

# Cosworth Vega MAGAZINE

OFFICIAL PUBLICATION OF THE COSWORTH VEGA OWNERS ASSOCIATION

P.O. Box 1783, Bloomington, IN 47402

OCTOBER 1985

## INDIANAPOLIS 1985



Indianapolis 1985 was another CVOA Round-Up to remember. The majority of the people showed up on Saturday. The meeting of old friends and the beginning of new friendships that will last as long as the Cosworths survive time. The general excitement of seeing another Cosworth is one to behold for those who don't get to see them often.

The welcome mat was set up by Bob and Stacy Chin with their registration booth near their motel room at the Speedway Motel. On Friday afternoon, Cosworths began to trickle slowly into the Speedway.

Heads always turned when a colored Cosworth turned into the lot. To everyone's surprise, Tom Luetzow showed up in a blue Cosworth with white vinyl interior. When all registrants had signed in, there were over 80 people and approximately 41 cars present. This was over what Region X had planned to expect. Phil Rust and Bob Chin were only expecting 30 Cosworths and people--TOPS. This made Indianapolis 1985 the largest Round-Up since Detroit!

The regional directors meeting was held Friday evening with eight directors present. The primary focus of the meeting

presided over by Mark Grimm, 1985 President, was the establishment of a policy for the club to operate under. A clarification of officers' duties was also made. Clark Kirby, Membership Director and Treasurer presented the financial report for this past fiscal year. Once again plans were made to advertise in automotive magazines for memberships, expand the merchandise available to members, and emphasis was again given to the directors not to give technical information to those non-members so as to encourage them to join the organization for help. A distinct format was set-up for the national magazine and a cost ceiling of \$1,500 per issue was levied. Advertising rates were set-up for members, non-members, and business ads. Before the end of the meeting, it was voted upon by all directors present to keep the present elected officers in their present positions for the upcoming year to help stabilize the club.

Saturday morning presented itself with bright sunshine as people collected in the Speedway Motel lounge for continental breakfast. People were preparing their cars for Concour d'Elegance that was to be held at the Speedway

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# cosworth vega

## OWNER'S ASSOCIATION 1985-1986 Officials

532 Nelson	<b>President - Mark Grimm</b> Morton, IL. 61550	(309) 263-8828
5603 Edwards Dr.	<b>Vice President (Membership &amp; Finance) - Clark Kirby</b> Arlington, TX. 76017	(817) 465-6596
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## REGIONAL DIRECTORS

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(714) 643-1503

# LETTER FROM THE EDITOR

Being an hour from Indy really was really pretty convenient since Stacy and I took over responsibility for planning the rally course. I know my way around Indy well enough not to get lost, but we took the handy-dandy street map just in case! We finally plotted a course through the northern half of Indianapolis that we thought would be interesting to our visiting CVOA members. I tried to make the course a fun one to drive with some nice S-bends and scenic drives. Stacy compiled the questions along the way.

For the two weeks prior to the Round-Up, we had put a lot of miles on #2172 to make sure that we didn't have any mistakes. We found out later that many more miles could have been put on to seek out those mistakes. I don't think we really found them all until the day of the big event. Saturday night of the Round-Up when Stacy was getting ready for bed, I first told her we wouldn't need to drive the rally course again as we had originally planned. However, during the night I decided to check the course for one last time. Up at 4:30 AM from nervous anxiety, we proceeded to drive the rally course one more time. We found several directional errors which would have landed our rallyists far out in the country. Time was of the essence and with the help of Ann Von Gunten we corrected all the copies of the rally instructions.

The rally started on time and we sent the cars out at two minute intervals. After they were all gone, we patiently waited for their return to the speedway.

Finally, one by one, the cars began to trickle in. Stacy came back from her checkpoint frazzled by frustrated rallyists who got sidetracked by an ambiguous instruction at the very start. While in our room trying to get ready for the banquet, she got an odd call from someone claiming to be from CVOA, who was on the rally course last time he looked and was at that time somewhere near Cincinnati, OH. At first we thought it was a joke, but a frantic Bryan Graves convinced us that it was quite a serious matter. Fortunately, Bryan and his

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# MESSAGE from the PRESIDENT

Very few people have ever heard the soprano scream of a Cosworth engine echoing off the grandstands along the Indy 500 main straight. After Round-Up '85, a few more people can share that thrill. Granted, we don't drive cars with the famed DFX engine, but a Cosworth engine is a Cosworth engine! The experience we had that Saturday morning at the Round-Up was a real treat! Next May I will be able to understand how "small" that large track can become at the speeds those Indy cars travel.

Round-Up '85 was a lot of fun for everyone who attended. The Speedway, auto-cross, picnic, rally, go-karts and banquet were all super events. New friendships were formed and people from as far away as California, Oregon, Massachusetts and New York were there. Attending this round-up were a lot of first timers, and after attending the last round-ups we've had, this was a very encouraging sign. Our club is growing and new people are stepping up and participating in club activities! Our directors' meeting was a huge success also. For the first time we were able to really accomplish something and finish, or answer, the problems and questions that have been popping up the last few years. A Policy and Procedures guide was drawn up, and after finalizing the language it will be published in the next magazine for all our members to have.

One of the really interesting things that takes place at these round-ups has really never been mentioned before. The fact that people that come from all over the country is truly one of the highlights, but the cars they drive are really remarkable! Everyone has their own idea of what the Cosworth Vega should be like or look like. From special options and accessories to box stock, from grand touring to full race, every one brings a unique idea. Every color was represented, except green and buckskin, with an additional beautiful maroon car. There was even one that was all blacked out--the whole car, chrome and all! If you ever wondered what an idea you have would look like, sound like, or run like, Round-Ups are the places to go to find out. If you have a special problem with your

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FUTURE ISSUE:

Tower Paint Wheel Paint Report

# COSWORTH GOLD VEGA WHEEL PAINT KIT

**Kit Includes:**

- 2 — 16 oz. spray cans COSWORTH VEGA GOLD WHEEL PAINT
- 1 — 16 oz. spray can clear (to use over gold)
- 1 — 16 oz. spray can light gray lacquer primer-surfacer
- 1 — Qt. water wash, non flammable paint remover
- 1 — Qt. aluminum pre-finishing system cleaner\*
- 1 — Qt. aluminum pre-finishing system conversion coating\*  
(\*to be used following use of the paint remover and prior to use of the lacquer primer-surfacer)
- 3 — sheets 9" x 11" assorted sandpaper
- 1 — tack rag
- 1 — minor auto body repair manual
- 1 — auto body materials brochure



**\$54.95**

All of above, including freight and handling, only \$54.95. Wisconsin residents please include 4% sales tax. Send check or money order (we will ship C.O.D. if preferred).

*Wally Zahra's*

## TOWER PAINT

922 OREGON ST. OSHKOSH WI 54902  
P.O. BOX 677 — 1-(414) 235-6520

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brother got back to Indy just in time to join us all at the banquet.

