

COSWORTH VEGA Magazine



The Official Publication of the
Cosworth Vega Owners Association



Issue #99

4th Quarter 2009



Save the date!

Round Up 31

August 6, 7 & 8
Denver, Colorado

Page 11



Mile High Cosworth Vegas



Member Spotlight
David Dempsey and CV 2995



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Check Out Phil Rust's
Cosworth Powered
1929 Ford Street Rod!

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CV How-To Section

- Paint Your Cosworth Vega!
Part 2 in a series.
- Check out the first installment
of the new "Golden Oldies"
How-To section.

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Happy New Year from the CVOA! I hope everyone's Christmas was merry and you received that special item for your favorite car.

In the last magazine I mentioned the problem I had at the Green Bay Roundup. If you don't happen to follow the Cosworth Yahoo message board you missed the "rest of the story". It sure looked like the oil was coming from under the oil sender boss. Fortunately, before pulling the engine I decided to crawl under the car to get a better handle on the situation. What I found couldn't have been easier to fix. After taking the oil filter off to make a little more space I found a slit in the filter gasket and the slit was pointing directly at the sender boss. What I had seen was actually the oil bouncing off the boss as it squirted out of the filter. What a relief, thank the Good Lord!

Another odd thing happened this past week. One of my habits is to keep an eye on what CV items are selling on the Internet. As I'm checking things on eBay I see an auction for a dash plate. These come up occasionally but as I'm reading this auction it starts to sound very familiar. I purchased my first Cosworth, a '76, from a salvage dealer in 1978. When I went to look at it the first time I noticed some strange striping on it. The sides didn't have the normal pin striping or the words "Cosworth Twin Cam". Instead it had two wide stripes and the words "Cosworth Rally". I thought "What's this?" It had a

It just so happened that the original owner had sent a picture of his car to Bob Maloy in 1980 showing the special striping. Bob knew of only one car with the "Cosworth Rally" stripes, which was the #0998 "Gold Rush" drag car and thought they were unique to that car. Bob told the owner that the car was a record holding drag car before he bought



it. As it turned out, one '75 and one '76 received these stripes and I don't believe anyone knows why. And that was the dash number of my first Cosworth, #2654.



relatively small fire under the hood which melted the rubber hoses and some wires. The paint on the right front fender was also scorched, damaging the stripes. Inside the only problem was the dash plaque was missing. A few years later I made an "educated" guess that the number was #2659 and I even had a plaque made with that number when the club made a rerun of the plaques available.

Getting back to the eBay auction, it stated the plaque and owners manual were left over from the owners "Cosworth Rally" that had an engine fire at a dealer. It also said that the car had been an AHRA record holder. Well, I knew that was not true but wondered where the story came from.

Jeff Romeo and Tom Hutton are busy putting Round Up 31 together. Mark your calendar for August 6, 7 & 8 for our first Round Up in the Rockies! Our host hotel will be the Ramada Plaza in Northglenn and there will be more information to follow. Not many of us have had the opportunity to get pictures of our car with the beautiful Rocky Mountains in the background!



And now I am excited and pleased to announce that Round Up 32 will take place June 24-26, 2011. The CVOA has been invited to attend the All GM Nationals at Carlisle and hold our National Roundup there. The Cosworth Vega will be promoted by Carlisle as "The Featured Vehicle" but there could be others depending on what the auto

industry is doing. In 2009 the featured vehicle was the El Camino and at the last minute the GTO was added because of Pontiac's demise. Carlisle wants to do this to "Salute GM's 40th Anniversary of the GM-Cosworth of England partnership." What does this mean for us and our cars? First and foremost, this is a big deal in the car world! This is what the letter of invitation from Mr. Rick Markko includes:

"As the event manager for the All-GM Nationals, it is my pleasure to be afforded the opportunity to speak for the Miller Families and Carlisle Events regarding the All-GM Nationals. In doing so, we would like to extend a warm invitation to you and the Cosworth Owner's Association (CVOA) to participate at the All-GM Nationals by hosting your Cosworth Vega Annual Roundup.

We would like to promote the Cosworth Vega with top billing as one of our "Feature Vehicles" during the event. This means the Cosworth Vega and the Cosworth Owner's Association (CVOA) members will receive celebrity status. This includes a display in one of our Invitational Display buildings (once the total number of vehicles attending is determined we can decide which building is best) and a Club Tent with tables & chairs to conduct club business and leisure activities. Other "benefits" could include the following:

- Our Giveaway Vehicle can be a Cosworth Vega (Providing we can find an acceptable vehicle that fits within the budget)
- Include a picture of a Cosworth Vega to our event tee shirt
- Produce a "Limited Quantity" Roundup tee shirt for CVOA members only (Pre-ordering would be necessary to insure we have the right sizes and quantity)
- Private tour of the Chip Miller Collection for CVOA members only
- Autocross administered by the SCCA (not limited to just CVOA members)

We anticipate the increased exposure of conducting your Cosworth Vega Annual Roundup at the All-GM Nationals will result in a greater awareness of the true collector value and notoriety of the Cosworth Vega. Plus it will afford members of the CVOA an opportunity to interface with enthusiasts of other GM makes & models."

There are a number of items to discuss and finalize and we will go over these at Roundup 31. More information will be coming forward as we progress. The CVOA owes a large debt of gratitude to Jack Middleton for spearheading this event, making the initial contacts with Carlisle and suggesting the reasons why the Cosworth Vega would be

a good choice for Carlisle to consider. THANK YOU Mr. Jack!

Just a quick one, if you have a nomination for the Robert A. Maloy Memorial Award, please send it to me along with the reasons for the nomination. I have to admit I forgot about the award last year and since I struck my head and remembered this year, I wanted to pass this reminder along to you.

It's time to start thinking about Spring!

Happy Cosworthing,
Dick Baumhauer



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If you have information on your CV that was not supplied with your membership or renewal application, please send it to the registrar to update the CVOA records.

