

Cosworth Vega MAGAZINE

OFFICIAL PUBLICATION OF THE COSWORTH VEGA OWNERS ASSOCIATION

P.O. Box 1783, Bloomington, IN 47402

Fall 1988

Roundup '88 Sets Attendance Record

**95 Cosworth Fanatics
10 of 16 Regional Directors
Attend Roundup '88 in Reno**

Bennet and Diane Trousdale came from Japan to attend Roundup '88 in Reno, Nevada August 5,6,7, 1988. Ninety-three others came from Florida, New York, Massachusetts and twenty other states to take part in Roundup '88.

Ninety-five registrants for the Roundup made Roundup '88 the best attended Roundup in CVOA history. Not only were there more members in attendance, but the Regional Directors Meeting also boasted the best attendance for Regional Directors since the club's first meeting in Clarksville, Tennessee.

The event began Friday with registration, hosted by Byron and Kim Burnham, Steve Mayefeske, Neal and Kathy Williams and Dani Maloy. Even before the Registration Desk in the lobby of the Holiday Inn had been set up at 8:00 AM, CVOA members were standing in line to receive their Roundup package containing a schedule of events, a copy of the Twin Cam Times (the Roundup newspaper) a Reno Fun Book from the Chamber of Commerce, and tickets for the continental breakfast Saturday morning, the cowboy burger and beans lunch at the Ponderosa Ranch, entrance to the William F. Harrah Foundation



Automobile Museum, and the black and gold embossed ticket to the banquet Sunday evening.

Friday evening, the first of several activities took place, the Regional Directors meeting. A crowded room of members and club Directors took part in the meeting's business where Bob Chin was elected the new President of CVOA by acclamation, and Dick Baumhauer was elected Vice-President of Merchandise and Promotions.

Outgoing President Deb Thomas noted that highest number of Regional Directors (10 of 16) ever was

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Harrah's Museum Welcomes CVOA Members

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COSWORTH VEGA OWNER'S ASSOCIATION

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

EXECUTIVE COUNCIL

President - Bob Chin, Bloomington, IN	812-339-0838
Membership/Teasury - Clark Kirby, Arlington, TX	817-465-6596
Merchandise Promotions - Dick Baumhauer, Clawson, MI	313-288-2126

OTHER OFFICIALS

CVOA Magazine Editor - Bob Chin, Bloomington, IN	812-339-0838
CVOA Historian - Paul Wicker, Birmingham, MI	313-258-0472
Valve Tool & Shim Exchange Administrator - D.J. Martin, Hillsborough, NC	919-488-3114
1989 CVOA Round-Up Chairman - Deb Thomas, Des Moines, IA	515-285-7294

TECHNICAL ADVISORS

Bill Hutton - Clarksville, TN	615-648-3333	Robert Maloy - El Toro, CA	714-582-1503
D.J. Martin - Hillsborough, NC	919-488-3114	Carl Rumberger - Sacramento, CA	916-488-3114
Maurice Schechter - Glen Cove, NY	516-676-5467	Mark Grimm - Morton, IL	309-263-2241
Gary Hill, Phoenix, AZ	602-944-6131		

REGIONAL DIRECTORS

Region I - Massachusetts, Rhode Island, New Hampshire, Maine, Vermont, Connecticut, & all foreign countries. Dan Chieppa, 81 Brownell Street, New Bedford, MA 02740	617-993-6764
Region II - New Jersey & New York Keith Meiswinkel, Box 94, Plains Road, Walkkill, NY 12589	914-895-3027
Region III - Pennsylvania, Delaware, D.C., Maryland, Virginia, & West Virginia Dan McNally, 7248 Shannon Road, Verona, PA 15147	412-793-6652
Region IV - North Carolina, South Carolina, Georgia, Tennessee, Mississippi, & Alabama Fred Kieffer, 208 Mill Creek Place, Roswell, GA 30076	404-993-7236
Region V - Florida, Puerto Rico, & Virgin Islands Ron Beyers, 1401 51st Avenue NE, St. Petersburg, FL 33703	813-522-4512
Region VI - Colorado, Wyoming, & New Mexico Dave Erisman, 3144 Blue Mountain Way, Colorado Springs, CO 80906	719-540-9123
Region VII - Ohio Jim Straub, 1951 Eddy Road, Wooster, OH 44691	216-264-2897
Region VIII - Michigan John Cowall, 9677 Fox, Allen Park, MI 48101	313-388-1026
Region IX - Iowa, Minnesota, South Dakota, North Dakota, Kansas, Nebraska, & Canada Fred Thomas, 1310 Spring Street, Des Moines, IA 50315	515-285-7294
Region X - Indiana & Kentucky Shawn Muench, 4515 Thornleigh Drive, Indianapolis, In 46226	317-546-4275
Region XI - Illinois & Missouri Jim Stallwitz, 4410 Meadow Drive, Pekin, IL 61554	309-925-7881
Region XII - Texas, Oklahoma, Louisiana, & Arkansas Clark Kirby, 5603 Edwards Drive, Arlington, TX 76017	817-465-6596
Region XIII - Arizona, Utah, & Nevada (Temporarily assigned to Region VI)	
Region XIV - Oregon, Washington, Idaho, Montana, & Alaska Pierre Gerrard, 15568 SE Wildwood Court, Milwaukie, OR 97267	503-654-0972
Region XV - Northern California & Hawaii Jay Bortolotto, 5962 Angelo Drive, Loomis, CA 95650	916-652-9015
Region XVI - Southern California Byron Burnham, 8793 Railroad Avenue, Santee, CA 92071	619-449-0849
Region XVII - Wisconsin Steve Mayefske, 3595 Meadow Way, Green Bay, WI 54303	414-434-3652

Letter From The Editor

Bob Chin

Well, if you don't know by now, during the 1988 Reno Round-Up, I was elected as the new president of our Club. Clark Kirby retained his position as Membership/Treasurer, and Dick Baumhauer was elected for the Merchandise/Promotion position.

Some background about myself, originally from Long Island, NY, I moved out to Indiana to attend Purdue University. I have a Mechanical Engineering background and a Bachelor degree in Mechanical Engineering Technology. I began working for General Motors in 1979 for Central Foundry as a Machine & Tool Designer for the last 9 years.

I have as yet to receive the minutes from the Directors meeting in Reno, but from what I have heard, the directors that were there, voted to increase the membership dues to \$30 per year, \$75 for three years. The increased cost of running the Club, I believe, was the reason. Personally, I don't believe that this increase was required, income can be generated by other methods such as the Stripe Kit Program for example (there are still approximately 50 sets in inventory that have a sales potential of \$4750). Also, to offset the cost of all the membership inquiries we get, maybe we should charge \$4.00 for an inquiry package. What do you, the members, think about the increase due in April 1989? Please let me know.

INFORMATION WANTED ON MISSING COSWORTHS!!

Looking for any information on these dash numbers. Even if you only know that it was seen on a car, please let me know.

#0007, #0010, #0011, #0013, #0015, #0016,
#0017, #0018, #0019, #0020, #0021, #0024

Please call me at:
312-934-3672 (home) or 312-680-8100 (work)
and I'll call you back.

Or write:
Steve Larson
164 N. Clark Drive
Palatine, IL 60067

Not to be left out of all this, the directors themselves voted to pay membership fees. The thought behind this is to keep a person from becoming a director just to get a "free ride". Just think of a director that does not put out a newsletter, does not contact his members in any way, and "collects" \$5 per member in his region for expenses! The person who pays his/her fees and volunteers for the directors job will have enough dedication to do a good job regardless.

I would also like to take this chance to welcome our new regional directors, Dan McNally and Shawn Muench. Dan takes over for long time director Gene Von Gunten of Region III and Shawn will take over for me in Region X.

The Club is actively pursuing incorporation to minimize financial liability of the officials. Mark Rock, Strongsville, Ohio, is the person in charge of the legal matters in this matter. We will also file for non-profit status.

Per a suggestion from Bob Maloy, we are working with Auto Custom Carpets, Anniston, Alabama, in obtaining reproduction carpet sets for the Cosworth. We are looking at not only just the floorpan, but also the rear seat and hatch area carpets for those with faded carpets and colored interiors. We are sending samples of the rear carpet pieces for them to size so that they can come up with a quotation for the complete set. We will also try to get the correct heel pad as the '75's and '76's differ greatly.

We are also looking for other items to reproduce. At the moment, the pulse air tubes, a high visual item, might be worth looking into.

Sorry for another delay on the History, Part IV article. The length of the Round-Up story and related articles has put this story off for another issue. There will be a surprise in the History article with some never before seen production numbers for various option codes.

WHERE ARE THOSE ARTICLES?

Due to length of the Round-Up report, the following will appear in the January 1989 issue:

- History, Part IV & production numbers
- Regional News
- Reproduction sticker review
- Tonawanda Plant Tour by Region II

2.6L or Not 2.6L

Dear Editor,

As requested, I would like to clarify some points in the article I wrote about my car's increased displacement conversion which was done by Gary Hill.

The heart of the conversion is the piston. Gary has gone to great lengths to make it strong and variable in diameter. Numerous pictures were sent with the article to demonstrate this capability. By using the stock Vega bore diameter and by installing the stock Vega crankshaft, it is possible to get 2.3 liters compared to the stock Cosworth 2.0.

Gary can make the piston in diameters from stock Vega up to the currently developed and tested 2.6. If someone really wants to fine tune the exact displacement of a big bore Cosworth conversion, your best bet would be a conversation with Gary Hill and his calculator because he can vary the bore to meet an individual customer's pocket book, performance expectations, and comfort level with state-of-the-art.

I need to make a correction regarding the pricing mentioned in the article. For \$2500 you can get a 2.5 liter, while a 2.6 goes for \$3500 because of the extra

work required for machining, welding, and special fabrication of parts.

Sincerely,
Paul Cornell

I can't see how one can demonstrate that a piston is variable in diameter by photographs. True, you can vary the diameter of a piston, but the crankcase must be capable to accept the bore and the loads imposed upon it. You can put a stock stroke Vega crank (3.62 inch) with pistons with the wrist pin relocated and come up with a 2.3 liter Cosworth. That's what a stock Vega displacement is anyway. To get a 2.6 liter, DISPLACEMENT (4 cyl.) = BORE x BORE x 3.14159 x STROKE. That works out to be a bore of 3.70 inches or bigger depending how you round-off. Bore spacing is 4.00 inches, leaving .300 wall between bores. Looking at the pictures that I have that you have sent me for the article, the stock water groove between the bores are maintained, they are approximately .125 wide. That would leave a steel sleeve of approximately .087 wall per bore. If you look at the picture at the lower right hand corner of page 13, you can see the groove and the sleeves. It does not look like a .087 wall sleeve but more like .125 which would give a 2.45 liter displacement for the short block in this picture.

Ed.

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- 1 — 16 oz. spray can light gray lacquer primer-surfacer
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- 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)
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in attendance for the Regional Directors Meeting.

Clark Kirby, Vice-President of membership and Finance reported a year-end surplus of \$4,801.82 on revenues of \$29,124.38 reported through the period ending August 1, 1988. Revenue sources for fiscal 1987-88 were \$1,025.00 from merchandise sales, \$17,882.48 from the stripe kit promotion, \$9,705.80 from memberships, \$372.00 from paid advertisements in the club magazine, and \$139.10 reported as miscellaneous income.

