

The Denvair News

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July 2021



Jonni Berkman's Corvair convertible 'OFCORSA'

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Chris Kimberly

Ken Schiffner

Rob Brereton

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www.rockymountaincorsa.org



Rocky Mountain Corsa Club News

A nice send off for Jonni



On June 19th the family and friends of Jonni Berkman gathered to remember her and celebrate her life. RMC was there. Attending was Paul and Maxine Seyforth, Rob and Trica Brereton, Steve Goodman, Jim Riley, Ken Schiffner, Larry Yoder, and Rick Beets. Jonni had an very active and busy life. Every one there will miss her.



Friday June 9th , 7PM . Rick has announced we are meeting at John Elway Chevrolet, 6200 S. Broadway. We'll miss the Saturday morning meetings in Rick's backyard but it's going to be nice to get back to old haunt again.

Saturday, July 24th , 2nd annual Cripple Creek All Corvair Car show. It's a FREE show for anyone with a Corvair. The Double Eagle Resort and Casino is giving us a discount on room rates. \$89.95 per night. This includes free breakfast for each registered guest. For hotel reservations, call 719-689-5000 and use group #4350.

Saturday, August 7th. Airport Show and Swap Meet. Rocky Mountain Metro Airport. This show is the primary event for the Colorado Collector Car Council. Car show, swap meet and airplane demonstrations.

RMC Club News

continued

Sunday, August 15th. The Dale Wilshire Memorial Summer picnic is back on. We were able to secure a reservation at the Bear Creek Lake Park in Lakewood. The shelter is the Mountain View located in the backend of the park with amenities like parking. Keep this date open.

Saturday, August 21st. Holy Roller Car show, Broomfield. This is one of the best car shows on the front range. Beautiful setting , many cars. Proceeds to St. Vincent de Paul. \$30 registration fee to show your car. Free admission.

Sunday August 22nd .Wings and Wheels Event, 11 AM. Centennial Airport, Englewood. This event is a visit to the Wings over the Rockies Museum and lunch afterward at the Perfect Landing Restaurant. Join the PPCC club on this event.

Friday-Sunday October 15-17th. Tri-State meet in Albuquerque . The Corvairs of New Mexico Corvair club is hosting the Tri-State at the Marriot Pyramid Hotel. This is the major event of the year. All the information is on the CNN registration website; [www:tristatecorvairs.com](http://www.tristatecorvairs.com). There is also a link from our RMC website. Don't miss this one! The corrected hotel phone number is 505 821-3333.



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Springfield, IL CORSA mini. Part 1

Up early to get over to Tony's place so we can hit the road to meet up with Chris Kimberly and the Peevyhouse's in Limon to caravan to Kansas City for an overnight stop. With Tony and I running chase in his F-450 pulling SeeMore in the trailer, we headed east on I-70 through a light rain. With Chris on point in her Corvair, we were making good time as we rolled through Goodland Kansas, but when we're about halfway to Colby, Chris's car emitted a loud bang and a big puff of black smoke as she made a hard right turn to the highway shoulder. We all piled to the shoulder behind her and wondering what's happened.



As we gather around the back of Chris's car, I pulled the coil wire from the distributor cap, and we had her crank it over to try and determine if the problem is catastrophic or not. No unusual or nasty noises coming from the engine compartment, so that is a good sign. Put the coil wire back on, and had Chris try and start it. No start. But will occasionally backfire out of the exhaust. Check spark and it looks ok so it's time to dig a little deeper.

Once we got the cap off, Tony had the rotor fall out into his hand and as we inspected the cap, we found that it and the rotor are extremely worn to the point that they needed to be replaced ASAP, with the main culprit being the rotor. I suspected that it had rotated on the distributor shaft which puts the ignition timing way out of wack. As we try to clean up the contact points with whatever is available, Chris asks if sandpaper would help, we say yes but not something in our tool kit. Chris proudly produced an emory board we used to clean things up enough to see if we can limp her car into the next town, Colby Kansas, to acquire the needed parts. Rotor goes back in and with the cap back in place, the 64 starts and runs like the Swiss watch it had been before. Success! Off to Colby to see if we can get those needed parts to fully repair the problem. Did I mention it was raining?