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Message from the Editor

Like the rest of you who live in a cold weather climate, winter has fully set in and like it or not, we are in for a few months of cold temperatures and lots of snow. I don't know about the rest of you Northerners but I always get jealous this time of year when the I have to battle the bitter cold and snow just to get anything done on either of my CV's. Long johns, layers of warm clothes and a full construction bib become my standard CV work attire. Couple that with a good kerosene construction heater and it is almost bearable for working during the winter months. How I would love to live somewhere in the south for the winter where you would not have bundle up just to get basic things done. Although, judging by the temps I have seen in Florida on the news, it hasn't been a picnic down there either. Still temperatures in the 30—40 degree range still beat single digit temps with an even lower wind chill. Despite the harsh winter in New Hampshire, I am making progress on the project of painting #3173 and you will find the second installment of this project later in this issue. This installment covers removal of the trim pieces and the early stages of preparing the car for primer. Hopefully I can stay on target of my goal to have it ready to show later this spring.

As you have probably read by now, Dick has announced that Round Up 32 will take place at the GM Nationals in June of 2011 in Carlisle, Pennsylvania. The Cosworth Vega will be the featured car and I hope will bring some much needed exposure to the car we all know and love. What better place to get that exposure than the holy grail of vintage GM automobiles? This takes nothing away from Round Up 31 which is being held in Denver, Colorado and will be hosted by Jeff Romeo and Tom Hutton. Preliminary information on the round up is on page 11.

You will notice a new how-to section of the magazine starting in this issue called "Golden Oldies". Since our CV's are now going on 35 years old, I think it is safe to say that many of the technical tips and how-to's have probably already been printed in an earlier issue of the CV Magazine, been mentioned on the CVOA web site or posted on the CV Yahoo Group. Mark Rock has done a great job in compiling the CV Yahoo Group postings in several very valuable spiral bound volumes, which are available for order on page 8 of this issue. But the wealth of tech tips and how-to's that have been printed over the years got me thinking. What about the newer CVOA members who don't have the benefit of back issues of the magazine or don't even realize there may be a faster, better way to get something done? Why should these great resources only be published once or twice and then be forgotten? I decided to pour over the old issues of the CV

Magazine, which Mike Rupert was kind enough to send to me when I took over as the magazine editor. As I was looking them over, I found many tips and how-to's that are just as relevant today as they were 20 or 30 years ago. So, this is the first installment of "Golden Oldies" and I hope you will get as much value out of these recycled tips as you do from the new ones.



You will notice that this issue also includes the new CVOA calendar courtesy of AC Delco. This calendar would not have been possible without all the hard work of who else, Richie Bastardi. As you most of you know, Richie's auto parts businesses, KMB Warehouse Distributors and B&B Auto Parts, are AC Delco dealers and he was gracious enough to coordinate with the AC Delco folks and get a calendar produced for the club. Richie collected all the pictures and descriptions of the cars and did all the other leg work that was required to make the calendar a reality. As always, we owe our gratitude to Richie for all his work on this project!

This issue includes the second installment of our Member Spotlight and in this issue we profile David Dempsey and CV #2995. David has amassed quite a collection of trophies and I hope you will find his adventures with #2995 as interesting as I did. I am looking for CVOA members who would be interested in being profiled for a future issue so if you are interested, please contact me. It is always fun to talk about yourself and your CV and share your experiences you have had with your car.

I have mentioned this before but just to reiterate, any feedback on the magazine, ideas for new columns or articles, how-to's or a story you would like to tell are always welcome. Send them along!

Tod Erickson



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Member Spotlight

David Dempsey and CV 2995

By David Dempsey

I'm probably like most CVOA members in that I started out with a regular Vega. My first car was a '74 Vega that I drove all through high school and into my early twenty's. I even took it on my honeymoon! I did everything I could do to the 140 engine to make it faster. I even had the car painted black and put NOS Cosworth decals on the fenders. Back then you could order them at your local GM dealer. At the time I never thought I would ever own a Cosworth Vega, let alone ever see one, so I thought I would make my own version.

Then one summer day in 1985 I was on my way to the local race track and came upon Cosworth Vega #2995 for sale along the side of the road. I stopped and looked at it as I never seen one in person before. If only I had the money, I would have bought it after looking at that Cosworth engine alone. I had never seen anything like it before. For the next two or three weeks as I passed it going to the race track, it was hard for me not to stop and look at it again. All I could do was just look at it as I passed by. After about four weeks, the car disappeared and I thought I would never see it again. It would be two years before #2995 would pop up again.

The next time I saw it, the car was parked along the back fence roll of a used car lot so I had to stop and look to see if it was the same car. I remembered the number on the dash was #2995 and as I looked, it was the same car. By this time the car had right quarter damage and rust holes in the bottom of the front fenders as it was 11 years old now. This would make the second chance that I had to buy the same car and it was priced much cheaper then it was two years earlier. So in June of 1987, I brought home CV #2995 with me.

This CV had very few options from the factory. Door edge guards, floor mats, AM/FM radio and black and white cloth seat inserts. One thing that always puzzled me about the car is why was the carpet cut 2 inches short at the back of the shifter? I thought about this for two years.



What someone did was install a 5 speed transmission in the car and the shifter plate didn't cover the hole from the previous transmission. I checked the rear end gear and the car had 3:73 gears.

So this got me thinking about the car. I was wondering if I could perhaps find the original transmission? What I found out is that Auto Land Motors had the car for a few years and swapped out the transmission from a regular '76 Vega that they got in trade in the early 80's. They told me they swapped it out with a '76 silver Vega with power steering, A/C, tilt wheel and rear defogger. It's been 10 years since he did the swap and I knew I would never find



the car so I never bothered to look at any junk yards. In the early 90's it was hard to find any Vegas at all, so I gave up on finding the original transmission. Instead, I spent my time on finding a 4:10 Positraction rear end to install to go with the 5 speed. After that I started the process of putting the car back together after I had it painted.



#2995 washed, shined and ready to show.

I thought I could make it a better car if I put on as many options as I could. I installed tinted glass, the Positraction rear end, swing-out windows, rear speaker and a rear defogger. I kept all the old parts less the original transmission, so I could put the car back to the way it was when it was new. I think the car shows very nice with the tinted windows, swing-out windows and rear defogger.

This is what I know about the other owners and the history of CV #2995. It was built in March of 1976 and Robert Turner was the first proud owner who bought it new from Erike Chevrolet in Kokomo, Indiana on December 22, 1976. The VIN number is 1V7706U213003.