Expenses for the same period were Stripe and Dash Plate program, \$14,942.08, National Magazine printing and mailing, \$5,475.26, Regional Fees to Directors, \$1,970.00, magazine ad recruiting costs, \$1,734.03, Merchandise Sales Administration, \$941.59, Postage, \$566.58, Office Supplies, \$546.68, and other administrative expenses, \$504.86.

Clark reported that the Tool and Shim Program had not been as successful as it might have been due to the difficulty in effecting a quick turnaround in the loaner tools and the problems encountered by the program administrator in obtaining the thicker shims to replace those used by members.

A motion was made and approved by the Board of Directors to increase the dues for CVOA membership. The motion was made by Regional Director Dave Erisman of Region VI.

Dave explained that club

financial reserves could be endangered in the future under the current membership dues structure since the club has not raised its fees to members in the nine years since its founding in 1979.

Costs for postage, printing, and servicing member requests for information and assistance have risen tenfold in the past ten years but club fees have remained the same. It was proposed that annual dues be increased to \$30.00 per year and three year memberships to \$70.00 to offset increased costs.

A six month notice will be given to every current member with an opportunity to renew for three years at the current rate of \$60.00.

In addition to assuming the role of CVOA President, Bob Chin will continue as Editor of the CVOA News and as Regional Director of Region X. Other business brought before the Board of Directors and approved included the final approval for the incorporating of CVOA as a non-profit entity, and a motion by Bob Maloy that all CVOA officers and Regional Directors pay dues was seconded and approved. In the past, Regional Directors and National Officers were given free membership in exchange for their efforts on behalf of the club. This change in club policy will increase the income to CVOA by approximately \$700.00 per year.

Another item of discussion revolved around the claims of Gary Hill of Hi-Torque Specialists that

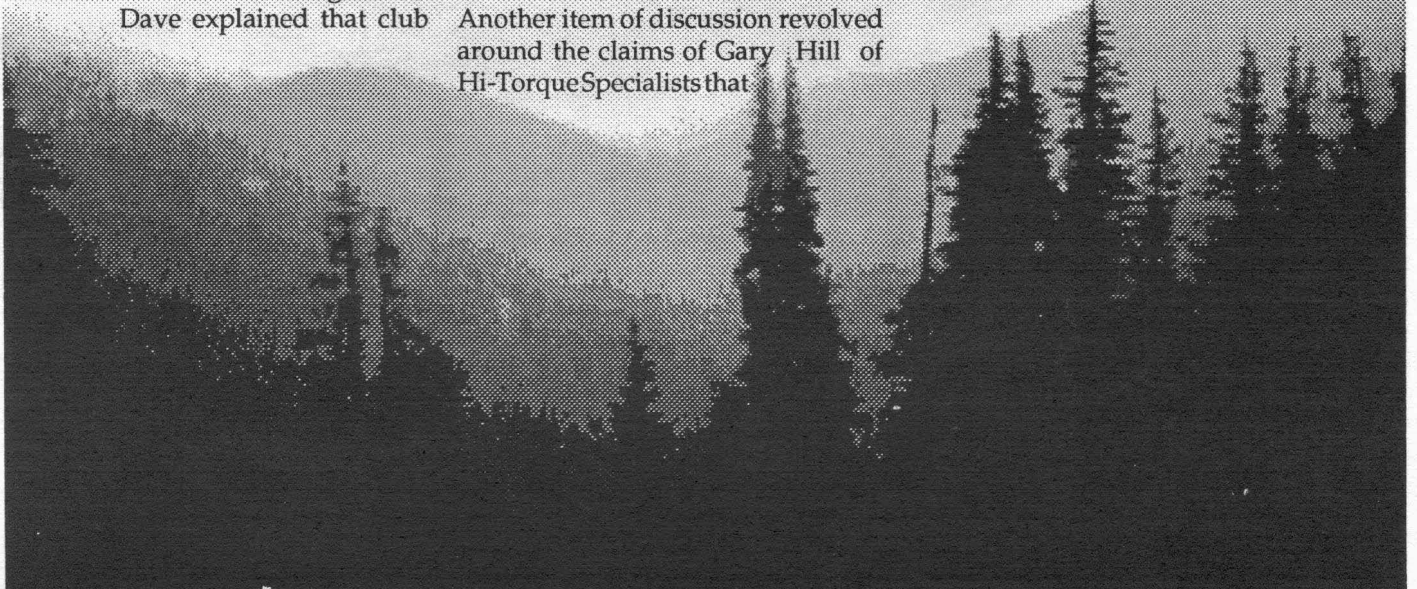
he has been building a 2.6 liter Cosworth engine. The contention was challenged by several members and Technical Advisors present as well as having been questioned in the last CVOA News by Dick Baumhauer in a Letter to the Editor. Deb Thomas, outgoing President of CVOA, noted that Gary Hill had been given several opportunities to respond to the questions surrounding his claim, but to date he has refused to provide any substantive information. The club Directors requested the new President to resolve the matter as to Gary Hill's status as a Recommended Service Facility as quickly as possible.

A new CVOA program offering complete molded carpet sets to members at a substantial discount was announced by Bob Maloy of RAM Engineering. Details of the program will be provided by Dick Baumhauer, newly elected Vice-President of Merchandise and Promotions.

Sites for the 1989 and 1990 Roundups were approved by the Board. The 1989 Roundup, marking the Tenth Anniversary of the CVOA will be held in Des Moines, Iowa hosted by Fred and Deb Thomas, and the 1990 meet will be hosted by Keith Meiswinkle, and Region II at Tonawanda, New York, the site of the Chevrolet Engine Assembly facility where Cosworth engines were built.

The Board meeting was finished in a record three hours with all new and old business being covered by the CVOA Board of Directors.

Saturday morning be-



gan the fun part of Roundup '88. After a continental breakfast in the Holiday Inn, judging for the Concours de Cosworth began in earnest with twenty-seven of the twenty-nine Cosworths at the Roundup entered.

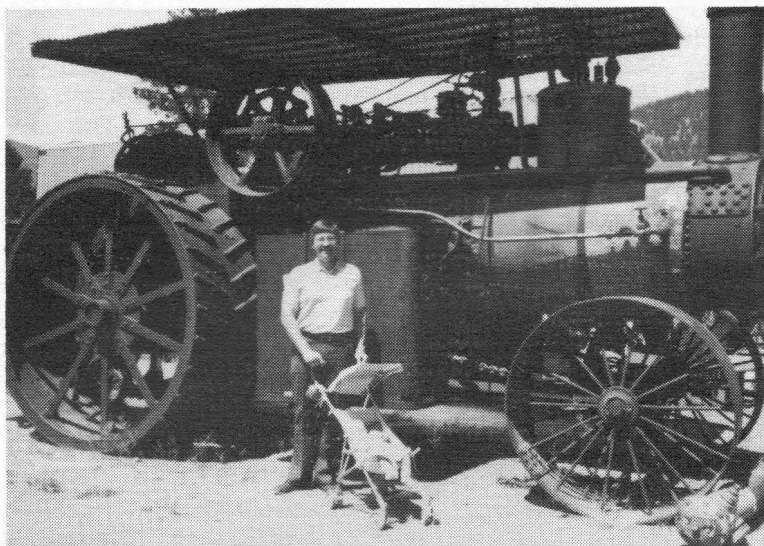
The weather was about as perfect as weather can be. Middle 80's with a light breeze out of the West and humidity at 20%.

As the six Concours Judges performed their duties, polling took place for the Annual People's Choice Award. This event allows every Roundup attendee to choose his or her favorite Cosworth at the event.

The judging completed, the 1988 Class Picture was taken (see photos on first page and elsewhere).

All of the Cosworths and other cars were lined up for the Rally to The Sky, an experience that will not be soon forgotten by the drivers and navigators. Down Highway 395 to Carson City, the Capital of Nevada and on to Route 50 leading to the top of the Western slope of the Sierra Nevada, and climbing to an altitude or over 8,300 feet, through some unbelievably beautiful mountain vistas, and then to Lake Tahoe, the second largest lake in the world, twenty-two miles long and with the bluest water you'll ever see! On to Tahoe City, then across the state line to South Lake Tahoe, California and back up Route 50 to Route 28 along the shoreline of Lake Tahoe to the Ponderosa Ranch, home of the famous television show "Bonanza".

The Rally driving instructions were easy to follow, however, the difficult part of the event was the Automobile Crossword Puzzle and the "Name That Car" quiz that brought insanity to several of those participating in the



Dave & Baby Erisman look at dad's new Cosworth powered tractor

event. Serious discussions as to the identity of the name of a Russian limousine and questions to the Rally-Masters asking "just what in heck is an Elva Courier, anyway?" brought some additional excitement to the mountain driving experience.

A "Hossburger and Cowboy Beans"



Chris Wheaton, Claire & George Harrington, Don Volden and the Burnham family enjoy a break at the Ponderosa Ranch

lunch was served that included a colorful Bonanza souvenir tin cup as a memento of the Ponderosa Ranch. Then we were on our own for the

walking tour of the ranch property. The current owner of the Ponderosa, Mr. Bill Anderson, is a collector of old cars and trucks as well as an eclectic collection of antique farm implements, blacksmith tools and stationary engines that seem to be stored everywhere on the property! A guided tour of the ranch house where the T.V. show was shot and a walking trip to the scenic viewpoint overlooking Lake Tahoe all topped off with some old fashioned ice cream from the town's ice cream parlour capped a wonderful day. The trip back to Reno down Route 431 provide new and even more beautiful scenes of mountain meadows and views of one hundred miles or more into the distance

as we descended the Sierra back to Reno in the late afternoon.

Sunday morning arrived, and Cosworths were lined up as far as the eye could see for the parade to the William F. Harrah Foundation Automobile Museum in Sparks, Nevada a town tucked in next to Reno at the foot of the Sierras.

As we arrived, Cosworths were parked in front of the most famous and largest automobile collection in the world. As we entered the museum, we were greeted by Mr. William Ray, the curator of the museum and a true automobile fanatic.

We were treated to a great continental breakfast in the museum's dining area and Bill Ray gave a brief talk telling us about the history of the Harrah collection and how, after

William Harrah's death the Holiday Inn Corporation came very close to totally decimating the unbelievable assemblage of automobiles from the pre-war era.

William Harrah owned some of the most profitable casinos in Nevada, and his love of the automobile was legendary. As an example, he had a Jeep with a twelve cylinder Ferrari engine buried under the hood! The museum he built to house his personal collection of nearly 2000

cars was at once a monument to automotive history, and, after Harrah's death, a puzzle that he left unsolved for his heirs. No provisions were made for the continuation of the museum, nor were any funds set aside in a trust to maintain the staff of nearly 200 who were employed full time in the daily maintenance of the cars or their restoration.

Since the death of William Harrah, the fate of the collection hung in the balance until a group of dedicated people funded and formed the William F. Harrah Automobile Foundation. By July of 1989, the collection will move from its present home in Sparks to a new \$15,000,000 building being built in downtown Reno designed to house the world's preeminent collection of automobiles that have influenced the course of automotive history. Unlike the days of Mr. Harrah, there will not be one hundred and fifty Packard sedans on display, only very special hand picked vehicles that demonstrate the course of the development of the car.

