

# Cosworth Vega

MAGAZINE

OFFICIAL PUBLICATION OF THE COSWORTH VEGA OWNERS ASSOCIATION

P.O. Box 1783, Bloomington, IN 47402

FALL 1990

Once again the Cosworth faithful gathered for the 11th Annual CVOA National Round-up held this year in Green Bay, Wisconsin. Region 17 Director Steve Mayefske and his wife Bonnie were our hosts for the event. There were 65 attendees with 25 Cosworths present at the event. The majority of the Cosworths were of the 1975 model with only five 1976 models present.

The weather, forecast as stormy for the weekend, cooperated by advancing faster through the region than first expected. The rain showers were present for those early arrivals on Friday and Saturday morning. A small squall was present during the Saturday picnic.

There were five Cosworths that were trailered to the event, not counting Dick Baumhauer's Cosworth/IMSA style Monza. Trailered in were the Cosworths of Steve Larson, Jim Stallwitz, Gene Tuttle, Bob Chin and Steve Ryan.

Even the showers Friday afternoon, did not stop the attendees present at the time from the general clean-up of their Cosworths in the Holiday Inn lot. Those present were washing and cleaning their Cosworths plus unloading their luggage. The people that drove their Cosworths came "loaded to the hilt" with spare parts that might be required if a breakdown should occur.

The Holiday Inn is located on the water front with boat slips available to those that can afford an ocean crossing vessel. It just so happened that a boat christened VEGA (pronounced Vee' ga) was docked

## **A FEW DAYS AWAY To VISIT GREEN BAY**

### **OVERVIEW OF THE CVOA NATIONAL ROUND-UP AUGUST 3, 4, & 5, 1990**

next to the hotel. The owners were from Michigan for a weekend retreat. A few of the members wanted to add the word "Cosworth" on the boat's bow.

The Director's Meeting started as usual on Friday night. A pleasant surprise was that Steve Mayefske arranged to have refreshments and snacks on hand for all that attended the meeting.

Saturday started with the unpleasant sight of rain falling from the skies. After breakfast, the rain had stopped and the skies were starting to clear. By the time the Cosworths were moved to the Concours area of the parking lot, the sun had broken through and the temperatures were warming up. Of merit during the Concours judging was the appearance of three low mileage Cosworths, all 1975 models and all from Illinois. Jim Stallwitz's Cosworth had approximately 9200 miles on it, while Gene Tuttle's and Steve Larson's Cosworth had fewer than 1000. Of the Cosworths that were present, Cliff and June Eroskey's white

Cosworth, Jim and Carol Stallwitz and Dave Elliot's firethorn Cosworths departed from the standard black Cosworth "outerwear." Tom Luetzow appeared briefly with his dark blue metallic Cosworth but did not stay very long during the Concours event. Tim Morgan was there to sell his Cosworth goods and various members showed off their personal collection of Cosworth Vega articles and memorabilia.

With the judging completed, the next event was the road rally. The event took us through the town of Green Bay and the neighboring countryside. The most interesting part of the rally sheet was the music "oldies" quiz sheet. This was the points "tiebreaker" for the event, and one where you could show your age. The music was from the late 50's to early 70's vintage and it really left some of the younger participants out in left field looking for any type of answer to fill in.

Continued on Page 7

by **Bob Chin**

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The van and the trailer were loaded...it only took us five hours to get everything ready to go. Stephanie was in the car seat playing one hour before we were ready. Of course once we started on our way both Stephie and Erica started to whine and cry. We settled them down a half hour out and Stacy went to sleep also. Reaching Indy, Stacy woke up and looked around the van, She gasped "Oh no! We forgot the suit bag with our awards banquet garb." After all the trouble we had getting everything ready to go, I wasn't about to turn back! Other than this one instance, the weekend went very well.

Towing the Cosworth was fun this year rather than having to drive her. Besides, I



don't think I could have loaded the Cos up with a weekends worth of luggage and squeezed the kids in too! Everybody was more comfy for the trip to Fort Wayne where we left the kids at Grand Ma's house for a few days while we towed through Chicago with the Astro. Overall, pulling the trailer we averaged about 17 mpg.

Congratulations to Steve and Bonnie Mayefske for hosting this years Round-Up and providing everyone that attended with a great weekend.

The Round-Up was held at just the right

time. While at the event, the situation in the Middle East stirred up again and gasoline prices started to rise. I can't imagine going to a Round-Up now with the gas prices in the \$1.40 range and what it would do to attendance. We'll have to wait and see what the prices will be when the Georgia Round-Up approaches.

I'm still looking for photographs from members that have non-black Cosworths. I currently only have pictures of a firethorn Cosworth. How about the rest of you out there with a non-black Cos? I could sure use the pictures to print in a later issue.

Finally, do you think that this issue is just a little late to your mailbox? Well it is! September was not a very good month for me. It's the month that I use to put the Fall issue together. My two daughters gave me flu that took two weeks to get rid of, I had to go out of town for a business trip for three days, and

assembling #1591 to use as my everyday vehicle after #3179 was deemed too rusty. The engine/driveline from #3179 was used in #1591. Hopefully after this month is over things will return to normal and everything will be right back on schedule. I'll write more on my experience of putting #1591 together in a later story.

#1591, #2172, #2987 & #3179 (Retired)

# CAREER BEGAN WITH A BROKEN TRACTOR

BY RICHARD NOBLE, from THE ANN ARBOR NEWS

The farmer's tractor broke down in the middle of plowing the back 40. The future president of General Motors was fixing it.

The grease-stained teen-ager wielding the wrenches was Lloyd E. Reuss, who since August 1 has been president of the world's largest industrial corporation.

Reuss (pronounced Royce) got a taste of the auto business, including the joys of repair work, early on while working in his father's business.

It was a small dealership in Darmstadt, Illinois, near where Reuss was born in Belleville. It was a general-store affair selling Chevrolets, Fordson tractors and Philco appliances. It had two vehicle repair bays, and Reuss was deep into fixing cars even before he learned to drive.

Reuss was wheeling around the countryside by 14, the age of eligibility for a learner's permit back then.

Being in farm country also meant repairing tractors and other farm machinery, in the shop or in the field where it broke down.

But repairing Chevys was his first love. Reuss used to have contests with his brother Lyle to see who could grind the valves the fastest on Chevy "stovebolt six" engines, six-cylinder engine bolted together with the solidity of a cast iron

stove. That was mostly on 1940 and 1941 models.

Reuss still enjoys repairing cars. He just wishes there were more chances to help his son Mark tackle a restoration projects. Their usual pattern is to find an older car, restore it, enjoy driving it for a while, sell it, and buy another.

"The one we are working on now is a 1969 Corvette," Reuss said. "It's got a Mark IV engine with three two-barrel carburetors. It's a 427 cubic inch engine."

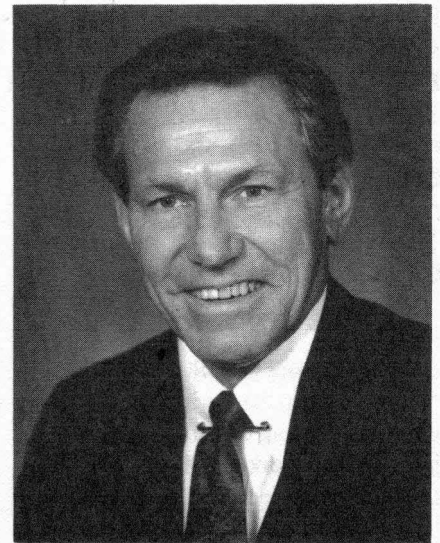
He said necessary brake work is almost done; now they are working on the cooling system.

I asked about the Cosworth Vega and the 1967 Camaro projects we had chatted about in recent years.

"We still have the Cosworth; it's done. In fact it's down in Illinois, my nephew is using it," he said.

The Cosworth, the hottest of the Vegas, struggled into production in 1975. In 1976, 3,800 were made. But the model wasn't hot enough to draw many buyers - at \$6,066 its price tag was about twice that of the regular Vega - and production was dropped.

Reuss was chief engineer for the new 1970 Camaro and Nova. Just as those highly successful Camaros were going into production, he was named chief



Lloyd Reuss

engineer of the Vega at the tail end of its development.

The Vega was plagued with technical and manufacturing problems, but Reuss tackled them as an opportunity to learn. He later became chief engineer at Buick and Chevrolet before becoming Buick's general manager.

As for the 1967 Camaro, "We sold that and we also have a 1965 Corvette with the 327 (engine) that we are about ready to sell," he said.

Reuss, who drives a 1990 Corvette as his company car, said he and his son are now looking for an older Corvette convertible to tackle.

**1991 ROUND-UP  
ATLANTA, GEORGIA**

**JUNE 28, 29, & 30, 1991**

**PLEASE SCHEDULE  
YOUR VACATIONS  
FOR THESE DATES**

**WANTED:  
COSWORTH INFO  
ABOVE DASH #3500**

We would like information on any Cosworths remaining with dash numbers above #3500. This will enable us to write an article about the last 25 or so Cosworth Vegas built.

Contact: Steve Larson, 164 N. Clark, Palatine, IL 60067  
(708) 934-3672 (h) or (708) 680-8100 (w)

# TWIN DUAL CAM V6 ENGINE

**Aluminum cylinder heads. Double overhead camshafts. Port-type fuel injection. Four valves per cylinder. Direct fire ignition. Ram-tuned aluminum intake manifold. This is stuff of car-enthusiast dreams. The new-for-1991 3.4-liter Twin Dual Cam V-6 has all of that and more.**

Developed from the oil pan up to the cylinder heads, the Twin Dual Cam V-6 provides a strong entrant in the mid-size performance market at a cost lower than that of the Pontiac/McLaren 3.1-liter turbo V-6 offered in 1990.

General Motors began the new engine design by asking customers what they wanted in an engine. After talking to consumers, GM planners and engineers determined that the fuel delivery system, number of cylinders and configuration, and engine displacement were perceived as the most important features. Many consumers placed great importance on the valve train configuration and a tuned induction system. The number of valves, the ignition system, leak-free sealing and engine appearance were also of interest to buyers. From such customer clinics, GM engineers defined the engine design parameters they felt would satisfy customer demand.

The 3.4-liter engine has certain features common with the General Motors 60-degree V-6 that has proven itself in more than a decade of durable use. The bore measurement has been increased to raise displacement to a potent 3.4 liters (bore x stroke: 92mm x 82mm). Key dimensions (such as bore-center spacing and deck height) and a few major components (connecting rods) are shared with the 3.1-liter V-6 but there are extensive changes throughout this new engine. The crankshaft, oil pump, oil drain-back passages, head-bolt bosses, main-bearing caps, and rod and main bearings are all reengineered for this

application. The new cylinder block has a closed upper deck and a primary oiling system. Lubrication is supplied first to crankshaft and connecting rods journals, then to the intermediate shaft, then to the overhead camshafts.

