

# COSWORTH VEGA Magazine



The Official Publication of the  
Cosworth Vega Owners Association



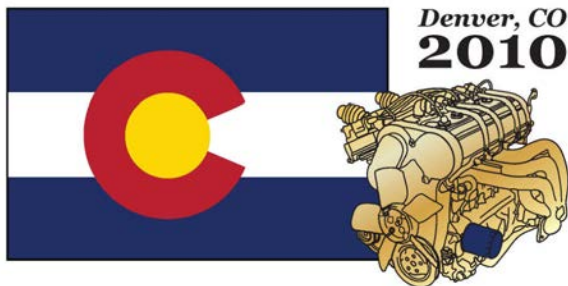
Issue #102

3rd Quarter 2010

## Round Up 31 Denver, Colorado Wrap Up

- Articles
- Photo Gallery
- Concours Results

**COSWORTH VEGA**  
Mile High Roundup XXXI



Cosworth Vega Owners Association

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## Meet The Director

Welcome the  
CVOA's new  
Merchandise  
Director  
Chuck Larsen



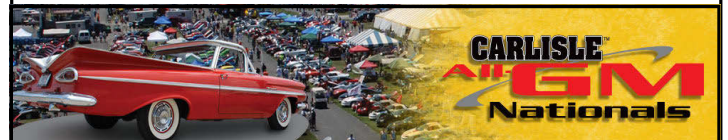
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## Round Up 32 Register Today!

Carlisle GM Nationals 2011  
June 24–26, 2011  
Carlisle Fairgrounds  
Carlisle, Pennsylvania

- Hotel Information
- Events

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ebay

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Cosworth Vega eBay Watch  
See the CV's that crossed  
the auction block!

## CV How-To Section

Cure Exhaust Popping  
On Your CV

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## **Twin Cam Talk**

Well, we've been back home for a while since the Rocky Mountain High Round Up, thanks again to Jeff and Tom for a very enjoyable time. We appreciate all your effort you put into this years get-together. I want to also mention here that Jim Rigg was presented The Robert A. Maloy Memorial Award for his outstanding service to the Club and Region 14, congratulations again Jim. I hope everyone completed their trips home safe and sound.

This issue of the magazine is an attempt to fill in the details of the Carlisle Round Up. As has already been discussed, Round Up 32 will be a different experience from those of the past, from our small, one-dimensional gatherings that we have become accustomed, to being a part of a much larger gathering. The All-GM Nationals encompass quite a range of General Motors vehicles, you'll see a wide variety of models. During this weekend more 'car' people than ever before will be able to get up close and personal to our little black (as well as other colors) and gold jewels. If the Cosworth Vega is ever going to be seen and understood for all its unique qualities as a bonified collectable, Carlisle could be the beginning, so make sure you hold your schedule open for June 24-26, 2011.

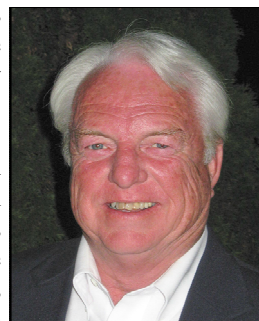
Please pay close attention to the requirements for booking rooms for the event. See page 13 for details.

Registering for Round Up 32 will have an earlier deadline than normal, May 1, 2011. The Club will be handling registration for both the CVOA and Carlisle. The reason for the earlier date is that we have to notify Carlisle of the cars that will be on display. They will in turn mail out stickers that will need to be attached to your windshield. The sticker allows you onto the grounds and into the designated display area. You will still be able to register for the Round Up after May 1, but that does not give Carlisle the time necessary to register your car and send out their information package. If you miss the May 1 deadline you will need to wait in line at the gate to register and there may not be enough room in the field display area for you to park with the other Cosworths. We will show two different registration prices. One for those registering before May 1 which will include the Carlisle fee and for registering after May 1 which will just be the CVOA Round Up fee. You will need to pay Carlisle at the gate if you register after May 1. There is also an additional \$10 charge at the gate.

This brings us to the next point. We will have two designated display areas, one inside Building T that has space for ten to twelve cars and the second will be on the grassy area north of the building for all the rest of those registered.

All cars that are registered will be on display for the public to see. Those that are picked for the building must arrive on Thursday, June 23<sup>rd</sup>, no later than 7PM and remain in the building until 3PM Sunday, June 26<sup>th</sup>. I want to make this very clear, once placed in the building your car cannot be moved until Sunday at 3PM. If you have driven the car to Carlisle and you are picked to be in Building T, you will need some other means for any travels outside the grounds. Cars that are displayed on the grass outside may come and go as necessary. If

you are trailering your car please let us know when you are registering because you will need a pass for both your tow vehicle and your trailer.



We are also working with the SCCA for an onsite autocross. Depending on SCCA's schedule, the Building T cars may not be able to autocross, please keep this in mind. If the autocross is held on Saturday, because of the restriction of not being able to leave the Building T, those cars will not be able to run. If the schedule allows the autocross to be Sunday afternoon past 3PM there will be no restriction.

The main reason the Cosworth Vega was chosen as the "Featured Vehicle" for the 2011 All-GM Nationals is in celebration of the 40<sup>th</sup> Anniversary of the partnership between Cosworth of England and General Motors. The cars that will be in Building T will attempt to show a variety of the uses of the CV engine and varieties of the production car. Those picked so far are three supplied by GM; the Corvega, which has a pre-production engine, the Monza Super Spyder II, Cosworth Vega #0001 and a CV powered USAC Higman Midget on loan from the Eastern Auto Racing Historical Society. If you are interested in having your car as part of the indoor display, please send me an email describing your car with pictures and any special information. Please realize if your car is not picked for display in the building that it will still be on display outside and you will be able to drive it during the weekend. We are currently trying to locate a Chevron look-alike car that was last seen in the Detroit area that is powered by a turbo Cosworth Vega.

To reiterate, we are looking for a variety of Cosworth powered cars and production models for Building T. The majority of the production cars picked will be 1976 models simply because of the additional exterior and interior combinations available. We would like all the non-Cosworth Carlisle attendees to get a fuller understanding of our cars than what is typically assumed.

One of the Hallmarks of Carlisle shows is they typically have a "Give-Away" car that reflects the "Featured Vehicle". The 2011 show will be no different. Carlisle has purchased Cosworth Vega #0171 for that purpose and it will be given away to a All-GM Nationals attendee. That attendee has to be present to win. So it is possible that you could arrive with one Cosworth and leave with two! This particular model is an excellent example of a daily driver, with fresh paint and a white interior. It will be outside on the reviewing stand all weekend.

So please make sure you mark your calendar for the last weekend in June, 2011. As soon as we get the registration fees together we will be passing those along so that you will be able to reserve your spot at Carlisle. We would really like this to be the highest attendance we have ever had at a Round Up, I don't think 50 Cosworth Vega's in one location is out of the question. Come and enjoy our day in the limelight!



## **Cosworth Vega Magazine**

Third Quarter 2010 Issue #102

The Cosworth Vega Owner's  
Association Quarterly Magazine

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

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## Message from the Editor

We have a lot to cover in this issue of the CV Magazine. Lots of Round Up items both from #31 in Denver and the upcoming #32 at the All-GM Nationals in Carlisle. The amount of articles and content I am receiving from members has really picked up and I am happy to report I have shifted gears somewhat and now spend a lot of my time laying out and editing the magazine rather than writing articles myself. I still will be contributing quite a bit of content but it makes my job a whole lot easier when the articles, how to's and member profiles keep coming in.

Special thanks to Jeff Romeo and Tom Hutton for all of their work in pulling together Round Up 31 in Denver. Putting on a round up is a huge effort, especially when you factor in work and family. It is no easy task and Jeff and Tom should be commended for their efforts. There is a great round up article by Mark Rock on his adventure climbing Mt. Evans in Colorado with Jerry Smith in Mark's CV. Mt. Evans sports the highest paved road in America and is over 14,000 feet tall.

As Dick states in his Twin Cam Talk, Round Up 32 in Carlisle represents a real opportunity for all of us to raise the visibility and stature of the Cosworth Vega. Very few people know much about the car and even fewer know how wonderful an automobile it is. A big showing of CV's by our members will also help showcase the CVOA. Round Up 32 will be my first one, partly because of the proximity of Carlisle to New Hampshire but mostly because #3173 will be finished and ready to hit the road. I am very excited to actually attend a round up and be able to be a first-person reporter and photographer for the magazine I edit!

Pay careful attention to the details in the Round Up 32 preview as well as Dick's Twin Cam Talk for important dates for booking hotel rooms and registering for the round up. The only one you really need to be concerned with for now is to make sure you book your hotel rooms by January 31, 2011 from the block of rooms that have been set aside for the CVOA. After that date, it will be first come, first serve for the general public. We will have other important round up dates and information in future issues. The preview starts on page 13 and has some early information on the events of the weekend as well as an article on Dan Pool's #9 Cosworth Vega powered midget car, which will be on display in Carlisle for the All-GM Nationals.

Because of how much I had to pack into this issue, I pushed off my fourth article in the "Paint Your CV" series. The metal is nice and straight and the car is all primed (the subject of article 4 in the series) and ready for

color and clear coat. I am putting the finishing touches on some interior work before I begin the color coat. I really wanted to have it done for this past summer but work, and family obligations did not leave me much time for #3173. Look for the fourth "Paint Your CV" article in issue 103.



In this issue we also get to meet Chuck Larsen who is taking over for Bob Slusarek as the clubs Merchandise Vice President. Chuck is ready and anxious to jump in and fill that role. I think we all owe a huge debt of gratitude to Bob for all his years of service filling this position. It is surely a thankless job and one that most members do not appreciate. Reproduction parts and CV parts in general are always a sensitive subject with members and everyone thinks they can do a better job. I can assure you that we all have no idea how much work this job takes and like the old saying goes, "Never judge someone until you have walked a mile in their shoes". We should all thank Bob for the great job he did.

