

CORVAIRS of NEW MEXICO

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Corvair Society of America—CORSA—Chapter 871 / August 2026—Volume 52—Number 8—Issue 611



Enchanted Corvairs Newsletter

Corvair Society of America—CORSA—Chapter 871 / August 2026—Volume 52—Number 8—Issue 611

Next Meeting: Regular Meeting: Saturday, August 1, 2026 10:00 AM

North Domingo Baca Multi-Generational Center , 7521 Carmel Ave NE, Albuquerque, NM 87113

This Month:

President's Letter.....	Greg Nelson
Treasurer's Report.....	Jim Arellanes
Board Meeting.....	Steve Gongora
Calendar of Events.....	Lupe Arellanes
Route 66 Clean-Up.....	Lupe Arellanes
Heula's Birthday Cards (reprint).....	Heula Pittman
Domzalski Visit.....	Jim Pittman
Birthdays and Anniversaries.....	Lupe Arellanes
City of Albuquerque Car Show.....	Lupe Arellanes
Tri-State in Montrose 2026.....	Steve Gongora
Dues Due.....	Membership Committee
How Do You Spell "DUMB".....	Robert Gold
Message for Utah Tri-State.....	Nathan King
Lupe's Car.....	David Huntoon
Jason's Deli.....	Steve Gongora
Auto Ambush.....	Steve Gongora



On the Cover: Get Together on July 4 at Jason's Deli

Tarmo & Greg—Hemmings Great Race (lower right)



President - Greg Nelson	505-400-8670	fesedu@comcast.net
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Membership - Lupe Arellanes	505-515-9897	guadalupe.arrellanes@icloud.com
Programs - Brenda Stickler	505-344-2039	tounce66@msn.com
Newsletter - Steve Gongora	505-220-7401	stevegongora@msn.com
Webmaster - Steve Gongora	505-220-7401	stevegongora@msn.com

CNM August 2026 Newsletter Articles—Greg Nelson

We Are Back!

After a two-month meeting hiatus we are back in person at Domingo Baca Recreation Center. For this month's program we will go through Tri-State Car Show photos.

Lupe and Jim's Convertible

A group of CNM members met at Robert Weinberg's home shop to take a stab at fixing the PowerGlide transmission on Lupe and Jim's convertible. Robert's shop has a lift that really sped up the repairs. Upon removing the transmission cover a small check valve dropped out and Dave speculated that this may be the problem. Fortunately, Dave had a spare valve at home. So, we jumped in my Subaru and headed through the canyon to Dave's house. It took longer to drive one way to Dave's house than it took to fix the transmission – "many hands make light work." (*photos displayed with David Huntoon's story*)

After putting all the bolts back on, Dave and Robert took it for a test drive and came back with thumbs up. I learned quite a bit from this repair which is why I try to volunteer for all of them. Someday it might help with the repair of my Corvairs.

64 Monza

You may note that there are seventeen photos of my 64 Monza in this article. The State Fair is just months away so one of my Corvairs needs to be ready.



I replaced the gas lines and the brass and filter input components to the carburetors. One side did not fit so I borrowed a pipe bender from Steve and got the measurements right the first time. Unfortunately, after the engine test there was gasoline leaking from all four pipe ends so I will have to add Loc-tite 567 thread sealant.



I had the air intake parts powder coated a semi-gloss black. I replaced the loose throttle linkage with New-Old-Stuff parts from Clarks. But the NOS linkage also had a worn-out groove in it that would still produce asymmetry in throttle acceleration between the carburetors. So, I

took the linkage to Albert at Skinner's Carburetor Repair, and he welded metal to the groove, sanded it round, and the part is set and ready for a test (soon, after I fix the gas leak).

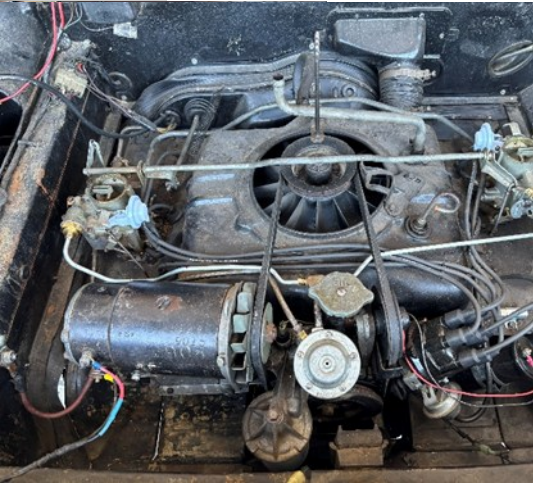
I ordered new seat covers from Clarks and House of Covers is installing them and will replace any worn out cushion too. While the seats are at the shop I also replaced the heater hoses

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Continued from Page 2— President's Letter

behind the rear seat and the carpet and cardboard piece. Behind the old cardboard piece, there was a treasure trove of home attic insulation stuffed in an 'alcove.' Steve suggested this was for sound mitigation, so I pulled this stuff out and added sound absorbing foam.