The crankshaft developed was first used in the McLaren 3.1L turbo engine. While dimensionally identical to the 3.1L crankshaft, the 3.4L crankshaft has a unique balance and structure. Thanks to this unique composition and through special machine operations, the cast nodular iron crankshaft proved durable enough for the 3.4-liter's high power output.

The crankshaft is retained by four two-bolt main bearing caps, also of nodular iron. The bearing inserts have a conical shape, allowing a thicker oil film in the center of the bearing where the load is highest.

The cast aluminum cylinder heads have a pent-roof, fast-burn combustion chamber with the spark plug positioned near the geometric center for short flame travel. Valve diameters are 36.5mm for intakes and 32mm for exhaust; in proportion to the cylinder-bore diameter, these valves sizes are significantly larger than those used by Ferrari, Honda, Toyota, and Ford.

Camshaft and hydraulic lifters are carried in a separate casting that bolts atop the aluminum cylinder heads. These aluminum carriers are tunnel bored to eliminate the need for removable cam-retaining caps.

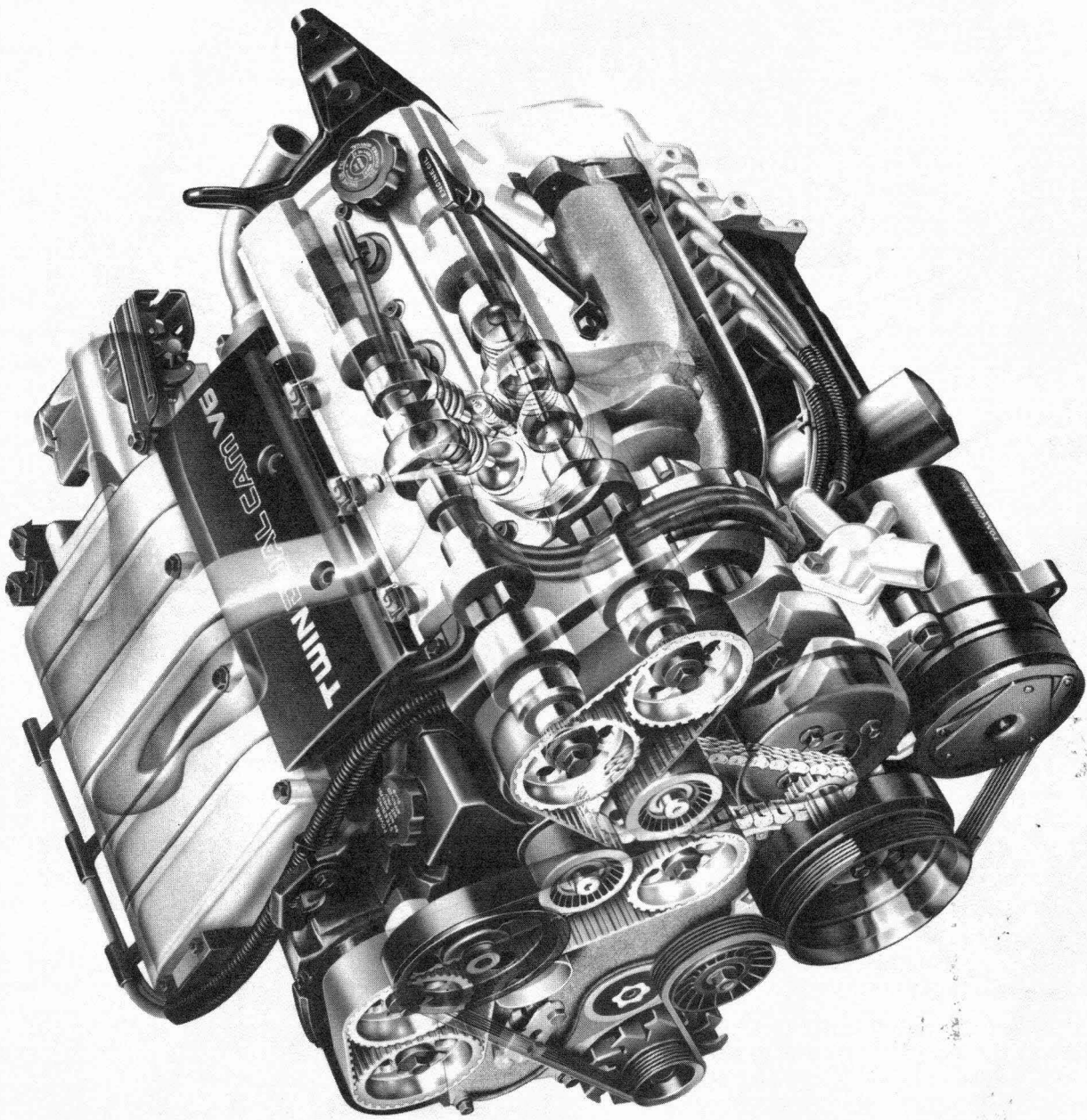
An interesting two-stage drive arrangement is used to spin the four overhead camshafts. The first stage is via link chain from a crankshaft sprocket to an intermediate shaft which serves several purposes: it cuts crankshaft speed in half and it drives a spur-gear oil pump with 60 percent more capacity than the pump used in the 3.1-liter V-6. The intermediate-shaft also engages a powder-metal sprocket which in turn drives all four camshafts through a toothed rubber belt. Two idlers and one

tensioner guide the belt and maintain proper tension.

A single serpentine rubber belt drives all external accessories. The power steering pump and modular ignition coils are shared with the 3.1-liter V-6. Free-flow log-type exhaust manifolds for the new engine are cast in high silicon molybdenum ferritic nodular iron, a quiet, durable material that has a low coefficient of thermal expansion. The 3.4-liter engine's valve guides are made of powdered metal impregnated with a solid, dry lubricant for improved durability and reduced wear. Head gaskets are non-asbestos composite material. Piston domes are notched to provide free-running clearance to the valves. An engine oil cooler is standard equipment. The electronically-controlled fuel injection is the speed-density type so no airflow sensor is necessary; simultaneous double-fire schedule is used for fuel delivery.

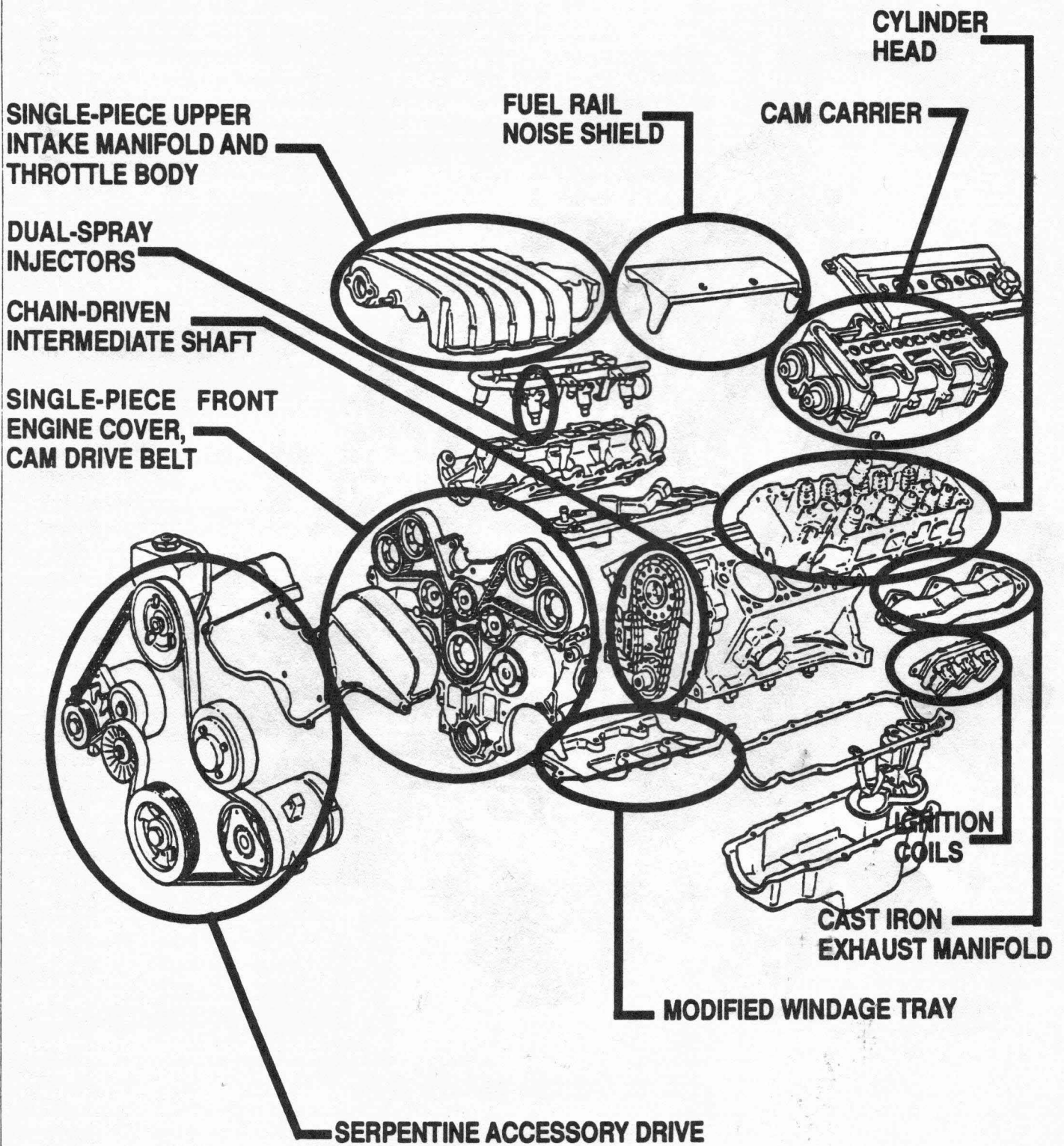
With excellent balance characteristics and even firing intervals, the 3.4-liter V-6 is an exceptionally smooth and refined engine. It's also powerful and responsive. The impressively flat torque curve peaks at 215 lb-ft at 4000 rpm. The formidable horsepower curve reaches its apogee at 5200 rpm with 210 horsepower using a 5-speed manual and at 5000 rpm with 200 horsepower rating using the electronically-controlled automatic.

Developed in just two years, the 3.4-liter Twin Dual Cam V-6 has exceeded GM's stringent durability standards by a 300 percent margin. It is the largest four cam V-6 engine produced anywhere in the world.



