

Cosworth Vega MAGAZINE

OFFICIAL PUBLICATION OF THE COSWORTH VEGA OWNERS ASSOCIATION

P.O. Box 1783, Bloomington, IN 47402

October 1989

THE

Heartbeat

IN THE
HEARTLAND
REPORT

Also Inside:

**Ron Miller's #3177 Cosworth Vega with nitrous.
Car cover dimensions for those "Spoiled" Cosworths.
Details for the Auto Custom Carpet Offer.
Plenty of Round-Up photographs.**

**FROM
THE
PRESIDENT** by Bob Chin

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It just seems that in a blink of a eye, the 1989 Round-Up has come and gone. Congratulations for a job well done by Fred and Deb Thomas plus all the other unnamed people that helped them in making this Round-Up another one to remember. My initial thoughts on the round-up? Well for one, I guess that I spent more time with the members than with the Cosworths. It always seemed like there was something to talk about with someone at the Round-Up and I just never had a good chance to admire the Cosworths that were at Des Moines.

We had approximately 96 attendees but only 25 Cosworths. It seems that age has finally caught up to the Cosworth and members are not as willing to drive their Cosworths to an event. As a matter of fact, we had approximately eight people that either trailered or towed their Cosworths to the event which is a lot more than I can remember in the past. D.J. Martin and his son Jason are planning to trailer their Cosworth after their adventures just getting to Des Moines this year.

The 1990 Round-Up will be in Tonawanda, NY or better known as the Niagara Falls area. This is also the 15th anniversary of the Cosworth Vega. The Cosworth engine was assembled at the Chevrolet Engine Plant and they have welcomed us with open arms. This will be the first Round-Up that will be an official three day event with the Chevrolet Tonawanda Engine Plant tour occurring on Friday. It ought to be interesting to see where the plant staff will let us park our Cosworths while we are there. I can't imagine parking our Cosworths in their grassy mall in front of the plant with the golf green texture grass! We are hoping that we can assemble all of the different colored Cosworths that were produced in 1976 for all the people to see. If you are planning to attend and have a Cosworth other than black that you are planning to bring to Tonawanda, please let us know.

I would like to thank Clark Kirby for his time, effort, and use of his own personal computer as our VP of Membership and Finance for the last six years of the Club's existence. Clark has done a great job in maintaining the Club's records. Clark will remain as Region XII Director.

I would also like to welcome Paul Wicker as our new VP of Membership and Finance. Not a newcomer to the Club, Paul was Regional Director of the Michigan region and most recently the Club Historian in obtaining facts of the Cosworth Vega's development past.

Keeping in mind the transfer of positions between Clark and Paul, it will take some time to get the Club records updated with the backlog of mail between the transfer period. Hold on tight as we get this accomplished. If the mail from us seems like it is on the slow boat, this is the reason.

With the coming of the winter months, I hopefully will be spending more time with #2987. I plan, hopefully, to have the blue Cos at the 1990 Round-Up. Only time will tell.

BOB

#2172, #2987, & #3179

WHAT IS A COSWORTH VEGA?

by John Cowall

Just what is a Cosworth Vega? It is a car, to be sure, but it was conceived to be something more. The Vega was just a car, even less. It was cheap, (un)reliable transportation. Oh, some may argue that the GT's were truly sport coupes and very fine handling cars for their era; but, somehow, even their innovations in engineering haven't brought on latent respect as has been given the Corvair.

"The Vega was just a car, even less."

The Cosworth engine development on that special Vega block has made performance cars of our sporty coupes. In their time, these were a bit expensive for a small sporty car and were thus destined for an exclusivity that even GM's high paid marketing types didn't predict. That's getting ahead of the story. They were cars to be used as everyday, fun transportation. Many owners used them for that and the Vega chassis did just as it did in all those other Vegas, rusted into oblivion. But then, GM didn't want it to be the last car we ever bought from them. Just give us a fun car for a while and go on to their next sporty, high performance coupe like a Monza 2+2 V6 or even V8 Spider, a Citation X11 with a 2.8L V6 like I have, and now the J cars with turbos or the Z24 Cavalier, or one with the HP Quad 4. Sell the sizzle and make them want more.

But the Cosworth Vega has a little extra designed into it. The engine was SUPPOSED to be used for racing in the various 2 liter classes of it's time. The

primary goal of Formula 2 proved too much for the block and by the time GM made the heavy duty block, the interest had waned. It met with some success in Midget racing, but this went unpublicized. Precious few Cosworths were actually RACED. Race on Sunday, sell on Monday. It works...ever see an IROC Z? Is this an exclusive car? I think NOT! Imagine if Chevy ever made a IROC ZO9! So we bought a bit of a racer with not much of a racing reputation, and not too many bought along with us. Slow sales = end of model.

End of model brings on exclusivity. That's where a different type of buyer comes in. He doesn't necessarily care how good the car is as a car, how sporty it performs for him, or what the racers do with them. He sees the car as something special, it is a COLLECTABLE! It may even be an investment. You know, don't drive it, it may get wet. Or, it's worth more with less miles on it. We are witnessing a phase where Ferrari prices are skyrocketing and American muscle cars of the era which preceded the Cosworth Vega are going through the roof.

"They were cars (the Cosworths) to be used as everyday, fun transportation."

This brings on another point. If you really want that car to be valuable, it had better be original. There are plenty of old Camaros around that now LOOK like Z28s, but they don't have the DZ engine

or that engine and/or numbers don't match the car. So it goes with the Cosworth Vega in time, you see.

"But in the long run, the STOCK original cars will be worth more."

The low mileage, original cars are getting top dollar. Sure there have been specially modified Cosworths that have fetched a lot, and they should as the time and money spent to make those cars a better car than what GM ran off the assembly line. But in the long run the STOCK original cars will be worth more.

CVOA MERCHANDISE SPECIALS and NEW ITEMS

AUTOMOBILE QUARTERLY MAGAZINE

This prestigious hardcover, large format, magazine has published a significant article on the history of the Cosworth Twin Cam Vega titled "Twin Cams for Everyman". This article is complete with the fantastic color photographs of the Cosworth Vega. The CVOA has obtained a bulk purchase and we will be selling copies of this issue at a new discounted price of \$15.00. This price is less than the single issue price of \$19.95 and includes shipping to the continental U.S. This magazine is generally NOT available in bookstores. People that have paid the previous price of \$20 will get a \$5 refund.

AQ MAGAZINE **\$15.00**

Contact:

CVOA Merchandise
450 N. Batchewana
Clawson, MI 48017

ADDCO HEAVY DUTY SWAY BARS

Addco Industries has offered to produce the 1 1/8" front and 7/8" or 1" rear sway bar if we could find enough interest. From when this was first mentioned in the April 1989 issue of CVM, we have gathered enough replies to place an order with Addco.

The Club's cost for the front bar was \$81.00 plus S & H and \$66.00 plus S & H for either rear bar.

Shipment of the sway bars would be approximately 2 weeks after the placement of the order with Addco.

The names of the interested parties are listed here for confirmation and any other interested members should contact CVOA Merchandise.

Interested parties at this time are; Tim Morgan, Dan McNally, Eric Valla, Dan File, and James Reardon.

1989 10th ANNIVERSARY ROUND-UP MUGS

All adult Round-Up attendees received a Commemorative mug to remember their trip to the 10th Anniversary Round-Up. There were only 140 mugs made and may be very valuable in the future. Of the 140 made, there are only 24 remaining.

These mugs are black ceramic with the CVOA logo and two gold bands in 22 carat gold at the top and bottom of the 13 ounce mug. The dimensions of the mug is 5 1/2" tall and 3" in diameter. The back of the mug is engraved; 10th Anniversary Round-Up, Des Moines, Iowa, August 4-6, 1989.

Contact:

Deb Thomas
1310 S.W. Spring Street
Des Moines, IA 50315

ROUND-UP MUG **\$12.50ea.**

AUTO CUSTOM CARPETS, INC.

P.O. Box 1167, 316 J Street, Anniston, AL 36202

It has finally happened! The molded carpets for your Cosworth can now be ordered from Auto Custom Carpets.

The price for the molded carpet in Cut Pile material is \$85.00 each.
The price for the 2 flat cargo or hatch area pieces in Cut Pile material are \$70.00/set.
This does not include shipping charges.

Order either the 1975 or 1976 Vega carpet in the color of your choice.

Call the President of ACC, Vickie Hobbs, to place your order.

1-800-356-5361

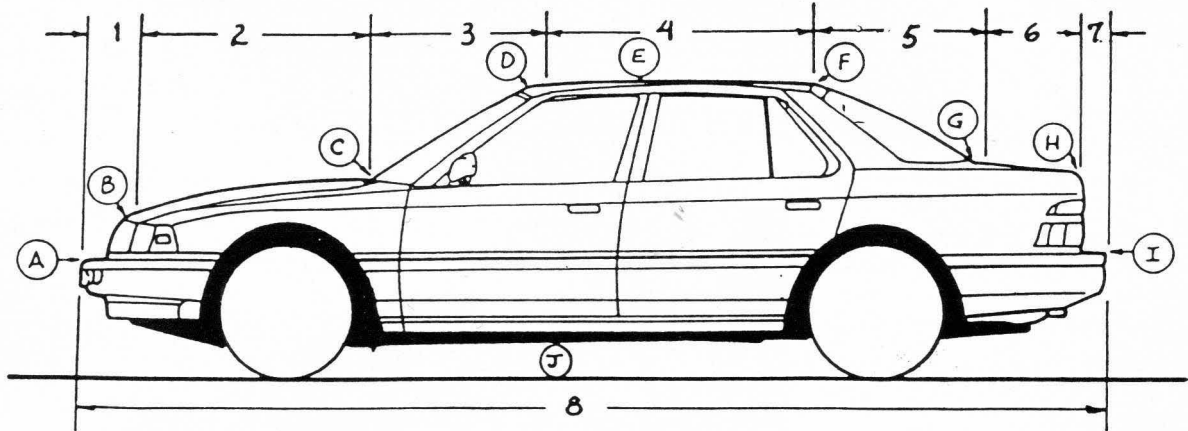
Credit Card or prepaid orders only.