It seems that during the time that the course was being planned, the familiarity of the routes chosen got the best of us. We took for granted where we would turn and didn't really pay enough attention to the way things would look to an out-of-town person that would be driving the course for the very first time! We learned a lot from our rally planning experience and we hope that our Round-Up '85 rallyists will forgive us for our unseasoned approach at planning the rally. We figure the best way to plan a rally course is to first plot the course and finalize the instructions to the best of your ability, and then let a friend drive the course for the first time (with you in a chase car). Then, and only then, should you feel safe when turning good friends and CVOA members loose on your rally!

*BOB CHIN*  
1253 # 2172

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car, someone has probably had it happen to them or will know how to fix it. The passing of Cosworth knowledge is really amazing. Motel parking lots have been known to have "Cosworth clinics" during the wee hours of the morning. Motel managers have got to think we're crazy!

In closing I want to say thanks to everyone that was there. You all made our weekend enjoyable! After being re-elected another term as President, I hope I can live up to everyone's expectations. This next year promises to be the best one we've ever had. More information, events, magazines and member participation are going to happen in the future!

Next year our Round-Up will be hosted by Danny Chieppa, Director of Region I, and Meredith Perrson, in New Bedford, Massachusetts. This is the first time we've gone east with the round-up. So be there next August! I hope to see twice as many members as before at Round-Up '86!!

*Mark Ghim*

# LIFE WITH COSWORTH #1000 by Harriett Marr

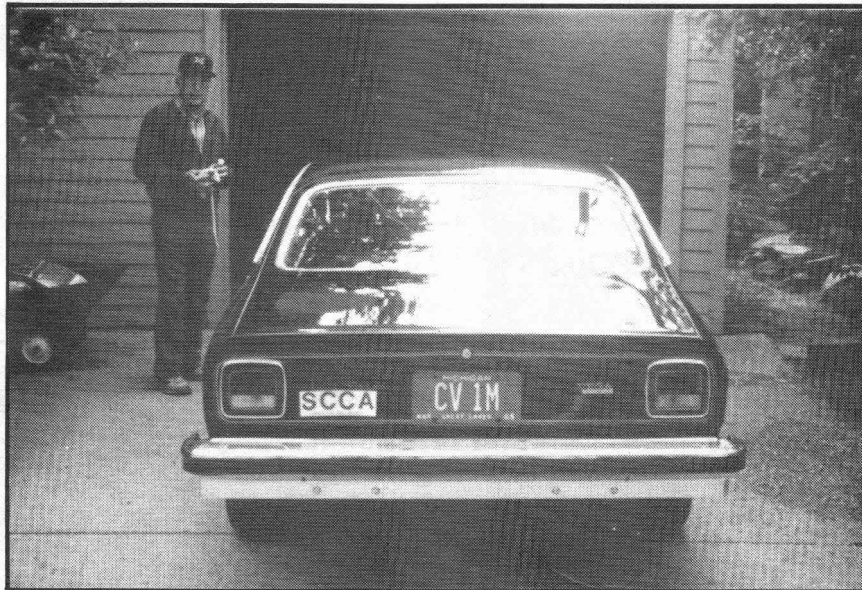
From the day my husband saw his #1000 1975 Cosworth Vega in a dealer's showroom, I knew I would have real competition for his attention. My only alternative was to join him in his enthusiasm for that little black car. We drove the Cosworth as our primary transportation until 1984 when we decided to garage it for the winters and bought a Ford Lynx to drive.

In 1980 we saw an ad in Car & Driver about CVOA and attended our first round-up in Sterling Heights, Michigan. We became hooked on autocrossing and now try not to miss an event in the Detroit area.

We enjoy the fellow car enthusiasts and never tire of lifting the hood for all the admiring inspections. Needless to say, my "retired" husband makes the viewing worthwhile by his continual care. Modifications done by Bill Hutton add to the interest. I don't think we have ever gone out in our Cosworth when it didn't look great.

As every Cosworth owner knows, repairs and parts are a concern. To date, we have had work done by Grimm Chevrolet, Morton, Illinois; Bill Hutton, Clarksville, Tennessee; a former GM engineer who ran a sports car garage here in Ann Arbor; and our neighborhood gas station by replacing a water pump with telephone instructions from Bill Hutton. Oh, and we found an electrical specialist to rebuild our tachometer. To date no one has been able to loosen our clutch cable. Any suggestions? We've replaced it twice.

One of our scariest adventures in the Cosworth happened on our way to the CVOA Round-up in Arlington, Texas. We pulled into a motel off the Tennessee expressway and a fire broke out in the solenoid and starter. We were 60 miles from Clarksville and guess who came to our rescue? Bill Hutton.



Another scare came when we were driving at night to our granddaughter's birthday party when all electrical systems went out. Again assistance was gratefully accepted from a nearby farmer car nut and a fellow driver who stayed behind us with emergency flashers going while a loose connection was repaired.

Other than each of us being stopped for speeding in Northern Michigan (Lou got ticketed, I didn't!), and an Illinois Patrolman who didn't like our "GO BLUE" plate on front, we continue to enjoy life with our Cosworth Vega #1000.

(Editor's Note: Lou and Harriet's ages easily exceed the national speed limit. Bill Hutton prepared their engine with a valve train rebuild, ported and polished, Webers, exterior polished head, cam carrier, and cam cover. Also added are extra heavy duty sway bars. This car is a street sleeper!!)

1975 COSWORTH VEGA  
#0106

By BYRON K. POOL

Cosworth Vega #0106 was purchased from its fifth owner, who lived in Fort Thomas, Kentucky, for a reasonable sum of \$2,600. It had 59,656 miles on the clock and had been "rode hard and put away wet" many times. I saw the ad in the local trade paper here in Cincinnati and decided to have a look at this GEM. It was a "diamond in the rough". Boy was it rough!! It had been painted with thick black dirt filled enamel, home brew gold stripes, and gold leaf paint on the wheels and tires. I checked the numbers on the car and title and purchased this little black gem. I then limped my newly purchased Cosworth home 21 miles on four bald tires.

The car had seen a previous attempt at restoration. When I stripped off the black goo, I found two red doors, one green and one yellow front fender, a maroon nose, and a white hatch, all of which were good rust free pieces. I then touched up the few small dents and scrapes and painted it with 12 coats of DuPont's finest black lacquer. I paid someone else to power buff the car since I don't get along with a buffer at all.

The rear end had three of the bearings out, gears galded and seals leaking. There was still a good posi unit to rebuild on. The engine had serious problems also since one wristpin was all but seized up and no rings left, but it did have a Hutton rebuilt head on the engine in good condition.



The options I have on the car are AM/FM Delco Stereo with rear seat speaker, cruise control, positraction, quick steering gear, pop-out windows, heavy duty stiff suspension, heavy duty cooling package, and of course an Escort radar detector. I have also installed a J.C. Whitney front spoiler with brake ducts and a Pontiac Astre three piece rear spoiler from GM.

I spent eight months of daily work restoring my pride and joy. Since I have six other Vegas, one of which is a 1975 Z/28 powered GT wagon, I just had to have the ultimate Vega.

