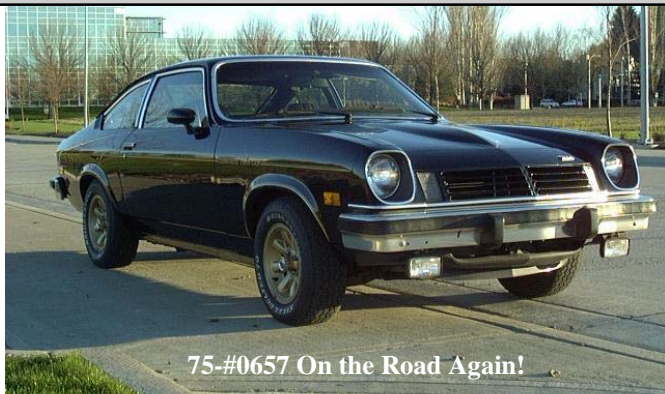


# CV



Official Magazine of the Cosworth Vega Owner's Association

## A Bit of Luck and two good friends...



**...Gets this "rumor" one step closer to carving cones in SCCA E-Prepared**

## Parts Hunting in San Diego

By Britt Guerlain

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*One quick and easy way to owe your friends for a long time!*

I fell victim to my "rumor-chasing" ways again, this time in trying to find the "Big-Brother" to the Golden Eagle #3136 race car now owned by John Cowall Sr. I'd heard there was a second car in existence, but no one knew any specifics on who owned it, where and when it was campaigned and what it's current status was. So where to start?

The internet has really opened up an entire new world to the Cosworth Vega enthusiast. One simple way to discover info about the Cosworth Vega is to simply type in "Cosworth Vega" into any search engine and faster than you can blink you'll have thousands of related (and a few non-related) sites containing the words "Cosworth Vega."

(continued pg. 4)

**COSWORTH VEGA  
OWNER'S ASSOCIATION  
QUARTERLY MAGAZINE**

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**Technical Advisors page 22**

# Letter From the Editor

Britt Guerlain

Well it's time to get back out in the garage and start taking the small steps towards getting that Cosworth Vega back out on the road. Look soon for small project lists that will help you get your Cosworth running better than ever. Many of these are small projects that take little or no money. There will be plenty of pictures for the DIYers—step-by-step—so it will be easier to understand.

I am trying some new things this issue as I learn to use the software a little better. There were a few glitches in the last issue that hopefully are resolved now.

This year I will still be autocrossing my Mazdaspeed Protégé, because as you can see in this issue, the Vega still has a long way to go! I am currently in Street Tire Xtreme (STX) but the Vega will be running in E-Prepared (EP).

I got a call from a former club member a few days ago, and it was a great conversation. Remember that there are people in your area that have great amounts of technical knowledge and have just faded out of the club. Call them up, go to lunch, you'll never know what will come out of the conversation! Try and set up a local get-together. Former members have recently told me that the reason they let their memberships expire was because they got tired of never doing anything on a local level. The National Round-Up is great, but nothing beats a pizza parlor on a Thursday night bench racing and talking Cosworth. You just might make some good new friends!

Don't forget, you can now renew your membership, buy parts and club merchandise online at [www.cosworthvega.com](http://www.cosworthvega.com). You'll need to set up a Paypal account if you don't already have one. It's easy to do. Be sure to check your expiration date on the mailing label on the back of this magazine and renew soon so you can continue to take advantage of the great things the CVOA has to offer.

Britt Guerlain



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# Twin Cam Talk

Dale Malin

## Greetings fellow Cosworth enthusiasts!

I think 2005 is off to a great start! Here it is only February and you should be getting the first of what I anticipate to be four quarterly issues of the Cosworth Vega Magazine in 2005. That makes two in as many quarters. It looks like Britt is getting us back on track. Unfortunately since this issue is going out in February, I have started writing my column before Christmas and that means my planned "Here's what Anna and I did on #1102 over Christmas break" information will not be seen until the spring issue of the Cosworth Vega Magazine. Oh well, you'll have this to look forward to in about three months. I will say we did have a pretty good time on #1102. One piece of advice though always check your new parts BEFORE you leave the parts store! But I'm getting ahead of myself so you'll have to wait for the spring column for the whole story.

## Cosworth Brain Teaser

So, you've been collecting parts and information on Cosworth Vegas for years? Do you have a vast array of documentation, manuals, literature, etc? Maybe you even think of yourself as an "expert" on the Cosworth Vega? If you resemble any of these descriptions I would like to make a little challenge to you. Take a SWAG (that is a technical acronym for "Scientific Wild A\_\_ Guess") at identifying the following part

numbers. Or, maybe you just bought your Cosworth. Maybe you've never turned a wrench on your Cosworth and don't even own a ¼ inch 12 point socket so you can remove the cam cover and replace that leaking 30 year old gasket? So you don't know the difference between EFI and Webers? That's OK, you can still take a WAG (not so scientific guess) and have about the same chance of guessing the answer as the pros.

Can you identify these part numbers? I believe them to all be legitimate part numbers for the Cosworth Vega although somewhere along the way some of the purists that bleed black and gold may take issue with this statement (This is your first hint!).

1. 1108306 (Hint; the "1xxxxxx" PN makes it an assembly not an individual component)
2. 338136 (Hint this is part of assembly number 1181105)

Please submit any and all guesses to [dmlalin@juno.com](mailto:dmlalin@juno.com) or snail mail to:

CV PN Guess  
c/o Dale Malin  
697 Old Hopkins Place  
Hudson WI 54016.

Look for the best answers and additional information in an upcoming issue.

Finally, I have one final, and very serious, item that I need to share with you. Over the last 87 months that I have been President of our Cosworth Vega Owners Association I have written a total of twenty one Twin Cam Talks and presided over seven National Director's Meetings. Unfortunately,

over the last 23 months the Travel and work demands of my career and personal life have been increasing, making it more and more difficult to devote the time to the Cosworth Vega hobby. As a result, during the last 18 months I regret to say that I have not been as diligent with fulfilling my obligations to your Cosworth Vega Owners Association as you deserve. Finally, I have reached a decision that I have been contemplating for the last 12 months. This will be my final year as president of the CVOA. I will not be accepting re-nomination to the CVOA Board of Directors in 2005. This is not a decision I take lightly. But, I believe that it is in the best long term interest of the CVOA to periodically bring in new blood with fresh ideas on how to make the club better for the membership. So, if you have some ideas of what the CVOA should be doing and want to help lead your club to greater accomplishments and service to the members, now is your chance to do that. Simply contact your Regional Director or one of the CVOA Executive Committee members and let them know of your interest in the position. Nominations are open now, and the election is on July 29 at the 2005 Director's Meeting. I'll see you there.