The CVOA bears no responsibility for transactions between CVOA Members and Auto Custom Carpets.

CUSTOM MADE CAR COVERS by Bill Smith #1234

Does your Cosworth have a rear spoiler? If your Cosworth has a 4" tall spoiler such as the GM three piece or one piece, you will find that a standard Vega car cover fits too tight. As a result I have measured my Cosworth to have a custom cover made. Shown here are the figures that I have used to successfully get a cover to fit my car with a rear spoiler.

CAR DIMENSION SHEET



LENGTHS: ALL MEASUREMENTS TAKEN ON A STRAIGHT HORIZONTAL LINE.

- | | |
|------|--|
| 10" | 1. Front of bumper to nose |
| 51" | 2. Nose to base of windshield |
| 22" | 3. Base of windshield to front of roof |
| 46" | 4. Front of roof to rear of roof |
| 25" | 5. Rear of roof to base of rear window |
| 20" | 6. Base of rear window to rear of trunk |
| 3" | 7. Rear of trunk to rear edge of bumper |
| 177" | 8. Overall length (Must equal 1+2+3+4+5+6+7) |

HEIGHTS : ALL MEASUREMENTS TAKEN FROM GROUND TO POINTS INDICATED

A = 20"	D = 49"	G = 37"	J = 9"
B = 31"	E = 49 1/2"	H = 36"	
C = 35"	F = 46 1/2"	I = 20 1/2"	

WIDTHS : MEASURE CAR WIDTHS AT POINTS INDICATED.

A = 56 1/2"	D = 46"	G = 51"
B = 57"	E = 46"	H = 59"
C = 57"	F = 50"	I = 62"

MAKE	Chevrolet
MODEL	Cosworth Vega - with 4" GM rear spoiler
BODY STYLE	2 Door Hatchback
YEAR	1975-76

THE

Heartbeat

IN THE HEARTLAND

REVIEW of the 10th ANNIVERSARY
CVOA NATIONAL ROUND-UP
DES MOINES, IOWA

Thursday, August 3rd, was hot and humid with a heat index of 110 degrees. Talk about making a drive in your Cosworth somewhat unbearable! Late in the afternoon, a brief but heavy thunderstorm came rolling through Des Moines, dumping a great amount of water on those who were there.

Friday arrived a much better day but the heat and humidity was still a factor to contend with. The Des Moines Holiday Inn South was considerate enough to let us set-up a hose to wash off our Cosworths after the long trek. Banners were posted in the Holidome lobby to welcome all the Cosworth arrivals. Inside activity was taking place as Fred and Deb Thomas were setting up the registration counter for the attendees. Also in place as display motors were Fred Thomas's "Flow Through Ventilation" racing engine complete with Webers and a large hole though number 4 engine block wall



The Cosworth Vega line-up Saturday morning.

and Paul Wicker's 1974 Cosworth Vega production motor complete with the single port intake manifold, cast iron header, flat top pistons, and many other items that were unique to the 1974

Cosworth Vega engine.

Members arrived all day Friday and a big surprise of the day was that Lou and Harriet Marr drove their Cosworth to the event this year. Last year, they flat towed their Cosworth behind their motorhome but this year was different. Not bad

for a pair of "Senior Citizens" that are really young at heart and they really enjoy the events. Another big surprise was when Ron Miller arrived with his Cosworth in a 68 foot long, enclosed, air conditioned/heated trailer pulled by a Ford dually. A bigger surprise was when Ron realized that after he pulled in the parking lot that he couldn't turn his rig around in the lot. After a lot of juggling, Ron and his crew put the trailer in a position that would let him get out.

The annual Directors Meeting was held Friday night and was open to the general membership. A number of items were discussed with the meeting minutes reported elsewhere in this issue. Bob Chin and Dick Baumhauer will continue in their present offices with Paul Wicker being elected as the new VP Membership/Treasurer. Clark Kirby



The CVOA Registration area inside the Holiday Inn.



**Concours Judges going over Bob Chin's
Cosworth Vega #2172**

stepped down from this office after six years of service to make way for a new officer. Clark has done a great job in his term as Membership/Treasurer during his term of office and will continue as regional director. Thanks Clark!

After the Saturday morning Continental breakfast, everyone prepped their cars for Concours judging. As this event was about to start with the swap meet in full swing, a weather front came storming through with winds of over 50 mph and very dark clouds. Luckily there was no rain and the cars received a slight dusting from the dirt the winds picked up. The

neighborhoods, Governor's Mansion, War Memorials, and many other places of interest in the comfort of our Cosworths while looking for the answers to the rally questions. People that missed or didn't hear the driver's meeting, it pays to read the instructions before you begin so you can understand the rally abbreviations that were used. Some of the rally routes were of

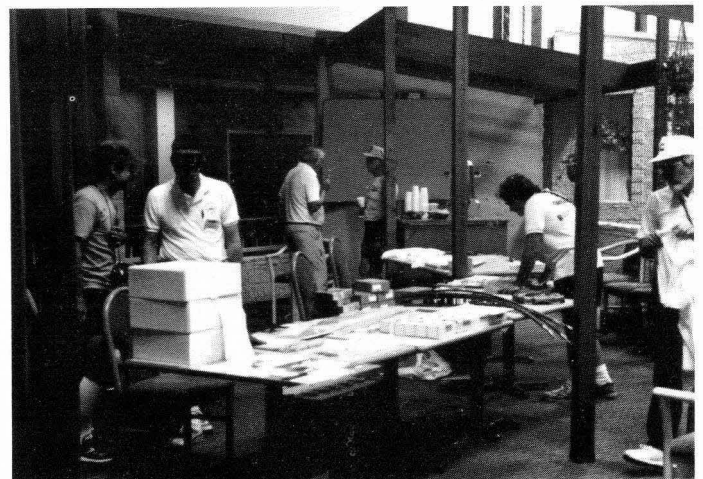
temperature and humidity were still there to tickle our brow with sweat. By now the swap meet had moved to a safe dry haven inside with the Concours judging continuing under clear skies.

The finishing point of the rally was the Living History Farms. On arrival to the Living History Farms, we were welcomed to a luncheon of various types of bar-b-que meats, cold drinks, and other foods that pleased our hungry stomachs. We all enjoyed lunch under the large shade of the outside shelter while talking about the road rally, answers to the various questions, and the tour route. We were all them encouraged to take the tour route either by walking or by tractor-drawn carts to view the various periods of farm history. The farm tour starts in the 1700's with the Ioway Indians, the first agriculturalist of this

The Road Rally started at noon. We toured the



The start of the Road Rally.



Swap Meet area inside the Holiday Inn lobby

rarely used suburban streets. While passing through one of these residential areas, a little girl was heard to say "There's that black car again, Mom!" We believe that

region's abundant resources. Moving to the 1850's, the Pioneer settlers were busy building a homestead, splitting rails, and raising crops on the rich Iowa soil. The farm wife greeted us by the gate of the 1900 Farm. The women of that period were kept busy at the many task that feed and clothe a working farm family. The barn of that period brought back memories of when horses drew the plow and cultivator. The sound of corn hitting

the bangboard as it is picked, one ear at a time, recalls the harvest season. The last part on the tour was the Farm of Today and Tomorrow. The Henry A. Wallace Crop Center features exhibits on modern agriculture and two of Iowa's greatest crop scientist. Outside the center, important crops from Iowa's past and perhaps the for the state's future are on display in small plots. The William G. Murray solar home reminds us of our concern for future energy supplies. The final part of the tour was the era 1875 Town Walnut Hill. This town bustles with the craftsmen, merchants, and professionals of the frontier town. The improvements in transportation encouraged these towns to prosper, providing area farmers with a great variety of goods and services. Reproduction crafts and gifts of that time period could be purchased in the General Store.

For those that did not participate on the

tour. The time was spent just talking about Cosworths of course, while we waited for those to finish the tour. We all met back at the shelter and readied ourselves for the caravan to Porky's, a 1950's - 60's, home of Porky's famous tenderloin. After chasing' Deb

Thomas in the speeding red Fiero, we finally arrived at Porky's well before the regulars would arrive. To be not so intrusive, as the new kid on the block, we parked our Cosworths around the west side of Porky's on the grass knoll. We then entered the world of the street rods,



Picnic shelter at Living History Farms.

chopped, sectioned, channeled, lowered, modified/customized cars, and stock performance machines of any era. Certain cars are highlighted by there presence in the checkered area. The stars for this night were a 1958 and a 1959 Chevrolet Impala. We had our fill of music, food,

ROUND-UP POSTSCRIPT

TENTH ANNIVERSARY ROUND-UP A ROUSING SUCCESS!!

