

# **COSWORTH VEGA**



## **OWNERS ASSOCIATION**

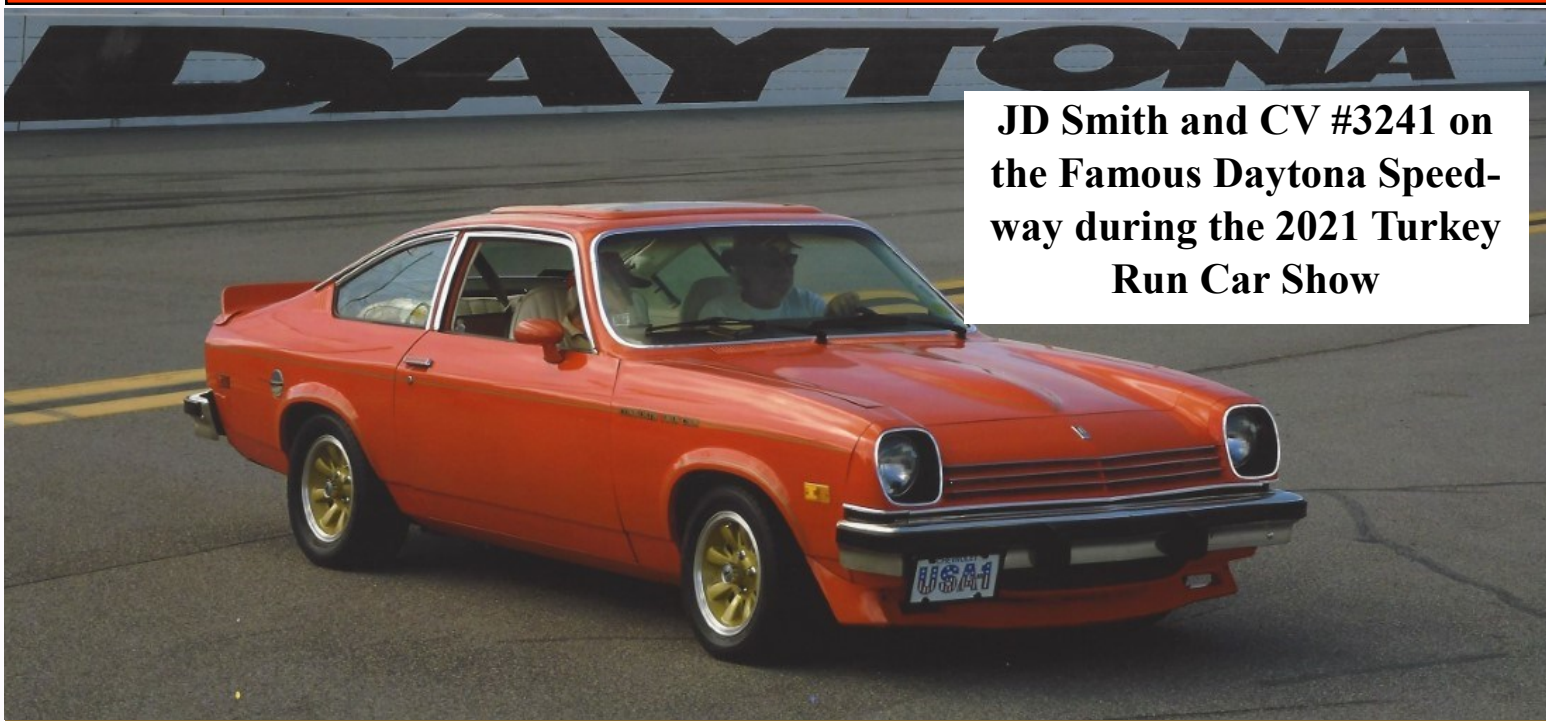
**CVOA INC., P.O. BOX 5864, PITTSBURGH, PA 15209**

**(313)618-1821 CVOAPRESIDENT@HOTMAIL.COM**

**MAY 2021**

**2ND QUARTER ISSUE 141**

### **2021 CVOA National Roundup Green Bay/ Iola WI Registration and Itinerary**



**JD Smith and CV #3241 on  
the Famous Daytona Speed-  
way during the 2021 Turkey  
Run Car Show**

### **Aftermarket Oil Pressure Gauge Installation Tech Tip by JD Smith**

**Dwain Colton's CV #0489 Unique  
Engine Installation**

**CVs Across the Auction  
Block in May 2021**

## CVOA Executive Committee

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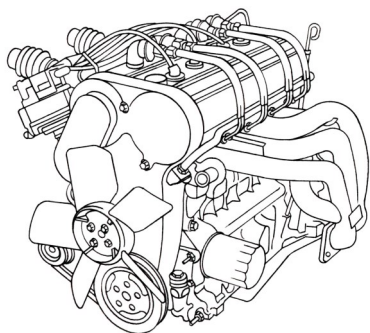
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**Deadline for Submissions for 2021 Q3 Magazine is 07/29/2021. The Q3 Magazine is tentatively due out about 09/01/2021. Please submit all articles, ads, etc. to**

**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

### CVOA President's Note Q2 2021

Hello Again! Spring has sprung, and so the mad scramble to get your CVs back on the road is in full swing! There has been tremendous activity across the Country regarding Cosworth Vegas. There have been Cosworth Winning Awards at Local Shows, quote a few Cosworths changing hands via Auction and Private Sales, Restoration work happening, and parts acquisitions for future projects going on. It is a wonderful thing to see so much activity surrounding our cars. The interest in our cars really seems to be on an upswing, and this Summer is will be no different. GM Nationals In Carlisle, PA looks to be well attended by not just the CVOA, but the H-Body World at large. By my count we have at least 10 CVs planning to attend and many other H-Bodies planning to attend as well. Should be an amazing assortment of the H-Body world on display! Also, the Iola Old Car Show in conjunction with the CVOA National Roundup. The Theme of the Iola Old Car Show is the 70's, so expect some great reaction to our Club attending. JC (my dad) and I plan to attend both. I hope to see many of your at either one or both!

I have been keeping myself busy. Getting CV #3136 back on the Road has taken some turns and twists from original plan, but I feel a path forward now with what I have in mind for the car. I have re-painted the interior Black with Por-15. This stuff is awesome, but be cautious using it! It will stay on your hands, face, hair, etc, for at least week. Por-15 is a great rust preventative, not that #3136 gets out in the rain and the elements much. But, the car needed some refreshing. I am also re-coating the underside in the Por-15. Wow, does it make a difference in the look! I also got the engine bay sand-blasted and painted. Some other projects are getting a driver's seat that will be able to slide forward and backward. My main reason for this was to be able to let others have the opportunity to drive the car. I want to share this car with as many as I can. IT really does have such a unique history to it, being the only professionally raced Cosworth Vega in the IMSA RS Champion Spark Plug Challenge. Yes, the car has much history after its IMSA racing days, too. So, I am trying to freshen her up to be driven, raced, and shown to the Car Culture

World! The goal is to bring #3136 to the Woodward Dream Cruise in August. Will I be able to get her done? I hope so!



And, yes, finally! CV #1000 is getting its first paint job since the 1990's! I cannot wait to get her back from the paint booth. I have the Phoenix Graphics Stripes just waiting to get on her. And, thanks to David Dempsey, CV #1000 will have correct, matching tinted glass all the way around the car. Ever since I got the car, it has bugged me that the Windshield and Door Glass were, clear, and the quarter windows and hatch were tinted. The car originally came with clear glass all the way around. During one of the restorations Lou Marr did with the car, he replaced the hatch and the quarter windows to swing-outs from the fixed glass, and all he could source was the tinted for those spots. But, David Dempsey just happened to have a tinted windshield that I could have, and I had tinted glass for doors. So, again, just a nice update feature to get #1000 looking its best for this summer. I hope to be able to have #1000 ready to drive for the beginning of June!