Until next time,  
Happy Cosworthing,

Dale

#0123, #0707, #0711, #0728, (formerly #1102)  
#3066, #3187, #3438



# Parts Hunting in San Diego

By Britt Guerlain

(continued from pg. 1)

Another great way to find specialized information is to visit the Yahoo! Groups Cosworth Vega site started around 1999 by Chris Wheaton. It is located at:

[www.groups.yahoo.com/group/cosworthvegas](http://www.groups.yahoo.com/group/cosworthvegas)

I have been a frequent visitor since the beginning as have many of the other long-time CVOA club members. There is a full message board where you can ask questions and more importantly, get answers from many different sources—each with their own unique Cosworth experience.

I had settled to building my own Cosworth race car from the ground up, until I saw this message on the Yahoo groups:

Hi guys I was looking up Cosworth Vega stuff on Google and stumbled into this club... a great idea. When Vegas were still being built I used to race a regular Vega first in slaloms and later SCCA and the IMSA RS series... I also helped build a Cosworth Vega that ran briefly in the IMSA RS series. I amassed an amazing amount of useless information regarding making these things go quickly particularly suspension wise. If anyone has any questions in this area please feel free to contact me at...placing COSWORTH in the subject line. I also have a crazy amount of spares/racing equipment and a complete racing rolling chassis I have been storing since the 80's..

Could this be the break I was looking for? I contacted the writer about the rolling chassis and info on the other car, which indeed

turned out to be the Golden Eagle race car. This rolling chassis was the car I had been looking for.

I had a trip scheduled to visit Chris Wheaton in Fullerton a few weeks later, and planned on getting together with the owner, Mark, to see the car and his parts. That trip ended up packed full of tasks that prevented me from getting down to San Diego to see the car. I would have to wait another six months.

Six months went by and Mark's phone was disconnected. A quick Yahoo! People search showed up with a city listing only, no address, no phone. I was convinced that the car was gone, and that Mark had probably moved. On my next trip to Chris', I wondered if I would find Mark again. If anyone has ever seen Chris' office, they would know that he has an unusual knack for organizing his Cosworth related notes and literature in binders...a bunch of them.

Chris began a search for the notes we had made when we had last talked to Mark during my previous visit. After several hours of searching, Chris discovered the small pieces of paper that had notes—and Mark's cell phone number.

We called and Mark answered. He hadn't moved, but like most other Californians these days, he used only his cell phone. I made plans to see the car the next day.

Chris was tied up at work, so I drove to San Diego by myself. I found Mark's house easily. I

finally had a face to match with the name and voice I had heard on the phone. Mark greeted me and we set off to his garage. Mark's garage was like the land that time forgot. The car and its supporting parts had been last placed in there around 1980. Mark had gone on to race rather successfully in the Spec Racer Ford series in the SCCA, and the Vega was put on the back burner. Family obligations took over, as they usually do, and the Vega became shielded from the bright Southern California sun. When Mark opened the garage, the car was barely visible due to twenty years of garage clutter and dust. But there it was, the nose protruding out as if stretching after arising from a long nap.



Next to it I discovered a 73 GT that Mark had planned to make into an ITA car many years earlier.

After we moved a few parts, I made my way to the car, but I had already made up my mind. I had looked for this car so long, I had to have it. Most of the parts were in boxes in the rafters of his attached shop, but I could make out several extra blocks and other parts. I took some pictures so I could recollect what I had seen, talked with Mark

(Continued from pg. 5)



Grant on a well-deserved smoke break

Vega race car in the California sun again



for several hours before heading back to Chris' shop.

Back home I emailed Mark and made an offer. We were able to make a deal, and arranged a tentative schedule to come pick the stuff up. With my wife eight months pregnant and both of us in school, I had a very narrow window in which to get to San Diego, load up the stuff and get back home. Three days to be exact. No problem, I had done the I-5 drive many times before and I could drive it straight through without a hitch. But the problem was the return trip.

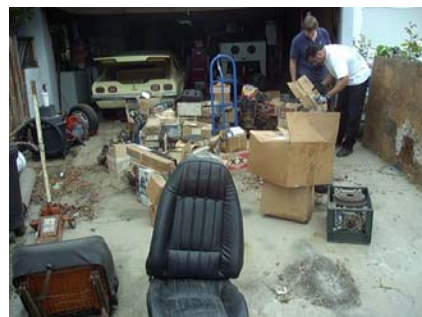
Luckily, my old friend Grant was available and willing to take a quick trip down south. We loaded up my 18' GMC Cube Van, hooked up a trailer, bought some Mountain Dew and we were on our way. I had prepared Grant to be ready to complete the trip on his own should I have to jump on a plane back to Portland in case of early labor. The van ran great all the way to Chris' shop, where we

stayed for the night. We headed out the next morning to Mark's house, not fully contemplating what we were about to embark upon.

Mark had a few vehicles we had to remove to get to the garage. These were two MR2s that of course had only four good tires between them, and what seemed to be a 10,000 lb Ford Van which had three good tires. Luckily Chris' spare off his Suburban had the same bolt pattern, so after a grueling work-out in the sun, the Van was moved into the yard.

Care was taken to prevent the Van from rolling down the steep drive through the neighbor's house. Finally a clear path was made to the garage.

Let the unpacking begin...



Mark wasn't kidding when he said he had some spare parts. Boxes and boxes of mostly 140 performance parts, with a few Cosworth part scattered throughout. Included in these were the first ported and polished heads from the Golden Eagle car itself. It seems that the guys that raced that car were a bit hard on their parts.

It took about six hours to get the parts out and loaded into the Cube Van, which ended up almost full. The race car went onto the trailer I brought, and the GT went on Chris' trailer. Mark had told me the GT was drivable, so we had planned to take it back to Oregon with us, but that wasn't to happen. The head was off, and with the short time we had to do this trip, reassembling the engine wasn't in the cards.

We headed back to Chris' shop in the dark, needless to say, Chris is obviously much better at driving in California than I am! He made it back about an hour before we did,



of course the Suburban has a bit more power and less weight than my old Cube Van.