On page 20 you can read about our very own Sonny Rossi, who was inducted into the Inliners International Hall of Fame. This is a great honor for Sonny and shows how well respected he is in racing circles.

Lastly, eBay has been hopping with CV activity over the last couple of months and we have the details on a bunch of cars that came up for auction. The crop of cars in this issue ranges from some real fixer-uppers to all original, show quality cars. One thing you will notice is that the bid numbers are running pretty low in relation to what the owners feel their cars are worth and I think what all of us would agree the cars are worth. Given the economy, the job market and the general financial outlook of the country right now, I don't think it is a good time to be selling anything, let alone "luxury" items like collectable cars. I think bidders are looking for bargains right now and I think it is in the owners best interest to stand firm. The economy and the market will bounce back.

As always, please send me any feedback on the magazine as well as articles, how-to's or member spotlights. I am always looking for your suggestions and comments to make the magazine better for all our members.

Tod Erickson  
Cosworth Magazine Editor



# **The Forgotten Awards**

## **Bring back the luster to the Bob Maloy award**

By Steve Mayefsky

As the recipient of the first Robert A. Maloy Memorial Award, I think it is my duty to comment on the award I hold in high regard. It seems like yesterday when I received the award at the California round up in 1992. As President of the CVOA from 1992 through 1997, I made sure the award was given out every year in my tenure. I thought at that time I had started a tradition but for some unknown reason, the award was not given out from 2001 to 2006.

Jack Middleton, the point person for the Carlisle All-GM Nationals, formed a committee to help fill in these years. At the CVOA Directors Meeting at Round Up 31 in Denver, objection was voiced to have these years filled in or a recipient named. From my understanding the executive council could not reach an agreement on these names so no action was taken. I truly believe I set a tradition in 1993 and afterward for the award to be given out every year. I could rattle off ten names or more of people deserving of the award. If the people in our club aren't going to pay attention to detail, maybe other awards won't be given out anymore at the round ups. Lord knows we stopped giving out the personalized awards to the round up hosts and any Regional Director who stepped down from their job.

A tradition was started in 1993 and if we are not going to pay attention to the details, we'll probably end up like all the other has-been clubs.



**Editors note:** Jim Rigg was awarded the Robert A. Maloy Award for 2009 at Round Up 31. Hopefully we are back on track to presenting this award to a deserving member each year going forward.

### **Cosworth Vega Muscle Car Silver Frame Watch with Metal Band**

Features: Quartz movement, 1 ATM water resistant, silver oxide battery. Packaged in a white gift box. Specify men's or ladies when ordering. Please allow 10 days for production and shipment. \$32.95 plus \$6.00 shipping and handling.

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## **Robert A. Maloy Memorial Award Winners**



**CVOA founder Bob Maloy**

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

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

# **The CV and crew that conquered Mt. Evans**

## **Cosworth'ing the highest paved road in North America**

By Mark Rock  
Postscript by Jerry Smith

Once it all started with an oil change. This time it all started late on a Saturday night in the Round Up hospitality room of the Ramada Inn Westminster, CO.

A large collection of Cosworth owners and a respectable number of spouses were sitting around talking—about anything and everything. Multiple conversations ebbed and flowed as folks circulated, meeting new friends and



**CVOA members meet and greet at the hotel.**

renewing old acquaintances. Despite the two hour time change and the long and satisfying day, I wasn't sleepy at all.

Actually, I was trying to decide what I wanted to do the next morning. The Concours was first on the Sunday agenda, but I've never been much into that competition, and I didn't want to make the 1384 mile drive to Denver and not drive the Rockies with my Cosworth. But I didn't know where I should go. I'd been thinking about Pikes Peak and wondering whether #3387 would be the first Cosworth to the summit. A search of the hard drive of my memory returned a "No results found" message. Somebody had to have done it, I was sure, but it wasn't documented. I could be the first.

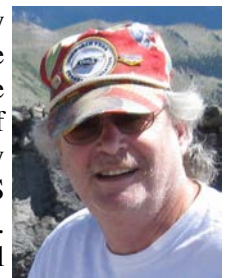
Nah. Somebody's already been there, done that, I was sure. But it would be fun nevertheless, so I floated the idea into the sea of conversations. The important thing was timing. I needed to get wherever I was going and be back in time for the 2:00PM speed event at Speed Raceway (an indoor quarter mile European style go kart racing track featuring electric karts that reach speeds up to 50 mph).

Could "I" do it I asked? Could "we" do it if my



**Tearing it up at the Speed Raceway.**

roommate, Region 5 Director Jerry Smith, a Florida flatlander, a software guru at Oracle, a musician of some renown, and the tech wizard member of the WebCrew, decided to go along as my navigator. His new phone has GPS software that he was just itching to test. "It will be close" was the general consensus.



**Jerry Smith**



**Roy Linenberger**

"Why not try Mt. Evans?" someone suggested. Roy Linenberger I think. "It's closer, and the road is paved all the way. Pike's Peak still has many miles of gravel road. You don't want to take your Cosworth on gravel, do you?" What? Me not want to slide my Cosworth around the bends on some dirt and gravel roads? I just drove it 1384 miles to get here. I'm not going to be in the Concours. Of course I do!

But I dug out my trusty laptop to investigate Mt. Evans. Hmmm. It stands more than 9,000 feet above the high desert plains of Denver. It's one of 54 peaks in Colorado that are 14,000 feet or higher—collectively known as "Colorado's fourteeners." It also sports the "highest paved road in North America," so driving up this mountain, "to the top of the world" as the brochure says, would provide some bragging rights. Another plus--it's at least half an hour closer than Pike's Peak. And here was the clincher. It is the 14<sup>th</sup> tallest mountain in Colorado, while Pike's Peak is way down the list at 31<sup>st</sup>. I'd decided.

“Jerry, what about you? Want to blow off the Concours and drive up the highest paved road in North America?” His response was a fairly tepid, “HELL YES!” It was almost decided.

So I walked outside to talk to #3387, the Cosworth with the little engine that could, the little engine that brought me clean across Nebraska with the speedometer needle stuck on 80, except for the 15 minutes when I followed a woman in an SUV at 90 before I chickened out. I opened the hood and leaned down by the engine. After explaining the challenge I heard, very faintly, “I think I can, I think I can, I think I can.” That was good enough for me. I returned to the hospitality room and told Jerry that we were all set.

I also told him that since he would often be on the outside edge of the road during our ascent, he should pack a few extra changes of underwear. He laughed. Silly man. As my son Ken later wrote, “Poor Jerry didn’t really know what he signed up for!” He would soon find out.

Sunday dawned bright and clear. After stoking up at the great Ramada complimentary breakfast buffet, Jerry and I gassed up #3387, verified that the oil was still a bit over the full mark, and set out. The drive west on I-70 started out flat, and then climbed steeply as we climbed Lookout Mountain. The Cosworth seemed down on power, we couldn’t keep up with traffic in 5<sup>th</sup>, and I began to wonder whether we really would make it all the way to the top of Mt. Evans. Actually I began to worry, puzzled by the uncharacteristic lack of power, especially since I had plugged in my “performance” ECU. It couldn’t be the altitude—all those other cars and an occasional truck were passing us.

Then “Wham!” the explanation hit me right between the eyes. I was in the wrong gear. I’d changed from a 4.10 differential before last year’s Green Bay Round Up to a “higher” 3.73 rear gear--and I absolutely love it. But that means, as I just learned the hard way, that in the mountains I need to drop one gear to equal the performance that the car had when it came from the factory. So I dropped from 5<sup>th</sup> to 4<sup>th</sup> and promptly began keeping up with, and even passing, traffic. Ok! Now we’re cooking! Mt. Evans, here we come.

We stopped at the Ranger Station in Idaho Spring at the foot of the mountain to see if there was anything special we should know. The Ranger said it was a great morning and that we should be fine. He gave us a map and said it was 14 miles to the entrance to the park, and another 14 miles to the summit where we would see the ruins of a restaurant that burned down many years ago. He mentioned that we might also see some wildlife once above the tree line, but couldn’t guarantee it.

The first 14 miles were easy: the pavement was wide--full 11 foot lanes--and gentle curves. It was all uphill, of course, but the grade was easy as we climbed and climbed, snaking our way up the mountain, enjoying the scent of pines and glimpses of an occasional vista.

We soon arrived at the park entrance but had to wait in line to pay our \$10 entrance fee. Surprised that there were four cars ahead of us, I mentally girded myself for the challenge of passing them quickly so they wouldn’t hold us back. After all, we were on a tight schedule. I reflected back to a similar situation one early fall morning many years ago when I was the second car in line at the entrance to the Pikes Peak toll road, waiting for it to open. Before the second bend I was in the lead and had an unobstructed run to the top. Jerry might have been less sanguine had he heard my silently spoken “Banzai!” as I taped my park pass to the inside of the windshield and accelerated at full throttle away from the kiosk.



The Cosworth pulled hard through the gears and made short work of those four Sunday drivers, and Jerry didn’t seem to break a sweat. I couldn’t tell for sure. Was there just a hint of tightness around his eyes? The higher we climbed the narrower the roadway and the less “comfort” it provided. Soon the berm at the edge of the pavement narrowed substantially. Then the extra width in each lane disappeared as well; we now traveled a narrow two lane road with little margin for error, a roadway obviously built with cost in mind.



We passed a large lake and kept climbing, the tree line above us clearly visible. The motor in the Cosworth continued to pull strong, singing a reassuring song as I worked up

and down the gears. I was in a rhythm through the gentle switchbacks and long straights and Jerry relaxed.