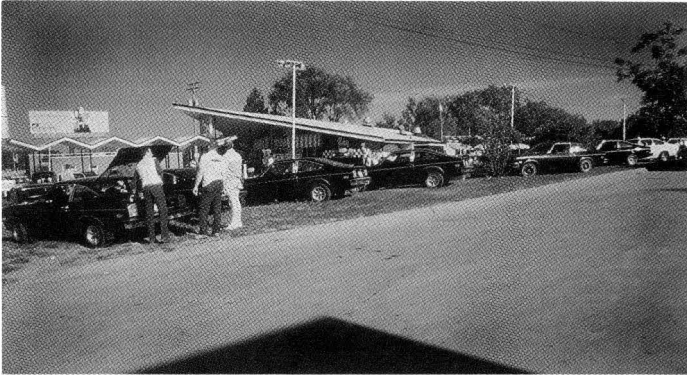
by Deb Thomas

A total of 96 people attended the National Round-Up this year making it one of the largest ever! There were attendees from all over the country as well as abroad. Brad Riza came to us from Korea on his way to his new assignment in Wyoming, Steve Kutz brought his entire family to the Round-Up enroute to his new assignment in Kentucky from Belgium! Fred and I were pleased to see ten

attendees from Region IX. That is the largest gathering of our regional members that we have ever had.

Of course there were a few horror stories from members recounting their drives from various locations. Mark and Barb Rock started out from home twice, once in their Cosworth, and once in their Corvette! Guess which one made it to Des Moines! You will probably be reading an article about his near trip (in Olde #1253) in a future issue of the magazine since Mark started writing it on the way to Des Moines while Barb drove. There was a perspective attendee from San Clemente, California who never made it. Tony Hansen called us from somewhere in New Mexico reporting no compression in two cylinders. He was towing his Corvair to Kansas City for the CORSA convention with his Cosworth. We don't

know if Tony ever made to Kansas City, but he never got to Des Moines! Tony, write an article and let us all know what happened! The Michalski clan called us late on Sunday night, having started for home after the banquet, with overheating problems. After spending the night in a truck stop in Colfax, Iowa, they got the Cosworth back to Des Moines. They made it home safely, starting out on Monday afternoon after Dave Walker and Fred worked on the Cosworth most of the day. We were glad to see that you guys made it! D.J. Martin had alternator failure in West Virginia after leaving his home state of North Carolina, then the transmission decided to hang up in second gear just into the state of Iowa! D.J. managed to limp into Des Moines late Friday night and early Saturday morning, the Cosworth was up on jack stands for an adjustment of the linkage



Cosworths at Porky's Drive-In

drink, and watched the cars cruise into Porky's. It's so busy that a policeman was stationed on the street in front of Porky's to keep traffic moving. It was noted that everyone there behaved themselves and there was no 7000 rpm burnouts or wheelstands out on the street. Unfortunately, the day ended sooner than we wanted it to. Many people left Porky's

Continental breakfast. We then caravanned to Marshalltown, Iowa to Mid-America Race Place, a one-half mile long go-kart track that was 30 feet wide for the Autocross event. It was a challenge to drive our Cosworths on the tight but slick go-kart track. Mother Nature also challenged us with a change of weather with a pretty stiff breeze, temperatures in

early, as we had been out all day. It would have been nice to stay at Porky's when the action really got going after dark but we all needed to get back and relax.

Sunday morning started with another

the 50's, and cloudy skies which didn't help traction any. It was sure hard to acclimate ourselves with only summer clothing to wear. Most of us huddled in our cars or covered ourselves with whatever we could find to keep warm as we had to watch everyone take their autocross runs.

The weekend Round-Up festivities wound up the the Awards Banquet Sunday evening. A large buffet dinner was at hand for all to enjoy. Again there was more food available than there was room for. Afterwards, the Mayor of Des Moines gave a welcoming speech thanking all of us for visiting his town and to end all myths that Iowa is just "plain flat all the way across the state". Bob Maloy was the Guest Speaker for the Tenth Anniversary event and he gave a slide presentation of the past ten years of the Club and Round-Up events and gave his thoughts for the future of the Club. It was great

POSTSCRIPT (continued)

which seemed to do the trick as D.J.'s Cosworth participated in the Road Rally and the Speed Event. John Chidester, of Bowie, Maryland, blew out a front oil seal during the Road Rally, a gear puller was purchased, Fred happened to have a front seal, and while everyone left for the Speed Event on Sunday, Bob Chin volunteered to stay and get it all back together. These are classic examples of the Cosworth Vega Blues.

There were a few minor emergencies concerning the round-up as well! On the Wednesday before the round-up, the city closed of the major streets. Of course the rally route was on that street, making it mandatory that we change the rally at the last minute. On Saturday

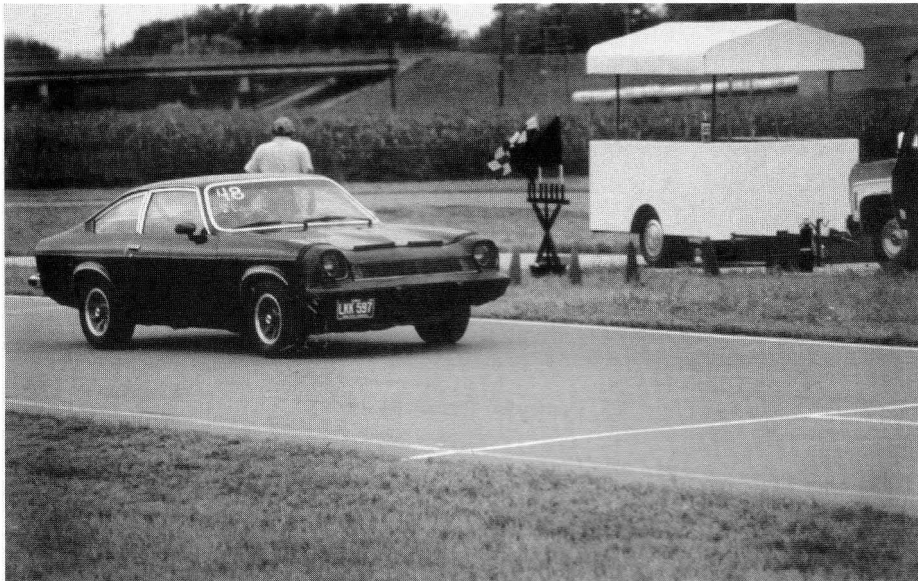
morning, the good old Iowa weather acted up, blowing in a storm with 60 mile per hour winds. They say in Iowa if you don't like the weather, just wait five minutes, and it will change! We all witnessed a fine example of it during the Concours! On Sunday, the weather did another job on us in that it was only 55 degrees with a very cold and gusty wind. To make matters worse, the go-kart track did not open the concession stand where they usually sell hot chocolate and coffee in addition to other goodies. If they had, they would have done a land slide business!

Even though there were a few tribulations, Fred and I consider the event a huge success. The year of planning in minute detail really paid off! The events were a success, the meals were wonderful, and the company superb!

As several of us were talking after the banquet on Sunday night, there was a consensus that the Cosworth Vega is just an excuse for a bunch of wonderful people to get together and enjoy each other's company. This is not a car convention, it's a people convention. They say it takes a very special person to own a Cosworth Vega. I agree! Each and every one of you is a very special person to me, not because you own the car, but because I consider you all to be very dear people as well as wonderful friends. Next year the round-up will be held at Niagra Falls, New York, and we will be touring the Tonawanda Engine Plant where the Cosworth Vega engine were built 15 years ago. I look forward to seeing you all of you there, and participating in the wonderful friendships that are the CVOA.

fun to see some of the long time members such as Maurice Schechter ten years ago when he was just a "kid"! Many door prizes were given out and the various awards were handed out to the winners in the respective classes. Before we knew it, the formal festivities were over but many people stayed to talk until early in the morning. For the members that didn't leave that night, an informal morning group breakfast was arranged at the hotel restaurant for everyone to bid their last farewells.

Overall, everyone had a great time at the Tenth Anniversary Round-Up. Thanks to Fred and Deb Thomas for hosting this year's event and the two years of planning that they have spent to make this event happen. Planning has already started for the 1990 Round-Up at Tonawanda, New York (Buffalo area) which will be the 15th year of the Cosworth Vega.



A Cosworth on the track for the Autocross

Thanks to the following people for submitting photographs of the Des Moines Round-Up.
Bruce Jahnke, Bob Maloy, and Brad Riza

1989 CVOA ROUND-UP SPECIAL AWARDS

Perfect National Round-Up Attendance

Clark Kirby
Maurice Schechter
Mark Rock
Fred Thomas
Deb Thomas

Farthest Driven in a Cosworth

John Chidester, Bowie, Maryland

Guest Speaker

Bob Maloy

Round-Up Guest

Mayor Pat Dorrian and wife Carolyn

Oldest Attendee

Lou Marr

Youngest Attendee

Michael Erisman

Farthest Travelled

Brad Riza from Korea
Stephen Kutz and Family from Belgium

CVOA Service Award

Clark Kirby

CONCOURS

243 Total Possible Points

Stock Under 25k Miles

Brian & Mary Wetrich	207*
Mal & Hyle Kooiman	190

Stock Over 25k Miles

Steve & Bonnie Mayefske	227*
Brad Riza	211*
Bob & Stacy Chin	206*
Bob Felker	184
Tim & Lynn Foy	175
Greg & Arnie Gibson	136
Cliff & June Eroskey	132
D.J. & Jason Martin	124
Don Hawbaker	88

Improved Over 25k Miles

Ron & Sandy Miller	233*
Bob Maloy	213*
Shawn Parsons	208*
Lou & Harriet Marr	196
John Chidester	181
Jim & Carol Stallwitz	170
John & Kathy Cowall	166
Tim & Sue Morgan	148
Steve Ryan	146
Dave & Joyce Michalski	143

Special Class

Dick & Judy Baumhauer	167*
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Peoples Choice

Ron & Sandy Miller	13 votes
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ROAD RALLY