The next owner was Ron Bunner of Yorktown, Indiana who bought it on November 16, 1979, mileage unknown. Auto Land Motors in Muncie, Indiana took the car in trade with 72,972 miles on it in the early 80's. William Neeley of Springport, Indiana bought it on March 21, 1985 with 75,862 miles on the odometer. Finally, I purchased it on June 1, 1987 after it had rung up 81,328 miles.

I never drove #2995 as a daily driver. I parked it in a garage as I was making payments on it as I was unsure what to do with the car after I got it. I knew I might not get a third chance to buy this car up and I had to have it. What got me more involved in the Cosworth Vega was an ad I saw in Super Chevy Magazine back in the late 80's. The CVOA ran an ad for membership to the club for owners of a Cosworth Vega. I join the CVOA in 1990 and got my first magazine in April of 1990. After opening it up I saw a picture of a members car with a nice size trophy by his car. This got me thinking that I might have something more than I originally thought I had. By late 1990 I was getting more and more interested in the Cosworth Vega so I decided to junk my '74 Vega and spend my time on #2995. After reading a few more of the CVOA magazines, I saw that the club had a national event every year for the Cosworth Vega. By 1993 I had my Cosworth painted and



thought I would like to take it to a few round ups.

My first round up was in 1993 in Manitowoc, Wisconsin hosted by Steve Mayefske. I didn't bring my Cosworth with me that year as I was unsure how it would stand up to other CV's. After getting there it was something to see all the Cosworth Vegas in the parking lot. I later wished I had brought mine too, but being new to the Cosworth Vega I thought I would check out a round up first. What I found was people of all ages attended the round up's along with wives and kids. Some of the attendees were even original owners and this got me thinking more about my CV. The next round up was held in Pittsburgh, Pennsylvania hosted by Mike Rupert and Dan McNally. I made sure I brought my Cosworth and wife Cathie with me this time, as it is not just a guy thing. I have been to most of the round ups ever since. I'm unsure if I can make it to the round up in Colorado as this year is our 25 wedding anniversary. Then again, what better place to be on your anniversary than at a CVOA round up? I got a few months to work on that one! Pray for me!

I have owned #2995 for 23 years now and I almost feel that I bought it new and it's like a part of live. When I first got the car I never thought I would own more that one CV as I had no plans to travel two states away and pick up another one. What I tell people is that I bought #2995 and the other three that I have followed me home over the years. I'm the proud owner of #2995, #1781, #1488 and #3493, a firethorn red car. I have all these cars in my garage and my wife's car sits outside. I hope you are still praying for me!

I have been showing #2995 for the past 16 years and have accumulated 185 awards. I actually never knew how many I had until I did this write up. I am not sure how many dash plaques that I have but I do know the box weighs about 30 pounds. I almost have as many awards as Richard Petty has, and he has 200 wins! Give me one more year of showing and I might be there with him. I never made it a goal to see how many awards my CV



David and #2995 with all his show hardware!

could win, they just came over time. I think this year I will try to get the 200 wins if not at least I had a good time doing so and a good showing for the Cosworth Vega.

The thing about showing a Cosworth is your Cosworth is going to be the only one there. To this day I can remember the first cruise-in I went to. There was a one lane drive that led to the cruise and at the end of the lane a guy sent cars to the cruise area or to the spectator parking area. When I got to the end of the lane with my Cosworth he was sending me to the spectator area parking. I think they had never seen a Cosworth Vega or even a Vega show up at any cruise-in so he thought I must be a spectator I proved him wrong! I thought I was going to half to run him over to get to the cruise in. I enjoy my Cosworth and love showing it. There are not too many weekends that go by in the summer months that I'm not at a show. Let's get our Cosworths showing good and get them out and watch the magic happen.

Me and my wife Cathie live in Muncie, Indiana and have been married, or should I say murdered, for 24 years now with our 25 anniversary coming up. We have no children just a black cat name Cosworth, go figure. I think the only reason she



David Dempsey

brought it home and named it Cosworth is so I would let her keep it! That was one of my biggest mistakes to let her keep it. We now have a total of five cats and one dog!

After high school, picking up a minimum wage job while going to Tech College for an auto service degree, I managed to work myself into a job at a Honda/Olds/Cadillac dealer. I did this for two years working on a flat rate team system. Times got slow and I was at the bottom of the pole and someone had to go. So I moved over to the detail department until business picked up. Six months later I had the option to move back as a technician, but I liked where I was and the money was better than the flat rate. A few years later Olds and Cadillac moved out and I stayed with the Honda dealer as a Detail Manager Specialist. I been at this for 23 years now doing detailing, paintless dent work, pin striping, gold plating and windshield repair.

As far as hobbies go, if you call it a hobby, I like tinkering with cars in some way or another. My wife calls it playing Cosworth, as I do spend a lot of time doing something Cosworth related. So, where is the next car show? I hope to see you there!



COSWORTH VEGA TIPS AND TRICKS KNOWLEDGE BASE VOLUMES I, II & III

Volume I

344 pages of 10-pt type w/7 page table of contents. Collecting and organizing a wealth of Cosworth Vega information primarily for 6300+ Yahoo postings.

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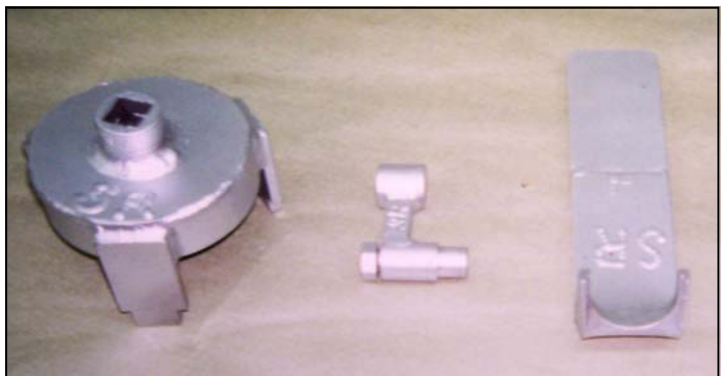
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A Street Rod With A Twist

