

# The Denvair News

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Jim Reich's 8-door Corvair Van. The story is inside.

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## Rocky Mountain Corsa Presidents Column

It was certainly great to see everyone for the last RMC meeting. We were finally able to get into our usual digs at John Elway Chevrolet on South Broadway! We even had a few attendees join us on Zoom. I was hoping to get a final installment on my trip to the mini convention in Springfield written for this month's newsletter, but work has gotten in the way once again. Suffice to say, I had a great time out in Springfield and as soon as I can find the illusive "round to it" I will get another installment written for Paul. Speaking of Paul our now award winning editor, he is really wanting to retire as editor. I know I'm sounding like a broken record here, but we need someone to step up to work with him to work towards replacing him at the first of the year.



I really appreciate the spirited discussion surrounding CORSA's request to have us host a national convention in Colorado the near or not too distant future because Mike Hall (current CORSA president) approached just about anyone from the RMC/PPCC contingent about hosting an upcoming event and subsequent discussions between Ken Schiffner and CORSA 2024 was proposed by the CORSA board as a possible date.

### What say you?

Host a national convention (most likely in 2024)? Or Not?

Your opinion matters, and just as important, your support. If we decide to move forward, there is a ton of work between now and June/July 2024. Please send your response to my [prez@rockymountaincorsa.org](mailto:prez@rockymountaincorsa.org) email address so they can be kept private. I will announce the results at the next meeting.

If you are planning on attending the Rocky Mountain Car show and Swap meet at the Rocky Mountain Metro Airport on the 7<sup>th</sup> of August, and want to park our Corvairs in a group, we will need to all need to meet somewhere and drive in together. Show starts at 8 am so we will need to gather starting about 7am. I've also reserved a Swap meet booth for the club. If you have spare parts to sell, it will be a nice donation to the club treasury. We can have a popup, but they must be weighted down with large water jugs (5 gal +). I can bring a folding table. Additional spaces are \$40 each.

Hope to see everyone at the August meeting. Same 'ol place (John Elway Chevy), 7pm Friday August 6, 2021. Snacks courtesy of Paul Seyforth.

Back to the grind. Rick

## Rocky Mountain Corsa Club News

The real news this month is that we are back home again at John Elway Chevrolet, 6200 South Broadway. We missed meeting at this place due to the pandemic restrictions. We realize it may not be the most convenient location for everyone but it is within a reasonable driving distance for a majority of members. And there were refreshments provided Kory and Gail Levin. Our next meeting will be in the same place, John Elway Chevrolet, 6200 South Broadway, the same time, 7:00 PM on August 6<sup>th</sup>.

One more item of news is that your newsletter editor received a plaque for second place in the outstanding newsletter competition presented by the Corvair Preservation Foundation and the Prairie Capital Corvair Association. It was a very nice honor considering all the very fine newsletters that are produced each month by the Corvair clubs nationally.



Next most important item on our agenda is

**The Picnic, the Picnic, the Picnic. The Dale & Joan Wilshire Memorial Picnic.** The club has secured the Mountain View picnic shelter at **Bear Creek Lake Park on Sunday August 15<sup>th</sup>, 11:00 AM.** The Park is located on Morrison Road just east of C470. When you turn into the park after the entrance booth make a left at the first stop and follow the road for about 2 miles. The shelter is by itself with ample parking. The club will provide hamburgers and brats and table ware. Bring drinks and a dish to share. **Come on Out!! We haven't seen the RMC group together for quite a while!**

**Saturday, August 7<sup>th</sup>. Airport Show and Swap Meet. Rocky Mountain Metro Airport.** Rick gave details in his presidents column. This show is the primary event for the Colorado Collector Car Council. Car show, swap meet and airplane demonstrations. Lots of stuff to see and do.

**Saturday, August 21<sup>st</sup>. 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 22<sup>nd</sup> .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 15-17<sup>th</sup>. 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.

## A question for both Rocky Mountain and Pikes Peak Corvair clubs

### Do we want to or be willing to host a CORSA national convention?

At the Springfield Mini Convention Mike Hall (Corsa President) approached the RMC and PPCC members there and asked if the Colorado clubs consider hosting a national convention. He sighted the 2011 Denver convention as being very successful. He also mentioned Colorado Springs as a possible site.

Your opinion please? How about a CORSA National Convention for Colorado? It was the success of the Denver Convention a few years ago, that CORSA has approached officers of RMC and PPCC in the hope we would say "yes".

Should we hold convention in the Springs area this time? It is a great location, it has lots of interesting activities for attendees, and there is a facility available that is experienced in vehicle related conventions. With so many of our members holding dual memberships in both clubs the convention could be hosted by both clubs.