Once above the tree line the vistas opened up. No longer were our views blocked by the forest of pines that grew right up to the edge of the road. We could see for miles

and miles looking out Jerry's window. Out my window the mountain was across the road, a mere 15 feet away. When we switch backed, Jerry was next to the mountain and the drop-off was across the road from me, a comfortable 10' away. The driver is never close to the edge.



Still we climbed. Though the air became colder and thinner the higher we climbed, the Cosworth didn't seem to lose any pep. Surprised and delighted, I turned on the heater.

Smiling, I obeyed. A little. I knew I was in full control, with a large margin for safety, but Jerry didn't. I had road and mountain on my side. Jerry couldn't see anything but a steep drop on his side. It was truly a "Laundromat Moment" for sure, and I understood. The restrooms at the top are stocked for just such eventualities. Thereafter I proceeded a bit more slowly, still grinning, still enjoying the song of the little engine that could.



We soon made it to the top of the road, after passing numerous cyclists and two separate female joggers running, actually running, uphill above 13,000 feet. I was having a little trouble breathing in the thin air and all I



was doing was driving. Jerry was hyperventilating too, but for a different reason I think. These joggers and cyclists were exerting themselves yet didn't seem bothered by the

altitude. Amazing. Even more amazing was that the Cosworth seemed to have as much pep now as it did at the Ranger kiosk. The little engine that could, did.

At the top another surprise. It was crowded. We snagged one of the last parking spots. Upon climbing out and stretching we stared at the view—"Wow!" was all we could say. It was spectacular.

As we looked around we could see the summit another 134 vertical feet above us. The narrow path up switch backed for ¼ of a mile to get there, much as the road had



on the way up, but some teenagers were having none of that "easy" route. They climbed straight as an arrow over and between the boulders to make a direct ascent to the top, then retraced their steps on the way down, laughing and jumping and carrying on as teenagers will, unaffected by the altitude. Another "wow!"



A thousand feet above the tree line the drop off on Jerry's side steepened dramatically. In the beginning if we ran off the road we would have run into a field gently sloping downhill. Then the slope steepened, and now and again the drop-off became a cliff.



I was driving. I had charge of the car. I decided how fast it went,

where it went, how close to the edge it went. Jerry didn't control a thing.

With a glint in my eye, I downshifted and accelerated for a full-throttle charge up one short straight section before a sharp left-hander, the guardrail-missing berm only two feet wide and ending in a sheer drop of several hundred feet to a jumble of boulders below. I concentrated hard on my driving, on being fast yet careful, enjoying a small surge of adrenalin from the rush of speed and apparent danger. Then I heard two strangled words out of Jerry's mouth. "SLOW DOWN!"





**Where on Mt. Evans is Mark Rock's Cosworth Vega?**

I turned to Jerry and said, "Well, shall we walk the rest of the way up?" "I didn't come this far to turn back now!" We were off, but we chose the "long" route.

The view from the summit was even more spectacular because we could see in every direction. But the view was only the third most interesting sight for me. The second most interesting thing was the number of dogs who had made the climb with their owners. We saw at least a half dozen canines there. They didn't seem to notice the thin air either.



But the number one sight at the top of Mt. Evans was something entirely different. What amazed me was the number of young men who had carried their rock-crawling radio controlled cars up to the summit and who were exploring and challenging the boulder strewn peak with their knobby-tired machines. Despite the beauty

surrounding us, these young men were focused intently on the ground at their feet, their thumbs frantically working the controls of their radio transmitters as



the changing whine of electric motors hinted at the effort of particularly steep obstacles and the easier paths of the occasional smooth and level surfaces. Mind blowing.

After some photos, which included one of the U.S. Geological survey marker that, interestingly, wasn't at the highest elevation, we walked back to the car and began our descent. Anticipating the driving experience that lay ahead, I smiled inwardly.



Jerry didn't realize that he would again be on the outside

edge of the road at times, once again looking out and seeing only a sheer drop, experiencing once again an indescribable “pucker factor.” Jerry also didn’t realize that I planned to have as much fun on the way down as I did on the way up. Our Cosworths are made to drive, and I certainly drive mine close to the limit whenever I can, as Jerry’s laundromat bill will confirm.

Anyway, going down I kept firmly in mind the critical need to save my brakes. I didn’t want a repeat of my descent from the much lower Pico Peak in Vermont years ago—when I got to the bottom my Cosworth’s brakes had faded away completely. It was the strangest feeling, to press panic-stop hard on the brake pedal yet to have the car keep moving as if the brake pads were coated with Teflon. Talk about a thrill, talk about a pucker factor, talk about some desperate downshifting!

My plan was to use engine braking to save the brakes. My plan was also to get down the mountain as fast as possible, as we were running short of time. That meant, of course, double clutch downshifts to match revs and save synchros, and accelerating at full throttle to the redline out of downhill corners, then upshifting to carry speed across the ensuing short straights, then a stab of the brakes and downshifting again to enter the next corner. The little engine that could screamed with each downshift, then sung as I hit the gas and started taching toward the redline; the Cosworth really jumped ahead when I tromped the gas in the corners, aided by the force of gravity pulling us downhill, and by the lower gear I had selected going in. YeeHa!

Yes, there was definitely a tightness around Jerry’s eyes on the way down and a thinness of lips too. An enduring reminder of his state of mind is found on my drip rail, where he held on with his right hand as I tossed the Cosworth to and fro—four indentations that precisely match his fingertips, there for the world to see.



**Mark Rock atop Mt. Evans.**

But an even more telling reminder is the deep indentation in the floor pan of the passenger foot well, right where the brake pedal would be.

Suffice it to say we were half an hour early for the go karts.

### Postscript by Jerry Smith

For me, it was the highlight of the trip. When we stopped at the lake, halfway up, I noticed it was getting cooler.

We didn’t even think of that (I was in a T-shirt and shorts. By the time we reached the top Mark had turned the heat on!



**Jerry is not prepared for the temperature at the summit!**

While Mark said he had “total control” when outside curves came up with no guard rail, no nothing, I must admit it was SCARY, especially when he was pushing it. Once I put the phone in video mode however, I was so busy just trying to keep it still I no longer had time to be freaked out. We finally came up behind some other cars that were driving slow! See the video at (<http://www.cosworthvega.com/videos/video-2010-08-08-10-22-06.3gp>)



At the top, when we had driven as far as one could go Mark said "So, you wanna climb to the summit?" I said, "I didn't come this far to turn back now." I think

that’s a quote by Gary Sinise from the movie “Mission To Mars”.

The air was thin but I made it all the way to the summit without having to stop and rest, like the old man did!. The view was absolutely breathtaking, no pun intended. The most beautiful sight I think I have ever encountered.

Now on the way down when the road was actually 2 lanes again, Mark decides to pass a car when I can clearly see a hairpin curve 100 yards ahead, I almost sh\*t my pants. Again.

But BOY what a thrill this whole thing was. Wouldn’t have missed it for anything.



# Round Up 31 Photo Gallery



## Friday



Members mingle in the hospitality suite.



Round Up 31 shirts. Nicely done!



John Cowall and Dick Baumhauer attend to CVOA business.



Taking care of business at the Directors Meeting.

## Saturday



CV's lined up outside the Stephen Tebo Car Collection.



GT 350 from the Shelby American Collection.



CVOA members wait for the tour to begin at the Tebo Car Collection.

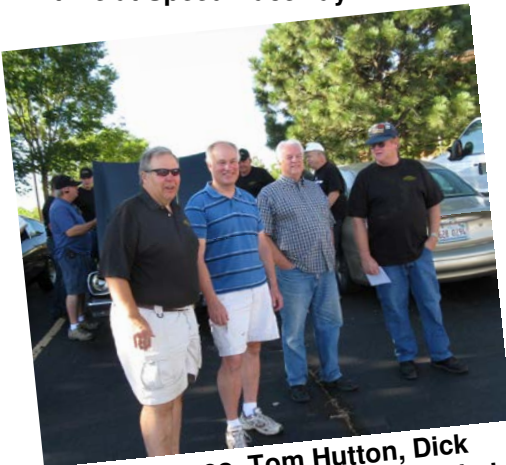
## Sunday



CVOA members prepare for some track time at Speed Raceway.



Not like driving a CV but it will have to do!



Jeff Romeo, Tom Hutton, Dick Baumhauer and Mal Kooiman chat at the concours.



CV's lined up for the Round Up 32 concours.



The first public appearance for the ultra-rare CV #0001 concept convertible. It is little known that GM camouflaged it with four different colors of paint and primer so competitors would not copy it while it was under development. Sadly, it never saw production. Hood delete was a no charge option.

## Denver Round Up 32 Concours Results

### UNRESTORED

Name	CV Number	Points
Robert Marks	2064	397

### RESTORED

Name	CV Number	Points
Cliff Westerlin	2911	315

### MOD-RESTORED

Name	CV Number	Points
Clark Kirby	0078	407
Tim Arguelles	825	382
Chuck Larson	2967	301
Tom Hutton	209	267

### CUSTOM

Name	CV Number	Points
Joe Lathrop	2196	357
Mark Bruellman	2080	345
Dick Baumhauer	1311	343

**PREVIEW**

# **CVOA Round Up 32**

**Carlisle GM Nationals 2011**

**June 24—26, 2011**

**Carlisle Fairgrounds - Carlisle, Pennsylvania**



EXPERIENCE  
**CARLISLE**<sup>™</sup>  
*Events*  
THE CARS. THE PEOPLE. THE EXCITEMENT.