359 Total Possible Points

Mark & Barb Rock	356*
The Baumhauers & The Wickers	356*
Bob & Stacy Chin & Brian Pecenco	354*
Steve & Bonnie Mayefske	353*
Steve & Jackie Kutz	353*
Jeff & Lisa Romeo	351
Shawn Parsons & Clark Kirby	351
Tim & Sue Morgan	349
Bob Felker & Jean Kirby	347
Greg & Arnie Gibson	346
Bob Maloy & Brad Riza	346
Dave & Mickie Erisman	345
Don Hawbaker	339

Dale & Lori Malin	339
Harriet Marr & Kathy Cowall	333
Bill Evans & Dave Elliot	333
D.J. & Jason Martin	332
Maurice Schechter & Jack Middleton	329
John & Denise Yates	329
Tim & Lynn Foy	301
Brian & Mary Wetrich	300
Steve Ryan & John Scorza	291
Jim & Carol Stallwitz	262
Dave & Joyce Michalski	161
John Cowall & Lou Marr	59
Dave Mandich & Sharon Farley	13

AUTOCROSS

Ladies Class

Barb Rock	44.748*
Kathy Cowall	44.889*
Lori Malin	46.240*
Hyla Kooiman	46.803
Lisa Romeo	46.850
Jean Kirby	46.875
Harriet Marr	46.895

Stock Class

Brad Riza	40.293*
Mal Kooiman	42.121*
D.J. Martin	44.062*
Tim Foy	44.070
Cliff Eroskey	44.621
Brian Wetrich	47.097
Steve Mayefske	47.419

Modified Class

Steve Ryan	39.703*
Greg Gibson	43.564*
Shawn Parsons	43.802*
Clark Kirby	44.487
Lou Marr	45.516
Tim Morgan	46.327
Dave Michalski	47.478
Jim Stallwitz	50.080

Non-Cosworth

Mark Rock	42.178*
Doug Walker	42.207*
Jeff Romeo	42.253*
Dave Erisman	43.319
Maurice Schechter	45.076
Dale Malin	46.218
Dean Howlett	47.323

Unlimited Class

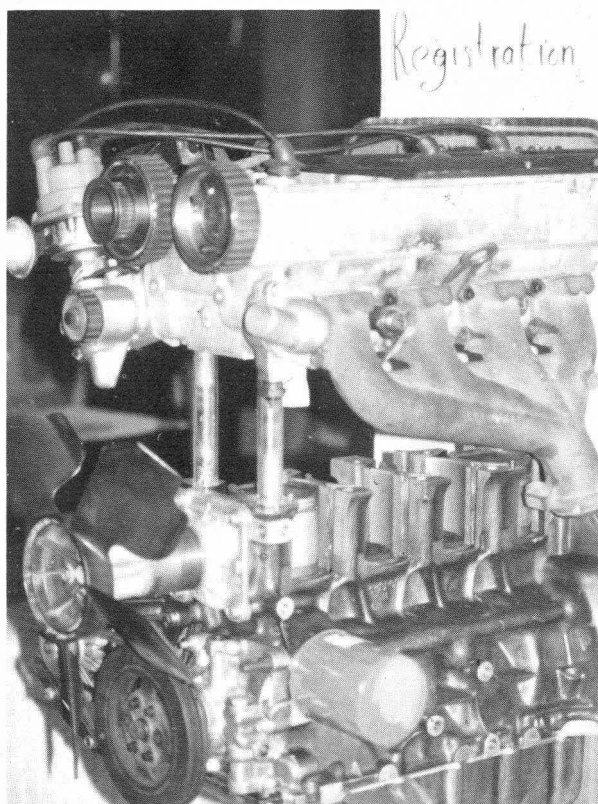
Dick Baumhauer	37.656*
John Cowall	41.100
Ron Miller	43.187

* Trophies Awarded

10th ANNIVERSARY ROUND-UP



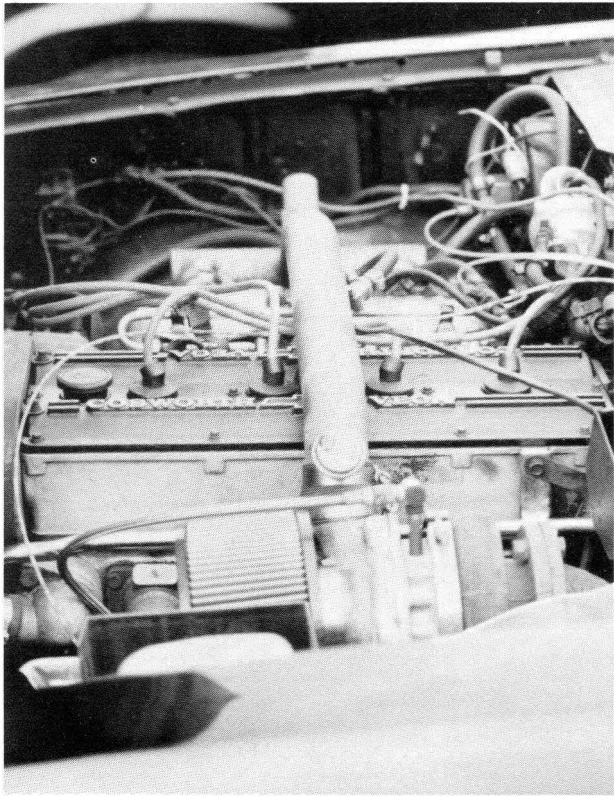
Bob Maloy's restored Baher Chevrolet Cosworth Vega with the special dealer installed two tone black and silver paint scheme.



Paul Wicker's "exploded view" 1974 Cosworth Vega engine in the hotel lobby.



People gather to look at the Cosworths during Saturday mornings Concours judging.

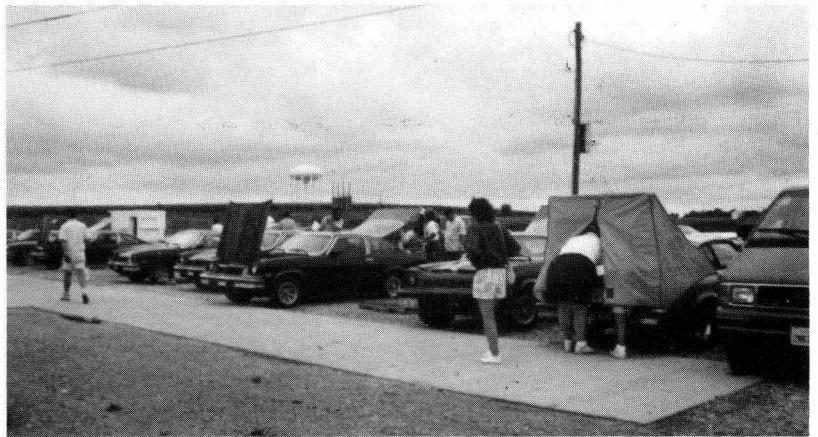


**Dave Michalski's turbocharged
Cosworth #0594.**



**The 1958 and 1959 Chevrolet Impalas at Porky's
Drive-in with the Cosworths in the background.**

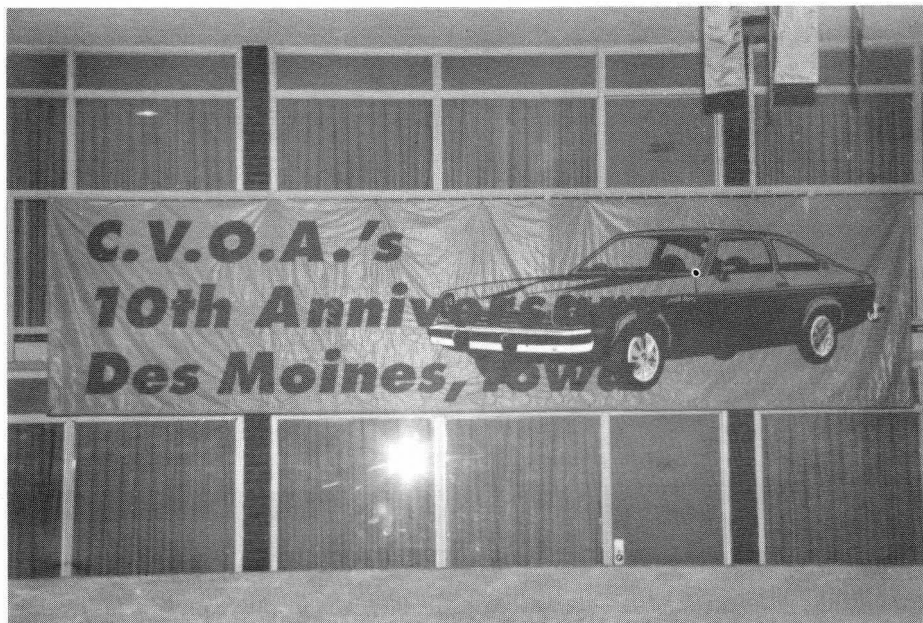
**Cosworths
awaiting their
turn at the
Autocross
course.**



**Ron Miller's
shows how his
Cosworth
travels in style
and comfort.**

10th ANNIVERSARY ROUND-UP

CVOA welcoming
banner in the
Holidome area of
the hotel



Brad Riza's
Cosworth
patch made for
him when he
was stationed
in Korea.

