

The Denvair News

Volume 48 Issue 7

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Official Publication of the Rocky Mountain Corsa Club



Jon Whiteley's Red Racer in action (photo by Rupert Berrington). Jon and Eric Schakel will be out at High Plains Raceway Saturday and Sunday July 29th-30th in the Race Against Kids Cancer. Go on out to Byers to support this worthy cause.

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Rob Brereton

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Presidents Message

What a whirl wind the past few months have been! I thought my life would get a bit slower and easier once one of our companies sold, but no... I'm busier than ever and that is not necessarily a good thing. For one thing, I'm having difficulties finding time to work on Corvairs, and handle club responsibilities. Since I don't see my workload slacking off any time soon, I've have come to the tough decision to not seek another term as club president..

Just like the year before, my car started acting up on the way home from Tri-State. Intermittent ignition problems were causing the car to die. Sometimes a momentary loss of power at speed, or quit running entirely. Would always restart and run ok for a while. I managed to nurse it into Fairplay and get off the road to diagnose the problem. Found it was a rotor and cap going bad. Was able to bush fix it and get home without any further issues. Ordered in all new ignition parts and got them replaced. Still not quite right. Ran pretty good going down to Palmer Lake for the fathers day ice cream social, but started acting up again on the way home.

The only thing left that's original, is the coil. New coil solved that problem. Yes, coils can go bad with just age and a zillion heat cycles. Changing the dist, fixed an oil leak.

We have 20 spots reserved at the Car Council show out at Rocky Mountain Metro Airport (the airport formerly known as Jeffco) at Wadsworth and Hwy 36 on August 5th. Show runs from 10-2 and show car entry starts at 8. 10 dollars as a donation to the Collector Car Council of Colorado. This is the second year RMC is sponsoring a Corvair/Air-Cooled only area so we don't get buried with all the water pumpers. Thanks for the RSVP's! If you have not given me a heads up and still want to come, please do! We'll try to make space for anyone who makes it.

Also on the August agenda, is the Wilshire memorial picnic on August 13. We will be at the same pavilion as last year on the southeast side of the lake close to the dam. Lots of parking so bring your Corvair! Hamburgers (beef and vegan), hotdogs, brats, chips, and sodas will be provided by the club. If we could get folks to bring your favorite picnic side or desert, we can set out the same great spread as we've done in the past. Festivities start at 11:30 hope to see everyone out there. BYO adult beverages.

Does anyone play golf? Who among us would like to attend if we put together an evening at the Top Golf up north to hit some golf balls at targets and have an adult beverage or two? Let me know the interest level and I can see what it takes/costs to reserve a space and what night of the week might be best.

I look forward to seeing everyone at the next meeting on Friday August 4th at the usual spot and time. 7pm at John Elway Chevrolet on Broadway in Englewood.

Rick

1964 Corvair Restoration Project at Willow Run – August 1983 visit (revisited)

John Dawson

The June 1983 issue of the CORSA Communique came on time, just as expected, on a warm, late spring day. A keynote article in that issue was about the 1964 Monza coupe which had recently been restored by many of the original engineers, supervisors, and factory workers who had worked at the Willow Run Corvair assembly plant during the 60's. The Willow Run Assembly Plant had been built in 1958/1959 especially for the production of the Corvair, then Novas; by 1983 it was now punching out X-bodies (Citations, etc.). The unveiling of the fully restored Monza was held on 04/22/1983, extensively covered in the pages of the local Ypsilanti Press.

