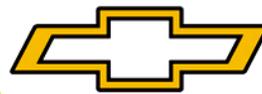


COSWORTH VEGA



OWNERS ASSOCIATION

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

(313)618-1821 CVOAPRESIDENT@HOTMAIL.COM

JUNE 2020

ISSUE 137 Q2

National Roundup Is On!

Kansas City, MO July 17, 18, and 19 2020

COSWORTH VEGA OWNERS ASSOCIATION

CVOA

NATIONAL ROUNDUP 4:1

KANSAS CITY

JULY 2020

THE GREAT CAR SHOW

Presented by Aristocrat Motors

THE NATIONAL WW MUSEUM AND MEMORIAL

When

July 19, 2020
10 am - 3 pm

Where

National WWI Museum and Memorial
2 Memorial Dr.
Kansas City, MO 64108

To Purchase Tickets

www.TheGreatCarShow.com
913-322-4227
Registration opens April 1, 2020

CV Oil Pump Installation by: Robert Felker

Jay Hovick Member Spotlight

Performance Cam Upgrade Installation

CVOA Executive Committee

CVOA PRESIDENT - John J. Cowall

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313-618-1821 cvoapresident@hotmail.com

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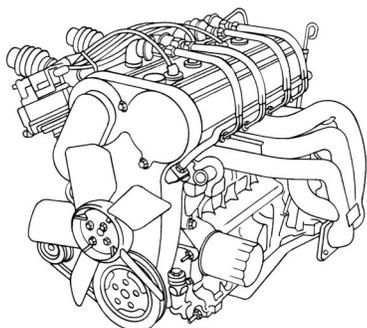


Table of Contents

- Table of Contents (Page 2)
- President's Note (Page 3-4)
- Digitally Receive CVOA National Magazine? (Page 5)
- CVOA Webcorner (Page 6-7)
- CVOA Annual Directors Meeting Recap (Page 8-9)
- CVOA Annual Election Results (Page 10)
- CVOA Facebook Official Group Page (Page 11)
- 2020 National Roundup Information (Page 12-15)
- Performance Cam Upgrade Installation (Page 16-19)
- Removal and Installation of Oil Pump (Page 20-32)
- CVOA Throwback Page (Page 33)
- Jay Hovick Member Spotlight (Page 34-37)
- Clark Kirby (CVOA HALL OF FAMER) Blast From the Past Page (Page 38-39)
- Regional Directors' Contact Information (Page 41-42)
- CVOA Ad, Vendors, Tech Advisors, Classifieds (Page 43-46)
- CVOA Roundup Registration Form (Page 47)
- Back Cover (Page 48)

Deadline for Submissions for 2020 Q3 Magazine is 8/17/2020. The Q3 Magazine is tentatively due out about 9/15/2020. Please submit all articles, ads, etc. to

cvoapresident@hotmail.com

Thank You,

John J. Cowall

CVOA National Magazine Editor (and President)

The Cosworth Vega Magazine is published quarterly by the Cosworth Vega Owners Association Inc., P.O. Box 5864, Pittsburgh, PA 15209. The subscription rate of \$50 per year or \$100 for 3 years paid through membership dues. The CVOA is a Delaware not-for-profit corporation. Opinions and comments made in columns in this publication do not necessarily reflect official positions of the CVOA, Officers, or Directors. In no event shall the CVOA be liable for incidental or consequential damages from reading this publication. CVOA is not responsible for any advertised product and or service. However, recurrence of complaints may result in denial of advertising space to individuals or entities. Send all correspondence to CVOA, P.O. Box 5864, Pittsburgh, PA 15209. Submissions of articles or letters grants the right to edit and publish. You may also e-mail to: cvoainc@aol.com

CVOA President's Note

2020 Q2 CVOA President's Note

Well, where to begin! Its been a crazy, hectic, scary, insert any other adjective in here of your choice, for the last 3 to 4 Months. I truly hope this Magazine finds you and your family safe and healthy. I know the Coronavirus Pandemic has been just unreal, I've never seen anything like this before and hope we never see this type of thing again. I know the Virus has affected everyone, including our family and friends. Blessedly, none of my immediate family were affected. But, we did have close friends that were, and that is frightening to live through. I think the hardest part was the anxiety on a daily basis. It takes a mental toll on everyone, and can really fray nerves on a daily basis. So, stay safe, stay healthy, and stay mentally well.

To all the CVOA Family that are in the HealthCare Industry, Grocery Workers, First Responders, Police, Firemen, I tip my hat and Thank You For All That You Have Done And Continue To DO During This Strange, Difficult Time!

On to the CVOA. How in the world is it almost the end of June? We had plenty of discussions with the Executive Council, Regional Directors, other Members of the CVOA, and of course Bob Marks deciding the fate of this year's National Roundup. We are definitely having it, and by most accounts, everyone seems pretty excited about it! The Itinerary may be tweaked a little, or a whole lot, but we are descending on Kansas City in about 1 month. I do hope most of you can make the Roundup, but with Health Concerns where they are, we all will understand if you decide to stay home. If you do stay home, send us a note, text, photo, whatever to let us know you are thinking of us during the Roundup. Maybe we'll text you or call you or whatever during the Roundup! One of the main reasons for this Magazine being out so late was making the final decision on if to have the Roundup. Just a short month ago, it truly was up in the air if we were going to cancel it. I for one am really excited to hit the road. I feel a bit like a caged animal couped up in the house so much. (I've been lucky, sort of? I have been deemed an essential worker, so I kept coming to the office every day during the pandemic. I know a lot of you were not as fortunate. My wife was furloughed, thankfully her job is back open.)

We also had the Annual Directors Meeting on our CVOA website. You can see in this Magazine a recap of what was discussed. I was hoping for a bit more participation from a lot of Members, but I think the discussions on topics was pretty good. One of the biggest topics to come out of the Meeting is the search for talented, motivated individuals that would like to step up, help out, and assume some of the Leadership Roles in the Club. I look around and see some great people running the Club on all of its levels. But these individuals need some help. It may be just helping in putting on a Regional Meet, showing up at a local Car Cruise, or wanting to go full on be the Chief Judge of the CVOA National Concours Event at the National Roundups. (or maybe you want to become the CVOA Magazine Editor!! LOL) If you are interested in helping out in any way, please contact any of us.

Another Special Thanks to all the Members who sent articles, information, and content for this CVOA Q2 Magazine! This one is pretty big, and believe me, it is so nice to get the articles, especially unsolicited! It makes doing this job for the Club worthwhile. Thank You!!! If you have an article you want to write, a tech tip, an ad, or just a few comments you want to send in, please do. Send them to me at cvoapresident@hotmail.com. I do really appreciate it. (Byron Burnham, I haven't forgotten about writing up #0756!)

IF ANYONE WOULD LIKE TO TRY THEIR HAND ON DOING A CVOA NATIONAL MAGAZINE ARTICLE, PLEASE LET ME KNOW. I HAVE A FEW TOPICS IN MIND, AND SOME RESEARCH STARTED, JUST HAVEN'T HAD THE TIME TO WRITE THEM. SOME ARTICLES TAKE TIME, RESEARCH. CONTACT ME AT CVOAPRESIDENT@HOTMAIL.COM . (A couple of the topics I have in mind, researching and writing up an

CVOA President's Note Continued

article on SSA Prepped Cosworth Vegas that raced in SCCA in the late 70's. Another is doing research and compiling results regarding to Dyno Results for CVs over the years.)

Which leads to me what I have been doing with my time, instead of writing articles and researching articles! Back in March, I got around to finally parting out CV #1714. I picked this car up back in June (or was it May... of 2019). This car was trashed, rusted, and been sitting in a field on a small farm in Indiana. The engine was pulled out, taken apart, interior was mouse nest riddled. I knew I needed to get the car apart, just hadn't found the time. Luckily, this past winter was mildish, and by mid March it was time to dismantle the car. It took a few weekends, but I was able to cut up the car, and try and salvage what I could. #1714 led a hard life. Rust had really taken hold of the car. The car had Black Cloth interior, but it was not salvageable. So, sadly #1714 has retired to the big freeway in the sky.

With #1714 gone, it was time to get back into #1615. JC (my dad), picked up #1615 out of a Barn near where we live, about a 30 minute drive. The car has Black Vinyl Interior, and 29,000 original miles. The car originally came from San Francisco, but was brought to Michigan to be stored back in the mid 80's. From there, the car sat. The owner sold it on, but the new owner never did anything with it. We got the car running last fall on the Webers that were on the car. We took those off, and installed the original EFI system that came with the car. The car ran great, but was leaking out of the oil pan pretty badly. So, we pulled the engine on #1615 and started the teardown to re-gasket the engine. It was evident the rear main seal needed to be replaced as well. The exterior, undercarriage, everywhere, is very solid and clean. The only rust was literally around the battery tray area. Some metal is gone in the tray area, but definitely salvageable! The car does need a paint job, as the car was definitely stored without a cover for a while. But very solid Metal. As luck would have it, I got a call from a potential buyer, who was looking for a solid car, but didn't pay a kings ransom, or go through the engine. He runs a body shop, so body work is not an issue, or a paint job. But re-gasket an engine, not what he's looking for. So, we struck a deal, I would re-gasket the engine, get it back running and driving, and he will come up in August to buy the car. I started the clean up of the parts on the engine, starting organizing what was need for the re-gasket, and got going on it. Just a couple weeks ago the engine got put back together and re-installed into the car. Hopefully, we expect to start driving #1615 and getting the csr roadworthy.

