

CORVAIRS of NEW MEXICO

Corvair Society of America—CORS—Chapter 871 / December 2025—Volume 52—Number 1—Issue 604

**THE TREE****FORD FALCON****CHEVY CORVAIR****VERDICT: BOTH ARE DUMB.****TREES GO ON ROOFS.****Enchanted Corvairs Newsletter**

Corvair Society of America—CORS—Chapter 871 / December 2025—Volume 52—Number 1—Issue 604

Next Meeting: Regular Meeting: Saturday, January 3, 2026 10:00 AM**Palo Duro Senior Center, 5221 Palo Duro Ave NE, Albuquerque, NM 87110****This Month:**

President's Letter.....	Greg Nelson
Treasurer's Report.....	Jim Arellanes
Meeting Notes.....	Dave Huntoon
CNM Meeting Photos.....	Steve Gongora
Supervan Door Panels.....	Steve Gongora
Stan Gee's Corvan.....	Tarmo Sutt
Dues Due.....	Membership Committee
Calendar of Events.....	Lupe Arellanes
Birthdays and Anniversaries.....	Lupe Arellanes
Mag Style Wheels.....	Tarmo Sutt
Board Meeting??.....	Rita & Steve Gongora
Answers to Last Month's Crossword.....	Jim Pittman
Old Town Christmas.....	Lupe Arellanes
CNM Christmas Dinner.....	Steve Gongora
Shrunken Corvair?.....	David Huntoon
Historical Locomotive Letter.....	David Huntoon

***On the Cover: Trees go on Top not in the Trunk******Corvair in the Snow (lower right)***

From the
Greg A
Nelson



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CNM January 2026

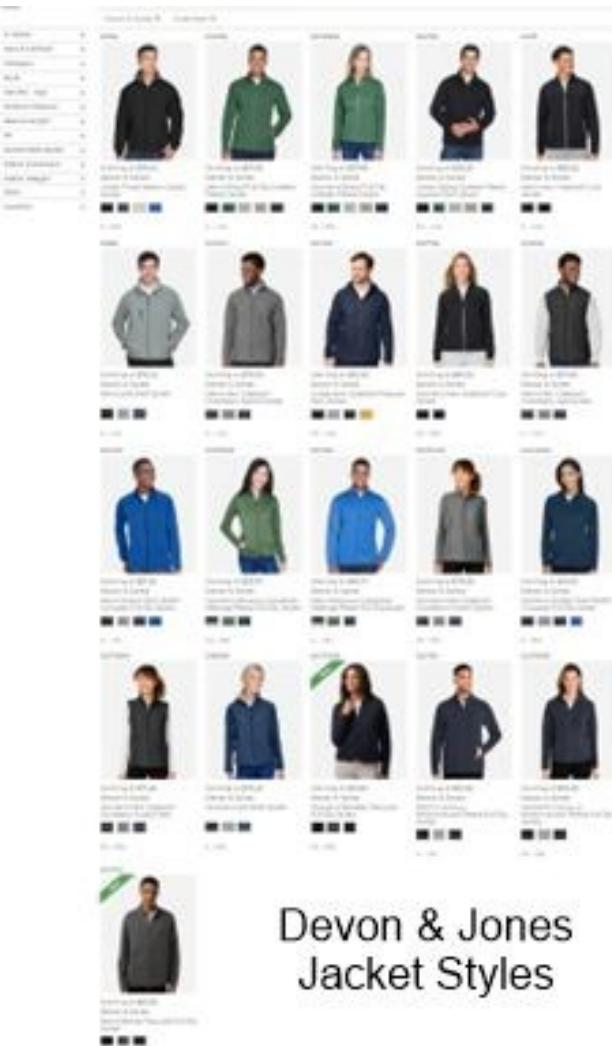
Newsletter Articles—Greg Nelson

Program

For the January program we are once again discussing new club jackets. See the article below about the ordering parameters and start looking for a style and color you like best. We will also discuss & review the events on the calendar this year.