I have been paying attention to the Cosworth Vega Market, and the H-Body Market as well. CVs are showing some uptick in selling prices. I have seen CVs from a Level 1 true show cars to Lever 5 parts cars, and across the board, pricing is going up. This is the same for the Monza, Sunbird, and Standard Vega prices as well. This is a good thing to see these price values go up. It shows there is an appreciation for the car in the Car World. As



## CVOA President's Note Continued

values go up, so do the level of care that the Owners will put into the vehicle, and keep it up. Sure, its problematic to not be able to acquire a parts car cheaply, but I am OK with that fact going forward, if the Car Culture World shows appreciation for our Cars!

So, get out, get your CV back on the Road and show her off proudly!

Thanks,

John J. Cowall

CVOA President



## CVOA QR Code Decals

Hello Fellow CVOA Members,

These QR codes direct scan to our CVOA website. From there, the person can gain information about our Cars, and our Organization. This will allow you educate the general Car Public about your car without you even being there!

These static cling to the inside of your windows. We recommend placing the QR Code next to the CVOA Member Decal in either Quarter Window of your car, but you are more than welcome to place them anywhere you choose.

A special thank you to both Mark Rock, for the idea of this neat feature to enhance your car and the displaying/ educating others about your car, and David Dempsey, who helped source a Company to get these produced!

If you need more decals, please contact myself or Mike Rupert, VP of Membership and Finance, ([CVOAINC@aol.com](mailto:CVOAINC@aol.com)) and we will get more of these sent out to you!

Thank You,

John J. Cowall

CVOA President





# Digitally Receive CVOA National Magazines?

**\*\*TO DATE, ONLY 14 MEMBERS HAVE OPTED OUT OF RECEIVING A HARD COPY. WE WILL CONTINUE TO SEND EVERY MEMBER A HARD COPY. WE WOULD NEED AT LEAST 30 TO 40 MEMBERS TO CHOOSE THIS OPTION TO MAKE THIS PROGRAM WORK. WE WILL LEAVE THE OPTION TO OPT OUT OF RECEIVING THE HARD COPY AVAILABLE AND REVISIT THIS IDEA AT A LATER DATE. \*\***

One thing we want to achieve is to allow the 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. Some 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](mailto:cvoapresident@hotmail.com), or call 313-618-1821.

Thank You,

John J. Cowall

The screenshot shows a user profile page for John J. Cowall. On the left is a sidebar menu with options: My Orders, Forum Posts (109), Forum Comments (238), My Account, Notifications (3), Settings, and My Dashboard (highlighted in yellow). The main content area is titled "Profile Information" and shows the email address "buddyleejc2@hotmail.com". Below this, the user's name "John J. Cowall" is displayed. The address section shows "12372 Devoe St.", "Southgate", "Michigan" (selected from a dropdown), and "48195". The phone number is "(313) 618-1821". A checkbox labeled "I would like to opt out of receiving the CVOA magazine in the mail" is checked. At the bottom, it says "Your Profile Has Been Updated" and there is a "SAVE PROFILE" button.

## 2021 Annual CVOA Election Ballots

Hello Ladies and Gentlemen,

This is year three in the 3 year Election Cycle for the CVOA Officers

Year 1- 2019 - John J. Cowall (Me!)- Re-Elected as President , Mark Nizer- Elected as Northeast Regional Director

Year 2- 2020 - Mike Rupert- Re-Elected as VP Membership and Finance, Tim Coughlin- Elected as Southeast Regional Director, David Bloch- Elected as Midwest Regional Director

Year 3- 2021- We are electing VP or Merchandise, Webmaster, West RD, and H-Body Region

If you are interested in running for one of these positions for 2021, please let me know at [cvoapresident@hotmail.com](mailto:cvoapresident@hotmail.com). Any prospective people to be put on a ballot needs to submit their intentions by April 1, 2021. The Annual Elections will be held online at the CVOA Website through a 2 week period in May. \*2<sup>nd</sup> and 3<sup>rd</sup> weeks if May).

Currently on the Ballot

VP of Merchandise – Incumbent, Shawn Parsons  
No Challengers

Webmaster- Incumbent, JD Smith  
No Challengers

Regional Director For West Region – Incumbent, Bryan Pridmore  
No Challengers

Regional Director for H-Body Region- Incumbent, Bill Lynch  
Challenger, Jack Hovick

# CVOA WEB CORNER

Hello,

Here are a couple snap shots of the Analytics Reports that are available to us from the Wix Website Platform that we use for our Club Website. These are from March and April of this year. These Reports are awesome tools to help the Executive Committee of our Club. As you can see these reports, track how many site hits we get, Sales Reports of the CVOA Merchandise Program, and so much more! We are actually able to Manage the Club Merchandise Program, tracking sales, inventory management, and help to predict when we may run out of stock to order more items, like gaskets, belts. Etc. The reports also help maintain the Membership List, New Members joining, Renewing Members, etc.

A few amazing things have turned up due to these reports. One of the largest things we can see in real time is how much CVOA Merchandise the Club is selling. Over the past two years (this year and last year), we have generated more sales than the previous 5 years combined! As Mike Rupert put it, "As long as Material is Moving, We are a Healthy Club!" And, these reports help back up that statement that we as a Club and Leadership of the Club are doing what we can to make sure that each Member is getting the most out of the Club. Another awesome report feature is tracking how many site hits we get each month. Over 900 individual sessions each month! That's phenomenal for such a small amount production car, with so few left on the road! There is still plenty of interest in our cars!

The Executive Committee is just scratching the tip of the iceberg of what we can do with these reports. Hopefully, as we grow in our positions, we can use these Reports and Analytics to better serve each Member of the Club! Just another way our Website has helped to advance our Club after 45 years of these cars on the road!

Thank You to all that use our Website to enhance their ownership of their CV!

Thanks,

John J. Cowall CVOA President

WIX

[View All Reports →](#)

## Welcome to Your March Monthly Analytics Highlights

for [cosworthvega.com](http://cosworthvega.com)

This is a monthly recap of your site's performance - from celebrating milestones to discovering quick wins to maximize your online presence.

Let's take a closer look at how you did in March.

### Your Key Stats

See how your site performed compared to last month

SITE SESSIONS

**907** +30%  
ACTIVE LEADS

**3** -57%  
TOTAL SALES

**\$4.3K** +262%

WIX

[View All Reports](#)

## Your April Analytics Highlights

for [cosworthvega.com](http://cosworthvega.com)

### Your Key Stats

See how your site performed compared to last month

SITE SESSIONS

**940** +4%  
ACTIVE LEADS

**5** +67%  
TOTAL SALES

**\$3K** -31%

### Monthly Spotlight

The average session duration on your site was 5 minutes, 34 seconds, an increase of 7%. Keep it up.

ALSO ADDED: When you go to the Home Page, Click on "Click Here For CVOA News". This has latest Announcements and other Information for the CVOA. And, Added to the Bottom of that Screen is

**"Click HERE to view website additions, enhancements and bug fixes this Quarter."**

This shows the latest changes and updates as we find and correct issues or information for our Website!



# CVOA WEB CORNER Tech Tip

## Swap Out Your Clock With An Oil Pressure Gauge

*(This was originally published in the 4th Quarter 1980 CVOA Magazine)*

Revised by JD Smith

The original article listed parts needed, instructions, and rough hand written drawings. Since my clock has not worked in years I thought I would give this a try. I knew I had read about this somewhere, so I searched the Yahoo archive and found a response by Duke Williams suggesting using a female, female, male fitting instead of an all-female fitting with a standoff. I contacted him and he thought it was in a tech bulletin. I had already searched the online Tech Bulletins and it was not in there. He suggested contacting one of the CVOA "old timers" that might remember. I contacted Jim Rigg and within a day or two he found it published in the 4th ever CVOA Magazine. The major problem was locating the oil pressure gauge, listed in the article as for a 73-78 Pontiac Grand Prix or Grand Am. I tried all the standard classic car parts websites, Year One, National Parts Depot, Classic Cars Industries.... Nothing. I even joined a Pontiac Grand Prix Grand Am Facebook group and still no luck. I tried eBay and nothing so I created a saved search that would notify me if one was listed. After 3 months I finally snagged a NOS gauge. The sending unit is still widely available as is the Tee fitting.