Oh, and did I mention JC and I picked up a couple more CVs? Yup, #2582, owned by former long time Member of the CVOA Joe Gall. He passed away last October, and we worked out a deal with his wife and drove #2582 home. It did the 90 minute drive down the freeway home, pretty well. (Some bugs to work out, some spark knock on hard throttle, and the car did start to run hot by the time we got to Allen Park, MI. But, JC and I will get it sorted out.) #2582 has a decent black checked cloth interior, and the exterior is decent as well. The car doesn't have a numbers matching driveline, so, we are tempted to get a 5 speed into the car. To make it a nice cruising Cosworth, 5 speed with 3.73 rear end. Very Nice...

The second CV was #2426, Black, Black vinyl, 4 speed, non posi, no swing outs, with 344 Miles!!! Car has never been titled, but been sitting in a barn for at least 25 years in rural Illinois. I will have plenty more to say about this car, but, it is definitely all original, and very neglected. This car was sitting with another CV that had only 12,000 miles on it, black 75' with a white interior. (Both interiors were covered in Mice nests! And I do mean COVERED!) The price was right, so I bought #2426 and Paul Wicker came down with Dick Baumhauer for the the 75'. Neither car has a title, but we've been told with the Bill of Sale, getting a title should be possible here in Michigan. Definitely you will hear more on this car in the future!

Thank You, John J. Cowall CVOA President Proud Owner #1000, #2426, and #3136

Digitally Receive CVOA National Magazines?

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

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

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

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

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

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

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

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

Thank You,

John J. Cowall

The screenshot shows a user profile for John J. Cowall. On the left is a navigation menu with options: My Orders, Forum Posts (109), Forum Comments (238), My Account, Notifications (3), Settings, and My Dashboard (highlighted). The main content area is titled 'Profile Information' and shows the email address 'buddyleejc2@hotmail.com'. Below this, there are input fields for first and last name (John and Cowall), address (12372 Devoe St., Southgate, Michigan 48195), and phone numbers ((C) (313) 618-1821 and (H) (313) 618-1821). A checkbox is checked with the text 'I would like to opt out of receiving the CVOA magazine in the mail'. A notification at the bottom says 'Your Profile Has Been Updated' and there is a 'SAVE PROFILE' button.

CVOA WEB CORNER

CVOA MAG WEBCORNER

1. Implemented new and improved notifications to CVOA officers when members join or renew
 2. Implemented auto-reply on member updates, join cvoa, renew, contact-form, and roundup-registration
 3. Revised the Tech Corner and made it database driven which makes it much easier to manage and add new topics. Two new tech topics were added. Building a Cosworth for Off-Road Performance and The Engine build in the Car and Driver Rally Car. (photos)
 4. Changed membership notices to "Click Here To View CVOA News" on the home page stripe underneath the menu, you no longer have to wait for the popup to begin using the site. (photo)
 5. Consolidated the Regional Forums under a main Forum... Regional Forums. This makes navigating the Forums easier. (photo)
 6. Created an "umbrella forum" for Annual Directors Meetings...(photo)
 7. Added a field to the CV-Registry database to annotate a V8 Conversion and modified the Search engine accordingly. Now on the Search Registry Page the Factory Options was changed to Factory Options / V8 Conversions. Clicking that dropdown menu allows you to select V8 Conversions. We know there are probably 100 out there but we only have data for 10. If you know of a V8 Cosworth send me an email and I will add that to the car. (photo)
 8. Fixed what I believe are the last two long running elusive bugs:
 - in the CVOA Members database field "Payment Method"... for us admins... when we attempted to update a member's record, that field came up blank in certain situations.
 - in the CV Cross Reference Database, the After Market Part# field were run together instead of each part# being on separate line (photo)
- Website Tip: The CVOA Cross Reference Database derived from the GM books lists the Description in government style. For example if you search for "ignition coil" you get nothing because the description is "COIL - ignition". However, if you search for coil or ignition coil it will find it. Of course if you search for COIL - Ignition you will find it also. And... since searching on description is a "string search" the word "ignition" will find any other parts that have that word in the description....ignition key, ignition module, etc.
9. Fixed a bug in the roundup registration where the text on the screen with shirt sizes showed the mechanics shirt price of \$20. The roundup program has to be changed each year to reflect the roundup fees, shirts, etc. I had changed all the internal code that did the calculations so in the end it all came out right. Jack Hovick brought it to my attention and I immediately corrected it. I apologize for the confusion.
 10. Question from a CVOA Member: " I just finished a thorough reading of the article detailing the work that has recently been completed on the website. Bearing that in mind I think we need to know that we have a plan to be able retain all those gains in the event we would or could loose the current platform for whatever reason. It may already be something that is in place, but if not we should ensure that we have a plan to retain our legacy materials in a manner that is not too labor intensive."

Response: Our website hosting partner Wix, is the industry leader in website hosting with over 110 Million websites. I don't think they are going to close down. See the following link: <https://www.cnet.com/news/best-website-builder-for-2020-wix-squarespace/>

With the latest round of changes and over the last year the majority of our site is now database driven. Given that, I

CVOA WEB CORNER Cont.

periodically do a CSV database dump and store here locally on a backup hard drive in my home safe.

Our photo hosting partner, Cloudinary stores our over 18,000 photos and documents allowing up to 25Gb of transfer a month. As small as this club is I dont belive we would ever exceed that. This company is also very well established and a best of class service: <https://www.capterra.com/p/135074/Cloudinary/>

I also have all the site graphics and roundup photos and most of the car photos backed up on the same hard drive. Both of these companies have redundant servers located worldwide.

In the event anything happens to me, Scott Purslowe of Infuze Designs, Inc. in the UK has trained me on Wix code and knows our site intimately. I have discussed with him and he would entertain a monthly support agreement with CVOA to ensure our site stays maintained and up to date.

11. Per the 2020 Directors Meeting, Deleted the Regional Websites affiliated with the CVOA Website. (It was determined that the RDs were not using them, and that most of the communication by the RDs was being done through the Facebook CVOA Group, so the Regional Webpages were redundant.

Submitted by JD Smith, Webmaster

P.S. Oh, and JD has made great progress on getting CV #3241 back up and running. He took out his old engine, which had developed an oil leak that was caused by a cracked block near the oil pump. He bought a Hutton rebuilt Engine from John Mathe in Florida, and has been prepping his Engine Bay and the engine itself for the transplant! And , he bought a 1929 Kit Car Mercedes with a Pinto engine it. He plans on putting a different non Cosworth Engine that car! He's been busy!

