

CORVAIRS of NEW MEXICO

Corvair Society of America—CORSA—Chapter 871 / December 2023—Volume 49—Number 12—Issue 579



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CORVAIRS of NEW MEXICO

Corvair Society of America—CORSA—Chapter 871 / December 2023—Volume 49—Number 12—Issue 579

**Next Meeting: Regular Meeting: Saturday, December 2, 2023 10:00 AM
Highland Senior Center , 131 Monroe St NE, Albuquerque, NM 87108**

This Month

President’s LetterGregory Nelson

Treasurer’s Report.....Steve Gongora

Meeting Notes.....David Huntoon

Board Meeting Notes.....Steve Gongora

Birthdays and AnniversariesMembership

Calendar of Events.....Board of Directors

Convertible Rattle.....Robert Gold

Dues Due DateMembership Committee

Las Vegas—Montezuma’s Castle.....Tri-State

Greg Nelson’s Retirement Photos & More.....Membership

Cover: 1961 Lakewood with Continental Tail Lens

Next Meeting: Larry Blair will share his experience at the Fan Belt Toss



Continental Taillights—See Page 7



Pres -	Greg Nelson	505-400-8670	fesedu@comcast.net
VP -	Robert Gold	505-856-6993	beisbol30@msn.com
Sect -	David Huntoon	505-281-9616	corvair66@aol.com
Treas -	Steve Gongora	505-220-7401	stevegongora@msn.com
Mmbrshp-	Lupe Arellanes	505-515-9897	ispeakmedicare505@gmail.com
Programs	Brenda Stickler	505-344-2039	tounce66@msn.com

CNM December 2023 Articles

Program

For this month’s program Larry Blair will show pictures and discuss his trip to the 45th Annual Great Western Fan Belt Toss & Swap Meet.

2024 Highlights

2023 is winding down but don’t get too comfortable, next year should be a doozy. The club is making plans to celebrate our 50th Anniversary sometime in March (Brenda is coordinating) and of course, Lupe is spearheading the Tri-State in Las Vegas, NM in May. At this month’s meeting Brenda will have a list of field trips that members can vote on for next year’s social events.

Continued on page 3

Report for CNM Treasury
Account for November 2023

Date	Check	Amount	Payee	Description	Balance	Running Balance
30-Oct-23						\$3,422.78
19-Nov-23	3887	70.00	Dick Cochran - 1 yr membership - CNM & Corsa		70.00	\$3,492.78
19-Nov-23	2595	-45.00	Corsa - Membership for Dick Cochran		-45.00	\$3,447.78
28-Nov-23	7157	100.00	Green, John & Kathy - Banquet Tri-State 2024		100.00	\$3,547.78
28-Nov-23	1930	130.00	Lawler, Tony & Diane - Banquet & Shirt Tri-State 2024		130.00	\$3,677.78

Meeting Notes: David Huntoon

CNM membership meeting notes, 11/4/23

15 people were present. A previous member, Ray Gonzales and his wife Lilly dropped by. Ray having some issues with his '64 4 door. Mentioned we may be able to help diagnose.

Treasurer reported \$3422.78.

Robert Gold publishes NM Car Council newsletter and talked about a recent account of a goal for EV cars in the next decade. As with many lofty goals likely not possible.

Brenda has scheduled our Christmas dinner for **Dec. 9th @ 11:00. location is Sal’s on the westside.** Other upcoming events include our 50th anniversary dinner in March. 50 years! Other possible events for next year include a tour to Jemez Trail, National Nuclear Museum, and perhaps visit to Ft. Union.

We are asking our members and others if they want to receive our newsletter on-line or a paper copy through the mail. Seems mailed copies are becoming more common for most clubs.

Meeting closed with a discussion and examples for logos and designs for our 2024 TriState event. No definite decisions as of now. David

Continued from Page 2

Symmetry.....Not Perfection

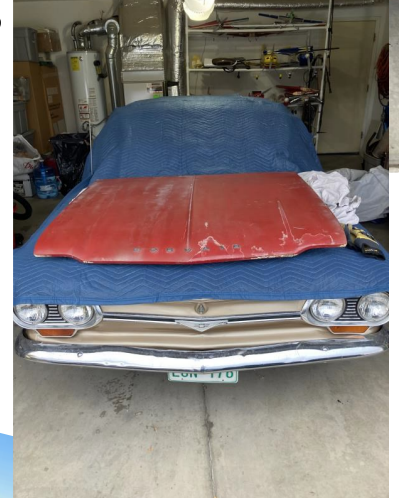
A while back Geoff Johnson pointed out that my '64 Monza actually has the front hood from a '61.