Club Jackets

I stopped by Rowan Apparel to ask if there was a minimum number of jackets we had to purchase - there is no minimum number; if there was a minimum cost we had to meet - there is no minimum (however an order of one jacket would incur a \$35 setup fee); and could we order a different style jacket from any of the vendors - yes we can. As you can see below there are dozens of vendors to peruse and they all have multiple styles to choose from. This is going to take a spell to get through. If you want a new jacket, please start looking through the S&S Activewear website (<https://www.ssactivewear.com/>). If you order a dark jacket the stitching will have to contrast, e.g., white thread bordering, yellow stitch for the state interior, and red stitch for the CNM and Corvair logos. Bring your ideas to the January meeting.



Devon & Jones
Jacket Styles

Continued on page 3

Report for CNM Treasury

Account for December 2025

Date	Check	Amount	Payee	Description	Balance	Running Balance
1-Dec-25						\$6,121.00
6-Dec-25	Check	25.00	Gold, Art - 1 year Membership exp 12-26		25.00	\$6,146.00
15-Dec-25	Check	50.00	Edeskuty, Fred - 26 Month Membership exp 7-27		50.00	\$6,196.00

Xmas Party

We had a spectacular turnout at the annual Xmas Party at Mimi's Café this year. A big thank you to Lupe for reserving the venue and suggesting the gift exchange. A white elephant exchange would have taken too long so she suggested a 'pick one you like. Thanks to Tosh for bringing the UltraVan and to Curtis, Art, and Dave for driving their Corvairs.



64 Monza

The last two months have been busy, but I did manage to get the floor vents bead-blasted and painted. I used Krylon All-In-One paint and primer glossy black from Lowes.



Corvairs in the Wild

Technically this car is not in the Wild but on my friend Mark's O-Scale train layout. He added a late model convertible. Good color too.

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CNM Meeting—December 6, 2025—David Huntoon

10 members present

Treasurer Jim reports \$6121.00—checks to be added \$25.00 for Art Gold and \$50.00 for Fred Edeskutu

200 Forever stamps were given to Lupe to cover costs of mail outs of upcoming events. Steve thanked everyone for sending the newsletter articles.

Last month president Greg mentioned an upcoming model train show. Greg of course purchased equipment for his collection. I found some older magazines from September 1945 and October 1947. (*shown at the end of the newsletter*) Locomotive Engineers Journal with a thoughtful editor's page concerning V-J Day in the Pacific. Plus September 1947 is my birthday! Pristine magazines that someone put on a shelf 80 years ago to eventually resurface again. Mailing address on magazines is Jim Lyons, Van Buren St. in Amarillo Tx.

VP Robert Gold attended a city meeting about the future of the State Fair remaining in Albuquerque. The consulting committee was from Canada. This concerns the club as it is one of our premier events. Much talk and colorful charts and graphs but no reasonable conclusions. Big question – Is it going to stay in the same location?

Tarmo knows a Mr. Steve Anderson in Espanola that can identify generators. Tarmo considered installing an alternator but is going to keep a generator on his Loadside.

Jim Pittman visited Greg Nelson's home. Talked about Greg's dart frogs. 64 Corvair with generator. Richard Dreyfuss drove a 64 Corvair in a movie Mr. Hollands Opus as a Music teacher. Greg's Corvair 1964 Corvair.

Our annual Christmas luncheon is 12/13 at 1pm. Mimis' Cafe. Bring a gift in the \$10.00 range.

The topic of another purchase of club jackets came up. Will put that off until suppliers and prices can be firmed up. There are two online companies, Devon & Jones and Vestis – jackets are affordable. Greg and Steve will do homework for clothing. Come up with styles and prices.

Dave Huntoon reported one foot of snow in mountains on Thursday before the meeting.