One week and a day after the great unveiling of the restored '64 Monza, Karen and I welcomed the arrival of our small auburn haired baby girl, Tegan. We were young and adventurous and had recently RSVP'd to an invitation for my Grandma's 90th birthday party and surprise family reunion to be held in Ann Arbor, MI on 09/01/1983. The flight from Denver's Stapleton airport to Detroit was uneventful; however, when we deboarded the plane, we were almost overwhelmed by a blast of hot humid August Michigan air. We stayed at my aunt and uncle's house in Detroit and enjoyed the visit. During the week when we were in Detroit, I arranged for a visit to the GM Willow Run Assembly Plant in Ypsilanti to see the car and meet some of the staff who'd been involved with the restoration. We drove out I-94 in my Uncle Pete's late-70's Toyota Corolla, and I had a bit of concern as we entered the parking lot that someone would give us static over driving a non-Detroit made car, but there were no worries there. We were met by plant staff and shown the car, but due to the

production timing were told to take no pictures of the assembly line, etc. since the 1984 model year cars had yet to hit the showroom floors. It was a great tour and our hosts were very accommodating, even taking pictures of the three of us by the car.

And now for a trip in the WABAC machine...here's the article I wrote about our site visit in August 1983:

During our visit to Detroit for my grandmother's 90th Birthday/family reunion in late August/early September 1983, my wife Karen, our then four-month-old daughter Tegan, and I were treated to a special showing of the beautifully restored 1964 Monza coupe located at the Willow Run GM Assembly Plant in Ypsilanti, MI. The car has 28,685 miles on the odometer, a 110 HP motor, 4-speed transmission, and is exceptionally immaculate. It looks and smells brand new – a fine testament to the many people who were involved in the joint Union/Management project.

Several of the gentlemen who were at Willow Run when the Corvair was first built talked with us for at least an hour about the fine points of the five-month restoration. Milt Sundberg, Quality Control Engineer, took time to explain many of the features of the project. Another original Corvair man, Bob Mulready, who was in charge of restoring the chassis and drivetrain, came over with the keys to the Monza and insisted that we thoroughly inspect the vehicle. Harvey Williams, Plant Production Manager, joined the gathering and handed us some information sheets which were distributed at the cars' unveiling on April 2, 1983.

Come to find out, we had arrived in time to get the first photos of the car with

some very fine three-prong spinner wire hubcaps. These had been installed just a scant two hours previously, thereby replacing the 1963 standard hubcaps which had appeared on the car for its debut.

Some of the more interesting features of the car's restoration involve the use of the original molds for the rubber parts and that the tires were fabricated by General Tire using the old 6.50 X 13 molds with modern materials. Twenty tires were produced by General with at least a dozen being thoroughly tested to attain DOT approval. Six tires were then set aside especially for the coupe. The weatherstrips that were formed by the original molds seal so well that one has to roll down a window to facilitate closing the doors!

Every screw, nut, and bolt were removed for the restoration. All the suspension parts were disassembled, checked for wear, and completely rebuilt. The wiring was checked for continuity and resistance, then new switches and relays were installed. The nearly rust-free car was stripped to bare metal and all the dents filled in with lead. The body was then dipped in "ALPO" – the new zinc alloy rust proofing solution used on all the new "X-cars". This was actually the only time that the car was on the assembly line. The maroon paint was reproduced especially for this car and applied with all the modern painting equipment. A new black headliner and carper was installed, as well as a set of fine quality black seats from another 1964 Monza. Glass without scratches was installed with new gaskets and all the chrome was buffed and polished. Once completely reassembled, the paint was hand polished to a very smooth finish.

The Willow Run folks said that car was to be used for a few parades every year and was soon to be put on display in the glass lobby of the Willow Run Plant.

A very big thank you was extended to those gentlemen who took time out from their busy day to show us their excellent re-creation/restoration of a great early model.

Fast-Forward to 2023.

It's been 40 years since we visited Willow Run. The plant was closed in 1992 and as of 2011 is now the Willow Run Business Center which includes the GM Service and Parts Operations. The entire Willow Run facility (including the Hydramatic Transmission plant) now falls under the RACER Trust following GM's post-bankruptcy settlements. Portions of the complex have been sold, demolished to make way for new office and industrial construction, or put to other uses. As for the restored '64 coupe, it's hiding in storage somewhere. Eva Williams (CORSA's "Corvair Lady") knows where it is and will have a forthcoming article in the CORSA Communique sometime in the future. Oh yeah, the little girl in the picture? She's now forty years old, married with two daughters aged eleven and nine years old, and a very active three and a half year old son!