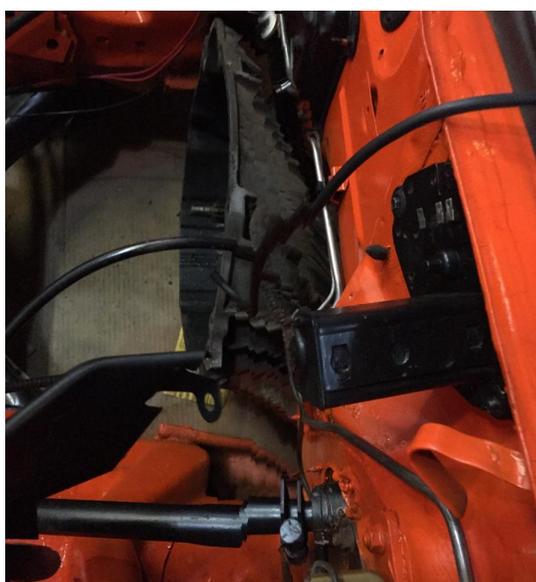


Photo 1) Prepping Engine Bay to be Re-painted

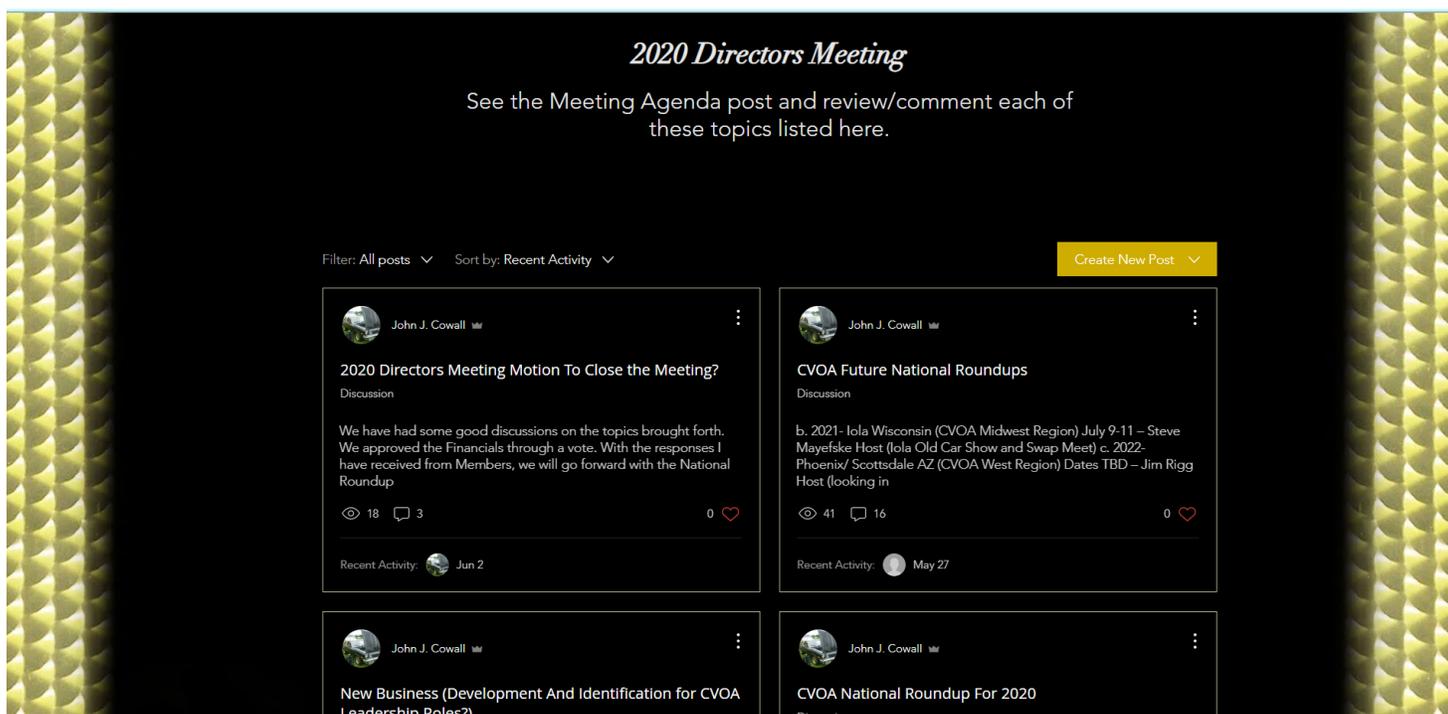
Photo 2) Engine Bay Closeup of Firewall after being Painted

Photo 3) 1929 Mercedes Kit Car, JD's New Toy!

2020 CVOA Annual Directors' Meeting Recap

2020 Annual CVOA Directors' Meeting

This year's 2020 Annual Directors' Meeting was called to order on May 8th of 2020. The Meeting was held through our CVOA Website, in the Forums Section. (JD Smith, the Webmaster, actually created a separate section in the Forums area to house the Directors Meetings as we go forward. A Way to virtually archive the Meetings! We had 10 Members commit to the Role Call, but other Members did participate through the different topic tabs as we discussed various topics. The Meeting ran from May 8th to June 2nd. Jack Hovick Made a Motion to Close the Meeting on May 27th, Mike Rupert Seconded the Motion. The Meeting was officially adjourned on June 2nd.



First Order of Business was to approve and/ or discuss the 2019 Expense Report and the Merchandise Report. Both were approved and we were on our way with the Meeting.

Second Order of Business was a review of Last Year's "Old Business" Topics. Not much discussion was had and we moved forward to the Next Order of Business.

Third Order of Business was "New Business". The Topics were:

- 1) Any tweaks needed for the Online Directors Meeting? Issues, Etc.
- 2) Discussion on the Opt Out Feature for Members through the CVOA Website for receiving hard copies of the CVOA Magazine.
- 3) CVOA Inventory Pricing Issues. Waterpump Price increase, 140 Head Gasket Availability, etc.
- 4) Discussion on the CVOA Website. Its been a year since we rolled it out. Discussed features, maintenance, updates, etc.
- 5) How to Develop Members to Assume Leadership Roles in the CVOA. This was brought up so that we can start having Members available to assume roles in the Club, so that as Members retire from their role, we have Members ready to Lead the Club into the Future.

Fourth Order of Business was Review of National Roundups

Annual Directors' Meeting Recap Cont.

Definitely discussed level of concerns over this year's (2020) Roundup with the Pandemic. Lots of positive comments from Members wanting to Attend the Roundup. Topics were discussed about food, activities, etc.

2021- Iola, Wisconsin- Joe Phillips and Steve Mayefske Hosts

2022- Phoenix, AZ, Jim Rigg Host

2023- Poconos, PA, Mark Nizer and Bill Lynch Hosts

2024- Open

Fifth Order of Business was to vote on an outstanding issues that needed Approval. No Votes Needed

Sixth Order of Business was to End the Meeting. Ended on June 2nd 2020.

If you have not went to the CVOA website and checked out the Directors Meeting Forum, I strongly encourage you to do so. This is your Club, your voice matters as the Club enters into its 41st year a Car Club. Also, participating in these Online Directors Meetings is Encouraged. There are benefits for each Member, to be informed about costs of the Items, the Club sells, where we go for National Roundups, How we run the Club, etc. Having the Directors' Meeting take place online allows all Members to participate, and that is why we take 3-4 weeks for each Meeting, to allow all voices to be heard.

If you have any questions on the topics, ideas we talked about, or you would like clarification on a topic, feel free to reach out me at cvoapresident@hotmail.com. I will do the best I can to answer any questions, comments, concerns. I am here for each Member in this Club, and if I cannot help, we will find someone who can answer the question, comment or concern.

Thank You,

John J. Cowall

Proud Owner CV #1000, #2426, and #3136

The screenshot shows the website for the Cosworth Vega Owners Association. The header features the association's logo, the text "Cosworth Vega Owners Association", and a shopping cart icon. Below the header is a navigation menu with links: Home, The Car, The CVOA, The Gallery, The Registry, The Tech Corner, The On-Line Store, The Forums, and Events Calendar. The main content area displays the "Annual Directors Meetings" forum, which includes a search bar and a list of forum posts. The first post is titled "2020 Directors Meeting" and has 462 views and 12 replies. The second post is titled "2019 Directors Meeting" and has 464 views and 18 replies. Both posts are marked as "Following".

Annual CVOA Election Results

The 2020 CVOA Officials Election Results. These were held this year online through the CVOA Website. Each Position is a 3 year commitment. (we rotate which Positions are Elected each year, to stagger the Elections). Every CVOA Member is allowed to Vote for each position, the elections are done on our Website. Each Member is only allowed to vote once per position. This year's Results:

CVOA Vice President of Membership and Finance—Mike Rupert—Re-Elected!

CVOA Regional Director For Southeast Region– Tim Coughlin—Re-Elected!

CVOA Regional Director For Midwest Region– David Bloch—Elected!

All 3 individuals were running unopposed for their respective positions. We look forward to their services to the CVOA and Congratulate them on being Elected! Thank you for your commitment to the CVOA!

This year, Jack Hovick, the Former RD for the Midwest Region asked to not be on the Ballot, and David Bloch was the only individual to step up and request to run the Region. Dave has been a long time owner of his 1975 CV, and over the past few years acquired a few more! He now has a stable of 3 CV's and Chuck Larson's old Blue V-8 Vega! Welcome to the Directors Table Dave! He has great plans to do Regional Roundups, and is active reaching out to other Members in his Region. If you have not heard from him yet and you are in the Midwest Region, you will soon! And, Thank You Jack for being the RD for the past few years, its not always easy, but can be very rewarding! You have definitely helped me (John J. Cowall) a great deal, and I know you will still be very active in the Region, and helping David when you can.

Mike Rupert has held plenty of roles in the CVOA. He has been the VP of Membership and Finance for at least 20 years! He has been an invaluable resource for the CVOA,. Thank You Mike for your continued support to the CVOA!

Tim Coughlin has been the RD for the Southeast Since 2018. He has been working on some SERIOUS Custom touches to his CV for the past couple years. If you have not been following along on Facebook to what he is up to, you are missing out!

If you have any interest in seeing what it takes to be an Executive Official with the CVOA, or to be a Regional Director, please, reach out to your respective RD or any of the Executive Members. We will be glad to fill you on the Roles and Responsibilities of the Positions. E-Mail, Call, Text, or Write to any of us!

CVOA OFFICIAL FACEBOOK PAGE

Hello,

Back in June of 2019, We created a Facebook Group for the CVOA. This Facebook Group is a CVOA Current Members only Page. This Page is only for dues paying CVOA Members. This Page has really taken off, and currently we have 126 Members out of the 260 CVOA Members we have in the Organization! Not bad for the first year!

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

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

Thank You,

John J. Cowall

CVOA President

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

2020 CVOA NATIONAL ROUNDUP KANSAS CITY, MO

HOTEL INFORMATION JULY 17, 18, and 19 2020

Embassy Suites Overland Park
10601 Metcalf
Overland Park, KS 66212
Phone 913-649-7060



Here are the details regarding the sleeping rooms

--

Block of 25 rooms available

Book NOW by phone or use the web link, hotel will add rooms to the block if needed

Group name is "Cosworth Vega Owners"

All two-room king suites with sofa beds

Room rate is \$119 per night + taxes (9.1%)

Rate includes complimentary hot breakfast each date from 6 a.m. until 9 a.m.