As someone who has been in the technology business in some form for most of my life, I'm constantly amazed that out in the middle of nowhere, that I have the power of a desktop

computer in my pocket and was able to do a quick internet search to find a NAPA, an O'Reilly's, and a local independent parts store in Colby. After a couple calls, we determined that not all the parts (cap, rotor, and points) were available at one store, but we found the cap and points at the O'Reilly's and the rotor at the local independent parts place. As we pulled into Colby we split up and headed for the parts stores. Chris and Mary Ellen followed by the Jerry Peevyhouse head for the O'Reilly's while Tony and I headed for the independent parts place to acquire the parts to properly repair Chris's '64. As we cruised through town we are also scouted for a place we can do the repairs after topping off fuel tanks. We met back at a DIY car wash where we got out of the pouring rain and the new cap and rotor installed. Once that was done, we got back on the highway to continue our trek east to North KC our final destination for the day.



Pikes Peak Hill Climb entry

Up early the next morning to make the short (3-4 hour) drive into Springfield after breakfast at a place called the Big Biscuit. Yes, the biscuits are really big! We arrived in Springfield without further incident to meet with Ken Schiffner and to off load SeeMore into the convention space. It will be prominently displayed along with a few notable early Corvairs. They were owned by a couple famous people such as astronaut and Senator John Glenn, and renowned cosmologist Carl Sagan.



The RMC/PPCC CORSA Mini crew

Once we got SeeMore and ourselves settled in, we headed over to a welcome event at the new Corvair Museum. there were Corvairs hot dogs, hamburgers and live music.

Wednesday dawns a bit overcast, but not too hot. Great day for a Concours! Not much going on for me as I don't have a car in the Concours, but lots of action in the area of people doing the final prep for judging. I try to follow our Ken Shiffner around as he is one of the judges, but mostly wander around looking at all the stellar cars (late and early), Rampsides, Greenbriars, Corvans, and even a few UltraVans that are on display. I also spend (more than I should) money on a few new parts for my Spyder to get it ready for the ACC Concours in September.

Saving the rest for next month! Rick

TRI-STATE HISTORY

by Steve Goodman

When the 1976 CORSA national convention location was announced it was not necessarily the place of choice for some members and clubs. It was Philadelphia Pa in July 1976. Not only a long hot drive across Kansas and places east but July 1976 was a birthday year, the bi-centennial celebration of the USA and Philadelphia was a center point of much of that. That meant costs would be greater for food/lodging etc too.

Rocky Mountain Corsa/Corvairs of New Mexico and Bonneville Corvair Club in Salt Lake City got together and decided to do a mini-convention for us and anyone else who would rather be in the rocky mountain high country in July instead of traveling across country. It was dubbed "tri-state Corvair meet". When the insurance request and article for the COMMUNIQUE were submitted to CORSA the three clubs received a letter of admonishment from CORSA but they did honor the insurance. (CNM member Sylvan Zuecher kept the CNM copy and hopefully it is still in the club archives.)

The location was Montrose Colorado which was fairly equal distance between the three clubs. It was the typical three day weekend; drive in on Friday and events on Saturday and banquet on Saturday evening then breakfast and say goodbye to all new found friends and head home on Sunday. The events that year was a drive to Ouray Falls and show n shine on Saturday and some

sightseeing adventures for all. Now remember please this was intended to be a ONE TIME weekend. Attendance was good and a fun time for all and lots of Corvairs running around on the streets of Montrose.