“Not a problem”, I thought “it still looks nice”. Until I realized that the '64 hood also has the CORVAIR emblem just like the engine hood does. And since I'm a physicist and appreciate symmetry (some may call that OCD),

it became a goal to procure a '64 hood. Robert Gold mentioned it to Alex Johnson and just last week I stopped by his house to pick up my new hood. Next step of course is to find a painter. My 2007 Mazda Speed 3 is currently at Maaco's. I'll ask them first and if they pass.....well, then it's back to the Yellow Pages (Google search actually).

Newsletter Survey

I sent out an email to the club members to see who would still like a paper copy or preferred viewing it online. Most said online but those that still want a paper copy will continue to get one. The club will save a few \$ on envelopes, printing and postage. Thanks to all that responded.



President's letter continued on page 4



President's letter continued:

'64 Ignition

What should have taken just a couple of hours took two weeks. Part of that was confusion on my part about the 12 Volt line to the ignition coil. Turns out it was already there. And I went ahead and bought a new distributor cap and rotor from Clark's for fresh brass. After watching a few YouTube videos, I set the timing angle from 16° to 12°. I also found a convenient spot for the condenser. And the result – runs great now. The jerkiness and hesitation it had is now gone and I'm very happy with it.

Board Meeting Notes: Steve Gongora

November 15, 2023

Meeting started at 7:06 PM with Greg Nelson, Brenda Stickler, Lupe Arellanes, David Huntoon and Steve Gongora

First item of discussion was mailing newsletter. Current count will be two physical copies.

Christmas Party will be at Sal's Ristorante, 3301 Coors Blvd NW, Alb, NM 87120 on December 9, 2023 at 11:00 AM

Larry Blair will share his experience at the Annual Corvair Fan Belt Toss in Palm Springs.

Lupe Arellanes and Greg Nelson will be checking up on things in Las Vegas for the Tri-State

David Huntoon helped Ray and Lilly Gonzales with their Corvair issues. We need a team to finish up the diagnosis.

Meeting adjourned at 7:20 PM



Dick Cochran—Dec 5

Lube Lubert—Dec 21

Fred Riggs II—Dec 31



Lupe & Jim Arellanes—Dec 16

Maggie & Bob Kitts—Dec 7

Diane and Tony Lawler—Dec 5



Left: Demonstration at Fort Union at Tri-State Las Vegas, NM 1992

CORVAIRS of NEW MEXICO

December 2023							January 2024							February 2024						
SU	MO	TU	WE	TH	FR	SA	SU	MO	TU	WE	TH	FR	SA	SU	MO	TU	WE	TH	FR	SA
26	27	28	29	30	1	2		1	2	3	4	5	6					1	2	3
3	4	5	6	7	8	9	7	8	9	10	11	12	13	4	5	6	7	8	9	10
10	11	12	13	14	15	16	14	15	16	17	18	19	20	11	12	13	14	15	16	17
17	18	19	20	21	22	23	21	22	23	24	25	26	27	18	19	20	21	22	23	24
24	25	26	27	28	29	30	28	29	30	31	1	2	3	25	26	27	28	29	1	2
31							4	5	6	7	8	9	10	3	4	5	6	7	8	9

- Saturday, Dec 2, 2023 10:00 AM Meeting – Highland Senior Center ph 505-767-5210
131 Monroe St NE, Alb., NM 87108

- Saturday, Dec 9, 2023 11:00 AM CNM Christmas Dinner – Sal’s Ristorante—Coors and Sequoia

- Wednesday, Dec 20, 2023 7:00 PM Board Meeting – 3rd Wednesday via Zoom

- Friday, Dec 22, 2023 9:00 PM Deadline for Newsletter

- Monday, Dec 25, 2023 ***** Target completion of newsletter

- Saturday, January 6, 2024 10:00 AM Meeting—Highland Senior Center
131 Monroe St NE, Alb. NM 87108