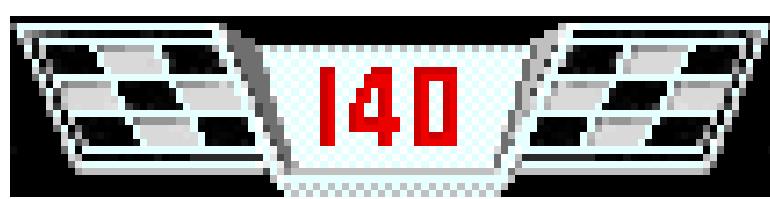
Need to confirm and approve the member list. A future meeting is required.

Terry Price was in the hospital last week.

Pat Hall drove to Santa Fe to visit Tarmo.

Tarmo met people from the Switzerland Corvair Club in Lamy, NM. They identified Tarmo's Corvair Shirt and were able to make a connection. Now they live in Santa Fe. We need to reach out so they can join our local club.

Continued on page 5



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Continued from Page 4—Meeting

Stan Gee a Corvair member in South Carolina had his Corvan destroyed by a tree.

(photos on page 7) Jim Reich, a Colorado Corvair member sent this email:

Well, here's the rest of the story. We met Stan in September on our long road trip to South Carolina. At my age, 82, I thought this might be the right time to start thinning my Corvair herd. After a lot of discussion, Stan bought my '63 8 door Corvan to replace his and the transporter deliver it on Thanksgiving. It was a deal that worked for both of us.

Lastly we surmised a new Facebook group be formed, Friends of the Dart Frog.

Photos from December 6, 2025

CNM Meeting—Photos by Jim Pittman



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Door Panels on the “Supervan” - Steve Gongora

The dash on the Supervan was finally painted. I've been trying to focus on this part of the vehicle for a few years. I haven't been able to set a few days set aside to have the van down and I don't have an indoor garage to work on the van when it is down. I went to our friends at MAACO on McLeod NE. Bill, Billy and Mike Jackson not only painted my dash, they spruced up the outside of the van with a nice blue middle stripe. The dash was a major component in the timeline of the next phase of the interior. I couldn't go forward with my plans without the dash. The next step or process in the transformation of the van is to address the door panels.

The first step for quieting the noise on the trucks or vans begins with cutting and applying a sound blanket to the metal. Dynamat is a name brand that Hotrodders are familiar with. I ordered a kit from a supplier to do my interior. It was quite a feat to install the matting because there is very limited access to the inner part of the door. After I was done, it looked like my arms were in a dog fight. A lot of nicks and cuts. OUCH.