Into this heady and rarefied atmosphere a Cosworth Vega, 1975-#1937

stands proudly beside the supercharged 1937 Mercedes 540K and a rare Tucker Torpedo Sedan as evidence of its designers and engineers foresight and contribution to the modern automobile of the 1980' and 1990's. Occupying center stage as the



Cosworth owners hang out at the Sheriff's Office hoping to get their speeding tickets fixed

newest acquisition of the museum, this immaculate 1975 Cosworth Vega donated by Bob and Dani Maloy stands as a silent tribute to those men and women at Chevrolet who fought long and hard to bring the idea to fruition. A brand new bright yellow Vega Hatch Hutch, (the camping tent



A view of the famous Ponderosa Ranch house of TV fame with the Sierra Nevada in the background.

that installs over the open hatch) and one of the rarest original Chevrolet options for the Vega, was presented to the museum by Bob and Dani Maloy

and will be installed as part of the Summer and The Automobile theme of the museum during August.

Cal Wade would have been proud.

After an hour and a half at the museum we were off to the Reno Convention center where the local SCCA had designed an autocross course that gave everyone that drove it an opportunity to show the Cosworth's real colors. And show them they did in front of a crowd estimated to be nearly 1000. The Cosworths in pit row were examined by visitors to the Hot August Nights display inside the Convention Center. The usual questions; how fast is it?; is that stock?; how much is it worth?; and of course the ever popular; "my cousin Ernest had one of them Vegas, twarn't no damn good...busted the rings after 30,000 miles"!

After the last Cosworth had run, a challenge match between our three fastest cars and (I quote the SCCA folks) three of our comparable cars from SCCA. All afternoon had been spent in Cosworth bashing by the SCCA folks. You know the full list of smart cracks about Vegas. After a few of our cars had made their passes at

the course the smart remarks turned to grudging admiration for those twelve and thirteen year old Chevrolet factory hot-rods. O.K. ! We put up two Cosworths and Larry Abbott's

Toyota F-16 sixteen valve coupe (he drives in Pro-Solo in San Diego). The SCCA came up with a 5.0 liter Mustang hunkered down on shortened

springs and tires wide enough to set a dinner for twelve, a fully prepared Datsun 280Z with a full-on Datsun race motor equipped with three two-barrel Mikuni carbs and nearly slick racing tires estimated to be about a 45 section and an alleged "stock" (sure it was!) Honda Civic that sounded like a Formula I car.

Well, as they said in Ghostbusters, we kicked their — ! In the first round all three CVOA cars were faster than any of the SCCA cars. Suddenly, it was two out of three runs, then escalated to three out of five. After all that, the fastest Cosworth Vega was faster than the Mustang, and within hundredths of a second of the other two cars. You done good, guys. Our hats are off to the drivers of our challenge vehicles, Steve Ryan, Pierre Girard and Larry Abbott.

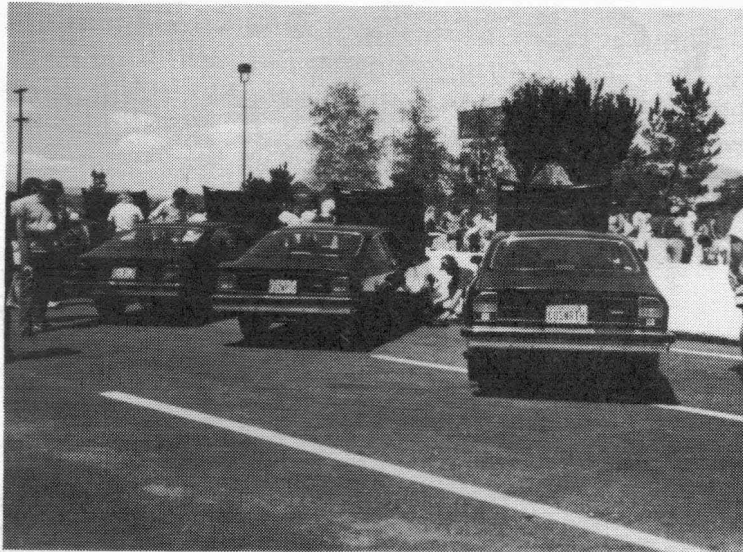
The crowd on the sidelines applauded our cars efforts and were especially enthusiastic as Harriet Marr, age 71, know as Grandma Marr to the event announcer, went faster than most of the men who drove the event. Dani Maloy, in a borrowed Cosworth, was third in class in the Modified Class and First in The Women's Class. The last time Dani drove in competition was three years ago at the Roundup in New Bedford, Massachusetts.

A plunge into the cool hotel swimming pool and a little nap before the Awards Banquet was the order of the day for some of us. For others, it was those hot slot machines in the casino that picked your pocket till all of your nickels were gone.

7:30 Sunday evening heralded the start of the cocktail party and banquet held in the beautiful Skyline Room on the fourteenth floor of the Holiday Inn. With glass walls from ceiling to floor on both of the long walls of the banquet room you could see the set-

tion of vegetables and salads, and followed with some of the best carrot cake we've tasted in a long time.

The welcoming address by Deb Thomas told of the growth of your club over the past nine years, and the plans that are in store for the future. Deb announced that a Roundup 1989, a historic point for CVOA, since it marks the 10th Anniversary of the club's founding, will be hosted by none other than herself and



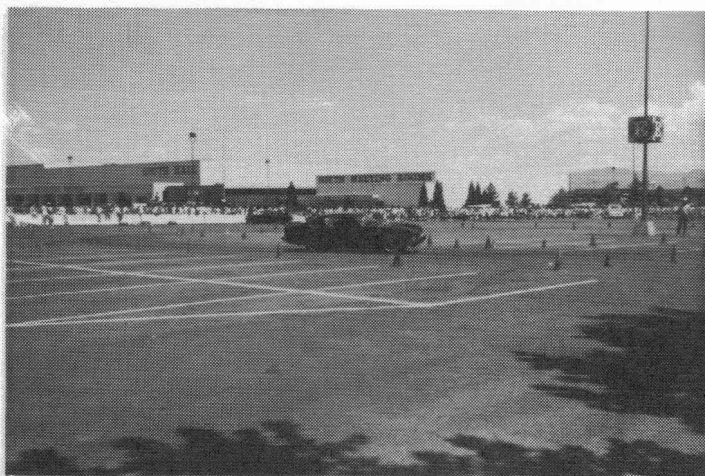
Cosworths line up in the pit area for tech inspection prior to the Autocross

ting sun, the play of light and shadow on the mountains, and the lights of Reno coming to life as the evening sky changed from pale blue to red then to black.

After a forty-five minute cocktail party

husband Fred in Des Moines, Iowa. The exact dates were not announced, however Deb did say that she will give everyone plenty of time to arrange their vacation schedule for next year.

Bob Maloy announced that our guest speaker, Jim Hall of Chevrolet Engineering was stuck in Japan and had called Sunday morning with his apologies. Jim did volunteer to come to our next Roundup to make up for his not being able to attend Roundup '88.



If you look in the background you can see the 2000 plus spectators that turned out for CVOA's Autocross event

Then the fun really began! The winners, near winners and Tough Luck Awards were presented. (A complete list of Winners appears elsewhere in this issue) This year, Olympic medals in gold, silver and bronze replaced the usual trophy or wall plaques. Every member of the Roundup '88 team received a medal recognizing their individual participation and contribution to the success of Roundup '88.

the guests were seated and enjoyed a roast round of beef personally carved to order or chicken cordon bleu as a main entree served with a tasty elec-

This year, 272 door prizes were made available! Every one was placed in a supermarket paper bag to hide the contents from prying eyes then

marked for a man, woman, 'either one' or a child. Each participant had three selections from the gifts ranging from Chevrolet note pads to gold dash bezels, a complete set of Cosworth carpets, gold Cosworth Watches, Cosworth jackets, Chevrolet mugs, Tee Shirts, and four exquisite gifts donated by Bennet and Diane Trousdale brought all the way from Japan for the Roundup. It was Christmas in August as the gifts were opened, the yelps of excitement at the contents of the bags could be heard all over the city of Reno.

Reno is known as The Biggest Little City In The World. We who attended Roundup '88 know what that means. Reno is a real car town. The people are friendly and helpful, and our accommodations and meals were superb.

Our special thanks to Felix Oroz at the Reno-Sparks Convention and Visitors Bureau, to Randy Burke, President of Hot August Nights, to Bill Ray, Curator of the William F. Harrah Automobile Foundation Museum and to Susie Pittenger of the Holiday Inn Downtown. Without your special help over the past two years in the planning and execution of our Roundup would it have been the very unique and distinctive event it became.


Finally, a very special thank you to my wife, Dani. She has had to put up with an excellent example of why women complain about men for the past few months as the date for the Roundup drew near. Now it's over and we can get back to what for us is normal.

Reno and Roundup '88 was all we anticipated, and then some!

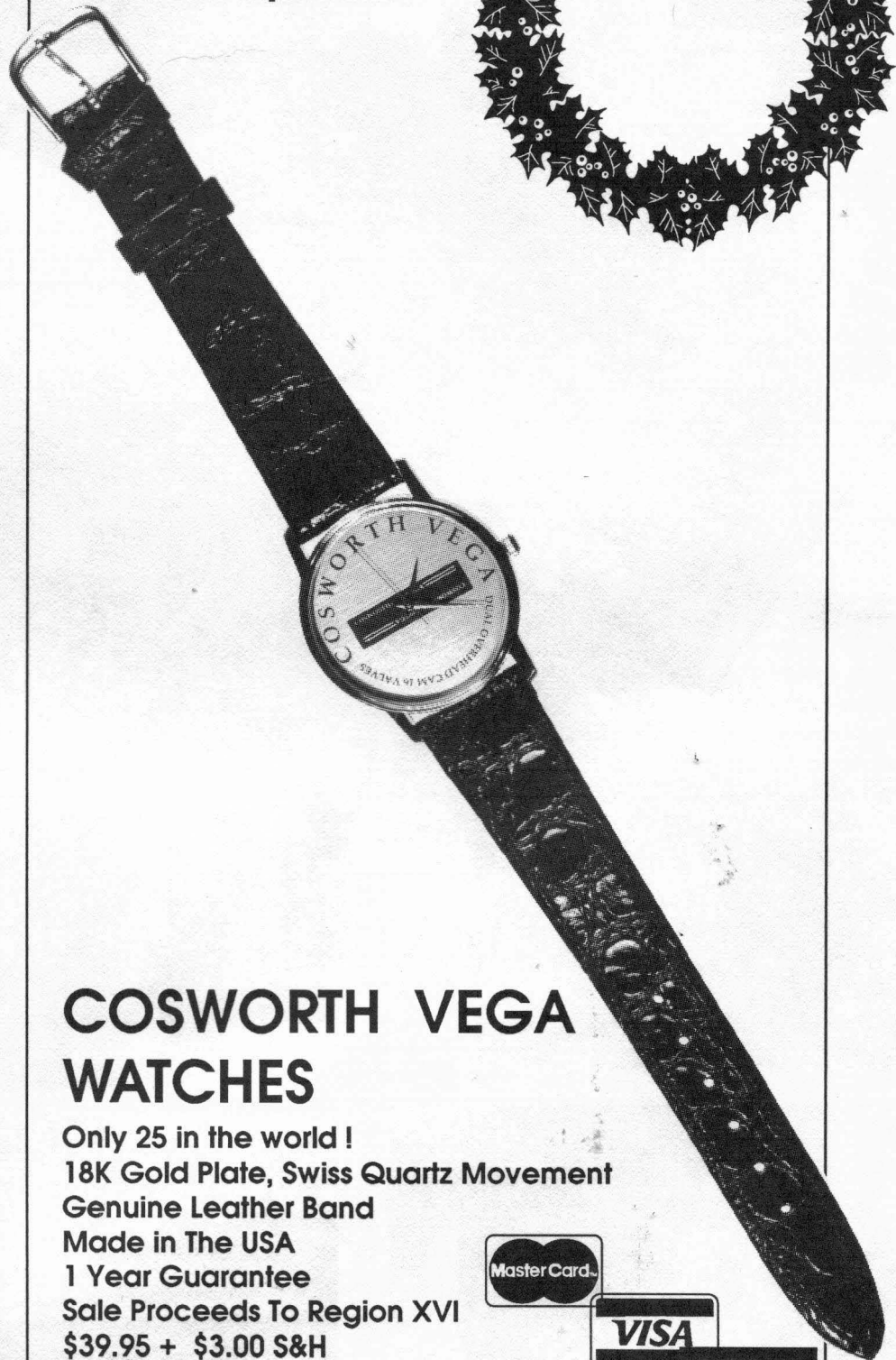
Being a Roundup Chairman is a lot of work, but the reward of a well organized event is in seeing the attendees have a good time without any hassles or problems.

