

COSWORTH VEGA Magazine



The Official Publication of the
Cosworth Vega Owners Association



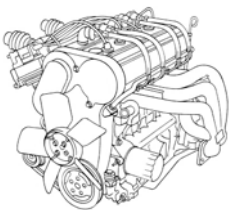
Issue #105

2nd Quarter 2011

Roundup 32 Wrap Up Issue!

CVOA Roundup 32 &
All-GM Nationals
Wrap Up

- Roundup Summary
- Photo Gallery
- Member Stories
- Awards



Roundup 32

June 24-26, 2011
Carlisle, Pennsylvania

Cosworth Vega Owners Association



Twin Cam Talk

Probably all of the Roundup attendees, when thinking about the whole #32 get-together, have sat back and taken a deep breath recounting the experience. No one has taken a deeper breath than Jack Middleton. Thank you Jack for the suggestion you made more than two years ago that you would like the opportunity to approach Carlisle Events to use the GM Nationals as the back drop for the 2011 CVOA gathering. That led to your discussions with Carlisle management about naming the Cosworth Vega as the 'Featured Vehicle' by tying in the 40th Anniversary of the Cosworth of England/General Motors engineering agreement. Jack, all of us thank you for putting together an unbelievably outstanding venue to expose the general car loving public to our often ignored precedent setting automobile.

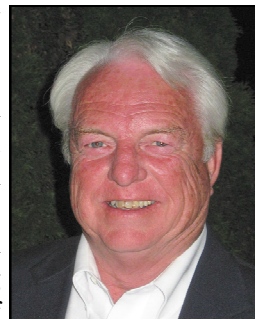
I also want to thank everyone that was able to make it to Carlisle. Without any doubt, you saw a collection of the very best Cosworth Vega's ever assembled, both inside the building and outside on the show field. We also had some very unique cars, from Scott Bumgarner's 12.8 second quarter mile tire burner to Paul Weisel's beautifully restored Higman midget to Tom DeLashmutt's London to Sidney Rally car, a variety never seen before at a Roundup. We have to give special thanks to Paul for spending over two days answering questions about the midget and to Tom and his co-driver Carlos Niederhauser for the time they spent reliving the many experiences of driving 30K KM in 30 days and finishing the Rally. We all enjoyed Mike Rupert's Civil War presentation at the Museum in Harrisburg as well as Paul Wicker's GM Historical knowledge presented in the GM Seminar Tent.

Mr. Middleton also came up with a couple of features that will most likely be repeated in future Roundups, the pizza party and the 'make your own ice cream sundae' party, both were big hits. Even though this year the Roundup was a day longer than normal, I think Jack crammed two extra days of activities in. The cars started arriving Thursday including the three GM owned Cosworth powered cars, Friday morning we were off to view the Miller Corvette collection, Friday afternoon was the riverboat cruise, Saturday was the time for show and shine getting ready for judging and that afternoon a trip to the Civil War Museum. Sunday saw preparations for the autocross and making time to get ready for the banquet amongst the Rolls-Royces, most in perfect condition, a few in pieces waiting to be worked on. A truly unique experience.

I'm please to let everyone know that Dale Malin was presented with the Robert A. Maloy Memorial Award. What does it take to be so honored? See Dale's

nomination elsewhere in the Magazine. Congratulations Dale!

Our Directors meeting was held Friday evening and was very well attended. The Executive Board was re-elected without opposition. This will be my last year as CVOA President so please be thinking about who to elect next year and if you would like to throw your own hat in the ring just let me know.



Paul Chicky of Greenville, SC has volunteered to have Roundup 33 in the Greenville area, dates and activities to be determined. Paul owns a couple of Cosworths, one his award winning and magazine displayed #2993 and a new addition #3183. I'm sure anyone in Paul's vicinity that is willing to help will be welcomed with open arms. I would like some input from the members concerning the 'driving' portion during the Roundup. When possible we have always tried to work in an autocross and occasionally we have had road rallies. Over the past few years it has gotten harder to put together an autocross, ie: finding a suitable venue or a club to help run the event or insurance requirements. To help with planning a Roundup, is it acceptable to possibly replace the autocross with a road rally or some other motorized activity. In 2004 Chris found a chassis dyno shop in place of the autocross and that seemed to be a popular alternative. What are your thoughts?

We also have Roundup possibilities down the road in the Rockford, IL area and in Green Bay with our R/U Master, Steve Mayefske. I think Bryan Pridmore has some future thoughts for the Northern CA region as well.

On the home front I have to get my clone back together in time for the Dream Cruise. I ran out of time getting #3136 ready for Carlisle and I stole the engine and transmission out of the clone so that the race car 'looked' complete. Now you know why it didn't make the autocross. It does have a nice new suspension under it though.

Put lots of miles on your Cosworths going to car shows or just simply getting it out in public.



Cosworth Vega Magazine

Second Quarter 2011 Issue #105

The Cosworth Vega Owner's
Association Quarterly Magazine

Official CVOA Web Site
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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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Remember to send all address changes to the CVOA!

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

Renew your membership before you miss any news!

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Message from the Editor

Issue #105 of the Cosworth Vega Magazine arrives in your mailbox much later than I would have liked. With all the Roundup 32-GM Nationals content and pictures to sift through, awards and results to verify, and a busy summer with my family, it left me little time to write, edit and get the magazine ready to print. You will notice that this is a big issue, loaded with pictures for you to enjoy. By all accounts, Roundup 32 was a huge success with estimates of approximately 40 CV's and over 100 members in attendance. It was a great turnout and the club did itself proud at the GM Nationals. I was amazed as I talked to GM National attendees in Building T, how many had never heard of the Cosworth Vega, much less seen one. Those people who knew of the car and had seen one at a local show or cruise night, had never seen such a fine collection of CV's. Every time I looked down the row of CV's in Building T or on the show field, I saw members talking to and educating GM National attendees about our cars.

To me the real value with every Roundup is all of the members getting together and putting faces with the names. It was great to see all of the people I have been writing about for the past two years in person. For many of us in the Northeast, this was our first Roundup. If you had to pick one to get your feet wet, this was the one! As Dick mentioned in his Twin Cam Talk column, Roundup 33 will be hosted by Paul Chicky and will be held in Greenville, South Carolina. Details and firm dates will follow in a future issue of the magazine.

It was sad to hear that Dick Baumhauer is stepping down after this year as president of the CVOA. Dick has done an outstanding job in his position and the CVOA will miss his guidance and direction. Please join me in thanking him for his service to the club. We also have to all be thinking about who would be a good candidate to take Dick's place next year. With all the exposure the CV has gotten, we will need a president that can continue Dick's fine work and extend the reach of the CVOA.

I may end up having to have my head examined, but I volunteered to take on the task of getting weather stripping pieces made for the CV's swing out side windows. I have been able to get a good history lesson from Tim Morgan on past orders for these pieces and Tim was able to bring me up to speed on what happened and when. I am looking for a CVOA member who has a rusted out or badly damaged CV or regular Vega body who would be willing to cut out and ship to me the side window frames. I am going to use the frame to ship to potential vendors so they can design and price the weather stripping for us. So, if you have an old body out back you would be willing to take a

Sawzall to, please contact me.