Phil Rust hits the road with his Cosworth powered street rod

By Tod Erickson

Just when you thought you have seen it all, along comes Phil Rust's Cosworth powered 1929 Ford Roadster. Phil bought this car in 1974 from his best friend in high school and put it together as his friend had planned. He installed a 1965 Corvette fuelie motor, a Ford 3 speed top-loader transmission and full fenders. It was like driving a USAC sprint car for the street. It had so much power he stripped all the teeth off 2nd gear many times. So, Phil took it apart in 1980 thinking it would only take a year or so to get it going again with a better engine and transmission combination. Right! Well, four kids, ten grandkids and retirement later, Phil finally got it done. The engine is the original short block from Tom Leutzow's CV #3258 which had a crack in the block at the oil pressure sender boss. The engine was swapped out by the original dealer in South Carolina and he traded it to Phil in early '80's for a timing belt job and tune-up. It was then he knew this was going to be the new power plant in his hot rod. Phil

acquired the heads, cam carrier, and cover from Hubler Chevrolet before they sold that inventory to Hutton Motor Engineering. The fuel injection is from John Cowall's collection and the HP cams and valve train is from Bob Higman's midget shop. The cams were later traded to Mark Rock for stock ones, and the USAC midget headers are also from Bob Higman's collection via Jim Reardon. Phil believes Bruce Jahnke acquired #3258 from Tom Leutzow a few years ago. The transmission is a 5 speed over drive from an 1980's S-10 pickup truck which Phil stumbled across in a boneyard. When he saw it he realized it fit the Cosworth bell housing and it was a top loader internal shifter just like the original. The Halibrand quick-change rear end has a 3.20:1 ratio now and with the 5 speed, Phil reports the car launches really quick! "It is a blast to drive around the neighborhood which is all I've done so far" says Phil. But then again, isn't that what it is all about?

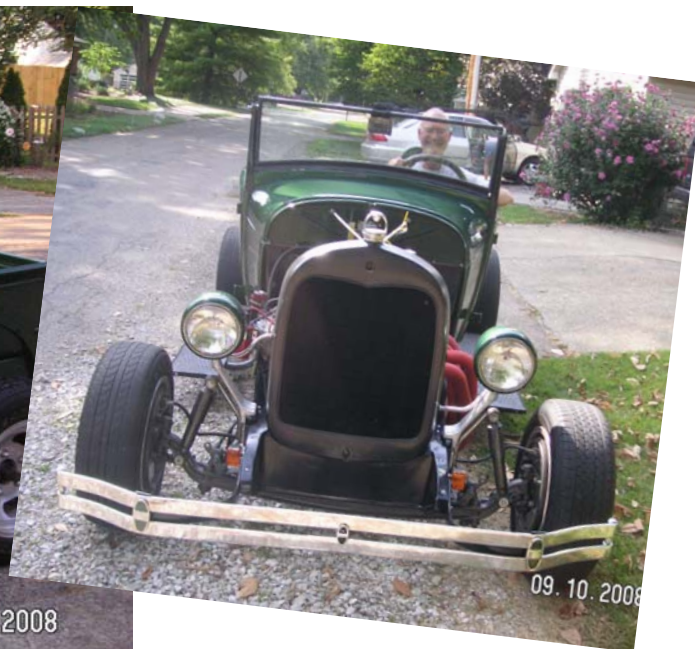


The Ford beats with the heart of a Cosworth!





09.12.2008

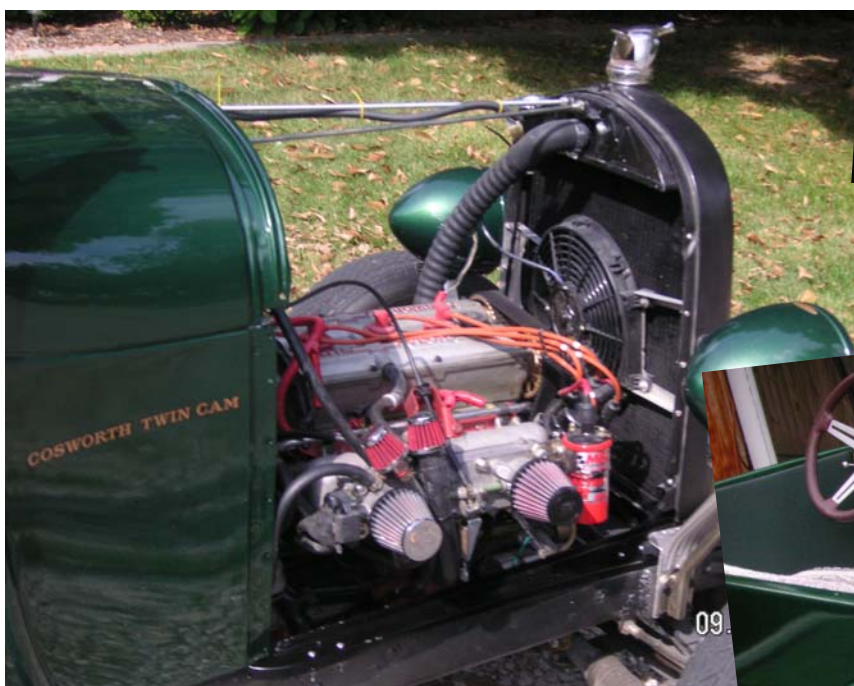


09.10.2008

Phil takes two of his ten grandchildren, Caden and Delaney, for a ride in the street rod.



01.01.2004



09.

Notice the gold Cosworth Twin Cam decals on each side of the body.



08.18.2008



Save the Date!