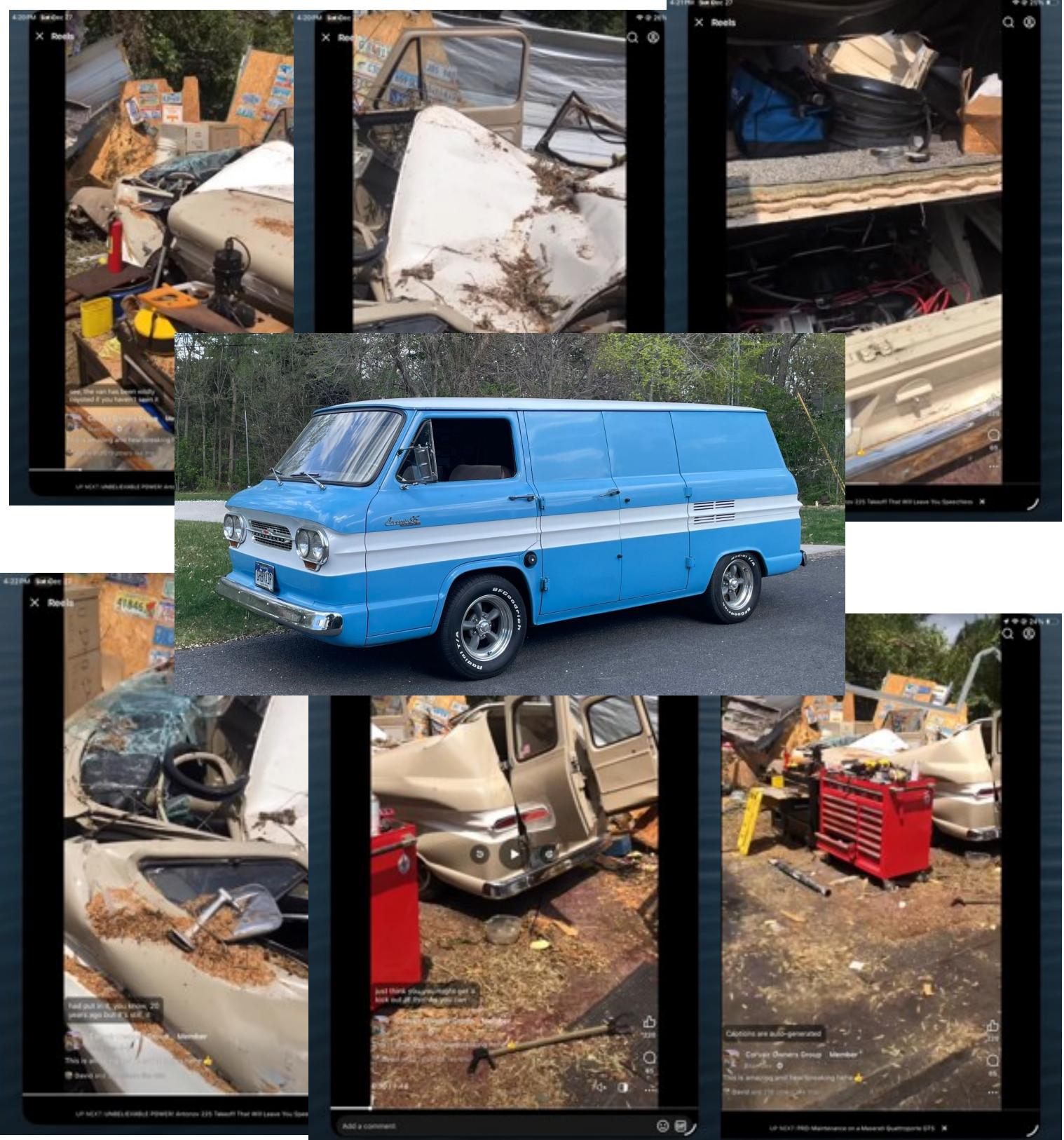
The next step was to make a pattern for the doors. You could order door panels for the Greenbriars, but they are about $\frac{3}{4}$ " thick. There is a ridge on the doors that has to be dealt with. I made a cardboard frame to circumvent the ridge accommodates for the raised area. When the vinyl covers the frame it looks smooth. I made panels for my truck and created pockets on the lower section of the door. I liked them so I did the same thing for the van.



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Stan Gee's Corvan – Tarmo Sutt & Steve Gongora

Stan Gee lives in South Carolina and his Corvan was completely destroyed by a tree. The tree fell directly on the roof and completely crushed the van. Jim Reich from Colorado had met Stan when he went to South Carolina and sold him his 8-door Corvan. Jim is starting to thin out his Corvair collection. It was a perfect match. Here are photos of the damage and you can see the 8-door replacement vehicle.



Dues Due**Makes Checks Payable to: CNM or Corvairs of New Mexico**

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

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

CNM Renewal Date	Status	Last Name	First Name	CNM Renewal Date	Status	Last Name	First Name
May-24	DUE	Domzalski	Mark	November-25	DUE	Battaile	Corbett
June-24	DUE	Riggs II	Fred	December-25	DUE	Huntoon	David
July-24	DUE	Piatt	Lloyd	December - 25	DUE	Lawernce	John
November-24	DUE	Kitts	Maggie	February -26	DUE	McDuffie	Rus
December-24	DUE	Johnson	Alex	February -26	DUE	Shimp	Curtis
January-25	DUE	Wiker	Anne	February - 26	DUE	Yoffee	Larry