Three-quarters
rear view of Bob
Maloy's Cosworth
during Concours
judging



1989 10th ANNIVERSARY ROUND-UP ATTENDEES

Judith Abbs, No address
Dick & Judy Baumhauer, Clawson, MI
Byron, Kim, Beka, & Gabe Burnham, Santee, CA
John Chidester, Bowie, MD
Dan Chieppa & Meredith Persson, New Bedford, MA
Bob & Stacy Chin, Bloomington, IN
John, Kathy, & Billie Cowall, Allen Park, MI
Bob Custer, Norman, OK
Dave Elliot, San Antonio, TX
Dave, Mickie, & Michael Erisman, Colorado Springs, CO
Cliff & June Eroskey, Euclid, OH
Bill Evans, Schaumburg, IL
Robert Felker, Charleston, MO
Tim, Lynn, Aimmee, & Shawn Foy, Fort Wayne, IN
Greg, Arnie, & Michelle Gibson, Crystal Lake, IL
Don Hawbaker, Dallas Center, IA
Dean Howlett, Bowling Green, KY
Bruce Jahnke, New Berlin, WI
Clark Kirby, Arlington, TX
Jean Kirby, Arlington, TX
Mal, Hyla, Wendy, & Sarah Kooiman, Zeeland, MI
Steve, Jackie, Michael, & Allison Kutz, Ft. Knox, KY
Dale & Lori Malin, Hutchinson, MN
Bob Maloy, El Toro, CA
Lou & Harriet Marr, Ann Arbor, MI
Steve & Bonnie Mayefske, Green Bay, WI
Dan McNally, Verona, PA
Dave, Joyce, Gina, Laura, & Tony Michalski, Chicago, IL
Jack Middleton, Woodstock Valley, CT
Ron & Sandy Miller, Norman, OK
Tim & Sue Morgan, Houston, TX
Dan & Judy Newman, Houston, TX
Shawn Parsons, El Paso, TX
Brian Pecenco, Pawling, NY
Brad Riza, Cheyenne, WY
Mark & Barb Rock, Strongsville, OH
Jeff & Lisa Romeo, Westminster, CO
Steve Ryan, Glendale, AZ
Maurice Schechter, Williston Park, NY
John Scorza, Plymouth, ME
Jim & Carol Stallwitz, Pekin, IL
Gene & Dianna Tuttle, Trivoli, IL
Doug Walker, Carlisle, IA
Brian & Mary Wetrich, Webster City, IA
Paul & Stephanie Wicker, Birmingham, MI
John & Denise Yates, Glenwood, IA
Deb Thomas, Des Moines, IA
Fred Thomas, Des Moines, IA

CVOA PHONE LISTING TO BE UPDATED

We are planning to modify the existing member phone listing to include their addresses.

We are asking any persons that DO NOT want their addresses known to contact the CVOA.

If no notification is made, the CVOA will print the complete address when the listing is updated.

Write to:
CVOA
P.O. Box 1783
Bloomington, IN 47402

CORRECTION

1975 Cosworth Vega Lug Nuts

It was stated in the July 1989 issue of Cosworth Vega Magazine that the lug nuts for the 1975 Cosworth Vega wheel were discontinued. Also printed was the incorrect part number of that lug nut.

We are happy to say that these lug nuts are still available under GM part number 329383.

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

DEADLINE FOR ADVERTISEMENTS IN THE JANUARY 1990 ISSUE OF Cosworth Vega Magazine IS NOVEMBER 24, 1989



HUTTON MOTOR ENGINEERING



28 YEARS OF COSWORTH VEGA EXPERIENCE

That's right. Bill Hutton and Karl Bell of **HME** have been developing and supplying C.V. parts and massaging new life into Cosworths for over 28 combined years!
And still we enjoy the challenge.

HME CONGRADULATES A COUPLE OF DES MOINES C.V.O.A. WINNERS

SPEED EVENT — Dick Baumhauer was over **two seconds** quicker than the rest of the field with his 2.3 Cosworth which had its engine modified and built by **HME**.

PEOPLES CHOICE — Ron Miller's Cosworth for the **second year** running was the choice of the Des Moines participants. His magnificent C.V. displays the detailing of an **HME** built engine.

STEALTH — A wipe of the brow award to Lou and Harriett Marr who, rumors say, were exceeding the **TON** when their **HME** engined Cosworth was observed in the wee hours by the State's finest as they returned to Michigan. Apparently, the innocent smiles from the C.V.O.A.'s elder stateslady and man swayed the heartless beast.

HME is proud to have been so well represented in Des Moines.

CABLE NEWS REPORT

Clutch Cables Again Available and At The Best Price Ever

The original manufacturer of the GM discontinued Cosworth clutch cables has agreed to make a small run for **HME**. Only \$25.00 each during October and November.

Please specify 1975 or 1976 application. We can also supply the original insulated **speedometer cable** and the **hood release cable** from our stock.

SUPER SPECIALS — (MAYBE FOR CHRISTMAS?)

Through November with the purchase of a new gold engine turned dash applique **HME** will include a set of our 12 point gold-zinc chromate cam cover bolt-washers.

\$65.00 for both — a \$20.00 Savings.

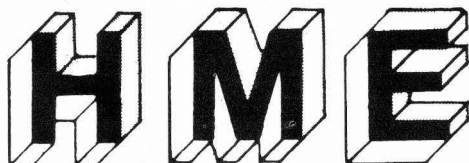
New original **COSWORTH VEGA Cam Covers**.
Makes a great display if not required on the motor!
Regularly \$65.00 — special, **Only \$45.00**.

New standard original **Cosworth Camshafts**.
Great insurance for the future.
Half Priced during October at just \$75.00/pair.

Only **2 car sets** remain of our custom built gas externally adjustable British **Shock Absorbers**.
Price reduced from \$300 to **\$200** for a car set.

For Orders or Technical Assistance Karl or Bill are here to help **Every Week Day** and now **HME** is
Open SATURDAYS Til Noon.

YOUR NEEDS ARE A FULL TIME BUSINESS WITH **HME**



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



RON MILLER'S SADDLE METALLIC COSWORTH VEGA #3177



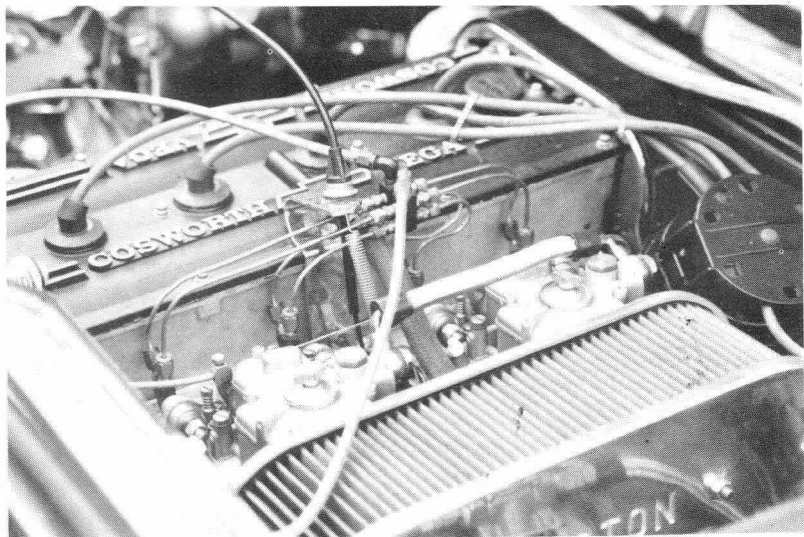
Ron purchased and restored this Cosworth three years ago.

This plain looking saddle metallic Cosworth with the fiberglass bumpers is really a mean street threat to any comers!

The 1975 Cosworth Twin Cam front fender stripes (gold letters only) really disguises this car to the average bystander.

Underneath the skin of the Cosworth is the heartbeat that makes this Cos go! A Hutton Motor Engineering engine with the HME Weber kit and a Nitrous fogger system that really makes it hum!

It has been said that the local Porsche dealer in Norman, Oklahoma called Ron to stop him from racing any more Porsche owners because "that Vega " was leaving the Porsches behind in the dust and dismaying his customers!



The restored interior containing a roll cage with removable side bars, Hurst 4 speed shifter, additional gages, and nitrous switch.

CVOA REGIONAL NEWS

REGION I, Dan Chieppa

Patrick Hayes entered one of his two 1976 Cosworths in the Chevy Vettefest "Spinner Concours" event. After intense examination, Patrick's Cosworth was awarded the "Gold Certificate for Excellence". This is no small feat as the judges must award a score of between 93 to 100 points out of 100 with regard to the vehicle's original factory condition. Congratulations to Patrick for such an outstanding feat!

In Massachusetts the cars must be inspected yearly for safety related items and emissions. Dan Chieppa's Cosworth was inspected in June. The Massachusetts maximum limit for hydrocarbons is 400 parts per million. Dan's Cosworth tested at only 12ppm with a stock, no mod, Cosworth. Dan's Cosworth has tested previously with readings of 8ppm and 24ppm. How many other 13 year old engines do you know that burn as clean?

REGION III, Dan McNally

A regional picnic was held May 13th in Oakmont, PA. There were five Cosworths and one Vega GT in attendance. This was the first regional meet for this region that was not held near the Washington D.C. area. Unfortunately, all the attendees were from the D.C. area with none from the Pittsburgh area other than Dan McNally.

Another regional picnic will be held on September 17th, in Quakertown, PA, at the home of Dennis and Donna Peters. The region will supply hamburgers, hot dogs, and soft drinks.

REGION IX, Fred Thomas

Regional Director Fred Thomas is recovering from hosting the Round-Up. Please note Fred's new address in the Officials section on page 26.

REGION X, Bob Chin

A regional meet was to be at the Indianapolis Motor Speedway Museum July 22nd. Maybe the weather was just too hot as the attendance was nonexistent. Bob Chin did get to go to Super Chevy Sunday just to look around and found a pair of Vega white door panels for his blue Cosworth. Bob has also returned his black Cosworth to stock configuration to make it easier to enter car shows and events in the future.

