. Also is subject to parts availability.

[jay.hovick@gmail.com](mailto:jay.hovick@gmail.com) 515-203-6283



# Mark Rock's Re-indexed Cam

## Sprocket Program

### Re-Indexed Cosworth Vega Camshaft Sprockets

Want more torque, more horsepower, lower and smoother idle, higher vacuum, lower under hood temperatures, better throttle response and greater fuel economy while remaining emissions legal? Get a set of re-indexed camshaft sprockets precision machined by Roy Linenberger.

**Only \$200 + \$15 shipping and handling.**  
**Requires the exchange of your old camshaft sprockets.**

Contact: Mark Rock  
[markarock@gmail.com](mailto:markarock@gmail.com)  
(216)789-3480



The screenshot shows a website for Phoenix Graphics. At the top, there's a navigation bar with links for HOME, GENERAL MOTORS, MOPAR, FORD, AMC, and JEEP. Below that is a search bar and a 'Bookmark Us' button. The main content area features a large image of a dark blue 1975-76 Cosworth Vega car. To the left of the car is a sidebar menu with categories like 'New Arrivals', 'Special Deals', 'Application Gel', 'Technical Details', 'ACCESSORIES', 'EMBLEMS', 'CUSTOM GRAPHICS', 'FOREIGN IMPORT', and 'Why Buy From Us?'. Below the sidebar are several promotional banners, including one for 'YOUR CAR'S MURAL' and another for 'CAN'T FIND IT?'. The car image has a caption: '1975-76 COSWORTH VEGA' and 'Kit Contents: 2 "Cosworth Vega" fender emblems Part #7576CV (plus color code)'. The website footer includes social media icons and a 'SEND US AN EMAIL' button.



Robert Dietz's CV #1942. Back on the Road, first time since 1978!