My how times have changed, the original article stated cost of gauge as \$13.30 and the sending unit as \$13.05. My gauge ended up costing me \$79.69. The sending unit was \$26.39. The Tee fitting for the engine block was \$10.50. In addition, you will need some sheet metal, some wiring, nuts and bolts, etc. At the end of the installation I also changed the default sending unit to a Vega 140 unit and wired in a relay to control fuel from electric fuel pump as I have Weber carburetors installed.

Parts Needed:

*Electric Oil Pressure Gauge for 73-79 Pontiac  
Grand Prix or Grand Am or equivalent.*



*AC-Delco 1-6463398 Gauge*

# CVOA WEB CORNER Tech Tip Cont.

*Diameter as measured with a micrometer:*

*Overall width of gauge: 2.393 in.*

*Inside bottom of face: 1.886 in.*

*Top edge of face: 2.152*

*Hole in dash bezel: 1.517*



*SMP PS157 Sending Unit*



*Oil Pressure Tee  
(Amazon's Choice)*



*Sheet Metal Adapter Plate*

## Miscellaneous Parts Needed:

6 ft. 16 gauge wire, 2 ea (blue) push on wire terminals, 3 ea (red) red round wire terminals, two 1 1/4" replacement sheet metal screws for gauge plate. 1/2" standoff with 1 3/4" 6/32 bolt, lock washer and nut, and teflon plumbers tape.

## Tools Needed:

Phillips screwdriver, Jewelers flat screwdriver, appropriate nutdriver, wire stripper, crimping tool, metal shears.

**Step 1.** Disconnect the battery.

## CVOA WEB CORNER Tech Tip Cont.

**Step 2.** Remove the clock knob from the clock stem, remove the phillips screws holding the dash bezel in place, remove the 1/4 screws holding the plastic cover and black metal gauges plate.

**Step 3.** Remove the two screws holding the clock to the dash and remove the power connector. Push connector back inside of the dash since it will not be used.

**Step 4.** Use a piece of cardboard and scissors to make a rough cut of adapter plate pattern. Trim and adjust as needed until you have something similar to what I ended up with. It doesn't have to be pretty, you just need to make something that will fit those existing clock mounting screws. Don't worry about the hole for the gauge just yet.

**Step 5.** Using a piece of 3" x 4" sheet metal or aluminum, trace the adapter pattern on the metal and cut with shears. Then file the edges smooth.

**Step 6.** To locate the mounting holes I used a piece of clear plastic that many prepackaged items come shipped in. Trace your adapter plate onto the plastic with a sharpie. Hold the plastic against the dash and mark where the mounting holes need to be. Then place the plastic over the metal and punch where the holes need to be.



*Step: Locating the mounting holes using a sheet of plastic.*

**Step 7.** Drill the left and right mounting holes and temporarily mount the plate to the dash. Re-attach the black dash cover using a couple of screws, then using a sharpie, mark the location of the hole in the adapter plate. Remove the dash cover and adapter plate.

**Step 8.** Check marked hole on adapter plate and using a hole saw slightly larger than the gauge, drill the hole for the gauge. Smooth out the edges and while holding the gauge in the hole, properly centered, mark the hole at the five o'clock position in the adapter plate for the gauge mounting screw.



# CVOA WEB CORNER Tech Tip Cont.



**Step 9.** Remove the gauge from the plate and drill the mounting hole slightly bigger than the stand-off bolt. This will allow room for final adjustment.



**Step 10.** Mount the gauge to the adapter plate using the standoff and the 6/32 bolt, lock washer, and nut. Just snug it up before making final adjustment.

**Step 11.** Wiring the gauge: I used Red 16 ga wire for the power, Blue 16 ga from sending unit, and Green 16 ga for ground.



Feed the Blue wire thru a suitable hole in the firewall, then insert it into the wire loom that goes to the sending units (temp, oil pressure). Leave enough room on dash side to add the gauge connectors.

Feed a Red wire to the fuse panel and crimp on a push-on terminal. Attach to one of the ign/accessory terminals in middle of fuse block. (there are 3 terminals, the top one is the battery, do not use that one).

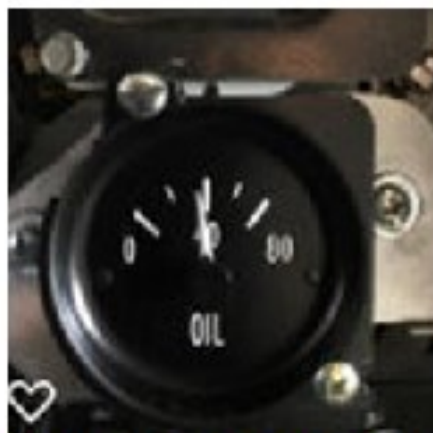
Attach ring-style terminals to the Blue, Red, and a Green(or Black) wire and attach to the gauge. Attach green wire to a suitable ground.

**Step 12.** Add a short 8-32 screw and a "tinnerman" nut to the top mounting hole in the gauge. Install the gauge into the dash as shown with the tinnerman nut underneath the bottom edge of the amp/volt gauge. Re-install the dash plate and plastic cover and place dash bezel into place. Check centering. Remove and loosen mounting screws to adjust as necessary.

# CVOA WEB CORNER Tech Tip Cont.



*Final Gauge Placement*



*With Tinnerman Nut Attached*



*Gauge Installation Complete*

*Optional Step: Now is a good time to replace those 45 year old T194 instrument panel lights with LED style bulb. See how nice that looks, and OEM look as well!*

## Step 13. Engine compartment:



*Both Sending Units*

1. Remove the existing oil pressure sending unit.
2. Use teflon tape and thread the Tee into the block.
3. Install the existing sending unit switch into the END of the Tee.
4. Install the new sending unit into the TOP of the Tee.
5. Crimp on a push-on terminal and attach to the top of the sender.
6. Reconnect the battery.

**Step 14:** Turn on ignition. The gauge should "zero" itself. If it does not re-check your wiring.

**Step 15:** Start engine. Gauge should give proper reading.



# CVOA WEB CORNER Tech Tip Cont.

## Further Refinements...

*What to do about the no longer needed clock stem hole in the dash bezel? The original article suggested putting a "dum-dum" or a screw.*

*Since I have weber carbs, for safety reason I have wired in a relay to shut pump off when engine is not running, stalled, or if you are in a accident. I found that a standard 5 mm LED with holder will snap into that clock stem hole perfectly. I chose a two-color LED attaching the Red lead to the power of the relay and attaching the Green lead to the "picked" relay lead. When I turn the key on the LED is RED, while cranking the engine the relay sends power to the electric fuel pump and the LED color changes to GREEN. I also added a push button next to the light switch in the spot where rear window defogger would be. This allows you to prime the fuel pump when you turn the key on. The pump will normally not run until oil pressure reaches 3-4 lbs of pressure.*



*Ignition Off – LED Off*



*Ignition On – LED Red*



*Engine Running - LED Green*



*Push button to prime fuel pump added in place of the rear window defogger switch.*

This Tech Tip is Available on our Website under "The Tech Corner" tab.

Submitted by JD Smith

WebMaster for the CVOA



# CV #2575 Worth The Effort (Part 3) by Robert Felker

Worth the Effort—#2575—the Tear-up

Bam! #2575 jumped violently. Smoke poured out of the fender well as the tach

bounced its way down from 4000 rpm. “Did the tranny let go, or the engine?” I asked myself—probably out loud. “Trannys normally don’t pour smoke out of a front wheel well; must have been the engine.” I prepared to pull over and walk the mile back to the house, but when I pushed the clutch in the car kept running—ticking like a sewing machine, but running. “Must have thrown a rod!” I was still going about 30 miles an hour, and the engine was likely shot, so I put it in 3rd and gave it a little throttle. It kept running, the smoke kept pouring—no flames fortunately—and I drove it home.

When I pulled into the garage, oil was dripping from the engine compartment. I popped the hood and began to inspect the damage. The end of the #4 cylinder connecting rod was peeking out of a little window in the driver’s side of the block it had created. But the oil galley running down the side of the block looked intact. “Maybe there’s something salvageable left.” My main goal at that moment was to let the guys who were already at the roundup know I wouldn’t make it. If the potential buyer showed up maybe he’d buy one of their cars. At least the engine let go before I left for the roundup, rather than on the mean streets of KC with a potential buyer at the wheel. I posted a post on the unofficial Cosworth Vega Facebook page. Jay Hovick messaged me, “We’re going to miss you, bud—that’s bad luck!”