Once back to the shop, we wound down and tinkered through a few of the many boxes now occupying my van. We decided to get a bit of sleep and head out the next day.

The next morning came too soon, and Grant and I headed out. I would have to leave the GT behind, and try to sell it from there.

The Van had held 65-70 mph with the trailer on the way down, but with an extra 5,000 or so pounds of Vega parts on board, the top speed loomed at a snails-pace 55 mph. The Grapevine never seemed so long, as we were being passed by semis and mountain bikers. The van hit a max of 22 mph up the hill. We could only look at each other and laugh, I figured it was going to take so long to get home I wouldn't have to worry anymore about early labor.

It was roughly 90 degrees outside and the Van had a new radiator and water pump, but it still was running hot. We had to stop several times to allow it to cool down enough to not boil over. At every stop it seemed, someone would come ask about the car and what I planned to do with it. By the time we reached the Oregon border, Grant's non-stop chain smoking was beginning to seem like a good idea.

I dropped Grant off at his house at 4:30 am and proceeded to drive home. Unloading the car would have to come later. I just needed to sleep!

## And What About the Car?



Above is a picture of the car at Riverside Raceway in the 80s. This is in Turn 6. Mark said #3 wrist pin gave up and the rod decided to start spinning, cutting the block in half and ejecting all the engine oil directly onto the hot header, igniting the car in a ball of flame!

Mark bought the Vega new in 1974, and immediately began running the car at local tracks like Riverside. He continually worked on upgrading the suspension bit by bit, but kept the original 140 stock except for a header. The racing bug bit him hard and the Vega began to progress from daily driver/weekend warrior to full blown unstreetable racer.

The interior was gutted, and Rick, the owner and founder of Autopower Industries built an elaborate roll cage to Mark's exacting standards. The car was completely seam welded during this time, with reinforced suspension pick-up points and jack pads welded into the rocker panels.

The stock 140 was pulled in favor of a 12.5:1 140 with ported and polished head and a big cam. Mark added 45mm Webers and a 3" exhaust that stepped down to 2.5" mid-car.

The hopped-up 140 didn't ever live up to Mark's desire to make the ultimate Vega race car, so he began gathering the parts to build a Cosworth 122ci engine.

About this time he was contacted by Golden Eagle Racing who had just purchased #3136 to convert into a race car for the BFG Radial Series/IMSA Champion Sparkplug Challenge. They figured that Mark had the most Vega seat time and developmental knowledge of anyone at the time.

The car was used as a template for #3136, although the owners wanted a few changes in the cage design. The suspension was a 3 link in the GE car, and Mark preferred to stay with his beefed-up four link.

#3136 went on to compete, but "funding ran out" for the planned second team car (Mark's converted racer) and Mark was on his own.

Mark continued to race the Vega with the 140 in it in the IMSA Series and also in autocross where he frequently set the fast time of day (FTD).

Mark then began to drive in the Spec Racer Ford Series where he claimed several National Championships in the late 80s.



The process begins! A major stripping and cleaning is in order



Replaced damaged front fenders, and sanded whole car with 220 grit on a DA sander



Heavy coats of Supafil primer and lots of sanding with 220 grit to get it (near) straight



Wet coat of Supafil primer reduced out thinner to act as a sealer then sanded with 400 grit



First coat of color, 1976 Corvette white



Masked off and top coat of Cosworth silver applied



Masking removed



Masked off for the final color coat, Cosworth blue (continued on pg. 8)

# Paint and Body





(continued from pg. 7)

**Total Cost for paint:**

|   |                 |
|---|-----------------|
| Valspar Supafil 96 Primer                         | \$67.62         |
| Valspar Activator                                 | \$31.00         |
| Valspar 172 Medium Reducer                        | \$9.28          |
| Valspar 327 Acrylic Enamel (White W041)           | \$110.80        |
| Valspar 327 Acrylic Enamel (Cosworth Silver S126) | \$32.42         |
| Valspar 327 Acrylic Enamel (Cosworth Blue L1968)  | \$22.70         |
| Valspar 325 Hardener                              | \$31.87         |
| Valspar 182 Medium Reducer                        | \$6.72          |
| Valspar 181 Fast Reducer                          | \$6.38          |
|   | <b>\$318.79</b> |

**Next issue, reassembly begins!**

## Marketplace



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Only 7 left!

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Exact reproductions in correct 18 ga metal

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Paypal accepted for fast shipping

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Britt Guerlain





# CVOA Reproduction Hood Pads

Available to current members only



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**Here's another great reason to be a CVOA Member!**

CVOA is proud to offer new correct reproduction molded fiberglass replacement hood pads for your Cosworth Vega!

These are available for **only \$175 shipped** to your door.

Send Check or Money Order to:

CVOA Merchandise/Chris Wheaton  
2009 Raymer Avenue  
Fullerton, Ca 92833

Or order online at [www.cosworthvega.com](http://www.cosworthvega.com)

Now pay with PayPal for quick shipping!

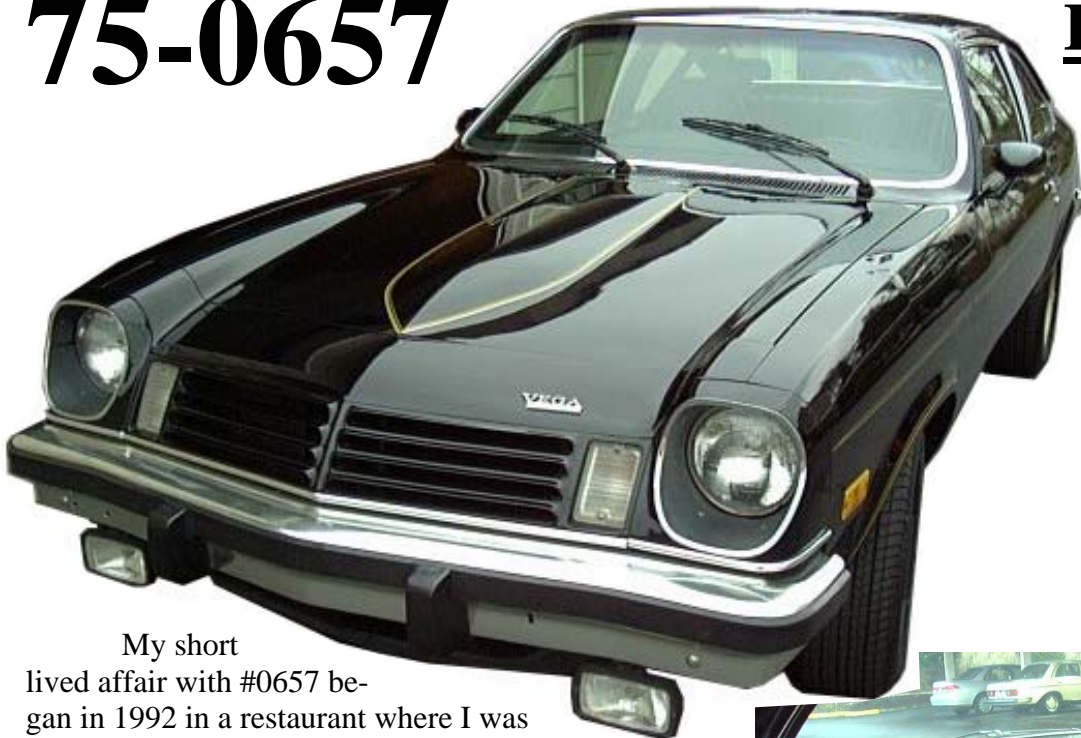
(You will need new hood pad retainer clips, not included)