- Wednesday, January 17, 2024 7:00 PM Board Meeting—3rd Wednesday via Zoom

- Wednesday, January 24, 2024 7:00 PM Car Council Meeting – 4th Wednesday
Manzano Mesa Senior Center
501 Elizabeth St SE
Alb, NM 87123

- Friday, January 26, 2024 9:00 PM Deadline for Newsletter

- Monday, January 29, 2024 ***** Target completion of newsletter
Manzano Mesa Senior Center
501 Elizabeth St SE
Alb, NM 87123

- Saturday, February 3, 2024 10:00 AM Meeting—Highland Senior Center
131 Monroe St NE, Alb. NM 87108

- Wednesday, February 21, 2024 7:00 PM Board Meeting—3rd Wednesday via Zoom

- Friday, February 23, 2024 9:00 PM Deadline for Newsletter

- Monday, February 26, 2024 ***** Target completion of newsletter

- Wednesday, February 28, 2024 7:00 PM Car Council Meeting – 4th Wednesday
Manzano Mesa Senior Center
501 Elizabeth St SE
Alb, NM 87123

The Rattle from H*ll—A story of dogged determination



I'll be the first to admit I understand that owning a 60 year old Corvair convertible comes with rattles and squeaks at no extra cost. However, there are some car-related noises that make me think that I should upgrade to say a new car and stop this classic car insanity. Obviously, I don't have enough sense to do that, so I now have a recent story to relate to you about determination and heartbreak. Let me explain.

I'll begin at the beginning. My 1963 Monza convertible has had a tough life before I got it from a friend a couple of years ago. You could say that the car was "rough", both in the body and paint as well as the general condition of the interior. I got the looks up to snuff with some upholstery, new top, and wheels and tires. I have to admit the car doesn't look half bad if you're ok with the "patina" look.

But then I noticed something in the interior. When I hit an average Albuquerque bump in the road I notice a rattle somewhere to the right of me. I'm not talking about just any rattle. I'm talking about a rattle scientifically engineered to drive me crazy to distraction. I know many of you have dealt with just this sort of thing. It became so serious that I almost got rid of this torture machine.

As you can guess I didn't opt for disposing of the car, but rather, began a journey that went on for weeks, and that's the story I want to tell here. I'm an engineer by training so I love to analyze mechanical problems. My family has had to deal with my determination to solve problems in silence, because saying anything wouldn't change a thing. That level of commitment was what I brought to the rattle problem.

I want to say that I feel that after dealing with the rattle made me believe that my car is a living, breathing thing and must be laughing at me. How else can I explain how every time I located something to fix, say a set of loose seat springs, my hopes were dashed after 50 feet of driving. This was the case with the door panels, the handles, ash tray, and the bolt holding a seatbelt. My certainty that I fixed the problem never lasted long. I'm sure my ride thought it was really funny.

The result was that I finally convinced myself I could just ignore the problem, after all the car looked and ran great! That didn't last long and the hunt began again, and then it happened. I was snuggled in the back seat in the contorted pose I needed to achieve to see things back there and my hand brushed on a top support I had never seen before. I hit it and it rattled! Could this be what I was searching for? A zip tie and 50 feet of driving told the story—YES, I HAD FOUND THE RATTLE AND STOPPED IT. After 2 weeks of searching silence was mine.

So what should be learned from this experience? I don't think I learned a thing, 'cause I'll probably do the same dumb stuff again next time. Such is life and classic cars. —Robert Gold

Dues Due

send your Dues to:
CNM Treasurer
Steve Gongora
8419 Palo Duro Ave NE
Albuquerque, NM 87111-3238

Due in December

Larry Blair - inactive as of Jan 2024
David Huntoon - inactive as of Jan 2024
Ann Johnson - inactive as of Jan 2024

Due in January

Tracey & John McMahan - inactive as of Feb 2024

Due in February

Lupe & Jim Arellanes - inactive as of March 2024
Phil Finch - inactive as of March 2024
Pat Hall - inactive as of March 2024
Curtis Shimp - inactive as of March 2024