Reno provided us with some of the best weather in the world for August, just what the Chamber of Commerce ordered for us!

See you all in Des Moines next year.

 - Bob Maloy

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Reno Gazette-Journal

Monday
August 8, 1988
35 cents

Mostly sunny, high 89, low 50
Sunday's temp level, 47 (good)
Today's evening forecast: moderate
Complete weather report, page 4A

Water restrictions in Reno start today

Effective today, Reno is in a stage-two drought alert. All residents and commercial businesses in the city are required to restrict all irrigation, including hand watering, to two times a week. Monday is a no watering day. Residents with even-numbered addresses can water on Saturday and Wednesday. Those with odd-numbered addresses can water on Wednesday and Saturday.

Camshafts hurled at angry Authorities

By Mike Henderson/Gazette-Journal

Thousands of spectators attending the ninth annual Cosworth Vega Owners Association Roundup in Reno this weekend joined with the owners of the nearby historic cars as they paraded down Virginia Street Saturday night in throwing camshafts made of marshmallows at a group of local law enforcement officials estimated to be in the hundreds who, in retaliation, poured 10-40 motor oil on the nervous crowd.

"Earl 'The Pearl' Morris, Chief of Reno's Car Club Riot Detail, told reporters that this was the worst example he had ever seen of fully grown adults resorting to marshmallow camshafts as weapons. In a prepared statement Chief Morris said, 'These people should only throw these dangerous devices if they are prepared to later roast them over a hot flame...not just toss them over a hot flame.'"

This reporter personally saw several of the Cosworth club members actually enjoying themselves while attacking the police at the Holiday Inn on Sixth Street. "I ain't never seen nobody like it," said Reno cabbie Clyde J. Dorr who recently moved to Reno from Resnau, Speed Colerado following a brief stay in the hospital. "Them people are just plain cool."

Police to open probe today

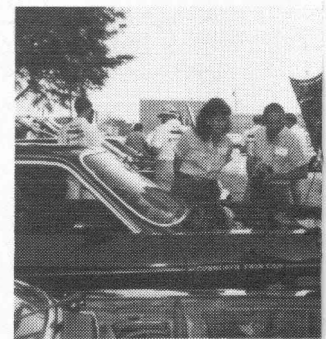
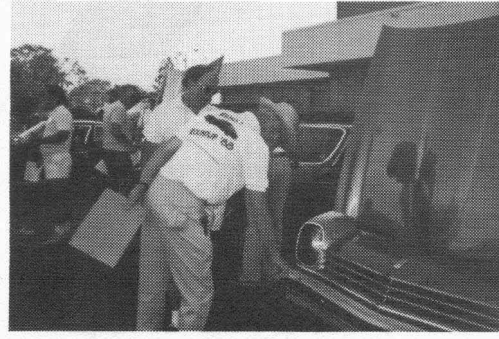
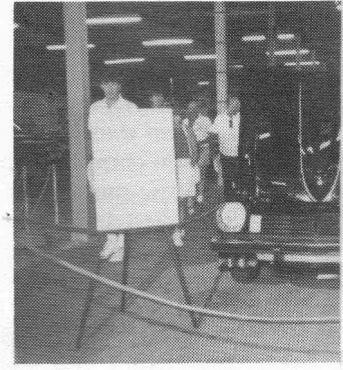
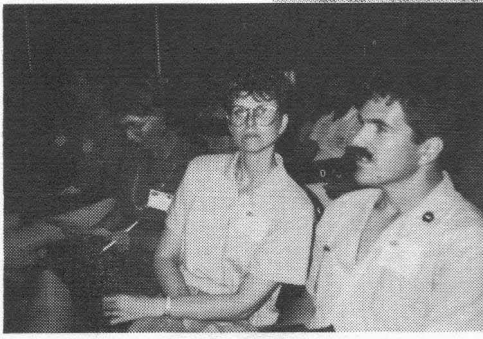
By Mike Henderson/Gazette-Journal
A full inquiry into Sunday's riot in downtown Reno will begin today and could lead to recommendations on additional police controls in the downtown area, Reno Police Chief Robert Bradshaw said Sunday. "The people we picked up were just stumbling and falling down. I guess I'm concerned about getting



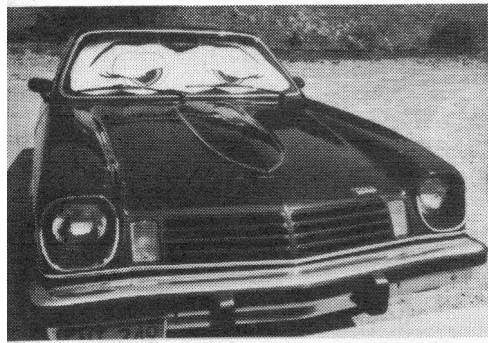
Bradshaw: "The people we picked up were just stumbling and falling down. I guess I'm concerned about getting

The dangers of all-terrain vehicles

U.N. Iran, accept



A Look At Roundup '88 and T



Twin Cam Times
 All The News That Fits, We Print
 Special Edition
 August 5, 1988

Reno Reports Invasion By 16 Valve Monsters

Reno, NV. Eighty odd souls today descended on Reno in search of the 16V Cam and to have been seen paraded back with gold, silver, and heading towards Reno from all points of the compass. Leader of this cult of 'save washup' Mr. K. Kirby of Lost Souls, TX says "These are the E Tickets to paradise good buddy".

group of funds can followers. In fact, the object of our adoration has been spanned a 1 1/2 inch of other Chevy-roller owners throughout these many years, but this weekend will see our vindication.

were held there and the banquet menu consisted of green chiese and grape accord. ing to a highly placed source within the upper echelons of the CVOA.

Save Those Tickets

The event tickets in your registration kit are your "tickets" to the events this weekend. To avoid past crashes and the possibility of your being charged for non-payment in our group's events, these special tickets will be collected at each of the events planned this weekend.

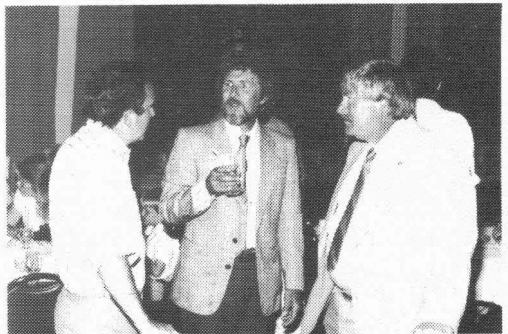
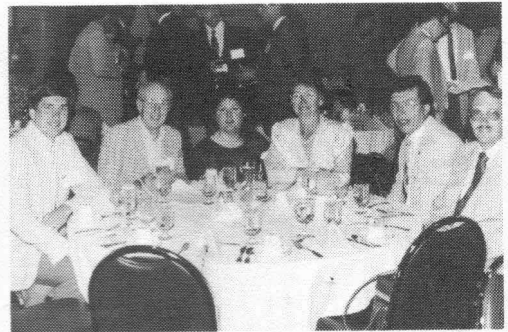
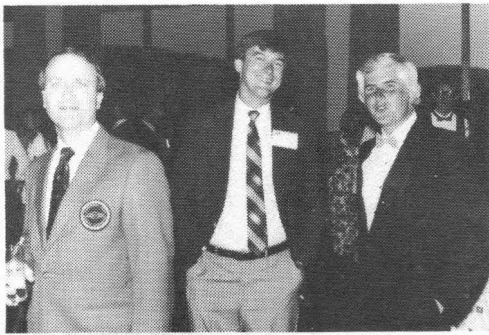
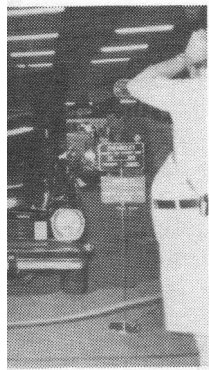
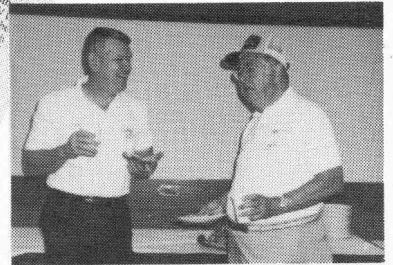
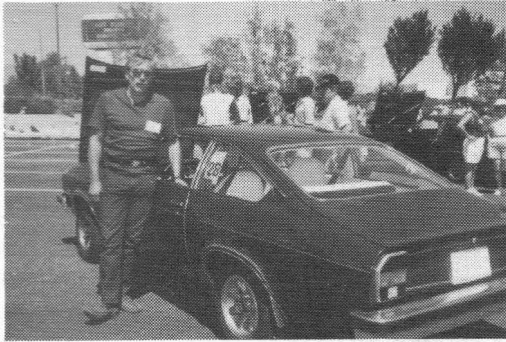
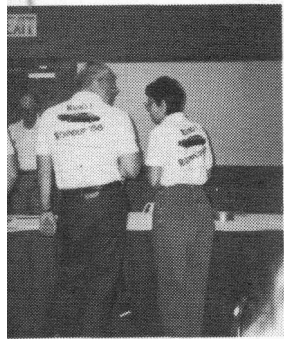
Don't lose your tickets, as no dupli- cates are available.

Roundup '88 Attendance in CVOA History!

Roundup '88 set a new attendance record for Roundup attendance with eighty-three paid attendees.

Leading in attendance is California with seveneen. Oregon with seven. Ohio enters state membership! (Eg. Iowa, Michigan, Ohio, Georgia, Iowa, Idaho, Massachusetts, Okla- Wisconsin are the other states repre- sented at Roundup '88.

1988 RENO ROUNDUP ADMIT ONE



he People Who Made It Great !