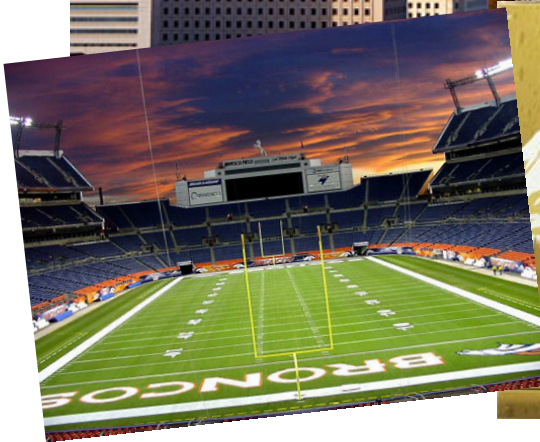
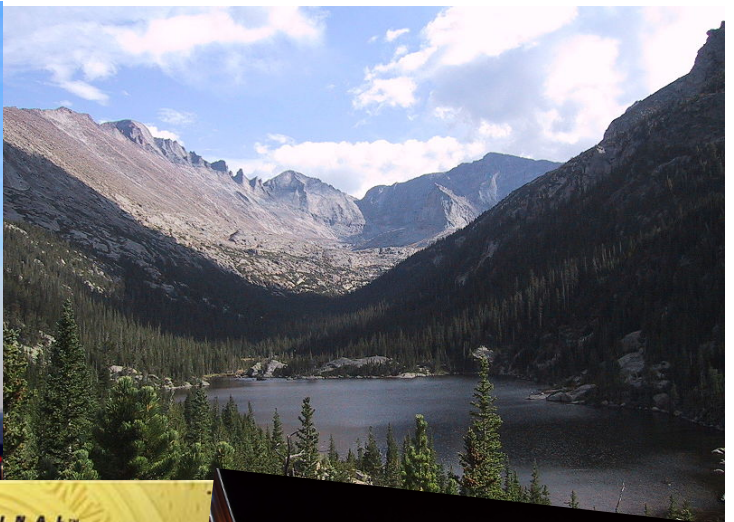
CVOA Roundup 31

August 6, 7 & 8, 2010

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G'Day Mate!

This Cosworth Vega finds a happy owner down under

By Tod Erickson

CVOA members Gordon and Joan Clough, residents of Queensland Australia, are the proud owners of CV #2613.

They purchased the car from a friend in California in 1995 and imported it to Australia. In Australia, you can only register left hand drive vehicles once they are at least 30 years old. Consequently it sat in Gordon's shed until 2006 before he could get it completed to drive on the Australian roads.

What initially sparked his interest was the motor because he raced a speedway midget with a similar Cosworth motor. Gordon believes until recently his Cosworth Vega was the only one in Australia. He has heard of a 1975 CV also located in Australia but has not been able to confirm that.

Gordon and his wife Joan visited Chris Wheaton and Duke Williams and attended a Cosworth Vega club meeting at Chris Wheaton's warehouse many years ago.



Looks like Gordon and Joan's CV is worth a few quid!

Robert A. Maloy Memorial Award Winners



CVOA founder Bob Maloy

In recognition of your many years of dedication to the Cosworth Vega and your relentless support of the ideals and goals of the Cosworth Vega Owner's Association.

<u>Year</u>	<u>Name</u>
1992	Steve Mayefske
1993	Mark Rock
1994	Lou and Harriet Marr
1995	Mike and Susan Rupert
1996	Duke Williams
1997	Bob Chin
1998	Clark Kirby
1999	Doug Perkins
2000	Tim Morgan
2001	Not Awarded
2002	Not Awarded
2003	Not Awarded
2004	Not Awarded
2005	Not Awarded
2006	Not Awarded
2007	Brian Harpst
2008	The Web Crew (Jerry Smith and Mark Rock)
2009	TBA



Cosworth Vega How-To

Paint Your CV—Part 2—Vehicle Prep

By Tod Erickson

In the first installment of this series, I covered the necessary equipment and supplies that you would need to do basic body repairs and then paint your CV. The CV I will be using as the subject of this series is #3173, a '76 metallic green car I have owned for a couple of years. I have already taken care of the mechanical restoration of the car and most of the interior over the past couple of winters. I really lucked out with this CV as it was originally sold by a dealer in Miami and had Zeibart rust proofing applied at the dealership. As a result, there is literally no rust that needs to be addressed so I have a very nice starting point. My other CV, #2554, is a different story. It lived a hard life in upstate NY and is awaiting restoration once #3173 is complete this spring. It has rust at the bottom of the front fenders, along the bottom of the doors, around the wind shield, in the rear quarters and in the spare tire well. That will be a much more involved project, which I will document for another set of more in depth metalwork articles. For now, I will go into vehicle prep, basic dent repair, sanding, priming, painting and clear coating.

After you have assembled the required equipment and supplies, it is time to get started. I am using my MDM temporary two car garage to do most of the body work and my regular garage to do some of the panel work and painting. As you will see, I do not have access to an elaborate garage with a spray booth, just what most of you have at your homes. After doing quite a bit of research and talking to several auto body professionals, I decided to remove the hood, rear hatch and doors so I could fill, prep and paint them off the car. I feel, as many auto body people do, that removing these pieces and working on them "on the bench" will give me a greater level of control and quality. It will also allow me to break the work down into sections, making it easier to do in smaller work sessions.



The first thing I did was jack up the car and remove all four wheels. Next, I wrapped the entire front brake and control arm assemblies with a clear bag and

taped them closed. I did the same thing with rear drums and the tail pipe to avoid over spray. With that out of the

way, I removed the head and tail lights, side marker lights, emblems, side mirrors, door handles, locks and wiper arms. Nothing really too hard when dealing with these items. Probably the most labor intensive is the side mirrors and door handles which require that you remove the inside door panel. This would need to be done anyway as I will be painting the door off the car and I want to make sure to get all around the door including some overlap to the inside of the door that will eventually be covered but the door panel. As you begin to remove items from your car, be sure to have a good supply of plastic sandwich and food storage bags to bag small parts and related hardware. Mark each bag with a Sharpie marker and store them in boxes so they will be easy to find when you are putting the trim pieces back on.

Once I was finished with the smaller pieces, I moved on to the bumpers, grill, hood and rear hatch. A quick note on the hood and rear hatch. Make sure you have a helper when removing both of them to avoid damage to the car. They are both bulky and awkward to handle, particularly the rear hatch, so a second person will come in very handy. I also opted to remove the front headlight "buckets" as I want to clean them up before painting. I plan on bead blasting the bumper mounting hardware as well as the grill mounting brackets and then painting them black. I couple of years ago, I invested in a Cat Blast floor standing blasting cabinet and it is hands down the best money I ever spend on a tool. It was more than I really wanted to spend, but it has paid for itself many times over.

The last parts to come off the car are the doors. I had already removed the interior door panels to remove the mirrors, as well as the door handles and chrome trim. The trim is tricky and you have to go slow to avoid damaging it. The top trim piece has to come off first and then the piece that goes up the rear of the window frame will slide right up. I made a little tool from a piece of 1/2" hardwood dowel that make the job a lot easier. I took the dowel and whittled and sanded down one end to make a flat edge. The edge of the wooden dowel can be inserted under the trim to help pry it away. On the more stubborn sections, a gentle tap with a rubber mallet will do the trick. Do not use a screwdriver or chisel as you will just end up puncturing or scratching the trim.