“Hoist a cold one for me, Jay.”

“I’ll do better than that. I’ll nominate you for the hard luck award.”

“Amen!”

It was a few days before I pulled the engine from #2575. I figured the top end of the engine was likely still good. And I had a spare block. I could maybe put enough parts

together to build an engine for the ’77 Vega. I needed to get back to finishing my tow vehicle rebuild that I’d put off for over 2 years. So I decided to offer the car with-

out an engine. I put a post on the Facebook page. A couple people responded—both with spare engines. I added up what I had invested in the car, and gave them the numbers. One backed out; the other, Tim Coughlin, stayed in contact.

It’s funny how some cars earn our devotion. Cosworth Vegas deserve it—they are rare and unique. #2575 had been restored and refurbished, and was in store for yet another effort at getting it back on the road. If I have this part of the story right, Tim Coughlin has owned CV #0814 for years. He was in the midst of a total re-engineering of the car with custom fuel injection, lowered stance, reworked body panels—ect. Of course all those modifications take time, and #814 had been off the road for some time, leaving Tim with no Cosworth to drive. Meanwhile, somewhere in New York state a small engine rebuilding shop was going out of business and had a rebuilt Cosworth Vega that had gone unclaimed. Someone knew someone who let Dick Baumhauer know about the engine. Dick bought it, tore it down to make sure it was up to snuff, and put it in a car to test drive. The engine was good as new, so Dick removed it after only driving it 30 miles and kept it. Tim Coughlin, thinking he might need a spare engine for 814, made Dick an offer he couldn’t refuse, and bought the 30-mile engine. As luck would have it, the engine in Tim’s #814 was in usable condition after all the flogging it had received from Tim over the years so he didn’t need the 30-mile engine after all. Then #2575 appeared—a nicely restored car capable of being a daily driver and winning its class at a local car show, but without an engine. So on a Saturday morning Tim rose at 2:00 am, headed for Missouri with cash, and strapped #2575 on his trailer—granting the keepsake car another chance at life. Of course trouble has a way of foiling even the best

of intentions. After getting the rebuilt engine in #2575 Tim discovered that the T-50 5 speed tranny in it also needed a rebuilt—sorry Tim, I only drove it 2 miles total. It did sound like a school bus transmission, but I’d never driven a T-50 before and thought maybe they all sounded like that. Anyway, a T-50 manual came with #2575. I was able to find it and send it to Tim. He plans on selling the car (maybe when #814 is finished, but that could be a while). In the meantime he gets to drive a Cosworth Vega—making all the blood sweat and tears devoted to this car worth it.

## CV #2575 Worth The Effort Part 3 Cont,



### Post script:

When I tore down the engine from #2575 I found that the small end of the connecting rod, where it attaches to the piston, was discolored and seized. That caused the piston to tilt in the bore and break off a piece of the cylinder wall. It also stretched

the rod bolts to a point where they broke, freeing the rod from the crank which continued to rotate freely. It did take out the oil galley, but the crank may be salvageable. Now if someone just had a Mustang T-5 I could bolt to my block and drop in the '77 Vega and Dan still has that '75 CV rear axle, and someone else has a turbo.....

CV #2575 Has begun its new journey with a heart transplant. Tim Coughlin has installed a professionally rebuilt CV engine, cleaned up the engine bay and made CV #2575 back into a great running car. He did end up having to replace the T-50 with another one. (The T-50 was making a terrible noise, so Tim felt it best to replace it.) The car has about 102,000 miles on her, but she looks fantastic. Tim does have the car up for sale, asking \$13,850.

Since I have a good street engine I wanted to make sure this new one ran well before selling it. I put it in my car and drove it a total of 35 miles over 4-5 days. Just pulled it back out to take pictures." At this time, the motor has approximately 200 miles on it. The car is ready to drive and needs nothing. I have had fun with this car for a while, selling to focus on another restomod-ish Cosworth build. Options: Black with Black Cloth interior 5 speed, 4.10:1 posi rear end Swing out windows with all the trim pieces Items that have been replaced or reworked: • new hoses • new front wheel bearings • new front brake pads • new master cylinder • new brake fluid (complete flush) • all new rear brake components • new rear brake lines • new fuel lines • new in tank high pressure fuel pump • new fuel filter • new hood pad • new wiper blades • new shocks • new sway-bar end links with urethane bushings • new driveshaft universal joints • new 4x10 speakers • new timing belt, distributor drive belt and alternator belt • new K&N element in factory air box • new alternator • new battery • 2.5" exhaust • New spark plugs, wires, cap and rotor • All EFI connectors have been deoxidized and greased The car is known to the CVOA (Cosworth Vega Owners Association) which is a good thing. The club is a great group of knowledgeable enthusiasts. The club is the source for parts to keep you driving for years to come.

Contact Tim Coughlin

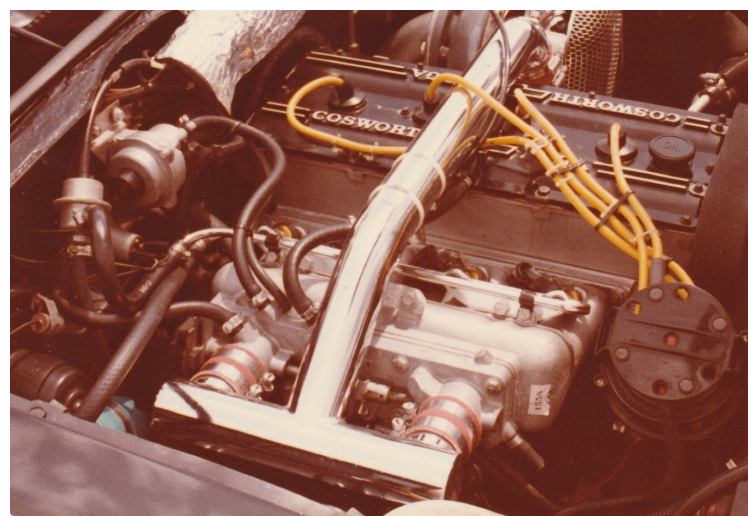
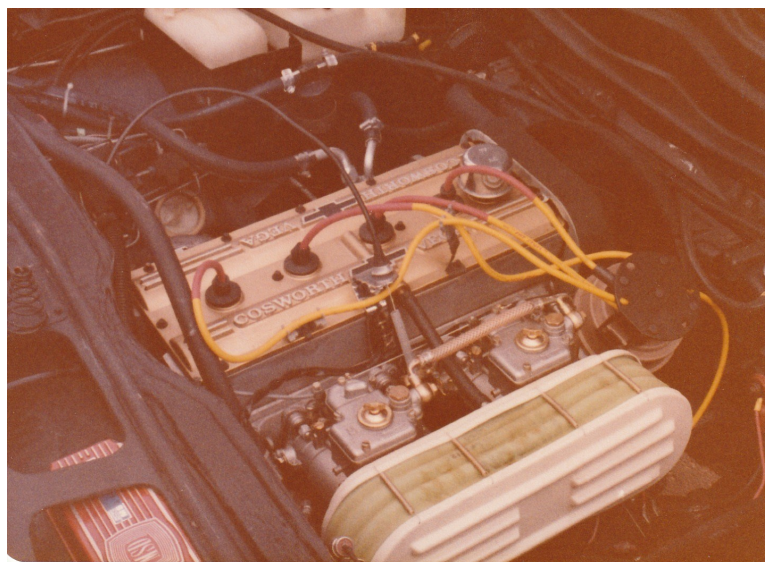
**225-278-7128**

**Coughlin94@gmail.com**



# CVOA Throw Back Corner

## Texas Regional Meet 1980 Clark Kirby's Home





# CVOA National Roundup 1993 Manitowoc, WI



# CVOA Cylinder Wall Refinishing By Ron Bensink

**Cosworth Cylinder Refinishing** After reading some comments online about the perceived lack of durability of the Vega engine, I was reminded of my experience that possibly explains why this perception has persisted after many years. Those of us familiar with the Vega realize there were several issues that contributed to the Vega engine problems, but probably the least of them had to do with the Aluminum engine block.