CLUB EVENTS

TYPE	DATE	TIME	EVENT
Club Matters	Jan 3, 2026	10:00 AM	Members' Meeting--1st Saturday, 10am: Palo Duro Center, 5221 Palo Duro Ave NE, Alb, NM 87110
Club Matters	Jan 21, 2026	7:00 PM	Board Meeting—3rd Wednesday via Zoom, 7pm
Club Matters	Jan 23, 2026	9:00 PM	Deadline for Newsletter -4th Friday
Social	SPRING	TBD	Origami Park -- Group trip North Tijeras; South Santa Fe
Social	SPRING	TBD	CNM Anniversary Luncheon
Social	SUMMER	TBD	Fathers' Day Car Show in Edgewood
Social	FALL	TBD	State Fair Car Show
Social	FALL	TBD	Balloon Fiesta Car Show



Birthdays

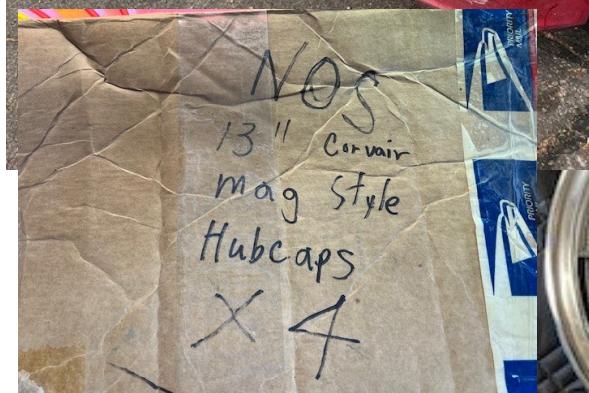
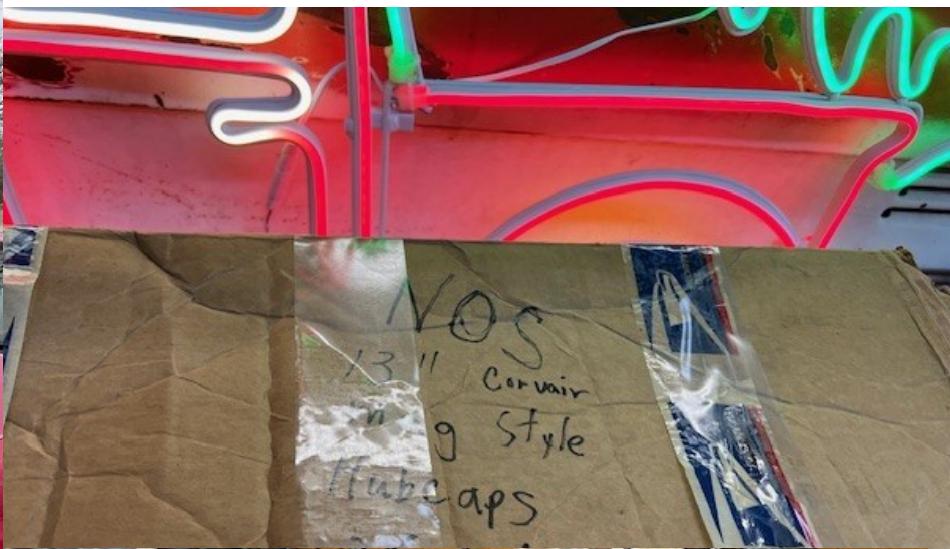
Steve Gongora 1-11

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Tarmo's Mag Style Wheels—Tarmo Sutt

Steve Anderson drove down from Espanola Christmas Day 2025, and brought me these NOS Mag wheel covers. I was flabbergasted, that he had such a treasure. Steve said he stored them on his red 1966 Corsa.