REGION XI, Jim Stallwitz

A regional meet was held at the Illinois State Fair, August 20th. That is the same day as the midget and stock car races at the fair. All attending members were to meet at the Beef Producers tent for lunch. Jim Stallwitz also reported on the events of the Des Moines Round-Up.

REGION XII, Clark Kirby

The spring meet, which was held at Super Chevy Sunday, brought out some of our members. Tim and Sue Morgan of Houston showed his Cosworth with the Hatch Hutch and it brought a lot of attention to the show area. Tim won "Best in Class" for the Saturday show. For the Sunday show, Clark Kirby took first place in "Street Open Class" and a third in "Best Engine - Open Class". The quality of cars at Super Chevy are getting better every year so it looks like Tim and Clark are going to have to do some more detailing to improve on their placings for next year's event.

REGION XIV, Pierre Gerard

Region XIV met at Salem, Oregon on April 29th for a pizza party and Cosworth get together. The event was attended by most of the local club members with much talk and info passed around. A future meeting site might be the General Motors annual picnic held during Father's Day.

Pierre included the 1989 Washington/Oregon AutoCross schedule for those who were interested.

REGION XV

Region XV is presently assigned to Region XIV until another director is located.

REGION XVI,

Byron & Kim Burnham

Byron discusses the possibilities of getting yourself to the Des Moines Round-Up. The car hauler was put on hold as the cost was near \$1000 per vehicle. The other possibilities were to drive or fly and the economics of each were put down on paper.

Another "Nifty License Plate Contest" was to be held with entries to be received no later than June 30th.

Future events to be held are the Region XVI Annual Cosworth Parts Auction, August 27th; and the 10th Annual Rose Bowl Rally, September 24th.

REGION XVII,

Steve Mayefske

On June 3rd, the Elkhart Lake rally was to be held. Unfortunately Mother Nature did not cooperate with rain falling. The rain cancelled the rally but there was time to enjoy the Cosworths that were there. A luncheon was held thanks to Ron Drexel, of bratwurst and burgers. Ron was also the Rally Master for this event.

The fall event will be held in the Sturgeon Bay area thanks to Bill Kenzick.

Minutes of the 1989 Directors Meeting in Des Moines, Iowa August 4, 1989

The meeting was called to order at 7:50 pm by Bob Chin, President.

Executive Council members present were Bob Chin, Clark Kirby, and Dick Baumhauer.

Regional Directors present were: Dan Chieppa, Dan McNally, Dave Erisman, John Cowall, Fred Thomas, Jim Stallwitz, Steve Ryan, Byron Burnham, and Steve Mayefske.

Appointed Officials present were: Paul Wicker and D.J. Martin.

Technical Advisors present were: Maurice Schechter and Bob Maloy.

Opening comments were made by Bob Chin, welcoming the membership present for attending the open meeting, thanks were given to the Thomas's for hosting this year's Round-Up in Des Moines, Iowa, and finally all directors were asked to stand up and introduce themselves to the membership.

Clark Kirby gave the Membership and Finance report. He reviewed the income and expense reports and graphs, a comparison of the 1987-1988 and 1988-1989 financial reports, and membership over the past year. Financially, the Club is in very good shape. A question was asked about the Club's promotional ads placed in the automotive publications and how these magazines were chosen. Ads are placed in the most effective publications at this time, the most effective being HOT ROD magazine. Ads in other publications such as Road & Track and Car & Driver and much more expensive and don't receive as much response. Popular Mechanics was mentioned as another possible magazine for membership recruiting. Motion was made to increase the membership recruitment advertising to other automotive publications and was seconded. Motion passed. Motion was

made to approve of the financial report and was seconded. Motion passed.

Dick Baumhauer gave the merchandise report. The stripe kit program has been the most effective moneymaker for the club. 3M has told the Club that we can order more kits as long as the tooling is available. Updates were given on the video, clutch cable, sway bar, and carpet programs. At this time, Auto Custom Carpet had not yet returned it's quotation for the remaining carpet pieces. Suggestions were taken for new merchandise items, some items suggested were; hood insulation blankets, pulse air tubes, and door/swing-out window weatherstrip. Motion was made to approve of the merchandise report and was seconded. Motion passed.

Bob Chin gave the CV Magazine report. Financially, the magazine maintained it's \$6000.00 per year budget. Discussion about upgrading the quality of the club magazine with "two color" printing or the addition of "color pictures". Motion to increase the magazine budget to \$1800 per issue. Motion then amended to increase magazine budget to \$2000 per issue/ \$8000 total budget per year. The amended motion was seconded and passed. Motion was made to approve of the Magazine report was seconded. Motion passed.

The Tool and Shim loan program report was given by Bob Chin. There seems to be a lack of tools due to members retaining the tools for a longer period than required. Discussion about the lack of proper shims. The Executive Council will look into the restructuring of the program to provide the proper service to the membership. Motion made to approve of the report was seconded. Motion passed.

Update was given about the Club incorporation. As of July 7, 1989, the Club is incorporated as a non-profit

organization in the state of Delaware. Filing for tax exemption and out of state corporations still need to be started.

Discussion about the inactivity of regional directors. A format and a schedule that the regional directors can use were discussed. Motion was made to provide regional directors with a "Formatted" or "Boilerplate" regional newsletter made available every quarter by Bob Maloy for those who wish to use it was seconded. Motion passed. Executive Council to finalize the cost to the Club of the regional newsletter format from Bob Maloy.

Discussion about the Club's phone listing and why there are no addresses. The Club will publish a request for those not wanting their names and/or addresses known to please mail-in a request as such. If not, their names and addresses will be published in a master listing that will be made available to the membership.

Regional reimbursement was discussed. Motion to increase regional newsletter reimbursement to \$1.75 per member. Motion to provide regional directors \$7.50 per newsletter as a lump sum reimbursement with a cap of \$30.00 per year for reimbursement for mailings to other regional directors and advisors. Motion seconded. Motion amended to provide regional directors \$10.00 per newsletter as a lump sum reimbursement with a cap of \$40.00 per year to cover the cost of mailings to regional directors and advisors. Amended motion was seconded and passed. Motion was seconded and passed.

National reimbursements to the Round-Ups were discussed. Motion for the Executive Council to provide Round-Up guidelines for the hosting regions to use and was seconded. Motion passed.

Continued on Page 20

**1989
CVOA
DIRECTORS
MEETING
MINUTES**
(continued)

The expansion of the Executive Council was discussed. Questions were asked about the need to do such, or the insertion of two regional advisors as an option. It was decided to leave the present Executive Council with its present staff.

Write-in nominations for the 1991 Round-Up sites were Green Bay, Wisconsin (Steve Mayefske) and Atlanta, Georgia (Fred Keiffer). Steve Mayefske withdrew his nomination for a Round-up in Wisconsin. Motion to hold the 1991 Round-Up in Georgia with Fred Keiffer as Round-Up Chairman was seconded. Motion passed.

Ballots were handed out to Regional Directors and the Executive Council. Proxy ballots were turned in by Keith Meiswinkel and Pierre Gerard. The nominees for executive offices were: President, Bob Chin; VP Membership/Finance, Bob Maloy, Paul Wicker; VP Merchandise Promotion, Dick Baumhauer. After counting of the ballots by John Cowall and Tim Morgan, the new officers for 1989-1990 were: President, Bob Chin; VP Membership/Finance, Paul Wicker; VP Merchandise Promotion, Dick Baumhauer. The announcement of the new officers were made at the Awards Banquet.

The floor was opened for new business. There was none.

Motion was made to approve of the actions of the Executive Council and was seconded. Motion passed.

Motion was made to adjourn and was seconded. Motion passed. The meeting was adjourned at 10:30 pm.

Respectfully submitted,
Bob Chin, President

CVOA FISCAL REPORT (8-1-88 to 8-1-89)

Beginning Balance (8-1-88)	\$ 4,801.82
INCOME	
Membership Dues	\$ 11,602.00
Merchandise Sales	6,452.82
Paid Magazine Ads	1,518.00
Return of Cash Advance (B. Chin)	518.67
	<hr/>
Total Income	\$ 20,091.49
EXPENSES	
National Magazine	\$ 6,013.15
Director's Fees	1,960.00
Merchandise Sales Administration	1,590.95
Recruitment Advertising	501.69
Outside Financial Audit (Retainer Only)	500.00
Membership Administration Postage	458.29
Loan to 1989 Round-Up Committee	400.00
President's Expenses (phone, supplies)	397.98
Office Supplies (Membership)	339.49
Incorporation Expense	302.08
TradeMark Search	195.00
1988 Round-Up Committee Awards	180.96
Charge Card Bank Fees	107.44
Long Distance Telephone (Kirby)	58.47
Miscellaneous	23.00
Tool & Shim Program Expense	- 0 -
	<hr/>
Total Expenses	\$ 13,028.50
Ending Balance (8-1-89)	\$11,864.81

1989 CVOA ROUND-UP FISCAL STATEMENT (9-1-89)

INCOME	
Registrations (Net including NSF checks)	\$5,855.00
Mug Sales	125.00
Trophy Advance from CVOA	400.00
	<hr/>
Total Income	\$6,380.00
EXPENSES	
Postage	\$ 150.10
Printing, photos, and name tags	622.27
Packet & Office supplies	18.57
Saturday picnic & Farm tour	1,027.41
Sat. & Sun. Continental breakfast	826.89
Sunday Buffet Dinner	1,752.85
Directors Meeting Room	78.00
Helium & Balloon supplies	26.63
Go-kart Track Rental	200.00
Rally/Autocross Event Equip. & Worker Fees	150.00
Trophies	469.99
Commemorative Clocks	344.80
Commemorative Mugs	1,053.42
	<hr/>
Total Expenses	\$6,722.93
	<hr/>
NET LOSS	(\$ 342.93)

REGION XVI ROUNDUP SPECIALS

ROUNDUP '89 POLO SHIRTS with special Roundup '89 Logo above pocket. These shirts are made of wash and wear cotton and poly blend with a collar and breast pocket. Long enough to stay in your trousers and nice enough to wear to work! White, with color logo. Sizes XL - L - M only.