The EFI was a challenge, but the good advice and help that I recieved from the other club members and GM factory representatives has put the EFI in great order. I haul around a



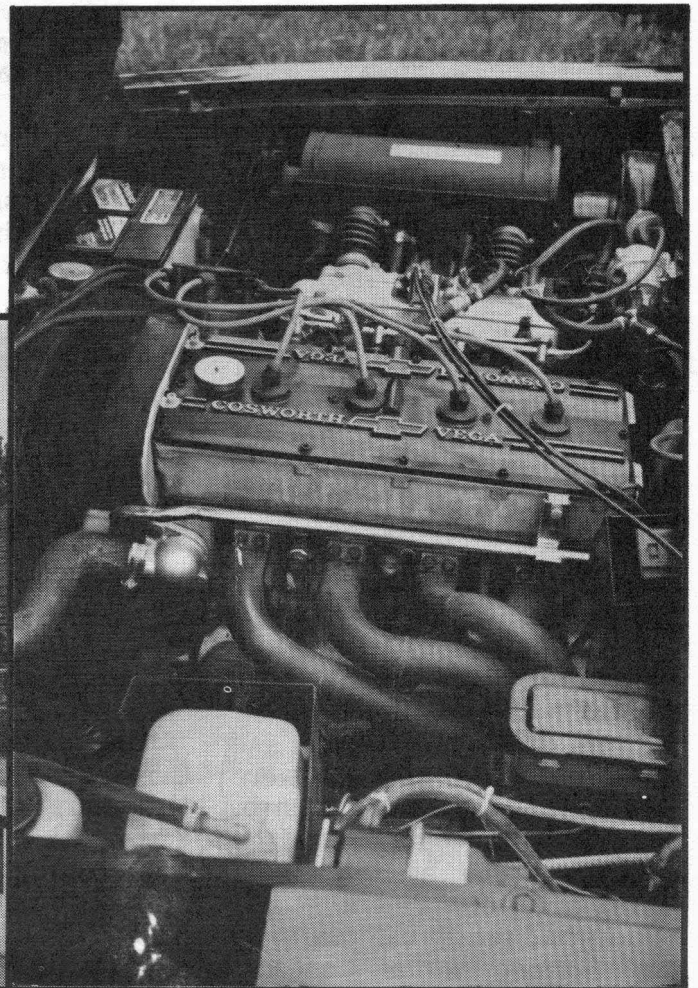
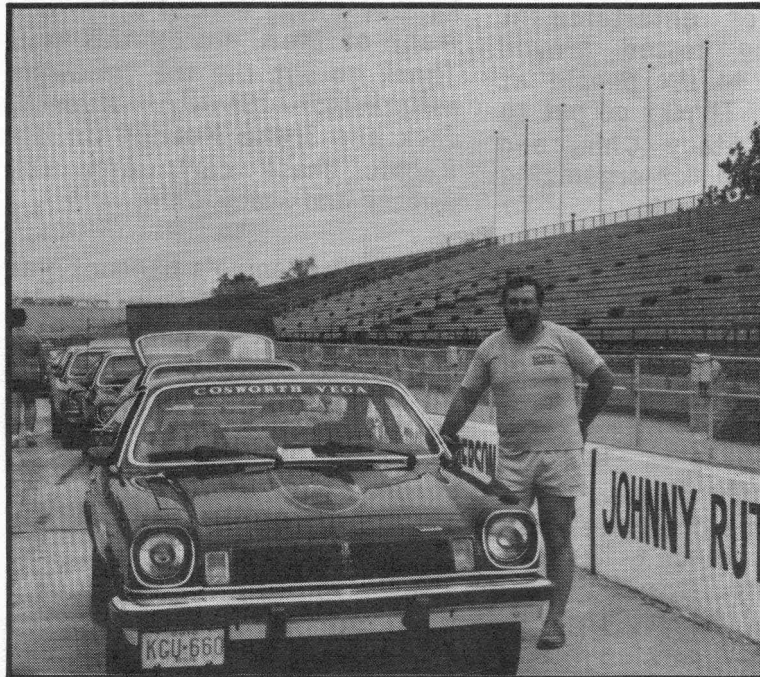
complete EFI system as a spare when I take the Cosworth on a long run. I have become fairly good at solving EFI problems on other Cosworths in the Cincinnati area.

I quickly found out that the 1975 Cosworth brakes were not good enough, so I put on the big brakes from a 1978 Monza 2+2 V8 Spyder and it really made a big difference. I put four 185/70HR13 Goodyear Eagle GT radials on for those high speed runs and KYB gas shocks to clamp #0106 down to the road.

The exhaust system is a B.K. Pool home brew double tube muffler which has a very aggressive converterless sound. the car now has 61,056 miles on it and never sees rain or snow since its rebirth. My Cosworth has been to four car shows of which it has won a trophy for best paint in its class.



## Cosworth Vega #0106



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Museum parking lot. A short caravan to the museum next door, and all the Cosworths were presented for show. A total of 41 Cosworths were on hand at the time. Not all cars were judged at the disgression of the owners. As Concours was taking place, participants could visit the Speedway Museum or take a look around at the swap meet. The Concours judging was done by Bob Chin, Shawn Muench, and Dennis Strnad.

The number of Cosworths that showed up cause part of the Concours juddging to be done later in the day. The major attraction of coming to Indianapolis was about to take place. With Mark Rock leading in his Corvette, and Bob Chin taking up the rear, all proceded to take the parade lap around the 2 1/2 mile long Speedway track where the "big guys" run! The Cosworths entered on the short chute between Turn 1 and Turn 2, and proceded to the front straight where they stopped at the "bricks" (or start/finish line) for group pictures of all the Cosworths. After that, they were allowed one more lap of the track before we had to pull off. Everyone then returned to the museum parking lot once again for some more pictures of all the Cosworths.

After a lunch break, the Cosworth caravan headed out to the Indianapolis Speedrome for the autocross event. The "infield" was used to corral all the cars as the access roads and perimeter parking areas were used as the autocross course. The entrance gate remained closed as long as there was racing going on. Phil Rust and helpers had set-up the course in the morning while Concours was being held. Thanks go out

to John Stiles who provided the Speedrome, the radio communications, and the timing system all for no charge! Due to the late start in getting to the Speedway Museum, and all other delays in getting to the Speedrome, the club was limited to just two runs per person of the autocross course. It was the closest thing to "crash and burn" racing at a Round-Up yet. One corner was most precarious as it was to the driver's advantage to keep his speed down or have an ugly encounter with a chain link fence. This chicane reduced speed to about zero in most instances. The pressure to put in one good run showed, as many of the drivers experienced "off course" excursions, missed gates, or knocked down cones.

After the Autocross, the attending members traveled back to the motel to clean up. They then caravanned to Eagle Creek State Park for dinner. The reserved spot at Eagle Creek was a nice place to relax and talk about the days events while indulging in some good fried chicken and other "fixins". A frisbee was the main form of entertainment with it being tossed around between five to six people at any one time. Thanks go out to Shirley Rust, Stacy Chin, and Ann Von Gunten for organizing the Eagle Creek picnic.

As far as activities were concerned for Saturday night, there was nothing organized, but for those with street cruising" in mind, there was a "Fifties Drive-in" close by for those who wanted to show off their cars to the locals. Clark Kirby took some other members there so he wouldn't have to show off his Cosworth all alone. Rumor has it that he found an empty parking space, zipped right in, popped the

hood, and immediately drew a crowd!