Rate includes complimentary evening reception

Room rate is available one day prior and one day after should you want to come early or stay later

Check in after 4 p.m.

Check out by noon

Blocked rooms not reserved by June 18, 2020 will be released

This is the URL directly to the site's booking page--

https://secure3.hilton.com/en_US/es/reservation/book.htm?inputMod-ule=HOTEL&ctyhocn=MKCMCES&spec_plan=CESCVO&arrival=20200715&departure=20200721&cid=OM,WW,HILTONLINK,EN,DirectLink&fromId=HILTONLINKDIRECT

Call, text or message with questions.

Bob Marks

816-682-6127

kcpoke@okstatealumni.org

2020 CVOA NATIONAL ROUNDUP KANSAS CITY, MO

Bob Marks is working finalizing details for an Itineray for the CVOA National Roundup in Kansas City! We will be attending The Great Car Show at the World War 1 Memorial on Sunday! Amongst other exciting exhibits! Please check www.cosworthvega.com regularly for more updates and to Register Online for the CVOA Roundup!



CVOA National Roundup 41 Kansas City, MO Sponsors



Collector Car Insurance™

2020 CVOA NATIONAL ROUNDUP KANSAS CITY, MO

THE GREAT CAR SHOW - SUNDAY JULY 19th 2020



Presented by Aristocrat Motors



When

July 19, 2020
10 am - 3 pm



Where

National WWI Museum and Memorial
2 Memorial Dr.
Kansas City, MO 64108



To Purchase Tickets

www.TheGreatCarShow.com
913-322-4227
Registration opens April 1, 2020

The CVOA Will attending this Car Show during the Kansas City National Roundup. Our CVOA National Concours Event will be judged at this Event. Make sure you Register your Car to admit entrance to this Car Show. Even if you are not bringing a Car to the Show, You still need to Register as a Spectator to gain entrance to the Car Show. Go to their Website to purchase tickets and Register your vehicle.

About the Event

The Great Car Show is a benefit for The Kansas City Automotive Museum and the National WWI Museum and Memorial.

All years, makes, and models are welcome. Venue can accommodate up to 450 vehicles. This event is open to the public

This is a rain or shine event. - All ticket sales are final.

Event Highlights

- Awards
- Food trucks
- Hagerty youth judging
- Ride along experience
- Space for 450 show cars
- Car club discounts available
- Cooling station
- Admission to the National WWI Museum and Memorial*

*with purchase of vehicle registration or combo ticket



2 Memorial Dr.
Kansas City, MO 64108



913-322-4227



TheGreatCarShow.com
info@KCAutoMuseum.com

CVOA HERITAGE GOLD AWARD PROGRAM

The Award that rewards hard work and dedication to the Preservation and/ or Restoration of the Cosworth Vega to “As Assembled” GM Standards. Judged by a panel of experts of the CVOA Community. This identifies the Best of the Best Cosworth Vegas. Only 2 cars awarded yearly. Slots are filling up quickly. Get your paperwork in to be screened. Any questions? Ask John J. Cowall.

Performance
Guide

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

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

GOLD AWARD—Achieve 95% or higher of points awarded.

SILVER AWARD—Achieve 90% or higher of points awarded.

We have both spots filled for the 2020 National Roundup in Kansas City, MO this July. If you are interested in assisting with the judging for these two cars to the “Gold Heritage” Standard, please contact me at buddyleejjc2@hotmail.com for details! Please let me know if you would like to help!

CHIEF JUDGE

John J. Cowall—buddyleejjc2@hotmail.com

Performance Cam Shaft Upgrade By J.D. Smith

How To Change Cosworth Engine Camshafts by JD Smith

I recently acquired an engine from Richard Schrufer that came out of parted out Firethorn #xxxx. This engine was built by Hutton Motor Engineering with 10:1 pistons, ported head, BD3 street cams, stainless steel rings, etc. etc. The previous owner had replaced the cams with the stock cams. When I bought the engine Richard gave me the BD3 cams. I did this with the engine out of the car mounted on an engine stand.

First thing, you will need some special tools: Eight Strong Magnets (Tip By Chuck Larsen!) a Magnet Pickup tool, the CV Shim Tool, and the CV Camshaft Turner, a Micrometer, and 2ea 6" $\frac{1}{4}$ by 20 threaded rods.



Home Depot \$2.97 a pack



Ace Hardware \$12.97



CV Shim tool



CV Cam Turner with pull bar



Micrometer



Ace Hardware 12" Threaded Rod (cut)

Step 1. With the belt still on, rotate the engine so it is $\frac{1}{4}$ past TDC for cylinder#1. Then remove sparkplugs, plug-wires, oil filler cap, the distributor belt, and timing belt.



Figure 1



Figure 2

Performance Cam Shaft Upgrade Cont.

Step 2. Remove the spark plugs and cam carrier cover (figure 1). After removing the cover it is a good idea to stuff a wadded up paper towel in each spark plug hole for safety.

Step 3. Remove the cam carrier cover, then using using the Cam Turning tool, rotate the camshafts such that you can insert magnets as shown (figure 2) above (you can get 3 magnets on one side of the cam and 1 on the opposite side of the end cylinder. Do this for both intake and exhaust cams. This will hold the shim buckets and shims in place as you remove the assembly.

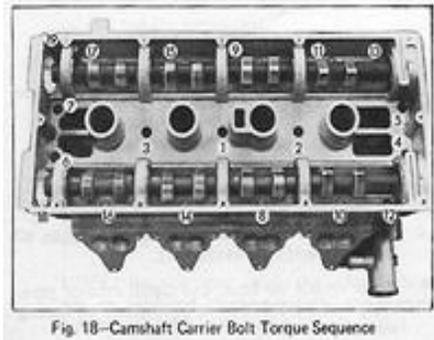


Figure 3



Figure 4

Step 4. Using the above diagram from the Cosworth Engine Overhaul Manual page 6-38 (figure 3), remove the bolts holding the cam carrier to the head.

Step 5. Then gently lift the carrier assembly straight up and move it to your workbench (figure 4).



Figure 5



Figure 6

Step 6. Lift each side of the carrier assembly and remove the magnet, letting the shim bucket and shim fall out the bottom. Align them in order so you can reinstall them in the correct order. (figure 5). If you know your shim values you can mark them with a sharpie.

Step 7. Remove the cam gears and the camshaft keepers at gear end of the camshaft (figure 6)

Performance Cam Shaft Upgrade Cont.



Figure 7



Figure 8

Step 8. Remove the camshaft seal and pull the camshafts out of the cam carrier assembly (figures 7 and 8). This would be a good time to turn the assembly over and remove the old gasket material.

Step 9. Coat the new camshafts with oil and install them. (figures 7 and 8).

Step 10. Install the camshaft keepers and new seals.



Figure 9



Figure 10

Step 11. Re-install the magnets as shown in Step 3 (figure 9). Then flip over the assembly and insert the shim buckets (figure 10).



Figure 11



Figure 12

Step

12. Flip the assembly right side up, one cylinder at the time, remove the magnet, insert the proper shim into the shim bucket and replace the magnet (figure 11).

Step 13. Remove any old gasket material from the head then lightly coat it with a gasket sealant (I used Permatex, The Right Stuff). Then install the carrier gasket and the spark plug hole gaskets. If you plugged the spark plug holes remove that now.

Performance Cam Shaft Upgrade Cont.

Step 14. Screw the two threaded rods into the head, line them up with the cam carrier assembly and place on to the head (figure 12).

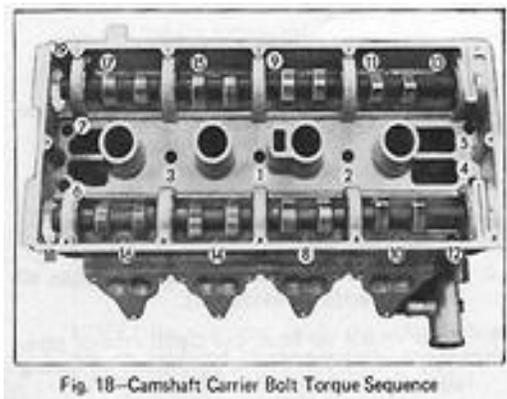


Figure 13



Figure 14

Step 15. Remove the magnets, then start each cam carrier 12pt bolt into the head. Remove the threaded rods and, using the diagram in figure 13, torque the assembly to 65in lbs.

Step 16. Reinstall the cam gears, then using the camshaft turning tool, rotate the camshaft so cylinder #1 valve is closed. Then check the valve clearance with a feeler gauge. The stock settings shown in the "Cosworth Vega Engine Overhaul Manual" show .014 for intake and exhaust.. Most CV members suggest trying to get them at .009 and .012.