# 75-0657

## Feature Car

Britt Guerlain



My short lived affair with #0657 began in 1992 in a restaurant where I was having coffee with a high school friend. I had driven up in my 1976 black Vega, and when I sat down, she remarked, "Oh, my Dad has one of those!" Taken back, I remarked, "Your Dad drives a Vega?" "Oh, no," she replied, "he doesn't drive it, it just sits in the garage under a cover." The next day I was there to look at it.

She was right, he didn't drive it. But this is not to say that he hadn't. Gerry McKnight was the original owner of this Cosworth Vega. He bought it in Montana and, as a Regional Sales Rep for Rodda Paint, he had quickly logged 80,000 miles on it before the family moved to Oregon in 1980. At that time, Gerry figured that the car could use a freshening, so it went to the local Sunset High School (where I graduated from in 1991) auto shop, where a talented student laid down a new coat of lacquer black over the rust free body. A new set of stripes (unable to find a rear stripe, the student adapted a fender opening stripe to work) and the car was back on the road.

#0657 developed some fuel delivery issues and after several failed attempts by local dealerships to fix the problem, Gerry turned to Hutton Engineering for a set of Weber DCOE 42s and a head rebuild with a bit of porting and polishing. The car ran well for another 20,000 miles when Gerry retired the car to only





weekend duty. Weeks turned into months and then into years until Round-Up Las Vegas. Gerry had made the difficult decision to sell the car he had owned so long. He put the car on a trailer and headed to Las Vegas. The car blew a head gasket due to cylinder wall corrosion (when was the last time you changed your antifreeze?) and it was back on the trailer home.

Gerry sought out a local machinist at Beaverton Auto Machine to do the repair work. The motor was rebuilt to stock specs.

Gerry ran an ad for the car in the CVOA magazine for some time without any luck, until I sold my 76 V8 TPI Vega. It ran like a champ, but the Webers were in need of a rebuild. I chose instead to return it to its original state with all the original F/I components minus one, the bad coolant temp sensor. A set of rebuilt injectors from Superior Automotive (check vendor listings) with new injector O-rings from CVOA went in and after that, it ran perfectly. A new 2.5" exhaust with high flow cat and Dynomax muffler, four new tires and it became my daily driver. The new clutch was perfect for my wife's first time with a stick (she only stalled it once!).

One night after picking up my wife at school, I began to notice the temp gauge was quickly rising towards 240 degrees. With the Oregon rain coming down hard, I envisioned a wet diagnostic session in my future. The car didn't seem hot, didn't smell hot and was running great but something was not right. Not wanting to destroy a brand new motor by letting it overheat, I pulled to the side of the road. My wife worried and began to question why I would want to own a vehicle that would put me out in the cold, dark, wet night. As I tried to think about what could be wrong, a honk was heard. I rolled down the window and the guy next to me was giving us the thumbs up and yelling "Nice Cosworth!" through the rain. He was driving a Rolls-Royce!. "That," I told her, "Is why..." It turned out to be a bad ground on the water temp gauge. A sigh of relief filled the car and we were on our way,

I only put 3,000 miles on it before unforeseen circumstances forced me to sell the car. A gentleman in Phoenix, Arizona decided to buy the car after seeing it on eBay. He flew up to Portland and drove it straight home without any problems! Now I hear the car is in a new member's hands in Canada, hopefully running strong for him as well!





# CVOA Merchandise

Printed Items and Other Stuff

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

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

**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. **\$30.00 per set**

**Tech Bulletin Set** - CVOA Technical Bulletins have been published in the Magazine. They cover many important topics. Last update 12-94. *Soon to be updated again!* Spiral bound copies **\$20.00 set**

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

**Cosworth Vega Magazine Back Issues** - All back issues of the Cosworth Vega Magazine are available. Some issues are only available as photocopies. **\$120.00 per set, \$4.00 for individual issues.**

**Phone Directory** - Complete listing of the latest roster of CVOA members. Great to have when you are traveling in your Cosworth on long road trips. **\$2.00 LAST UPDATE 12/02**

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

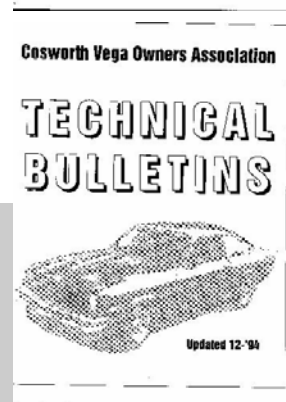
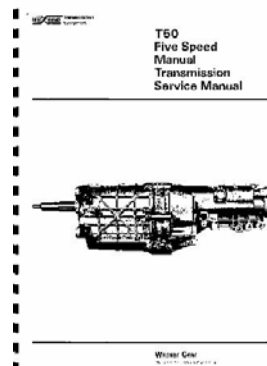
**Kan Koolers** - Foam thing to keep a can cool. Yellow w/ 20th Anniversary logo. **\$3.00 each**