Now let's go forward to 1985 and the CORSA convention in Houston. CNM members had hatched a plan to resurrect the event and pass hosting each year between the three states in the same manner as the Fan Belt Toss in Palm Springs. Leroy Rogers and a couple other CNM members caught up with me in Houston and outlined the plan and I kinda volunteered RMC without asking for club approval. CNM host city choice again was Montrose due to equal driving times. Luckily when I outlined the CNM plan at the next RMC meeting everyone thought it was good so no lynching occurred.

The time of year selected was late May due to the fact the tourist season hadn't begun so the town was fairly empty and the businesses looked forward to having 100 or more visitors. Sadly the Bonneville club showed little interest BUT Pikes Peak Corvair Club in Colorado Springs had formed and there were numerous PPCC members in attendance. The name 'tri-state' however was maintained and there was hopes that SLC would come back into the group.

For 1987 RMC took a turn and it was in

Ouray but again no interest from the Bonneville club. PPCC didn't hide however, 1988 they fell into line and the three clubs have rotated since then. I will say that occasionally Bonneville members have attended but they have never gotten enough interest within their club to host a year.

Normally the locations have always been in Southern Colorado or northern New Mexico. Obviously to keep driving times fairly equal and also most of the host cities have been small mountain towns with scenery and attractions for those who have never been in the mountains before. Also as stated above the small towns enjoyed the money being brought into their area and it also brought local residents to town to see the cars too. Once the event was held in Grand Junction as a tempting gesture to Bonneville members and once in the past it was in Albuquerque due to a large car event taking place at the same time. To view every location look at the CNM website please. Jim Pittman has kept track of every event and has

records of attendance and even years and models of all Corvairs registered. Thank you Jim for your dedication.

Through the years Corvairs have regularly shown up from Kansas/Oklahoma/Wyoming/Arizona/Iowa and even California and Washington state. One other short note: Montrose as host city has been a tradition from the beginning on the years ending with a 6. (1976-1986-1996-2006-2016)

The original vision of CNM members such as Sylvan Zuecher/Bill Reider/Francis Boydston was to have a very relaxed weekend with minimal events and lots of time to look at the Corvairs and look at mountain scenery and visit with each other and make new friends plus chat with the local residents about their Corvair experiences too because every town has had Corvairs 'back in the day'.

Thanks to CNM for getting through the difficult times of 2020 and hopefully the interest and attendance will be great as always this year

Visiting the Land of Lincoln and the CORSA Mini-Convention

I had decided to take the trip in my Corvair to the San Diego CORSA Convention, but after it was cancelled, I changed the plans to attend the Mini Convention hosted by the PCCA, in Springfield, IL. A few weeks before the trip, Rick and Charlie Beets, and Tony Lawler helped me with a few issues on the car....the main issues being water leaking in on the driver and passenger when it rained. (Yes, the top was up! Lol)



Then the motor that runs the hydraulics for the power top quit working. After several 'sessions' with the guys, the car seemed ready for the trip. Mary Ellen Feasel (PPCC member), agreed to go with me, along with Jerry and KeithAnn Peeveyhouse (PPCC members), and Rick Beets and Tony Lawler trailering Seemore. Ken Schiffner left the day before us to get there early to get ready for the Concours judging event.

It was raining Monday morning, but that didn't dampen our spirits. As we passed Goodland KS, my car decided to backfire, blow black smoke and quit running. After a brief diagnosis in the rain, it was decided that I needed a new distributor cap and rotor. Tony and Rick cleaned the contact and we drove on to Colby, picked up parts at two different auto parts stores, and found a self-serve car wash to pull under to change the parts out. (The rain was falling in torrents and it was the perfect place to work and keep dry.)



We arrived in Springfield the following afternoon with no further issues. Seemore was parked in the Ballroom next to the beautifully restored '64 convertible originally owned by John Glenn. Ken Schiffner, along with others took part in part 1 of the Concours judging. Later, we all enjoyed a fun dinner and evening at the Motorheads Route 66 Diner, where many Corvairs gathered for a welcome BBQ.