That's the simple story and the picture progression shows it



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Board Meeting or Birthday Party? Steve Gongora

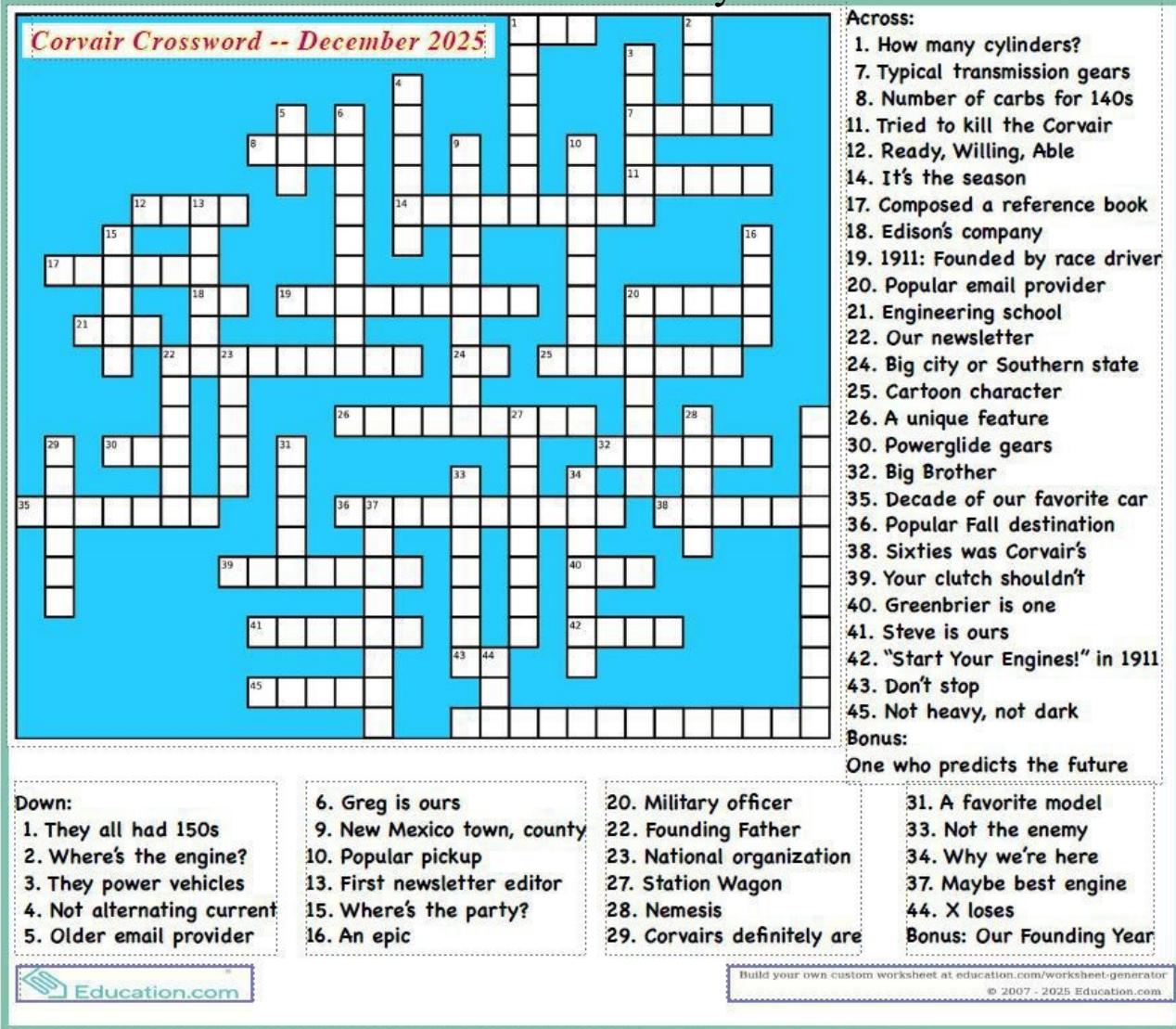
We elected to celebrate Greg Nelson's birthday and meet at the Quarter Celtic on Juan Tabo. We had such a great time celebrating the birthday that we didn't bring an agenda with us that night. We will bring up anything we missed at the next meeting. Happy Birthday Greg!!!