**Calling all CVOA members! Register your hotel rooms today to be sure to get a room in the block reserved for the CVOA members. Reservations have to be made by January 31, 2011. After that date, all rooms in the block reserved for the CVOA will be released to the public.**



**Ramada Mechanicsburg (Now Wyndham Hotels)**

**Ramada Mechanicsburg  
(Now Wyndham Hotels)  
350 Bentcreek Blvd  
Mechanicsburg, PA 17050**

Wyndham Toll-Free Reservations Number:  
1-877-361-2502

CVOA Reservation Code: 70182479  
Room Block Name: Cosworth Vega Owners Association

**\*\* Because of a serious shortage of rooms in the Carlisle area, reservations using the CVOA block of rooms must be made by January 31, 2011 and are NON-CANCELLABLE. After January 31, 2011, all rooms in the CVOA block will be released to the public.**

Arrival Date: June 24, 2011  
Departure Date: June 27, 2011

Rates:

Two Adults: \$99  
Three Adults: \$109  
Four Adults: \$199  
Children: Free



# Round Up 32

# EVENTS

## The Rolls Royce Museum to Host Cosworth Vega Owners Association

<http://www.rollsroycefoundation.com/>

The nation's only Rolls Royce-Bentley Museum will host the Cosworth Vega Owners Association awards banquet while the CVOA is visiting the All-GM Nationals in Carlisle, Pennsylvania. The awards banquet will be held at the museum on the evening of June 26, 2011. The museum is located near our host hotel and is the home of the famous 1965 Bentley SSS-C2 racing car. Modeled after the Formula One cars of that era, only two SSS-C2s were ever built. This example, the only remaining car, is on loan to the Rolls Royce-Bentley Museum in Mechanicsburg, PA.

The two cars were never raced. They had been developed in defiance of the long-standing company policy; that "prohibited participation in auto racing," which had existed since Rolls Royce purchased Bentley in 1931. The engine is a blueprinted Rolls Royce 6.23 liter aluminum, dry sump, solid lifter V-8. It has a single four barrel carburetor and optional fenders for British highway use, but a complete supercharger with twin carbs for track racing. The car was reconfigured for highway use after the decision was made not to enter competitive racing. Presently in its racing form, it is a correct, authentic, un-restored and original one-of-a-kind piece of automotive history, patina and all.



Front view of the stunning SSS-C2

For CVOA members, the awards banquet will be our only visit to the Rolls Royce museum. The famous Hershey Automobile Museum is donating a four-member family or group pass to a registrant of the host hotel, the Mechanicsburg Ramada Inn. See page 13 for hotel registration information.



The only remaining 1965 Bentley SSS-C2 race car



A sampling of the rare cars at the Rolls Royce-Bentley Museum



# Round Up 32 **EVENTS**

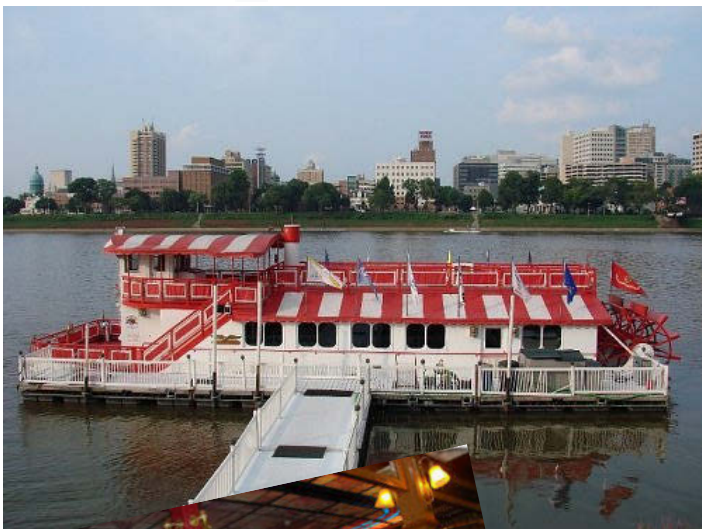
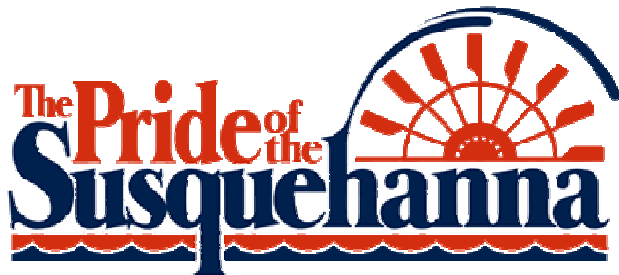
As if having the CVOA's Round Up 32 held at the 2011 All-GM Nationals and having the Cosworth Vega as the featured car isn't enough, there is a full slate of activities planned to keep the CVOA members in attendance hopping all weekend long. Details about specific dates and times will be passed along in future issues of the CV Magazine but here are a few of the activities that are on the docket.

**A river boat cruise on The Pride of the Susquehanna**

<http://www.harrisburgriverboat.com/index.html>

**A visit to The National Civil War Museum**

[http://www.nationalcivilwarmuseum.org/index\\_1.php](http://www.nationalcivilwarmuseum.org/index_1.php)



## **Dan Pool #9 Midget Race Car**

**Cosworth Vega supplies the power for the famous Dan Pool car**

By Paul Weisel

Bob Higman of Romney, IN bought his first midget race car in 1955, the former John Ramp Kurtis-Kraft Offy midget #67 which carried Leroy Warriner to the 1953 AAA national midget championship. In addition to his own car, Higman also maintained cars and serviced engines for a variety of midget owners. Over the years many of his customers left Higman in charge of racing their cars, calling the shots at the track and even hiring the drivers.

In 1974 after nineteen years experience on the entire United States Auto Club (USAC) midget circuit, Bob Higman had a chassis design in his head to meet the diverse challenges of the USAC national schedule. Tracks ranged from 1/10 mile indoor hockey rinks to sweeping, high-speed miles, so cars had to be adjustable with engines flexible enough to be competitive at every venue. Higman proceeded to build four sister-cars, each with an owner pre-determined. His quartet of cars went to owner-driver Roger Mauro in Denver, CO, Pennsylvania car owner George Haller (who with McCafferty Ford of Langhorne as the sponsor used FORD Sescos and Cosworth engines), veteran car owners Bob & Gene Shannon, and Indiana and Illinois Bargain Center proprietor, Dan Pool.

Although Higman's creations were a bit bulbous and may not have displayed the beautiful aircraft quality heli-arc fabrication of the sleek Don Edmunds cars of the day, all of Higman's four cars met with tremendous success. The Dan Pool #9 on display won 11 USAC main events, including three significant eastern victories.

Bob Higman had an engine change in mind and Dan Pool and the Shannon Brothers were game to install Cosworth Vega power plants in their Higman cars for the 1976 outdoor season. USAC was sanctioning races at more large tracks and raw horsepower would be king.



**Bill Vukovich Jr. with Bob Higman and Dan Pool in Trenton, New Jersey at a USAC 50-mile race, August 14, 1976.**

After a developmental period the Cosworth Vegas came into their own, particularly on the high-speed tracks. On August 14, 1976 Bill Vukovich, Jr. drove the Pool

#9 to win the USAC sanctioned 50-mile, 34 lap main event on the mile and one half layout at the Trenton, NJ International Speedway over Billy Englehart, Doug Craig, Steve Lotshaw, and Greg Staab. Duane 'Pancho' Carter also drove the Pool #9 the following season, notching twin 50-lap USAC events on the hi-banks at Salem, IN on May 30, 1977.

In the final USAC event ever contested at the famed Reading, PA Fairgrounds half mile dirt track, Arizona driver, Ron Shuman, scored a convincing win in the NBC televised USAC midget division 40-lapper on July 4, 1978. Trailing the Pool #9 at the checkers were Johnny Parsons, Jr., Mel Kenyon, Steve Lotshaw, and Rich Vogler. Shuman added another 40-lap USAC feature win at the wheel of the Pool #9 Cosworth Vega at Kokomo, IN on August 23, 1978.



**Ken Schrader in the Hamilton Cosworth Vega #55 and Joe Saldana, in the Dan Pool Cosworth Vega #9.**

Joe Saldana was the final driver to post a USAC triumph driving the Dan Pool #9 when he scored at the Eldora Speedway, Rossburg, OH on August 25, 1979 over the standard 40-lap distance. In addition to the feature winners noted, the Cosworth Vega powered version of the Dan Pool #9 was also driven in USAC competition by Stan Fox, Chuck Gurney, Gary Irwin, Bubby Jones, Johnny Parsons, Jr., Tracy Potter, Sleepy Tripp, and Jerry Weeks.

At the end of the 1979 season, the Cosworth Vega powered Dan Pool #9 was sold, brokered by Bob Higman to New Yorker Frank Filocamo for competition with the Super Midget Racing Club in 1980. All went well until a late-1982 season crash at Fonda, NY bent the chassis and front axle on the car. Frank arrived at Weisel Racing Equipment, Orefield, PA, in the fall of '82 looking for a new chassis with body mounted, all radius rods, hub



carriers, bumpers and nerfs, etc. Fabricator Jimmy Rothenberger's heart sank just a little when Frank pointed to the just completed chassis, body, with all mounts, bumpers and nerfs he and Paul Weisel had planned to campaign with ARDC (American Racing Drivers Club) the following season. Instead of being three months ahead of schedule for the up-coming season, Jimmy went back to work with straight tubing and an empty frame jig, now two months BEHIND schedule.