Wednesday morning was the Concours d'Elegance judging, and show. In the afternoon, Dr. Bill Hubbell gave an interesting presentation on his restoration of the '64 Monza convertible that was originally owned by John Glenn. He bought the car in 2002 and decided to do a total restoration back to the

original factory condition when purchased by John Glenn. He spent years researching and documenting everything about the car, referencing documents, articles, photos of the car with Glenn in it, and even finding the exact paint formula originally used at the factory. Dr. Hubbell even restored and used the original nuts and bolts from the factory when the car was assembled! This car scored 98 points during the Concours.



A tech session was presented by Mike Dawson on stock brakes. His presentation provided great information on how to correct problems things like brakes that pull, sticking wheel cylinder pistons, adjustments, and drum turning.

The Autocross took place on Thursday morning. The course was set up in the parking lot of the Crowne Plaza and it was a tight course so many cones were hit, but a fun time was had by all. The special car running the course was a red Monza 'go-Kart'. It was quite entertaining as it rounded the turns and 'raced' to the finish line. It was up for sale and purchased for \$2500.



Early Friday morning, on the way to the Shelby airport, we made a stop to drive on a 1 ½ mile stretch of brick road of Route 66, built in the mid 1920's. It was lots of fun driving on the old brick road, and 'getting our kicks' on Route 66.

Then we drove to the small town of Shelby, where we drove out and parked on the tarmac of their municipal airport, with a dozen Ultra-light, Corvair powered airplanes. William Wynne, of Fly-Corvair, had flown his Ultra- Light Corvair powered plane from Florida, along with others from Michigan, Ohio, Virginia, and other areas of the country. Wynne gave a presentation on how he teaches classes to anyone interested in building a Corvair engine to power their Ultra-Light plane. The Fly-Corvair group is dedicated to promoting and building aircraft powered by Corvair engines. It was great to line up between the planes, look at their engines, and see the same engines as in our cars!



Friday evening the local Boy Scouts provided us with a cookout in the parkinglot of the Corvair Museum. The museum was open for us. It was smaller than I thought it would be, but full of interesting information and displays. The town of Springfield is very proud to claim itself as Lincoln's home. Everywhere there are statues, and historic buildings related to President Lincoln. Lincoln's home is in a beautiful, pedestrian only neighborhood. It was nice to walk the several blocks around Lincoln's home imagining what life was like back then. Due to Covid restrictions the homes were not open at the time, so our views were outside only. We visited the train depot, where Lincoln departed from for Washington DC, after being elected president Lincoln's tomb was also very interesting to visit. He, along with Mary Todd, and two of his sons are also buried there. His third son is buried at Arlington National Cemetery. We also visited the Lincoln Museum, which sectioned off areas to focus on his life from childhood until his assassination. It was an excellent exhibit .



Saturday was the People's Choice Awards. All the cars attending were shined up and sitting in the respective categories, early open, early closed, FC, late open, late closed and specialty. My baby blue convertible was parked and ready for the votes. On one side was the John Glenn car and the other was a beautiful Black Spyder, with a total of 10 early convertibles. Cars were there from Virginia to Oregon, and it was fun to make new Corvair friends.



That evening at the banquet, William Wynne spoke again about the Corvair powered ultra-light planes while we enjoyed dinner. RMC and Paul Seyforth were recognized and awarded for top monthly newsletter! Awards were also given out for the Concours, Autocross, and People's Choice. I was more than surprised when my name was called as a recipient of one of the top three in the early open category of People's Choice.

Sunday morning, Seemore was loaded up, and we headed back to Colorado, thankful for having the opportunity to attend a wonderful CORSA mini-convention. PCCA hosted a fabulous event and it's certainly one I would attend again in the future.

EV Banter

I overheard an interesting question while attending the Mini-Convention. Not really Corvair related. Electric Vehicle (EV) related. Urban living related. Marketing related. Societal related. And even lithium related.