Now that my schedule has settled down a bit, you will see a quick turn around on issue #106 of the magazine. If everything goes as planned, that issue will mail out in the first couple weeks of November and get us back on schedule. As always, if you have any articles, stories, tech tips or member profiles, please contact me or just send them along via email. It does not have to be anything fancy or in any special format. I can deal with pretty much every popular file format for text, photographs and graphics and even a hand written article or story will do.



You will find the Roundup 32 Wrap Up, a photo gallery along with some nice Roundup related articles for you to enjoy. Whether you are reminiscing about the Roundup or seeing the pictures for the first time, I hope you enjoy reading this issue as much as I did putting it together.



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CVOA Roundup 32



Wrap Up By Tod Erickson

I suppose if you have the opportunity to attend your first Roundup as a CVOA member, then Roundup32 at the GM Nationals in Carlisle, Pennsylvania is not a bad first choice. It lends truth to the old adage, “go big or go home”. As you can guess, Roundup 32 was my first CVOA Roundup and one I will certainly remember. For the first time I was actually able to experience, write about and photograph a Roundup first hand.

I made the decision last Winter to attend the Roundup when it was announced that it would be held in Carlisle, Pennsylvania at the GM Nationals. This was the first one since I joined the CVOA that was held in the Northeast. At the time, CV #3173 was still in primer and awaiting it’s basecoat and clearcoat, so I knew I would have to hustle once the weather got warmer. After countless hours, long weekends and late nights, it was ready for the Roundup. In the weeks before the big event, there were several times when I was not sure I would make it.

With #3173 on a trailer and the family packed, we set off on the 8 hour drive to Carlisle. We arrived on Thursday afternoon at the hotel to the welcome site of a bunch of Cosworth Vegas and their owners swapping stories in the parking lot. We checked in, got settled in the room and said a few quick hellos before heading over to the local car wash to get #3173 cleaned up before heading over to the Carlisle Fairgrounds to drop it off in Building T. Once it was safely settled in for the night, we could finally start to relax and know that we were ready for the weekends events.

Thursday evening started off with the annual CVOA Directors Meeting where we took care of some club business and had a good back and forth discussion on a variety of topics related to the club. With such a strong turnout, it made for some lively discussions surrounding potential reproduction parts, the magazine, the web site, social media and expanding membership. It was very nice to finally be able to put faces with the names I have been writing about for the last two years.



Taking care of club business at the directors meeting on Thursday night.



Judy Miller greets us for the tour of Chip’s collection.

Friday morning started off bright and early with everyone getting to the fairgrounds around 8:00AM and getting their outside concours cars placed on the field beside Building T. Once that was done we all gathered and walked over to the Miller home for a tour of the Chip Miller Corvette Collection given by his wife Judy. Chip passed away in 2004 at the age of 61 after a battle with a disease called Amyloidosis. Judy was a great host and patiently showed us Chip’s entire collection and told us some great stories and some of her personal memories. The collection included some very rare and famous



The invitational CV’s on display in Building T.

Corvettes with quite a racing pedigree. For me, hearing the stories behind the each car was as interesting as the car itself. My personal favorite was the yellow 2000 C5-R Corvette (Chassis #004) that was raced by Dale Earnhardt Sr. and Jr. in the 2001 24 hours of Daytona. It was the only time that Sr. and Jr. drive the same car in the same race. There are a few more picture of the collection in the Photo Gallery later in this issue.



After the tour of the Chip Miller Corvette Collection we got a little break before Paul Wicker gave his presentation on the “History and Development of the Cosworth Vega” at the Carlisle Seminar Tent on Midway. Paul drew a nice crowd and was able to give lot’s of information and history on the development of the CV that I am sure most CVOA members did not even know, let alone the general public. I even spotted quite a few non-CV owners sitting in on the presentation to collect information for a potential future purchase of a CV.



Paul Wicker presents to a crowd on the history and development of the Cosworth Vega.

Early afternoon was free so everyone could spend time with their cars and look around at all the other cars and displays at the show. The CVOA members reconvened at 3:00PM for the bus trip to the Susquehanna River for a

boat trip aboard the Pride of the Susquehanna, a restored two decker paddle wheel boat. CVOA members pretty much took over the boat and had a relaxing trip up and down the river. I think we overwhelmed the snack bar staff on the boat!



CVOA members get ready to board the Pride of the Susquehanna.

Later Friday night, folks made their way down to the lobby for a make your own ice cream sundae party where members and their families were able to have some ice cream, mingle and swap stories.

At any show in Carlisle, Saturday usually proves to be the biggest day in terms of attendance and this Saturday was no exception. Big crowds were in attendance along with lots of GM cars. The GM Nationals proved to be a great showcase for the Cosworth Vega and got the car and the club a lot of exposure. Starting at 9:00AM on Saturday, the concourse judging began for all show field cars. Invitational display cars were not eligible for the concourse judging. John Cowall, Jr. was able to present and try out the new CVOA concourse judging rules for the first time at a Roundup. John pulled together a good size crew of volunteer judges and using the new guidelines, judging was able to be completed quickly and with a minimum amount of questions. The new guidelines were



CV's on the show field waiting to be judged.

clear, concise and well formatted. Even someone who has never judged before but who is familiar with a CV will find it very easy to judge at a future Roundup. Congratulations to John for all of his work in this area. I think it is safe to say that the new guidelines were a success and hopefully they will become the basis for new and improved CVOA concourse judging rules.

In addition to the line of beautiful CV's in Building T, it was also home for a couple of very unique and special cars. For the first time since finishing the race in 1977, CV #0008, the Singapore Airlines Rally Car, was shown



CV #0008 in building T.

in public. The car still had dirt on it from the race and look very much like a time capsule. Of course there were some rumblings from a bunch of club members who would have loved to change the oil, flush out the fuel system, throw in some new plugs and a battery and see if we could get the car started. I think Tom likes keeping the car just as it is but maybe someday we could fire it back to life. And the best part was the team of Tom DeLashmutt and Carlos Niederhauser made their very first public appearance with the car since the race. They both could not have been nicer and I think they enjoyed talking with show attendees about the race and their experiences as much as we all did hearing about them. Like all of us, they both look quite a bit older than they did in 1977, but it was not hard to pick them out as two who made CV #0008 famous. I talked with both Tom and Carlos and I marveled at how vivid both of their memories were of their experiences during the race. My favorite story was how Tom and Carlos, as well as the other drivers, had to deal with the problem of sand getting into the engines. Carlos told me that CV #0008 was originally fitted with a Hutton air cleaner over the dual Weber side draft carburetors. As the race progressed into the desert, the air filter element would clog with sand causing problems with the engine breathing. To fix the problem, they fitted a box over the Webers and stuffed it with panty hose, which did an admirable job of filtering out sand and dust. This became a popular option with many of the drivers.

The other car that was great to see in Carlisle was the Dan Pool #9 midget car with its new owner, Paul Weisel. Paul was kind enough to come to the show with the car and spend time talking with show attendees. Old #9 was beautifully restored.