Frank continued to campaign his new Rothenberger car until the summer of 1986, when he again contacted Weisel Racing Equipment, this time to sell his midget in advance of retiring from driving. Paul Weisel bought the car and trailer, optimistically hoping to return to ARDC competition when his Firestone race tire business would permit. A late summer phone call from Filocamo offering "the bent chassis, front axle, radius rods, with the original body, etc." resulted in a trip to Frank's storage facility on Staten Island. When the door to the overseas container opened, Weisel noted immediately the signature half bars on the front and rear of the chassis reposing in storage and asked, "That's a Higman car, isn't it?" Frank replied "Yes." The following, "Which one?" question had Frank confirm it was the Pool car. When the hopeful response, "And all the running gear from the car I bought from you is originally from this chassis?" produced another "Yes.", the restoration was on.

and Bob Higman provided historical photos and documents for the restoration. Jimmy Seidel freshened the Cosworth engine, while Dave Brady restored the upholstery, Reliable Auto Body painted the chassis and body, and Guenther Signs recreated the lettering. Although Bob Higman passed away on January 20, 2010, he gave his approval of the restoration as did owner, Dan Pool, in February of 2010. The car is currently on display at the Eastern Auto Racing Historical Society in Orefield, PA, but is 'on the road again' this weekend at the Carlisle GM Nationals.



# WANTED

Articles for the Cosworth Vega Magazine  
"Member Spotlight" series.

If you would like you and your Cosworth Vega featured in the CV Magazine, submit the history and story of you and your car, along with some photographs to Tod Erickson, CV Magazine Editor.

Tod Erickson  
22 Sandy Brook Lane  
Londonderry, NH 03053  
(603) 432-7412  
[tod\\_erickson@yahoo.com](mailto:tod_erickson@yahoo.com)



**Dan Pool's Cosworth Vega powered #9 at the Eastern Auto Racing Historical Society.**

The dash of the restored Bob Higman-built, Dan Pool #9 has been autographed by all who drove the car in USAC competition, with the exception of Dana Carter and Clark Templeman who had passed away prior to the restoration, and the original Bob Higman-built Chevy Cosworth engine is in place. Paul Weisel owns the car and was assisted in its restoration by Jimmy Rothenberger, Ron Dunstan, Pete Trumbauer, and Ron Eichner. Bruce Craig

### Cosworth Vega Muscle Car Gold Frame Watch

Features: Quartz movement, 1 ATM water resistant, silver oxide battery. Packaged in a white gift box. Specify men's or ladies when ordering. Please allow 10 days for production and shipment. \$29.95 plus \$6.00 shipping .



**Contact:** Art Treta  
(315) 831-8457  
[C1451@aol.com](mailto:C1451@aol.com)

# Meet The Director

---

## Welcome Chuck Larsen, the CVOA's new Merchandise Director

By Chuck Larsen

Hi, my name is Chuck, I'm a Vegaholic. Well that may be an exaggeration, but there are times when it feels that way.

I'm Chuck Larsen, your new Merchandise Director for the CVOA. I'd like to tip my hat to my predecessor, Bob Slusarek, for the great job he's done and for the help he's given me in easing the transition into this position. First of all, let me tell you a little more about myself.

I bought my first Vega in 1977, a '71 with a V8 conversion. It had a 307 small block with a Turbo 350 automatic transmission, and a '66 Nova rear axle. Nicely converted with Monza parts, it was a typical teenager's car. It had a Z-28 off-road solid-lifter cam and the transmission had a stock torque converter. For those of you not in-the-know, that meant I had a choice with my idle speed: either two-foot it with the brake and gas to keep it running at a stop sign, or idle it up and test the universal joints in the drive-shaft shifting from Park into Drive. I had a lot of fun with that car, made engine and transmission changes, and ended up selling it before the record-snow Winter of '79.

Bought a new, 4-cylinder Monza in '79 interlaced with visions of a V8 conversion that never materialized, and learned in the early '80s about Vega chassis rust with a '74 hatchback when the rear lower control arm pulled through.

Then went through a dry spell until 1988 – when, at a local car show, there it was. It had a For Sale sign on it. It had a 350 V8 with shiny blue paint with black stripes. I had to have it so I asked my former wife. She said if I could find a place to park it, and the money to buy it, I could have it. We had just moved into a house of our own a year and a half before. On the property was a storage shed that was once a chicken coop we used for the lawn mower and storage. It was *just* big enough to fit a Vega. Qualification One met. My mom agreed to lend me the money to buy it. Qualification Two met.

I have enjoyed the Blue Car now for over 22 years. It's been in evolution, as most hot rods are, with different engines, transmissions, brakes, exhaust and wheels. My current wife, Teresa, says it considers *her* the “mistress.”

I saw my first Cosworth Vega at a dealership in another town when I was picking up parts for the Chevy dealership I was working at in 1976. It was very interesting, but I was never going to afford a \$6,000 car on \$2.25 an hour. (By the way, one of those cars stayed in the front of that showroom until 1978.) The car stayed in the back of my

head over the years, as I collected the rumors and stories of them.

I finally got chance to drive one in 1998. I saw the ad, contacted the owner, and drove the seventy-some miles to look at it. I will admit it was everything I expected and the 3,500 RPM surge in power was interesting. But I did not have the cash lying around and wasn't going to sacrifice the Blue Car to get it.

After joining the CVOA in 1999, I bought my first Cosworth in 2000. Actually, it was a trade, of sorts, for a '64 Chevy II a friend of mine wanted. He owns a '75 Cosworth and had picked up this '76 to restore. As I found out after I got it home, #3512 had lived way too long in the Southern Wisconsin, Northern Illinois area. Between the road salt and the leaky SkyTrends sunroof, the structural integrity of the car was compromised.

I married Teresa in 2005. Along the way, I've shown her cars alongside the road, in Auto Trader, and on eBay. One day, she emailed me with a car she had found on eBay. She figured since my Internet sign on is cosvega76, I should have one. Number 2967 was close enough in Wisconsin to actually travel up to touch and drive, so off we went one evening. Not exactly in pristine condition, but certainly presentable, it drove well. I miscalculated the ending time of the auction, and missed bidding on it. Fortunately, no one else had bid, either, so with a couple of phone calls a deal was struck.



Chuck and his '72 V8 Vega and CV #2967

It has been interesting actually owning a Cosworth, learning its idiosyncrasies and technology. After adding the re-indexed cam sprockets and a 5-speed transmission, I drive it as often as I can, probably to the dismay of the Blue Car. I started racing it in high-speed autocross last year, and ended up winning the 2009 E Prepared class champi-

onship with the sports car club I belong to. It certainly can draw attention in the paddock.

Now that you know a little about me, I look forward to serving you, filling your orders for Cosworth parts and merchandise. As these cars get older and parts more scarce, maybe other parts can be added to our inventory. I'm sure other members of the CVOA and I will be looking into adding these needed items.



**Editors note:** Check out the new CVOA Merchandise Order Form insert that will be included with every CVOA Magazine going forward.

## Re-Indexed Cosworth Vega Camshaft Sprockets

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

**Only \$125 + \$10 shipping and handling.  
Requires the exchange of your  
old camshaft sprockets.**

**Contact:** Mark Rock  
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(440) 236-9669

[www.cosworthvega.com/member\\_mdse/cam\\_sprocket.html](http://www.cosworthvega.com/member_mdse/cam_sprocket.html)



## 1975 Cosworth Vega Reproduction Lug Nuts

*Outstanding Reproduction!*  
GEC—PA

**\$79.95**  
plus  
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*Save your NOS ones for the show!*  
JMW—PA

**Set of 16 Lug Nuts  
Service Replacement**

**\*\* New Reproduction \*\***

**Steel Chrome with  
Black Center Insert**



**NOS**



**Reproduction**

**To Order:** Contact Richie  
**KMBBX@aol.com**

# Hall of Famer

## Sonny Rossi gets inducted into the Inliners International Hall of Fame

By Tod Erickson

At this years Inliners International 2010 Convention, our very own Sonny Rossi was inducted into the clubs Hall of Fame. The convention was hosted by the Texas chapter of the club and was held in Boerne, Texas from June 17 – 20, 2010. Sonny and his wife Dixie were on hand to receive the award that salutes Sonny for his many years of involvement and service to the inline engine community. Sonny is a legend in the inline racing community, not to mention to all of the CVOA members. Congratulations from all your friends in the CVOA. Well deserved Sonny!



<http://www.inliners.org>



Sonny's Bonneville Racer



Sonny and wife Dixie at the Inliners International Convention where Sonny received his award.



Cosworth power is at the heart of Sonny's racer



## Simple Fix—Cure exhaust popping on your CV

By Clark Kirby

After leaning out the fuel mixture in two incremental quarter-turns of the MAP sensor pot clockwise and finding an increasing LOSS of power and no change in the exhaust "popping", I changed tactics. So, I turned the pot of the MAP sensor back to where it was before. Then, I turned it another quarter-turn richer. The car really came alive on the subsequent trial run, but no change in the "popping". I was at a loss as to what to do next, happy with the new-found extra power but still frustrated with the exhaust "popping".

Across the parking lot, I noticed Mark Rock talking to three other Round Up attendees. I walked over to them and waited patiently until there was a lull in the discussion. I told Mark, as calmly as I could, about the problem that I was experiencing hoping that he would have an answer. He did. He told me that it sounded like "extra air was getting into the exhaust system when it wasn't supposed to". He recommended that I check the Pulse-Air system for a malfunction.

Thinking that the problem could be from one or more of the four Pulse-Air check valves, I used a wrench and "tapped" on the four check valves, hoping to free up a stuck valve. I drove the car again but still heard the dreaded exhaust popping. It was going to take more than a few taps with a wrench to fix this.



Two of the CV's Pulse-Air check valves.

One part was a plastic male-male tube connector that I plugged into the large rubber hose going to the Pulse-Air Shut-Off Valve. I used the existing worm clamp to insure a tight seal with the rubber hose. I then capped the other end of the tube connector with a rubber cap.



Male-male vacuum connector with rubber cap.



Rubber cap on air cleaner box.

Then, I used another rubber cap, identical to the first one, to cap off the hose connection on the stock air cleaner box.