ROUNDUP 88 AUTOCROSS RESULTS

STOCK CLASS

1	#1253	Mark Rock	29.457	5	#3486	Chris Wheaton	32.327
2	#1253	Jeff Romeo	29.792	6	#1059	John Gullion	32.704
3	#3486	Don Volden	29.870	7	#2596	James Paulos	38.264
4	#2244	Laurence Johnson	32.123	8	#2797	Sylvia Skratek	38.264

MODIFIED CLASS

1	#2006	Steve Ryan	26.571 * F.T.D.	4	#0046	Clark Kirby	30.831
2	#0900	Greg Gibson	30.029	5	#2231	Maurice Schechter	30.866
3	#2006	Dani Maloy	30.029 * Top Woman	6	#0046	Shawn Parsons	31.623

UNLIMITED CLASS

1	#1000	John Cowall	28.150	4	#1000	Kathy Cowall	30.789
2	#2710	Pierre Girard	28.172	5	#1000	Harriet Marr	32.477
3	#1000	Lou Marr	30.512				

NON-COSWORTHS (For Time Only)

1	Toyota FX-16	Larry Abbott	27.208
2	Thunderbird	Fred Thomas	29.858
3	Chevy Beretta	Bill Evans	31.110
4	Chevy Beretta	Dave Elliot	31.200
5	Corvette	Mike Garland	31.828
6	Thunderbird	Deb Thomas	32.836

Special thanks to the Autocross Management Team: Dave Erisman, George Harrington, Sy Scheinberg, Joe Fransen, Neal Williams, Larry Abbott, Dave Elliot, and Carl Rumberger.

ROUNDUP 88 RALLY RESULTS

RALLY RESULTS

1	John Cowall	K. Cowall, L. & H. Marr	17	Neal Williams	Kathy Williams
2	Jeff Romeo	Lisa Romeo	18	Bill Story	Pat Story
3	Dave Erisman	Mickie Erisman	19	Pierre Girard	Larry Ramsey
4	Ron Byers	Dan McNally	20	Larry Abbott	Peggy Pooler
4	Kevin Hay	Doug Hamada	21	George Harrington	Claire Harrington
4	Chris Wheaton	Don Volden	22	John Gullion	Sylvia Skratek
5	Jay Bortolotto	Carl Rumberger	23	Byron Burnham	Kim Burnham
6	Maurice Schechter	Mike Garland	24	Sy Scheinberg	Judy Prince
7	Elwood Gee	Kendall Tong	25	Jim Stallwitz	Carol Stallwitz
8	Diane Trousdale	Bennet Trousdale	26	Joe Greulich	Kate Klein
9	Joe Fransen	Joni, Mark, & Adam	27	Gordon Palmquist	Ms. Palmquist
10	Steve Ryan	None	28	Steve Mayefske	Bonnie Mayefske
11	Greg Gibson	Arnie Gibson	28	Shawn Parsons	None
12	Mark rock	Barb Rock	28	John Scorza	Scorza Family
13	Dick Lang	Jane & Sarah Lang	28	Jim Rigg	Michelle Reesman
14	James Paulos	Tony Hansen	28	Danny Chieppa	Meredith Persson
15	Bill Evans	Dave Elliot	28	Laurence Johnson	None
16	Fred Thomas	Deb Thomas			

There were eight cars that did not enter the rally and simply drove to the destination.

Special Thanks to Rally Committee Member Richard Lang, "Last Car Out".

FOUNDUP 88

CONCOURS DE COSWORTH RESULTS

CONCOURS - Under 25,000 Miles. STOCK CLASS

1	#2244	Kevin Hay	63 pts	2	#3486	Laurence Johnson	60 pts
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CONCOURS - Over 25,000 Miles. STOCK CLASS

1	#2596	Sylvia Skratek	62 pts	4	#1922	Carl Rumberger	51 pts
2	#2818	Joseph Greulich	55 pts	5	#2301	Chris Wheaton	41 pts
2	#1059	John Gullion	55 pts		#2008	Not Entered	
3	#1511	Gordon Palmquist	54 pts				

CONCOURS - Improved Class (All over 25,000 miles)

1	#3177	Ron & Charlene Miller	75 pts	8	#2231	Maurice Schechter	48 pts
2	#0078	Clark Kirby	72 pts	9	#0900	Greg Gibson	42 pts
3	#1000	Lou & Harriet Marr	68 pt	10	#1253	Mark & Barbra Rock	39 pts
4	#2710	Pierre & Joyce Gerard	65 pts		#2006	Not Entered	
5	#2607	Jim Rigg & Michelle Reesman	55 pts		#2647	Not Entered	
6	#3451	James Paulos	54 pts		#2797	Not Entered	
7	#1805	James Bortolotto	50 pts				

PEOPLES CHOICE AWARD - Ron & Charlene Miller CV #3177

JUDGES: INTERIOR - Danny Chieppa, Dave Erisman, Deb Thomas
 EXTERIOR & PAINT - Fred Thomas, John Cowall, Byron Burnham
 ENGINE - Neal Williams, Larry Abbott

PERFECT SCORE = 80 Points

Photo Credits

Mickie Erisman

Joe Fransen

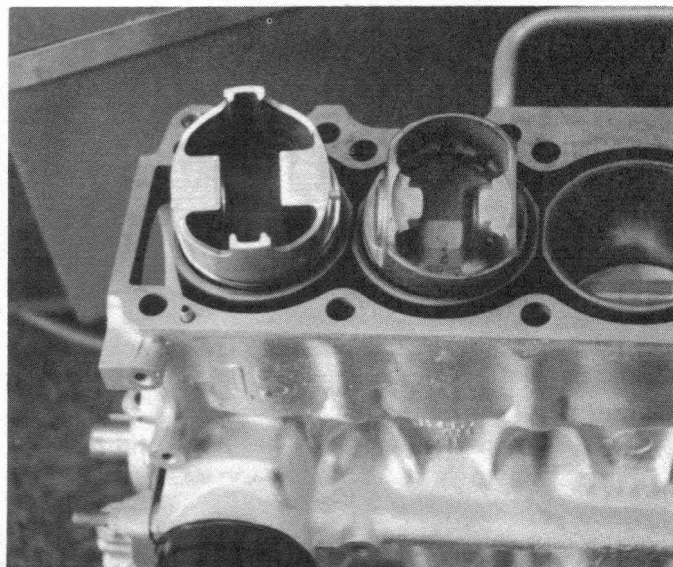
Dan Chieppa

Reno News Bureau

Video

Bennet Trousdale

from Page 4



The Round-Up Saga of Old 1253

by Mark A. Rock

With only 35,134 miles on the odometer (the least of all our cars), #1253 was the "reliability" choice for the 2436 mile trek to Reno. It only made sense that the car with the fewest miles would give us the fewest problems. We still can't figure out what went wrong.

Day 1: The wheel. Walt Potchatek had insisted we use his Goodyears to help bring home the Gold in the autocross, but someone forgot to tighten the lug nuts on the left rear. The car is squirrely in the turnpike ruts as we leave Strongsville, but I blame the wide tires and bad alignment and tell Barb to keep driving until a sudden lurch and a real dance force us to pull over. Damage: one broken stud, a lug nut with a piece of stud still dangling in the wheel hole, two very loose lug nuts, and one semi-snug because the wheel is cocked against it. Repair: Tighten three lug nuts and put one in the tool box. Onward.

Day 2: The starter, which had sporadically failed to engage before the trip, now attacks with vengeance. Ten, twenty, thirty turns of the key before it engages with the flywheel becomes the order of the day. Every fuel and food stop elevates our level of stress. This trip was supposed to be fun.

Sounds reminiscent of a bad throwout bearing now come from near my feet. A godawful clatter. They stop if you push on the clutch pedal. What a din! But I leave it alone; I can still hear the CB. The clutch doesn't feel quite right though, and we had to grind it into reverse. Since we don't plan to back up much, onward.

Cheyenne at the end of the day. We decide to drive through this fabled rodeo town, stopping at a large discount store for silicone sealer (don't you dare ask why). When we come out into the drought ending rain, the car won't start. The starter refuses to engage, and when it finally does, the engine just cranks. After 15 minutes of fiddling, I determine the engine is flooded and finally get it running. We will make it to my sister's in Fort Collins for the night and pray it will start tomorrow.

Day 3: The heat of the midwest had taxed the Hutton A/C to the limit, but it was strong. I suspect either the computer or the coolant temperature sensor wasn't. Old #1253 barely starts in the morning and we have no choice but to let it run all day. Then backfires on trailing throttle raise the spectre of a burnt valve. During a fuel stop and a long telephone call back to the office, Barb rushes in, panic in her eyes, and tells me that the car is overheating, that the red temperature warning light has come on. I tell her to open the hood, turn off the A/C, increase the idle speed, and I'll be right there. My concentration on the office problems

was now shot, I tell my secretary to "just handle them" and rush out tho the car only to find that thing are back to normal. We nevertheless keep one worried eye on the temperature gage all the way to Salt Lake City where we finally shut it off.

Day 4: The two hour drive across the Great Salt Lake is accomplished early in the morning, before the real heat arrives. Even in the early hours, we have to rely on our Hutton A/C. Although we got #1253 started this morning, we dare not shut it off for fuel or food stops, or phone calls back to the office. It draws a lot of strange looks somewhere in northern Nevada, sitting outside a phone booth at a McDonald's, cycling between 1900 and 2000 rpm.

Reno, at last, after a thunderstorm in the desert. We can't believe we made it! Oil is down two quarts. Total consumption is 5 quarts for 2436 miles. That's one way to do an oil change!

Day 5: Saturday. Concours/Swap Meet and Rally, but first I attend to Cosworth repairs. A computer swap verifies that the coolant temperature sensor is the culprit. The paperclip "quick fix" lets it start on the first try (when the starter engages), but now we have only idle and full throttle and the engine dies at any other position. Since the Rally is about to begin, I pocket the paperclip to regain full throttle response, stop at Radio Shack during the rally for TV Tuner Cleaner, finish the rally at Lake Tahoe at the Ponderosa Ranch, use the paperclip to restart and pocket it again to get us over the mountains and back to the Holiday Inn with only a minor elevation of blood pressure.

Day 6: A fateful mistake. Barb asks me if I saw firewall clutch cable braces for sale yesterday during Concours. She tells me that they were for '76's which are supposedly weak in the firewall. I don't think the '75's and '76's are different in that area of vulnerability, but since I know the clutch pedal assemblies and cables are different, and since my '76 (at home) has already had this area reinforced, I make no effort to investigate.

The autocross. I try to remove the throttle position harness so I can remove the throttle position sensor to clean away the suspected carbon tracking. Half of the sensor pulls away with the cable. Feverishly I remove the rest of the sensor, clean it, reassemble the two halves, reinstall it, and insert the paperclip. Won't start. Won't start. Starts and runs badly. I adjust the MAP sensor to richen the mixture. It runs better, so I make the first run and shut it off. Time for the second

Continued on Page 15

run. The sun blazes down. Won't start. Won't start. Jeff Romeo puts his "ten cents" worth in (uses dime instead of paperclip) because he wants to drive the car in the autocross. It finally starts, and we let it run the rest of the day.

Oil smoke. An automatic rev limiter is oil in the combustion chambers. Six grand and the power goes away --now! Old #1253 lays down a smoke screen over the course that would be the envy of a WW II destroyer. I hear the announcer reassure the crowd, "They say that's normal for these cars." I know better. The smoke is normal, but not that amount! We're by far the worst of the group. At least we win our class. The A/C was "off".

Screech. The alternator belt now begins to screech. I drive one wheel up on a curb and crawl under to add tension to the belt. It works. The throttle position sensor, the starter, and the dime all seems to be working together now. We may make it home after all.