After spending most of the day at the fairgrounds, all Roundup attendees boarded busses again, this time for a trip to the National Civil War Museum in Harrisburg, Pennsylvania. Mike Rupert said a few words before the self guided tour and gave out commemorative U.S. quarters to all attendees. Mike has become quite



CVOA members arrive for the tour of the National Civil War Museum.

interested in the Civil War and particularly in the Battle of Gettysburg after learning a relative served in the war. The museum building was beautiful and the displays were interesting, informative and very well laid out. Even people who are not history buffs will find the museum a great place to visit. We ended up finishing our tour just before closing time and right before the arrival of a wedding party for a wedding and reception at the museum. After the bus ride back to the fairgrounds, the club hosted a pizza party in the hotel lobby where folks could meet up, eat and discuss the days activities.

Sunday was awards day at the fairgrounds both for the CVOA members and for the other show cars. The award winning CV's got to drive up before the grandstand crowd to receive their award and get their picture taken with Carlisle Events officials. See the "Awards" page in this issue for a list of winners. On Sunday afternoon, Carlisle Events also gave away a 1975 Cosworth Vega # 0171 to a lucky show attendee, who just happened to be from Pennsylvania.

With the crowds thinning on Sunday afternoon, the CVOA was getting cranked up for the autocross competition which was being held at a track in the back of the Carlisle Fairgrounds. The track had a raised viewing

area which was a great vantage point to watch the races. As so often happens, John Cowall, Sr. was the winner with Mel Koolian a close second and Ken Rock in third.



John Cowall, Sr. waits in line for his shot at the autocross course.

John proves there is no substitution for experience! Watching the races helps to refresh our memories each year of how great of an autocross car the CV is. A local Corvette club was kind enough to help us out and provide timing gear and judges for the autocross.

With the autocross complete, everyone packed up and headed back to the hotel to get ready for the National CVOA Awards Banquet at the Rolls Royce Museum in Mechanicsburg. A nice convoy of CV's arrived at the museum for the banquet. Food was catered in and CVOA members and families were able to tour the Rolls Royce



CVOA Awards Banquet to the Rolls Royce Museum.

Museum to see both completed Rolls Royce cars as well as those under restoration. Awards and presentations were made by Dick Baumhauer, Jack Middleton, Tim Younes of the Rolls-Royce Foundation as well as Bill Miller and Rick Markko of the Carlisle Events staff. I don't think there are too many people in the world that can say they have eaten dinner right next to Rolls Royce under active restoration! It was a nice chance for all CVOA members

to sit down, relax, get to know one another and reflect on the weekends events.

When all was said and done we counted approximately 40 Cosworth Vega and over 100 attendees for Roundup 32. These attendance numbers represent the largest Roundup showing in 15 years. Let's hope that we can get some numbers close to that for Roundup 33 which will be hosted by Paul Chicky in Greenville, South Carolina. If Paul puts in half the time and effort into Roundup 33 that he does into keeping CV #2993 so beautiful, I am sure it will be a big success.



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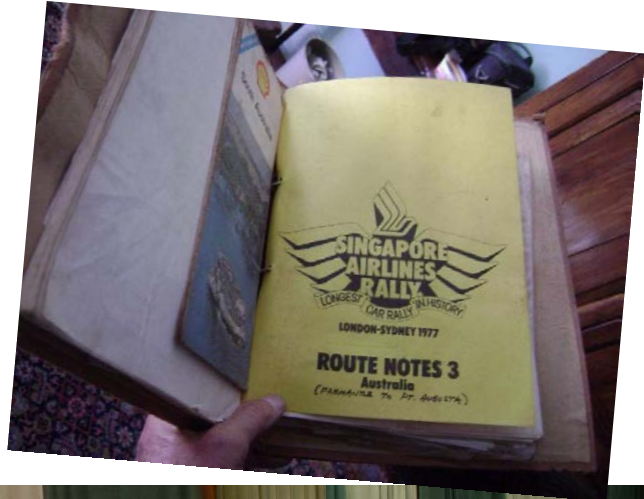
Photo Gallery

Photos by Mark Rock, Tod Erickson, Karol Seman and Ken Rock

Building T



CV #0008 makes it's first public appearance since completing the Singapore Airlines London to Sydney Rally 34 years ago. It was one of Building T's most popular cars.



Carlos Niederhauser and Tom DeLashmutt in 1977 (left) and in June of 2011 at Roundup 32 (right). They are both a few years older but still with that same spark in their eye.

Building T



Cosworth Vega # 0001

The Keeper of the Cosworths

If you were in Carlisle for Roundup 32, then you got the chance to see some rare cars in Building T from the GM Heritage collection. Cosworth Vega # 0001, the CorVega and the Monza Super Spyder. While we stand and marvel at these great cars, we probably never think about how they got here and how they will get back in one piece. Meet Steve White from Global Logistics Services, otherwise known as the “Keeper of the Cosworths”.



Taking care of our beloved Cosworths and many other rare GM Heritage cars is Steve’s full time job. He is responsible for loading, transporting and unloading cars in the GM Heritage collection to wherever they are needed. Steve takes the cars to auto shows, public relations events,

and movie and commercial sets, just to name a few. He even transported and kept a watchful eye on the original yellow “Bumble Bee” Camaro for the first Transformers movie. Steve’s job comes with a lot of responsibility, not only in the transportation of the cars but in making sure they are well cared for while out on the field. Steve’s work goes mostly unnoticed but we at the CVOA sure appreciate his efforts. Thanks from the CVOA Steve!



The CorVega



Monza Super Spyder II

Building T



Beautiful display put together by Jack Middleton to showcase Cosworth Vega sales literature, magazines, articles, advertisements, plaques and other collateral material. Note the "Cosworth by Chevrolet" gas pump and the cool Cosworth Vega neon sign.



Right next to CV #0008 was the Dan Pool / Bob Higman #9 USAC midget car restored to its racing glory by new owner Paul Weisel. The car was stunning and looked like you could start it up and go racing!



Jack pulls out another trick out of his hat for Roundup 32. This display only Cosworth Vega 2.0 liter engine is mounted on a wooden stand with wheels for easy moving. The engine turned out to be a big hit with Building T visitors.

Friday



CVOA private tour of Chip Miller's Corvette collection

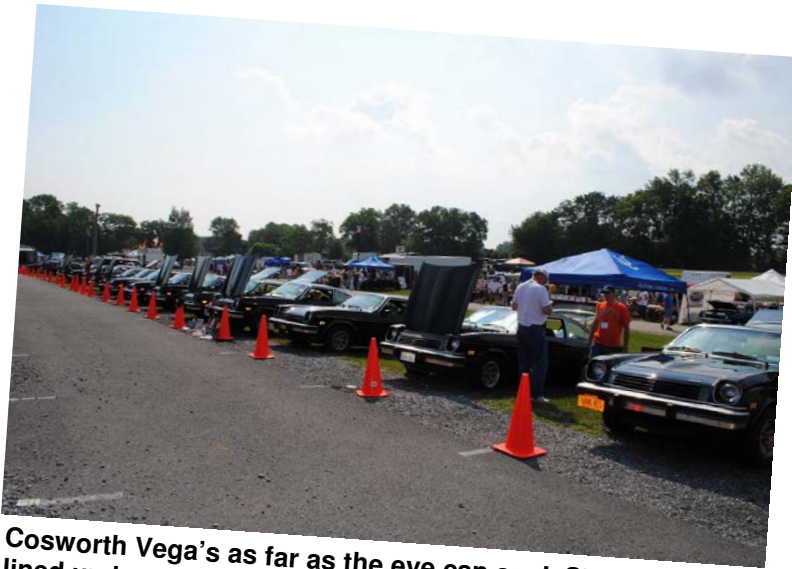
Friday



The CVOA Club Hangout is up and ready for business!