As soon as I drove out of the NAPA

store's lot, I noticed that the exhaust popping was gone. This was a simple temporary fix costing only \$5 worth of parts and a minute of my time. I drove my Cosworth for the rest of the weekend without incident. Now that I am home, all I have to do is find time to fix the problem permanently, which is to change out the Pulse-Air Shut-Off Valve or one or more of the check valves.



Pulse-Air shut-off valve.

I drove to a nearby NAPA store and told the young store manager about my problem. He wanted to see the engine, of course, and was impressed with what he saw. I showed him what I needed to do, which was stop all air from going to the Pulse-Air system. All I had to

do was plug the large rubber air hose going from the forward-most hose connection on the air cleaner box to the Pulse-Air system. We went inside the store and within a couple of minutes, he had a selection of vacuum line parts for me.



### Cosworth Vega Muscle Car License Plate

Plastic 6" x 12" Printed with durable sublimation ink.

\$22.95 plus  
\$6.00 shipping



Art Treta  
(315) 831-8457  
[C1451@aol.com](mailto:C1451@aol.com)



**eBay Item Number: 180565547474**

1975 Chevrolet  
Title: 1975 Chevrolet Cosworth Vega # 1236  
Mileage: 57,167 miles  
Location: Edwardsville, Illinois  
VIN: N/A  
Exterior color: Black Interior color: Black.

1975 Chevrolet Cosworth Vega #1236. 16 Valve Dual Overhead Cam Fuel Injected. 4 speed manual with 3.73 Posi-rear end. Runs and drives good. Motor has been rebuilt by Hutton Engineering in Clarksville, TN in 1996. 3,000 documented miles on the rebuilt motor. Has a lot of new parts: new tires and reconditioned rims, carpet, fuel pump, complete tune-up, fuel injectors cleaned, repainted in the 90's. Has been garaged kept. For more information feel free to contact me at (618) 799-8347.

**Auction Details:**  
Ended: September 27, 2010  
Bid history: 0 bids  
Starting bid: US \$2,800.00  
**Not Sold.**



**eBay Item Number: (Listed 3 times)**

**160483754259**  
**160487361283 (October, 6, 2010)**  
**160494374080 (eBay Classified Ad—\$12,000)**

1975 Chevrolet COSWORTH  
Title: DUAL CAM Cosworth Vega ORIGINAL 6900 Documented Miles  
Mileage: 6,900 miles  
Location: Barre, Vermont  
VIN: 1V77E5U253499  
Exterior color: Black Interior color: Black.

This is still a new car with a documented history. Dash number 1364. Original factory 16 valve, dual overhead cam with fuel injection from 1975. Only 2062 built in 1975--very, very rare! These cars were over \$6,200 in 1975 about the same price as a new 1975 Corvette. The Cosworth Vega will be the feature car at the 2011 GM Nationals in Carlisle, Pennsylvania. New tires, everything works, including the clock, drive it anywhere!!!! Very rare factory cloth seat inserts---a \$50 option. I put a thousand miles on this car this year, it is really fun to drive. Most people have never seen one of these since there were only about 2,000 built in 1975. The engines were hand built in Tonawanda, NY at a cost to GM of \$10,000 each. I had this car judged at Stowe, Vermont this year and it scored a 92 out of 100 points, it just needs to be detailed under the hood and have the hood pad & OEM fuel line clamps put back on according to the judges. A car can be only original once, and you would be hard pressed to find a better one of these that is still original. The only reason I am selling is my wife wants her garage space for the winter and I need to keep my 28 foot limousine for my business.

**Auction Details:**  
Ended: September 27, 2010  
Bid history: 0 bids  
Buy-It-Now Price: US \$11,995.00  
**Not Sold.**



**eBay Item Number: 110591414939**

1975 Chevrolet  
Title: All Original 1976 Chevrolet Cosworth Vega  
Mileage: 17,900 miles  
Location: Linden, MI  
VIN: 1V7706U215844  
Exterior color: Firethorn Interior color: White.

**Auction Details:**  
Ended: October 3, 2010  
Bid history: 10 bids  
Winning Bid: US \$7,400.00  
**Sold.**

You are bidding on a 1976 Chevrolet Cosworth Vega, VIN# 1V7706U215844, which was built in Lordstown, OH in April 1976.

First I would like to point out that this is a VERY RARE Cosworth from the standpoint of a couple of statistics, ...besides the fact it still maintains its original paint and the window sticker was never removed, it is one of 1447, 1976 Cosworths ever made. The Cosworth's Dash Number is "3046." All 1975 Cosworths were Black with Black Interior, like the majority of the 1976's. This Cosworth is Firethorn Metallic with Custom White and Firethorn Accented Interior, which makes this Cosworth very rare.



A NUMBERS MATCHING, Hand Built, 16 Valve Hemispherical Combustion, Fuel Injected, Dual Overhead Cam, Factory Stainless Steel Headers, Aluminum 4 Cylinder Cosworth Engine, with a 5 Speed, 4.10 Rear End, powers it. It runs extremely strong. The Cosworth has only approximately 17,900 miles on it. Yes, ... this is a true numbers matching car! All of the numbers under the hood match perfectly! Everything is there including the correct clamps, hoses, labels, etc.! This car has never been judged, but if this car were, it would have to score extremely high, since only a couple of things have been done to it in its 35-year life.

The only changes made to the Cosworth have been the installation of re-indexed Cam Sprockets and the installation of a straight pipe in place of the Catalytic Converter and a new Cosworth Muffler to increase performance, and the re-coring of the original radiator to insure the cooling is perfect. (Should the High Bidder desire, I will provide the original Catalytic Converter.) The rear Shocks have been replaced with GM GoodWrench Delco Shocks, and both original Fuel Pumps have been rebuilt.

As previously noted, the paint is original and in very nice condition. The paint scheme is Firethorn, with White and Firethorn Custom Vinyl Interior. It comes with black wall radials (less than 800 miles) and the appropriate and original 1976 Aluminum Rims, Lug Nuts, and Center Caps. The spare is the original Goodyear 13" Tire, which looks like it has never hit the ground. Options include as follows; Soft Ray Tinted Glass, Color Keyed Floor Mats, 5 Speed Manual, Radial Black Walls, and AM Radio. Yes, it still has the correct original Headlights.

The Interior is all-original, and it is in near mint condition. All of the gauges function properly, including the clock. The only issue is that sometimes the gas gauge reads correctly, and sometimes it decides to read "E." Manuals and paperwork are in the Glove Box (Warranty Book, Original Owners Manual, etc.). Since this Cosworth was purchased from the Original Owner, besides having the Window Sticker and Miles Per Gallon Stickers still attached to the window, included in the sale is the Dealer Copy Order Sheet, the Build Sheet, and the Original Invoice from Graham Chevytown, Mansfield, OH. This car has all of the hard to find original parts in near mint condition. Not bad for a car that is 35 years old! If you are looking for the "Correct Cosworth" to either DRIVE or be JUDGED, this is it. Thus, Good Luck and Happy Bidding!

**eBay Item Number: 160486178034**

1976 Chevrolet Cosworth Vega

Title: 1976 Cosworth Vega

Mileage: 1,593 miles

Location: Flint, MI

VIN: 1V7706U23541

Exterior color: Mahogany Interior color: Buckskin

This is a mahogany/buckskin combination 1976 Cosworth Vega with less than 1,600 miles! The dash no. is 3466. This Cosworth Vega has been owned by the current and previous CVOA Presidents, so its pedigree is well-documented. It is affectionately known as "Queenie" by members of the CVOA because it is a trailer queen, being towed rather than driven everywhere it goes, and this is why it has such low mileage.

A numbers matching, fuel injected, dual overhead cam, 4 cylinder aluminum engine powers this car, and a 5 speed manual transmission and a 4.10 rear end complete the drive train. The paint is all original and in excellent condition. There are no door dings, and only one small hood ding that is about 1/8" round. The only other noteworthy thing is a crack in the right corner of the front valance, which is about 1" long.

The buckskin interior is in great condition, which is remarkable for this color, because most of these light color interiors deteriorated over time. There is a slight amount of sun bleaching of the plastic panels and carpet in the hatch area, because the car sat on the dealer's lot for awhile before it was moved indoors. The car was Ziebarted by the original dealer, and much of this has been removed from the side panels of the motor compartment. The rest of the car still retains its undercoating. Other than the Goodyear Integrity tires, reconditioned wheels, high pressure fuel hoses and some clamps, and an NOS high pressure fuel pump, this car is like it was when it left the factory.

Included with the car is the original owner's manual, consumer information booklet, original Goodyear warranty pamphlet, maintenance schedule, build sheet and a copy of the original MSO sheet. It also has the slip-on sun visor sleeves describing the unique starting procedure for the Cosworth, and the guide to the ignition lock system. Though a bit tattered, the car still retains its original window stickers. Also included will be a set of four of the original Goodyear BR-70 13 tires that came on the car from the factory.

**Auction Details:**  
 Ended: October 3, 2010  
 Bid history: 7 bids  
 Ending bid: US \$7,000  
**Reserve Not Met. Not Sold.**

**eBay Item Number: 190455514181**

1976 Chevrolet Cosworth

Title: 1976 Cosworth Vega

Mileage: 56,282 miles

Location: Charlottesville, VA

VIN: 1V7706U196560

Exterior color: Blue Interior color: Black.