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Continued from Page 3— President's Letter



Replacement for the rear seat section



State Fair

The State Fair is approaching and CNM will once again be on display on Sunday, September 20th. As usual we meet at approximately 7:00 am in the Mercado parking lot at the Southwest corner of San Pedro and Central. We will take a group photo and then convoy in through the southern gate on San Pedro. You do not have to be a member of CNM to participate so if you know other Corvair owners please forward the invitation.

Bob Kitt's Van for Sale

Curtis Kitt is selling his dad's beautiful 1964 Greenbrier. CNM members assisted with its repairs in the past. Please contact Curtis if interested. The ad is below.

FOR SALE: 1964 Chevrolet Corvair Greenbrier – \$7,500 OBO

Sharing on behalf of the family of longtime Corvair enthusiast Bob Kitts. Located in Albuquerque, NM area. If interested or have questions, contact Curtis Kitts directly by text at 505-401-2173.

Bob invested over \$20,000 into this Greenbrier, including:

- Professional body & paint
- New upholstery
- Rebuilt 140 HP engine (assembled by Dave Langlois)
- Front disc brake conversion

The van also has a unique bit of history. It once chauffeured Mary Travers of Peter, Paul & Mary from the Albuquerque airport.

After Bob's passing, Curtis Kitts inherited the Greenbrier and would love to see it go to another Corvair enthusiast. Recently, Tarmo Sutt and David Huntoon freshened up the carburetors, and the van runs and drives beautifully.



Report for CNM Treasury						
Account for July 2026						
Date	Check	Amount	Payee	Description	Balance	Running Balance
25-Jul-26						\$6,886.00
7-Jul-26	2431	69.77	Steve Gongora - CNM Expenses, State Reports and Postage		-69.77	\$6,816.23
17-Jul-26	2430	60.00	Lawrence, John - CORSA Membership		-60.00	\$6,756.23
17-Jul-26	2432	60.00	Morgan, Mark - CORSA Membership		-60.00	\$6,696.23
17-Jul-26	2433	60.00	McDuffie, Russ - CORSA Membership		-60.00	\$6,636.23
25-Jul-26	411	100.00	Domzalski, Mark - CNM Dues 52 Months		100.00	\$6,736.23

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Asking Price: \$7,500 (Curtis is willing to consider reasonable offers.)

Trash Day

This month we will work the center section so park in the west bound shoulder where Route 66 comes closest to I-40. Look for my Mazda. Thanks to Dave, Lupe, and Jim for their assistance in July. As usual we had a relaxing time at the café afterwards. Dave took the photo.



Board Meeting July 15, 2026—

Greg Nelson, Steve Gongora, and David Huntoon—A lot of talk but no CNM business.