Paul Wicker presents CV history to a full house.



Cosworth Vega's as far as the eye can see! Show field CV's lined up just outside Building T.



Cruising on the Pride of the of Susquehanna!



An ice cream sundae party at the hotel caps off a busy day.



Saturday



The beautiful staircase floor in the lobby of the National Civil War Museum.



CVOA members get their instructions and their commemorative quarters before heading into the museum



Pizza party at the hotel on Saturday night. Is Jack serving the other guests or first in line? We won't tell Jack!



John F. and John J. Cowall's CV #1000 on the dyno at the GM Nationals getting prepared for a run.

Sunday



CVOA members gather at the observation area to watch the autocross fun.



Sunday



Sitting down to dinner at the awards banquet. This is about the closest any of us will come to a Rolls Royce!



Keith Meiswinkel presents Michael Braun with a picture of a Cosworth Vega engine builder for all of his efforts in researching and keeping in touch with the CV engine builders.



Roundup 32 shirt signed by all attendees and presented to Jack Middleton.



The owners of the 12 Invitational Display CV's that were on display in Building T Pavilion at Roundup 32/GM Nationals. Starting in the back row from left to right Steve Mayefske, The Mulders, Clark Kirby, Jerry Smith, Wally VanVyve, Tod Erickson, Paul Chicky, Bill Miller from Carlisle Events, Dave Dempsey, Dick Baumhauer, Joe Lathrop, Bob Marks and Jack Middleton (not pictured). Congratulations to all!



Jack Middleton addressing the members at the banquet.



CVOA Roundup 32



Awards



Custom and Unlimited Class Winner
Tim and Karol Seman. 1975 Cosworth Vega.



Unrestored Stock Class Winner and Celebrity Choice
Tom Yanecek. 1975 Cosworth Vega.



Unrestored Stock Class Award of Excellence
Mal and Hyla Kooiman-1975 Cosworth Vega.



Unrestored Stock Class Award of Excellence
Shawn and Eric Parsons-1975 Cosworth Vega.



Unrestored Stock Class Award of Excellence
Mark Rock-1976 Cosworth Vega.



Unrestored Class Winner
Tom Yanacek (Center)
Award of Excellence
Mal and Hyla Kooiman (Left)
Mark Rock (Right)



Restored Class Winner
Cathie Dempsey
Keith Meiswinkel and Kathleen Scalia
Art III and Kathie Treta



Restored Unlimited and Modified Class Winner
Marilyn and Dick Bradach
1972 Vega Kamback



Custom and Unlimited Class Winner
Tim and Karol Seman,
Award of Excellence
Mark and Deb Bruellman (not pictured)
John F. and John J. Cowall (not pictured)



Restored Unlimited and Modified
Award of Excellence
Shawn and Eric Parsons
Tom Keenan



2011 Carlisle GM Nationals Kids Choice Award
Wally VanVyve

**2011 GM Nationals
Coolest Club Hangout -Runner Up
Cosworth Vega Owners Association**



Keith Meiswinkel and Kathleen Scalia accept the Coolest Club Hangout Runner Up Award from Bill Miller. Thanks to Keith for all his hard work on the CVOA hangout!

Autocross Winners



**First Place - John F. Cowall (right)
Second Place - Mal Kooiman (left)**



Third Place - Ken Rock and son



Hard Luck Award - Chuck Larsen

Tim bought his Cosworth Vega, #0755 new in 1975. He drove it until 1984 when something broke and at the time we did not have the money or time to repair the car. We hauled the car from Florida to North Carolina in 1990. Finally about five years ago, Tim decided it was time to restore the Cosworth. As you well know it always takes longer and more money that you estimate to do anything, especially restore a car.

For the last five years we have had the car completely un-assembled, re-painted and have had parts stored all over the garage, attic and every closet in the house. We bought another Cosworth which had endured many years of salt water and flooding at the coast. So, we had two Cosworths temporarily until Tim was able to pull the parts he wanted and have the rest scrapped. The parts Vega was really in bad shape. We also went into the mountains of central North Carolina after purchasing a 1978 Pontiac Sunbird on eBay. We rented a truck and trailer from U-Haul and literally drove up a winding gravel road to the top of the mountain. I could hear the banjos playing in the background! That car was purchased only for the front power brakes and the wider rear brakes. The rest was also scrapped.

Tim decided that since GM National's was honoring the 40th Anniversary of the GM agreement with Cosworth and the CVOA annual meet was going to be part of the show, we needed to finish up the car and have it ready for the show. We have had the engine worked on by Hutton Engineering in Tennessee, the radiator built by Autorad Radiators in Georgia, the wheels refurbished by Wheel Medic in Ohio, and the back window shipped from California. At least the paint and body work was local and done by a shop called Rod Crafters out of Welcome, North Carolina. And, that's just some of the larger parts. Every part that could be powder coated got the special treatment of Unique Coatings from here in High Point, North Carolina.

We were to leave Thursday, June 23rd at 7:00 AM heading for Carlisle. At 10:30 that morning we were installing a new HP fuel pump and finishing off some of the interior. We had worked every weekend for the last few months trying to finish the car. Finally at 1:00 pm we headed north to Pennsylvania. About three hours north on Interstate 81 in Virginia I turned and ask Tim, "You did pick up the keys, didn't you?" I could see the blood drain from his face, he pulled off at the nearest exit and we just looked at each other. A call to our daughter saying we were okay but had an emergency started the mad rush. Angela took off work, ran to our house, picked up the keys and was able to UPS Overnight them to us at the

hotel for Friday morning delivery. We were saved! We arrived at the hotel and all was well throughout the event (even won a couple of awards). We enjoyed the ride down the Susquehanna River and the tour of the Civil War Museum. We got to meet fellow CV owners at the pizza party and the ice cream social. And we really enjoyed the new friends we made. One of the other wives said the meet was like a family reunion but only with family like. I couldn't have said it better. Coming home we extended our trip one day and went to Gettysburg, PA to tour the battlefields. We had a really nice time and started home Tuesday, June, 28th.

At mile marker 291.1 on Interstate 81 Tim looked in the rear view mirror and saw smoke coming from the right tire of the trailer. We pulled off and found that the bearings had burned and seized on the trailer tire. We called the trailer dealer whom we rented the rig from in Concord, North Carolina who got us in touch with a mobile repair unit. After five hours on the side of the road and \$500 cash later we were on our way again. About twenty miles down the road we stopped and checked the tires. Again, the hub and axle were extremely hot. We called Tim's cousin who is a retired machinist at Goodyear and he said it sounded like the repairman tightened the castle nut on the axle too tight. We stopped at a camp ground in Woodstock, Virginia figuring they would know someone in the area that fixed trailers. The first call was a waste. It was about 4:00PM and the repairmen said he could fix it the next day. By this time we didn't want to spend another night on the road. We finally found another repair shop and told this repairman the situation. He dropped everything he was doing to help us. When he loosened the castle nut on the hub he found it tightened too tight and charged us \$10.00. We were again on our way to North Carolina. At least we had good weather while sitting along side of the road because when we got close to Roanoke, Virginia the storms began to roll in. We ended up stopping at a rest stop along with all of the truckers waiting for the worse to pass. So, our seven hour drive home turned into a 13 hour trip. We finally got home safe and sound at 9:00 PM that night.