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

**Cosworth Vega Owner's Association Official Concours & Autocross Rules** - Free to current members.

**Cosworth Vega Factory Assembly Manuals - 1975 or 1976** - Loose leaf copies, will need a binder to put them in. **\$35.00 each**  
**Engine Assembly - \$10.00 each**

**Jacket Patch** - The Club patch, new design. 3" round. **\$3.00 each**



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

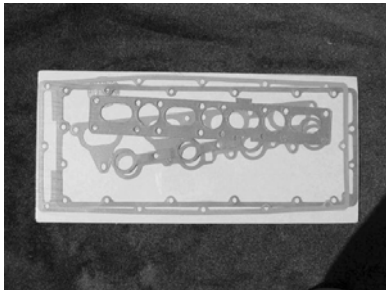
CVOA Merchandise/Chris Wheaton  
 2009 Raymer Ave  
 Fullerton, Ca 92833

Please allow four weeks for delivery



# CVOA Parts

Available to Current Members Only



**GASKETS:**

Upper end gasket set - **\$30.00**, includes cam cover, cam carrier, intake and exhaust  
 Head Gasket - **\$20.00** Please specify Felpro (0.060) or Victor (0.045) with instructions for making the oil restrictor  
 Lower end gasket set - **\$27.50** includes oil pan set, oil pump set, rear main set, water pump gasket

**SEALS:**

Camshaft/Distributor drive seals - **\$20.00 set of three/ \$7.50 each**  
 Distributor drive housing to head O-ring set - **\$3.00 set**

**TIMING BELTS:**

Camshaft drive belt - **\$55.00**  
 Distributor drive belt - **\$10.00**

**WATERPUMPS: SEND CORE WITH ORDER!**

Remanufactured waterpumps with superior front bearing - **\$65.00**



**Heater Box rebuild Kit** - Reproduction kit with seals. You will also need to get a small tube of 3M Super Weatherstrip and some 3M Strip-calk from your local parts store. **\$20.00 per kit**

**GM RC-36 Radiator Caps** - Genuine GM replacement. Type slightly different from original. **\$7.50**



**3M "27" Tape** - The special white insulating tape used on the left engine wiring harness, enough to do one car, 75 or 76. Limited supply. **\$10.00 per 7 ft roll**

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

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

**Reproduction Complete Stripe Kits** - Excellent quality done on computer controlled equipment. Lettering is gold with die-cut black background as found on 95% of the cars. **\$175.00 per set**



**Limited number of new valve shims for Cosworth Vega engines** - These were VW shims machined down to fit CV engines. *Please use a micrometer on your old shims in order to determine the size you need !* The number (if readable) may not be accurate on your old shim. The following sizes are available:

.138    .140    .142    .144    .1455    .1475  
 Price: **\$9.00 each**



**ITEMS SOLD TO CURRENT MEMBERS ONLY**

MAIL CHECK OR MONEY ORDER TO:

**CVOA Merchandise / Chris Wheaton**  
**2009 Raymer Ave**  
**Fullerton, Ca**  
**92833**



Prices include shipping, no P.O. Boxes  
 Please allow four weeks for delivery

# Cosworth Vega Classifieds

## Cosworth Vegas for sale, 1975

**75-0023 & 75-0088.** Black/Black vinyl. Stored inside for entire life; stored in Ohio, very low miles; seldom driven since my marriage in 1977. I'm now in CA, and will keep my Alfa Romeo Montreal and Lotus Elan fixed head coupe. Mike Pratt, Santa Ana, CA (714) 558-1055

**75-003x.** Black/Black vinyl. 1V77EU191383. All standard options/equipment. 8,400 original miles, never raced, all documents and history. Overall condition is excellent reflecting original miles and ideal storage. \$9,800. John Bradley 62 Jewett Lane, Hollis NH 03049 (603) 465-2076  
Email: johnoldcar@aol.com

**75-0079.** Excellent condition. Car has been in heated and air-conditioned storage for the last 11 years. 52k original miles, all repairs have been done with original or rebuilt parts, ex. Fuel pump. Car is 100% original, no modifications whatsoever, car appraised at \$7800 when I first bought it, since then I have spent lots of money to put the car in the condition that it is. Also included: extra new parts, timing belts, injector seals, fuel pump that goes inside the tank, repair manual, original window sticker etc. I have complete history of this car, all copies of previous owners, Vega books included. \$6,000 or best offer. You can reach me by email or by phone (502) 375-2724, please no calls after 9pm. William Correa, Louisville, KY 40215. Email:Elguineo@insightbb.com

**75-0110.** 4-speed that has been stored inside for 19 years. The body has no rust, just a few minor door dings. Interior is near perfect. Engine is out and was apart when I got it. This car is very restorable, and at the least numerous parts including good glass. I would up with this jewel as repayment of a debt, and only want what I am out, \$500. It would be nice to find this car a good home. Mike Pardo, Lagrange, IN (260) 463-3869  
Email: mikepard@litgel.com

**Please note: In order to make locating the car or parts of your dreams easier, we are currently purging old outdated ads. If you have an ad that is old, but still active, please contact me by Email: kiva5198@hotmail.com or by phone at (503) 649-3673 to update your ad**

**Box indicates new or updated ad**

**75-0800.** Black/White vinyl. Rear defogger, swing-outs, AM/FM radio, windshield antenna, door edge guards, rear speaker. New battery, alternator and timing belts. This car was stored many years by a collector in NJ and is in excellent condition. Asking \$5,200. Anthony Tucci, Middle Island, NY (631) 205-0823

**75-1057.** 24,000mi no rust, stored much of it's life by two prior owners. Cloth interior, swing-outs, AM/FM tape, rear defogger wheels repainted new tires and Flowmaster exhaust. K&N filters, new belts, new upper engine gaskets (no leaks), 4.10:1 posi installed by previous owner, 5spd conversion and sunroof available if you want. \$4,250. Phil Rust, (317) 253-4408 days or weekend, IN

**1975 #1494.** 1,340 actual miles. Owned by Dealer family. Extensive original papers, plus Dealer promo packages, inspection sheet etc. Garaged. Best offer over \$7,500  
Mary Lohrbach, Mantorville, MN. (507) 635-5122 or  
Email: mlohrbach@kmtel.com

**75-1274.** Black/White vinyl interior. AM/FM stereo, rear defroster, swing-out windows. Odometer reads 17,000 miles. Everything looks new. Someone spent major time and money on this car. If you are looking for a Cosworth, THIS IS IT! \$6,500 OBO. Mike Acerra, Allentown, PA. (610) 437-1508 or Email: flamer55@msn.com