Many years ago, I was looking for a car to function as a commuter and daily runner. While out scouting, I spotted a Monza sitting on the back of a local dealership. I inquired as to the status of the car and was told that it was not in good running condition and wasn't for sale. I asked if I could take a look at it and they handed me the key. I discovered it had the regular Vega engine, so I pretty well knew what the engine problems were likely to be. When I started it up, the engine was skipping, missing and smoking pretty badly. I had already purchased my Cosworth, and had also ordered all the Service and Overhaul Manuals. I thought that it might be a good opportunity to gain some experience with the Vega engine, so I haggled with the dealer and got them to sell me the car as is for a big discount. I limped it home and pulled it into the garage. Upon pulling the engine, I found what I expected, which was scored walls. What I didn't count on seeing was a heavily pitted deck surface. I realized that the engine was not going to be usable unless it was sleeved, and I didn't want to spend that much money.

I went to a backup plan and called a friend who had recently scrapped a Vega but salvaged the engine, which was still running but had high miles. The block was in pretty good shape, so I decided to just re-ring it and do a valve job and go with it. I took the block and head to my local machine shop which was operated by the local NAPA store. The machinist was a fairly young guy, but he seemed pretty confident about refinishing the Aluminum block, so I felt pretty safe letting him do the job. As sort of an afterthought, I asked him how he performed the final lapping operation. He said he just wiped the walls down with a Silicone protectant and if I remember correctly, he mentioned Armor All. I said, "Excuse me,

what was that"? He said "Yeah, I checked with the guys at the Chevy garage and they said you have to wipe the walls down with Silicone after you hone them". I didn't want to embarrass the guy, so I said I didn't think that sounded right, and could I bring him the Chevy manual so he could read what the procedure said. He seemed a little annoyed, but agreed to take a look if I brought it in.

When he finished reading the section, he seemed a little puzzled and doubtful. He said he didn't think that would work because Chevy was putting steel sleeves in their short blocks. I said I didn't want to spend that much money, so could we just try the Silicon lapping method. He said he didn't have the any special equipment to accomplish that and couldn't guarantee his job, but I said I would take full responsibility and not hold him liable. After a little discussion we agreed that wrapping shop towels around the honing stones and applying valve lapping compound to the walls would probably work. The finished product looked pretty good, so I figured I might as well try it because I didn't have much to lose. The engine ran well after all was said and done. I drove the car for a while and it did not develop any signs of cylinder problems.

I didn't keep it very long though, because I found another car that wasn't rusted as bad as the Monza, so I sold it. I kind of wished I could have followed it to see how well it performed over a longer period, but I never heard anything, so I presume it performed satisfactorily. I have often wondered if there were other engines out there that were rebuilt with similar misinformation or perhaps the lapping operation was omitted. The common wisdom back then and even today is that the Vega engine was no good and you could not rebuild them successfully without installing steel sleeves. I sort of understood how that perception came to be after my experience .

Submitted By Ron Bensink



# CVOA Member Dwain Colton and CV #0489

I started the Cos. vega 2 years ago and this is how far I've gotten...

Cos. has about 89000 miles on it, and it sat in rain for 20 years here in Oregon, but very little rust, interior is pretty good, needs carpet of course, but the rest is ok..

Clutch and brake were frozen, that took some doing to get them to work, and replace clutch cable, brake were fairly good not perfect but usable...engine was gonna need sleeves, rings, pistons, and 3 or 4 exhaust valves, probably cam and lifters too, why I didn't rebuild, AND I had the 140 Merc. motor...

I have a 140hp Mercruiser motor in it, gonna cost too much to rebuild Cosworth motor

Those motors have squareports in the head so I had to make the headers, flange, and intake...They are stock with 2gc Rochester 2bbl., and i used a wcfb off early 283 v8 for carb, which the barrels are about same as using 2- 2-barrels, about 400 cfm, thats how I come up 160 hp..

A friend got a set of tires like the original wide radials they came with(\$600 set)Hope to get it painted this summer and get it on the road...Haven't decide what to do with Cos. motor, might sell it....Dwain...Had a 75 Vega years ago, with some tuning it would go 85 mph in 3rd gear, And I had it to 110 once in 4th.....

Submitted by Dwain Colton





# CVs Across the Auction Block in May 2021!



**CV #2805 Sold through Raleigh Classic Car Auction in North Carolina on May 1, 2021. Auction Selling Price \$22,000**

**Firethorn/ Firethorn Vinyl Interior**

**4 Speed**

**1,848 Mile on the Odometer!**



**CV #1678 Sold Through Raleigh Classic Car Auction in North Carolina May 1, 2021. Auction Selling Price \$20,000**

**Black/ black Vinyl Interior**

**4 speed**

**3000 miles on Odometer!**





# CVOA 2022 National Roundup Preview!



The 2022 National Roundup will be held in Phoenix, AZ. It will be in November to avoid our famous warm weather.

November 18 – 19 – 20 of 2022. Friday, Saturday, and Sunday before Thanksgiving. The date is set to coincide with the Good-guys car show in Scottsdale, AZ. ( a few miles away ). This will likely be most of the day Sunday so Friday and Saturday will be out club activity days.

It should be warm enough to take the chill and your mind off Winter. I am sending this early note out to let you think about this location and, in particular, if you wish to extend your stay and go to the Grand Canyon. More later.

Driving time from Phoenix to:

South Rim Grand Canyon 3.5 hr

South Rim Grand Canyon to North Rim Grand Canyon – 20 miles away : 4 hr

Lake Havasu City 3.5 hr

Winslow ( Meteor Crater ) and Flat bed Ford 3 hr

Las Vegas 5 hr

Grand Canyon Skywalk glass bridge 6.5 hr

Tucson 2 hr

It takes about 1 hr to drive from one side of Phoenix to the other

November Temps in Phoenix at 1000 ft are 86 F and a low of 59 F. The Grand Canyon at 6500 ft is 61 F and low of 30 F

Phoenix has:

Zoo, Botanical Garden, AZ Heritage Center, Heard Museum for Native American Art, Several Historical Museums, Arizona Museum of Natural History, Pueblo Grande Ruins (downtown), Casa Grande Ruins (30 miles away), a couple of Rail Road Museums, Lots of hiking, Several Gambling Casinos, Tempe Beach Park which is a river walk area near ASU. Mecum car auction is in March, Barrett-Jackson auto auction is in April. Greenfield and Guadalupe Riparian Preserve ( a lake in town ), Martin Auto Museum, Even a Frank Lloyd Wright House.

Grand Canyon - to stay IN the Park one needs to make reservation through Xanterra . Xanterra also books for the Grand Canyon Railway and Hotel . The train leaves Williams, AZ and goes to the South Rim. One needs to either book online, beginning at Midnight, or at 7 AM for phone calls, ONE YEAR ahead of the desired stay. You can try to book later but things fill up and space may not be available. Go online or talk to them. Tusayan is the closest town just outside the Park with lots of hotels.

# 2021 Year Of The H-Body For Car Shows!

**CARLISLE**  
NATIONALS **GM**

**Honor the Vega & H Platforms in '21  
See and Be Seen in this Display**

At the 2021 Carlisle GM Nationals (June 25-26), we're keeping it all in the family - the Vega family that is. 2021 offers a special 50th showcase of the Vega and its sisters in the GM H Platform. This includes:

**Vega + Astre + Monza**

**Sunbird + Skyhawk + Starfire**

Own one and want to show it off?

Visit us online to learn more and  
apply/register today!

**Celebrate the Vega and the H  
Apply Today/Learn More**



Join us in June as we celebrate the 50th Birthday of the 1971 Motor Trend Car of the Year, the Chevrolet Vega and all it's sisters in the GM H Platform! That includes not just the Vega but also the H Platform '71-'77 Pontiac Astre, the '75-'80 Chevy Monza, the '76-'80 Pontiac Sunbird, the '75-'80 Buick Skyhawk, and the '75-'80 Oldsmobile Starfire! We will have some great cars on the Showfield as well as a special display in Building T to celebrate this historic event!