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## Jim Reich's Corvan

About three years ago, someone posted on the Corvair Center Forum about a Craigslist listing in California. At that time, I really thought my Corvair collection was complete (5) and was not in the market for another. But after couple of weeks, curiosity got the best of me and I inquired. Surely it would be sold as it was a pretty rare, 8-door Corvan in good shape. Surprise.....still available.

After a lengthy phone call with the owner, and hearing about the van's history, we struck a deal. I took a chance, trusted the seller, didn't have it inspected and didn't go see it in person. Just made arrangements for payment and shipping. It was supposedly drive able so loading wouldn't be a problem. (BTW, think twice about using auto transport companies as it can be very frustrating). Anyway, a couple months later the van arrived and the driver asked where my battery was.....??? Seller had said I would have one. Driver was not in a good mood but managed to jumpstart it and get it down off the transporter. I enthusiastically jumped in and headed for my garage.....brake pedal goes to the floor. Huge blue cloud engulfing the neighborhood. Maybe not quite as good a shape as I had envisioned.

The van certainly was in good shape at one time but the seller was the grandson, who had inherited it when grandpa passed away. Five years then of neglect and abuse was definitely showing. At least the van was straight and rust free. Grandpa had swapped out a bench seat for two individual bucket seats, added seat belts, front disc brakes and installed a later 110 h.p., 4 speed and 3.27 axle power train. A very nice combo.

## Cover car story revealed



With a lot of time cleaning and elbow grease, I was able to bring the van back close to its earlier cosmetic condition. The brakes were fixed, and 8-1/2 quarts drained from the crankcase (half gas which was flooding the cylinders, causing all the blue smoke). It was now running reasonably well but I still had Steve rebuild the carbs. But, I couldn't get the idle speed down so back to Steve for his magic touch. He instantly diagnosed the issue.....chokes not coming off because lower shrouds had been removed (who needs heat in California?). It then was running beautifully, filled with gas and headed back home in Longmont. Made it half way home when it crapped out and died. Really acted like no gas the way it died. But being February, with no tools and starting to snow, I just called AAA for the ride home.

Well this started a long, time consuming effort on my part to find the problem. I knew it had nothing to do with Steve's work.....it just wasn't getting gas, but the tank was full. The van already had an electric fuel pump so my first thought was it had failed. I replaced it with a new one. I also checked and eliminated the inline fuel filter, replaced all rubber fuel lines between the pump and engine and nothing worked. Simply wasn't getting any gas to

the carbs. I blew air through the lines without problem but no gas was making it back to the engine. I put on a small hand vacuum pump and could get gas. But couldn't get any flow and knew the electric pump was on because I could hear it. I'm not a very good mechanic but after trying all of the above multiple times, concluded it had to be a plugged filter sock in the tank.

Now, unlike the cars, with the FC van tank, the sender goes in from the top and the only way to service it is to drop the tank. Not an exciting prospect, especially since it was full! But, with time and care, I drained the tank and was able to get it out. Not easy. Removed the sender and surprise.....the sock was not badly plugged and flashlight showed the inside of the tank to be pristine. At this point, nothing to do but reassemble. Everything was new, sock, pump, hoses; everything. And after reassembly, it all worked, but without explanation. I can't tell you how thrilled I was, having it running again after all the effort, working alone.

Now the rest of the story. With a few gallons of fuel in the tank, I drove around and went to the gas station. Running great. Removed the locking gas cap and.....a rush of air sound. And the light bulb went off. The locking cap, clearly marked as "venting" wasn't doing its job. Driving the van, using fuel was slowly creating a vacuum in the tank which at some point was stronger than the electric fuel pump could overcome.

Problem solved! I drilled a very small hole in the cap, through the rubber, and inserted a short length of WD-40 straw and eliminated my vacuum in the tank. At my age, I really didn't need the experience but got it anyway. Lesson learned and all is well. Love this van.



Another view of Jim's van



Two door Greenbrier. One of Jim's earlier projects



The Tricky, another earlier project

# Spritz versus Shear

Ken Schiffner

When it comes to distributing fuel into an internal combustion engine, the popular choices are “spritz” (fuel injection spray) or “shear”, (carburation). With spritz, the fuel is pressurized using a pump and is then sprayed into the intake manifold (or cylinder) while with shear, the intake air is accelerated to “shear” the fuel into combustible vapors and droplets.

With the Corvair engine, either method has shown to be effective.