Up Coming Events

Well, here we are, at the last month of summer. August looks like we have crammed in a year's worth of events into one month. We start off with the Race against Kids Cancer on July 29th and 30th. Then there is the August Club meeting Friday night, the 4th. Then on the 5th there is the Colorado Collector Car Council show at Rocky Mountain Airport. The following weekend is the Holy Rollers Show in Broomfield, maybe the best show in town. Then the grand finale; The RMC club picnic at Bear Creek Lake Park on August 13th. Hope you are not too bleary-eyed because details will follow.

While we are at it, some club news: Rick Beets announced he will not run for the president's position after his current term ends. This is his fourth year in this position. His vocation work requirements have increased and he feels he no longer has the time the president's position requires. Rick has been outstanding in his commitment to RMC and now the torch will be passed. This is in addition to the newsletter editor's job that is still up for grabs after the September edition. No one has stepped up yet but I'm sure someone will soon. When I was at last month's club meeting in July 7th I noticed all the new faces. Many new members attended. Over the past five years the club has attracted some 23 new members and some of these folks are showing up for the meetings. I'm not ready to say the club is evolving but it is still a very good sign.

July 28th-30th The Race against Kids Cancer will take place from the 28th through 30th of July at Hi-Plains Raceway out in Deer Trail, CO. Take I70 east to exit 316 (Byers). Then east on US36 until you see the track. It's an easy drive and you will get to hang out with Jon Whiteley and Eric Schakel and eyeball a lot of cool racing machinery.

August 4th 7:00 PM at John Elway Chevrolet, 6200 S. Broadway. RMC's monthly meeting. This where you find out what is going on and meet everybody .

August 5th 10-2 Rocky Mountain Car Show, Metro Airport, Broomfield. This the Colorado Classic Car Council's major show of the year. Rick is hoping we provide a good turn-out. We should have our own designated space.

August 12th Saturday 9-2 Holy Rollers Car Show, Broomfield. This is an old fashion car show, many makes and types in a beautiful setting. Located in old town Broomfield on Midway Blvd just east of Hwy 287.

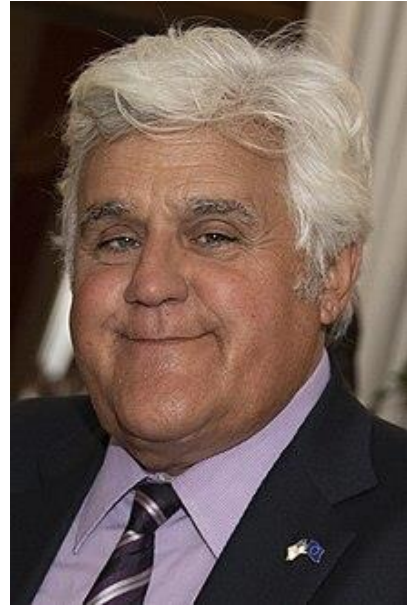
August 13th 11-3 Dale and Joan Wilshire Memorial picnic. The club has made reservations at Lakewood's Bear Creek Lake Park. The club will provide hamburgers, water to drink and tableware. The rest will be potluck. Easy to find; Take C470 to Morrison Road, turn east for the park entrance. The shelter is the Mountain View, bear left after the park entrance.

Another Word from Jay Leno

When you have more than 130 cars, your tire needs pile up. But don't neglect these vital components, says our man Jay Leno, or your safety could be at risk.

I have owned my 1972 Mercedes-Benz 600 for about 20 years, and until recently, it still had the tires on it from when I bought it. I have done just about everything to the car except change the tires because, hey, they looked fine. So, not long ago, my friend Dave Killackey and I went out in the 600. We were going down the 210 freeway here in LA and I ran it up to 80 and—BAM!! An explosion like a shotgun shell.