Day 7: A marathon 835 mile shot from Reno to Rawlins, Wyoming. Pulling into a rest area near the end of the day, I hear a small click when I depress the clutch. I check the firewall in the engine compartment -- it is split in three places and the clutch cable is almost inside the car. Time to demonstrate shifting without the clutch. Me and Pat Bedard. I don't know how many pushes I have left, but it's almost dark so I gamble. I only need one more push (hopefully) tonight, and one to start and one for each refueling tomorrow (please no traffic or cops when we roll through stop signs). Why didn't I check out the brace for the firewall?

Can't take the pressure. The hill out of SaltLake City on I-80 East must be 6 miles long. We chop the A/C, open the windows and throttle, and cruise up at about 75. As Chuck Berry said, the heat went up, the oil went down. That's when I heard that highway sound. We see 210 degrees and 41 psi of oil pressure, and think that the exhaust system sounds louder. When the temperature returns to normal, so does the oil pressure. We close the windows, hit the A/C, and forget about the exhaust.

Day 8: The best way to cross 402 desolate miles of Wyoming is with a fast front door. Maybe that's why the exhaust pipebreaks right at front of the catalytic converter flange. Love that highway sound! Only 1500 miles to go. We soon learn that at 4500 rpm (indicated 80) it is almost quiet, leaving our ears to be caressed only by the noise from the throwout bearing, the A/C blower, the engine and the wind.

Day eight continues. Lunch in North Platte, Nebraska, is a bonanza for us. One trip around the restaurant puts the odometer at 39,000.0 as we pull into a parking slot and kick the car out of gear to save the firewall. I check under the hood and things look critical, so Vise Grips to the rescue. Grip the cable and let the pliers distribute the load. Works like a charm. Who needs a custom firewall brace?

Day eight. Panic. The scene: In the boondocks of Nebraska, late afternoon, low on gas. A bright and clean Phillips 66 sign pokes up from behind a cluster of thick green trees. We pull off only to find a filthy, junky, filling station attended by a bearded, gap tooth local. Barb has been driving, so I jump out to pump the gas from the only unleaded pump. Oil, I think, check it. I motion to Barb, finger drawn across my throat, to kill the engine. She mouths, "Are you sure?" Annoyed, I snap, "Do it," and suddenly silence. She pops the hood and I lift it and peer in, only to be knocked back by the wave of heat that boils out. It is unmercifully hot in there. It feels like the headers may have been glowing again. Getting a rag, I grab the hot dipstick and yank it out. Down a quart. Here we go again.

Day eight. More good news. For the second tank of gas today, the oil still registers full. Maybe that blast across Wyoming (indicated 97 at one point) loosened up some stuck oil rings, or stuffed some valve guides, or something. The Hutton A/C keeps pumping out the cold air, and I can't hear a thing wrong. Come to think about it, I can't hear a thing.

As I look up, an old farm truck with yard high wooden sides pulls up to the other side of the pump, a four inch trail of fetid water splashing to the ground. The smell hits me harder than the heat had only a moment before, and flies magically appear.

A farmer climbs out, a big boned but soft looking man, and begins to pump the gas. As sends his wife to pay, an incredible keening and crying and snorting begins in the truck, punctuated by the sound of sloshing water. I listened for a moment, trying to solve the mystery. Donkeys? Pigs? Aliens? I decide on pigs and ask the farmer. "Yep" and a smile. He looks at my car and reads the name on the front fender, not quite sounding out the letters, then walks to the front. As he looks at the license plate, he asks where I'm from. I tell him Cleveland. "Long way from home" he remarks, and I couldn't have agreed more. Barb asks why the pigs are making such heart-rending sounds. He answers that they're packed in the truck like sardines, all 42 of them. Suspecting "the rest of the story," I ask if he is headed for the market. "Sure enough" he replies, and tell Barb that the water dripping from the truck is because they have hosed down the pigs to cool them off. I surmise that the smell is so strong because they are scared _ _ _ _ less by the trip and that's what's running down the side of the truck.

Continued on Page 16

Everything now done and the farmer gone, I climb in, buckle up, and turn off the CB and A/C so I can hear the starter and the engine. If the starter engages, I want to hear the engine clearly, ready to catch the first sounds of starting. I twist the key to "on", hear the high pressure pump whine for 1/2 a second and quit, and twist to "start". Silence. Gut chilling silence. I glance to the door of the station and see the proprietor, shoulder against the entrance, watching with narrowed eyes. I release the key, then twist again, and again, and again. Each time I hear silence.

I glance around as I pop the hood and get out, seeing the dented wrecker with padded front bumper and the now curious manager with a hint of a smile at the corners of his mouth and anticipation in his eyes. I prop the hood, walk to the other side and per down toward the starter, my head well inside the engine compartment, trying desperately to see into the darkness beneath the manifold. I can't see a thing, not even when I remove my sunglasses.

Full of panic now, I try to figure out what the heat did to the starter, recalling Maurice Schechter's jammed Bendix that didn't even click and Lou Marr's heat sensitive starter that required a 20 minute cool down before function returned. I grasp at the proverbial straw and twist the negative battery cable. It is bolted tight. I twist the positive - - it gives slightly. I work it back and forth and climb back into the car, eyes averted from the station doorway. Once again the routine. Shut the door to silence the "key in ignition" buzzer. Buckle the seatbelt, turn the key to "on" and listen to the fuel pump. Then - - CONTACT! The engine snarls to life with the broken exhaust pipe sound of a racing engine. With a smile on my face, I unbuckle, climb out, nod triumphantly to the now steel-eyed owner still lounging in the doorway and close the hood. Good-bye, Nebraska.

That night, we push slightly over 800 miles today, and at the end, the exhaust pipe rattles, clanks, and bangs embarassingly as I wait, engine roaring, outside each motel in Des Moines, for Barb to return saying, "They're full."

Day 9: The final leg home. Near Davenport, we hit rain. Near Chicago, the downpour is torrential. The A/C keeps the windows clear until we begin the freeze and are forced to turn it off. Immediately the windows steam up. We would have used the defroster, but we had disconnected the electricity to the blower under the hood and blocked off one heater hose to keep the heat out of the passenger compartment during the hot summer months. Reluctantly, but vigorously, we wipe the windows until they warm up.

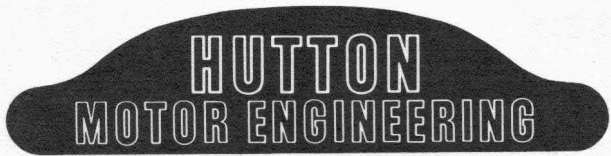
Good news. The combination of cooler, denser air has done wonders for performance. At highway speeds in high gear, you need only to nudge the throttle and the car surges forward. What response! What power! Much stronger than we embarked upon this trek. I'm ready to do it again! Don't ask Barb.

The statistics:

4929 total miles
 214.3 gallons of gas
 23.0 miles/gallon average
 \$223.69 total fuel cost
 26.5 best mileage/tank
 13.5 worst mileage/tank
 7 quarts of oil
 704 mile/quart oil consumption

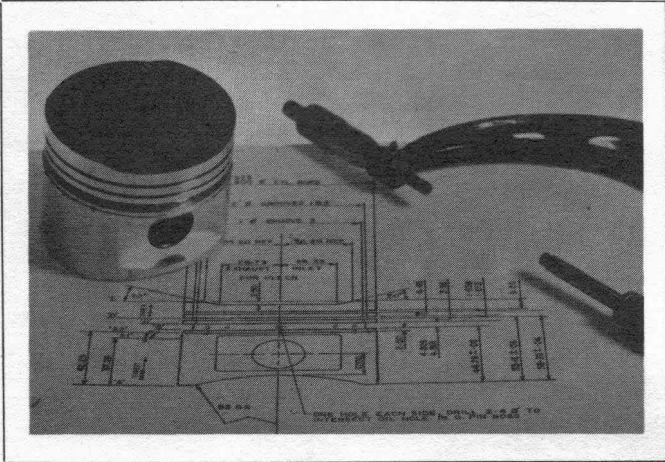
Day 10: Epilogue. Four hours to remove, weld, and replace the exhaust pipe. Five hours to weld the firewall and fabricate and install a special brace. My son, Ken, complains that the clutch still does not feel right, that it is stiffer. But the transmission no longer grinds in reverse and after a test ride I proclaim the repair successful. The next morning Ken gets two blocks from home when the grade five bolt holding the clutch cable pulley snaps, leaving the pedal dangling uselessly in the air.

COSWORTH VEGA OWNER'S ASSOCIATION	
Financial Report Fiscal Year 8/87 to 8/89	
Beginning Balance 8-1-87	\$ 2358.52
Income	
Stripe & Plate Sales	\$17882.48
Membership Fees	\$ 9705.80
Merchandise Sales	\$ 1025.00
Paid Magazine Ads	\$ 372.00
Miscellaneous	\$ 139.10
Total Income	\$29124.38
Expenses	
Stripe & Plate Purchase	\$14942.08
National Magazine	\$ 5475.26
Regional Fees	\$ 1970.00
CV Membership Ads	\$ 1734.03
Merchandise Expenses	\$ 941.59
Administration Postage	\$ 566.58
Office Supplies	\$ 546.68
CVOA Patches	\$ 310.00
Telephone	\$ 119.00
Miscellaneous	\$ 41.00
Charge Card & Fees	\$ 33.88
Tool & Shim Program	\$ -0-
Total Expenses	\$26,681.08
Ending Balance 8-1-88	\$ 4801.82