Sunday morning started with partly cloudy skies and the caravan headed out to the local go-kart track. Much to everyone's suprise, Fred and Deb Thomas had sneaked out earlier to get some practice in! Much to their suprise was when this event was turned into a fun event rather than one for points! Everybody has two turns in the "slow" karts and also two turns in the "fast" karts. Popular opinion said that the fast cars were the one to drive on the "Malibu Grand Prix" type of track and the slow karts were fun to drive with "IROC" style racing. However, the best fun was watching the people race to the karts to see who could get to the fastest karts first!

Arriving back at the motel, all the competitors prepared for the road rally. The road rally consisted of a trek around the perimeter of northern Indianapolis with questions to be answered and a good course to drive with many "S-curves" to be taken. Of course there are many things that can happen during a road rally, and many of them did on this one. Thank go out the the following assistants: Shawn Muench, Jack and Shane Muench (in the Rabbit chase car), Ann Von Gunten and Stacy Chin.

The final evening's banquet was held in the Indianapolis Speedway Motel banquet room with cocktails beginning at 6:00. Phil Rust welcomed everyone, hosted the banquet, introduced the guest speaker, handed out door prizes and awards, etc. Mark Grimm made a short speech and also announced that the 1986 Round-Up will be in New Bedford, MA, hosted by Dan

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Chieppa and Meredith Persson. One time Indianapolis 500 racer Jerry Sneva was guest speaker for this year's Round-Up. Here he talked about Indy cars and his experiences in them. Jerry then opened the floor for questions and many thoughtful ones were asked.

Another highlight of the evening was the "Hard Luck" award in which all contestants for the award had to tell their stories from the weekend to the audience for their judgment of who had the hardest luck this time.

Finally it was time to distribute the trophies. All trophies were 9x12 plaques with the Cosworth engine as it appeared on the cover of the July issue CV Magazine. The highlight of all the door prizes was a polished stainless steel exhaust header presented by Hutton Motor Engineering. Ram Engineering once again donated their usual specialized door prizes for those who fit the title. Jim Martin presented a picture of a Cosworth DFY taken at the Speedway Museum. Other door prizes consisted of gasket sets, spoilers, USA-1 license plates, oil and oil filters, Chevrolet Power manuals, etc.

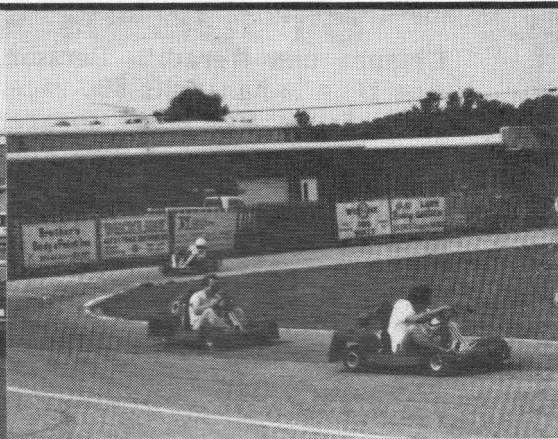
This year's Round-Up also had a memorable touch added by VIDCOM Television Productions. All events were videotaped with personal interviews, etc., as highlights. Contact Maurice Schechter for details on this tape.

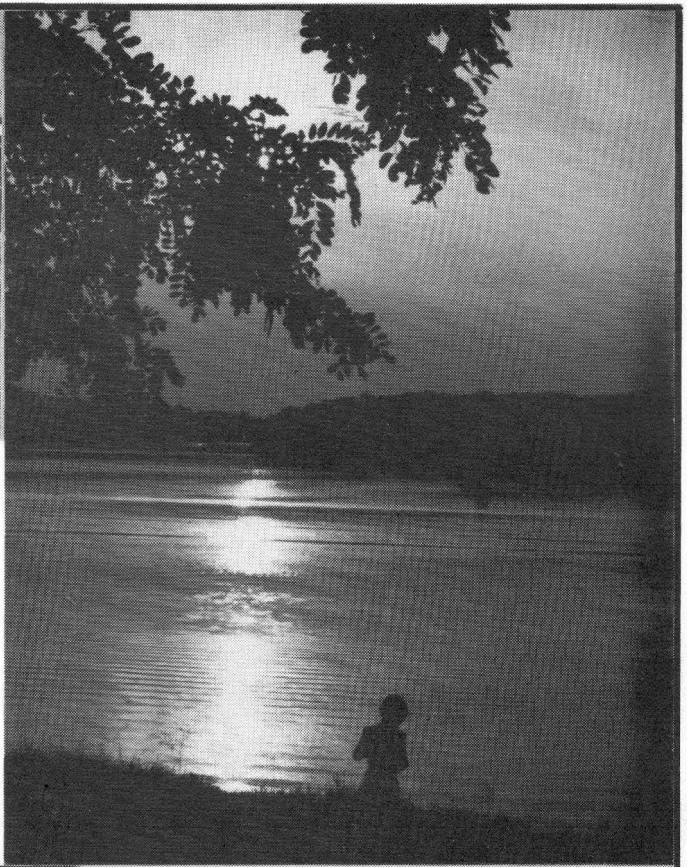
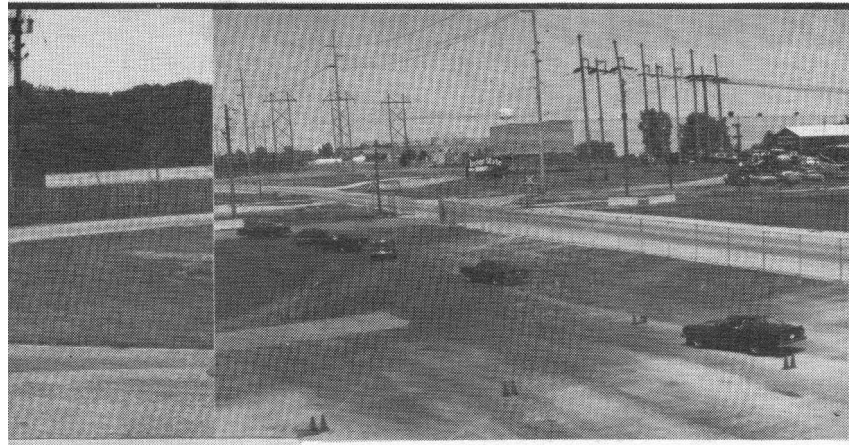
And so Round-Up 1985 came to an end. Thanks go out to Phil and Shirley Rust and Bob and Stacy Chin for hosting this year's events and for all the hard work that was involved to make that weekend on to be remembered by all who attended.