Step 17. To change the shim to a thicker or thinner size insert the shim tool catching the edge of the shim bucket. Then use the camshaft turning tool to rotate until the cam lobe opens the valve. Use the pickup magnet to retrieve the shim* from the shim bucket (figure 14). Replace with a shim of the correct size, then rotate the camshaft until the valve closes to remove the shim tool and recheck clearance. Repeat as necessary.

Step 18. Repeat step 17 for each cylinder. Replacement shims can be ordered from the CVOA online-store.

Step 19. Lightly coat the carrier assembly and install the cam cover gasket and the spark plug holes gasket, install the cam carrier cover.

Step 20. Remove the cam gears, install the metal shroud on the front of the engine, re-install the gears

Step 21. Rotate crankshaft to TDC, then and use the camshaft turning tool to line them up.

Step 22. Reinstall water pump, belts, and timing belt cover.

Submitted By: JD Smith Proud Owner CV #3241

Removal and Installation of a CV Oil Pump

The Cosworth Vega oil pump part 1

When the cam carrier in CV #2575 lost a journal on the exhaust cam due to loss of oil while idling on a cool spring day (according to the previous owner anyway), I thought I'd better remove the oil pump to make sure it was within spec so as to not repeat the same fate when I fired up the engine after repair.

The CV oil pump is a different sort of creature than the v8 engine oil pumps from the 70's. Rather than get its motivation from a shaft propelled by the distributor, it surrounds, and runs directly off of, the crankshaft—a simpler and more reliable set up.

To remove the pump (shown here on a spare engine), you'll need the following items:

1 gallon freezer bags with labels

bottom end gasket set from the CVOA

gasket sealant

wrenches

patience



To remove the pump I first had to remove:

1. The timing belt cover,
2. The distributor drain back tube (be sure to put wrenches on the tube and the boss it bolts to),
3. The lower sprocket cover,
4. The distributor and timing belts (make sure to rotate the engine to top dead center with the distributor rotor pointing at spark plug #1),
5. The timing belt sprocket and half moon key on the crankshaft that drives it.
6. The timing belt lower rear cover,
7. And the 7 bolts (3 left on the pump after removing the lower sprocket cover, and 4 that bolt the

Removal and Installation of a CV Oil Pump

pump to the oil pan—sorry, no photos for any of those).

Try as I might, I was unable to remove the pump without tearing the oil pan gasket. In order to replace it, I had to remove the oil pan. So the next step was to remove the sway bar, cross member, and cross member braces to get to the oil pan to replace the gasket.

The sway bar bolts through the front of the cross member braces into the front frame horns with 4 bolts, and is attached with end links to the lower control arms.

The four front bolts usually come out pretty easily. The end links on the other hand are usually hermetically rusted/undercoated/sealed, and will likely have to be broken off

by putting a breaker bar and socket on one end, and a wrench wedged against the frame horn on the other (don't worry, replacement end links are available from several sources).



The cross member braces are additionally bolted to the cross member with three bolts, and bolted to each other with one bolt. Luckily the engineers at GM provided adequate oil leaks from the engine to keep the threads lubed, and the bolts usually come out easily. (Now is a good time to cleanup the sway bar and braces, and paint them with semi-gloss black paint).

Before removing the cross member, it's necessary to support the engine in some manner so the frame rails won't spread apart when it is removed. There are several methods.

1: Aaron Holdaway method—remove the engine to replace the pan gasket (which will likely lead to finding that you might as well rebuild the engine while you have it out).

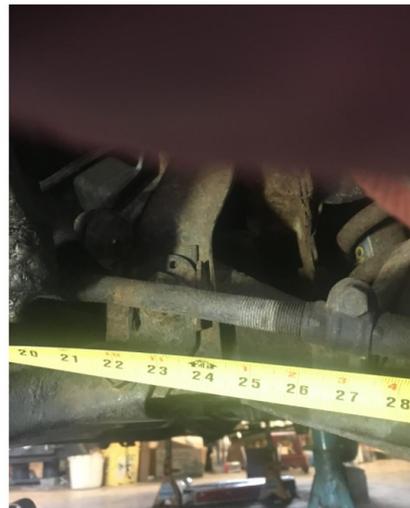
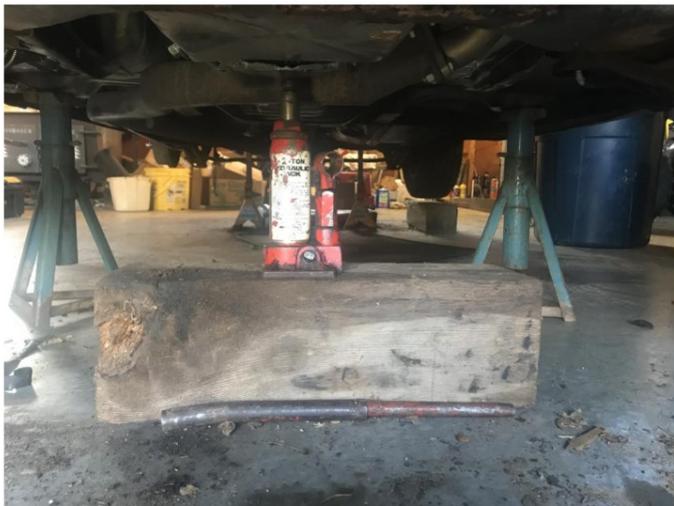
2: John F. Cowall method—take the car to a mechanic, have him put the car on a 2-post lift, and install a screw jack under the bell housing while directing him how to remove the sway bar, brace and cross brace, pan, and gasket (hopefully without throwing wrenches at you).

3: Bob Weber method – support the engine with a brace across the engine bay on the inner fender mounts and a chain down to the engine.

4: Or the Dick Baumhauer method of supporting the frame rails with jack stands behind the cross member, and lift the engine with an engine hoist.

I chose a modified Baumhauer/Cowall method, and used jack stands and a small bottle jack under the bell housing.

Removal and Installation of a CV Oil Pump Cont.



(I measured between the frame horns at the cross member first in case I had to pull the horns back together when I finished)

Whatever method you choose, you need to use the Chin method of removing the steering center link from the pitman arm and the idler arm to lower the steering linkage down far enough to remove the pan. You can use a pickle fork on the pitman arm, and the idler arm bolt will come out with a little application of WD-40 or equivalent.



The cross member is held on by 4 bolts which are also generously lubed by engine oil (yep, might as well clean it up and paint it too).

Next, remove the flywheel access cover, which will give you better access to the bolts at the rear of the oil pan.

The pan is held on by 4023 small bolts, so your next step involves taking 2 weeks off from work, a sleeping bag, and a supply of food—you're gonna be under the car for awhile.

When you get the pan off, this is what you'll see: A windage tray with the oil pickup tube and a drain tube from the head bolted to it, and remnants of the oil pan gasket.



Removal and Installation of a CV Oil Pump Cont.

There's a bolt holding a drain tube from the head to the windage tray at the rear of the tray on the passenger's side. The tube will come out after you remove the bolt and the tray.



There is one bolt through the pick up screen to the brace, and two bolts that hold the brace to the tray. When you remove them, the brace will come out, and you can remove the tray by rotating it 90 degrees and slipping it past the pick up.

This is what the pump looks like when you finally get it off. It has a cover over the inner workings held in place by 4 Phillips-head screws. The hardened steel cover plate secures the gears in position, and is a bear to remove. I clamped my pump in a vise, and had to 2-fist a large-bit Phillips screwdriver while applying down pressure to keep the screwdriver from stripping the screw heads.



This is what you see when you get that cover off.

The pump is an internal gear style pump, with the inner gear driven by the crankshaft. The inner gear in turn drives the larger, offset outer gear. Oil is drawn in one side as the gear teeth separate, is carried by the gear teeth past a crescent shaped divider cast into the pump body that separates the two gears, and forced into the engine filter as the gears close back together as they turn.

Removal and Installation of a CV Oil Pump Cont.

The pump pulls oil from the lower chamber on the left, and pumps it into the upper chamber on the right. Since it is constantly lubricated by oil, the pump shouldn't experience much wear (even in a car that is 40+ years old with hundreds of thousands of miles.)

To check the clearances of the pump, you simply insert a feeler gauge between: the inner gear and the crescent (should fall between .0023 and .0093 inches)



the outer gear and the crescent (.068 - .0148),

P.S. Its easier to measure the clearance at the end of the crescent.

The outer gear and the housing .0038 - .0068

and between a straight edge and the gears (.0009 - .0023)

If you find that the clearances are at or just above the upper limits, you might be able to ensure adequate oil pressure with a heavier grade oil.



Removal and Installation of a CV Oil Pump Cont.

Underneath the gears (notice that the outer gear has a pyramid shape stamped into the face—remember that when you put it back in) you see the cavities that the oil moves through.

The pressure relief valve is located in the upper left (high pressure chamber).

It's held in place by a cap, and incorporates a spring, spring keeper, plunger, and another semi-tapered spring.



Notice that the big end of the spring bottoms in the relief port base, and the small end slides over the plunger.