Schedule of Events

Club Matters	Saturday, August 1,	10:00 AM	Members' Meeting--1 st Saturday, 10am: North Domingo Baca Center, 7521 Carmel Ave NE, Albuquerque, NM 87113, Room 7
Club Matters	Saturday, August 8,	8:30 AM	TRASH-PICK UP on Route 66; meet at Cider Bar; 340-364 NM-33; frontage parking lot
Car Show Invite	Saturday, August 15,	8:30 AM	Route 66 Car Show Series; Sandia Peak Tramway; 30 Tramway Rd Albuquerque, NM 87122;
Car Show Invite	Saturday, August 15,	5:45 PM	Route 66 Centennial at the iconic Route 66 Visitor Center, 5:45pm, 12300 Central Ave SW, 87121
Club Matters	Wednesday, August 19,	7:00 PM	Board Meeting--3 rd Wednesday via Zoom, 7pm
Club Matters	Wednesday, August 26,	6:30 PM	Car Council Meeting – 4 th Wednesday, 6:30 PM; Manzano Mesa Senior Center , 501 Elizabeth St SE, Alb, NM 87123
Club Matters	Friday, August 28,	--	Deadline for Newsletter -4 th Friday
Club Matters	Saturday, September 5,	10:00 AM	Members' Meeting--1 st Saturday, 10am: North Domingo Baca Center, 7521 Carmel Ave NE, Albuquerque, NM 87113, Room 7
Club Matters	Saturday, September 12,	8:30 AM	Route 66 Car Show Series; Sandia Peak Tramway; 30 Tramway Rd Albuquerque, NM 87122;
Club Matters	Saturday, September 12,	8:30 AM	TRASH-PICK UP on Route 66; meet at Cider Bar; 340-364 NM-33; frontage parking lot
Club Matters	Wednesday, September 16,	7:00 PM	Board Meeting--3 rd Wednesday via Zoom, 7pm
Social	Sunday, September 20,	TBD	State Fair Car Show
Club Matters	Tuesday, September 22,	6:30 PM	Car Council Meeting – 4 th Wednesday, 6:30 PM; Manzano Mesa Senior Center , 501 Elizabeth St SE, Alb, NM 87123
Club Matters	Friday, September 25,	--	Deadline for Newsletter -4 th Friday
Social	Sunday, October 11,	TBD	Balloon Fiesta Car Show
Social	Saturday, October 17,	TBD	Origami Park – Group trip North Tijeras; South Santa Fe
			TBD=To be Determined/Changed

Help us keep our club mile marker clean!



Join us for any of the
following dates:

Saturday, Aug 8
Saturday, Sept 12

Let's meet at Cider Bar frontage parking lot;
340-364 NM-33; at 8:30 AM



CNM Birthday Cards - Jim Pittman

Does anyone remember how, for many years, Heula mailed out "Corvair" birthday cards to our members every month? Here's her report on how she did it. And she tells how that lead to our amazing cover illustration for the April 2020 Enchanted Corvairs newsletter.



This Never Happened - or - Sixteen Years of Birthday Cards - Heula Pittman

The scene on the cover of the April 2020 issue of Enchanted Corvairs never happened. Here's the story of how it never happened.

ACCORDING TO OUR meeting minutes from March 2004, a committee to remember members' birthdays and anniversaries was set up. I was on the committee and we met in February 2004 and decided to call ourselves the Sunshine Committee. We decided to mail birthday cards to each member of the club, and to keep track of our members and their possible needs.

I undertook to mail birthday cards every month. First we had to collect birthdates. We got most but not all of them. If you haven't been getting a card you need to send me your birthdate! Jim helped design a suitable custom card; no store-bought Hallmarks for us. After a year or so it occurred to us that each calendar year should have a new design. So, every year, we'd come up with a design to use in the coming year. We tried to use "happy" themes and "Corvair" themes. Jim was not shy about modifying photos to make a happy card.

For example, the card for 2006 featured the music to "Happy Birthday to You" and the 2007 card had a big smiling sun with rays spreading out over a blue star-studded sky. For 2008 we photoshopped a picture of Mark Domzalski's white-and-red

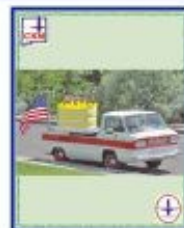
Rampside holding a flag and a gigantic birthday cake. For 2012 we presented a yellow New Mexico license plate with "HPY+BDAY" in big red letters.

The 2009 card was occasion for a long photoshop session. We had gone on an econorun to Madrid in March 2006 (by the way, the 1965 Monza 110 turned in 27 MPG) and took several photos along the way. Jim had a brainstorm to make a fantasy scene that might have happened on this econorun, if we had only had someone in the back seat to snap the photo. First, he found a suitable photo of Wendell's red 1964 convertible as seen through the front windshield, and found a photo of the yellow Library Van as seen in the rear-view mirror. But, how to combine them to make the picture the imaginary person in the back seat might have snapped? Photoshop to the rescue!

There was no photo from the back seat, so we staged one in our back yard. I pretended to drive while Jim sat in the back seat to compose the shot. Two versions are shown below. Then, three photos were magically re-sized, slightly enhanced and combined to produce our imaginary scene. We put the finished photo on the 2009 birthday cards. We did not say it was photoshopped. As far as I recall, no one ever commented.

SO, BY NOW I have been mailing out birthday cards for some sixteen years. At present I mail approximately 100 cards each year to our members, their spouses and children living at home. I list these birthdays and anniversaries in our newsletter each month. Vickie Hall, Jim, membership chair David Huntoon and I work together to keep an up-to-date list of current members' information.