**75-1695.** Original except radio. Runs good; interior and exterior has minor wear. \$3,000. Theresa Pettit, 3031 Cowboy Way, Portal, GA 30450 (912) 865-9266  
Email: pettit04@webtv.net

## Cosworth Vegas for sale, 1976

**76-2171.** Black/ Black vinyl. Pop-out windows. Am/FM 8 track, 5 speed, posi. Good interior. Fair condition, not running, needs doors. \$1500. Lost storage and eyesight. Must sell. Donald Knaggs, Toledo, OH. (419) 475-7064

**76-2550.** Recent re-paint over poorly prepped body. Holes in body & floors repaired with fiberglass & bondo. Good tires on bare sandblasted rims. Very nice cloth interior w/ new carpet. Would make a nice street-beater. \$800. O.B.O. without engine & trans. Re-buildable engine & good trans available at extra charge. John Cowall 313-388-1026 aft 6PM EST or jcowall@hotmail.com.

**76-2990.** White, ? Stored inside for entire life; stored in Ohio, very low miles; seldom driven since my marriage in 1977. I'm now in CA, and will keep my Alfa Romeo Montreal and Lotus Elan fixed head coupe. Mike Pratt, Santa Ana, CA (714) 558-1055

**76-3086.** Medium Orange/ Buckskin vinyl. 3,600 original miles. Garaged, exterior excellent, interior showroom. AM/FM tape, new tires, 5 speed, driven fast several times per week. Includes all papers—window sticker, original bill-of-sale, etc. Also extra gaskets, filters, misc parts, GM engine analyzer, shop manuals. Asking \$9,500. Scott Mason, Birmingham, AL (205) 369-8473 / (205) 967-2151

**76-3108.** Antique White in great condition / red interior replaced to factory spec. Power disc upgrade extras and spares galore, best offer. 1V77O6U217401 Car has heated back glass and pop-out windows. (650) 344-3609  
Email: oh2bthr1@cs.com



**76-3293.** Original Firethorn / White. 5 speed. Body straight/clean, needs paint and interior. \$1,370 OBO. Don Duerr, (307) 367-7776. Laramie, WY  
Email: CV3298@hotmail.com, .  
Will sell car w/ all my CV parts in my other ads for \$2970.

**76-3321.** Medium Orange / Buckskin vinyl. Competition gated 5 speed. Options: Skytrends moon roof, swing-out windows, door edge guards floor mats & rear defogger. Lots of original and historical stuff (e.g. original dealer invoice w/ owner's manual), CVOA (way) back issues, some tech info and full set of decals. Just over 100k miles, with pulse air intact. Interior/exterior fair to good; 5 new 60 series tires on original wheels. \$3,900 OBO Greg Kennedy, Elk Grove, CA (916) 683-6797  
Email: GSSKen@worldnet.att.net

**76-3398.** Black/Black. Original paint, 5 speed trans, VIN #1V77O228921. It has 32,985 miles on it, all original car. Tom Kreuder, Colden, NY Asking \$3500.  
Email: dunnave7@adelphia.net

### Non-Cosworth cars for sale

**1977 Chevy Monza Mirage.** 327 engine, THM350 Transmission, 3.42 Posi rear end. Runner-Up at Super Chevy . Only 176 made. \$12,500 neg. Donald Cunningham, Claysville PA (724) 948-3059  
Email: mrsmonk@hotmail.com

**1975 Vega Notchback.** Green exterior. Buyer responsible for transport. Franklin Cooper (318) 443-5611. Alexandria, LA. High mileage. Not running but in good shape. Email: plezsez@cox-internet.com

#### Please note the following:

Let us know if you change your ad. If you need to place an ad or submit something you can do it in a number of ways:

#### Postal service.

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

**Email, Preferred.** Britt Guerlain's Email:

kiva5198@hotmail.com

### Parts for sale

Two original Goodyear BR13-70 tires with 8,000 miles. Both tires would be good for a Concours car only (no highway use) or even better yet have an original spare tire in the trunk. \$55.00 for both plus shipping. David Dempsey, Muncie, IN. (765) 286-7285.  
Email: dempsey2995@cs.com

1976 Vega body, various parts. Contact Tim Pender, Charleston, SC (843) 764-3810

5 new Vega (140) Arias forged light-weight 12.5:1 racing pistons—3.5 bore—1.0-1x2x2. 8 rings, grooved \$350. Vega Cyl head-ported. Larger stainless valves P.C. seals, Crane valvesprings and retainers, Crane cam F240/470-8 racing Part #120971, lifters, new cam bearings, cam seal, sprockets. All new, ready to race - \$900. Sonni Rossi, San Antonio, TX (210)688-3711

Sway bars and rear coil springs for a CV. Rear bar is 7/8" and the front is 1 1/8". The coil springs are yellow (Moog?). I will sell as a package for \$100 plus shipping. Mel Creamer, Winter Garden, Florida. (407) 654-4124

CV parts: head/cam assy with HP cams \$450; 2 sets CVOA mags \$190/set; CV exhaust header \$130; 75-0041 dash bezel \$50; 76 injection/intake assy with computer \$200; box misc parts: ign, distributor, starter, alternator \$50; fiberglass rear spoiler \$50. Don Duerr (307)367-7776, Laramie, WY  
Email: CV3298@hotmail.com

CV engine from 75-0041. Complete with head, cam carrier, fuel injection, computer and exhaust header. Approximately 30k miles. \$680 OBO. Don Duerr (307) 367-7776. Laramie, WY  
Email: CV3298@hotmail.com

One pair of 1973 Vega GT Kamback wagon quarter windows-tinted. Good condition with original weatherstripping. Best offer. Jack Kerrigan, Howell NJ, (732) 36305193

1976 Cosworth parts car. Will sell all or parts. Call (717) 469-1880. Paul Cernek, Grantsville, PA

Partial stripe kit. Four wheel well opening stripes, GM #1657530-1-4-5. Hood stripe GM#1657536 and front fender stripes. Make offer. Bob Fihe, Westerville, OH (614) 899-2581

#### NOS GM parts for sale:

74-75 headlamp bezels \$60.00 each, 76 showroom literature #10.00, dk aqua rear floor mats \$40.00, front bumper \$150.00, Left rear quarter panel \$350.00/450, , black ashtray \$20.00, motor mounts \$90.00 pair, crankshaft sprocket \$225, lh headlamp housing \$40.00, door edge guards \$40.00, brake caliper pistons \$25.00 each, #1700895 rear Vega emblem \$35.00, harmonic balancer \$125.00, front bumper impact strip \$75.00, wheel center caps \$40.00 each, Monza fuel pump \$45.00, Vega fuel pump \$45.00, #339075 parking brake handle cover/tray \$60.00, #994725 black rear floor mats \$65.00, hp fuel pump \$60.00 pair, reproduction fuel filter (CVOA) \$75.00, #830532 distributor shaft assy. \$110.00, 9833916/917 swing-out window upper trim \$125.00 pair.