If your engine needs more oil pressure at high rpm, you can insert a washer between the small end of the spring and body of the plunger to increase the opening pressure.



your engine needs more oil pressure at high rpm, you can insert a washer

Since #2575 suffered oil flow loss while idling, I didn't add the washer—I went on to measure the clearances in the pump (see previous photos). Since the clearances checked out okay, I blew out all the passages with compressed air, and started the reassembly process.

Removal and Installation of a CV Oil Pump Cont.

Assembly:

First I coated the relief valve plunger with assembly lube, and put it back into its bore. The retaining cap didn't have any washers attached, so I just snugged it down.

Then I installed the oil pump seal that came with the CVOA bottom end gasket kit—or at least tried to. Even though I used a makeshift seal driver, I didn't get the seal seated squarely.



I knew from past seal adventures that they will warp when you pry them out to try again, so I just hammered it in—causing the seal to be egg-shaped.

Luckily Napa auto parts had an SKF (made in USA!) seal that would work – part #14939. It specked out slightly larger in diameter and thickness than the seal that came in the CVOA lower gasket kit National (made in Mexico) part # 5115. The inner diameter of the two seals was the same at 1.5 inches. The National seal measured 2.249 outer diameter and .25 thickness. The SKF measured 2.250 and .3125. I used a couple of tricks I'd learned about getting seals to fit into bores to make it work.

1: Sand a little paint off the leading edge of the seal to reduce its diameter (I took a photo, but it got lost in 'the cloud').

2: Put the seal in freezer to shrink it.

3: Clean bore with a scotch pad to clean out the gunk that has collected over 42 years.

4. Heat bore with heat gun.

5: Grab the seal out of the freezer and square it up with the bore.

6: Tap lightly around circumference of seal to seat it squarely in the bore (should have done that the first time).

7: Either use a makeshift seal driver, or continue tapping around the circumference until the seal is seated.



The thickness of the seal didn't matter, since it tapped in flush with the edge of the pump housing. The .001 inch difference in diameter didn't seem to cause the seal to distort.

Removal and Installation of a CV Oil Pump Cont.

Next I cleaned the internal chambers with a lint free cloth. You can buy them at

Ace Hardware, but they are just t-shirt scraps that have been washed, and I had plenty of old t-shirts on hand (be sure to pop the remaining lint off of the cloths).

Then I coated the bearing surfaces of the pump housing, crescent, and gears with assembly lube, and put the gears back in. The drive gear only goes in one way; the larger, driven gear looks like it could go in either way, but I put it in with the pyramid-stamped side up. I dabbed on one last coat of assembly lube, which not only lubes the gears on start up until the oil flows, but helps seal the pump for better suction.

Then I put the cover back on, using blue thread locker on the bolts, (be sure to clean the bolt holes and bolts so the thread lock will adhere—I use brake cleaner).

Next I double-fisted the bolts tight with the biggest Phillips screwdriver I had while holding the housing in a vise.



Since #2575 suffered oil pressure loss while idling, and there is no direct connection between the pump and the oil pickup tube (the tube is pressed into the front of the block behind where the oil pump bolts on), I suspected air might have snuck past the tube where it inserts into the block.

The 1974 Vega service manual suggests replacing the oil pickup tube with a new unit whenever it has to be removed, but I couldn't find a source for new tubes, so I removed the 2 retaining bolts, carefully wiggled the tube back (don't rotate it—that might distort the end), and removed it.



Removal and Installation of a CV Oil Pump Cont.

I cleaned the port that the tube inserts into,

Then I cleaned the tube, applied sealant (I used ultra gray), lined it up with the hole, carefully inserted it, and tapped it into place with a hammer and wrench placed against the lip on the tube. I put the two retaining bolts in, and tightened them to 25 ft. lbs.



Then I wiped off the excess sealant, so it wouldn't find its way into a tiny oil passage and block the flow.

The next step is to install the oil pump. The Chevy power manual recommends dimpling the internal ridge of the oil pressure high-pressure port on the block and the pump itself to eliminate internal leaks that wouldn't be detectable.

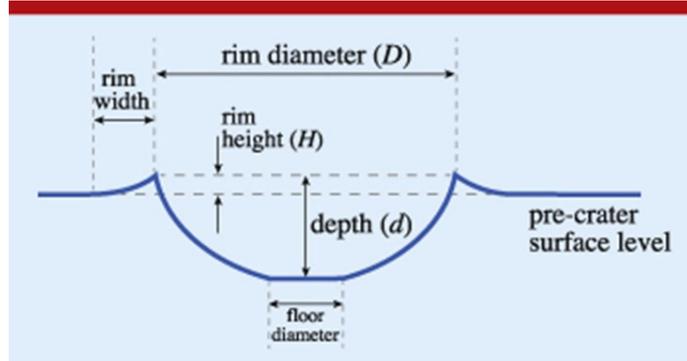


If the pump mating surfaces leak externally, you'd see it and fix it, or if bad enough, the oil would get under your tires and cause you to lose traction; if they leak internally, you might not know, and could ruin a good engine.

The dimpling creates holes and ridges to better grip the gasket.

Removal and Installation of a CV Oil Pump Cont.

It's probably not necessary on a street car that doesn't run high viscosity oil at high rpm for extended periods, but it only takes a few minutes with a hammer and pointed punch or drift. I went ahead and dimpled #2575.



Next up, prep the crank for the oil pump by applying assembly lube to the crank and the pump housing crank seal. Then apply sealant to both the pump and block, place the gasket on the pump, and the pump on the engine. You have to align the slot on the inner pump gear with the key on the crank because it nearly impossible to rotate the pump on the crank.

Next torque the small bolts on the pump to 15 ft. lbs, and the one large one to 30 ft. lbs. Note: The CV supplement manual calls for 30 ft. lbs on all the oil pump bolts. The 74 Vega manual calls for 15 and 30. (GO WITH 30 lbs on each one.

The next step is to reinstall the windage tray. Dr. Duke Williams, famed Cosworth Vega owner from California, claims the nuts welded to the windage tray that the pickup tube bolts to tend to crack causing the pickup support to no longer support the pickup. You can see cracks in my windage tray where the nuts are welded on in this photo.

He recommends welding the nuts, and annealing the welds to reduce brittleness. I had a local shop weld the nuts, but didn't have the equipment for annealing—an oven to bring the temp. of the tray up above its crystallization point, holding it at that temp for a period of time, and allowing it to cool slowly—so I did the next best thing. I heated the welds with a torch, and allowed them to air-cool.

The next step is to put the tray back on the block. But make sure all the remaining gasket material is removed from the mounting surfaces (I used a razor blade and lots of elbow grease).

This is a good time to clean the oil pan and paint it, so it can be drying while you scrape. But before you do that you need to make sure the oil pan flange is straight. Past pans I've worked on always seem to have the bolt holes distorted enough to ruin the seal (probably from being over-tightened to eliminate leaks (see photo) next page.



Removal and Installation of a CV Oil Pump Cont.



The pan rail has a ridge pressed into it when formed to seal against the gasket, and the top of the bolt hole should be level with that ridge, or slightly below.



I use a ball and peen hammer to tap the hole down, while placing the rail on a flat surface. I put the ball on the hole, and tap the hammer with another hammer.

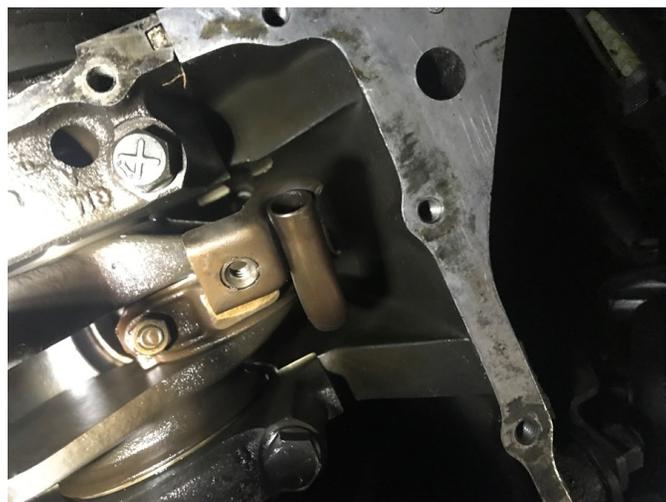


Next, apply gasket sealing adhesive to the appropriate parts. Some like to put it on each surface. For no-pressure situations like oil pans, I like to apply the sealant, (I used ultra black) to the parts that can be removed (the pan and windage tray) and use grease on the parts that can't be removed (the block).

I had photos, but they too disappeared into the cloud, so I'll describe the process as best as I can. There are two oil pan gaskets that come with the CVOA lower end gasket kit—one that goes between the windage tray and the block, and one between the oil pan and the windage tray. I prepped both the same.

I apply a thin layer of sealant to the tray around the circumference where the gasket sits. Then I place the gasket on the tray, and lightly tap it into place with a finger. Then I apply a light coat of grease to the block. On #2575, I set the tray aside and applied sealer to the oil pan so I could install both at the same time. Next time I will just apply sealant to the tray, position it, and snug it into place to cure overnight because it took too long to get both the tray and the pan coated, the tray positioned and all the other stuff bolted into place before the sealant got tacky.