**TWIN DUAL CAM V6**

## TWIN DUAL CAM V6 ENGINE -- EXPLODED VIEW



# GREEN BAY, WISCONSIN 1990



Hosts Steve and Bonnie Mayefske,  
Region 17

The end of the road rally took us to the picnic site where a pig roast buffet was planned as the meal. A volleyball net was set-up for those wanting to play, and play many people did. The action at the volleyball net was competitive and many played for over two hours. At the buffet, food and drink was enjoyed by all, members had a chance to socialize with each other at the picnic tables or under the shade of a tree.

Dave Elliot had planned to do some maintenance work on his newly purchased firehorn Cosworth after arriving back at the hotel. The water pump pulley showed some play so he decided to replace the unit. A Cosworth water pump was located from a member and purchased. With the help of Bill Evans and others, the hood was removed and the water pump change was made in the parking lot. The cam timing was also wrong so that was remedied also. Dave and Bill were amazed that the Cosworth ran as well as it did from Chicago where it was purchased. Dave was planning to drive his Cosworth back to San Antonio after the Round-Up so reliability was a major concern. John

Chidester had a erratic tachometer, so while there was plenty of experience help around, he removed the distributor to replace the magnetic pick-up inside the distributor. It always seems that there is someone that needs to get his Cosworth repaired and there is no other place but a Round-Up to get the best advice and free help from other members.

Later that night, some of the members had prearranged a small social gathering a local hotel near the airport that had a "Comedy Club." A caravan of cars proceeded to the comedy club and all that were there had a great time with the two comedians that performed.

Sunday morning arrived with low clouds but no rain. A continental breakfast was served and a caravan was formed to drive to the Autocross event. The caravan left, but a few were left behind to wonder were the event was. Luckily, Bonnie Mayefske stayed behind and led the second pack to the event. The weather was reminiscent of the Des Moines autocross event with the clouds and the cool breeze but this time members brought jackets to wear to fight off the cold. The track was a one quarter

mile banked oval with a chicane or switchback on the back straight.

A few of the Cosworths managed to loop at the chicane but Dan Rock saved his Cosworth from looping only to befall to a worse fate. After stopping the impending slide of the rear end, the nose of the Cosworth now facing the infield, he Cosworth shot into the infield that contained the past weeks rainfall. A shower of mud and steam announced the arrival of the Cosworth and Dan struggled with the steering as the sight of an infield light post came into view. Luckily the car slowed to a point where Dan could steer it away and back onto the track. Rumor it that Dan had to fill-in the ruts after the event was over!

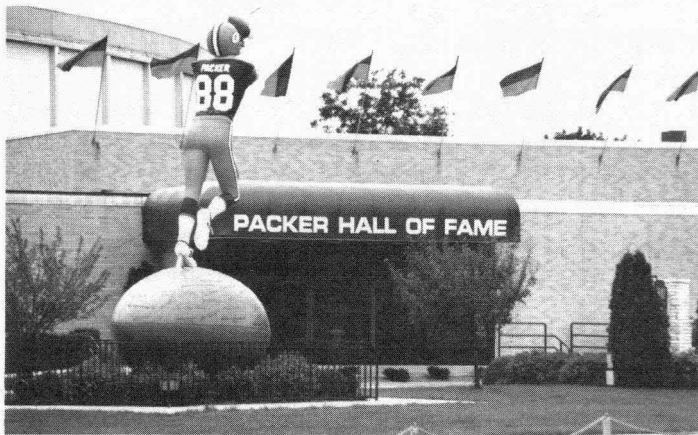
Someone managed to spin his Cosworth at the exit onto the front straight. The thought of contact with the outside concrete wall on the front stretch was more than one can handle. Steve and Bonnie Mayefske's Cosworth was one of the last cars out. Steve managed a slow 360 spin after the chicane with Bonnie as passenger on his second lap! We believe that Bonnie told Steve she wasn't going

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A look down Concours Row during Saturday morning clean-up and judging.

# GREEN BAY, WISCONSIN 1990



Packer Hall of Fame at Lambeau Field, Green Bay .

to ride with him again if he drove like that!

Steve Larson hitched a ride as passenger in John Cowall's Cosworth with hopes of capturing the excitement on his VCR camera. Little did Steve know about John's enthusiasm for autocross driving. After the first one-half lap, Steve decided to put the camera down before he lost it out the window of John's car!

Bill Evans had to perform some minor maintenance after his Cosworth abruptly quit out on the course. Fortunately it was only a broken distributor drive belt and one was located for replacement at the track for the return trip to the hotel.

Caravanning back to Green Bay, we had a quick lunch before the trip to Oshkosh. Upon arriving in Oshkosh, the men and women seemed to split up. The men went into the museum while most of the women drove across the street to shop at the large outlet mall there. The EAA Museum covers the history of manned air flight with displays showing the evolution of the airplane through the years. The aircraft ranged from the Wright Brothers airplane through the war eras and finishing with the personal/private planes and a display for the Voyager aircraft that flew around the world non-stop. Just a few days before, the Fly-In was present in

Oshkosh. Looking at the fields surrounding the museum, one could see the markers for the aircraft parking spaces. The Fly-In brings thousands of planes from throughout the world.

We watched a half hour movie about the freedom of flight and mans

attempt to achieve flight as the birds had done years ago. After the movie we were allowed to tour the museum. Of interest was another VEGA that was famous long before Chevrolet introduced their version. A 1929 replica version of Wiley Post's Lockheed Vega 50 "WINNIE MAE" was showcased in the museum. The Lockheed Vega was the pacesetter aircraft of the era.

Returning from Oshkosh, all prepared for the Awards Banquet later that evening. Several prepared for the trip home the next day by packing during the time before the banquet. Cosworths were placed back on the

trailers and before long, the banquet room was open for cash bar.

A plentiful banquet was supplied by the hotel staff with a choice of Prime Rib, Orange Roughy, or Chicken Cordon Bleu as the main entrees. After all had their

fill, our Guest Speaker took his place at the podium. Spike Erikson was our guest speaker recommended after John Gunnell of Old Cars Weekly could not make it to our event. Spike previously owned a firethorn Cosworth, but it was not one of his favorite cars to drive and he later sold it. This Cosworth was located years later in a Wisconsin salvage yard after a fire, most likely a fuel injection hose failure.

Spike operates Valley Restoration and advised us of the do's and don'ts of restoring automobiles. His first opinion is that if you are going to restore a automobile, you should spend the money up front to buy the best condition car you can afford before you start. This will save you much time and headaches from trying to find parts or from reconstructing the missing or rusted out components from scratch. Spike also touched upon how much you should or could spend on a restoration. Some automobiles simply aren't worth the time and money to



Jack and Andrea Frost of Frankfort, Michigan, owners of the boat christened VEGA, docked next to the Holiday Inn during our stay.

commit to a complete restoration but should be cosmetically restored instead. The method of restoring cars and part and component storage was touched upon. Items should be tagged and cataloged for

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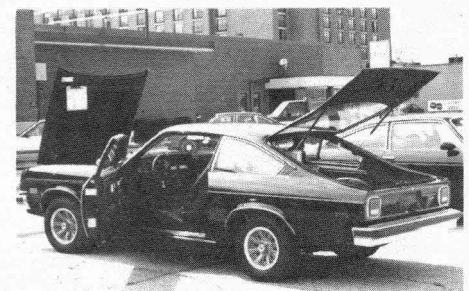
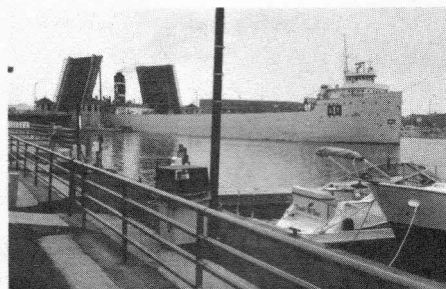
# GREEN BAY, WISCONSIN 1990

easy access later. The Rock's tried this method by photographing and itemizing parts. When it came time to use the photos, Mark's hands were too dirty to want to page through the photos to find the correct parts. Most members tend to go with the "throw all the parts in a bucket" and "we'll figure out where it goes later" approach. This caused Barb Rock to laugh uncontrollably for five minutes as she knew how this is true at her home. A few of us have more than one Cosworth to compare to. Spike answered questions about the different types of paint available and the future of laquer paint.

Finally it was time for the awards to be given out. Door prizes were donated by Hutton Motor Engineering, Bob Maloy/RAM Engineering, Tower Paint, Danny Chieppa/Region I, Auto Custom Carpet, and the CVOA. Before long, all the door prizes and trophies were given out and the 1990 CVOA National Round-Up was over. Thanks to Steve and Bonnie Mayefske, and all their help for giving everyone a wonderful time in Green Bay, Wisconsin.

(Photo credits: Thanks to John Chidester and Tim Morgan for supplying the additional photographs.)

Photos, Clockwise from top left: Clark Kirby's Peoples Choice winning Cosworth #0098 with Hatch Hutch attached; Jim Stallwitz's Firethorn Cosworth #2797 with Skytrends sunroof; Lou and Harriet Marr; John Chidester's Cosworth #0069; Gene Tuttle's low mileage Cosworth #1094, Steve Larson's low mileage #0598; Cliff and June Eroskey with Steve Mayefske; Tim Morgan in the Swap Meet area; The S. T. Crapo going thru the channel drawbridge; John Cowall detailing his Cosworth #0803 Friday afternoon.