Due in March

Steve Gongora - inactive as of April 2024
Gordon Johnson - inactive as of April 2024
Mark Morgan - inactive as of April 2024

Inactive:

LeRoy Rogers as of June 2023
Lube Lubert as of Aug 2023
Irv Broc as of Sept 2023
Dave & Jan Allin as of Sept 2023
Clifton & Katie Trujillo as of Sept 2023
Troy Ward as of Oct 2023
William Heil as of Nov 2023

Schedule of Dues: CNM: 12 months = \$25.00 or 26 months = \$50.00 - CORSA: 12 months = \$45.00 or 26 months = \$90.00

If you want to pay CNM and CORSA to Treasurer: Both memberships 12 months = \$70.00 or 26 months = \$140.00

Cover Story on Tail Lens: Steve Gongora

I can't remember how I came across these special taillights but I wanted something special for the 1961 Lakewood that I owned at the time. I purchased the car from Jim Gould. This particular Lakewood was special as it had a balanced and blueprinted motor from McClintic Industries. Their company built world class motors featured in Hot Rod Magazines.

Once I saw these taillights, I knew they had to go on this car. Kinda a fifties throwback look. They brought a lot of attention. The bulbs would project the entire cone and it was cool to see the red lights from the side of the car. All this came to an end when one of my employees backed the car out of our garage and broke one of the tail lens. Not much I could do but to go back to original lights. I still have what is left still in the boxes. One red lens complete and two backup lenses complete. The chrome is still in the box with the broken lens. If anyone has a line on where to get the one lens, then it could live again

on another Corvair. The photo you see on the left was the inspiration for the Tri-State Logo in Lake City, Colorado back in 1998



Las Vegas Tri-State 2024

From Wikipedia, the free encyclopedia

The **Montezuma Castle** is a 90,000-square-foot (8,400 m²), 400 room Queen Anne style hotel building erected just northwest of the city of Las Vegas, New Mexico in 1886 (the site was at the time called "Las Vegas Hot Springs," but is now known as "Montezuma"). The current castle is actually the third on the site, the first two (dating to 1881 and 1885) were the first buildings in New Mexico to have electric lighting, and they both burned down.

History as hotel

The castle was constructed by the Atchison, Topeka & Santa Fe Railroad as a luxury hotel, capitalizing on the natural hot springs on the site. These were widely thought to ease the suffering of people with tuberculosis, "chronic rheumatism, gout, biliary, and renal calculi."^{[2][3]} The nearby Gallinas Creek also provided excellent trout fishing.

Guests included Theodore Roosevelt,^[4] Rutherford B. Hayes,^[4] Ulysses S. Grant,^[4] William Tecumseh Sherman,^[5] John C. Frémont,^[5] and Jesse James (who stayed at a predecessor hotel on the same property).^[5] Later articles would cite an improbable array of foreign dignitaries as having been guests, including Kaiser Wilhelm of Germany and Emperor Hirohito of Japan. However, some members of European royal families certainly did visit, including Henry Manners, 8th Duke of Rutland, John Campbell, 9th Duke of Argyll, and his wife, Princess Louise, Duchess of Argyll.^[5] "The visitors to the Hot Springs represent every part of the continent of America, and nearly every tourist from abroad who crosses the continent by the southerly route stops there for a time."

In addition to the natural recreation available in Montezuma, the hotel provided bowling alleys and billiard rooms. The building was designed and construction was overseen by the Chicago architecture firm Burnham and Root.

It operated as a hotel until October 31, 1903. The building was used as a training center by Jim Flynn when he was preparing for his 1912 boxing match with Jack Johnson (the fight was held in nearby Las Vegas, New Mexico).^[4] The complex was briefly owned by the YMCA, then operated as a Baptist college from 1922 until 1931.^[4] The Southern Baptist Church sold it to the Catholic Church in 1937, and it was operated as a seminary for Mexican Jesuits until 1972. The building then sat empty for a decade and was subject to significant vandalism and decay. The Jesuits made a little money renting the building out as the set for the low budget horror movie The Evil in 1977.