Anyway, before you get the tray positioned, you need to put the drain tube up in the head (it will stay there until you get the bolt in).



Removal and Installation of a CV Oil Pump Cont.

Then slide the tray over the pickup, rotate into position, and bolt it to the block. You can then put the bolt through the tray into the drain tube, put the pickup brace in position, and bolt it to the tray, and bolt the pickup to the brace. Tighten all those bolts to 50 inch lbs (yes inch pounds—roughly 4.16 ft. lbs.)

Next comes the oil pan with thin layer of sealant applied to the rail, and the gasket finger-tapped into position. I put sealant on the exposed metal of the tray that the oil pan gasket mates to. Then I removed the bolts holding the tray to the block, positioned the oil pan, and bolted it onto the tray/block combo at 25 ft. lbs. on the block and the oil pump in a spiral pattern. The Cosworth Vega supplement calls for 25 ft. lbs, the 74 Vega manual calls for 15. I used 25, and didn't strip any threads. Let cure over night.

Now you can install the flywheel cover.

Next, install the half moon key for the cam belt sprocket in the crank with a slight forward nose-down angle (so the pulley will go on easier). Don't worry, it will angle itself to the proper angle when the pulley sprocket is pressed into position. Apply assembly lube to the crank.

Slide on the cam belt sprocket, tap it into place lightly, put the dampener/alternator belt pulley on and torque the pulley to 15 ft.lbs. to seat the cam belt pulley.

Remove the dampener.

With the oil pan in place, you can you can install the cross member (be sure to measure between the lower control arms to make sure they haven't spread apart. Mine had actually drifted closer together, so I just let the bottle jack holding the bell housing down a smidge to spread them back out). Torque the cross member bolts to 38 ft.lbs.

Next, put cross braces on, but only snug the bolts. Next put the sway bar on.



Note: the sway bar bushings were shot on #2575. I ordered a set of Moog bushings (part # K5253) for a 1 inch sway bar. They looked different from the bushings that were on the car. The sway bar bolts into position over the ends of the cross member braces, which have a stiffening hump built into them. You can see from the photos that the old bushings were smushed by the humps, and that the new ones appear to be made to mount against a flat surface.

Removal and Installation of a CV Oil Pump Cont.

I used fender washers and spacers between the sway bar brackets and the cross members to create a semi-flat surface. If I need stiffer bushings in the future I can remove some washers and smush the bushings more. Note: I used rubber rather than polyurethane bushings for a less harsh ride.



Next install the sway bar end links, and tighten the cross brace bolts on the cross member to 38 ft. lbs, and the bolts through the sway bar bushings and the other bolts to the frame horns to 35.

The final step is to reinstall the timing belt rear cover, timing belt, etc. Hope this helps if you ever have to replace an oil pump or pan gasket.

Robert Felker CV #2575

CVOA THROWBACK CORNER

CVOA National Roundup 17, Houston, TX 1996

Hosted By Tim and Sue Morgan



CVOA Member Spotlight: Jay Hovick

In some ways, you would say I am new to the CVOA Family. My name is Jay Hovick and I live in Boone, Iowa. Yes, I have only been a member of the Club for the better part of three years now. I knew quite a bit about Vegas, growing up in the 70's and 80's (I am currently 52). Let me start with just a little bit of history about myself and my family.

My Dad (Jerry Hovick) was always a car AND motorcycle guy. For as long as I can remember his cars were always GM cars. However, Mother has told us that he had a '49 Ford that he really liked because it was fast. The Ford happened because he got laid off as a carpenter and had to sell his 55 Chevy for a cheaper car. Dad bought many new cars throughout his short life and I grew up seeing many cars come and go (usually every year or two). He did the same thing with motorcycles throughout my childhood and teen years. Dad was not a collector, he liked NEW vehicles. Up until my oldest brother turned 15, our household's vehicles consisted of... a family get-around car, Dad's motorcycle AND a John Deere garden tractor (for mowing, garden and snow removal), a new garden tractor came every 2-3 years. Before you start assuming we were a rich family, we were not!! We were very middle class. A family with 4 boys, me being the youngest. We lived in a trailer house until I was 5, we then moved into an old two story house that was a half block from our trailer house.



When the gas crisis of the 70's hit, Dad knew he needed to find a more economical car, that car ended up being the Chevrolet Vega. My memory is that his first Vega was a 1974 Firehorn hatchback. Dad owned several Vegas throughout the 70's and early 80's. I remember no less than 5 of them. All but one were hatchbacks. The 1977 Notchback was my second and third oldest brother's first car.



Jack is my oldest brother and he had 2 Vegas, the first he bought used (a Green 1974 Hatchback). Jack's second car was when he was 17, the Black Cabriolet Vega. I will let Jack tell that story... The Vega that Dad had that I wanted to be my first car was a Blue and White GT 4 speed. Unfortunately, he sold it before I got to driving age so I ended up with my 75 Monte Carlo.



CVOA Member Spotlight: Jay Hovick Cont.



(Jack Hovick and his Cabriolet, Jack Hovick and his First Vega)

Now the fast forward starts... I started my adult life in 1988, just after Dad passed away. I was focused on work and the cars of the past were just that at the time. In the early 2000's I got into motorcycles. Motorcycles were more affordable for me AND I never really considered getting into cars because of the cost. I bought and sold many motorcycles up and until today (all of them metrics, 99% of them Honda).

In the summer of 2013, Jack was well into his restoration of his Black Cabriolet Vega and found an original 15,000 mile 1976 Hatchback Vega on eBay. Jack emailed me the link and told me that I needed to check it out. When I looked at it, the first thing I sent back to Jack (and I will never forget it) was "I do not like Green". Jack and I talked a few times in the next few days and he told me that I needed to be open minded about it. I ended up contacting the seller and we agreed to a price. The other thing I will never forget were the 2 agonizing days waiting for the listing to be removed after we agreed on the price (bids were still going up)!! Long story short, the deal went through and in August of 2013 I became a Vega owner. I have come to really appreciate the Dark Green Metallic color on this car that I named "Hulk" in 2015. A side note, several H-body cars came and went from my garage from 2015-2020 (another story there).



Now, we get to the Cosworth side of this long story. Because the CVOA has always welcomed all H-body owners to the Club, I decided to join in 2017. I was not able to attend the Carlisle Roundup that year, but I was at the 2018 Lincoln Roundup. Obviously, Jack and I talked often and I initially expressed to him that I had an interest in owning a Cosworth Vega. After many discussions, I came to the determination that a Cosworth Vega was just more complicated than I wanted to get into for a collector car. I must add at this point that I have very little background in doing mechanic work... yes, I had tinkered with several motorcycles, and did alot of the work on my '76 Monte restoration. The Cosworth Vega intimidated me and I thought I should steer clear.

CVOA Member Spotlight: Jay Hovick Cont.

John Jr. informed me prior to the Lincoln Roundup that he and John Sr. were going to try and bring the Maloy 0002 recreation to Lincoln from Shenendoah, Iowa. Tony Hanson was the current owner and had owned 0002 since 1986 or so. John also informed me that the car was "For Sale". Let me just say, the wheels started turning in my head but I still was not convinced that I would become a Cosworth owner (or wanted to be). When I saw 0002 at Lincoln, I feel in love with it immediately because of it's 80's do-dads that had been installed. Did it have flaws? Yes, allot of them but I was in love. By the end of the weekend I was the new owner. Coordinating getting it and Hulk home was the catch. Byron Burnham saved me by storing Hulk for a week so I could bring 0002 home and then go back to Lincoln to bring Hulk home the following week.



CV #0002, Maloy Recreation!

Then in 2019 Chris Wheaton was starting to sell some of his Cosworth Vegas. I have an affinity for the unique AND guess what, Chris had a very unique Cosworth Vega, the Landau Top CV #2451. Initially, I ruled it out because of location and the dollar amount, it just did not work into my finances. Chris and I talked several times through 2019 and it just did not seem we were going to come to agreement on \$\$\$. Then on October 5 (yes, I remember the date) as Jack and I were headed back home from an H-body junkyard heaven in Minnesota, Chris called me and offered it to me for my originally offered price. I was in shock and again in a financial position that I was not sure I wanted to do it. Well, long story short, the deal happened and I had the car shipped to Iowa from California. Since then, I have gotten the car running and am currently getting ready to get the brakes fixed so I can actually drive it.



CVOA Member Spotlight: Jay Hovick Cont.

Now, we get to the latest Cosworth addition to my collection, CV #3144. In late 2019 to early 2020 Robert Felker agreed to buy my Aqua 1977 standard Vega. Robert picked the car up and as we visited, he told me that #3144 was for sale for the "right price". Robert had my attention because red is my favorite color on any vehicle (I think he knew that). Robert sent me many pictures and details in the next following month or so. Again, this was a financially hard decision for me to make, but I ended up buying it and bringing it to Iowa from Missouri in March of 2020.