# GREEN BAY, WISCONSIN 1990 RESULTS

## ROUND-UP ATTENDEES

Gerald and Henny Arnold, Wauwatosa, WI  
Dick and Judy Baumhauer, Clawson, MI  
Dave Barnes, Houston, TX  
John Chidester, Bowie, MD  
Bob and Stacy Chin, Bloomington, IN  
John and Kathy Cowall & Family, Allen Park, MI  
Dave Elliot, San Antonio, TX  
Cliff and Judy Eroskey, Euclid, OH  
Bill Evans, Schaumburg, IL  
Gregg and Arnie Gibson and Guest, Gastonia, NC  
Mark Grimm, Morton, IL  
Don Hawbaker, Dallas Cener, IA  
Richard Hondlik, Mayville, WI  
Mr. and Mrs. Bruce Jahnke, New Berlin, WI  
Bill Kenzik, Sturgeon Bay, WI  
Clark Kirby, Arlington, TX  
Mal and Hyla, Wendy and Sara Kooiman, Zeeland, MI  
Tom Maehr, Coal Valley, IL

Dale and Lori Malin, Hutchison, MN  
Dan Mandich and Shawn Farley, Green Bay, WI  
Fred Kieffer, Marietta, GA  
Steve and Anji Larson, Palatine, IL  
Lou and Harriet Marr, Ann Arbor, MI  
Steve and Bonnie Mayefske, Green Bay, WI  
Tim and Sue Morgan, Houston, TX  
Wayne Mrowka, Racine, WI  
Brian Pecenco, Pawling, NY  
Micheal & Susan Rupert & Guest, Pittsburgh, PA  
Mark and Barb, Ken & Dan Rock, Strongsville, OH  
Steve Ryan, Glendale, AZ  
John Scorza, Duxbury, MA  
Bob Stallwitz, Pekin, IL  
Jim and Carol Stallwitz, Pekin, IL  
Gene Tuttle, Trivoli, IL  
Paul and Stephanie Wicker, Birmingham, MI

## CONCOURS

300 Total Possible points  
\*Trophies Awarded

### STOCK UNDER 25,000 MILES

Gene Tuttle	291*
Jim and Carol Stallwitz	288*
Steve and Anji Larson	283*
Mal and Hyla Kooiman	255
Gerald and Henny Arnold	248
Wayne Mrowka	239

### STOCK OVER 25,000 MILES

Bill Kenzik	223*
Dan Mandich	222*
Dave Elliot	214
Rick Hondlik	205

### RESTORED STOCK

Bob and Stacy Chin \*  
Clark Kirby  
John Chidester

### IMPROVED OVER 25,000 MILES

Steve Ryan	237*
Bill Evans	235*
Greg and Arnie Gibson	226
Bob Stallwitz	197

### RESTORED IMPROVED

Lou and Harriet Marr	267*
John and Kathy Cowall	225

### SPECIAL CLASS

Dick and Judy Baumhauer,  
IMSA Monza 155\*

### PEOPLES CHOICE

Clark Kirby \*

### SPECIAL AWARDS

#### Farthest Driven in a Cosworth

Clark Kirby, Arlington, TX

#### Guest Speaker

Spike Erickson, Valley Restoration

# GREEN BAY, WISCONSIN 1990 RESULTS

## ROAD RALLY

### 300 Possible Points

Gregg and Arnie Gibson	308*
Tim and Sue Morgan	307*
Mark and Barb Rock	306*
Dick and Judy Baumhauer	305
Rick Hondlik and Tom Maehr	305
Mike Rupert and Guest	305
John and Kathy Cowall	305
Mal and Hyla Kooiman	304
Bob and Stacy Chin, Brian Pecenco	304

\* Trophy Awarded

Dan Mandich and Sharon Farley	304
Paul and Stephanie Wicker	303
Dale and Lori Malin	303
Clark Kirby and John Chidester	303
John Scorza and Steve Ryan	302
Jim, Bob, and Carol Stallwitz	302
The Jahnke's	302
Gene Tuttle and Mark Grimm	301
Gerald and Henny Arnold	299
Bill Evans and Dave Elliot	286
Ken and Dan Rock	?

## AUTOCROSS

### LADIES CLASS

Barb Rock	36.45*
Lori Malin	39.82*
Kathy Cowall	40.92
Harriet Marr	41.38
Hyla Kooiman	41.81
June Eroskey	42.04

\* Trophy Awarded

### NON-COSWORTH

Mark Rock	33.56*
Ken Rock	33.95*
Bruce Jahnke	42.27
Mike Ruppert	43.85

### MODIFIED CLASS

Steve Ryan	32.78*
Gregg Gibson	37.00*
John Scorza	37.76
Bill Evans	38.34
Lou Marr	39.56
Bob Stallwitz	41.35
Jim Stallwitz	42.82

### STOCK CLASS

Mal Kooiman	35.09*
Dan Rock	35.70*
Mark Grimm	36.19
Cliff Eroskey	37.02
Clark Kirby	37.32
Dave Elliot	37.91
Bob Chin	38.56
Dan Mandich	44.62

### UNLIMITED CLASS

Dick Baumhauer	31.29*
John Cowall	33.56*

## 1990 CVOA ROUND-UP FISCAL STATEMENT

### INCOME

Registrations	\$ 3965.00
CVOA Advance	400.00

**TOTAL INCOME** \$ 4365.00

### EXPENSES

Printing	\$ 198.00
Office Supplies	\$ 30.00
Telephone	\$ 48.31
Meeting Rooms	\$ 125.00

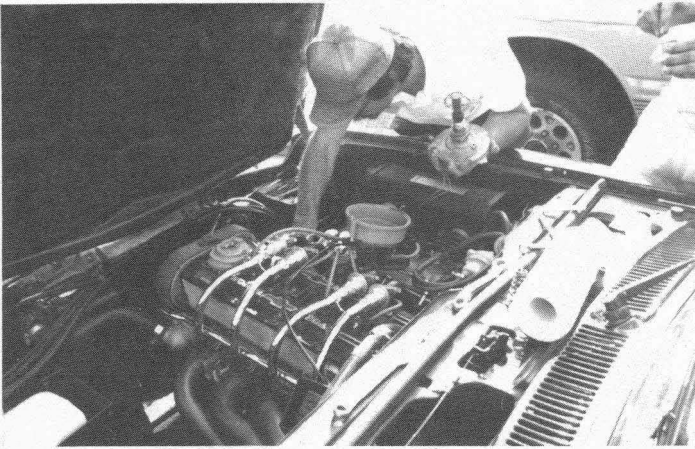
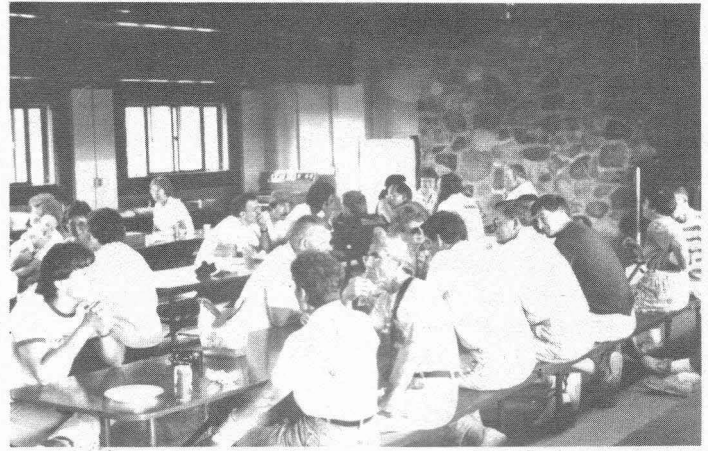
### EXPENSES (cont.)

Friday night Complimentary Snacks	\$ 97.83
Saturday Breakfast Buffet	\$ 451.75
Saturday Picnic	\$ 464.64
Sunday Continental Breakfast	\$ 191.75
Rally/Autocross Fees	\$ 60.00
Autocross Track Fees	\$ 400.00
Tour of EAA Museum	\$ 192.00
Door Prizes & Guest Speaker	\$ 175.25
Awards Banquet Dinner	\$ 971.75
Trophies and Dash Plaques	\$ 760.85

**TOTAL EXPENSES** \$ 4167.13

**NET PROFIT** \$ 197.87

# GREEN BAY, WISCONSIN 1990



Clockwise from top left: Dick Baumhauer's Cosworth powered IMSA styled Monza; Inside the picnic shelter for an afternoon at the park; Outside among the picnic tables; Action at the volleyball net; Dave Elliot's Cosworth with the hood off ready to start the water pump change; John Chidester with distributor in hand to change the magnetic pick-up.

## GREEN BAY, WISCONSIN 1990

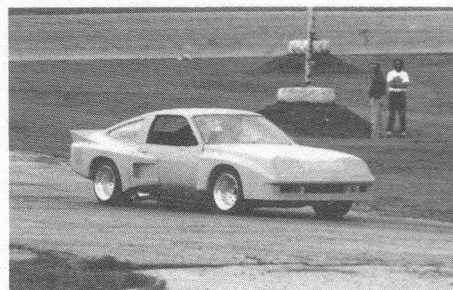


The three low mileage Cosworth Vegas at Green Bay.

Left to right:  
#0920,  
Jim Stallwitz;  
#1094,  
Gene Tuttle;  
#0598,  
Steve Larson.

All from  
Region 11.

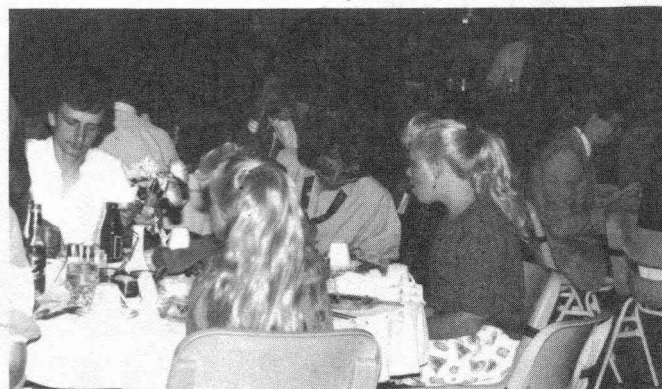
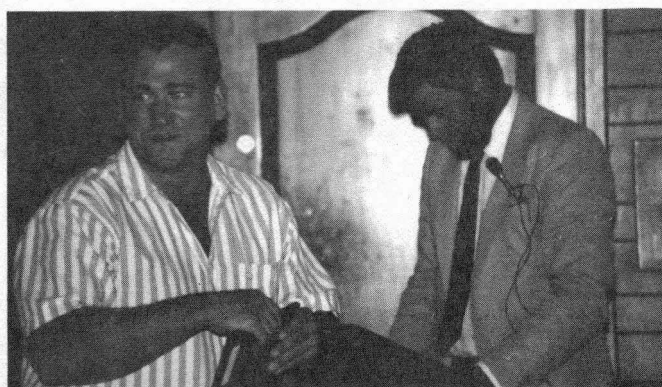
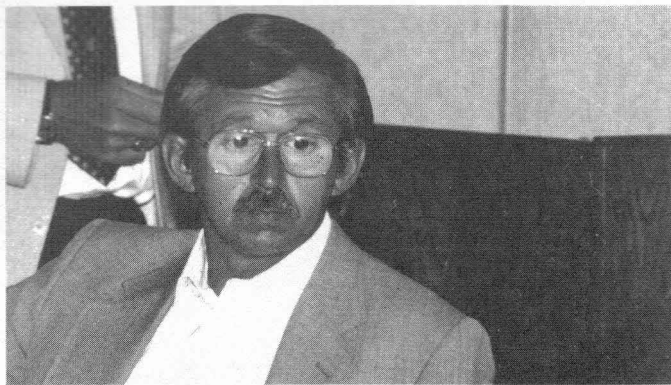
## AUTOCROSS ACTION



Clockwise from above: The Cosworths await their turn on the track; Lou Marr in #1000 on the banking; Dan Rock "kicking up" the mud looking for asphalt; Cliff Eroskey through the chicane; Steve Ryan in his Cosworth turning a quick lap; Steve Mayefske in the middle of his spin; Dick Baumhauer's Cosworth Monza; Gregg Gibson in his Cosworth.