These are a few examples of typical birthday card illustrations.



Original photos such as those that were used to make the cover illustration.





VISIT WITH THE DOMZALSKIS Jim Pittman

We're off to Placitas! The last time I was there was nine years ago. My first impression: I had completely forgotten what a magnificent and magical view of Sandia Mountain you get when you head north on I-25 and turn east on the road to Placitas! We are so used to just seeing the mountain from Albuquerque. Now it was marvelous to drive around to the northern side. Truly a rugged and varied geological vision. Second impression: there have really been a lot of houses built in the area since the first time I went there way back in the early 1980s. Houses are everywhere!

A goal for this trip was to bring to Elizabeth a box of music books and printed music sheets and notes that Heula had accumulated over the years. Steve did his expert driving: northwest to I-25, north to Bernalillo, east to Placitas. He knew where to turn left and then maneuver the twists and turns to find the correct turnoff. Turn right onto the nicely graveled driveway and there we were. The house looked

familiar from our many visits over the years. Elizabeth greeted us and Mark was nowhere to be seen. She said, "Oh, he's probably down in the garage. I'll call him for you."

Mark was happy to show off the huge garage and its equipment. The last time I saw it, it was brand new and almost totally empty. Now it was quite filled up! It's a woodworker's museum! A working museum, with Corvair relics tucked away here and there. My eye went to three large American flags on the wall. "Wow, Mark!" I exclaimed, "You have an Alaska flag!" by which I meant, the middle flag



had 49 stars, one star added when Alaska was admitted to the Union in 1959. When I was in Alaska people still bragged about being "The Last Frontier" and their status as the 49th state, calling the rest of the country "The Lower 48." The other two flags had 48 and 50 stars. "The three flags I have lived under," Mark explained. I took that to mean, his years in government service with the Air Force and his work at Los Alamos and Washington, D.C.

Steve and I admired Mark's tools and equipment -- some old, some new -- and were awed by his woodworking skills. Mark was happy to discuss technical



details. There were plenty of technical details to discuss. Everywhere one looked there were large and small details of a master engineer designing and building a great working garage to suit his wants and needs.

Leaving the garage, we went up to the large flat roof. Near and distant mountains, mesas, valleys and almost-thunderstorm clouds provided spectacular vistas. Cabezón peaked on the western horizon while to the north the Jemez mountains were shrouded in rain clouds. I saw Mark's white Rampside and my yellow 1966 Corsa among piñons down below. Mark bought the Corsa in 2002 and picked it up at my Westerfeld house. On the wall in the garage he displays a few of the car's many license plates: Ohio 1966, Alaska 1967, New Mexico 1968, CNM 1974. He has plans to restore the car. It gave me 36 years and 150,000 miles of unique adventures and experiences.

Back in the house, Elizabeth happily showed us around and we marveled at the furnishings and memorabilia. I told Elizabeth they had two museums: a super garage and a super home! We had a delightful repast provided by Rita and served up by Elizabeth as we discussed people and places from the past. I remembered many wonderful trips and many amazing people we encountered with the Corvair Club during the 1970s, 1980s, 1990s and later. Some of these were while Mark served as president of our Club and was a guiding officer of CORSA.

All too soon it was time to head back to Albuquerque. Steve and I thanked Elizabeth and Mark for their hospitality and for our pleasant and nostalgic visit. Now we thank them for contributing to the memories we all shared, attending Tri-States, Garage tours and other Corvair events over the decades.





Happy Birthday

Sara Price August 13

Mark Morgan August 28



Join us for this year's State of the City.

The State of the City is an opportunity to reflect on the past year and hear about the work underway to keep Albuquerque moving forward.

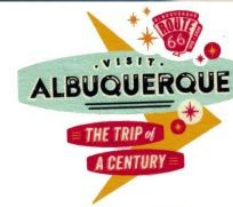
This isn't just a speech. It's an evening filled with entertainment, hands-on activities, and plenty of space to relax and celebrate the Route 66 Centennial at the iconic Route 66 Visitor Center. Bring the whole family, connect with neighbors, and hear how we're working together to shape Albuquerque's future.

We look forward to seeing you there!