This is a rare find. The Chevrolet Cosworth Vega was GM's response to combat the rising tide of sporty imports. Chevrolet teamed with British based Cosworth Engineering to modify the Vega die-cast lightweight aluminum block. Cosworth added a twin overhead cam (DOHC) head with sixteen valves. The 122 cubic inch inline-4 Cosworth engine produced 110 HP. This particular car has a 5-speed w/ overdrive manual transmission. Chevrolet produced these modified Vegas in 1975 and 1976, only 3,508 were produced. Even rarer is the blue/gold combination body color. In 1975, Chevrolet produced only a black/gold combination; in 1976 they produced color options. This car is all original and is priced to sell. The car has been painted, and has minimal rust. Dash bezel number is 2808. Call Cville Classic Cars Inc (434-566-9020) for more details.

**Auction Details:**  
 Ended: October 18, 2010  
 Bid history: 0 bids  
 Buy-It-Now: US \$4,499.00  
**Not Sold.**





**eBay Item Number: 200530320152**

1975 Chevrolet Cosworth Vega  
 Title: 1975 Chevy Cosworth Vega  
 Mileage: 7,665 miles  
 Location: Monroe, Louisiana  
 VIN: 1V77E5U250423  
 Exterior color: Black Interior color: Black.

Cosworth Vega - 16 valve engine - dual overhead cam - #1277 - Delco AM/FM radio - manual transmission. The outside is black with gold trim and gold rims. The inside is black with black carpet and black vinyl seats that are in fantastic shape. Odometer has 7,665 miles. It runs like a top. The owner kept a large folder of records, everything from articles on the Vega to receipts for oil changes and battery replacement. The car is in remarkably great shape especially given its age! You can come inspect this classic at We Bye Used Cars in Monroe, LA!

**Auction Details:**  
 Ended: October 18, 2010  
 Bid history: 0 bids  
 Starting Bid: US \$4,700  
**Reserve Not Met. Not Sold.**

**eBay Item Number: 270648743495**

1976 Chevrolet VEGA COSWORTH  
 Title: '76 COSWORTH VEGA  
 Mileage: 19,800 miles  
 Location: Ulysses, Kansas  
 VIN: 1V7706U217963  
 Exterior color: Firethorn Interior color: Red

Up for sale is my Cosworth Vega. #3183 of 3508 produced in '75 & '76. Body stripped to bare metal and repainted in PPG Firethorn metallic (original color). Shaved side marker lights, painted bumpers, front & rear spoilers, fiberglass front & rear valances. Original red vinyl interior, new carpet and insulation, (could use new carpet in cargo area). Original jack & spare tire has never been taken out, radio & clock work (needs new front speaker and comes with car). New Sumitomo HTR tires (205/60R13) New shocks, motor & transmission mounts, new weather stripping. Motor has never been out, I replaced the timing & distributor belts, water pump, hoses, radiator, offset cam sprockets, new exhaust, relined gas tank, rebuilt sending unit, new fuel pumps, new battery, new felt hood pad. I have some spare parts that go with car, computer, injectors, and some other misc. parts. I also have the original parts that I removed like the factory air injection system. I also have a lot of paper work and documentation on the car, factory service manual & owners manual. I will also throw in \$180 worth of Mark Rock's tips & tricks books. Car runs very well & handles like a go cart.

**Auction Details:**  
 Ended: October 19, 2010  
 Bid history: 0 bids  
 Starting Bid: US \$5,000  
 Buy-It-Now: \$7,000  
**Reserve Not Met. Not Sold.**



**eBay Item Number: 320611502609**

1975 Chevrolet Other  
Title: 1975 CHEVROLET COSWORTH VEGA  
Mileage: 95,000 miles  
Location: Phelan, California  
VIN: 1V7706U217963  
Exterior color: Primer gray Interior color: Black

**Auction Details:**  
Ended: Nov 07, 2010  
Bid history: 0 bids  
Ending Bid: US \$1,225  
**Reserve Not Met. Not Sold.**

1975 Cosworth Vega #2013. Original. 4-cylinder dual overhead cam engine, 4-speed transmission, Posi rear-end, front & rear anti-sway bar. 4 new tires. Radiator has been rebuilt (new core, original tanks), new headliner, new rear deck carpet, new hatch shocks. Rest of interior is original and in good condition, no cracks on dash. Paint was cracking and had a few minor dents, all dents have been repaired. Only rust on car is on the driver side windshield (see close-up picture) and on battery tray. Rest of car is rust free, California car all it's life. I have all the trim, etc. Car is 100% complete. Bumpers have been polished and look like new. I am the second owner and have the full history of the car. Have original contract when car was purchased, warranty card and all receipts for maintenance. Also have correct Cosworth decals. Car runs and drives and has a clear Calif. title.



**CVOA ADVERTISING POLICY**

**Business Advertisements  
Price Per Issue**

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

Full page inserts: \$70 if inserts are provided, \$120 if no inserts are provided

**Member/Non-Member Ads**

CVOA members are entitled to one free ad per issue. Additional member ads are \$5 each. For member ads, Cosworth data (dash #, VIN, color combination and options) must be included. Non-member ads are charged \$15 for an advertisement in two consecutive issues.

**Please mail all Advertisements/Articles to:**

Cosworth Vega Magazine  
Tod Erickson  
22 Sandy Brook Lane  
Londonderry, NH 03053  
Or email to: [Tod\\_Erickson@Yahoo.com](mailto:Tod_Erickson@Yahoo.com)

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

## Cosworth Vegas for Sale

1975 Cosworth Vega #0422

VIN #1V77E5U244931. 11,400 miles. Original except cam belts and tires which I changed to be on the safe side (originals included) and the battery. Also has front and rear spoilers. Black w/black vinyl interior, swing-outs, AM-FM stereo w/rear speaker and rear defog. Car is located in Addison, Illinois just outside of Chicago.

\$7,000.00

Contact: Alan anytime for lots more information.

Phone: 630-363-7772

Email: sv1al@comcast.net

1975 Cosworth Vega #0960

75,000 miles. Black and gold. Stored in climate controlled garage for 20 years. I think it needs a new fuel line as it was leaking from the tank area and would not stay running. Sputters out after a few seconds. Ran very well the last time it was driven, approximately 10 years ago. Very dusty. I have not given it a good inspection as it is in my parents basement. Would be a show car with very little work.

Need to sell.

Contact: Taylor Hood.

Phone: 336-239-0311

## Non-Cosworths for Sale

No ads at this time.

## Cosworth Vegas Wanted

No ads at this time.

## Parts for Sale

Drip Rail Molding



Contact: Jerry Smith

(321) 297-6566

[cwvega76@earthlink.net](mailto:cwvega76@earthlink.net)



Hot Wheels Custom V-8 Vega Hatchback. First generation Vega. Turquoise in color. L88 hood scoop, mag wheels, side stripes, front and rear spoilers. Multiple available.

\$10 each plus shipping

Contact: Michael S. Braun

413 River Road,

Pequea, PA 17565

(717) 284-3241

Set of New Hood Pad Retainer Clips \$8

Contact: Art Treta

(315) 831-8457

[C1451@aol.com](mailto:C1451@aol.com)

New Cosworth Vega wheel with mounted tire,

new CV front stabilizer bar.

Make Offer!

Dick Rogers, P.O. Box 593, Mira Loma, CA 91752-0593

(951) 360-8565

Vega (140) cylinder head. Ported, larger stainless valves, P.C. seals, Crane valve springs and retainers, Crane cam F240/470-8 racing part # 120971, lifters, new cam bearings, cam seal, sprockets. All new- ready to race! \$900

All kinds of used stock engine parts & new racing parts. Also automatic transmissions.

Contact: Sonny (210) 688-3711

## Parts Wanted

GM part number 366175 (Vega Type) with knob, shift lever assembly for a Borg Warner T50 five speed transmission.

Dick Rogers, P.O. Box 593, Mira Loma, CA 91752-0593

(951) 360-8565

## NOS GM parts for Vega and/or Cosworth Vega

We are looking to purchase any GM NOS parts (from an individual part to a group of parts) specific to the Cosworth Vega and/or Chevy Vega. Please email parts listing, description, and asking price. Also looking for used Cosworth external high pressure fuel pumps and used Cosworth heater cores for reconditioning and rebuilding.

Contact: Richie

[richiebee000@yahoo.com](mailto:richiebee000@yahoo.com)

# **CVOA Regional Directors**

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

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

**Region 3**  
**PA, DE, DC, MD, VA, WV**  
John Williams  
202 Mile Road  
Tunkhannock, PA 18657  
(570) 574-2749 (cell)  
[greencosworth@aim.com](mailto:greencosworth@aim.com)

**Region 4**  
**NC, SC, GA, TN, MS, AL**  
Shawn Parsons  
501 Northlands Lane  
Evans, GA 30809  
(334) 379-5205  
[Shawn.I.Parsons@amedd.army.mil](mailto:Shawn.I.Parsons@amedd.army.mil)

**Region 5 - FL, PR, VI**  
Jerry Smith  
1220 Section Line Trail  
Deltona, FL 32725  
(321) 297-6566  
[Cwvega76@earthlink.net](mailto:Cwvega76@earthlink.net)

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

**Region 7**  
**OH**  
**Director Needed**  
Email Dick Baumhauer if you are interested.

**Region 8**  
**MI**  
John Cowall  
9677 Fox  
Allen Park, MI 48101  
(313) 388 -1026  
[jcowall@hotmail.com](mailto:jcowall@hotmail.com)

**Region 9 - IA,KS,NE**  
Donald L. Hawbaker  
707 Vine Street  
Dallas Center, IA 50063  
(515) 992-3634  
[Fuelman1946@aol.com](mailto:Fuelman1946@aol.com)

**Region 10**  
**IN, KY**  
Phil Rust  
5840 Norwaldo Avenue  
Indianapolis, IN 46220  
(317) 253-4408  
[prustindy@att.net](mailto:prustindy@att.net)

**Region 11**  
**IL, MO**  
Roy Linenberger  
3434 South Paw Paw Road  
Paw Paw, Illinois 61353  
(815) 627-9410

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

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

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

**Region 16**  
**CA**  
**Director Needed**  
Email Dick Baumhauer if you are interested.

**Region 17**  
**ND, SD, MN, WI**  
Dale Malin  
697 Old Hopkins Place  
Hudson, Wisconsin 54016  
(715) 386-7741  
[dlmalin@juno.com](mailto:dlmalin@juno.com)

## **CVOA Directors Wanted!**

If you would like to be a CVOA Regional Director in a region that is presently merged or one that does not have a director, please contact CVOA President Dick Baumhauer at [hammerdown@wowway.com](mailto:hammerdown@wowway.com).