# GREEN BAY, WISCONSIN 1990



Clockwise from top left: Guest Speaker, Spike Erickson; Clark Kirby accepting Peoples Choice Award, Dan Mandich and Steve Mayefske; Region 13 Director Steve Ryan; Rupert's and Kooiman's table; Gerald and Henny Arnold, Region 17 members; the Ohio/Michigan table of the Eroskey's, Rock's, and Marr's; Head table.

# 1990 DIRECTORS MEETING MINUTES

## ATTENDEES

### PRESENT

Bob Chin            Dick Baumhauer  
Paul Wicker        Steve Mayefske  
John Cowall        Don Hawbaker  
Jim Stallwitz      Clark Kirby  
Steve Ryan  
Dan Chieppa (Prox-Chin)  
Byron Burnham (Prox-Mayefske)

### ABSENT

Jack Middleton    Dan McNally  
Pierre Gerard     John Mathe'  
Dave Erisman      Fred Kieffer (Late)

## CALL TO ORDER AT 7:47 PM, August 3, 1990

### Treasurer's Report, Distributed and discussed.

- Motion to approve by Clark Kirby
- Seconded by John Cowall
- Passed unanimously

### Membership Report

- Down 100 members, mostly from CA
- Discussion followed concerning status/appreciation shown to Bob Maloy for years of service, Bob Chin to follow with appropriate action.
- Discussion as to currently carrying directors a complimentary one year membership after their request to resign as director. Paul Wicker to send letters to current resignees to ask if they are interested in sending dues as paying members.

### Merchandise Report

- Discussion of future items being looked into for purchase by the Club: Remaining tents, swing-out window seals, door seals, hood insulation blankets, gasket sets, fuel filters.
- Clark Kirby requested that the time frames for the Financial Reports to be the same.
- Motion to approve by Paul Wicker
- Seconded by Don Hawbaker
- Passed unanimously

### Cosworth Vega Magazine Report

- Used \$6000 of the possible \$8000 allocated funding but did not include "color" format as yet.
- Will be printing articles of non-black Cosworths with color photos in upcoming issues.
- The Winter issue will contain restoration articles.
- Discussion followed.

### Round-Up Survey Report

- Only 4% of the membership responded.

### OLD BUSINESS

#### Future Round-Up Guidesless Distributed and Discussed

- Discussion followed as to what people look for at a Round-Up.
- Club has made a \$300 commitment for Round-Up trophies for now and in the future.
- An advance of \$400 is available for the Chairman.
- Profits to \$200 may be retained for use by the hosting Region.
- Profits over \$200 must go back to the CVOA.
- Discussion on splitting fees for various events - consensus was negative.

#### Dues Payment by Directors/Tech Advisors/Executive Council

- Motion to table by Clark Kirby.
- Seconded by Steve Mayefske.
- Unanimous vote.

### NEW BUSINESS

#### Elimination of \$5.00 Discount for Early Renewals

- Discussion by Paul Wicker as to usage and cost effectiveness.
- Motion to eliminate discount by Clark Kirby.
- Seconded by Jim Stallwitz.
- Passed 9-2

**Membership cards** - Supply is limited. Do we want to purchase more? Do members carry them/use them? Is it required as a "added value" to the membership?

- Motion to retain membership card by Clark Kirby.
- Seconded by Jim Stallwitz.
- Passed unaminously
- Executive Council will investigate options on the format of the card.

#### Limiting Stripe Kit Sales

- Discussion by Paul Wicker as to the possibilities and consequences of unlimited purchases versus the available remaining stock left with the Club and the possibilities of reordering in the future.
- Motion to limit stripe kit sales to one stripe kit per member per year by Paul Wicker.
- Seconded by Clark Kirby.

- Discussion followed as to whether the Club is helping the cars or the members by limiting sales/Can a reorder be made in the future/Disposition of the stripe kit tooling at 3M.

- Motion passed: 7 for, 1 against, 3 abstain.

#### Round-Up Alternatives: Bi-annual with Large Regional Events

- Motion to table by John Cowall.
- Seconded by Jim Stallwitz.
- Passed unanimously.
- Consensus is to hold a National event every year.

#### 1992 Round-Up Site

- Region 16 to host in San Diego area by Byron Burnham.
- Motion to approve pending acceptance by Byron Burnham by Clark Kirby.
- Seconded by Jim Stallwitz.
- Passed unanimously.
- Executive Council to confirm with Byron Burnham as to the 1992 event.

#### Election Results

- Motion to retain current slate of officers by Clark Kirby.
- Seconded by John Cowall.
- Close nominations.
- By acclamation: Executive Board is retained.

#### ADDITIONAL NEW BUSINESS

- Request by Steve Mayefske for a easel style poster for the Cosworth containing revelent data associated with the car for use in car shows (ie: production numbers, engine data, etc.). Large reproductions are available but expensive. Executive Council to explore marketable alternatives.
- Discussion as to the availability of Cosworth Vega #0001/Needs wheels and tires/ \$5million insurance policy to get car out of GM storage.
- Motion to approve actions of the Executive Council by Clark Kirby.
- Seconded by John Cowall.
- Passed unanimously.

- Motion to adjourn by Clark Kirby.
- Seconded unanimously.
- Passed unanimously.
- 1990 Directors Meeting adjourned at 10:14 PM

Respectfully submitted,  
John Cowall

**COSWORTH VEGA OWNERS ASSOCIATION INC. FINANCIAL STATEMENT  
THE PERIOD FROM AUGUST 1, 1989 THROUGH JULY 31, 1990**

**ROUND-UP  
POSTSCRIPT**

In spite of the changes that our Club went through this year, it couldn't hold the hard core Cosworth buffs down. A total of 65 devotees and 25 Cosworths attended this year's National Round-Up. It was a great success, all things considered.

Mark Rock and Clark Kirby, two hard core Cosworth persons, kept their perfect Round-Up attendance intact. New faces were also seen, some from my region and of course from other regions. It was also great to see that we have kept our old members and have also drawn new. Hopefully these new faces will continue to attend and participate.

Being the Host of this year's Round-Up was quite the experience for Bonnie. I'm sure those of you who have hosted one before can understand how hectic even one's household can become. A lot of time was spent on planning. Bonnie and I strived to give all the attendees the most for their registration fee.

Hopefully everyone else thinks we succeeded too. Some of the new ideas we implemented were the cookies, bars and refreshments available Friday night at the open directors meeting. The other big hit was having a breakfast buffet Saturday morning. Both were a real success.

Spike Erickson of Valley Resotration was a last minute, fill-in, guest speaker. Spike gave us some insight on restoration and lended us some humor, as Barb Rock will testify. Spike owned a '76 Cosworth at one time but sold it because he never drove it. Thanks again, Spike.

I would personally like to thank everyone who assisted me, and also the vendors who provided us with the great door prizes. We would also like to thank everyone who attended for putting their trust into us to provide a successful Round-Up for them. It truly was a pleasure for us both. We'll never forget the ovation led by Harriet Marr. Thanks all.

Continued on Page 21

<b>BEGINNING BALANCE</b>	\$11,864.81
<b>INCOME</b>	
MEMBERSHIP	\$ 7,260.00
CVOA MAGAZINE ADVERTISEMENT FEES	\$ 980.00
MERCHANDISE SALES	\$ 9,196.59
OTHER (MEMBER CHECK FOR REGIONAL AD)	\$ <u>15.00</u>
<b>TOTAL - BEGINNING BALANCE PLUS INCOME</b>	\$29,316.40
<b>EXPENSES</b>	
<b>(A) MEMBERSHIP AND FINANCE</b>	
COMPUTER AND SOFTWARE	\$1,500.00
PRINTER	\$ 392.08
SURGE SUPPRESSOR KIT	\$ 20.77
CORPORATE STATE AGENT FEES	\$ 299.00
REGIONAL DIRECTOR DISEMBURSEMENTS	\$1,788.75
CHECK TO REGIONAL DIRECTOR FROM MEMBER	\$ 15.00
BALANCE OF AUDIT FEE (\$875-\$500 DEPOSIT)	\$ 375.00
MASTERCARD/VISA CHARGE FEES (TEXAS)	\$ 46.20
TRANSFER OF RECORDS AND ACCOUNTS (FROM TEXAS)	\$ 43.09
OFFICE SUPPLIES (ENVELOPES, LABEL, ETC.)	\$ 168.88
POSTAGE (FOR MAILING TO INQUIRIES, DIRECTORS ETC.)	\$ 252.05
CHECK PRINTING AND ENDORSEMENT STAMP	\$ 76.60
ADVERTISEMENT - HEMMINGS MOTOR NEWS 1-90	\$ 26.70
ADVERTISEMENT - HOT ROD 3-90 THROUGH 9-90	\$ 405.00
TROPHIES FOR GREEN BAY ROUND-UP 1990	\$ 300.00
ADVANCE TO 1990 ROUND-UP COMMITTEE	\$ 100.00
TELEPHONE CHARGES	\$ <u>5.41</u>
<b>SUB TOTAL MEMBERSHIP AND FINANCE EXPENSES</b>	\$5,814.53
<b>(B) MERCHANDISE SALES</b>	
ADVANCE PAYMENT TO 3M FOR ADDITIONAL STRIPE SETS	\$3,709.89
AUTOMOBILE QUARTERLY PUBLICATIONS	\$1,000.00
AUTOMOBILE QUARTERLY REBATES	\$ 115.00
SWAY BAR PURCHASE	\$2,184.00
3" PATCHES	\$ 538.66
1974 PILOT BUILD VIDEOS	\$ 208.00
MERCHANDISE PACKAGING AND SHIPPING & MISC. COST	\$ <u>554.00</u>
<b>SUB TOTAL MERCHANDISE SALES EXPENSES</b>	\$8,309.55
<b>(C) CVOA MAGAZINE EXPENSES (4 ISSUES OF MAGAZINE)</b>	
PRINTING AND STAPLING	\$3,917.67
LABEL AFFIXING, & POSTAGE	\$1,603.74
LAYOUT, SET-UP AND PHOTOGRAPHY COST	\$ 263.82
COMPUTER REPAIR AND UPGRADE	\$ <u>823.30</u>
<b>SUB TOTAL CVOA MAGAZINE EXPENSES</b>	\$6,608.53
<b>(D) PRESIDENT AND EDITOR EXPENSES</b>	
POST OFFICE BOX RENTAL (ANNUAL FEE)	\$ 28.00
POSTAGE, TELEPHONE, OTHER	\$ <u>319.78</u>
<b>SUBTOTAL PRESIDENT AND EDITOR EXPENSES</b>	\$ 347.78
<b>GRAND TOTAL EXPENSES (A+B+C+D)</b>	\$21,080.39
<b>BALANCE ON HAND AUGUST 1, 1990</b>	\$8,236.01





# HUTTON MOTOR ENGINEERING



H M E SUPPLYING: Weber Carburetion System, Standard and Performance Engine Components and Total Engine Rebuilding Services.