Removing the doors can be accomplished quite easily with one person with the use of a block of wood and a floor jack. I cut a piece of 2x4 a little shorter than the bottom of the door itself and placed it on a regular floor jack. Open

the door and jacked it up just enough to take the weight off of the door pins without putting too much upward pressure on them. From there, I was able easily able to remove the pins and slide the door off the hinges. Be sure to hold the top of the door frame before you remove the last pin completely so the door does not fall off the jack. I put a piece of cardboard on the outside of the door and leaned it against the handle of the jack which I had pointing straight up. Once the door is off the pins and moved away from the car, it is not too bad to pick up and move. Make sure to wear work gloves as the inside of the door has edges that can cut you very easily now that the door panel has been removed.

With the doors, hood, rear hatch, grill, spoilers and all trim removed, it is time to mask all remaining glass surfaces and the body openings from the pieces that were removed. I assembled a good mix of 3M blue, green and fine line masking tape in a variety of widths. You will find that cheap masking tape will leave a residue on the metal, particularly if it is left on the vehicle for a while. Spend a little extra and get good tape. You will be glad you did when it comes time to remove it. I purchased a few rolls of masking paper from Summit Racing equipment in a different widths but you can also buy it at your local auto body supply store.

I started by covering the engine with heavy black plastic that I had in my shop that I use for all kinds of things. I bought a big roll and I find I use it all the time when I want to keep the dust off of something I am working on. This covering will be in addition to masking the hood, door and rear hatch openings. I wanted the engine to have



a little extra protection from sanding dust and general overspray. Next was to mask off the windshield and the holes on the rear of the car where the tail lights and license plates lights were. I opted to remove the swing out side windows as it was easier than masking the glass and bulky rubber parts. After the windows were removed, I masked

both side door openings, the rear hatch opening and the swing out window openings. At this point the main body of the car was stripped of all trim, lights and the like and was all masked and ready to sand.



Before I started on the body itself, I decided to get my feet wet on the hood, rear hatch and doors. The hood had some surface rust on the top and a little under the front lip by the left hinge, but otherwise was in mint condition. In



the pictures of the underside of the hood you can see the yellow plugs from the Zeibart rust proofing. You can also see the rust proofing on the back of the hood where it ran down from under the supports where it was sprayed. Before I painted the hood, I wanted to remove the surplus

rust proofing, even though it will be mostly hidden under the hood pad. The rust proofing was somewhat pliable so I was able to work a lot of it off with a scraper and a small putty knife. After I got most of it removed with the scrapers, I was able to use some lacquer thinner and disposable shop towels to get it down to the original paint. As you might expect, the rust proofing ruined the underlying paint but since I am repainting the whole hood, it did not really



matter to me. You can see that I had to sand down to the factory red primer and in some places, bare metal, to completely remove the excess rust proofing.

With the rust proofing gone, it was time to get out the DA sander and the 36 grit pads, to remove any surface rust and large imperfections in the metal. Before I started sanding, I used a good ammonia based window cleaner like Windex or Glass Plus and some paper towels to clean and wipe down the entire panel. The glass cleaner will remove any dirt, grease and debris from the panel that I might end up grinding into the surface when I start to sand. Once I had removed all the bad paint, surface rust and old rust proofing, I moved to 80 grit sandpaper on varying sizes of my Dura-Block sanding blocks. I started with the 12 inch long block for the long flat sections and moved to the



smaller 6 inch block for the tight sections on the back of the hood around the supports. I also sanded the nook and crannies with no block using the same 80 grit paper. The goal with the 80 grit paper is to rough up the surface of the old paint and to begin to smooth and level the surface which has sections of bare metal, OEM primer and OEM paint. The 80 grit will also knock down any bumps or imperfections in the paint and get the entire surface somewhat uniform. Once I was satisfied with the smoothness of the surface, I then switched to 180 grit paper on the same Dura-Blocks to do the final sanding before applying primer. It is important when sanding not to sand it in a straight line but rather sand in a X pattern alternating from bottom left/top right to bottom right/top left. This tech-



Eastwood's Epoxy Primer and Catalyst. Mix 1:1.

nique will help the paper cut better and will help minimize sanding marks. Take your time sanding and be sure to be thorough. Any areas you skimp on now will show through in the final finish. With the doors, rear hatch and hood all sanded with the final pass of 180 grit sandpaper, it is time to clean the surface of the panels and then apply the epoxy primer. As I mentioned earlier, I have not touched the actual body of the car yet as the panels I removed will serve as a nice test bed to make sure my sanding, priming and filling is up to my expectations. After sanding with 180 grit sandpaper, the panel must be cleaned prior to priming. The first step is to blow off any loose dust from the panel with compressed air. Next, the same glass cleaner I mentioned earlier is used to thoroughly clean the panel of any remaining dust or debris. But wait, you are not ready to prime yet! After cleaning the panel with a glass cleaner, the next step is to clean it with a wax remover and degreaser such as Pre by Eastwood or PPG DX330. These are solvents that are used to remove wax and grease prior to priming or painting. After the panel has been degreased, wipe it down with a tack rag to remove any loose particles and you are ready to prime!

Now, you may be saying to yourself, "Hey Tod, why are you priming before you fill any dents in the panels"? Excellent question. In the not-too-olden days, you would sand the area around the dent down to bare metal with 36-40 grit sandpaper to give it a nice rough surface for the filler to grab. From there you would apply, sand and reapply the filler until it was smooth. After you filled it with

some metal glaze or spot putty and did a final sand, you were ready for primer. The only problem with this method was many times moisture would get under or behind the filled area and several years down the road, you would get bubbling and lifting of the area that was repaired. The generally accepted practice today when working on a restoration car, is to apply a couple coats of epoxy primer to the car prior to filling. As the name implies, the epoxy primer will bond to the surface of the car and will seal the subsequent layers of filler, primer and paint from the bare metal and the old paint and primer that was originally on the car. After the epoxy primer has been applied you can then apply your filler. The Eastwood Epoxy primer I am using is suitable to use over bare metal, old primer and old paint, providing the surface has been sanded as per my instructions above. The other benefit of the epoxy primer it is really helps you see imperfections in the surface of the metal so you know exactly which areas need filler. The Eastwood Epoxy primer is mixed 1:1 with a catalyst prior to application.