At a recent event our own Garrie Fox entertained listeners about the interesting (and effective) spritz installation on one of his Corvairs. The conversion from shear to spritz is one of the ones that Milt Binion conceived and was described in depth in the first nine pages of the CORSA Technical Guide (Performance Section) and other articles. The configuration essentially adapted the fuel injection system from a 1979 Datsun 280ZX car (non-turbo) whose engine was of similar displacement as the Corvair. Seems straight forward however certain basics that relate to fuel injection or carburation must be followed.

Basic conundrum: Combustion is “**mass**” related (lbs./lb. kg/kg. etc.) but air flow through the engine is “**volume**” related (cubic inches, cubic feet, etc.). The “mass” part is dictated by the combustion process. To combust gasoline a certain ratio of the mass of the fuel to air must be maintained otherwise inefficient release of the fuel energy can occur. In an internal combustion engine, every rotation of the crankshaft moves a specific amount of air or air/fuel mixture (assuming the piston rings are doing their sealing job). In effect, the engine is a positive displacement air pumping

device. Spritz or shear designs deal with this conundrum in different ways but seek the same result, proper, controlled combustion.



## Spritz Set Up, Binion Style

Carburetors don't really meter the mass; they primarily meter the volume. A fixed diameter venturi throat is used that provides the boundaries of the gas velocity used to do the fuel shearing. From the volume and the speed at which that volume passes through the carburetor, the *fuel mass* is metered using fixed orifice “jets” to *approximate* the proper ratio of air to fuel under varying engine operating conditions. Compromises result since the characteristics of the air entering the carburetor vary with the ambient conditions and the engine demand. Fuel injection, in contrast, meters and controls the air/fuel mass by first carefully determining the various parameters that define the mass of both the fuel and air entering the engine. The air pressure, density, and temperature define the air mass. The fuel rate and pressure determine the fuel mass rate. A computer is used to adjust the fuel rate to the defined air mass rate.

Continued

Purely mechanical fuel injection systems do not rely on a “feedback” loop that monitors the combustion products (oxygen as a surrogate) whereas electronic fuel injections systems do incorporate the feedback aspect. In later applications, the oxygen quantity in the exhaust tells the computer whether the combustion process is being conducted at a point of controlled emissions. With mechanical fuel injection, monitoring the intake air mass flow rate versus a regulated fuel pressure and flow is considered close enough. Binion system is therefore essentially an enhanced mechanical design.

The Binion type system predated the expansion of fuel injection controls to use oxygen sensing feedback. Datsun indeed offered oxygen sensing “for California cars” but was deemed impractical for use as a retrofit for a Corvair engine. The close proximity of the exhaust to the engine, the “boxer” layout of the engine and other factors complicate the addition of oxygen sensing. Garrie’s engine thus is not equipped with such feedback signals.

What the engine uses is a combination of engine inlet sensors that measure the intake air temperature, flow and pressure from which the computer calculates the real-time air flow mass. (The air flow sensor is shown at the top right portion of the photo). Another sensor monitors the throttle position and the computer varies the “ON” duration of the injectors for conditions requiring richer mixtures. The fuel pressure is regulated by a pressure control valve. The fuel injectors are in effect solenoid valves (on/off) that are mounted in the intake manifolds and given an engine rpm signal from the coil, all six (6) injectors are

electrically triggered simultaneously based upon engine rpm. The stabilized fuel pressure affects the spritz amount and spray pattern for the injectors. The injectors are not individually timed thus when “open” all of the injectors (should if identical) demonstrate the same spray pattern and droplet size.

Given the injector locations, the cylinders get identical fuel mass flow rates. Given the intake air measurement for pressure (altitude) and temperature, the air mass rate (with the help of the computer) is known. Well controlled “spritz” provides more efficient combustion than less accurately controlled “shear”.

Many thanks to Garrie for showing one of his “spritz” modified Corvairs!





## The 2<sup>nd</sup> Annual Cripple Creek All Corvair Car Show

This year the 2<sup>nd</sup> Annual Cripple Creek All Corvair Car Show took place on July 24<sup>th</sup>, sponsored by the Cripple Creek Historical Mining Museum. This particular weekend was also Pioneer Days and Pearl DeVere Days. A total of thirteen Corvairs lined up in the Museum parking lot early Saturday morning.