## A REPEAT OF THE HME MOST POPULAR SALES (Beat The JANUARY Price Increase)

Make Someone Happy On The 25th - Ho-Ho-Ho!

All New - All Original Fit

Part Number	Description	From Jan. 1991	SALE
52133	Cam Drive Belt	\$ 50.00	\$ 35.00
34051	Distributor Drive Belt	\$ 35.00	\$ 25.00
58175	Water Pump (With gasket)	\$ 70.00	\$ 55.00
48652/4	Camshafts - Standard - N.O.S.	pair \$150.00	\$100.00
34044S	Bolt - Washer Set - for Cam Cover (32 piece) 12 point, gold-zinc chromate	set \$ 25.00	\$ 15.00
12002S	Ignition Wire Set (With coil wire)	set \$ 45.00	\$ 35.00
88202	P.C.V. Valve	\$ 7.50	\$ 4.00
45130	Fuel Injector - with gromments	each \$ 65.00	\$ 55.00
56303	Boot - Rubber - Air Filter to Throttle Body (2 required)	each \$ 15.00	\$ 10.00
361688	Clutch Cable, 1975	\$ 40.00	\$ 27.50
364673	Clutch Cable, 1976	\$ 40.00	\$ 27.50
32103	Gold Engine Turned Dash Applique	\$ 75.00	\$ 60.00
23654	Tool - Camshaft Belt Tensioner, for belt replacement	\$ 35.00	\$ 27.50
24824	Tool - Valve Spring Compressor, for valve removal	\$ 75.00	\$ 55.00
G008-180	Once again H M E has commissioned SPAX of Great Britain to build a few sets of their gas externally adjustable shock absorbers for the Cosworth Vega	car \$300.00	\$265.00

Orders shipped C.O.D. by U.P.S. ground service unless H M E is instructed otherwise.

Remember: Next day U.P.S. Service is available too.

Prepaid orders are shipped free of charge.

All other U.P.S. ground service orders are charged \$6.00 for shipping and handling.

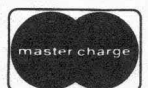
**YOUR PARTS ARE READY - WE AWAIT YOUR CALL.**

With 30 years of combined Cosworth Vega experience,  
Karl Bell and Bill Hutton are here to help Every Week Day and now H M E is  
Open SATURDAYS Til Noon.

YOUR NEEDS ARE A FULL TIME BUSINESS WITH H M E



P.O. BOX 3333  
1815 MADISON AVE.  
CLARKSVILLE, TENN. 37043-3333  
(615) 648-3333

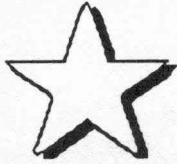


# M. A. R. R. S.

SPECIALIZING IN COSWORTH VEGA / VEGA PARTS AND ACCESSORIES

## PISTONS

made from HIGH Silicone TRW blank forgings  
by the same company that supplies pistons to major  
NASCAR Winston Cup Teams. Sold with  
Speed-Pro Rings and fitted piston pins.  
9.5:1 or 10:1 Flat Top Pistons \$399.00 a set  
11.5:1 Dome Top Pistons \$499.00 a set



## HEAVY DUTY FORGED CONNECTING RODS

TWO Times Stronger than factory "Pink" rods with  
no increase in weight. Rods come with 3/8" SPS bolts.  
\$380.00 a set of four



## HI PERFORMANCE VALVES

Made from 21-4N stainless with chrome plated stems and  
swirl polished head. Exact dimensional duplicate of COE valves  
except NO stem cutting required.

Complete set of 16 valves - \$250.00

Set of 8 intake valves - \$135.00

Set of 8 exhaust valves - \$140.00

Individual prices - \$18.75 exhaust, \$18.00 intake



## POLYURETHANE SUSPENSION BUSHINGS

Front End Set - List \$89.95

CVOA Price \$79.95

Rear End Set - List \$49.95

CVOA Price \$44.95

Swaybar End Link Kit - List \$19.95

CVOA Price - \$17.95

Swaybar End Link - List \$10.95

CVOA Price - \$8.95

Swaybar Frame Bushings - List \$19.95

CVOA Price - \$17.95

## KYB SHOCK ABSORBERS

Gas-A-Just - \$30.00 each

GR-2 - \$18.50 each

Premium Heavy Duty - \$16.50 each

3 CORE RADIATORS - Great for use with A/C System

\$225.00 - exchange

HIGH PRESSURE FUEL PUMP

\$150.00 each

FRONT VALANCE PANEL

\$75.00 each

MORGAN'S AUTOMOTIVE RESTORATION & RECONDITIONING SUPPLY

Tim Morgan

11202 Valley Stream

Houston, Texas 77043

(713)589-0449

## **CVOA MERCHANDISE**

**The Cosworth Vega Shop Manual** - Photocopy of out of print manual from Helm, Inc. \$20.00 each.

**Fuel Injection Diagnostic Manual** - No longer available from Good Performance, written by Phil Good, one of the Bendix Engineers who developed the Cosworth EFI. \$15.00 each.

**Front Fender Stripe Set.** - Early 1975 style COSWORTH TWIN CAM stripe on a rectangular black background. Left and right front fenders.  
**SALE PRICE \$12.00 per set**

**Body Decal Kit** - Exact reproduction of the exterior gold stripe kit. Made by 3M using latest available materials and the original tooling. Individual stripes are available. Note, color slightly different from NOS stripes. \$115.00 per kit, call for individual pricing.

**Automobile Quarterly** - Complete copy of issue 27-3 which contains a beautiful color and B&W illustrated article about our vehicle entitled "Twin Cams for Everyman." \$15.00 each.

**1973 CV Pilot Assembly Video** - B&W copy of 1973 pilot assembly activities for the "stillborn" 1974 Cosworth Vega 16 Valve. Note: Due to the age and tape format, these copies have a good deal of roll and mistracking. It does have many good moments of brilliance including what are believed to be the only surviving images of the silver 1974 Cosworth Vega 16 Valve vehicle. \$15.00 each.

**Tech Bulletin Set** - CVOA Technical Bulletins have been published in the magazine but are available separately, either by single copy or in a complete set. They cover many important topics. \$20.00 per set, \$2.00 each for single bulletins.

**Cosworth Vega Magazine** - All back issues of the Cosworth Vega Magazine are available. \$70.00 per set (1980-Current), Back Issues, \$4.00 each. Some issues are only available as photocopies.

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

**Lapel Pin** - 1" dia. cloisonne style of the CVOA logo with "Twin Cam" written within the familiar Chevrolet "Bowtie" symbol. \$3.00 each.

**Window decal** - Self stick Club emblem, black with gold print, for the application to the inside of your window to face outside. \$2.00 each.

### **Jacket Patch:**

#1 - 3" diameter similar to the lapel pin in black cloth with gold lettering. \$6.00 each.

#2 - Large 12" x 2 1/2" reproduction of the Cosworth dash plate (without dash number block). Black with gold lettering. \$10.00 each.

#3 - Large round 6 3/4" diameter, showing 3/4 front view of the Twin Cam engine. Yellow background with embroidered engine using six different colors for the engine components. \$10.00 each.

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

**CVOA Merchandise**  
c/o Dick Baumhauer  
450 N. Batchewana  
Clawson, MI 48017  
(313) 288-2126 (evenings only)

## **EDITOR'S CORRECTION**

In the Summer issue of CVM, it was incorrectly mentioned that the upper radiator hose clamp was 2 1/16" in size.

**The correct size is 1 13/16 "**

We are presently seeing if the vendor can obtain the appropriate size of clamp.

We are sorry for any inconvenience that this may have caused.

## **CVOA ADVERTISING POLICY**

### **Business Advertisements**

1/4 page - \$25

1/2 page - \$50

Full page - \$100

Full page camera ready - \$75

### **Member/Non-member Ads**

CVOA members are entitled to one free ad per issue. Additional ads are \$5.00 extra.

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

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 in the future.

# COSWORTH CLASSIFIEDS

## COSWORTHS FOR SALE

#0195. Black, black vinyl. Florida car, always garaged and never winter driven. Original, lacks pulse air tubes. 30,000+ miles. New stripe kit, NOS gold dash cluster surround, spare camshaft belt. \$3100. Barton Ogden, (413) 499-9960. MA 1/91

#0269. Black, black vinyl. Swing-outs, rear defogger, 55,000 miles. All original except new battery and tires. Needs very little body work. Must sacrifice. Asking \$2500. Kenneth Duncan, (502) 886-7339. KY 1/91

#0598. Black, black vinyl. Original owner, **437 MILES**, am/fm, swing-outs, rear defogger, door edge guards, factory tinted glass, posi, rear speaker, aux lights, floor mats. All factory/dealer paperwork. Definitely for collectors or show. \$9000. Steve Larson, (708) 934-3672. IL 1/91

#0575. Black, new sleeved engine with only 1000 miles on it. Hutton Webers, 76,000 miles on chassis with rust in rear end but drives fine. Various new parts, tachometer, dash bezel, shifter. Buy whole car or part out. Best offer. Jim Hogue, Box 1336, Marshfield, VT 05658. (201) 538-1208. 1/91

#0594. Black, black cloth. 37,000 miles, original owner, Doug Fraser turbo installed by HME and stored since 1978, have all original parts, no rust, Ziebarted, all options except rear defogger. Dave, (708) 598-8430 evenings and weekends after 8pm. IL 1/91

#0625. 46,000 miles, new tires and battery (have original too). All else excellent original condition. All manuals and recent records. Posi and quick steer. \$4500 or best reasonable offer. Selling because of marriage. Call (616) 924-3697 evenings and Saturdays 9-4, (616) 924-5380 weekdays. Fremont, MI 1/91

#0658. Black, black vinyl. All options, posi, am/fm, tinted glass, swing-outs, rear defogger, aux. lighting, floor mats, 64,000 miles. \$1500. Craig Whittenmyer, 2865 E. Fox Court, Inverness, FL 32652. (904) 344-5581. 1/91

#0673. Black black vinyl. 28,000 miles, original spare tire and wheel. \$3200 negotiable. Donnie Ray Evert, (317) 852-9130 (w) or (317) 892-3784 (h) after 7pm. 1/91

#1164. Black, black vinyl. 2 owner car, Webers, rebuilt engine. (618) 457-4855

#1535. Black, black vinyl. Hutton rebuilt motor. \$1000 or part motor out for \$800 and remainder of car for ? David McNabb, (615) 458-6777. TN 1/91

#1634. Black, black vinyl. Rear defogger, posi, new tires and battery, with the following extra parts; spare Cosworth engine with F.I.; stripe kit; sleeved Vega short block with crank and pistons; misc. brake, body, and interior parts. Asking \$2500. Jesse Street, (502) 239-4442. KY 1/91