United World College

In 1981, the castle and the surrounding 100 acres were purchased by industrialist and philanthropist Armand Hammer for use as a United World College. However, the building required extensive repairs before it could be used as a new college facility. Unfortunately, funds were unavailable at the time to make these repairs possible. However, in 1997, it was placed on the list of America's Most Endangered Historic Places by the National Trust for Historic Preservation, along with landmarks like Ellis Island. In 2000 and 2001, the school invested over \$10.5 million into restoring the building, and it has won awards as one of the great historical restorations in the United States. It is also the first historic property west of the Mississippi to be designated one of "America's Treasures" by the White House Millennium Council.

Today, the Montezuma Castle, or Davis International Center as it is now known, houses multiple college facilities including the school dining hall, guest and dorm rooms, offices, classrooms, rehearsal spaces, and a student center complete with a store, laundry rooms, pool tables, a dance space, and a kitchen.

The building is not open to the public except when the Armand Hammer United World College, also known as UWC-USA, offers student-led tours of the building on pre-scheduled dates. A list of these dates can be found on the college's website.



Tri-State Registration: Here is a registration you can fill and send for the Las Vegas, NM Meet.



All are Welcome to our 39th Corvair Tri-State May 17, 18, 19, 2024 in Historic 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.

Registrant 1> _____ @ \$50/\$65 → \$ _____

Registrant 2> _____ @ \$50/\$65 → \$ _____

Address/City & State: _____

Club Affiliation: _____

Email: _____ Phone: _____

Order your Event T-Shirt/Crew Neck: @ \$30 ea. → \$ _____

Car Show Entry: (S,M,L,XL,XXL,XXXL ...): _____ Grand Total \$

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.

Send this form and a check 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

2024 Tri-State News

... by Lupe Arellanes

City Selection: Las Vegas, New Mexico; **Dates:** May 17th-18th-19th 2024.

Host Hotels:

Banquet Hotel: The El Fidel Hotel.

Accommodations: The Castaneda Hotel & The Plaza Hotel.

Car Show Hotel: The Castaneda Hotel.

The Castaneda Hotel, a historical 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. Call 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.

Banquet/Show Cost: Early Bird \$50 Adult; Price Increase after March 1, 2024 → \$65.

Seeking Silent Auction Donations. Members can bring items to any monthly meeting. Asking for items valued at \$20+. Rita & Steve Gongora will create 5 large basket auction items from donations and additionally purchased items.

Seeking Keynote Speaker Ideas. Should you have any connections with someone who you would like to see speak at our event, please email us tristatecorvairs@gmail.com

Seeking T-Shirt Design Ideas. Send us your rough ideas whether it be a drawing or a picture of other shirts. If your inspiration idea is selected, you will WIN a FREE Shirt. Your winning inspiration will be forwarded to our graphic artist to develop further. Please email your ideas to: tristatecorvairs@gmail.com

While in Las Vegas, NM for the 2024 Tri-State, Visit... **HISTORIC TRAILS**



Carbureted or turbocharged: which Corvair is right for you?

This article was featured in the 4th Quarter Newsletter of the Tucson Corvair Association—Corvairsation 2023

Chevrolet gave buyers a surprising amount of variation for the rear-engined Corvair, but those in the know seek out two configurations more than any others: The turbocharged engines, making 150 or 180 horsepower; or the naturally aspirated versions, cranking out 140.

The 150-hp turbo was introduced in the 1962 model year as the new “Spyder” option. It was the first time Chevrolet put a turbocharger on a production car, and it was an admittedly rudimentary system by today’s standards. The Carter YH carburetor was placed before the turbocharger as a draw through arrangement. This limited boost only to what air could be pulled through the relatively small Carter carb and then compressed into the long intake runner that spanned the aluminum cylinder heads on opposite sides of the flat-six engine. As such, a turbo car is known for not being able to take advantage of its boost until third or fourth gear, even when it’s perfectly tuned and set up. This can make these Corvairs a little lackluster in stop-and-go traffic, but they come on strong once rolling and spooled up. On the other side of