Those attending included Jon & Debbie Anderson, PPCC, with their '65 500; Mike & Karen Piper, PPCC and RMC, with their '65 140 Corsa Convertible; Kory & Gail Levin, PPCC & RMC, with their '66 Monza; Randy Karl, PPCC, with his '68 Monza; Chris Kimberly, PPCC & RMC, with her '64 Monza Convertible; Tony & Diane Lawler, PPCC & RMC, with their '63 Rampside and their '66 Corsa; Rick Beets, Charlie & Jessica Beets, PPCC & RMC, with his '63 150 Turbo Spyder Convertible; Gary & Patricia Fox, PPCC & RMC, with their '69 Monza; Jeff Addams & Tanya Boudreau, PPCC, with their '61 Lakewood; John & Kathy Green (their son and daughter-in-law), PPCC & RMC, with their '61 Lakewood & their '68 Monza; and John & Larry Neal, PPCC, with his '64 Spyder Convertible.



Continued

The day was full of energy on the ground....visitors and Corvair owners chatting up the cars, with the occasional drizzling rain falling from the sky with a bit of sunshine in-between. Everyone was invited to vote for their favorite car and drop their vote in the sealed ballot box. It was quickly apparent that the Lawler's Rampy was the center of attention and votes! It had been placed front and center in the parking lot and no one could miss its beautiful restoration done to perfection.

Late in the morning, some of us walked a block over to watch the annual Pearl DeVere Bed Races. That was quite entertaining. Yummy BBQ was available for a reasonable price with chips and a drink. Delicious BBQ.

Around 3:00, a huge gray cloud came through, cutting the show short with its lightning, and rumbling thunder. All the cars were quickly driven to be safe and dry in the parking garage just before the heavy rain let loose!

The ballots were tallied, and the winner of the People's Choice Trophy was Tony and Diane Lawler for their beautiful '63 Rampside. The merchant sponsors also gave a Sponsors Award and it was awarded to Mike and Karen Piper for their stunning '65 140 Corsa Convertible. Congratulations to both the Lawlers and Pipers!!



**The Pipers, Mike and Karen**



**The Lawlers, Tony and Dianne**

# *5 Questions before Buying a Classic Car*

By Andy Reid, The Journal, Classic Cars.com

The classic car market is hotter than ever and, as a result, many people are looking at classic cars as a great way to invest their money. While that might seem like a great idea, there are also many potential pitfalls of classic car ownership, and just as many reasons for not buying a classic car.

## **1. A friend of mine said I should buy a classic car.**

Say you have a modern Porsche 911 or Dodge Challenger and your friends think you should buy an old one to go with it. You envision yourself as part of the hardcore, cool guy crew. This is a dangerous mindset, especially if you've come to expect such things as satellite navigation, Bluetooth connectivity and a good, working A/C, which are nice-ties generally not available on classic cars. And remember, a classic car will be less reliable and require more maintenance than its modern equivalent. You should only buy a classic car because you want a classic car, not to be part of the cool crowd. We really aren't as cool as we think we are.

## **2. I have been thinking of buying a classic car but I do not like working on mechanical things .**

Not having experience with working on old cars is not a prerequisite, but you should be willing to learn about making some mechanical repairs. No matter how many mechanics you hire, at some point you are going to have to fix something yourself. Classic car people tend to forget that they spend a considerable amount of time fixing things, often more time that they spend actually driving their classics. They forget this because they enjoy the process of working on and sorting out the issues that come up with their old cars. Even the best of classics break from time to time. Ideally, you should consider this tinkering to be part of the fun of the classic car experience. If not, think twice about making a classic car purchase.

## **3. I can afford a classic car but it needs to be perfect because I have just enough money to buy the car.**

No classic car is perfect. We are not aware of a single person who has bought any classic car that did not require some amount of money to be spent on it immediately. It is best to budget somewhere between \$1,500 - \$5,000 for maintenance in addition to the price you're paying for any new classic car purchase, the added cost dependent on the price level of the classic. However, if you're buying a classic Ferrari, most experts say to budget as much as \$20,000 more.

If you cannot afford to pay for the inevitable initial repairs, then you are going to have trouble with classic car ownership from the start.

#### **4. Classic cars make a great investment and I like a sure thing.**

There are no sure investments, with the possibly exception of the big time fine art world. The classic car market has its ups and downs just like every other market. Buying a car only as an investment is a big mistake. Old cars take care and attention, making them very different from other appreciating assets. Buy a classic car only if you really love and want that car, and only buy a make and model that you love and not purely because you foresee upside potential.

Then, no matter what happens with classic car market values, you will still have that car you always wanted.

#### **5. I want to buy a car on TV at an auction, like the big shots.**

This has got to be the worst reason to buy a classic car, and every year more people buy cars because they want to be seen on television winning a bidding war. This behavior always astounds us, but we have heard so many people boast about having the opportunity to pay too much for a car on TV.