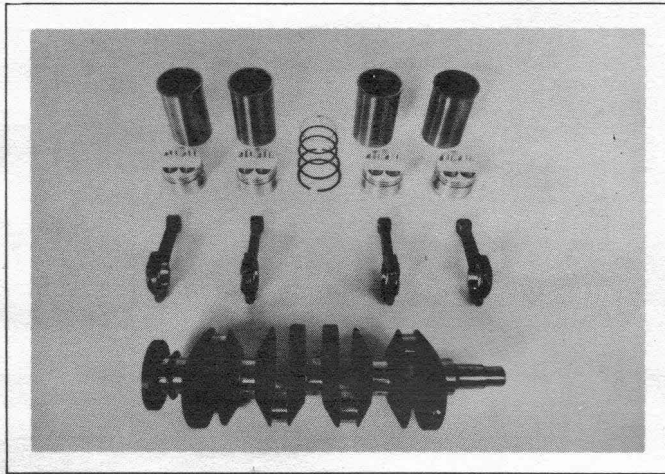
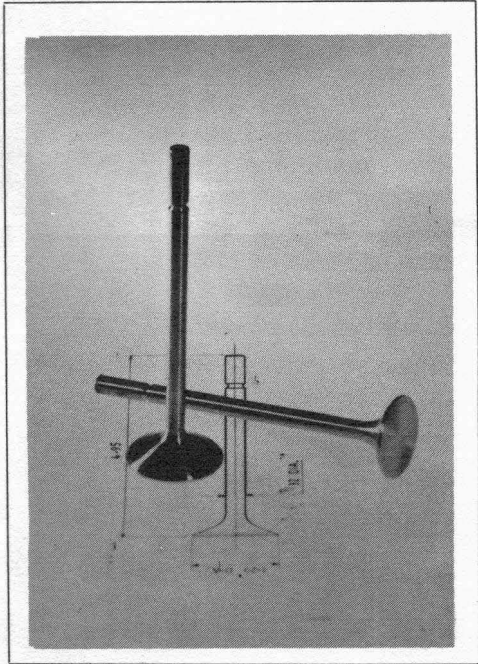
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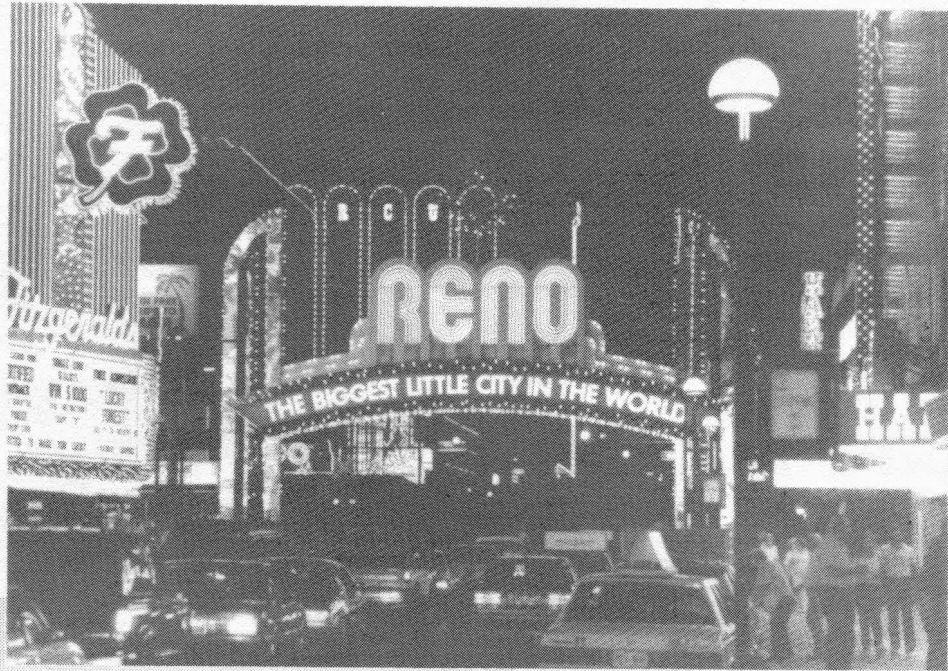
Harrah's Museum Welcomes CVOA Members



Harrah Foundation Museum Director Bill Ray
accepts keys to 75-1937 from
Bob Maloy



1975 Cosworth Vega #1937
in its new home at Harrah's Museum



29 Cosworths in reserved parking for CVOA
at Harrah Foundation Museum, Sparks, NV



The entrance to the museum

COSWORTH CLASSIFIEDS

COSWORTHS FOR SALE

#0006. Black, black vinyl. 32,000 miles, HME Weber conversion, HME rebuilt about 8,000 miles ago, block steel sleeved, new wheels, all original equipment including alarms. Interior mint, needs new paint, power brakes installed by Chevrolet's Billy Howell. \$8000 firm. Bill. (201) 432-1836 or (201) 770-3938, evenings. 9/88 NJ

#0118. Black, black cloth. 15,000 miles. Call for more information. Don, (717) 764-1033. PA 9/88

#0187. Under 800 original miles, all options, includes all original documentation and over \$1000 in spare parts. Car is like new. \$6500. (201) 647-9440 evenings and weekends. 9/88 NJ

#0192. Black, black vinyl, 42,000 miles, engine just rebuilt with steel sleeves, has original interior. \$3500. Tim Morgan, (713) 589-0449, nights. TX 9/88

#0256. Black, white vinyl, 52,000 miles. All original except new clutch assembly, belts, and minor maintenance items. \$2500 OBO. W.H. Strange, Greensburg, PA (412) 834-1398. 9/88

#0526. Black, black vinyl interior, 27,000 miles. has been described as cleaner than showroom. Stored covered in garage for past seven years. \$4,500. Contact Chris Chandler, (216) 759-3292 Youngstown, OH.

#0532. Black, black vinyl, 80,000 miles. New paint, runs strong. Three owner Texas car. \$3000. Tim Morgan, (713) 589-0449, nights. 9/88

#0539. Black, black vinyl, 42,500 miles. All of the maintenance manuals and a few spare parts. Bodt perfect except for some laquer check. AM/FM radio and new P205/70HR13 Pirellis. Asking \$4500 OBO. Roy Pierce, (602) 391-1148. AZ 9/88

#0567. Black, black vinyl, all factory options including AM/FM Stereo, swing-out windows, tinted glass, posi. Need a little work. Very little rust. 60,000 miles. \$1500. Call Mark (516) 731-3629 Bethpage, NY

#0998. Former "Gold Rush" race car. 8k on now stock engine/transmission, \$4500 invested, Webers, Konis, posi, extra gages. Needs paint, appraised \$4000, asking \$3700 OBO. Call (303) 443-3191 before 10pm mountain time. 9/88 CO

#1064. Black, black vinyl. Fully optioned Cosworth! Only 20,000 miles, purchased in 1976 from GM employe and driven very little since then. Never in rain or snow, has only seen the sunshine, and stored in garage. \$5395 OBO. Al Wopshall, (219) 627-2265. IN 9/88

#1512. Black, black vinyl, 37,000 miles, tinted glass, posi, complete Weber set-up and fuel injection system included, factory manuals and tools. \$2000. Also selling some NOS spare parts. Call Mike, (804) 973-6023. VA 9/88

#2077. Black with gold trim. 8,500 miles. Garaged, manuals, spare ECU (which needs repair). Near perfect. No modifications. Price negotiable. William G. Bradford, New Haven, MO 63068. (314) 459-6640. 9/88

#2105. Black, black vinyl. Rebuilt engine with COE pistons and valves, rebuilt transmission, Webers, 4 speed, 67,000 miles \$4000 OBO. Doug Williams, (303) 223-3712. CO 9/88

#2626. 42,000 miles, never rusted, damaged, or painted, interior perfect, original throughout. \$2700 OBO. Bob Malaguti, Meridian, CT (203) 237-6721. 9/88

#2871. Dark blue metallic, white vinyl, 77,000 miles, originally owned. Air conditioning by Clardy Customatic. Full page article featured in Chattanooga News-Free Press April 11, 1976. \$1850 firm. Joe Oberst, (404) 866-0041. GA 9/88

#3259. White, white vinyl. 5 speed, quick steering, 49,000 miles, body fair, not running, electrical problem. \$1500 OBO. Nick Stoccardo, (215) 872-8152. PA 9/88

#3331. Firethorn with black interior. White vinyl seat with new covers, new carpet, 79,000 original miles, AM/FM 8 track, 4 speed, driven evry day. Must sell. \$1500. Wayne A. Viall (303) 377-8948. CO 9/88

#3400. Dark green metallic, saddle/buckskin vinyl interior. 112,600 miles, HME modified when owned by original owner, sleeved block, 5 speed, tinted/swing-out glass, am/fm stereo, incorrect rear speaker, have original EFI related parts in box, aux. lighting, new battery, call me on this one, asking \$1750. John Chidester, (301) 464-1782. 9/88 MD

Continued on Page 20

PARTS FOR SALE

New and used CV parts: fitted block, heads, cam carriers, cam covers, and more. Ask for parts list. Tim Morgan, (713) 589-0449, nights.

New in box Chevrolet Vega three piece front spoiler. \$110. Used Chevrolet Vega rear spoiler. \$40. Bob Chin, (812) 339-0838. IN 9/88

Computer \$200, intake complete \$125, or intake, computer, and harness \$325. Map sensor cluster \$75, air cleaner with boots \$50, Cosworth head with hole in exhaust port to water jacket from PAIR tube \$50, 2.3 liter crank with pulley \$300, '73 head complete with cam carrier, buckets, cams, and new pulleys \$600, used 2.3 liter pistons \$200, new 2.3 pistons \$350, glass nose with bumper \$150, glass fenders \$200, bumpers \$50, 2.0/.070 over 12.5 compression pistons \$250, new Goodyear Rally GT A60-13 \$35, New Wingfoot 185/70-13 \$75, used race rubber 4/\$100, race springs \$75/set, metallic linings \$60/set. Dick Baumhauer, (313) 288-2126(h), (313) 435-0700(w). MI 9/88

PARTS WANTED

Hutton A/C units, RAM Engineering 52mm Throttle Body and new or used engine and interior parts. Tim Morgan, (713) 589-0449, nights.

O.E. catalytic converter for 75 Cosworth Vega. New or used. Call Philip, evenings. (703) 371-5746. VA 9/88

IECO Console, new or used in good condition. Mark Hatfield, P.O. Box 1499, 323 Helen, Lindale, TX 75771. (214) 882-4637 nights.

**Deadline for articles/ads
in the January Issue of
CV Magazine
is November 15, 1988**

VALVE TOOL & SHIM EXCHANGE

Need that special shim or tool to repair your CV cylinder head? CVOA has them for the asking! Just contact D.J. Martin (919) 477-6162 or write to CVOA, P.O. Box 1783, Bloomington, IN 47401

Thanks go to Bob Maloy for doing more than his part for this issue. He has written the Round-up story and supplied the art boards with the Round-Up story already laserprinted.

COSWORTH VEGA INDIVIDUAL STRIPE PRICES

Hood	\$20.00
Front Fender*	\$15.00
Wheel Well	\$15.00
Door Panel Long	\$10.00
Door Panel Short	\$ 5.00
Rear Quarter	\$10.00
End Panel	\$13.00
Small Cosworth	\$ 8.00

Complete Stripe Kits can still be ordered for \$95.00 for members and \$125.00 for non-members. Please include dash and VIN numbers when ordering.

Please note: Individual pieces may not exactly match existing stripes in color.