Question was, "Where will city dwellers store and charge their EV's, if they even own one?" Suburban residents likely will have garages outfitted with charging devices. But city dwellers? Sure, there are expensive parking garages but what is usually seen are rows upon rows of vehicles parked on the streets. Run extension cords to each one? Just require mass transit? A knotty problem.

I got out my crystal ball and a hazy vision appeared. Maybe people won't even "own" EV's. Instead, maybe they'll be stockholders in a firm that stores, charges, maintains and even recycles the vehicles. In effect, they'll share a piece of the rights to millions of EV's. When they need one, they'll book one, use one, pay for the use, and return it. When the useful life of the battery is reached, the firm will recycle the batteries to conserve as much valuable lithium as possible. If the firm is multinational, the shareholder would have access to an EV anywhere in the World. If the firm rented EV's to non-shareholders, the resulting net income could be dispensed as a dividend.

The "fleet" could include vehicles of every size and purpose. The firm would be responsible for the maintenance. Insurance? Nothing extra, just part of the deal.

Ken Schiffner

No vehicles would be parked on the streets. Once ordered on-line, a self-driving EV would be computer dispatched to the requested address. The well- educated vehicle would recognize the shareholder (maybe even using state-of-the-art constantly upgraded butt-recognition technology), turn the vehicle over to the driver, the driver would use it, and when finished the EV would drop off the driver and then drive to a designated service location. Out for a long ride in the country or cross-country? The EV when needed will locate and drive to a designated charging station. Of course, the whole thing would be billable. Start to finish.

However, some things that are the enjoyable part of individual vehicle ownership would be lost. If you fancy a particular color, you might not get the one you want. If you enjoy working on your own vehicle or making pilgrimages to your local parts store, forget that. Also, you'd need to bring your own fuzzy dice or "Baby On Board" sign. Or your "My child is an honor student at ..." bumper sticker. Perhaps the EV will have a projection type rear window upon which some such messages could be programmed and be displayed. Maybe even a display that states you are a member of CORSA and/or local club?

If these "advances" come to pass, imagine the contrasting enjoyment to be had when you jump into your Corvair, your butt recognizes the seat instead of vice-versa, turn the key, and you actually drive it all by yourself. Of course, if you can find gasoline. The crystal ball is really foggy on that.

Rocky Mountain Corsa Meeting Minutes

Meeting Date: June 5, 2021 **Called to Order:** 10:13 am

Location: Rick Beet's sunny backyard **# Present:** Not Recorded + 3 on Zoom

Guests, long distance, new members: None.

Standard Business:

Minutes of last meeting: May minutes were reviewed and approved.

Treasury report: The end of May balance was \$6,073.69. An audit will be performed this coming month. The Treasurer's report was approved.

Mailbag: None. 1 membership renewal for Chris Jackson via Steve Goodman. Updating with James Ianson's info.

Old Business:

- The picnic discussion continued. Since Westminster was still not taking reservations, we changed to Bear Creek Lake Park, Mountain View Shelter at the far end of the park, on August 15. See map on Website.
- Ken Schiffner gave an update on a planned Corvair show at Wings over the Rockies at Centennial Airport, followed by lunch at The Perfect Landing. Date is Sunday August 22nd with a show at the air museum, with aircraft on the tarmac with the Corvairs. Plan is for an 11:30 arrival, with show at 12-2:00 followed by late lunch at the Perfect Landing, with room for 30. Exhibit will be Boeing's Exploration of Flight. See More to be there. Event will be published in Upcoming events on website.
- CCCC Airshow Rocky Mountain August 7, Parking is covered by Spartan College. Looking for volunteers for teardown. 2:30-5, helping vendors get out. There will be a small nonpublic airshow event by Renegades about noon. \$10 per car to show, \$5 per car spectator parking. 100 tables in swap meet space, 50 reserved for clubs in CCCC. Flyers for air show and swap meet. 3 shows in one gets around some restrictions. Discussing See More availability.
- Ken Schiffner reported on the May 19-23 Mini Convention. The Prairie Club pulled together those who had done past convention to not reinvent the wheel. They had a rainy trip out. There was a pop and smoke, and Chris pulled over. The group came together to diagnose in rain, determining there was fuel and spark, so timing was remaining. Turns out the rotor broke and intermittently fired. In need of a cap and rotor, they cleaned it up well enough to get down the road, got parts and tuned up in a car wash to stay out of the wet. A nail file was sufficient to get them going to down the road.