## ROUND-UP 1985 MEMORIES

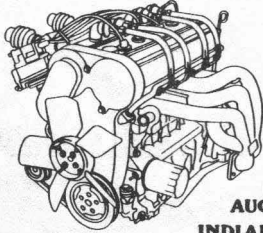
- To Mike Dillon: Traveled from Georgia to take his lap around the Indianapolis Motor Speedway, but his Cosworth wouldn't start! It finally started when all the cars were returning from their parade laps.
- To Pat Brogan: Delivering a car for Dennis Strnad to pick-up only to have the 5 speed lock-up and blow the clutch 100 miles from L.A.
- To Cam Chase: A member of CVOA, but does not own a Cosworth. It seems that the import duties in Canada would make it a \$10,000 Cosworth!
- To Bryan Graves: Interpreted the rally instructions correctly, but the instructions were a little misleading (i.e. basically wrong)! We thought he was joking when he called and said he was just outside Cincinnati city limits!
- To John Cowall: Had to fix his shifter linkage Friday night. The lug nuts on the steel wheels for his autocross tires kept loosening. He followed what he thought was Bob Chin's car part way to Cincinnati, and had a mysterious EFI problem.
- To Bill Hutton: Planned to attend with his super low mile original Cosworth, but had TWO belt separations only one hour outside Clarksville. Needless to say, Bill decided to stay home.
- To Bob Maloy: Also planned to attend, but at last minute realized that examinations at the University were the following Monday.



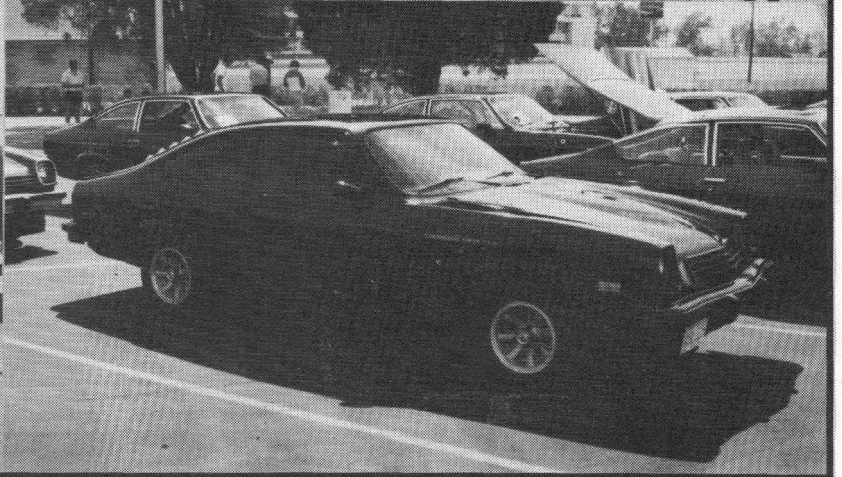
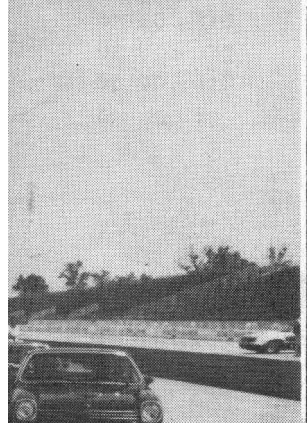




**COSWORTH VEGA OWNER'S ASSOCIATION  
SIXTH ANNUAL NATIONAL CONVENTION**



**AUGUST 2, 3, & 4, 1985  
INDIANAPOLIS, INDIANA**



# INDIANAPOLIS ROUND-UP RESULTS

## CONCOURS

### Under 25,000 miles

1.	Gade	IL	#2993	387 (T)
2.	Foy	IN	#3163	375 (T)
3.	Chidester	MD	#0069	359 (T)
4.	Pighini	IL	#2282	321
5.	Chin	IN	#1253	320
6.	Friskney	IN	#3130	297
7.	Felker	MO	#0259	289
8.	Pecenco	NY	#0953	258
9.	Newman	TX	#0362	237

### 25,000 to 75,000 miles

1.	Marr	MI	#1000	308 (T)
2.	Pool	OH	#0106	305 (T)
3.	Luetzow	WI	#2947	301 (T)
4.	Polson	IL	#0226	288
5.	Steinhauer	OH	#1557	286
6.	Terwillegar	OH	#0824	283
7.	Syrus	IN	#1823	278
8.	Muench	IN	#1458	276
9.	Cowall	MI	#0806	270
10.	Stallwitz	IL	#2797	270
11.	Michalski	IL	#0594	266
12.	Hirschbuehler	MO	#0133	247

### Over 75,000 miles

1.	Von Gunten	MD	#2214	302 (T)
2.	Chin	IN	#2172	290 (T)
3.	Collins	VA	#3099	289 (T)
4.	McNally	PA	#0438	279
5.	Steinhauer	OH	#3007	261
6.	Lee	KY	#3406	245
7.	Dillon	GA	#3266	238

### Restored

1.	Kirby	TX	#0078	341 (T)
2.	Trousdale	CA	#0793	332 (T)
3.	Schecter	NY	#2664	329
4.	Thomas	IA	#2129	327

390 points possible  
\*(T) means received trophy

## AUTOCROSS

### Stock Cosworth

1.	Ben Trousdale	CA	104.16 (T)
2.	Alan Friskney	IN	105.55 (T)
3.	Dan McNally	PA	105.70 (T)
4.	Mike Dillon	GA	105.78
5.	Robert Stallwitz	IL	106.97
6.	Cliff Eroskey	OH	off course
7.	Maurice Schecter	NY	off course
8.	John Cowall	MD	off course
9.	Robert Felker	PA	off course
10.	Michael Pighini	IL	off course

### Modified Cosworth

1.	Anthony Lee	KY	102.46 (T)
2.	Gene Von Gunten	MD	102.53 (T)
3.	Ben Terwillegar	OH	104.35 (T)
4.	Fred Thomas	IA	104.41
5.	Pat Brogan	CA	106.47
6.	Ron Steinhauer	OH	106.15
7.	Dave Von Gunten	MD	110.35
8.	Bob Hirschbuehler	MO	110.50
9.	Lou Marr	MI	111.81
10.	Dan Newman	TX	112.70
11.	Doug Walker	IA	off course

### Women's

1.	Debbie Thomas	IA	104.56 (T)
2.	June Eroskey	OH	121.47 (T)
3.	Harriet Marr	MI	130.23 (T)

### Unlimited

1.	Mark Grimm	IL	55.88 (T)
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### Non-Cosworth

1.	Mark Rock	OH	56.78 (T)
2.	Bryan Graves	CA	107.13 (T)

### Backwards Through Course

1.	Clark Kirby	TX	104.90 (T)
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# INDY RESULTS

## ROAD RALLY

	<u>NAME</u>	<u>QUESTIONS MISSED</u>	<u>MILEAGE OFF</u>
1.	Rocks	5	3 (T)
2.	Pecenco/Graff	1	8 (T)
3.	Gade/Pollis	6	4 (T)
4.	Kirbys	11	0 (T)
5.	Schecter/Brogan	7	4
6.	Foys	4	14
7.	Steinhauers	13	8
8.	Trousdales	18	4
9.	Dillon/Kieffer	10	13
10.	"The Lang Gang"	10	15
11.	Friskney/Hirschbuehler	11	17
12.	Michalski/Garland	18	17
13.	Chidester/Martin	5	34
14.	McNally/Von Gunten	12	33
15.	Felker	21	28
16.	Collins/Chase	26	25
17.	Graves Brothers		
18.	Muenchs		