#### CV Good Used:

Hood \$225.00, Hatch \$225.00, 16:1 quick ratio steering box (dealer accessory only) \$350.00, CV Service manual supplement \$40.00, radiators \$50.00 and up, EFI air cleaners \$50.00, GM parts books \$35.00 and up, CV long block assy. \$500.00, CV short-block assy. \$250.00, waterpumps for cores/spares \$40.00, 71-75 rear brake strut tools \$25.00 (new), 2.3 liter short block assy. \$175.00, wheels center caps \$100.00 set of 4, AM/FM Stereo \$125.00.

#### Vega 140 Misc:

71-72 speedometer cables \$10.00, 73 hatchback fuel tank \$50.00, Monza inner fender assy. \$30.00, new GM water pump 71-75 \$40.00, Also: the remains of a 77 GT hatchback and a 75 hatchback.

Jim Blunden, Norwich, NY (607) 334-7259 Email: jcbunden@webtv.net

## Parts Wanted

Cosworth Crane cams 16-#366205.  
Sonni Rossi, San Antonio, TX  
(210) 688-3711

Need a five speed tranny, Contact: Dave Metcalf, 2593 West Line St. Bishop, CA (760) 872-2842 Email: Dave@mammothballoonadventures.com

Buckskin interior parts most of the hard plastic parts or any color if very nice. 1976 orange front valance panel and air deflector. Art Treta, Forestport, NY (315)831-8457 or Email: C1451@aol.com

Looking for a CV dash pad, black preferred, but will take any color. Gary Bean (336)498-0473 NC Email: bean1@asheboro.com

Car wanted: a 76 five speed Cosworth Vega. Must have very low miles and be in excellent condition. Will pay top dollar. Pete Katz, San Diego, CA (858) 945-5710

## Marketplace

# VEGALAND

**FACTORY ORIGINAL USED PARTS  
NO REPRODUCTIONS  
ENGINE + INTERIOR + BODY + GLASS**

**1971 to 1977 Vega & Cosworth**

**Free Catalog**

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www.cosworthparts.com

## TIPS AND TRICKS I&II

Vol 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: \$60, Plus shipping

Vol II - 397 pages of 10-pt type w/10 page table of contents. Featuring the essence of over 4200 Yahoo postings, plus vital information from a variety of other sources: \$60, Plus shipping

View the TOC at  
www.cosworthparts.com

Send Email inquiries to markrock@compuserve.com  
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(440) 236-9669

# VEGA MODS

High Performance and Restoration Parts for the Chevy Vega and Cosworth Vega



**One piece fiberglass rear spoiler** \$150

Styled after the GM "one piece" made for the Vega Hatchback. Drill two holes for mounting, or use 3M molding tape. plus shipping by UPS



**High Gloss Carbon Fiber Dash Bezel** \$150

-available with or without pocket cover plus shipping by UPS

Available in red, blue, yellow and green (call for details)

**Reproduction front timing covers in fiberglass** \$60

**High Gloss Carbon Fiber Timing Cover** \$175

**Custom Three-Piece decal set** (fender lettering and rear taillight panel lettering. Full set available through CVOA only) One color \$60 Two color \$80 Email or write for custom orders

**Front Spoiler—3-piece** \$175 (Modeled after the Chevrolet spoiler sold in the 70's)

**Front Valence Panel** \$150 (Available in black gelcoat-paint to match your car. Fiberglass, 74-77 Vega)

**Rear Valence Panel** \$90 (Available in black gelcoat-paint to match your car. Fiberglass, 74-77 Vega)

All prices plus shipping by UPS

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**OXIDIZED AND FADED SILVER DASH**

**GLOSSY GOLDEN REFINISHED DASH**

Is your dash bezel silver, oxidized and faded from 30 years of sun exposure? The gold machine turned dash bezel is one of the trademark characteristics of the Cosworth Vega. But if you have been watching eBay lately, you have seen NOS bezels sell for as much as \$500 and decent used bezels sell for \$150! CVOA Members have researched and sourced a new CVOA Approved Vendor that can refinish your faded bezel to a deep rich glossy golden eye catcher!

For \$130 Craig will remove the metal dash insert from your plastic bezel, strip it and refinish it to a deep gloss gold finish. The price does not include any repairs of nicks, scratches, gouges or severe oxidization. These will remain, however on the sample bezel, the oxidization was not openly noticeable.

CVOA members are currently researching a full replacement insert that will be finished by Craig after the correct machine turning process.



# CVOA Approved Vendors

Please notify Britt Guerlain of any changes to the following information

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

DAVE'S VEGA VILLAGE, Anmore, B.C. Canada  
(604) 469-9979 Monday-Saturday 1pm to 6pm PST

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

Sonny Rossi, San Antonio (21) 688-3711

## **CV Rebuilding / Repairs - Total or Partial**

HME, Clarksville, TN (931) 648-1119

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

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

Note: make sure you get the right year, 76 carpet is longer than 75

## **Reproduction Dash Bezel**

HME, Clarksville, TN (931) 648-1119, Note: Two piece design

## **Reproduction Labels**

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

Their catalog has a small Vega and Cosworth section

## **Reproduction Window Price Stickers**

Triple A Enterprises, P.O. Box 50522, Indianapolis, IN 46250

Http://www.window-sticker.com

## **Computer Repair**

Bob Stallwitz, Pekin, IL (309) 353-2450 Email: rstallwitz@grics.net

## **Superior Water Pump Exchange**

2341 W. Cypress Phoenix

Phoenix, AZ85009-2713

(602) 252-7398FAX (602) 252-7000

Email: autoh2o@aol.com

Contact: Sharon Magruder

## **Seat Upholstery - Material**

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

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

## **High Pressure Fuel Pump Rebuilding**

Brett Instrument, 1233 S. Wright St. Santa Ana, CA 92705 (714) 835-4064

Contact is Don Burnhart, call for pricing. Money Order / Cashier's Check only.