# CVOA Merchandise



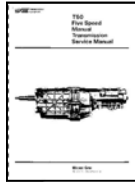
**CVOA-MAN-1** \$ 17.00  
 Fuel Injection Diagnostic Manual - Comb bound photocopy of manual written by Phil Good, one of the Bendix engineers who developed the Cosworth Vega EFI.



**CVOA-ACC-1** \$ 9.00  
 Key Ring - "Spanish Gold" alloy casting of the horn emblem. Enameled blue/black logo. Large diameter 1.75 inches.



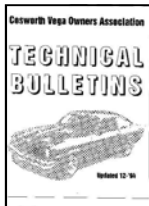
**CVOA-MAN-2** \$ 8.00  
 Five Speed Service Manual - From Borg Warner, 12 pages, spiral bound.



**CVOA-ACC-2** \$ 4.00  
 Kan Coolers - Foam sleeve to keep a can cool. Yellow with 20th anniversary logo.



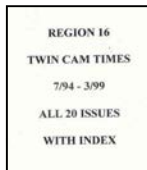
**CVOA-MAN-3** \$ 22.00  
 Tech Bulletin Set - CVOA Technical Bulletins that have been published in the CVOA Magazine. They cover many important topics. Last Update 12-94. Spiral bound copies.



**CVOA-ACC-3** \$ 3.00  
 Window decal - New design, static cling type. Affixes to inside of window. White background.



**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-ACC-4** \$ 4.00  
 CVOA Jacket Patch . Older design 3" round, WHITE background.



**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-ACC-4B** \$4.00  
 CVOA Jacket Patch . Older design 3" round, BLACK background.



**CVOA-MAN-9** \$39.00  
 1976 Cosworth Vega Assembly Manual—Loose leaf. you will need a three ring binder for each manual.

**CVOA-PUB-1** \$5.00  
 Cosworth Vega Magazine Back Issues - All back issues of the CVOA magazine are available as photocopies.

**CVOA-PUB-4** (Free to current members)  
 Cosworth Vega Owners Association Concours & Autocross Rules



**CVOA-PUB-2** \$165.00  
 Complete Set Cosworth Vega Magazine Back Issues  
 \*Certain back issues are available only as photocopies\*

**CVOA-PUB-3** \$ 4.00  
 Phone Directory - Complete listing of the latest roster of CVOA members. Great to have when you are traveling in your Cosworth on long road trips. March 2005 is latest update.



**\* Items sold to current CVOA members only \***  
**How to buy CVOA parts and merchandise**

**Order online at [www.cosworthvega.com](http://www.cosworthvega.com)**  
 Click on "order online" link on the lower right corner of the home page and use PayPal



**OR:**

Mail check or money order (payable to CVOA) to:  
 Chuck Larsen  
 3509 Dean Street  
 Woodstock, IL 60098-7682  
 Email: [cosvega76@yahoo.com](mailto:cosvega76@yahoo.com)

Prices include shipping to the lower 48 states only (no PO Boxes). Contact the Merchandise Director for shipping charges to Alaska, Hawaii, and foreign countries.  
 Please allow four weeks for delivery.



CVOA-PT-01 \$39.00  
Upper End gasket set. Includes cam cover, cam carrier, intake and exhaust.



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.



CVOA-PT-02FP \$26.00  
Head Gasket (Fel-Pro) with instructions for making the oil restrictor.

CVOA-PT-02V \$26.00  
Head Gasket (Victor) with instructions for making the oil restrictor. .045 Thickness



CVOA-PT-15 \$190.00  
Reproduction Complete Stripe Kits - Excellent quality done on computer controlled equipment. Lettering is gold with die-cut black background as found on 95% of the cars.

CVOA-PT-03 \$45.00  
Lower end gasket set. Includes oil pan set, oil pump set, rear main set (rope seal), and water pump gasket.

CVOA-PT-16 \$195.00  
Exact reproduction hood pad. Molded fiberglass, pre-punched mounting holes. Retainer clips not included. Retainer clips are available from Art Treta.



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



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

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



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

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



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

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



New Valve Shims - Limited Supply \$10.00  
These were VW shims milled to fit our Cosworth engines. Please use a micrometer on your old shims in order to determine the size you need. The number (if readable) may not be accurate on your old shim. Thickness in inches.

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



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



CVOA-PT-10 \$22.00  
Heater box rebuild kit. Reproduction kit with seals. You will also need to get a small tube of 3M Super Weather-strip Adhesive and some 3M Strip Caulk from your local parts store.



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

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

CVOA-PT-12 \$ 11.00  
3M "27" Tape - The special white insulating tape used on the left engine wiring harness. 7ft. roll (enough to do one car) '75 or '76. LIMITED SUPPLY.



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

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

**You can now renew online with your credit card or debit card via PayPal at [www.cosworthvega.com](http://www.cosworthvega.com)**

# CVOA Vendors

**APPROVED**

# CVOA Technical Advisors

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

Dave's Vega Village  
#4-3011 Murray Street, Port Moody, B.C. Canada V3H 1X3  
(604) 469-9979 Monday-Saturday 1PM to 6PM PST

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

Sonny Rossi, San Antonio, TX  
(210) 688-3711

## CV Rebuilding / Repairs and Reproduction Dash Bezel

Hutton Motor Engineering  
1815 Madison, Street, Clarksville, TN 37043  
(931) 648-1119  
**\*Note:** Dash bezel is a two piece design

## Carpets - Molded Floor, Rear Cargo and Material

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

## Reproduction Labels

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

## Reproduction Window Price Stickers

Triple A Enterprises (<http://www.window-sticker.com>)  
P.O. Box 8463, Bloomington, IN 47408

## Computer Repair

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

## Water Pumps

Superior Pump Exchange  
2341 W. Cypress Phoenix, Phoenix, AZ 85009-2713  
(602) 252-7308

## Seat Upholstery Material

Original Auto Interiors (<http://www.originalauto.com>)  
7869 Trumble Road, Columbus, MI 48063-3915  
(586) 727-2486

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

350 South Redwood Street, Canby, OR 97013  
(503) 263-3535

## High Pressure Fuel Pump, Injector and MAP Sensor Rebuilding

Fuel Injection Corporation (<http://www.fuelinjectioncorp.com>)  
2407 Research Drive, Livermore, CA 94550  
(925) 371-6551

## Fuel Injector Cleaning and Testing

Superior Automotive (<http://superiorautomotive.com>)  
2675 W Woodland Dr., Anaheim, CA 92801  
(714) 503-1880. Contact: Joe Jill.

## Seat Belts- Repair and Restoration

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

## Remanufactured Vega Steering Boxes

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

## Weatherstrip for your Cosworth

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

## Cosworth Vega Professional Wheel Refinishing

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

## Questions and Advice

### \*Engine and EFI related issues

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

### \*Restoration and Mechanical

Bob Chin, Bloomington, IN  
(812) 339-0838  
4pm-9pm EST  
[BobC997615@aol.com](mailto:BobC997615@aol.com)

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

Keith Meiswinkel, Wallkill, NY  
(845) 629-7970  
7:30pm-9pm EST Every Day  
[www.kmeiswinkel@hvc.rr.com](http://www.kmeiswinkel@hvc.rr.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

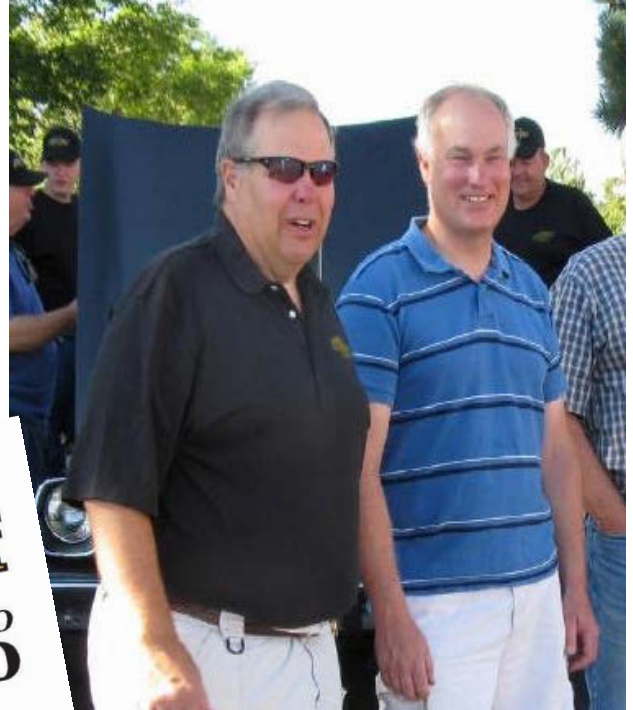
Duke Williams, Redondo Beach, CA  
(310) 372-5527  
6pm-10pm PST & weekends  
[Dukewilliams@netzero.net](mailto:Dukewilliams@netzero.net)

### \*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



The CVOA gives special thanks to Jeff Romeo and Tom Hutton for hosting Round Up 32!



**COSWORTH VEGA**  
Mile High Roundup XXXI

Denver, CO  
2010



Cosworth Vega Owners Association