#2042. Black, black. 43,000 miles. HD power brakes, A008R's, tilt wheel, very good condition. Will consider parting out. \$2300 OBO. Steve Phillips, Bakersfield, CA (805) 872-2257 1/91

#2404. Black, black vinyl. 97,000 miles, 5 speed (syncros bad in 2nd gear), original spare but other 4 wheels not original, good Riken radials. No dents but needs paint. Tinted glass, swing-outs, no radio. Has run great for me for 9 years. \$1500 OBO. Jim LaGuardia, (602) 636-4843, Prescott, AZ 1/91

#2421. Black, black vinyl. 43,000 miles, a stock unrestored car that features original paint and interior, 5 speed, tinted glass, rear defogger, new tires, new clutch cable, new timing belt and water pump. \$3300. Phil, (818) 345-4620. CA 1/91

#2474. Firethorn, black vinyl. Third owner. 56,560 original miles. Less than 100 miles on rebuilt engine. **MUST SELL!** No resonable offer refused. Jerry Smith, 1220 Section Line Trail, Deltona, FL 32725. (407) 574-7503. 1/91

#2727. Mahoghany metallic, firethorn vinyl. 76,000 miles, excellent condition, original paint and interior, 5 speed, swing-out rear windows, am/fm, rear defogger, southern car, no rust ever, stored inside. Wheels refinished, original spare. No modifications except new tires. \$2900. Pictures available for \$3. Ed Wilson, (615) 357-3814 after 5 pm. Carmel, TN 1/91

#2843. Black, black cloth. Original paint and interior, 27,000 miles. Second in Concours (Over 25,000 Miles), First in Speed Event (Stock Class) at '89 Roundup in Des Moines. Stored inside for 8 years; driven only on beautiful days last two years. New Goodyear Eagles. Said to be one of the best 100 CosVegs left! Original spare still in trunk! AM/FM, rear speaker, manuals, 5 speed, new nose cover, other extras. \$6250. Photos available. BRAD RIZA, (307) 635-7343. WY 1/91

#2947. Dark blue metallic, white vinyl. 4 speed, am/fm, no modifications, 62,000 miles, 1985 Indianapolis Concours 3rd Place winner. One owner, excellent maintenance/never abused, stored 5 years. \$6000 firm. Tom Luetzow, (414) 836-2761, Neenah, WI 1/91

#3275. White, saddle vinyl. 110,000 miles, original except fast steer, new valve guides and ported head, 5 speed, new Pirellis P77. Some dings and a little rust on hatch and hood. \$1625 Negotiable. (615) 352-6334, leave message. Nashville, TN 1/91

## COSWORTH CLASSIFIEDS (cont.)

#3400. Dark Green Metallic, saddle/buckskin vinyl. 112,600 miles, sleeved block, Webers, 5 speed, tinted glass, swing-outs, aux lighting, Delco am/fm stereo, new Comp TA's on temporary 13x6 steel wheels, call for full details on this vehicle to cherry it out. Asking \$3500 OBO. John Chidester, (301) 464-1782 evenings and weekends. MD 1/91

1976 CV Replica (#0509). Factory Skyroof, 5 speed, 4:10 posi, original wheels, 205/60-13 TA's, 13x7 Vector wheels extra, 25k on motor, IECO sway bars, Koni shocks, 3 piece rear spoiler, dual Webers, bought new in 1976, all the right stuff, very good condition. \$2250. Michael Pettiford, (303) 666-4113 (h), 665-2141 (w). CO 1/91

1975 Cosworth Factory SCCA Racecar. Perhaps the only documented car, raced by Bob Wood of Bob Wood Chevrolet in Iowa with SCCA Logbook and purchased from him in 1986. Still on MSO, black/black with dealer flares beautifully done. Rollcage, no other body alteration, never hit, absolutely rust free (raced two seasons then in storage). All new Cosworth parts, Hutton racing block, crank, brake parts, multiple other blocks, pistons and other parts, 2 sets of rare 5 spoke magnesium wheels, new racing tires. Have invested \$10,000 to date but desire to sell as ongoing project. I have all invoices. Best offer near \$6500 for the rarest documented Cosworth. Must sell! J.W. Mimbs MD, P.O. Box 15, Milledgeville, GA 31061. (912) 452-2629. 1/91

## PARTS FOR SALE

EFI parts, Pulse air assembly, sensor cluster, intake manifold, EFI harness, high pressure pump & cover plate. Take offs from Weber installation. \$200. Gene Britt, 2112 Lion Heart Drive, Miamisburg, OH 45342. (513) 866-1842.

(2) Voltage regulators, \$20; (1) Tachometer, \$25; (1) Fuel Pump, \$50; (1) Exhaust Header and Pipe, \$100; (1) Crankshaft drive sprocket, \$75; (1) Spare tire and rim, \$25; (1) Sensor Asm complete intake manifold, \$75. Gary Bialke, (517) 223-3810. MI 1/91

Cosworth Vega gasket sets, part number 347090, now discontinued by GM, 6 sets available. \$100 per set while quantities last. Jim, (607) 334-7259. NY 1/91

Original GM still in boxes. PN 52133, Cam Drive Belt, \$25; PN 34051, Distributor Drive Belt, \$12; or both for \$32.00. Gifford Clatterbuck, 11 Control Court, Baltimore, MD 21220, (301) 687-4476. 1/91

Complete Cosworth engine (less alternator) 12k (rebuilt) EFI, EFI CPU, EFI wiring harness, fuel pump, exhaust header, \$900; M20 4 speed, \$100. Sheldon Toso, (415) 537-6490. CA 1/91

1975 Cosworth Vega muffler and catalytic converter. \$50 each. Mark Hines, (703) 534-1839. VA 1/91

## PARTS WANTED

Passenger corner of rear spoiler from the 1977 Pontiac Formula Astre three piece rear spoiler. Part number 527214. Jim Rigg, (208) 523-3038. ID 1/91

Large bore throttle plate. Prefer to trade CV parts for this. Tony Hansen, (712) 246-1111

Set of black front floor mats for Chevrolet Vega. Byron Burnham, (619) 449-0849. CA 1/91

## COSWORTH VEGA MAGAZINE DEADLINE

Deadline for advertisement in the Winter issue of COSWORTH VEGA MAGAZINE is December 1st.

Ads submitted later than this date may not appear in the Winter issue.

Photo ready ads will be accepted as late as December 15th.

## WANTED

GOOD TO EXCELLENT COLOR PHOTOS, SLIDES, OR COLOR NEGATIVES OF NON-BLACK COSWORTH VEGAS TO USE IN OUR UPCOMING COLOR FEATURES.

MANDATORY 3/4 FRONT AND 3/4 REAR SHOTS. WITH BRIEF DESCRIPTION OF CAR.

CONTACT BOB CHIN FOR MORE INFO

## POSTSCRIPT (cont.)

Apparently everyone arrived home with no hitches. I didn't get any phone calls. I hope Bonnie and I have the opportunity to lead up another Round-Up in the near future under different circumstances.

Next year is the big "Family Reunion" down south. We both look forward to seeing everyone again next year. But for now I'll close with "Georgia on My Mind".

Steve and Bonnie Mayefske

## **CVOA VENDOR LISTING**

### **CV Parts - New**

Grimm Chevrolet, Morton, IL (309) 263-2241  
HME, Clarksville, TN (615) 648-3333  
M.A.R.R.S., Houston, TX (713) 589-0449  
Performance Dynamics, Sacramento, CA (916) 488-3114

### **CV Parts - Used**

HME, Clarksville, TN (615) 648-3333  
M.A.R.R.S., Houston, TX (713) 589-0449

### **Vega Parts - Used**

M.A.R.R.S., Houston, TX (713) 589-0449

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

Grimm Chevrolet Morton, IL (309) 263-2241  
HME, Clarksville, TN (615) 648-3333  
Performance Dynamics, Sacramento, CA (916) 488-3114

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

Auto Custom Carpets, c/o Vickie Hobbs, Anniston, AL  
1-800-633-2358

### **Speedometer/Tachometer Repair**

Micro-Tech, c/o Michael Avery, Louisville, KY  
1-800-626-1588

### **Reproduction Labels**

Jim Osborne Repro., Lawrenceville, GA (404) 962-7556  
Byron Burnham, Santee, CA (619) 449-0849

### **Computer Repair**

Bob Stallwitz, c/o Jim Stallwitz, Pekin, IL (309) 925-7881

### **Wheel Refinishing Kits & Paint**

Tower Paint, Oshkosh, WI (414) 235-6520

### **Front Seat Upholstery - Kits**

('76 Vega only, use '76 Camaro std. highback covers)  
USA-1, Williamstown, NJ (609) 629-4334

### **Seat Upholstery - Material**

Original Auto Interiors, St. Clair, MI (313) 727-2486

### **Hardware - Hose Clamps, Screws, Door Hinges, Rubber Stops, etc.**

GM Hardware & Parts, Macedonia, OH (216) 467-0341

**We would like your input!**

**If you know of any other vendors that you have dealt with that can provide a service for our members, please let us know and we will include them in our listing under the appropriate heading.**

## **CVOA TECHNICAL ADVISORS**

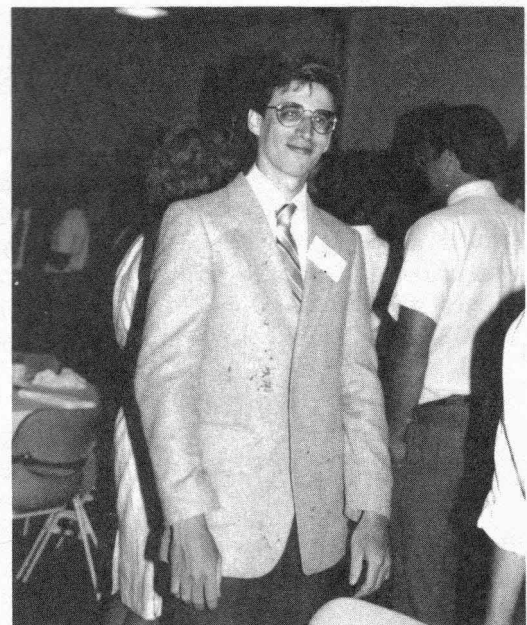
Mark Grimm (309) 263-2241  
Bill Hutton, Hutton Motor Engr., (615) 648-3333  
D.J. Martin (919) 277-6162  
Keith Meriswinkel (914) 895-3027  
Carl Rumberger, Performance Dynamics (916) 288-3114  
Maurice Schechter (516) 676-5467  
or  
Call any regional director listed.