If you want to be on TV that badly, figure out another way, possibly by starting a cooking show or applying for a spot on Survivor or Shark Tank.

**If you still decide to buy a classic car**, take a look at these guidelines and make sure none of them apply to you, in which case you probably should decide not to buy. Always buy a classic car that you love because you want to own it and to drive it, and you should have a terrific experience.

## **Rocky Mountain Corsa Meeting Minutes**

**Meeting Date:** July 9, 2021

**Called to Order:** 7:18 pm

**Location:** Elway Chevrolet

**# Present:** 15 + 3 on Zoom

**Guests, long distance, new members:** None. Opened with John Sebastian's theme from "Welcome Back Cotter." Thanks Dale.

#### **Standard Business:**

Minutes of last meeting: June minutes were reviewed and approved with correction: ACC Concourse, listed as Sat Sept 12, should say Sunday Sept 12.

Treasury report: The end of June balance was \$6,083.69. An audit was performed during this month's meeting. The Treasurer's report was approved.

**Mailbag:** None. Mail for Mike from Forney, adopt an artifact program, and sponsorship opportunities. On front table.

CNM Notice of Upcoming Events. Passed around.

Flyer for Fall Harvest Car Show, Fort Morgan, Sept 17-19. On Front table.

#### **Old Business:**

- The picnic will be at Bear Creek Lake Park, Mountain View Shelter at the far end of the park, on August 15 at 11:00am. Club to supply meat to grill, plates, napkins, tableware, charcoal, etc. Bring your favorite potluck dish. 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 22<sup>nd</sup> 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. SeeMore to be there. Event will be published in museum upcoming events.

- CCCC Airshow Rocky Mountain August 7. 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.
- We host 2022 Tri-State. Tony took trip to Glenwood Springs, and met Bart Victor. Bart does car shows frequently with "Hot Summer Nights", owner has 3 Lakewoods and is going to join RMC. Bart would serve as the footman in Glenwood Springs for a Tri-State event there. Will get venue for show at mall, banquet, etc. He could also open his garage collection of over 200 cars. Flyer from his other events on front table. There was discussion of when to hold the event. Mid or late May, before high season is proposed. The room rate target is \$100. Dinner target \$40 per person max.
- Corsa President Mike Hall pushing for a western National Convention, in Denver or nearby. Discussion with PPCC possibly being primary host with RMC as supporting. Ken said the PPCC board meeting conclusion is there are not enough people. There are 35 in PPCC. Ken discussed the current ease and computerization of the convention, saying the smaller group the better. AT the Mini Concourse, plaques were done on that day with a file sent directly. Ken will do a newsletter article for discussion and later vote. San Diego has not chosen whether to pick up 2023.
- 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. The Black Bear Café at Iloff and 225 was discussed, will look into. Rosy's Diner across street was also suggested.
- Discussion of Paypal in relation to Tri-State next year. 2.9% + \$0.30 per transaction. Goes down to 1.4% for nonprofits.
- There was a question about holding Corvairs and Cheeseburgers again. Steve thought the could possibly do in September. They have remodeled inside, the seating is all different. Staffing has been a challenge.
- Rick proposed a B-Man BBQ outing for a week from Saturday (7/17). He will communicate an outing via the email list.
- Caron has called about the New Year's Brunch, but has had no call back. She is looking for a new venue.

#### **New Business:**

- Award for Paul for 2<sup>nd</sup> place best newsletter 2020, issued at Springfield Mini convention.

#### **Upcoming events:**

- Fri August 6 Meeting, Elway Chevrolet, 7pm.
- Sun August 15, 11:00 Picnic at Bear Creek Lake Park, see details above.
- Sat Sept 11<sup>th</sup> Meeting up north, locations up for discussion with Jim Reich.
- 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. Book your room tomorrow if you are going. Direct 719.689.5076
- Sun 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. 12 spaces, filled with a variety of models.
- 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**

Rick has HD springs for an early coupe, pre-64. For sale cheap.

**50/50 Raffle:** \$35 to Club, \$35 to winner: Ken Schiffner. Will be donated to SeeMore fund. Thanks Ken.

Snacks Volunteers: Thanks to Cory and Gail for bringing today's snacks. August: Paul Seyforth Sept: Caron Wetter.

**Meeting adjourned** at 8:50pm

**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](http://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	<a href="mailto:prez@rockymountaincorsa.org">prez@rockymountaincorsa.org</a>
Vice President:	Michael Timmons	<a href="mailto:veep@rockymountaincorsa.org">veep@rockymountaincorsa.org</a>
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Past president	Ed Halpin	

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