Rally Helpers - No score

### PEOPLE'S CHOICE

Scott Polson #0226

### BEST ENGINEERED

Mark Grimm

### HARD LUCK STORY

Mike Dillon

### HUTTON POLISHED HEADER

Tim Foy

### HIGHEST ACTUAL MILEAGE

Bob Chin 127,000

### LOWEST ACTUAL MILEAGE

Pighini 3,200

### MOST UNIQUE

Tom Luetzow, '76 Blue Cosworth

### BEST REGIONAL NEWSLETTER

Paul Cornell

### COSWORTH FARTHEST DRIVEN

TO ROUND-UP

Bennett & Dianne Trousdale

### HIGHEST DASH NUMBER

Cliff & June Eroskey #3504

### LOWEST DASH NUMBER

John Chidester #0069

### DOOR PRIZES DONATED BY

Hutton Motor Engineering

Dan Young Chevrolet

Bud Wolfe Chevrolet

Bob Higman Racing

Ram Engineering

Grimm Chevrolet

### OUTSTANDING REGIONAL DIRECTORS

Danny Chieppa

Clark Kirby

Bob Chin

# REGIONAL NEWS

## REGION III

Dan Chiappa reports on the new Fox XK model radar detector. His personal opinion is that there are both pros and cons to this new device and that because of this, it's strictly a matter of needs vs. cost vs. efficiency when one thinks about purchasing it. His experience shows that it does alert you to radar and is great because it is such a small unit (about the size of a pack of cigarettes), but that it alerts you to police radar and all other types with equal consistency. The price range varies from \$69.00 to \$120. Because of the frequency of false alarms with this model, Dan suggests that if you have the extra money, get a Whistler Spectrum or an Escort.

Also of interesting news from Region I...this region covers the largest geographical area of any region in CVOA. Dan probably has his hands full with trying to find a central place to hold regional meets so that everyone can come without driving all night.

According to Massachusetts vehicle laws, those exempt from emissions "hassles" are motorcycles, diesel powered cars and trucks, vehicles with a curb weight in excess of 8000 pounds, vehicles more than 15 years old, and those with a top speed of 25 MPH. Also, in Massachusetts there are regulations concerning how dark and how much tint can be added to your windows (non-factory type), where you can have stickers and how many you can have, and that a violation of these rules can cost you big bucks!

## REGION III

July 21st saw a Cosworth meet at Summit Point, West Virginia. Hope they had lots of fun!

## REGION X

July 21st saw a meet for Region X at the Pro Football Hall of Fame in Canton, Ohio. Those present were Mark and Barb Rock, Cliff and June Eroskey, Stanley Reiber, Rick Borland, and Bob and Stacy Chin. No one even entered the Hall of Fame, because everyone was so busy admiring the cars and talking "Cosworth".

Shawn Muench, and Bob and Stacy Chin spent Sunday July 28th at Indianapolis Raceway Park at Super Chevy Sunday. Bob received a trophy for best unrestored runner-up and Stacy received one for best engine runner-up. Sorry to say that Shawn missed out on trophies, but should have won something as all the cars were fairly equal.

Also Bob and Stacy Chin made it to Zollner Stadium in Fort Wayne for the Detroit Performance cars and Swap meet on August 18.

## REGION XII

Clark Kirby proudly showed his true Cosworth colors at the Annual Southwest Swap Meet at Arlington (Ranger) Stadium lot. He mentioned that it would be "an orgy of car stuff." Sounds like fun, huh? On October 4-6, those true Region XII members attended the Starburst Custom Car Show and swap meet. Tune in next issue to see if any places were taken.

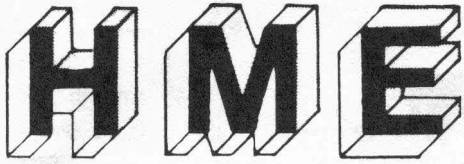
The CVOA Region XII Fall Meet will take place October 26 at the home of Clark and Jean Kirby. Events include a hamburger cook-out, viewing of the professional videotape of Round-Up '85, a technical seminar on Cosworth maintenance and a caravan to Turner Park in Grand Prairie to compete in Mountain Creek Rallye Club's Annual Halloween Rallye. Costumes are traditional for this fun event. I hope Clark takes pictures if this is the case.

## REGION XV

Region XV had a meet at the Malibu Gran Prix in Concord, CA on September 22. The game plan for the day had those members in some all out competitive Malibu Gran Prix racing, a pizza lunch and a B.S. ("boastful sportsman") session.

Carl Rumberger added his good advice about hood release problems in this last Region XV Newsletter. If your hood release handle becomes hard to pull get the hood open and repair the problem. Don't wait until you finally pull the ball off the handle end or it may be next to impossible to get your hood open again!

If the hood latch to the hood striker alignment is off it can lead to a binding of the latch assembly. In this case a simple alignment is all that is needed. The cable itself may also be bad, so it would be worth while to check on it also.



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



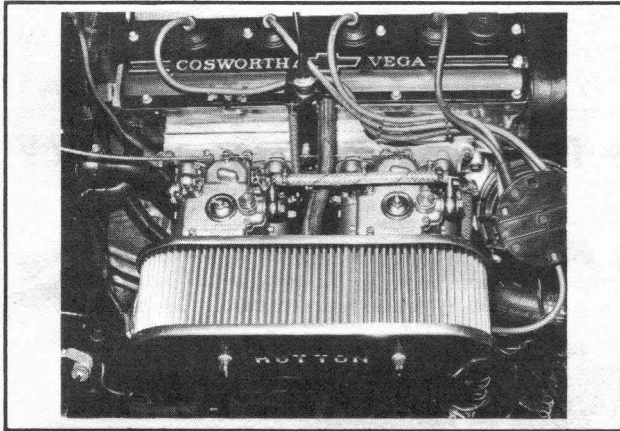
## Cosworth Vega Owners "CHRISTMAS BONUS"

*(Beat the January 1986 price increases)*

### HME CARBURETION CONVERSION

Weber reliability won't leave you out in the cold this winter.

350 CV owners have chosen to switch rather than fight.



The HME Weber system is shipped as a preassembled unit to insure the exact fit of components.

Still \$650.00 until January

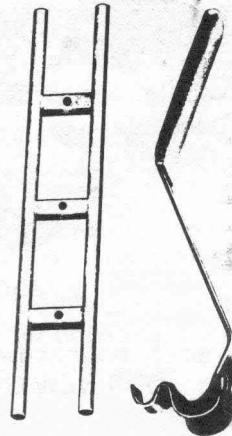
### MANUFACTURERS DISCONTINUED TOOLS

J - 24704 Valve Tappet Depressor



Required for valve clearance adjustments  
**SALE PRICE \$35.00**

J - 24824 Valve Spring Compressor



Assist valve removal during a head rebuild.  
**Until January \$45.00**

### CYLINDER HEAD - CAM CARRIER REBUILD PROGRAM

**MORE GOOD NEWS:** HME will continue to provide our most popular head and carrier rebuild service through this winter for only \$375.00 which includes return shipment.