The car started veering all around. “What the...!” I said to Dave, and I managed to get it over to the side and we got out to take a look. One of the front [tires](#) had disintegrated, and all the wire from the radial was hanging out in shreds. Thankfully, the spare, jack, and tools were all in the trunk, so we jacked it up and changed the tire.



Jay Leno

Then a thought occurred to me, and I said to Dave, “You know, we should turn around and go home because this is probably going to happen again.” We got about another 5 miles up the road and—BAM!! Another tire exploded on the other side, just blew right off the rim. After we pulled over, you couldn't even pick up the remnants of the tire because the wires would cut your hand, and I realized in that moment that I had reached the absolute ultimate shelf life of those old radials. So we had to flatbed the Benz back to the garage, and I ran out and bought four new tires.

All of us who collect cars have vehicles we can't or don't drive every day, so consequently their [tires age out before they wear out](#). I looked around the garage the other day and realized that I need about 1200 [tires](#). Even stuff in here like the 2005 Ford GT has tires that are “brand new,” but obviously they're not. So lately [I've been going through and changing tires](#).

Boy, have tires gotten seriously expensive. So have McDonald's hamburgers, but unlike hamburgers, [tires are essential to your safety](#). And when you're dealing with older cars that have tubes, there's another risk factor because you can't see the tubes to know if they're going bad. [In the old days](#), it was easy to get good tubes, but now a lot of tubes come from China or India; the slightest scuff inside the tire wears right through them, and [it's dangerous](#).

Buying tires is like buying shoes: It's not the time to be cheap. I used to go buy—you know—shoes. Didn't know what they were, didn't care. But I was doing two back-to-back 90-minute shows in Vegas, and at the end of three hours on stage, my feet were killing me. Then someone

at *The Tonight Show* gave me a pair of Ferragamos, which were \$300 when normal shoes were \$60. And years later, I still have that same pair. I get them resoled every so often, they're comfortable, I wear them all day, and my feet don't hurt.

It's the same thing with tires. I'm always amazed when I meet people who are driving some sort of supercar that they've put cut-rate tires on. I think, "What are you doing, besides putting a cheap clutch on the car?"

I generally like [Michelins](#), in part because I know they're round. Which sounds odd, because you assume a new tire will be round. But when you buy some of these retro tires for old cars, they're really for trophy cars that don't move much, and often they're not quite round, so they have to be shaved. When I bought my 1932 Packard from Phil Hill, it had a shimmy, and we tried all kinds of things and couldn't figure out what the problem was. Finally we found a guy with a tire shaver, and he took a pound of rubber off each tire. After that, it rolled perfectly. There's nothing wrong with the car—the front end was fine.

I have to admit that the Benz wasn't my first reminder that tires age even while you sleep. One day, I was driving down the center aisle here at the garage and I heard a really loud BANG! I about jumped out of my skin. I looked around to see where it came from, and my '66 Hemi Coronet was moving. Why would a car be moving—well, sinking, really—on its own? And it was also going SSSSSS! The tire blew just sitting there, and it was like a gunshot. All right, I thought, we have to get four new tires there. Well, that was 10 years ago, so now those tires are also old!

This article first appeared in Hagerty Drivers Club magazine (Issue #80, July-August 2023).

Editor's note; John Dawson read this article in the Hagerty magazine and felt it was important enough to bring to the attention of the Club. He read the article in the meeting and afterward the club discussed the merits of Jay's argument.

Some of us remembered Joan Wilshire's spare tire blowing up in her Corsa's trunk at the Red River Tri-State some years back. The force of the explosion was so great the hood had to be replaced. The tire had just been moved from the engine compartment to the front trunk an hour before the explosion.

After some more discussion the club consensus was that safe tire life was limited to approximately seven years. Tires on a car after that was considered risky no matter how much tread was left.

Thanks Corvair Friends for Helping Team CONEHEADS Fight Multiple Sclerosis!