When and Where:

- **Date:** Saturday, August 15, 2026
- **Gates Open:** 4:30 p.m., Address at 5:45 p.m.
- **Location:** Route 66 Visitor Center | 12300 Central Ave SW, 87121



Dues Due

Makes Checks Payable to: CNM or Corvairs of New Mexico

Schedule of Dues:

CNM: 12 months = \$25.00 or 26 months = \$50.00 -

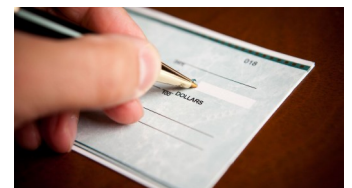
CORSA: 12 months = \$60.00 or 26 months = \$120.00

If you want to pay CNM and CORSA to Treasurer: Both memberships 12 months = \$85.00 or 26 months = \$170.00

CNM Dues Due August 2026

Johnson	Alex	Dec 2024	Due
Hall	Pat	Apr 2026	Due
Lubert	Lube	Apr 2026	Due
Yelich	Joel	Jul 2026	Due
Weinberg	Robert	Jul 2026	Due

send your Dues to:
CNM Treasurer
Jim Arellanes
57 Granny Trail
Tijeras, NM 87059



CORVAIRS of NEW MEXICO

How do you spell “dumb”? —ROBERT GOLD



Anyone who has known me as a CNM member knows I'm not the “sharpest knife in the drawer”. As much as I have tried, I'll never be anything more than a shade tree mechanic as my mechanic father used to call folks with my level of skill. I try to make up for things by showing appreciation to anyone who is willing to help keep my rides on the road. I want now to relate the latest story of how CNM'ers have bailed me out. Here goes: I recently purchased a 63 Spyder from the Corvair mechanic, Dave Langlois. I have gotten a bunch of great Corvairs from Dave over the years. Sadly, this purchase was not a good one. It looked great, but looks can be deceiving. This ride had numerous problems. I decided to take responsibility and try to sort things out myself.

Alas, if you take a challenged Spyder and add to it

my mechanical ability you get a one-word answer—DUMB.

Among its problems, the shifter linkage on this bomb was as random as how people drive here in 'Burque. Simply said, first gear and reverse seem to be in exactly the same place when I shifted. Dave Langlois had worked on the problem, but after all his efforts, the problem remained. So, I was left to find a solution on my own. I turned to Dave Huntoon and Greg Nelson to get me out of that hole. To be specific, Huntoon was the mechanical genius on this job, while Greg and I were the appointed gofers.

To make things even “better” I messed up the alternator when I started it with a towel laying on the top of the 140 hp engine. The towel became tightly wound around the alternator. That was how things stood when Greg and Dave showed up early on a Tuesday (it's nice to be retired!) to help. Dave removed the alternator for repair. You can see in the picture a gap where the alternator stood before my brilliant mechanical work.

I want to thank those guys for their wonderful attitude about my additional screwup. In no time they had identified the car's problems. I'm not saying we fixed everything, but we now knew what was PROBABLY wrong. That included, in addition to the shifting problem, the car had a sputtering engine, virtually no brakes, and various electrical gremlins like a gas gage that was stuck on “full”. I can't wait to see how all this turns out. When I know I'll be submitting a “Post Repair” article for the newsletter. At this point the guys got the alternator reinstalled and I now can find first gear! I want to end this episode by thanking Dave and Greg for their help. It is sure nice to have these CNM members backing me up! By the way, if you know someone who is looking for a flashy, red Spyder convertible that needs work, drop me a line. – Robert Gold, DUMB, DUMB, DUMB



Message for Tri-State Clubs from Nathan King

CNM Officers, Utah club needs help with 2027 Tri-State—Moab, Utah

As our club begins discussing hosting the Tri-State event, I wanted to reach out to gather some input from clubs that have hosted or helped organize the event in the past.

Could you share what your club typically plans when hosting the Tri-State? For example, what types of activities or events you usually organize throughout the day or weekend.

I'd also appreciate any insight into what it typically costs your club to host the event, as well as what you usually charge attendees for registration or participation.

Another thing we're trying to understand is the amount of manpower needed. About how many volunteers does it usually take to run the event successfully?

When hosting do you typically use CORSA's insurance for the venue, or do you go a different route for event coverage?

Finally, moving forward with hosting, would there be anyone in your club who might be willing to help or assist during the event? As our club is really small we only have 5-10 active members

Any advice or lessons learned from your experiences would be greatly appreciated.

Thank you for your time and for helping us plan a great event for the Corvair community.