**The craftsmanship provided in HME's replacement parts and rebuild services honors the COSWORTH name.**

PISTONS — CYLINDERS — VALVES — GUIDES — CAMS — BEARINGS — GASKETS — SEALS — HARDWARE — BY CHEVROLET AND COSWORTH

HME WEBER CARBURETION — AIR CONDITIONING — FREE FLOW EXHAUST — 7 QUART PAN — REBUILDING — MANUALS — TOOLS

# HUTTON MOTOR ENGINEERING

## C V O.E.M. and Aftermarket "Stocking Stuffers"

Part No.	Manufacturer	Description	Suggested List / Until Jan.	
356303	GM	Boot, air filter to throttle body (2 required) (Soon to be Discontinued)	\$ 7.70	\$ 7.50
A-71C	AC	Air filter element, EFI, throw away	8.53	6.00
E-4490	K & N	Air filter element, EFI, washable, reuseable	19.02	15.00
R-43LTSX	AC	Spark plug, .060" gap	2.98	2.00
D-331	Delco	Distributor Cap	13.85	10.00
D-432	Delco	Distributor Rotor	7.50	5.00
CV-784C	AC	PCV Valve	2.80	2.00
361878	Borg Warner	Clutch pressure plate	98.45	75.00
384168	Borg Warner	Clutch disc	67.70	55.00
CT-24AG	Delco	Throw out bearing	26.25	17.50

**H M E** Can Supply Your CV Parts Requirements From Stock

**TO ORDER:**

Telephone us Monday through Friday, COD Orders exceeding \$100.00 value will be shipped within the continental US by UPS ground service at our expense. All prepaid orders shipped free of charges as well. When writing, provide a street address and telephone number. No credit card orders, please.

### Now that you have the parts, how about a car? THREE PRIME COSWORTHS

**CV 0471** 13,500 miles

One owner - All original - Black with white interior.  
Paint oxidized and interior faded but elbow grease would do wonders. Mechanically as new.  
\$2950 or best offer

.....

**CV 1440** 450 miles - (yes 450) stored 11 years

Never titled - All original except for used rebuilt replacement engine. Paint and interior excellent. Ash trays clean and spare never on the ground.  
\$4250 or best offer

.....

**CV 3078** 3500 miles

One owner - Absolutely original and as new. White with white and red interior. Window sticker still attached!  
BUY YOUR NEW CV TEN YEARS LATER FOR STICKER PRICE  
\$6220 Firm

**COSWORTH VEGA OWNERS: Want to be on the HME mailing list?**

Name \_\_\_\_\_ Home Address \_\_\_\_\_

CV Dash Number \_\_\_\_\_ Home Telephone ( ) \_\_\_\_\_

Mail to: P.O. BOX 3333, 1815 MADISON AVE. • CLARKSVILLE, TENNESSEE 37043-3333 • TELEPHONE: (615) 648-3333



COSWORTH VEGA OWNER'S ASSOCIATION  
1984-85 Fiscal Budget Report

Beginning Treasury Balance (8-1-84) \$2,060.13

INCOME:	Membership dues	\$ 9,539.00
	CV Magazine paid advertisements	50.00
	Merchandise sales	2,067.39

TOTAL \$11,656.39

EXPENSES:	Magazine printing & postage (3 issues)	\$ 6,103.71
	Office supplies	1,332.05
	Regional fees	1,057.50
	Postage	777.71
	Recruiting	704.71
	Miscellaneous	686.20
	Telephone	370.00
	Merchandise Purchases	283.64

TOTAL \$11,315.52

Ending Treasury Balance (8-1-85) \$2,785.51

ROUND-UP 1985 FINANCIAL STATEMENT

Expenses

Dash Plaques	68.75
Saturday Breakfast	223.85
IMS Museum pass @ \$1.00 per person	60.00
IMS Track Tour	150.00
Pylon Rental (SCCA)	50.00
Autocross Insurance (K & K)	186.00
Ambulance (required by insurance)	60.00
Saturday Parking Fee	72.75
Action Track Go-Kart	240.00
Name Badges	16.17
Printing	24.47
Sunday Dinner (81 persons)	1,051.10
Guest Speaker Fee (Jerry Sneva)	300.00
Door Prizes	187.58
Trophies	957.40
Postage	72.52
Miscellaneous	42.93
Telephone	47.01
Gasoline	40.00

TOTAL EXPENSES	\$4,148.93
REGISTRATION FEES (78 adults, 6 children)	-4,140.00

ENDING BALANCE FOR ROUND-UP 1985 (8.93)

# CLASSIFIED ADVERTISEMENTS

## FOR SALE

'76 COSWORTH VEGA #2313. Black, black custom cloth interior, excellent California car, all original, original owner. Just turned 20,000 miles, AM/FM, rear defroster, 5 speed, positraction. PLUS - Bendix Master Black Box, repairable spare tire and original tires. \$6,800 or best offer. Herb Reed (404) 587-0344.

'75 COSWORTH VEGA #0271. Black, black cloth, 100% original from paint to tires. Immaculate condition, all options including positraction, light package, swing-out windows, defogger, etc. 18,700 miles. Asking \$7,400 for this pristine auto. Robert Schwager, Baltimore, MD (301) 484-0805 evenings.

'75 COSWORTH VEGA #1927. Black, original owner, low mileage, interior perfect, original paint, no checking, always garaged, no rust, hi-powered Craig cassette stereo, high quality black gelcoat fiberglass bumpers, electric windows and locks, original wheels, low profile 185VR60 Phoenix Stahflex tires, 4:10 posi, corrected speedometer, original engine, turbo muffler, suspension tweaks, gages, spares, too much other stuff to list!! Weighs about 2300 pounds. Does quarter in 14.50, 0-60 in under 6 seconds! 25 MPG if driven sedately! I have every original component. Will sell as is, or reconverted to OEM, or any reasonable combination thereof, your choice. \$5,000 or make offer. Jerry Storvik, 3026 E. Willis Ave., Fresno, CA 93726. (209) 299-9827.

'76 COSWORTH VEGA #2208. Black, black vinyl, 5 speed, one owner. \$2,600. Rick Weddle, 9785 North 750E, Brownsburg, IN 46112 (317) 852-6283.

'76 COSWORTH VEGA #3028. Black, firethorn vinyl interior, less than 2000 miles, all factory original including tires, 4 speed, includes factory CV tool kit. Declining health forces sale. Looking for a good owner to preserve this fine Cosworth example! \$4,500. Gene Cooper, OK (405) 753-4493 or 753-4485.

'76 COSWORTH VEGA #3082. Orange, buckskin vinyl, 5 speed, Webers, positraction, 98,000 miles, cracked front windshield, well worn seats, but a good car to restore. \$1,750. George Hutto, 620 Gibbons Blvd., Butler, AL 36904. (205) 459-3697.

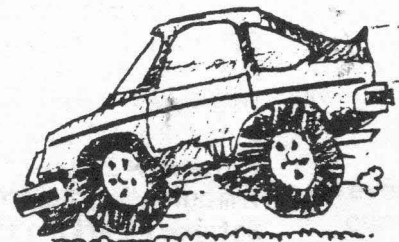
## FOR SALE

'75 COSWORTH VEGA #1668, Black, black vinyl, 49,000 miles, interior and exterior in excellent condition, all original, 4 spd. \$3,000. Kevin DeKold, 111 Calhoun St., Clemson, SC 29631. (803) 654-9302.

'76 COSWORTH VEGA #3269, Black, white vinyl, BRAND NEW!! 3052 original miles, 5 spd, AM/FM radio, original window sticker, original condition, stored inside, all factory manuals. \$6,000. Steve Garrett, Noblesville, IN. (317) 845-3434(R), 849-4343(B).