So... I had convinced myself in early to mid 2018 that I had no desire to own a Cosworth Vega. Fast forward to the summer of 2020 AND I now own 3. Be very careful, this addiction can hit you really quick. I am having the time of my life!!!

Oh wait, there's more! I ended up picking up two more parts Cosworths, #0671 and #1329 from an Owner in Iowa! Both cars are beyond saving, but their parts will live on in other CVs! The dismantling and selling has already begun. (Some of the parts will go to #0002, #2451, and #3144)

Thank You,
Jay Hovick, Proud Owner CV #0002, #2451, and #3144 (Tango Boots)



Jay's First Monte Carlo



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CLARK KIRBY'S BLAST FROM THE PAST

JANUARY 30th, 1971

YENKO STINGER II VEGA ENTERED IN THE 24 HOURS RACE OF DAYTONA



Yenko Chevrolet, the Canonsburg, PA. dealership famous for high-performance Corvairs (Yenko Stingers), Camaros, Chevelles and Novas, also offered a version of Chevy's Vega in 1971 and '72. Yenko built 200 Yenko Stinger IIs in each of those years, the Vega was Yenko's most prolific model. It is among the rarest of Yenkos today.

In the ramp-up to build the Yenko Stinger II, Don Yenko prepared a 1971 Vega for the 2-liter sedan (touring car) class at the 1971 Daytona 24 Hour endurance race. Unfortunately, the car (entry #37, shown in the entry list-bottom of left column) could not qualify for the race, being too slow to be safe to race surrounded by the world's best race cars. This is a fate that befell six other entries: a Fiat 124 Sport Coupé, a Datsun 510, an English Ford Cortina GT, a BMW 2002, a 5-liter Dodge Dart, a Lancia Fulvia HF and a 5-liter Camaro .

Article Submitted By: CVOA Hall of Fame Member Clark Kirby

ENTRIES FOR THE 24 HOURS OF DAYTONA JANUARY 30-31, 1971

Table with columns: CAR NO., QUAL., DRIVER, CAR, CLASS, YEAR, CC's, DRIVERS. Lists various race entries including drivers like Jean-Pierre Montrod, Art Bonker, and teams like Baker Motor Company and Ford.

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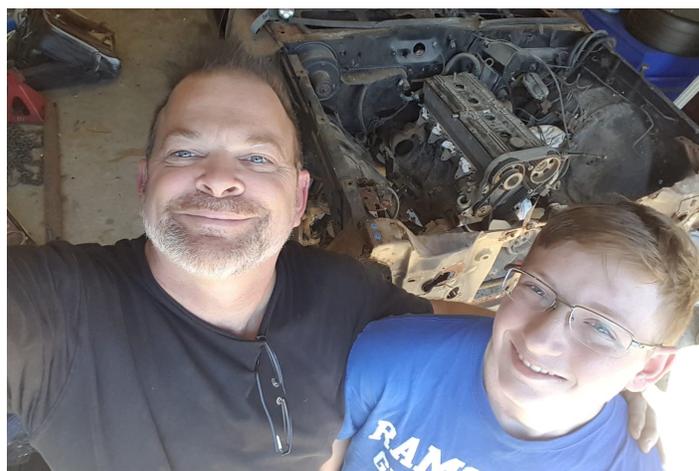
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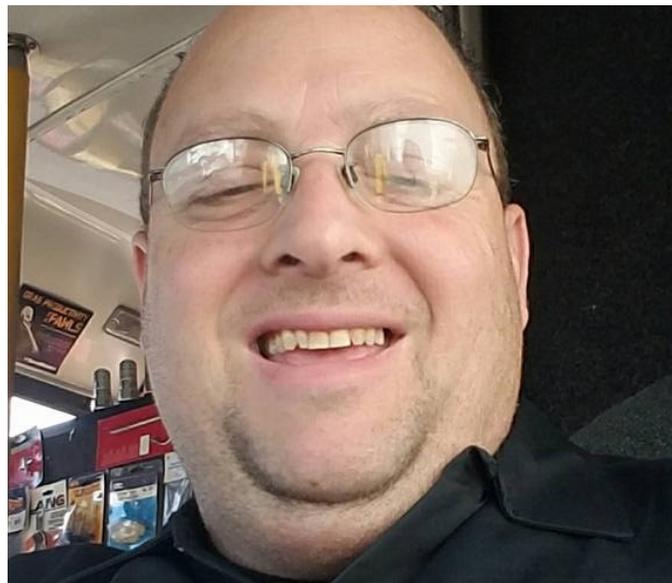


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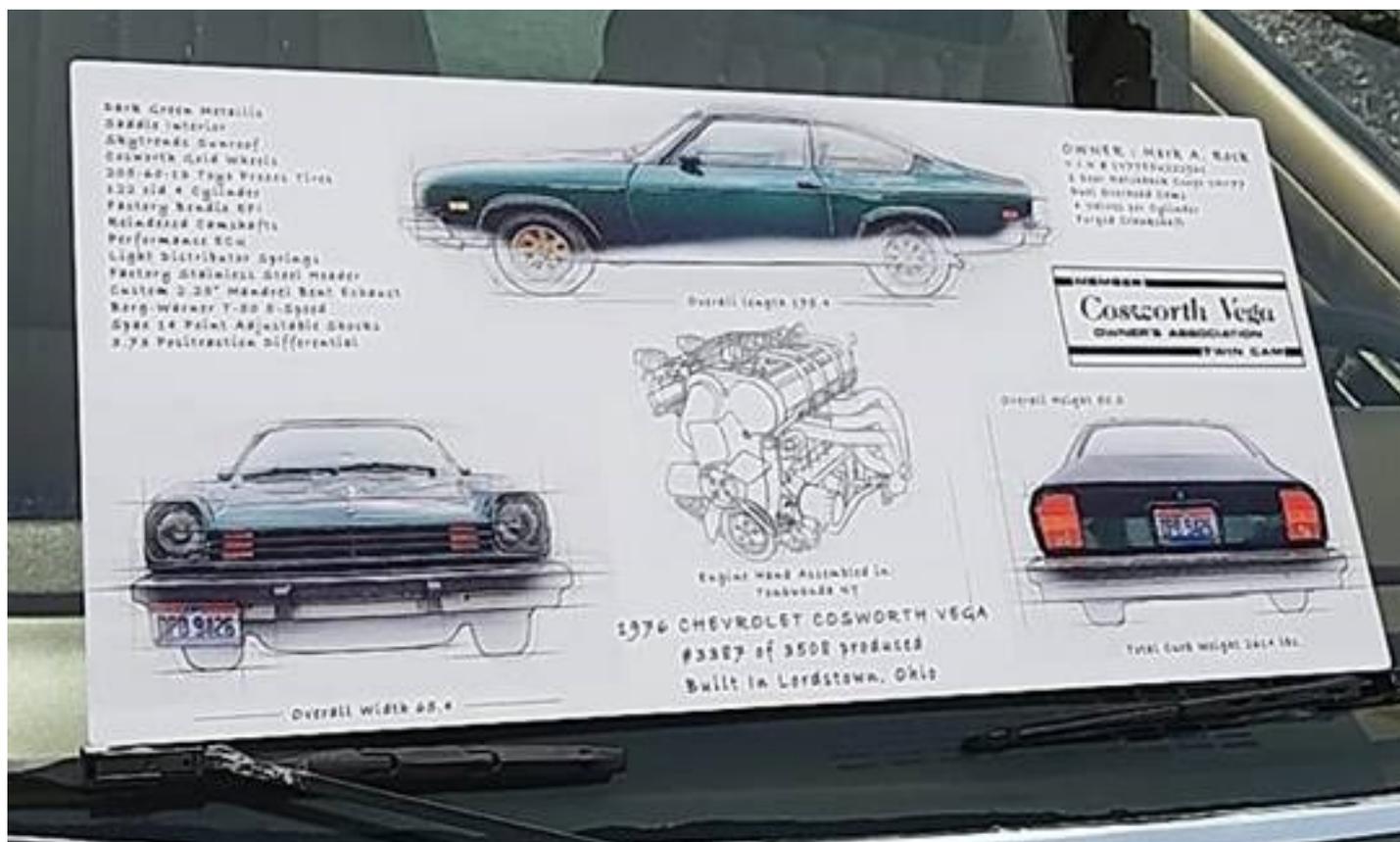
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CVOA-PT-03	\$75.00	New Valve Shims - Limited Supply \$10.00
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CVOA-PT-09	\$190.00	Any other size the inventory is 0.
Water Pump with updated bearing set. Water pump purchase requires core to be returned. Gasket included.		**Please note, we have limited availability on shim sizes! What you see is all the Club currently has in stock. If you do not see a size listed that you need, please contact other Members in the Club. There are a few who are willing to sell, or trade, for what you need. We are searching for a vendor to machine down more VW Shims, but currently, no shop is willing to do the job for us!
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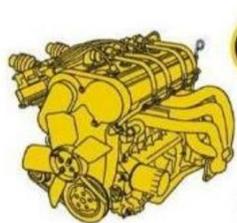
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Sean McLane's CV #0108 Out in the Desert of Nevada!