For the past 33 years I have worked to raise money to fight Multiple Sclerosis both on the research and direct care fronts. I do that by riding the Bike MS tour, a 150-mile weekend from Denver to Fort Collins and back the next day through the beautiful Front Range and around Horsetooth Reservoir.

I shared about this at the June meeting and many of you generously sponsored me. Many of you have done so for a number of years. Indeed, in June the club voted to sponsor out of RMC funds. Thank you!

A bit about MS and what we are fighting, then I will tell you about the ride.

Multiple Sclerosis is a devastating disease of the nervous system, affecting about 80% women, and often striking active people in their prime. Great strides have been made in diagnosing MS early and managing the progression and symptoms of MS, but there is still no known cause or cure. Colorado has the highest prevalence of MS in the nation, likely due to climate factors that are not fully understood.



How was the ride? SAT: After weeks of rain we had a beautiful weekend and started on a cool early morning at our customary 6:35 am from Front Range Community College in Westminster. Sticking together as a team for the first 10 or so miles, I came to realize that my brother and I were ahead of the rest of the group since we skipped the first rest stop. A few hours later after a rest stop in Niwot we came to the lunch stop in Berthoud around 9:45. After lunch we kept looking for the turn-off for the longer / harder ride option that usually leads up 34 then turns off north on rural roads to Masonville and in the west side of Horsetooth Reservoir. But we never saw them, as that route option didn't exist on day 1 this year. Instead everyone took the more direct route into Fort Collins from the south. The only option was a Century, or 100 mile day, out North and East of Fort Collins. We passed on that. We finished up around 1:15pm at 76.22 miles, averaging 14.4 mph excluding lunch but including shorter breaks, and burning 3,900 cal. Others in the team caught and passed us after lunch so we weren't the first Coneheads to roll in.



Evening: We have a team tent at the evening festivities that include a beer garden (thanks Left Hand Brewing) and a pretty good band. After a good dinner and an early bedtime, we rose early in our CSU dor78.m room, dressed and packed, ate and filled water bottles, and hit the road again at 6:35.

SUN: For day 2 we did get the option (and we took it!) to climb up to Horsetooth Reservoir and then Masonville, then cruise along and rejoin the flatter route farther on. We met up with a few more Coneheads at that point and rode in a group of 4-5 for the rest of the day. Lunch was in Longmont and with our climbing we were a bit later, 48 miles in at

10:50am. Now it was getting harder to get started but we resumed, and stopped briefly a half mile from the end in the shade to gather the remaining riders on our team to finish together. We rolled in at 2:35 pm in a group of 6, with another 78.03 miles, averaging 11.1 mph, and burning 3800 cal. We climbed 3,438 ft on Sunday, quite a bit more than Saturday's flatter route at 2,205 ft. So we totaled 154.25 miles for the weekend.

Our team of now 34 riders has an ambitious goal to raise \$100,000 this year, and have so far raised \$109,975 beating our goal and our past record. We are the #3 team in our Colorado event behind 2 corporate teams. Not bad for a "friends and family" team. The overall Colorado event goal of \$2.45 million is lagging a little at \$2.06 million.



Some of our riders have MS, others have spouses with MS. I had a great uncle who ultimately died from MS complications and have had friends and coworkers living with MS come into my life, which makes it personal for me.

I appreciate the research gains the MS Society is making, but I also love what they do for those living with Multiple Sclerosis. In addition to the expected support groups and resources, they have a program

helps keep families together by helping modify homes with accommodations. Another helps with transportation needs so people can keep going with their life as much as possible. These programs greatly improve lives for individuals and families dealing with this disease.

If you still would like to support the event, you can let me know and I can send a link to my online fundraising page. Or use the QR code below. You can also pay with cash or write a check to "National MS Society."



--Rob Brereton

The Corvairs of New Mexico asked us to display the 2024 Tri-State registration. See www.tristatecorvairs.com for more information.