Have a cool or unique Vega or H-Platform car? Apply today at [CarlisleFeatures.com](http://CarlisleFeatures.com)




# CVOA NATIONAL ROUNDUP WISCONSIN 2021

← → ↺ 🏠 <https://www.iolaoldcarshow.com> ☆ ☆ 🗺️ 👤 ...

For quick access, place your favorites here on the favorites bar. [Manage favorites now](#)

HOME BENEFIT AUCTION DONATE SHOP RALLY FOR IOLA SPONSORS FAQs MAPS/RULES TEAM CONTACT HERE!



Iola 2021 July 8-10 Iola Car Show 715-445-4000 Iola 2021 July 8-10

**IOLA 2021**  
**JULY 8-10**  
 THE 70S SHOW - RERUN

Mark your calendar!

258 08 31 45  
 Days Hours Mins Secs

## THEME FOR 2021 SHOW IS "THE 70's!"

← → ↺ 🏠 <https://www.iolaoldcarsnow.com> ☆ ☆ 🗺️ 👤 ...

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### INFORMATION

100,000+ Attendees	4,000 Swap Spaces	2,500 Show Cars
National Sponsors	1,000 Car Corral Spaces	1,600 Camp Sites

**The Iola Car Show is one of America's largest auto events.**

With 2,500 show cars, 4,000 swap spaces, 1,600 camp sites, 1,000 for sale car corral spaces and some of the best food anywhere, there's something for everyone to enjoy. The event offers free parking, free admission for children 12 and under, and affordable fun for the whole family. Don't forget to register for the incredible giveaways, and visit the awesome national sponsor displays.

Map Satellite



# 2021 CVOA National Roundup Hotel Information



## Comfort Suites

1951 Bond St.

Green Bay, WI 54303

1-920-499-7449

Your group room block has been reserved at the Comfort Suites, Green Bay, WI.

See details and important dates below.

**Planner Name:** Steve Mayefske

**Group Name:** CVOA Cosworth Vega

**Group Code:** ZL19X9

**Status:** Reserved

**Check In:** Thursday, Jul 8, 2021 (3:00 PM)

**Check Out:** Monday, Jul 12, 2021 (11:00 AM)

**Group Billing Options:** Guest is responsible for all charges.

**RESERVE YOUR ROOMS NOW!!!**



# 2021 CVOA National Roundup Itinerary (preliminary)

**\*\*Iola Old Car Show Is Thursday through Saturday. Show Field Hours Are from 6 AM to 6 PM. EACH MEMBER MUST MAIL IN THEIR OWN REGISTRATION FORM FOR THE IOLA SHOW. LOCATED ON THEIR WEBSITE WWW.IOLAOLDCARSHOW.COM\*\*\***

## 2021 CVOA National Roundup Itinerary

### Thursday-

**Early Registrations at the Hotel**

**Members may go to the Iola Car Show if they Choose**

### Friday –

**Early Caravan to Iola Car Show- Expecting to leave about 6:30 am to 7am from the Hotel.**

- **Attend Show-**

- **Leave show about 5 pm.**
- **Members Eat lunch on their own at the Show Field.**
- **Members Eat dinner in small groups near the Hotel**

**Heritage Award Judging session, it will be done at the Show Field this Day. (2 Slots Open Currently)**

### Saturday-

**Early Caravan to Iola Car Show- Expecting to leave about 6:30 am to 7 am from the Hotel**

- **Attend Show- Leave show about 4 or 5 pm**
- **CVOA Concours Judging will be done this day**
- **Dinner at your Steve and Becky's house about 6:30 PM**
  - **Steve and I plan to host a brats and burgers dinner at our home for everyone**

**Back to hotel about 9-10 pm**

### Sunday –

**Itinerary plans Open. Steve is working out details. More to Follow!**

**Awards Banquet – 7 PM?**

# 2021 CVOA National Roundup Iola Car Show Logistics

## **Iola Car Show Logistics**

**This Year we are attending a Large National Car Show in conjunction with our CVOA National Roundup. Here are some logistical guidelines to help us and help the Show Planners**

**We will be grouped together on the Show Field as a Car Club. We are working with the planners to ensure we adequate space to accommodate our cars on Friday and Saturday when we plan to attend as a Club.**

**The Show Opens at 6 am and Closes at 6 pm. We plan to arrive about 8 am as a Club on both Friday and Saturday. The more attendees that arrive together, the easier it will be for the Event Coordinators and for us in getting us situated on the Show Field.**

**Iola is approx. one hour and fifteen minute drive from our Hotel in Green Bay. There is parking at the Iola Show to drop trailers, and leave them overnight. (No fee to do this)**

**We are allowed to leave cars on the Show field Overnight.**

**There will be Entertainment, Food, Special National Guests at the Iola Car Show. So, each CVOA Member will be allowed to enjoy the Show, take in the Sights on their own. Food and other entertainment may have additional costs at the Show, it will be up to each CVOA Member to pay as they go.**

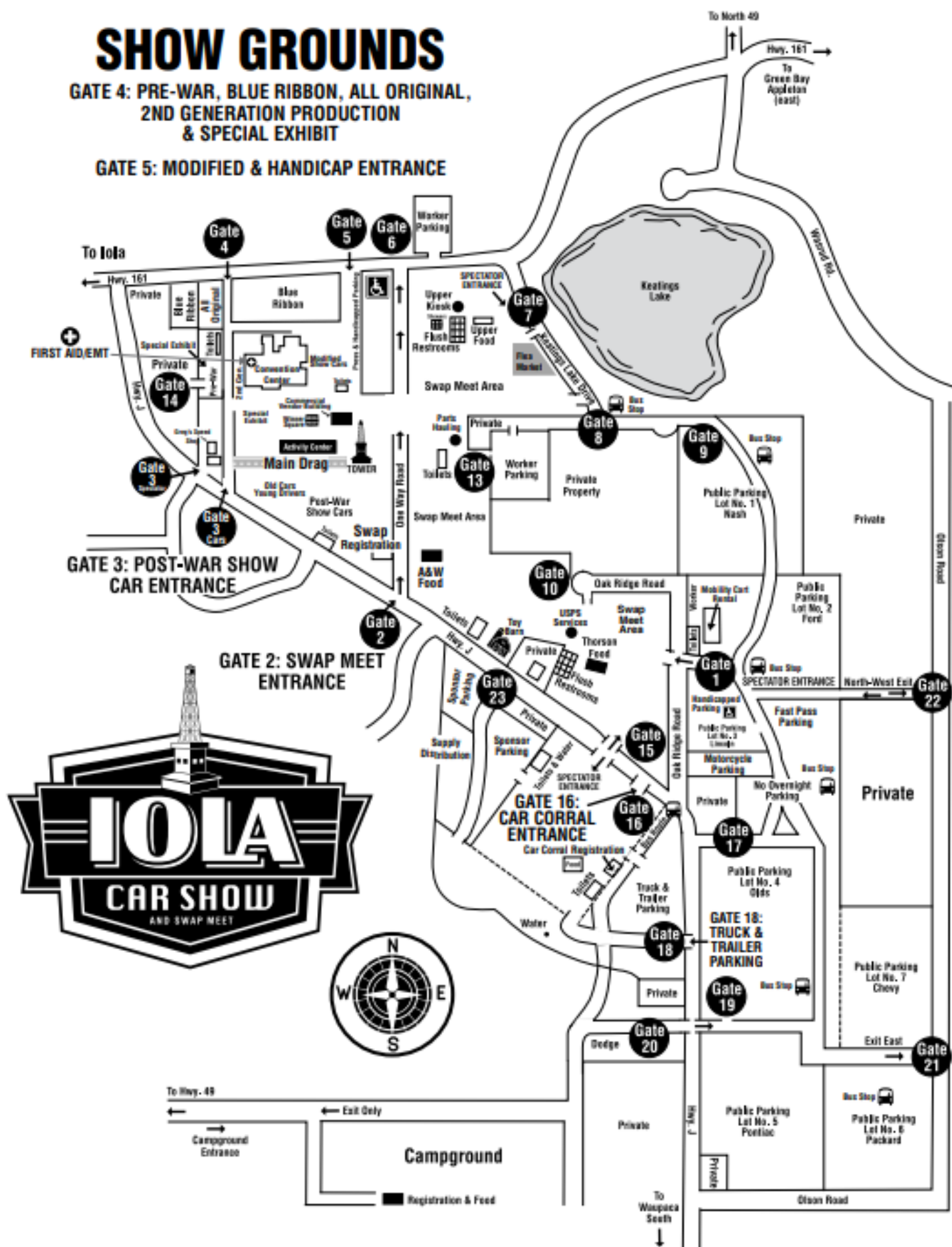
**The Show has a website, [www.iolaoldcarshow.com](http://www.iolaoldcarshow.com) . I strongly encourage all who are attending the Show and the National Roundup to go to the site and check out the Show, and the information they provide for navigating the Show.**