It takes a special kind of woman to be a "Cosworth Wife" and I was fortunate to meet some of you during our meet. I am sure you all have your stories also. All in all, we honestly had a great time. We met new friends and are looking forward to next years Roundup in Greenville, South Carolina with Paul Chickey. At least we only have a three hour trip (I hope)!

Karol Seman
Wife of #0755 and Tim Seman



A Tale of Two Chevy Cosworths

By Clark A. Kirby

The Chevy Cosworth Vega is one of the most historically significant but most ignorantly-maligned and under-appreciated automobiles in automotive history. Because Chevrolet sold nearly two million Vegas, everyone over the age of 50 either remembers seeing Vegas (or owning one) that blew white smoke out of the tailpipe before the engine blew. But most people are just not knowledgeable enough, or care enough, to know the difference between a Vega and the Cosworth Vega. Few know that the '75-1/2 Cosworth cost just \$600 less than a base '75 Corvette Convertible and was almost equal in performance. The result is that the Cosworth Vega suffers from an unfair, undeserved stigma born from the poor reputation of the Vega with which the Cosworth shares a body.

At car shows across the country, rarely do you see show-winning restored American cars from the '70s and '80s. This is due to two reasons: (1) car values are well below the usual restoration costs and (2) these cars are just not desirable to collectors, except for a few exceptions. After 1971, American cars became heavier, thirstier, slower, and boring. For example, from 1970 through 1975, the Chevy Corvette's base 5.7 liter engine went from 300 horsepower to only 165, (some of that lost 135 hp being from a SAE ratings change) and the Corvette picked up about 250 extra pounds. Few serious collectors want a car from this era.

However, that does not prevent two owners from earning high accolades for their Cosworth Vega. This dedication to the preservation of these unique automobiles is shown in their show competition success over the years. To have a consistent concours/car show-winning Cosworth takes a financial outlay that would never be recouped were either of them to sell their car. But, their cars are not for sale.

In this author's estimation, there were at least ten other Cosworth Vegas at this year's Roundup that would give some serious competition, in future CVOA concours events, to the two cars highlighted in this article. Most of these CVs were Carlisle Invitational Display cars, but not all. And, there are some other fine CVs that did not attend Carlisle. I can think of one in particular. The days when a beat-up CV can show up at a Roundup and win an award are over. Note that there were two cars in Building T this year with mirrors under the cars showing the undercarriage. This is the wave of the future, along with elaborate displays.

Perhaps you are wondering why this is the wave of the future at CVOA Concours events. It is because there has been a transition in interest over the last fifteen years in the Club. The value of an autocross event at a Roundup

has lessened and the concours event has climbed. You don't agree? There was a well-attended autocross at all the 80s Roundups but it was the third Roundup ('82 Morton, IL) before there was the first CVOA concours event. At last year's Roundup in Colorado, there was no autocross but there was, indeed, a concours.

Two long-tenured CVOA members may be the only ones to have achieved twin prestigious accolades. Both have won the same awards, one from the CVOA and the other from Super Chevy Magazine. The following are the stories about CV #0078 owned by me, Clark Kirby of Arlington, Texas and CV #2995 owned by David Dempsey of Muncie, Indiana. It is sheer coincidence that I own one of the first Cosworths and David owns one of the last to be built. These two cars, arguably, may have the most car show wins of any other '75-1/2 and '76 Cosworth Vega.

Cosworth Vega #0078

I ordered his CV in the summer of 1973 and waited almost two years for it to be built. I am the original and only owner of CV #0078. This car is believed to be the first Cosworth sold to the public in Texas. It may be the lowest



dash numbered CV, sold to the public that is still in the hands of its original owner. I paid full sticker price of \$6,378 (some Corvettes were sold for less). As soon as I took delivery of his car on Friday, May 23, 1975, the car was driven hard. I entered the CV in local road rallies but the car's greatest success was at autocross/Solo II events. During the second year of ownership, #0078 won its class at four out of a series of six high-speed events and at the end of the year was awarded an engraved Silver Plate as the 1976 ERS CC Class F Champion. During the first ten years of ownership, including the first five Roundups, I was more interested in racing it rather than in showing it. Of thirty-two CVOA Roundups to date, I have attended nineteen, including the first twelve in a row. Of those

nineteen Roundups, I drove my car to eight, pulled it with a tow-bar to two, and trailered it to two ('10 & '11). A little-known fact is that the first two CVOA Roundups ('80 & '81) did not offer a concours event. So, beginning in 1982, #0078 has been entered in the CVOA Concours event every time it was present at a Roundup except for two. These two Roundups were in 1983, when I hosted the Roundup and in 1987 when I again chose not to enter the concours. Of those remaining eight Roundups, CV #0078 did quite well in the CVOA Concours events.

#0078 won its first CVOA National Concours Championship at the 1985 Indianapolis Roundup. This was two days after I drove it there from North Texas and had driven the car at speed on the Indy Speedway the day before. In 1990, I drove the car to the first Green Bay Roundup and camped out in it the night before arriving, using the Hatch Hutch. Two days later, #0078 was awarded the 1990 CVOA People's Choice Award. #0078 is a six-time CVOA National Concours Runner-Up ('82, '88, '90, '91, '96, & '03). At the 2010 CVOA Roundup in Colorado, it took its second CVOA National Concours Championship in twenty-five years, the car scored 206 out of 220 possible points, which was the highest score of any Cosworth that was judged.

The car has done well outside the CVOA, too. During the '80s, Cosworth #0078 won Best in Open Class at the Texas Super Chevy Sunday mega-event (now Super Chevy Show) in '85, '86, '88, '89, and 2010, every time it was entered. In '85, '86, and '88, before this award was dropped for each class, the car also won Super Chevy's Best in Open Class - Engine. The car has taken home a sole Best in Show at the '87 Autofest in Muenster, TX. The car was heavily campaigned at regional Texas ISCA car shows in 1988 where the CV took 1st place at the big Motoramas in Dallas, Shreveport, Louisiana, Abilene, Wichita Falls, and Waco. Then, in 1989, the car was stored in a warehouse at my business and was rarely shown outside of CVOA. The car had only 52,000 miles on it.

In 2009-2011, the car was repainted and partially restored. It began a new streak of additional local car show wins. In 2010, the car took Best in Open Class at the Dallas Super Chevy Show and a Top Ten Editor's Choice Show Car plaque. It was later learned that this was only the second time in twenty years that a Cosworth Vega had won a "Top Ten" at a Super Chevy Show anywhere in the country. If you have been to a Super Chevy Show, it is heavily populated by Camaros, Chevelles, Tri-Fives ('55, '56, & '57 sedans) and Novas. Many of the winning cars are heavily modified and chromed. So, for any other car to win a "Top Ten", especially a car that is basically stock, this is a real accomplishment.