(also rebuilds MAP sensors and Fuel injectors)

## **Fuel Injector Cleaning and Testing**

Superior Automotive, 2675 W Woodland Dr., Anaheim, CA 92801

(Send them your injectors, they'll clean them, test them and return them with a

report. \$100 set of four, includes shipping)

(714) 835-4064 Contact is Joe Jill Sr.

## **Seat Belts - Repair / Remanufacturer**

Ssnake-Oyl Products, Seat Belt Restoration and Sales

Route 2 Box 269-6, Hawkins, TX 75765 1-800-284-7777

## **Remanufactured Vega Steering Boxes**

Contact Earl at: Lares Corp. - Reman Steering Components

13517 HWY 66 NE, Ham Lake, MN 55304 (612) 754-2853

## **Weatherstrip for your Cosworth**

Metro Molded Parts 1-800-878-2237

### **Item**

Hatchback doors

Wagon and sedan doors

Hatchback Hatch, sold by the foot

### **Part #**

LM 13

LM 13-A

LP 46-C (need 20 ft)

## **Cosworth Vega Professional Wheel Refinishing**

Wheel Medic

600 Shoemaker Ave #4, Columbus, OH 43201 (614) 299-9866

Contact Robert Boley

# CVOA Technical Advisors

Questions or Advice  
Please, all calls on your dime

## **Karl Bell of Hutton Motor Engineering, TN**

(931)648-1119 8-3 CST, Tues-Fri only

\*Engine and EFI related issues

## **Bob Chin, Bloomington, IN**

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

\*Restoration and Mechanical

BobC997615@aol.com

## **Keith Meiswinkel, Wallkill, NY**

(914) 895-3027

7:30pm-9pm EST Every Day

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

Cosworth@frontier.net

## **Tim Morgan, Houston, TX**

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

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

Twincams@aol.com

## **David Quarterman, Anmore, B.C. Canada**

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

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

## **Maurice Schecter, Williston Park, NY**

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

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

Mauricsch@cs.com

## **Duke Williams, Redondo Beach, CA**

(310) 372-5527 6pm-10pm PST & weekends

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

Dukewilliams@netzero.net

## **Neal Williams, Bellflower, CA**

(562) 920-7168 After 5PM PST

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

## Cosworth Vega Magazine

### Deadline

Deadlines for articles and advertisements in the Spring '05 issue of CV Magazine is:

**March 30th, 2005**

Articles or advertisements submitted after this date may not appear in the Spring '05 issue

### CVOA ADVERTISING POLICY

#### Business Advertisements

1/4 page - \$10 / 1/2 page - \$25 / Full page - \$50

Full page inserts—\$60 if inserts provided, \$110 if not

(All above priced per issue)

#### MEMBER/NON-MEMBER ADS

CVOA members are entitled to one free ad per issue. Additional member ads \$5 each.

Non-member ads are charged \$15.00 for an advertisement in two consecutive issues. Cosworth data (Dash #, VIN., color combination and options) must be included.

**Please mail all advertisements / articles to:**

**CVOA Magazine  
5430 SW 170th Ave  
Aloha, Or 97007  
United States**

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

**Remember to send all address changes to the CVOA!**

**Please email address changes to CVOAinc@aol.com**

**P.S. When was the last time you checked your expiration date?**

**Renew your membership before you miss any news!**

**You can now renew online with your credit card or debit card via Paypal!  
www.cosworthvega.com**

## Regional Directors

**Region 1 - MA, RI, NH, ME, VT, CT**  
Presently merged with **Region 2**

**Region 2 - NJ, NY**  
Art Treta, 107 Deer Run Road  
Forestport, NY 13338  
(315) 831-8457  
**C1451@aol.com**

**Region 3 - PA, DE, DC, MD, VA, WV**  
Dan McNally, 7248 Shannon Road  
Verona, PA 15147  
(412) 793-6652  
**Joemcnal@bellatlantic.net**

**Region 4 - NC, SC, GA, TN, MS, AL**  
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**Region 5 - FL, PR, VI**  
Jerry Smith, 1220 Section Lane Tr  
Deltona, FL 32725  
(386) 574-7503  
**Cwvega76@bellsouth.net**

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

**Region 7 - OH**  
Brian Wetrich, 4619 7th Street NW  
Canton, OH 44708  
(330) 478-5138  
**Bwetrich@neo.rr.com**

**Region 8 - MI**  
John Cowall, 9677 Fox  
Allen Park, MI 48101  
(313) 388-1026  
**Jcowall@hotmail.com**

**Region 9 - IA, KS, NE**  
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**Region 10 - IN, KY**  
Phil Rust, 5840 Norwaldo Ave  
Indianapolis, IN 46220  
(317) 253-4408  
**Prustindy@aol.com**

**Region 11 - IL, MO**  
Brad Stone  
1807 Nina Street  
Cortland, IL 60112  
(815) 756-1025  
**B86stone@juno.com**

**Region 12 - TC, OK, LA, AR**  
Dan Newman  
25014 Butterwick Drive  
Spring, TX 77389  
(281) 351-6187  
**Dan.Newman2@GTE.net**

**Region 13 - AZ, NV, NM**  
Presently merged with **Region 16**

**Region 14 - OR, WA, ID, MT, AK, UT, HI, British Columbia, Canada**  
Jim Rigg, 2865 S. Portside Ave  
Boise, ID 83706  
(208) 367-1004  
**jwrigg@msn.com**

**Region 16 - CA**  
Chris Wheaton, 2009 Raymer Ave  
Fullerton, CA 92833  
(714) 449-2800  
**Cswrth1@aol.com**

**Region 17 - ND, SD, MN, WI**  
Bruce Jahnke, 5423 South 200th Street  
New Berlin, WI 53146  
(262) 679-0550  
**Darwar80@aol.com**

### **SERIOUS PUNCTUAL INTERESTED DIRECTORS WANTED:**

If you would like to be a Director in a Region that is presently merged with another, please contact **Dale Malin @**

**dlmalin@juno.com**

# ROUND-UP 26 IS COMING SOON!

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## CV Magazine

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