# SHOW GROUNDS

**GATE 4: PRE-WAR, BLUE RIBBON, ALL ORIGINAL,  
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& SPECIAL EXHIBIT**

**GATE 5: MODIFIED & HANDICAP ENTRANCE**



# CVOA MERCHANDISE VALVE SETS IN STOCK!

The CVOA Now Offers Complete Stainless Steel Valve Sets for Sale through our Merchandise Sales Program! Included in Set is

8 Intake Stainless Steel Valves

8 Exhaust Stainless Steel Valves

16 Valve Guides

16 Valve Seals

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

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

Order your set today at [www.cosworthvega.com](http://www.cosworthvega.com), click on "The Store" Tab and place your order!

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Medium Saddle Metallic 67

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## Stainless Steel Valve Set

**\$425.00**

(8) Intake & (8) Exhaust valves,  
(16) valve guides and (16)  
valve seals

Quantity

1

Add to Cart



# 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. Get your paperwork in to be screened. Any questions? Ask John J. Cowall.**

Performa  
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](http://WWW.COSWORTHVEGA.COM)**

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

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

**We have two spots available for the Io-  
la. WI Roundup 41 in July 2021 . If  
you are interested in assisting with  
the judging for these two cars to the  
"Gold Heritage" Standard, please con-  
tact me at [buddyleejc2@hotmail.com](mailto:buddyleejc2@hotmail.com)  
for details! Please let me know if you  
would like to help!**

**CHIEF JUDGE**

**John J. Cowall—[buddyleejc2@hotmail.com](mailto:buddyleejc2@hotmail.com)**



## **DO YOU WANT TO SHARE YOUR STORY?**

**Do You want to share your Cosworth Vega Story?**

**Do You have parts you want sell?**

**Do You need parts and need a place to find them?**

**Do You want to assist any projects that the CVOA or Regional Directors are planning?**

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

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

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

**You will be surprised at the enjoyment and the people you meet in the CVOA as you help with this great Organization!**

# Fuel Injection Corporation

Www.fuelinjectioncorp.com



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## About FIC...

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

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

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

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Tracy, CA 95376



# CV's For Sale

For Sale: Three Cosworth Vegas

1975 (1076) Nice car, No rust, Blown head gasket.

1975 (1973) extensive rust on driver's side. Engine out of car, partially disassembled. Weber carbs.

1976 (2407) Has 1979 Monza V6 four speed drive train. Original Cosworth engine partially disassembled. Weber carbs. Hooker chrome roll bar. Extensive rust, front driver's side.

All three are black cars with black interiors. These cars have been in storage since 1989!

All three cars for \$3500.

Contact Jay at 402 371 4776 after 1:00 PM CT or [johnjaym@hotmail.com](mailto:johnjaym@hotmail.com).





## CVs For Sale

1976 Chevrolet Vega Cosworth #3183 (fuel Injection)

Price: \$9,250.00 USD

Location: High Point, NC

VIN: 1V7706U217963

Mileage: 21,891 miles (?)

Transmission: 4-speed

Exterior color: Firethorn (repainted around 2009 with PPG base/clear)

Interior color: Firethorn (both vinyl and carpet)

Things of interest:

I am the third owner that I am aware of. History prior to 2009 is unknown. Runs and drive great. In my opinion this is a "2 foot" quality car. Paint blister on driver's side corner of the hood, the size of a dime & a small spot on the back of the hatchback. Prior owner filled in the side marker lights, welded bumper jack holes & the front license plate holes and painted to match body color, front & rear spoilers, underside of the hood was undercoated with spray on bed liner, weather stripping is all good, driver side seat center seam needs re-sewn, rest of seats look good, cargo area carpet needs replaced, Tires (Sumitomo HTR 205/60R13) are dated 2009 but are in great shape, catalytic converter has been removed, everything works. For last known for sale ad see 4th quarter 2010 CVOA magazine (page 16). I will trailer deliver, for expenses, east of the Mississippi. Contact Tim Seman at [tseman@northstate.net](mailto:tseman@northstate.net)



## CVOA REGIONAL DIRECTORS

### WESTERN REGION

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



### NORTHEAST REGION

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



### MIDWEST REGION

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



### SOUTHERN REGION

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



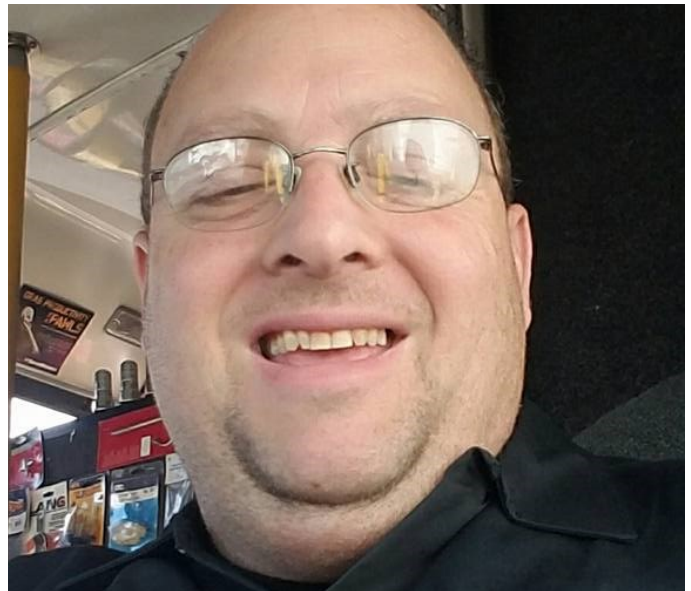


# CVOA H-BODY REGION

**DIRECTOR: Bill Lynch**

**570-972-3410**

**monzabill@gmail.com**



Get Yours Now - Custom Designed Official Cosworth Vega Owners Association face mask.

They are now available for purchase by active members of the CVOA.

These masks are a 50% Cotton 50% Polyester, three layers with antibacterial SMS filter (in the middle) and soft elastic ear loops.

\$7.50 for the 1st mask, shipping included, and \$5.00 each additional mask in the order - limit 4 masks total per order.

To order your mask go to the CVOA website - [cosworthvega.com](http://cosworthvega.com).



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## 1975-76 COSWORTH VEGA

Kit Contents:

- 2 "Cosworth Vega" fender names

Part #7576CV  
(plus color code)



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

CVOA-PT-19

Neoprene Rear Main Seal \$17.00

CVOA-PT-20 \$45.00

Gates reproduction lower radiator hose

CVOA-PT-21 \$8.00

Front brake hardware set. One set required per front caliper.

CVOA-MAN-1 \$ 17.00

Fuel Injection Diagnostic Manual - Comb bound photocopy of manual written by Phil Good, one of the Bendix engineers who developed the Cosworth Vega EFI.

CVOA-MAN-2 \$ 8.00

Five Speed Service Manual - From Borg Warner, 12 pages, spiral bound.

CVOA-MAN-3 \$ 22.00

Tech Bulletin Set - CVOA Technical Bulletins that have been published in the CVOA Magazine. They cover many important topics. Last Update 12-94. Spiral bound copies.

CVOA-MAN-5 \$33.00

Duke Williams - Twin Cam Times Portfolio

Complete set of Duke's work on the Cosworth while Director for Region 16. Stapled issues with an index.