Before starting to apply the primer, make sure you have a relatively dust free work area and one that is well ventilated. I used the same roll of thick black plastic and placed it on the floor of my garage before starting to paint and setup a large floor fan to ventilate the area. The other good thing about putting down the plastic is when you are done, you can fold it into itself and dispose of it, making cleanup a breeze. I decided to start with the hood and to make it easier to prime, I made a hook out of a coat hanger and hung the hood by the latch from a garage door opener bracket on one of the ceiling rafters. My thinking was I could paint both sides of the hood without having to wait for the other side to dry and I would not have to worry about any marks in the primer from the hood resting on a stand or blocks. I looped the coat hanger around the door opener bracket and then through the latch on the rear of the hood. I closed the loops on each end and twisted them closed so the loops would not open and the hood would fall to the ground.

The DeVilbiss Starting Line HVLP gun I am using calls for 30 PSI at the gun inlet, which I was able to measure with the pressure gauge and regulator I had attached to the gun. Once I had the pressure set correctly, it was time to mix the primer with the catalyst. As I mentioned in the last issue, a good set of plastic measuring cups comes in really



Mount a pressure gauge and regulator at the gun air inlet for the most accurate reading.

handy. With the primer mixed and loaded into the gun, I was ready to start. Be sure to protect yourself with a good respirator, eye protection and appropriate clothing so you don't get paint in places it is not supposed to be! Start by spraying a scrap panel so you can adjust the width of your spray pattern and the air pressure coming into the gun. I used an old piece of plywood and kept spraying until I got comfortable with the gun and the pattern and speed with which the paint was being applied.

I was surprised by a couple of things that I was not expecting when I started to spray the primer. First, with the HVLP gun there was very little overspray and not much paint mist was released into the air. If you are accustomed to spraying canned aerosol paint, you will be amazed at how little airborne paint there is compared to spraying with a can. Granted, much of what comes out of the can is propellant, but you do get a lot of overspray from a can. I was expecting the same from the HVLP gun but I was amazed at how little paint was wasted in over spray and airborne mist. Second, I was expecting to have to work quickly to avoid runs and drips and to get the paint to go on smoothly. I was surprised to find that the opposite was true. If you work methodically and don't rush, the paint goes on nice and smooth and drips will not be a problem. To get a nice first coat, the gun nozzle is held parallel to the panel about 6-8" away, which is closer than you are probably used to when using paint from a can. In painting circles you will hear the terms wet coat and dry coat. They are pretty much what the name implies. When a wet coat is desired or called for by the manufacturer, you will spray enough paint on the panel to achieve a wet, glossy finish. With a dry coat, the paint will go on somewhat more speckled and will not have any gloss to it. The surface under a dry coat will also show through until you can apply additional coats.

Check the data sheets that come with the paint. It will have detailed instructions for mixing and applying the paint. It will also give you the recommended temperature range for application of the paint and the "flash time" that you need to wait between coats. I cannot say enough about the importance of reading and understanding the data sheets that are included with your paint, as it is very easy to become confused. The paint manufacturers spend a lot of money testing their product on a variety of surfaces and conditions and they are ultimately the best source for how their paint should be applied. There are many different paint manufacturers, so what works for one brand will not work the same way for another. The data sheets are a gold mine of information and just 5 or 10 minutes reading them over will save you a lot of mistakes down the road.

Two medium dry coats are recommended for the epoxy primer and as you can see in the picture, they went off

without a hitch. The only disappointing part of the whole process was how anti-climactic it was. The total spray time including flash time was all of 20 minutes. After hours of sanding, re-sanding, cleaning, degreasing and prepping for the big moment of priming your first panel



Top of the hood after two medium-dry coats of epoxy primer.

with your new spray gun! So that's it? Hours of prep for 20 minutes of glory? Well, I guess everything you read and what auto body pros tell you is correct. It is about 95% prep and 5% actual paint time. It is so important to take your time on the sanding, filling and other prep work as any area you skimp on will show in your final product. Well, I have prepped and primed the hood and have the doors and the rear hatched prepped and ready to prime. I

will get those primed before our next installment using the same method as the hood. Unfortunately, the cold has set in here in New Hampshire and I have to wait for a somewhat mild day so I can start up the heater in the garage and get all my prepped panels primed at once. After I



Back of the hood nice and smooth after removal of the old rust proofing, sanding and application of epoxy primer.

prep each panel in the garage, it gets moved inside until I am ready to have a big priming session. In my next installment, I will show you the entire body all primed with epoxy primer using the same method I used for the hood. I will also dig into using body filler and metal glaze to fix some small dents in the door, fender and rear quarter panel. Well, off to do more sanding on #3173!



Cosworth Vega How-To

Take one of these and call me in the morning *Prescription for leaking transmission fluid*

By Tod Erickson

If you have ever had to replace a clutch or pressure plate in your CV, or if you have ever had to remove your transmission for any reason, you know you better be prepared for the puddle of transmission fluid that will come pouring out of the tail shaft once you remove the driveshaft yolk. You can always drain the fluid out of the transmission, but if the fluid does not need changing, why go through all that extra work? You can find plugs that will slide over the tail shaft but as it turns out, I was working late one night on the Saginaw in #3173 and all the parts stores were closed. Even if they were open, it would have taken some time to chase down the right size plug. So faced with the prospect of having to drain most of the fluid, I got to thinking if anything I had in the shop would work. A plastic bag would just let go once it filled up and tape would leak. Then it hit me; how about an old prescription bottle? So I ran to the medicine cabinet and found an old

bottle that had one antibiotic capsule that was left over from an old prescription. I brought the bottle back down to the garage and with a slight modification, it looked like it would fit. So, I used a utility knife and trimmed off the child safety ring and the plastic lip right below that. Once that was done, I wrapped the top neck of the bottle with a few passes of electrical tape until I had the fit just right so it would be tight against the tail shaft seal. I put a little transmission fluid around the neck of the bottle and it slid right in over the tail shaft.