New Business:

- Paul Seyforth received a national award for 2019 / 2020 newsletter at Springfield. Congratulations!
- Amanda working on feather flag design, but not here to present. Cost \$150 approx.
- CCCC meeting at Gateway classic cars. Leo Doyle discussed SB21-260, an infrastructure bill for 10 years out, the only transportation bill for this year. It contains a section on charging stations that could impact gas tax; electric car owners don't pay for road tax.
- Sat June 19 there will be a celebration of life for Jonni Berkman at Adams County Regional Park. Paul will send to RMC list.
- There's new Murphy gas station in Littleton across from King Soopers on Littleton Blvd near Broadway. They sell regular (non-ethanol)

- We host 2022 Tri-State. Tony and Rick planning to review some options, Salida, Pagosa Springs, Glenwood Springs. Give Tony your ideas, and help is needed so consider joining a committee.
- Corsa President Mike Hall pushing for a western National Convention, Denver or nearby. Discussion with PPCC possibly being primary host with RMC as supporting.
- There was a discussion of the Holiday Party. The Littleton Café is now open, but may not be doing private dinners. Levins will contact to see if it is an option. Our former location, Mimi's, is permanently closed.

Upcoming events:

- Fri July 9 Monthly Meeting at 7 at Elway Chevrolet & Zoom. August Mtg will be at Picnic. Sept Meeting up north, locations up for discussion.
- Sat June 19, Castle Rock Car Show , see Vintage Car Club Castle Rock site, 9-2or 3pm.
- Sat July 24, Cripple Creek Historical Museum, Cripple Creek All Corvair Car Show. Band, same weekend of bed races. Discount rate at Double Eagle 7196895000 Group code 4350, \$100 inc tax & breakfast.
- Sat Sept 12 Concours at ACC 9-3. \$50 registration, fundraiser for Ability Connection Colorado. Registration open. \$50. For \$50 more their judges will inspect your car. We are using club judging.
- Oct 15-17, Tri State, Albuquerque Marriot Pyramid N near Tramway. Registration form online. Pay for banquet up front.

For Sale or Wanted, Recently Purchased, Projects

- Dave Feasel clearing out his Corvair stock, and Rick bought an 8 door van. Charlie went searching for 14 x 6 Rallye wheels for the van based on Paul's article about his trip to Conifer to get rallye style wheels.

50/50 Raffle: \$20 to Club, \$20 to winner: Melissa Wallace.

Snacks Volunteers: Thanks to Charlie and Jess Beets for snacks today. Caron Wetter will bring for July.

Meeting adjourned at 11:33am

Respectfully submitted by Rob Brereton

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*

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:	Michael Timmons	veep@rockymountaincorsa.org
Secretary:	Rob Brereton	sec@rockymountaincorsa.org
Treasurer:	John Dinsdale	treas@rockymountaincorsa.org
Member at large	Ken Schiffner	m.a.l@rockymountaincorsa.org
Past president	Ed Halpin	

Appointed Chairpersons

Activities Chair:	Caron Wetter	activity@rockymountaincorsa.org
Auditor:	John Dawson	auditor@rockymountaincorsa.org
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Historian:	Steve Goodman	history@rockymountaincorsa.org
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