18 LEFT.....\$13.95 includes UPS.

ROUNDUP '89 JACKET PATCHES. 6"circle with gold embroidery on a black background. You saw these on the back cover of the last national newsletter. Beautiful first class work.

28 LEFT.....\$5.95 includes postage

COSWORTH ONLY PARKING SIGNS. Official size (12" X 18") with red lettering. Made from heavy aluminum so they won't rust. Just the ticket to keep *you know who* out of your parking space.

11 LEFT\$10.95 includes UPS

COSWORTH WRIST WATCHES, Cosworth valve cover shown in exquisite detail with the letters COSWORTH VEGA for the hour markers. 18K Gold plated case, leather band, one year guarantee. These make a beautiful holiday gift for that special Cosworth but.

4 LEFT.....\$39.95 includes UPS

ALL PROCEEDS GO TO REGION XVI

REGION XVI ROUNDUP GOODIES

P.O. BOX 910, EL TORO, CA 92630-0910

Please enclose a check or money order payable to

CVOA - Region XVI

California residents add sales tax.

COSWORTH VEGA CLASSIFIEDS

COSWORTHS FOR SALE

#0127. Excellent #1 condition show car, all stock, 45k miles, 16:1 steering, posi, swing-outs, Delco am/fm cassette, defog, factory air dam, rust proofed when new, price negotiable. Let's talk. (813) 539-0595. FL 10/89

#0142. Arizona car, new paint, no engine \$1000. Gary Bialke, (517) 223-3810. MI 10/89

#0246. Black, black vinyl, 17k miles, posi, swing-outs, rear speaker and;

#2728. Black, white vinyl, 41k miles, tint glass, swing-outs, rear defogger. Best offer for both Cosworths. This includes all spare parts and engine tools. Chuck Hansen, (317) 846-1582. 1/90

#0256. Black, white vinyl. 53k miles. All factory original, A-title, factory assembly order. The following new parts; clutch ass'y, clutch cable, cam belts, and battery. Spare alternator and some engine tools. All 1975 FACTORY manuals for Vega and Cosworth including Cosworth service and overhaul manual. Much literature including most CVOA magazines & Tech tips. New body stripe kit and dash bezel(in box, not installed). \$2500 OBO for all. (412) 834-1398. PA

#0533. Black, black vinyl, 36k miles, posi, swing-outs, rear speaker, new tires, clutch, brakes, tinted glass, u-joints, stripe kit, full set of tech tips, and back set of CVOA magazines, not running, good for restoration or parts. \$1000 OBO. Lewis. (713) 431-2576 days, (713) 585-8694 evenings. TX 10/90

#0770. Front end wrecked, but drivable and fixable. High mileage. All parts are there except pulse air. \$950. Florida. (904) 482-4580 after 5 pm. 10/89

#0667. Black, black vinyl, recent beautiful hand rubbed acrylic enamel, 5 restored wheels, swingouts, rear defog, new stripe kit, no rust ever, injection , etc. all there, \$3750; and

#3328. White, white vinyl, 68k miles, extremely nice, totally original and rust free, 4 speed, 5 wheels, swing-outs, rear defog, \$4000;

BONUS. Buy both cars and get my entire collection of CV and Vega parts FREE. PARTS NOT AVAILABLE SEPARATELY!!! Gary Hodges. (503) 393-5632. OR 10/89

#0809. Black, black vinyl, 78k miles, rebuilt engine 7k miles ago, HME Weber conversion, all original, daily driver, original EFI, extra rims, and stripe kit included. \$2500 OBO or trade for Mopar muscle car. Scott Owen, (803) 862-5289. SC 1/90

#0967. Black, white vinyl, 79k miles, good condition with some rust around windows and fender wells, interior excellent. \$2000 negotiable. Sue Witucky, (614) 452-3010 after 5pm. Zanesville, OH. 10/89

#1191. Black, black vinyl, 100k miles, air conditioning professionally installed, good restorable Cosworth. \$2500. Tom Brennan, Danville, IL. (217) 446-1047 days, (217) 442-1590 nights. 10/89

#1354. Black, white vinyl, 50k miles, swing-outs, rear speaker, factory stereo, 5 speed, not running, restoration or parts, \$900 or trade for SB and transmission. Evenings and weekends. Mike, (603) 293-0617. NH 10/89

#1359. Black, white vinyl, 86k miles, never rusted or dented, California car and registration, Webers, 5 speed, posi, excellent condition. \$3500 negotiable. John, (914) 758-5358. NY 10/89

#1468. No rust, nice, 54k miles, rebuilt engine. \$3500 firm. Gary Bialke, (517) 223-3810. MI

#1613. Black laquer paint, black leather interior, swing-out windows, dual Weber conversion, very good condition. \$3600. Gary Long, (501) 332-6094. Malvern, AR 72104 1/90

#1823. Black, white vinyl, 45k miles, 4 speed, swing-outs, rear speaker, rear defog, rebuilt engine by Hutton with Webers, new tires, new paint, air conditioner, runs and looks good in and out. \$4000 OBO. (317) 539-4987 days, or (317) 795-3610 evenings and weekends. IN 10/89

#1974. Black, black vinyl, swing-outs, posi, am/fm radio, rear speaker, aux. lighting, 16:1 steering, 32k miles. Straight body with rust in spare tire well and battery box area only. Complete, restorable condition. \$850. Stefan Haag, (512) 288-3479. TX 1/90

#1982. Black, black 38k original miles, excellent condition, southern car, currently stored, no rust, engine completely rebuilt, many extra parts including ECU & original diagrams of ECU, moving and must sell, leave a message. \$2750 OBO (304) 242-6259. WV 1/90

#2042. 41k miles, interior excellent, body good, spoilers, street port and polish, HD power brakes, Yokohama A008R's, tilt wheel. Steve Phillips, Bakersfield, CA (805) 872-2257. 1/90

#2203. Black, black vinyl, 5 speed, posi, 33k miles, stored winters, excellent original condition, 2nd owner, complete documented history with original sales literature. \$4500. Larry Slone, (419) 347-8859. Shelby, OH. 10/89

#2214. Black, black cloth, 120k miles, solid body, 50k mile drivetrain, 4 speed, \$2500. Also many used and NOS parts at reasonable prices. Gene Von Gunten, (301) 635-6435, 8-10 PM weeknights. MD 10/89

#2421. Black, black vinyl, 42k miles, 5 speed, tinted glass, swing-outs, rear defogger, new radial tires, strong runner, clean and original in and out, original owner, reasonable offer. (213) 652-1886. Los Angeles, CA 1/90

#2613. Newly rebuilt steel sleeved engine, highly detailed. Complete car painted black, top, bottom, and engine compartment. Wheels redone in gold paint, near new steel radials, 5 speed, swing-outs, black vinyl interior. \$3450 OBO. Skip Hinojos, P.O. Box 412, Cypress, CA 90630 10/90

#2803. Green metallic, saddle vinyl interior, 5 speed, all original, 54k miles, engine rebuilt (no miles), needs exhaust system and paint, runs great, minor rust. \$3500 OBO. Dave Maurer, (213) 691-2505. CA 1/90

#2857. Black, black vinyl, 55k miles, original, 4 speed, wheels restored, also like new Goodyear Eagles, swing-out windows, body very good, no rust. \$2750. (402) 376-1344. NE 4/90

#2889. Dark blue metallic, white vinyl, 77k miles, 5 speed, swing-outs, Delco am/fm, rear speaker, rear defogger, tinted glass, restored rims, good tires, metallic brakes, extra stripe kit, runs and looks good. \$2500 (201) 442-1635. NJ 10/90

#3324. White, firethorn cloth, 49k miles, 5 speed, posi, swing-outs, am/fm stereo, aux lighting, good condition, PLUS all parts salvaged from #0247, posi, engine, etc. Must sell. \$2700 for all. Jay, (301) 589-3005. MD 10/90

#3425. White, firethorn interior, excellent condition show car, rust proofed since new, 4 speed, swing-outs, factory air dam, price negotiable. Cash talks! (813) 539-0595. FL 10/89

#3452. Black, black vinyl, 5 speed, 90k miles, refinished wheels, original spare, tinted glass, original California car. \$2600. Chuck Seiber, (703) 734-9420. VA 1/90

1975 Cosworth Vega ex GT-3 race car. Never titled, perfect body, never any rust, engine ready to assemble with new Crower rods, RAM Engr. 12.5:1CR pistons +.060". Race prepped crank, fresh HME ported head with COE valves, new springs, locks, etc. 8 Sterling 13x7 magnesium wheels, 4 with new M.T. Comp II's. Full cage, fire system, fuel cell, new paint, full SCCA log book from 75-76. Vintage race eligible \$4500. Dave, (504) 626-1729 or (504) 893-4274 nights. LA 10/89

PARTS WANTED

Hood insulation blanket, must be in new or in very good condition. Also floor mats needed in new or very good condition. Steve Mayefske, 3595 Meadow Way, Green Bay, WI 54313 or call (414) 434-3652. 1/90