39th Tri-State CNM celebrating 50 years Las Vegas, NM May 17, 18, 19, 2024		39th Corvair Tri-State May 17, 18, 19, 2024 Las Vegas, New Mexico	
Accommodations: The Castaneda & The Plaza Hotel Car Show Hotel: The Castaneda Hotel Banquet Hotel: The Historic El Fidel Hotel The Castaneda Hotel, a historic Fred Harvey House has 18 rooms reserved for out-of-state attendees with a 2-night minimum. Overflow attendees will be directed to the historic Plaza Hotel. Phone Calls ONLY for Reservations: (505) 425-3591 for both hotels; mention "Corvair Tri-State" for our negotiated 15% discount; prices per night range from \$84 to \$143/night; payment collected upon reservation.		REGISTRATION FORM COSTS: Attendee 1> _____ @ \$50/\$65 → \$ _____ Attendee 2> _____ @ \$50/\$65 → \$ _____ Address/City & State: _____ Club Affiliation: _____ Email: _____ Phone: _____ Order your Event T-Shirt/Crew Neck: @ \$30 ea. → \$ _____ (S,M,L,XL,XXL,XXXL ...): _____ Grand Total \$ _____ Car Show Entry: 1> Car Year: _____ Car Body Style: _____ Car Color: _____ Car Points Interest: _____ 2> Car Year: _____ Car Body Style: _____ Car Color: _____ Car Points Interest: _____ Banquet & Car Show Cost: Early Bird \$50 Adult; price increase after March 1, 2024 → \$65. Make Checks Payable to: "Corvairs of NM"; mail % Steve Gongora, 8419 Palo Duro NE, Albuquerque, NM 87111; email questions to: tristatecorvairs@gmail.com Visit our website Virtual Visitors' Center to view excursion ideas: www.tristatecorvairs.com	

Rocky Mountain Corsa Meeting Minutes

Meeting Date: July 8, 2023 **Called to Order:** 7:14 pm
Location: John Elway Chevrolet, Englewood CO **# Present:** 20 on site, 3 on Zoom.

Guests, long distance, new members: Bill Gouger, was visiting, and spreading the word about finding a particular car. He's looking for a white 63 coupe or convertible. He introduced Mark Gomez as his "carspeak" translator. Tom Tauskey was visiting too, he has been an owner back to the 70's and has a '65 Corsa turbo coupe now running and he's working on the body.

Standard Business:

Minutes of last meeting: Minutes from June meeting were reviewed and approved.

Treasury report: The end of June balance was \$7,707.40 Treasurer's Report was approved.

Mailbag: We received a flyer for the Fall Harvest Car show, Ft Morgan, Sept 15-17, see website.

Old Business:

- Thanks to Paul for a great newsletter as his final edition is coming up next month. Need a new editor. ? Noted that the job is for an editor, not an author or writer of all the content.
- We will also need a new president for next year, as Rick will not be running again.
- Tonight's snacks are provided by Dylan Berichon, Rick will cover August and Ken Schiffner has Sept. Christian Mucilli has Oct.
- Rob Brereton discussed his Bike MS ride to raise money to fight Multiple Sclerosis. Many members generously sponsored. Those present voted to make a \$100 donation to the cause. Thank you all, and look for a story coming up after the event on June 24-25.
- The ACC Concours was postponed to Sept 10.
- The Castle Rock Car Show was on, Sat 6/17, very popular as it sold out in 2 hours. There were 6 or 7 Corvairs by City Park. Mike Piper reported that it was a fun day with lots of prizes.
- 6 or 7 Corvairs and their people attended the Father's Day PPCC / Model A / Palmer Lake Ice Cream Shop event on 6/18 with pie and ice cream sponsored by the Historical Society.