Golden Oldies



Hood Removal and Installation

By David Dempsey

Reprinted from the CV Magazine 4th Quarter 1996

Trying to remove a hood from a Cosworth Vega without scratching or nicking the paint on the hood, header panel and fenders can be quite difficult. Along with placing a cover of some sort (fender covers, towels, etc.) on the header panel and fenders, you can use two pieces of 3/8" fuel hose for further protection if and when you or your helper drops the hood. The hose needs to be about 3" long and slit the long way. Just slide the hoses on edge of hood.



4 Speed Gearbox Oil Draining

By Jim Blunden

Reprinted from the CV Magazine February 1994

When attempting to change the gearbox oil in a 4 speed Saginaw transmission, you may note a small problem. There is no drain plug. The transmission can be drained however, by removing the bottom tailstock bolt. This hole is drilled into the main case and will allow the fluid to drain out. For best results, perform this job with the transmission fluid warm and the front of the vehicle slightly elevated. When replacing the bolt, apply a small amount of paste Teflon pipe sealant for a leak proof seal.



Throttle Blade Alignment

By Craig Schmitz

Reprinted from the CV Magazine 3rd Quarter 1997

After cleaning out my throttle body ports and blades with a hand full of Q-Tips and a little carburetor cleaner the problem began. I started my Cosworth and the idle speed jumped to 2500 RPM. I adjusted the curb idle screw all the way in (clockwise) to the point where the throttle pivot no longer made contact with the screw. This only brought the idle speed down to 1500 RPM. After pulling the throttle body off again for a thorough inspection, I found that the top edge of the throttle body plates were interfering with the throttle bores, not allowing the blades to close completely. *The Fix.* I carefully loosened the staked throttle body plate screws with a well fitting screwdriver about 1/2 to 3/4 of a turn. I worked the throttle rod back and forth a couple of times then I opened the throttle and let it snap closed from the force of the return springs. This caused the blades to self center in the throttle bores. I then carefully tightened the staked throttle blade screws to a comfortable hand torque. The idle stop screw now gives a full range of idle speed adjustment.



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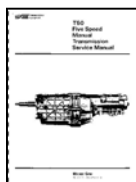
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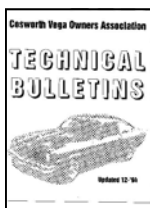
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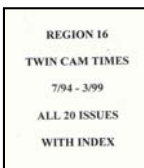
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Lower end gasket set. Includes oil pan set, oil pump set, rear main set (rope seal), and water pump gasket.

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Exact reproduction hood pad. Molded fiberglass, pre-punched mounting holes. Retainer clips not included. Retainer clips are available from Art Treta.



CVOA-PT-05 \$28.00
Camshaft/Distributor drive seals. Set of three.



For this part ONLY Contact:
Art Treta
(315) 831-8457
C1451@aol.com

CVOA-PT-06 \$5.00
Distributor O-Ring Set - 3 Rings



CVOA-PT-19 \$17.00
Neoprene Rear Main Seal

CVOA-PT-07 \$17.00
Distributor drive belt.



CVOA-PT-20 \$45.00
Gates reproduction lower radiator hose

CVOA-PT-08 \$75.00
Cam drive belt
Fel-Pro Water Pump Gasket - No Charge with Belt Set Only



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.

CVOA-PT-09 \$85.00
Water Pump with updated bearing set. Water pump purchase requires core to be returned. Gasket included.



CVOA-PT-04-137 .137 thick
CVOA-PT-04-138 .138 thick
CVOA-PT-04-139 .139 thick
CVOA-PT-04-140 .140 thick
CVOA-PT-04-142 .142 thick
CVOA-PT-04-143 .143 thick
CVOA-PT-04-144 .144 thick
CVOA-PT-04-145 .145 thick
CVOA-PT-04-146 .146 thick
CVOA-PT-04-148 .148 thick



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 Weather-strip Adhesive and some 3M Strip Caulk from your local parts store.



CVOA-PT-11 \$11.00
GM-RC-36 Radiator Cap - Genuine replacement. Type differs slightly from original.

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.



Remember to send all address changes to the CVOA!

When was the last time you checked your CVOA membership expiration date?

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(604) 469-9979 Monday-Saturday 1PM to 6PM PST

Vega Engine Parts: New/Used/Racing parts, Engine Rebuilding

Sonny Rossi, San Antonio, TX

(210) 688-3711

CV Rebuilding / Repairs and Reproduction Dash Bezel

Hutton Motor Engineering

1815 Madison, Street, Clarksville, TN 37043

(931) 648-1119

***Note:** Dash bezel is a two piece design

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

Reproduction Window Price Stickers

Triple A Enterprises (<http://www.window-sticker.com>)

P.O. Box 8463, Bloomington, IN 47408

Computer Repair

Bob Stallwitz, Pekin, IL

(309) 353-2450 Email: rstallwitz@grics.net

Water Pumps

Superior Pump Exchange

2341 W. Cypress Phoenix, Phoenix, AZ 85009-2713

(602) 252-7308

Seat Upholstery Material

Original Auto Interiors (<http://www.originalauto.com>)

7869 Trumble Road, Columbus, MI 48063-3915

(586) 727-2486

SMS Auto Fabrics (<http://www.smsautofabrics.com>)

350 South Redwood Street, Canby, OR 97013

(503) 263-3535

High Pressure Fuel Pump, Injector and MAP Sensor Rebuilding

Fuel Injection Corporation (<http://www.fuelinjectioncorp.com>)

2407 Research Drive, Livermore, CA 94550

(925) 371-6551

Fuel Injector Cleaning and Testing

Superior Automotive (<http://superiorautomotive.com>)

2675 W Woodland Dr., Anaheim, CA 92801

(714) 503-1880. Contact: Joe Jill.

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.metromp.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 Technical Advisors

Questions and Advice

*Engine and EFI related issues

Karl Bell of Hutton Motor Engineering, Clarksville, TN

(931) 648-1119

8-3 CST, Tues-Fri only

*Restoration and Mechanical

Bob Chin, Bloomington, IN

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4pm-9pm EST

BobC997615@aol.com

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Keith Meiswinkel, Wallkill, NY

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7:30pm-9pm EST Every Day

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David Quarterman, Port Moody, B.C. Canada

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

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In Our Next Issue:

- We celebrate the 100th issue of the Cosworth Vega Magazine with a retrospective!
- Round Up 31 schedule and events list.
- Paint your Cosworth Vega! Part 3 in a series.
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