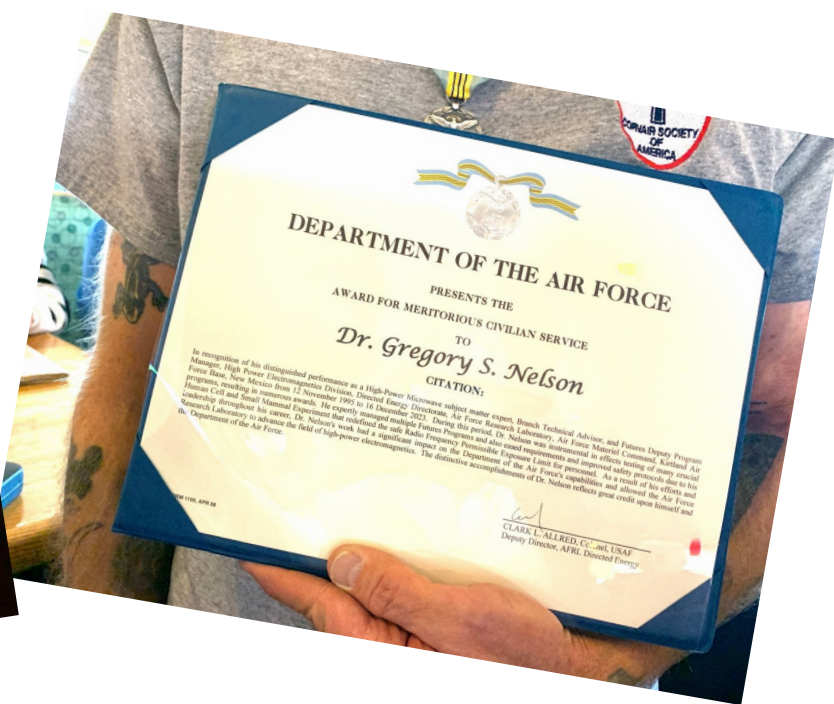
the coin is the 140-hp engine that came out in 1965. The turbo cars may have been literally breathing through a straw, but the 140-hp engine had to drink from a fire hose. A quartet of Rochester carbs—HV-model primaries and H-model secondaries—are operated with a progressive linkage that gives a second kick in the pants as the driver presses the throttle to the floor, opening up all four throttle blades. Each Rochester is capable of roughly 100cfm airflow, which is a whole lot of carburetor—400cfm total—on a relatively small 164-cubic inch engine. It’s a tried-and-true system, though, and the theory that an engine will only pull what it needs comes from situations like this. Just like

the turbocharged engines, the 140-hp models have their weak points. The 140-hp engines had the largest valves of any Corvair engine and thus the valve seats pressed into the head have a tendency to drop out and cause chaos in the combustion chamber. Both have similar power and some compromise on performance and reliability. So why choose one over the other? Having spent over 16 years in the Corvair community myself, and owning the white, naturally aspirated '65 Corsa you see here for six of them, I think the answer comes down to two factors: drivability and history. Buyers of “driver” cars often shop for the 140-hp cars due to their motor’s flatter torque curve and easier tuning compared to the mills of the turbo cars. This leaves the boosted engines for those who want to own a milestone of unique tech that was cutting-edge for its time. Even if they are choosing the comparatively boring engine, like I did, the Corvair is still a great driving car with character and history to spare. Fortunately, cost is not a significant factor for those weighing their Corvair engine choices.

In order to be as apples-to-apples as possible, we took a look at values for 1966 Corvairs in the same Corsa trim, with the engines being the only major difference. An Excellent, #2-condition, 180-hp turbo car only carries a \$1200 premium over its same-condition, carbed sibling, while the delta shrinks to only \$500 between #3 (Good) condition, driver-quality cars. Corvairs have long been the affordable little brother to the heavy-hitter big-body cars of the 1960s, though that doesn’t seem to have endeared them to younger generations looking for an entry point into American cars from the '60s. Those who count themselves among the Corvair faithful are drawn to its history and misunderstood nature. Their die-hard enthusiasm and taste for intricate and unique details is a big part of what’s kept the community for this outcast Chevrolet thriving. The choice between turbocharging or carburetion merely adds another layer to how the Corvair is appreciated. From Kyle Smith’s article in the April 20, 2023 Hagerty Insider



Greg Nelson's Retirement Ceremony



November Meeting