'75 COSWORTH VEGA #1457, Black, black vinyl, swing-out windows, rear defogger, positraction, 52mm throttle body, new exhaust, new clutch, new battery, 70,000 miles. Asking \$2,300. Randy Fife, 1856 S. Sierra, Stevensville, MI 49127. (616) 429-5338.

'76 COSWORTH VEGA #2239, Black, white vinyl interior, 5 speed, rear defogger, AM/FM, auxiliary lighting, 46,000 miles, car cover, all papers, good original condition. Owned by Cosworth lover -- never abused. Make offer around \$3,000 and drive it home from Kansas City. Kris Grey, (816) 525-4209.



COSWORTH VEGA PARTS - New and used. From carbs to crankshafts. Call (301) 635-6435. Gene Von Gunten, P.O. Box 464, New Windsor, MD 21776.

'76 COSWORTH VEGA #2078. Only 6,800 miles. Black, Black Custom interior, swing-out windows, five speed, AM/FM Radio, EXCELLENT original condition. \$6,000 O.B.O. Willing to deduct air fare if car sold to you. Kurt Melander, 16340 Gladiola Ave. West, Rosemount, MN 55068. (612) 432-0207 after 4 PM (CDT).

cont. on p. 19

## CLASSIFIED CON'T

### FOR SALE

Through much perseverance, I have found one more set of (5) NOS PN 461973 Cosworth Vega wheels in GM boxes. Absolutely the last set sold to the public. \$1,100/set. Also, one brand new CV dash bezel in box, perfect condition, \$300. Several OEM CV Delco radios, AM/FM stereo and AM/FM with stereo cassette, call for prices. CV header, mint condition, \$175. OEM brand new original skytrends sunroof, original, complete, \$225. CV horn button, new condition, \$50. Still have NOS GM '75 and '76 battery trays for CVs, \$15 each. Lots of other stuff. Call me!! Jim Dingell, Jr., 8659 Poplar Glen Ct., Vienna, VA 22180. (703) 281-5126 evenings.

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**JANUARY ISSUE  
DEADLINE  
DECEMBER 1, 1985**

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### ADVERTISING POLICY

Business Ads: \$25 up to and including  
one-fourth page  
\$50 for one-half page  
\$100 for full page  
\$75 for full page  
(photo ready)

Classifieds: CVOA MEMBERS shall be limited to one free 30 word ad per issue. Additional thirty word ads are \$5 per insertion. Photos are \$10 extra.

NON-MEMBERS will be charged \$15 for first 30 words and \$1 for each additional word per insertion. Photos are \$10 extra.

**ADS MUST BE PREPAID AND  
RECEIVED BY ISSUE DEADLINE**

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The CVOA is not responsible for any advertised product, car, and/or service. However, recurrence of complaints received by CVOA may result in denial of advertising space.

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**COSWORTH  VEGA**

### Service Facilities Listings

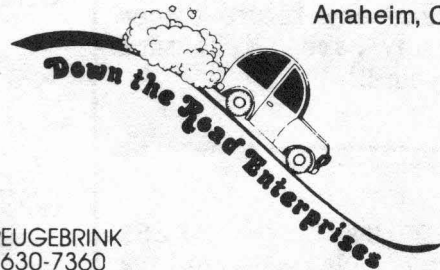
Telephone *HOTLINE* Service

CARL RUMBERGER — FUEL and IGNITION SYSTEMS

**Performance  
Dynamics** ●

DIST. AND CARB MODIFICATIONS • PERFORMANCE TUNING  
2348 TOWER AVE. • SACRAMENTO, CA 95825 • (916) 488-3114

1061 North Grove  
Anaheim, CA 92802



REN REUGEBRINK  
(714) 630-7360

### GRIMM CHEVROLET, INC. MORTON, ILLINOIS 61550

Cosworth Parts and Service  
Ask for Mark Grimm  
(309) 263-2241

We stock over \$7000. in Cosworth Parts  
10% Discount to C.V.O.A. members - UPS Shipping

### Hutton Motor Engineering

P.O. Box 3333

Clarksville, TN 37040

Bill Hutton (615)648-1119

Specializing in High Performance Cosworth of England Pistons, and expert motor and cylinder head work, Same day shipping on most stock C-V parts. We welcome your calls for technical assistance.

### RAM ENGINEERING

AUTOMOTIVE EXCELLENCE

POST OFFICE BOX 910,

EL TORO, CALIFORNIA 92630

(714) 643-1503

Robert A. Maloy, Proprietor

# COSWORTH TIDBITS

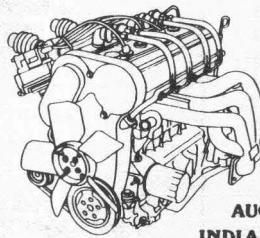
## CVOA GLOVEBOX REGISTRATION STICKERS

Cosworth Vega Owner's Association registration stickers were sent out in August to all members. If you did not receive your sticker or have more than one car, please contact Bob Chin, P.O. Box 1783, Bloomington, Indiana 47402. These stickers are important information for you, the club and any future owner your car may have. Make sure you have yours!!

## ROUND-UP '85 DASH PLAQUES

There are still dash plaques left from the Indy Round-Up '85 for anyone interested. Plaques are \$2.00 each. If you would like to purchase a plaque please contact Bob Chin at P.O. Box 1783, Bloomington, IN 47402, phone (812) 339-0838.

### COSWORTH VEGA OWNERS ASSOCIATION SIXTH ANNUAL NATIONAL CONVENTION



AUGUST 2, 3, & 4, 1985  
INDIANAPOLIS, INDIANA

Chrysler's new PPG Indy pace car is capable of 195 MPH. The car is called TWIN TURBO M4S and is anticipated to debut September 22nd at Michigan International Speedway. The pace car's engine block is a high performance version of Chrysler's 2.2 liter, 4 cylinder, from the company's racing parts catalog. Fitted with twin Garrett turbos, a twin cam COSWORTH 16 valve cylinder head and Bosch electronic fuel injection system, it can deliver up to 400 horsepower!! Why is Chrysler doing this? They tell us it's an IMAGE BUILDER!

HAS YOUR ADDRESS CHANGED? Please keep us informed about address changes. You may write to Bob Chin, P.O. Box 1783, Bloomington, Indiana 47402 or Clark Kirby, 5603 Edwards Drive, Arlington, TX 76017 with any changes. By giving us a new address it saves us postage and gets your latest CVOA Magazine to you on time! Thanks.

Buick will soon resurrect the name "Wildcat"--not borne by a Buick since 1968--and apply it to a four wheel drive "concept car" powered by a dual overhead cam, 24 valve, V-6 engine.

Fiat is expected to be the supplier of heads for GM's second 16 valve, 4 cylinder engine, now being tooled for production by the Buick - Oldsmobile - Cadillac Group at the Delta Township, Mississippi engine plant where Olds once made diesels.

**Cosworth  
Vega** MAGAZINE

OFFICIAL PUBLICATION OF THE COSWORTH VEGA OWNERS ASSOCIATION

P.O. Box 1783, Bloomington, IN 47402

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