In the spring of 2011, the car took 1st Place in the Special Interest Class at the huge Houston Corvette/Chevy Expo and the next month, took home a surprising Silver Award in Seabrook, Texas at the Lakewood Yacht Club's prestigious "Keels and Wheels" Concours D'Elegance. At "Keels & Wheels, #0078 beat the winner of the '99 event, a 1970 Plymouth Superbird. The car's latest honor was having been selected as one of the 12 CVOA "Invitational Display" cars for the 2011 All-GM Nationals in Carlisle, Pennsylvania.

#2995

Cosworth #2995 was not always the show winner it is today. When David Dempsey bought the car in June 1987 with about 81,000 miles on it, the car had suffered through four previous owners. None of them took care of the car, as evidenced by the rust and body damage that David found. If you have seen CV #2995 in the last eighteen years, you will see evidence of the love that David has poured into it. This love has transformed his CV into an



eight-time CVOA National Concours Champion ('95, '97, '98, '00, '02, '05, '06, and '08). Eight wins is probably a CVOA concours record, making his car the one to beat for everyone else in the same class. Since his first Roundup in 1993, David has attended fifteen of the past nineteen Roundups. Of the fifteen he attended, he had his CV present at eleven. Like I, he has chosen not to enter his car in the concours event at two Roundups. One time was in 2001 when he helped host the Roundup and the second time was this year since his car was chosen as one of the 12 CVOA "Invitational Display" cars.

Besides his winning record at CVOA Roundups, David has done very well outside the club. In 1997, #2995 earned Best in the Open Stock Class at the Indianapolis Super Chevy Show. In 1999, David repeated as the winner in the Open Stock Class, took Best in the entire Open Class, and added the coveted Top Ten Editor's Choice Show Car award. This may have been the first time in Super Chevy history that a Cosworth Vega has won this

award. The show field was predictably swollen with chromed Camaros and Chevelles. The next year, 2000, David repeated his previous wins in 1st Place Open Stock Class and Best in Open Class at the Indianapolis Super Chevy Show. In 2001 at the Columbus, Ohio Super Chevy Show, David took home the award for the Best in the Open Stock Class. After a four year hiatus, David took his CV again to the '05 Indianapolis Super Chevy Show and took another award for Best in the Open Stock Class.

But, that's not all. David's CV took 1st Place in the '70s car class at the Fairmont, Indiana 2010 James Dean Run. The latest honor was for the car to have been selected as one of the 12 CVOA "Invitational Display" cars for the 2011 All-GM Nationals/CVOA Roundup in Carlisle, Pennsylvania. This in itself is quite an accomplishment for a car that was rusty and had body damage when he bought it. But, know this: David never trailers his CV to a Roundup. He has driven his car to every one where his car took home a concours win. Some of you can take relief that David has not yet driven to any western Roundups, at least those that are as far from him as Texas. But, you never know, David might drive #2995 to the next California Roundup! In some clubs, an owner gets extra "travel points" for driving his car to a meet and enters it in the show judging event. CVOA should consider this in order to continue encouraging our members to drive their CVs to Roundups. This year, the hotel parking lot was full of trailers.

David's CV #2995 was featured in the Club's 4th quarter 2009 CV Magazine. In the article, there was a photo of David's car with a huge number of trophies displayed in front. David then wrote that his car had 185 awards. By now, he must have over 200 and climbing!

Conclusion

These two Cosworth Vegas may be the only two that have earned two specific awards. Both David and I have won "Editor's Choice Top Ten" at a Super Chevy Show and have also both been honored by having their car chosen as a 2011 GM Nationals Invitational Display Car. At the Carlisle CVOA Roundup, as they had pre-planned, David and I posed together for photographs, standing in front of their championship winning cars, holding their awards.

Interestingly enough, CVs #0078 and #2995 have never competed against each other at a CVOA Roundup. What were the odds of that happening when there are six CVOA Roundups that both David and I have attended at the same time? Both of them attended the Roundups in '93 (Manitowoc), '95 (2nd Detroit), '96 (Houston), '02 (Watkins Glen), '03 (Austin) and this year ('11) in Carlisle, Pennsylvania. Neither one of us had our CV with us at the Manitowoc Roundup in '93. I did not have my CV at Detroit ('95) or Watkins Glen when David picked

up two of his concours wins. David did not have his CV with him at the Houston or Austin Roundups where I picked up two CVOA Concours runner-up awards.

One would almost think that one CV was avoiding the other. For the first time, ever, both cars were at the 2011 Carlisle Roundup. But, both David and I had a CV that was chosen as one of the Carlisle Invitational Display Show Cars this year, removing them from the CVOA concours and the GM Nationals show competition. This sets up a great future match. Perhaps David and I will be able to go head-to-head at the 2012 CVOA Roundup. Don't miss it!



David Dempsey and Clark Kirby



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

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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.

Contact: Art Treta
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C1451@aol.com



2010 Robert A. Maloy Award Winner

Dale Malin

by Fred Blomquist

Dale Malin first fell in love with H-Body cars when he bought his first Vega. His preference was a 1972 GT Vega. He drove this car through high school and college. The 1972 Vega GT went through numerous engines until he graduated from college. The 1972 GT Vega was never butchered with a V-8 conversion, it always ran 2.3 liter engines until he graduated college. Dale then purchased a Cosworth Engine from a local Chevrolet dealership for his 1972 Vega GT. The Cosworth engine was built in his basement and the goodies included 10:1 factory GM high compression pistons, short track camshafts, and Weber DCOE 45's. He then installed the engine in his 1972 Vega GT and that is when he got his first real taste of Cosworth power.



Dale Malin

In 1985, Dale joined the Cosworth Vega Owners Association and in 1994, he purchased Cosworth Vega #0123 from a private collector. He was very proud of it, which led him to many other Cosworth Vega purchases. These cars include #0707, #0711, #0728, #1102, #3066, #3187, and #3438. In 1994 Dale became the Regional Director of Region 17. He served as regional director from 1994 to 1997 and in 1997 he was elected to the position of President of the Cosworth Vega Owners Association. Rumor has it that he was late to a director's

meeting and was nominated and elected without him even knowing about it! Dale served with pride as president of the CVOA from 1997 to 2005. After stepping down from his position as President, Dale did leave the CVOA but remained active in the club. Since 2009, Dale has again taken on the position of Regional Director of Region 17. Since attending his first Roundup in Des Moines, Iowa in 1989, Dale has only missed one CVOA Roundup, in 2006, due to work commitments. Dale chaired the hosting committee for the 2003 Austin, Texas Roundup.

During Dale's 25 years with the Cosworth Vega Owners Association, he has helped several Cosworth Vega owners with their cars and the club with numerous projects. Through work with his late brother, Charley, Dale coordinated the reproduction of camshaft and distributor timing belts from 1998 - 2006. This ensured the CVOA would have an ongoing supply of these critical components for its members. Dale also donated several oil pans, so the club could do a special order of the Milodon seven quart oil pans. He was instrumental in procuring replacement oil seals for the camshaft carriers, distributor drives, and oil pump from a supplier. He also worked with FelPro to have them supply the oil pump and lower end gasket sets for the Cosworth Vegas.

Because of his tireless work and dedication to the CVOA, it is with great pleasure that we present the 2010 Robert A. Maloy award to Dale Malin. Congratulations Dale!



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.