CVOA-MAN-6 \$ 11.00

1975 -1976 Engine Assembly Manual - Loose leaf. You will need a small three ring binder for this manual.

CVOA-MAN-8 \$ 39.00

1975 Cosworth Vega Assembly Manual—Loose leaf. You will need a three ring binder for each manual.

CVOA-MAN-9 \$39.00

1976 Cosworth Vega Assembly Manual—Loose leaf. you will need a three ring binder for each manual.

CVOA-PUB-4 (Free to current members)

Cosworth Vega Owners Association Concours &amp; Autocross Rules

CVOA-ACC-2 \$ 4.00

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

CVOA-ACC-3 \$ 3.00

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

CVOA-ACC-4 \$ 4.00

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

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

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

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

**OR:**

**Contact : Shawn Parsons**

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

**580-641-2130**

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

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

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

CVOA-PT-01 \$50.00

Upper End gasket set. Includes cam cover, cam carrier, intake and exhaust.

CVOA-PT-02M

Molina Cosworth Vega Head Gasket \$235.00

CVOA-PT-02C \$75.00

Head Gasket Core-Tec with instructions for making the oil restrictor.

CVOA-PT-03 \$75.00

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

CVOA-PT-05 \$28.00

Camshaft/Distributor drive seals. Set of three.

CVOA-PT-06 \$5.00

Distributor O-Ring Set - 3 Rings

CVOA-PT-07 \$25.00

Distributor drive belt.

CVOA-PT-08 \$135.00

Cam drive belt

Fel-Pro Water Pump Gasket - No Charge with Belt Set Only

CVOA-PT-09 \$225.00

Water Pump with updated bearing set. Water pump purchase requires core to be returned. Gasket included.

CORE CHARGE is \$100.00

\*will be refunded when core is received

CVOA-PT-10 \$22.00

Heater box rebuild kit. Reproduction kit with seals. You will also need to get a small tube of 3M Super Weatherstrip Adhesive and some 3M Strip Caulk from your local parts store.

CVOA-PT-11 \$ 11.00

GM-RC-36 Radiator Cap - Genuine replacement.

CVOA-PT-12 \$ 11.00

3M "27" Tape - The special white insulating tape used on the left engine wiring harness. 7ft. roll (enough to do one car) '75 or '76. LIMITED SUPPLY.

CVOA-PT-13 \$ 11.00

Fuel Injector "O" Ring Kit - Includes (4) fuel rail grommets, (4) injector manifold seals, (8) injector to rail seals, and instructions.

New Valve Shims - **Limited Supply** \$10.00

These were VW shims milled to fit our Cosworth engines. Please use a micrometer on your old shims in order to determine the size you need. The number (if readable) may not be accurate on your old shim. Thickness in inches.

.112 - 19

.113 - 4

.117 - 4

.123 - 3

.133 - 15

.135 - 1

.137 - 13

.138 - 3

.139 - 12

.140 - 14

.141 - 5

.142 - 8

.143 - 1

Any other size the inventory is 0.

**\*\*Please note, we have limited availability on shim sizes! What you see is all the Club currently has in stock. If you do not see a size listed that you need, please contact other Members in the Club. There are a few who are willing to sell, or trade, for what you need. We are searching for a vendor to machine down more VW Shims, but currently, no shop is willing to do the job for us! \*\*\***



## CVOA VENDORS

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

Dave's Vega Village  
46-3295 Sunnyside Road, Anmore, British Columbia, Canada V3H-4Z4  
(604) 469-9979 - Available 24/7. Email: [quarte6@telus.net](mailto:quarte6@telus.net)

### **CV Rebuilding / Repairs**

Hutton Motor Engineering  
1815 Madison, Street, Clarksville, TN 37043  
(931) 648-1119

### **Superior Automotive Engineering (Block Machining/ Sleeveing, and more)**

761 Monroe Way  
Placentia, CA 92870  
Phone #714-503-1880

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

Auto Custom Carpets Inc. (<http://www.accmats.com>)  
1429 Noble Street, Anniston, AL 36202  
(800) 352-8216  
\*Note: 1976 carpet is longer than the 1975. CVOA discount.

### **Reproduction Labels**

Jim Osborne Reproductions (<http://www.osborn-reproduction.com>)  
101 Ridgecrest Drive, Lawrenceville, GA 30045  
(770) 962-7556

### **Computer Repair**

Bob Stallwitz, Pekin, IL  
(309) 824-5940 Email: [rstallwitz22@gmail.com](mailto:rstallwitz22@gmail.com)

### **SMS Auto Fabrics**

(<http://www.smsautofabrics.com>)  
350 South Redwood Street, Canby, OR 97013  
(503) 263-3535

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

Ssnake-Oyl Products (<http://www.ssnake-oyl.com>)  
114 N Glenwood Blvd., Tyler, TX 75702  
(800) 284-7777

### **Remanufactured Vega Steering Boxes**

Lares Corp. (<http://www.larescorp.com>)  
855 South Cleveland, Cambridge, MN 55008  
(800) 555-0767

### **Weatherstrip for your Cosworth**

Metro Molded Parts (<http://www.metro MMP.com>)  
11610 Jay Street NW, Minneapolis, MN 55448  
(800) 878-2237

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

Wheel Medic  
2971 Silver Drive  
Columbus, OH 43224  
(614) 299-9866

## CVOA TECH ADVISORS

### **\*Engine and EFI related issues**

Karl Bell of Hutton Motor Engineering, Clarksville, TN  
(931) 648-1119  
8-3 CST, Tues-Fri only

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

Bob Chin, Bloomington, IN  
812- 318-4604  
4pm-9pm EST  
[BobC997615@yahoo.com](mailto:BobC997615@yahoo.com)

\*

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

Tim Morgan, Houston, TX  
(281) 589- 0449  
9pm-10:30pm CST M-F  
[Twincams@aol.com](mailto:Twincams@aol.com)

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

David Quarterman, Port Moody, B.C. Canada  
(604) 469-9979  
1-6pm PST, Mon-Sat

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

Mark A. Rock, Columbia Station, OH  
(440) 236-9669  
After 7 PM  
[markarock@gmail.com](mailto:markarock@gmail.com)

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

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

Maurice Schecter, Williston Park, NY  
(516) 294-4416  
9-11pm EST M-F  
[Mauricsch@cs.com](mailto:Mauricsch@cs.com)

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

Duke Williams, Redondo Beach, CA  
(310) 372-5527  
6pm-10pm PST & weekends  
[Dukewilliams@netzero.net](mailto:Dukewilliams@netzero.net)

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

Neil Williams, Bellflower, CA  
(562) 920-7168  
After 5PM PST

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

Michael Young  
831-917-1070  
[youngsspeed@hotmail.com](mailto:youngsspeed@hotmail.com)

# FIV REPAIR

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

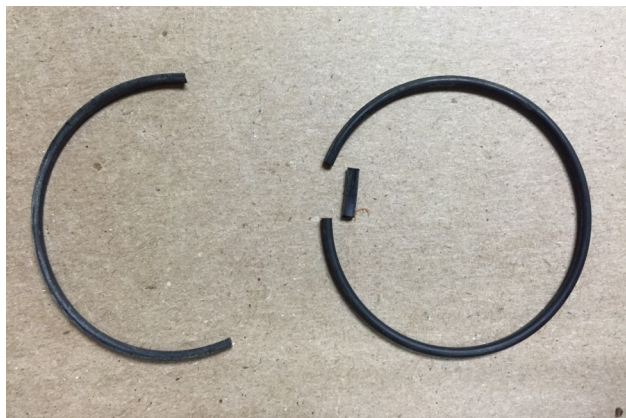
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\*Refundable \$100 core charge



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Our 1974-77 Chevrolet Vega front bumper impact strip is the piece of rubber that bolts to the bumper. This is a brand new part from our new molds.

Unlike originals or even NOS parts, the edges are sharp and the surface blemish free. Made from the correct color and durometer (hardness) rubber, our part includes nuts and washers for the correct length studs on the back of the part.

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New/ Former Member Ted Padixh's CV #2615 from Lake Worth , FL He formerly owned #0500 back in the 1980's!