New Business:

- John Dawson presented a Hagerty newsletter article by Jay Leno. With 130 cars, you can spend a lot on tires. Jay blew a 20 yr old tire on a '72 Mercedes 600, then changed it and blew another in 5 more miles trying to get back. He had reached the ultimate shelf life of those tires. Tires age out before they wear out. Jay did a little math and needs about 1,200 tires. The article discussed discount tires vs good tires. Had also noted he had a prior warning, as his '66 Coronet blew a tire sitting still in the garage. He replaced them but it was 10 years ago so now they are old again! Dylan added that old tire codes before 2000 were 3 digit, newer tires are 4 digit week-year. He noted to watch out for tires sold to you, they can be a few years old. John Dinsdale noted Joan Wilshire had a tire blow in the trunk.
- Activities discussion:
 - July 28-30 High Plains / Kids Race against Cancer (RMVR) come out and support
 - August 4 (Fri) Monthly Meeting, 7pm, Elway Chevrolet
 - August 5 (Sat) CCCC Air / Car Show. Need count to reserve space (up to 20)
 - August 13 (Sun) Wilshire picnic Aug 13 (Sun) Club will do meat and buns, Potluck

- Sept 8-10 RMVR Fall Sprints, Pueblo Motorsports Park.
-

For Sale or Wanted, Recently Purchased, Projects

- Dylan is doing a clutch replace on his Greenbrier. He got the cable too tight, causing slipping under load.
- Christian is wanting to go to automatic, so either gathering parts to convert the '69 or possibly sell / trade for an automatic car.
- John Dinsdale's car is running well now with 2 new fuel pumps and a clogged filter over the rear axle replaced.

50/50 Raffle: To Club: \$37 To Winner: \$38 Winner: Mark Gomez

Meeting adjourned 8:26pm

Respectfully submitted by Rob Brereton.



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RMC Club Page

Rocky Mountain Corsa (RMC) has been a chartered chapter (#802) of the Corvair Society of America (CORSA) since October 1974 and is dedicated to the preservation and enjoyment of Corvair automobiles.

The Denvair News is a monthly publication for members and affiliates of Rocky Mountain Corsa.

Editorial Contributions We encourage your participation! Please forward stories, ideas, jokes, recipes, and/or photos to the Editor. Content must be received by the 15th of the month prior to the desired publication month. Electronic files are *mucho* preferred.

Classified Ads Individual RMC member ads are free. Classified ads are limited to 25 words and may include a photo. All ads will run for three issues. Non-members may advertise for \$10.00. Please submit ads to the Editor, with payment due in advance to the Treasurer. Please make checks out to RMC.

Business Advertising Commercial advertisers are welcome. The following per-issue rates apply:
Business card size – \$2.50 ¼ page – \$5.00 ½ page – \$10.00 Full page – \$20.00

RMC Mailing Address

Correspondence, ads, & articles may be snail-mailed to:
RMC PO Box 27058 Lakewood, CO 80227-0058

Web Site: www.rockymountaincorsa.org

Membership & Dues

Rocky Mountain Corsa annual dues are \$25.00, due each year by February 28. Checks should be payable to RMC, mailed to: *RMC, c/o John Dinsdale, 3240 Billings St., Aurora, CO 80011-2231* Dues can also be paid on line via PayPal at this link www.rockymountaincorsa.org/dues

Monthly Meeting

RMC typically holds meetings the 1st Friday of each month at our host dealership, Elway Chevrolet, 5200 South Broadway in Englewood. Join us at 7:00 PM in the upstairs meeting room.

RMC Officers

President:	Rick Beets	prez@rockymountaincorsa.org
Vice President:	Ken Schiffner	veep@rockymountaincorsa.org
Secretary:	Rob Brereton	sec@rockymountaincorsa.org
Treasurer:	John Dinsdale	tres@rockymountaincorsa.org
Member at large	Tony Lawler	m.a.l@rockymountaincorsa.org
Past president	Ed Halpin	

Appointed Chairpersons

Activities Chair:	Open	activity@rockymountaincorsa.org
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CCCC Rep:	Rick Beets	cccc-rep@rockymountaincorsa.org
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Membership Chair:	Tony Lawler	membership@rockymountaincorsa.org
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