To order write to CVOA Merchandise
P.O. Box 1783, Bloomington, IN
or call (812) 339-0838

*Please specify "die-cut" or "rectangular" background

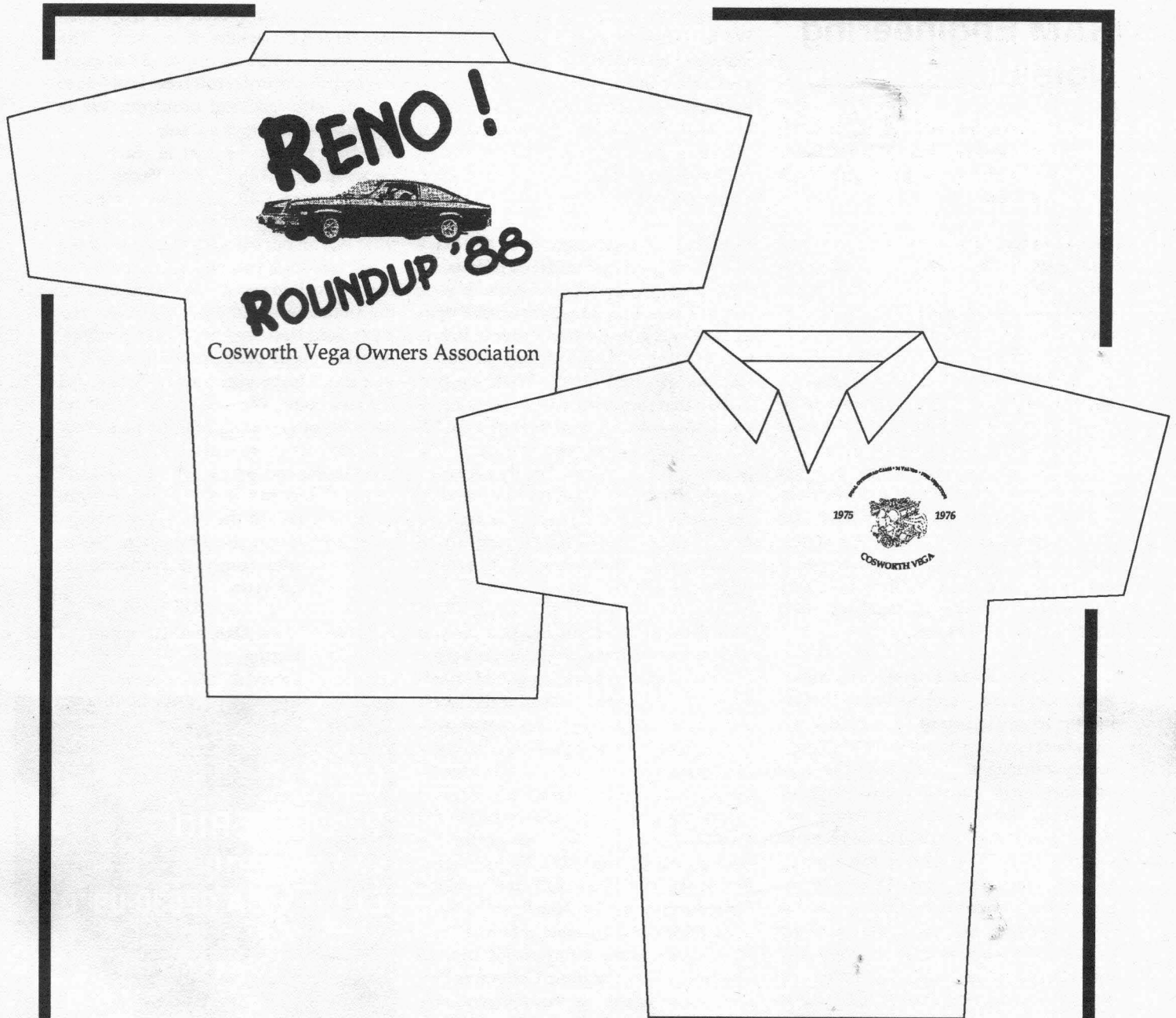
ADVERTISING POLICY

Business Ads: \$25 for up to 1/4 page
\$50 for up to 1/2 page
\$100 for full page
\$75 for full page camera ready

Classified Ads: CVOA Members shall be limited to one free ad per issue. Any additional 30 word ads for CVOA members will be \$5 extra. Photos are \$10 extra

Classified Ads: Non-members will be charged \$15 for each 30 word ad per issue and \$1 for each additional word. Photos are \$10 extra.

**The CVOA is not responsible
for any advertised claims, products
and/or services from independant
or commercial vendors. However,
reoccurrence of complaints may
result in denial of advertising
space and reference in the
COSWORTH VEGA MAGAZINE.**



A Sell-Out At Roundup '88 !

These beautiful super high quality Roundup '88 polo shirts are destined to be a real collectors item, and they are great to wear! Made of 50% Kodel® Polyester and 50% combed cotton, these great looking polo shirts will last for years with a minimum of care. The words "Reno and Roundup '88 are in bright red with the Cosworth in jet black. The breast logo proclaims "Dual Overhead Cams • 16 Valves • Fuel Injection" with the years 1975 and 1976 in bright red. We knew you would want one too! Just ask anybody who attended Roundup '88 about the quality and "Cosworth-ness" of these neat shirts and they will tell you why they bought one or two extra shirts to take back home. Don't think too long or you will be out of luck. This is the LAST time these shirts will be made available. Just send a paltry \$15.00 (includes shipping and insurance) to Bob Maloy, 1988 Roundup Chairman, P.O. Box 910. El Toro, CA 92630-0910. If you live in California, add 6% Sales Tax. Please allow four to six weeks for delivery as we are having these custom built. Cash, Check, M.O. or MasterCard, VISA or AMEX. 5% Service fee added to credit card purchases.

RAM Engineering Notes

We would like to tell you about some recent developments here at RAM Engineering and about the Cosworth Vega world as we see it.

Parts are becoming scarcer and scarcer as time goes on. Although dress-up parts such as decals and stickers can be reproduced, hard parts such as crankshafts, connecting rods, cylinder heads, valves, valve springs, etc. and assembly items like gaskets sets will be, or in most cases already are, no longer available from General Motors. As far as GM is concerned, parts inventory decisions are made on a very unemotional basis. What does it cost to inventory a particular part, what is the movement of that part, and is it profitable to continue to have it manufactured and taking space and inventory management time and effort in a GM warehouse? Nothing personal, just cold, hard business decisions.

That's where RAM Engineering comes in. We have been warehousing and building up an inventory of Cosworth Vega parts both new and used since 1975. That's nearly fourteen years. We have the largest and most complete inventory of Cosworth Vega parts in the world, period. Just ask anyone who has called looking for some obscure clip or dowel pin or whatever and they can tell you that we have it in stock for immediate shipment 99% of the time. We have manufactured to our specifications custom made pistons to replace the original GM parts. If you have read this far, we'll let you in on a little secret. **We have perfected a piston that is 100% compatible with the factory Reynolds 390 aluminum-silicon material and does not require that the block be sleeved.** They offer the same life expectancy as the original factory pistons, and are available up to .060 over-bore and 11.5:1 compression. We do not recommend pistons over 9.5:1 for street use because of the poor gasoline available in most parts of the country. These pistons are sold with new piston pins at \$575.00 for a set of four. Considering the cost required to install sleeves in a block added to the cost of replacement pistons, these pistons are a bargain!

We have recently committed to purchase the entire stock of Cosworth parts from Grimm Chevrolet in Morton, IL. That inventory added to our existing inventory now constitutes over \$40,000 in

Cosworth Vega parts. That's a lot of parts. We have had to add to our staff just to manage the inventory. New additions are Chris Wheaton and Don Volden who are working on weekends to help us with the heavy workload (up 150% from last year) and Armondo Shore who has taken on the task of organizing and cataloging all of our parts inventory.

Roundup '88 saw a sellout of the black **Cosworth gold embroidered jackets** advertised in the last CVOA News. If you would like to order one for yourself or as a Christmas gift, get your order in before October 10th. We are ordering just forty-eight in assorted sizes. Wish we had known that they would be so popular! If you know someone that attended the '88 Roundup, they probably have one of these jackets you can look at. Nearly everyone bought at least one. You'll agree that they are excellent quality, and at a bargain price at \$39.95 plus \$2.50 shipping, a total of \$42.45. **keep yourself warm in Cosworth elegance this winter.**

This final piece of information...as you probably already know there has been a big flap about reproducing GM labels with some flagrant misuses of the labels (especially Corvettes) to renumber junk and rebuilt chassis. We are offering a legitimately produced set of Cosworth Vega interior, engine decals and stickers (not the stripe kits, get those from CVOA) for \$95.00 postpaid. What you get for that is a new Air Cleaner label, Engine Signature label, Tire Pressure Label, Starting Procedures label, Do Not Push To Start label, Hatch Closure label, a Limited Slip label if your car is so equipped, Jack Stowage label, Visor Catalytic Converter Precautionary Label, a visor Cautionary sleeve and to top it all off either a 1975 or 1976 window Price Sticker as appropriate for your car. These are available now, and limited to the stock on hand. First come, first served. State the year, VIN Number and Dash number of your car.

For you curiosity seekers, we have just three sets of the original OEM 1974 Cosworth Vega fender decals. These are a lot bigger than the ones that went into production, and the words are arranged with the "Cosworth Vega" above the words "16 Valves". These are a real collectors item, and we are selling the three sets at just \$30.00 per set.

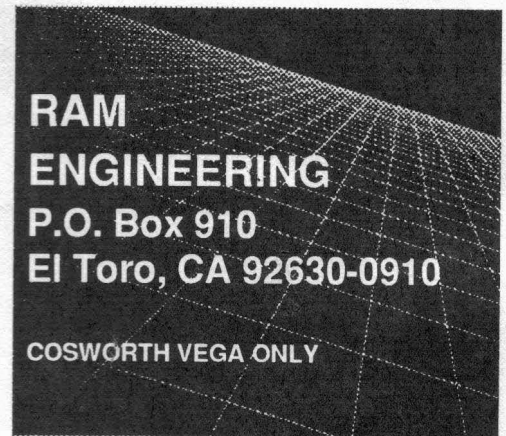
We now have a FAX machine for your ordering and/or questions and inquiries.

It is an AppleFax unit that we can use in conjunction with our latest addition, a

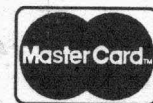
Macintosh II computer. Off the screen into the FAX machine so to speak. **The next step will be an inbound 800 number so you can order toll free.** Feel free to call us with technical problems. We're available seven days a week.

The best time to be sure to reach us is between 7-9 AM and 7-9 PM, Pacific Time. FAX anytime. Call, and if we can't take your call at the moment, we will return your call on our dime, usually within the hour. It helps if you make some notes before you call so we can save some time on the phone and get your questions and parts order resolved as soon as possible. Another major problem we have is that you don't leave your phone number *and* the area code. We need both to call you back. We offer overnight shipping by Federal Express if you need it. Thanks for your continued patronage. If we don't have a chance to talk with you or see you in person before the Holidays, have a good one! If you visit Disneyland we're fifteen minutes South on Interstate 5. C'mon by and visit.

Bob, Neal, Chris, Dan, and Armando
RAM Engineering



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COSWORTH VEGA OWNER'S ASSOCIATION

NEW RENEWAL

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1 Year Membership : \$25.00

3 Year Membership : \$60.00

HISTORIC COSWORTH REGISTRATION
(Please supply only the original specs on your Cosworth)

Model: 1975 1976 **Dash #:** _____ **Mileage:** _____

VIN: 1 V 77 ____ U ____
(located at driver's side of dash under windshield)

Exterior color : Black (all '75s) Firethorn Met.(red) Antique White Dark Green Met.
Medium Saddle Met. (gold) Buckskin (tan) Medium Orange Dark Blue Met.
Mahogany (burgundy)

Seat color : Black White 1976 Only: Firethorn Buckskin

Seat Type : All vinyl Vinyl/cloth insert All cloth

Carpet color (1976 only) : Black White Firethorn Buckskin
Dark blue Dark lime Saddle

Dash pad color (1976 only) : Black Saddle Dark blue Firethorn Lime

ORIGINAL FACTORY OPTIONS : Tinted glass Positraction Swing-out windows Rear speaker
Sunroof ('76 only) 5 Speed ('76 only) Rear defogger Aux. lighting AM/FM Monaural
AM/FM stereo Door edge guards Cloth headliner Quick Steering

Permanent Modifications (not expendables such as tire, shocks, etc.) _____

Are you original owner? _____ **What Chevrolet dealer sold it, location, and date purchased?** _____

If you are not the original owner, date purchased, and previous owners if known _____

Present condition: 1 (Best) 2 3 4 5 (Worst)

Present use : Transportation Occasional use In storage Show Not running Other :

COSWORTH  VEGA

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