Year	Name
1992	Steve Mayefske
1993	Mark Rock
1994	Lou and Harriet Marr
1995	Mike and Susan Rupert
1996	Duke Williams
1997	Bob Chin
1998	Clark Kirby
1999	Doug Perkins
2000	Tim Morgan
2007	Brian Harpst
2008	The Web Crew (Jerry Smith and Mark Rock)
2009	Jim Rigg
2010	Dale Malin

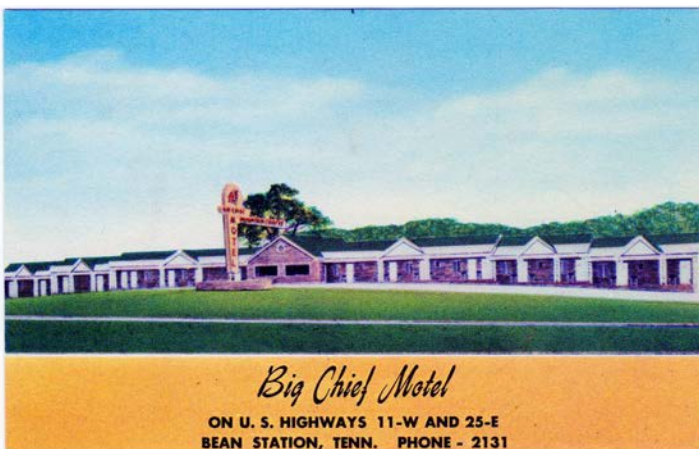
Boyhood Memories on the Road to Carlisle

Recalling a simpler time at the Big Chief motel

By Clark A. Kirby

Earlier this year, I posted an inquiry on the Yahoo CV Forum about my nostalgic search for the site of a boyhood memory. I asked for help from anyone that remembered the few bits of information that I had at the time. It turned out to be quite a puzzle and many people were intrigued by my search, including a CV owner in Brazil, Claudio Pereira, who aided me by informing me of a vintage postcard for sale on the Internet. I promised everyone that I would find and visit the location of that place during my trip to Carlisle, PA for the 2011 CVOA Roundup. Come along for a trip into the distant past.

To briefly summarize the Yahoo CV Forum posting, my family took a rare vacation when I was a young boy. We stopped somewhere in Tennessee for the night, at a place called the Big Chief Motel. We ate dinner there, my sister, my twin brother, and I bought souvenirs and we spent our first night, ever, in a "rented room". The next morning, we left before daylight, and as the sky brightened, I saw my first-ever mountains. Mom told me that they were the Great Smoky Mountains. Well, Mom was incorrect since what she pointed out were the Clinch Mountains, not the "Smokies" which are a hundred miles south of there. Nevertheless, I was VERY IMPRESSED with the mist rising from the forested slopes as Dad quickly drove northeast towards Bristol, TN and into Virginia.



For decades now, my siblings and I have reminisced about that rare family treat, traveling cross-country by car and staying in a motel. No one could remember much about that one motel stay except for a neon sign that read: "Big Chief Motel". These discussions took on added significance when my father died in July 2008. I have since quizzed my mother as to the exact location of that mythical place. She only remembered that the motel was somewhere along a highway in eastern Tennessee. She remembered being in some mountains at night and that she was nervous about trucks that were "tailgating". Mom could not even remember the month or year of the trip. All I re-

membered was that we three siblings were in the back seat of Dad's car, driving from our home in North Texas to Richmond, Virginia to visit Dad's parents.

For years, both my brother and sister have tried to find the location of the Big Chief Motel. No one came up with anything. A month or two ago, I spent all evening on the Internet doing web searches. I found a Big Chief Motel that was still open for business, but it was in Nevada. I knew that this was NOT the place. I worried that I had the wrong name, finding a "Chief Motel" in North Carolina, near the Great Smoky Mountains, but no "Big Chief Motel" was found in Tennessee. So, I figured that the motel had gone out of business or I was chasing something that never existed.

I finally stumbled upon a website where people discuss their travels and their unique experiences. Someone had posted an inquiry about a Big Chief Motel in Tennessee that he remembered. (I wasn't the only one who remembered it!) A woman replied that she once lived near a motel with such a name. She told him that she last visited it in the late 90's, stopping to eat at the Big Chief's restaurant a year or so before it went out of business. In that exchange, I discovered that the motel in question was located in the historic town of Bean Station, TN.

When I informed my mother of finding the location of the motel, she told me that she remembered, after we passed Knoxville, that we went by a huge power plant, on the left side of the highway, all lit up at night. This was a great clue to the puzzle since this power plant still exists, just west of Bean Station. This power plant is still there and is a Tennessee Valley Authority (TVA) hydroelectric plant at Cherokee Dam, built in 1941.

Further research turned up an obituary notice about the June 1998 funeral of a well-known Bean Station woman named Edna Moore. The notice mentioned that she and her husband had owned the Big Chief Motel between 1955 and 1973. It stated that Mr. P.H. (Bill) Moore had preceded his wife in death but gave no date of his death. There was no additional information about the motel. The motel must have closed sometime around the time of her death. I will always wonder if 1973 was the year of Mr. Moore's death and whether Mrs. Moore had been the sole owner after that. I think that it may be more than a coincidence that the Big Chief Motel closed about the same time as Mrs. Moore's death in 1998.

Now that the location was set, I needed to know the date of our visit. I asked her if she remembered what year it was. She told me "no" but said that she remembered that

she and Dad had decided to take a vacation immediately after he finished medical school and before he began his new career as the only doctor in Celina, TX (north of Dallas). She told me that once he began treating patients, our rare vacations would end for good.

I told her that I remembered when Dad bought a brand-new 1959 Impala with A/C and automatic in August or September of 1958. I asked her if we took that on our vacation to Virginia. She said "No, I believe that we drove our (5-year old) mud-grey '53 Chevy sedan to Virginia". We did some more thinking and came up with a date. It was the summer of 1958, probably June since Dad had just graduated from Southwestern Medical School earlier that month. She remembered that at the time, Dad was eager to start his medical clinic in Celina. This all fit the time line. In June, 1958, my twin brother and I were almost nine years old, our sister Jan had just turned six, Dad was 31, and Mom was 28.

Dad had spent seven years in the military, beginning in 1944. So, he got a late career start in life, going back to finish college on the GI Bill in 1951 and then completing four years of medical school. He graduated both college and medical school with honors, all with a wife and 3 children to support. So, it is understandable why he was so reluctant to spend money traveling and staying in motels. He never took us on another vacation except for one additional trip to Virginia by train. He was a penny-pincher to his last days. So, that one memorable road trip across country in the summer of 1958 holds special significance in my childhood memories.

The Big Chief Motel, before the state changed the road right of way and the highway intersection (1995), was at the intersection of the old "Dixie Hwy." (US 25E) and the old east-west trucker's highway named US 11W. "Route 11", as it was then called, MUST have been the highway Dad took from west of Knoxville to Virginia since at that time, our country had not yet begun building the interstate highways. Today, Interstate 81 basically parallels old Route 11. During my trip to Carlisle, PA for the CVOA Roundup, I was determined to visit the site of my boyhood memory now five decades in the past.