Best regards,

Nathan King President—Bonneville Corvair Club—Chapter 840

Lupe Arellanes—Corvair Convertible Woes and Goes—David Huntoon

So here is the story concerning Lupe's early model convertible. Last year the engine seized due to lack of oil. It always ran well but had a good amount of blowby. It was bound to fail at some point and that was last year. The complete powertrain was replaced with a good used unit. All was well until early this year the power-glide would not upshift. Went to check it out and the ATF fluid was low. Refilled and drove it but still no upshift. Perhaps 6 years ago I rescued a late model diff/ power-glide unit not knowing its condition but took a chance. Didn't

want to see it trashed. Removed the governor and vacuum modulator and used those on Lupe's car. No luck. Never had any of those parts fail in my experience. With a little research decided the valve body was a likely culprit. Pulled the pan on my rescued power-glide and cleaned it up. New gaskets and was ready to install. Jim and Robert W. hatched a plan to trailer Lupe's car to Roberts' shop. He had kindly offered his shop with a lift for the job of replacing the valve body.

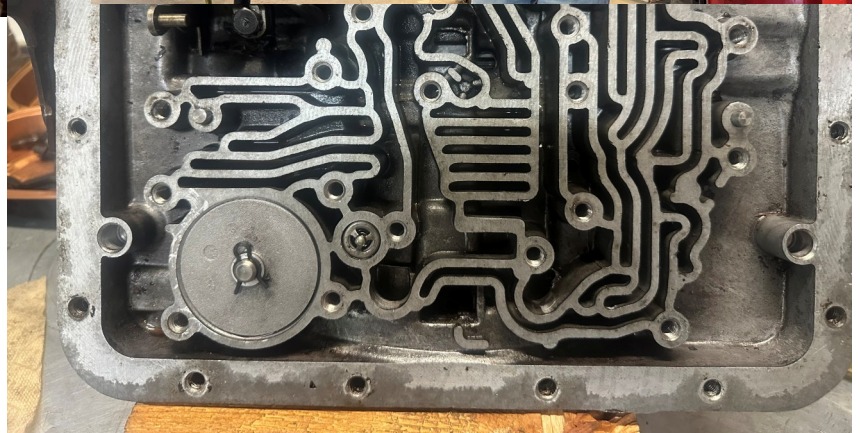


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Continued from Page 12— Lupe's

Assembled a small crew to help. Of course Jim, Robert, Tarmo, Greg and I met at a time scheduled to work for everyone. On the lift, drained the fluid, pulled the pan, removed old valve body, installed my valve body from the rescued tranny and test drove. Upshifted at part and full throttle and downshifted smoothly. 2 hours start to finish. A lift certainly makes things almost pleasant. Should mention that when removing the old valve body a small check valve dropped out of the tranny body. Near the low pressure servo piston. Went back to my place and extracted the same from my tranny. Unsure what that part does but it seems be involved with downshifting timing. May have been the original problem but who knows? Lupe's car will remain at Roberts' place for a brake job. So, all is well that ends well. Thanks to all for their help.



Transmission—With AFT
never replaced

CORVAIRS of NEW MEXICO

Jason's Deli—July 4, 2026—Steve Gongora

The North Domingo Baca Multi-Generational Center was closed on 4th of July. Greg Nelson suggested we meet anyway at some restaurant. We decided on Monroe's on Osuna. We were all set to meet and found out they were closed. Next in line was the Grill on San Mateo. By the time we found out they were open, we had chosen to meet at Jason's Deli. Robert Weinberg, David Huntoon, Greg Nelson, Jim Pittman, and Steve and Rita Gongora had a great time enjoying the get together sharing stories and good times.



Auto Ambush—KOAT TV 7—Steve Gongora

I took my grandson for a haircut and while I was waiting for him, I decided to catch up with some friends that owned a gym in the same shopping center in the northeast heights. The gym was open but the owners weren't. Eric Green was working out with his family and I had to complement him on his segments titled "Auto Ambush". He asked if I had a classic and I answered with an emphatic **YES**. I gave him my number and the next week he called me on a Monday for a shoot on Wednesday. We met at Montgomery Park. The shoot lasted about an hour and a half. There was a lot of information shared. After the interview and filming at the park, I took him for a short ride. He was new to the experience of riding in the front with "no front" to the vehicle. He mentioned that you enter the intersection before the car. It was a great experience for me, for the introduction of Corvans to the public and for the Corvairs of New Mexico. I was able to upload the segment to the gallery page of our website.

<https://www.corvair.org/chapters/chapter871/files/Corvan-Auto-Ambush-7-10-26.mp4>