Performance CV parts, HD block, cams, pistons, Lucas injection, etc. Gary Turner, (501) 738-2203. 10/89 AR

Bolt on shift lever assembly complete for Borg Warner T50 5 speed transmission. Elvin Kingery, 712 Hurricane Ridge Circle, Chattanooga, TN 37421. (615) 894-7504. 10/89

Good used Heavy Duty Cosworth engine block, 1975 Cosworth tail pipe hanger and clamp, 1975 Cosworth muffler - replacement type with clamp on tail pipe, new or used. Tim Morgan, (713) 589-0449. TX 10/80

PARTS FOR SALE

Bare CV block, \$150; 4 brand new 12:1 GM pistons and rings, \$425; new cylinder head, carrier, cover and tappets, \$575; CV gas tank and pump, \$60; CV radiator, \$45; '76 clutch cable, \$50; '75 engine, completely rebuilt, rally cams, 200 miles on engine, \$1100; spare tire and rim, \$150; Cosworth engine \$600, optional GM front spoiler, new, \$75. Gary Bialke, 11180 Grand River, Fowlerville, MI 48836. (517) 223-3810. 10/90

Complete used Hutton Weber set-up, \$500. Paul Wicker, (313) 258-0472. MI

NOS 1974-75 Vega grille, part number 339082, \$100; NOS 72-73 Vega parking brake cover #329772, \$15. Bob Chin, (812) 339-0838. IN

CVOA ADVERTISING POLICY

Business Ads 1/4 page - \$25
 1/2 page - \$50
 Full page - \$100
Full page camera ready - \$75

CVOA Member Classified Ads
Limited to one free ad per issue.
Any additional ads will be \$5 extra.
Photos are \$10 extra.

Non-member Classified Ads
Charge is \$15 for each ad per issue.
Photos are \$10 extra

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RAM ENGINEERING

HOLIDAY SPECIALS

COSWORTH BRAS. We have sold over 100 of these at \$95.95. A great holiday gift for your Cosworth. 16 Left At This Price.

\$75.00, while they last.

1975 Lug Nuts. Genuine GM in factory boxes. Very limited supply.
Regular price, \$128.00. Set of 16. Fall Special Price, Just \$119.50 per set of 16.

Genuine GM Cosworth Vega Insulated Speedometer Cables. Limit 2 per person. \$34.90 ea.

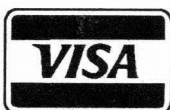
Cosworth Clutch Assemblies. Guaranteed for 1 year against defects in material and workmanship. Includes clutch, pressure plate, throwout bearing and pilot bushing. These are specially made for us to our specifications. Not parts store Vega stuff guaranteed for 90 days.
Regular price is \$245.00, Fall Special Price, \$225.00.

1975 Clutch Cables. Specially made using teflon insulation and superior materials to the original supplied by GM. We cast our own ends and use heavier diameter cable as well as materials and design techniques from the 80's, not the 60's. Ask any of the 86 people we have sold these to and they will tell you that the pedal is 100% smoother and that the "exercise machine" feel of the clutch pedal is gone. No more pulling the metal on the firewall through. These are guaranteed against failure due to materials or workmanship for one full year. Ask "the other guys" what their guarantee is.
Regular price is \$74.00, Fall Special Price is \$59.00. Limit 2 per customer.

Fuel Filters, Type II. These are a direct replacement for the now unavailable original Cosworth gasoline filter. Should be changed every 24,000 miles. Regular price, \$39.75. Fall Special Price, (limit 2 per customer) \$30.75. Offer limited to stock on hand.

Complete overhaul gasket and seal set. Includes every gasket and seal you need to overhaul your engine, not the partial set sold by others. Includes pan gaskets, oil pump gasket, front crankshaft seal, 2 camshaft seals, 2 distributor drive seals, fuel injection seal kit (12 pcs.), water pump gasket, valve stem seals and installation tool, rear crankshaft seal kit and every single special gasket required to do a complete job. Nothing else needed! Our normal retail price on all of these items purchased separately would be over \$325.00. Save big bucks on this one. It pays to have one on hand for the future. We offer the entire enchilada, er, set, for the low price of \$278.87.

ALL PARTS ARE PLUS SHIPPING UNDER \$50.00. WE CHARGE 5% ON CREDIT CARD ORDERS UNDER \$50.00. FREE UPS 2ND DAY ON ORDERS OVER \$100.00 ON SALE MERCHANDISE. THIS OFFER EXPIRES DECEMBER 31, 1989.



COSWORTH VEGA ONLY

1-800-582-1503

(714) 582-1503

FAX (714) 582-7739

P.O. Box 910, El Toro, CA 92630-0910
Free Technical Assistance 7 Days a week
7:00 AM to 7:00 PM Pacific Time

RAM ENGINEERING

M. A. R. R. S.

SPECIALIZING IN COSWORTH VEGA / VEGA PARTS AND ACCESSORIES

ENGINE NEW PARTS:

Cylinder Head - Ported, price includes multiangle valve job with your valves, springs retainers and keepers. Also included is a cylinder head gasket set. 1 head available.....	\$850.00 each
Cylinder Head with guides and seats - 1 available.....	\$350.00 each
Camshaft Carrier Housing - 2 available.....	\$175.00 each
Camshaft Cover without vent tube - some handling scratches, 2 available.....	\$ 50.00 each
Pistons - Original Stock TRW standard bore with pins and rings - 1 set available.....	\$450.00 set
Pistons - Original Stock TRW standard bore with pins - still in the box, 1 set available.....	\$400.00 set

ENGINE USED PARTS:

Cylinder Head with fresh valve job, ready to bolt on.....	\$450.00 each
Camshaft Carrier Housing.....	\$100.00 each
Camshaft Cover - refinished with either wrinkle or regular finish.....	\$ 35.00 each
Pistons and Connecting Rods (assembled) - stock standard bore very good condition, 1 set available (add \$35.00 for rings).....	\$225.00 set
Pistons and Connecting Rods (assembled) - Venolia 9.5:1 standard bore very good condition, 1 set available (add \$35.00 for rings).....	\$225.00 set
Connecting Rods.....	\$120.00 set

GASKETS AND SEALS:

Complete Gasket Set - includes intake, exhaust, camshaft cover, camshaft carrier, cylinder head, oil pan (2), oil pump, water pump, thermostat housing and thermostat outlet gaskets; camshaft/distributor (3), crankshaft, intake valve stem and rear main seals and distributor "O" rings.....	\$140.00 set
Cylinder Head Gasket Set.....	\$ 90.00 set
Fuel Injection "O" Ring Set (12 pieces).....	\$ 15.00 set
Camshaft/Distributor Seals.....	\$ 6.00 each

IGNITION:

Spark Plug Wire Set - Genuine GM - with M.A.R.R.S. manufactured coil wire made from the same GM material as the wires.....	\$ 40.00 set
Distributor Control Module.....	\$ 32.50 each
Distributor Pole Piece.....	\$ 27.50 each
Distributor Condenser and Coil Harness.....	\$ 12.00 each

FUEL INJECTION NEW PARTS:

Electronic Control Unit (computer).....	\$750.00 each
High Pressure Fuel Pump.....	\$200.00 each
High Pressure Fuel Pump Rubber Mounts.....	\$ 9.00 each

FUEL INJECTION USED PARTS

Electronic Control Unit (computer).....	\$250.00 each
Fuel Injector	\$120.00 set
Fuel Injector	\$ 35.00 each
Intake with throttle body and fuel injectors.....	\$150.00 each

BODY TRIM AND APPEARANCE

Front Valance Panel - fits below bumper.....	\$ 60.00 each
Radiator Air Deflector - fits below and behind front valance panel.....	\$ 30.00 each
Rear Valance Panel.....	\$ 30.00 each
1975 Lug Nuts.....	\$115.00 set
1975 Lug Nuts.....	\$ 7.75 each
1976 Lug Nuts.....	\$ 65.00 set
1976 Lug Nuts.....	\$ 4.75 each
Wheel Center Caps.....	\$ 8.00 each
Wheel Center Caps.....	\$ 30.00 set

BUY - SELL - TRADE

I am interested in buying and / or trading for the following items:
 New or Very Good used header to converter crossover pipe.
 New or Very Good used 1975 stock replacement muffler - the type with a clamp on tail pipe.
 Hutton Air Conditioning Systems.
 Hutton Weber Carburetion Systems.
 I will consider trades involving other parts.

ALL PRICES INCLUDE SHIPPING (UPS GROUND) IN THE CONTINENTAL U.S. PRICES AND AVAILABILITY SUBJECT TO CHANGE.

Many other parts available, call or write with your needs.

Tim Morgan, 11202 Valley Stream, Houston, Texas 77043 (713)589-0449

COSWORTH VEGA OWNER'S ASSOCIATION

Mailing Address: P.O. Box 1783, Bloomington, IN 47402

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Cosworth Vega Owners Association
P.O. Box 1783
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engine embroidered on a
yellow background
with black
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lettering

Limited edition.
6 1/2 inch diameter
Only \$10.00 (includes shipping)
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CVOA Merchandise
450 N. Batchewana
Clawson, MI 48017

DASH PLAQUE JACKET PATCH

A unique jacket patch styled just like your dash plaque. Black with yellow/gold edging and lettering. See picture on page 14 in this issue. Only \$4.00 (includes postage). Patches must be ordered by December 9, 1989 for placement of an order with the patch company. Send \$4.00 for each patch wanted with the dash number of your choice (one dash number per patch please) to:

Brad Riza
QTRS 10A, F.E. Warren AFB
Cheyenne, WY 82001