On the morning of June 22, 2011, my wife and I took an exit off I-40 near Knoxville onto U.S. 11W. This old highway was more scenic than the interstate but nothing looked familiar since the memories were from 53 years earlier and after dark. The mental image of the Big Chief Motel's bright neon sign appearing in the distance is indelible in my mind. Mom told me that it was late in the evening and that she and Dad were looking for a place for us to stop and eat dinner. She told me that she and Dad were relieved to find the motel's restaurant still open at that "late hour".

Later that morning, the intersection that held hope for being the location of the Big Chief Motel came into view. But, there was nothing there, not even an old sign. Upon close inspection, I saw a few dilapidated buildings way back from the highway that MIGHT have been part of the old motel. Next to these buildings, I noticed a warehouse-type building that had a sign for a flooring supply business. I went in, and found a man who appeared to be the business owner. He looked like he was at least as old as me, so I was hopeful. I told him about my quest and showed him a vintage postcard from the Big Chief Motel. I asked the man if the old buildings next to his store were the remains of the Big Chief Motel. He told me "No". He then told me that he remembered the Big Chief Motel. He said that he had stayed there at least once, "way back when". He told me that it was about a mile or so south of this "new" intersection, across the road from the "new" BP gas station.

I thanked him, hopped back into the pickup truck and headed into Bean Station. I whistled the Carly Simon's '72 hit song "Anticipation". When we saw the BP station, we stopped in the median. There on the left was a very long strip of what obviously was once a parking lot. There was no sign and no buildings. Everything had been torn down and carted off, leaving only the pavement. The county apparently now uses the lot for parking heavy machinery. Nothing looked familiar...a big disappointment. I took a few snapshots, got in the pickup, and continued heading south on the Dixie Highway.



I was so disappointed that I cast aside my plans to continue up US 11W into Virginia, the route my Dad must have taken the morning after my family awoke in the pre-dawn hours of June, 1958 at the Big Chief Motel. Even though the map showed that US Hwy. 11W was a "scenic route", I just wanted to get back to the interstate as soon as possible and not to waste any more time getting to Carlisle, Pennsylvania. My attention immediately turned to adding my Cosworth to the display of the best Cosworths I have ever seen at a Roundup.



Cosworth Vegas for Sale

1975 Cosworth Vega #0749

Original owner car. Purchased December 6, 1975. Black and gold. 55,000 miles. Located 20 miles north of Louisville, Kentucky.

Contact: Ray Fabel
321 Pine Drive
Henryville, IN 47126
Phone: 336-239-0311

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@gmail.com

Cosworth Vega engine parts. Crate with parts of two used engines disassembled, one mostly assembled head, the other disassembled. Extra (3rd) crankshaft, block, water pump, etc. One head and cam cover is polished. Assorted pulleys, gaskets, windage trays, valves, chrome tube, chrome brackets. One oil pan, two distributors. Lots of parts for the Cosworth Vega enthusiast/collector. Prefer to sell as a lot. \$1,250 or make offer, shipping extra.

Mark Drastal
Tivvy's Autocraft
Danville, Virginia 24541
(434)799-5629





New & Used 140cu. Cylinder Chevy Vega Parts

- New 12:1 Arias pistons
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- Complete racing engine with 4 exhaust pipes. Built for Hilborn fuel injection
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- Sleeved Block
- (3) Almost completed stock motors
- New timing belts, bearings, gaskets, dual carb manifold and header, stock exhaust manifold, 4 barrel manifold, stock intake manifold,
- (2) automatic transmissions
- (1) Rear-end

Lots of other new and used parts from the front of the motor to the auto trans and rear-end. I will sell it all together, or piece by piece.

Contact: Sonny (210) 688-3711
sr37s@aol.com

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

Set of New Hood Pad Retainer Clips \$8

Contact: Art Treta (315) 831-8457
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



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

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

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

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.

CVOA Regional Directors

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

Region 2
NJ, NY
Robert Spinello
24 Amesworth Court
Middle Island, New York 11953
(631) 775-6861
vegavairbob@gmail.com

Region 3
PA, DE, DC, MD, VA, WV
Director Needed
Email Dick Baumhauer if you are interested.

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

Region 5 - FL, PR, VI
Jerry Smith
1220 Section Line Trail
Deltona, FL 32725
(321) 297-6566
cwvega76@gmail.com

Region 6
CO, WY
Presently merged with Region 14

Region 7
OH
Presently merged with Region 8

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

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

Region 10
IN, KY
Presently merged with Region 8

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

Region 13
Presently merged with Region 16

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

Region 16
CA, AZ, NV, NM
Bryan Pridmore
130 Malaga Way
Brentwood, CA 94513
(925) 642-0368
Cos5speed@gmail.com

Region 17
ND, SD, MN, WI
Dale Malin
697 Old Hopkins Place
Hudson, Wisconsin 54016
(715) 386-7741
dlmalin@hotmail.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.

CVOA Merchandise



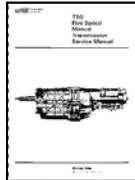
CVOA-MAN-1 \$ 17.00
 Fuel Injection Diagnostic Manual - Comb bound photocopy of manual written by Phil Good, one of the Bendix engineers who developed the Cosworth Vega EFI.



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



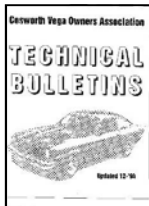
CVOA-MAN-2 \$ 8.00
 Five Speed Service Manual - From Borg Warner, 12 pages, spiral bound.



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



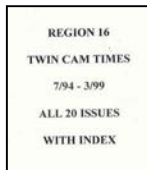
CVOA-MAN-3 \$ 22.00
 Tech Bulletin Set - CVOA Technical Bulletins that have been published in the CVOA Magazine. They cover many important topics. Last Update 12-94. Spiral bound copies.



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



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-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

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

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 Parts



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

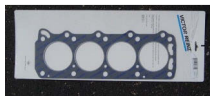


CVOA-PT-13 \$ 11.00
Fuel Injector "O" Ring Kit - Includes (4) fuel rail grommets, (4) injector manifold seals, (8) injector to rail seals, and instructions.



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



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



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



For hood pad retainer clips contact:
Art Treta
(315) 831-8457
C1451@aol.com

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



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

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



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

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-04-111 .111 thick
- CVOA-PT-04-113 .113 thick
- CVOA-PT-04-115 .115 thick
- CVOA-PT-04-117 .117 thick
- CVOA-PT-04-119 .119 thick
- CVOA-PT-04-121 .121 thick
- CVOA-PT-04-123 .123 thick
- CVOA-PT-04-125 .125 thick
- CVOA-PT-04-127 .127 thick
- CVOA-PT-04-129 .129 thick
- CVOA-PT-04-131 .131 thick
- CVOA-PT-04-133 .133 thick
- CVOA-PT-04-135 .135 thick
- 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-04-141 .141 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 Weatherstrip Adhesive and some 3M Strip Caulk from your local parts store.



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

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



CVOA Vendors

APPROVED

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

CVOA Technical Advisors

Questions and Advice

*Engine and EFI related issues

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

*Restoration and Mechanical

Bob Chin, Bloomington, IN
(812) 339-0838
4pm-9pm EST
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
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

*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

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

Maurice Schechter, Williston Park, NY
(516) 294-4416
9-11pm EST M-F
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

*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