## **CVOA VALVE TOOL LOAN PROGRAM**

Administrator: D.J. Martin  
53 Malern Lane  
Hillsborough, NC 27278  
(919) 895-3027

## **1991 ROUND-UP ATLANTA, GEORGIA**

**JUNE 28, 29, & 30 1991**



Fred Kieffer, 1991 Round-Up Chairman  
3649 High Green Drive  
Marietta, GA 30068-2530  
(404) 971-4958

**CVOA, INC. MEMBERSHIP FORM**

mail to : P.O. Box 1783, Bloomington, IN 47402

NAME \_\_\_\_\_ NEW ( ) RENEWAL ( )  
ADDRESS \_\_\_\_\_ 1 YEAR MEMBERSHIP \$25.00 ( )  
CITY \_\_\_\_\_ STATE \_\_\_\_\_ ZIP \_\_\_\_\_ 3 YEAR MEMBERSHIP \$60.00 ( )

**COSWORTH INFORMATION**

PAYMENT: PERSONAL CHECK ( ) MONEY ORDER ( )

PRESENT CONDITION: 1(Best) 2 3 4 5(Worst) Present Use (Specify) \_\_\_\_\_

MODEL: 1975( ) 1976( ) DASH #: \_\_\_\_\_ VIN #: \_\_\_\_\_ MILEAGE: \_\_\_\_\_

EXTERIOR COLOR: Black ( ) Firethorn Met. ( ) Antique White ( ) Dark Green Met. ( ) Buckskin ( )  
Medium Saddle Met.(Gold) ( ) Medium Orange ( ) Dark Blue Met. ( ) Mahogany (Burgundy) ( )

SEAT COLOR: Black ( ) White ( ) Firethorn ( ) Buckskin ( ) SEAT TYPE: All Vinyl ( ) Vinyl/Cloth Insert ( )

CARPET COLOR: Black ( ) White ( ) Firethorn ( ) Saddle ( ) Dark Blue ( ) Dark Lime ( )

DASH PAD COLOR: Black ( ) Saddle ( ) Dark Blue ( ) Firethorn ( ) Lime ( )

ORIGINAL FACTORY OPTIONS: Tinted Glass Positraction Swing-out windows Rear Speaker 5 Speed Aux. Lighting  
SkyTrends Sunroof Rear Defogger AM/FM Stereo AM/FM Monaural Door Edge Guards  
Cloth Headliner AM Radio Radio with Tape Player

PERMANENT MODIFICATIONS: \_\_\_\_\_

ORIGINAL DEALER/PREVIOUS OWNERS: \_\_\_\_\_

**CVOA REGIONAL DIRECTORS**

**REGION I - MA, RI, NH, ME, VT, CT**  
Danny Chieppa, 81 Brownell Street  
New Bedford, MA 02740  
508-993-6764

**REGION II - NJ, NY**  
Jack Middleton, 21 Barlow Lane  
Rye, NY 10580  
914- 835-0982

**REGION III - PA, DE, DC, MD, VA, WV**  
Dan McNally, 7248 Shannon Road  
Verona, PA 15147  
412-793-6652

**REGION IV - NC, SC, GA, TN, MS, AL**  
Fred Kieffer, 3649 High Green Drive  
Marieta, GA 30068-2530  
404-971-4958

**REGION V - FL, PR, VI**  
John Mathe, 2134 Bradford Street #424  
Clearwater, FL 34620  
813-535-9697

**\* REGION VI - CO, WY, NM**  
Currently looking for a new Director

**\* REGION VII - OH**  
Currently looking for a new director,  
presently merged with Region X

**REGION VIII - MI**  
John Cowall, 9677 Fox  
Allen Park, MI 48101  
313-388-1026

**REGION IX - IA, KS, NE**  
Don Hawbaker, 707 Vine, RR#2, Box 103  
Dallas Center, IA 50063  
515-992-3634

**REGION X - IN, KY, OH**  
Bob Chin, 709 Wellington Court  
Bloomington, IN 47401  
812-339-0838

**REGION XI - IL, MO**  
Jim Stallwitz, 4410 Meadow Drive  
Pekin, IL 61554  
309-925-7881

**REGION XII - TX, OK, LA, AR**  
Clark Kirby, 1908 E. Randol Mill Rd. #207  
Arlington, TX 76011  
817-792-3361

**REGION XIII - AZ, UT, NV**  
Steve Ryan, 14002 N. 49th Ave. #1016  
Glendale, AZ 85306  
602-843-8793

**REGION XIV - OR, WA, ID, MT, AK,  
N. California & Hawaii**  
Pierre Gerard, 15568 SE Wildwood Court  
Milwaukie, OR 97267  
503-654-0972

**REGION XVI - Southern California**  
Byron Burnham, 8793 Railroad Avenue  
Santee, CA 92071  
619-449-0849

**REGION XVII - ND, SD, MN, WI**  
Steve Mayefske, 3595 Meadow Way  
Green Bay, WI 54303  
414-434-3652

**\* DIRECTORS WANTED**  
Northern California & Colorado areas

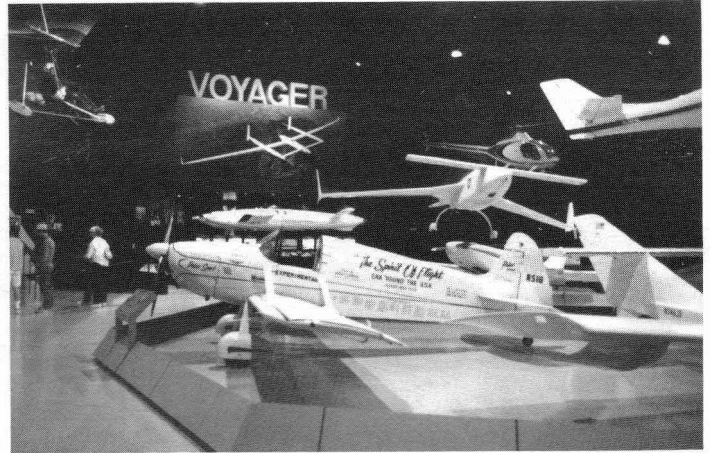
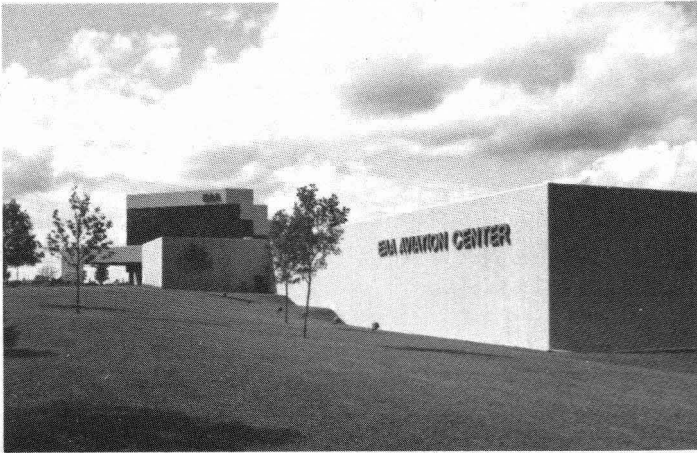
If you would like to be a director in a region that has merged into another, please feel free to contact us.

FIRST CLASS MAIL  
U.S. POSTAGE  
PAID  
PERMIT #171  
BLOOMINGTON, IN

Cosworth Vega Owners Association  
P.O. Box 1783  
Bloomington, IN 47402

FORM 3547 REQUESTED

## EAA AVIATION MUSEUM, OSHKOSH, WISCONSIN



**ANTIQUE/CLASSIC**

### 1929 LOCKHEED VEGA 5C "WINNIE MAE"



Wiley Post and the original "Winnie Mae" made aviation history in the '30s. Two round-the-world flights, inter-city speed records and high altitude research were Post's accomplishments in his Vega. An all-wood aerodynamically advanced design, Lockheed Vegas were the pace setters of their day. Amelia Earhart, Rebecca Turner, Frank Hawks and other famous pilots of that era made record-breaking flights in their Vegas.



The original "Winnie Mae" was built in 1929 and was the first Vega to fly. It was used for many record-breaking flights and was the first Vega to fly around the world.

In 1963, David Jamieson of Oshkosh, Wisconsin purchased N169D, one of the last Vegas still flying from General Electric Company where it was being used for airborne electronic research. As a tribute to Wiley Post and his great aviation contributions, Mr. Jamieson carefully restored the plane to be a faithful replica of the "Winnie Mae".

Designed by  
David D. Jamieson - EAA 1963  
Oshkosh, Wisconsin





# M. A. R. R. S.

## *NEW ITEMS*

COSWORTH VEGA AIR CONDITIONER KITS - COMPLETE \$695.00

A/C COMPRESSOR BRACKET, PULLEY AND MOUNTING HARDWARE \$250.00

REPRODUCTION INTAKE GASKET \$12.50 EACH  
5 OR MORE \$10.00 EACH

REPRODUCTION EXHAUST GASKET \$12.50 EACH  
5 OR MORE \$10.00 EACH

REPRODUCTION CAM CARRIER TO HEAD GASKET PREPRODUCTION  
PRICE \$12.50 EACH - 5 OR MORE \$10.00 EACH

## *MORE NEW ITEMS*

I AM CURRENTLY WORKING ON THE FOLLOWING NEW PROJECTS:

REPRODUCTION CAM COVER GASKET

REPRODUCTION EXHAUST SYSTEMS BOTH 1975 AND 1976

REPLACEMENT CRANKSHAFT TIMING SPROCKET

DOOR WEATHERSTRIPPING

*PLEASE LET ME KNOW OF ANY OTHER ITEMS  
YOU WOULD LIKE TO SEE REPRODUCED.*

## *OTHER COSWORTH GOODIES*

REPLACEMENT ALTERNATOR BUSHINGS (4 PIECES) \$17.50 A SET  
GM PART NUMBERS 14004488 LARGE AND 466360 SMALL

COSWORTH VEGA SHORT BLOCK ASSEMBLY WITH NEW 9.5  
TO 1 PISTONS, SLEEVED DURABUILT BLOCK AND BEARINGS  
ASSEMBLED \$775.00 PLUS SHIPPING - EXCHANGE  
UNASSEMBLED \$650.00 - EXCHANGE

ALL ORDERS OVER \$100.00 ARE SHIPPED FREE OF CHARGE UPS GROUND  
IN THE CONTINENTAL U.S., EXCEPT FOR ASSEMBLED SHORT BLOCK.  
PRICES GOOD THROUGH DECEMBER 31, 1990. TEXAS RESIDENTS ADD 6.25%  
STATE SALES TAX. PRICES AND AVAILABILITY SUBJECT TO CHANGE.

TIM MORGAN 11202 VALLEY STEAM HOUSTON, TEXAS 77043  
(713) 589 - 0449