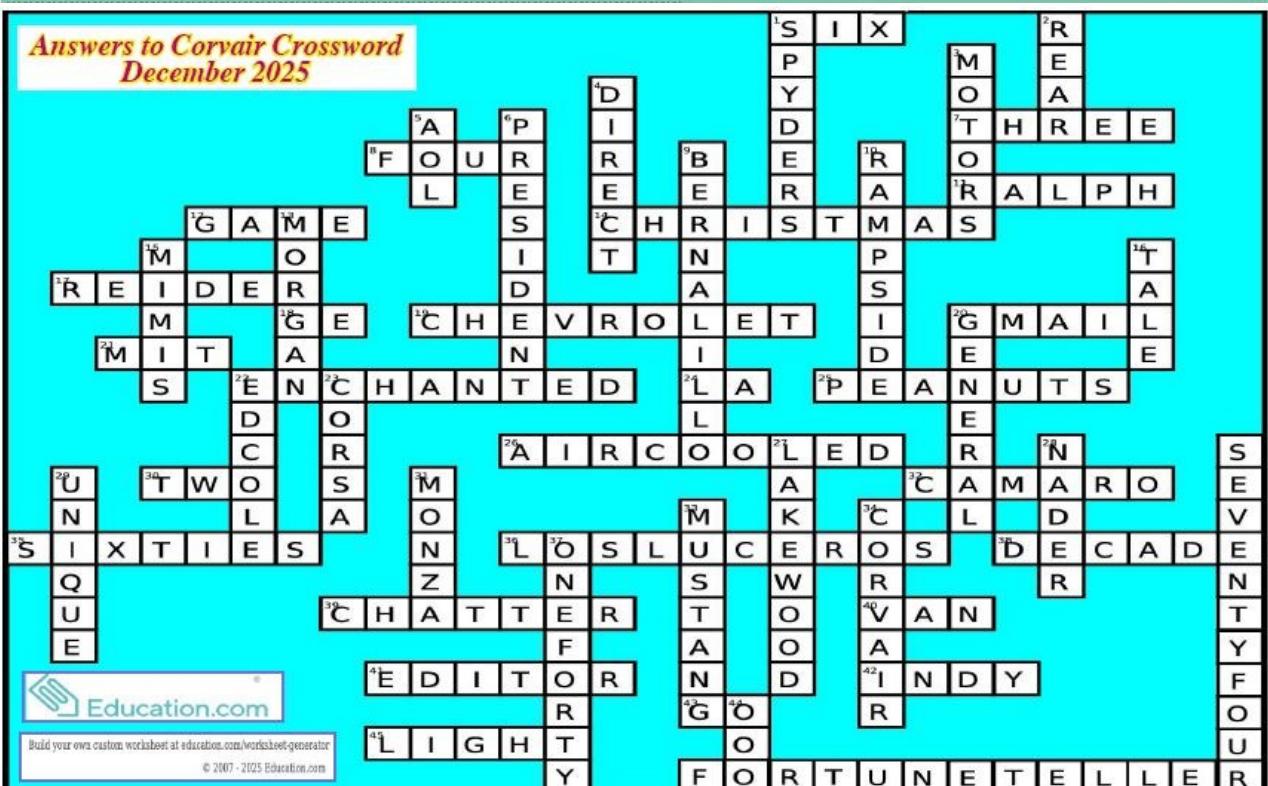
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Crossword Puzzle created by Jim Pittman

Corvair Crossword -- December 2025



*Answers to Corvair Crossword
December 2025*





**Arellanes Family
Enjoying Christmas at
the Old Town Plaza**

**Christmas Lit
Lowriders Fill
the Streets
At the Old
Town Plaza**



Christmas Dinner at Mimi's—Steve Gongora

Several CNM members gathered at Mimi's Restaurant. Tosh Gregg brought his Ultravan. Curtis Shimp drove his Corvair from Silver City. Art Gold and David Huntoon brought their Corvair treasures..



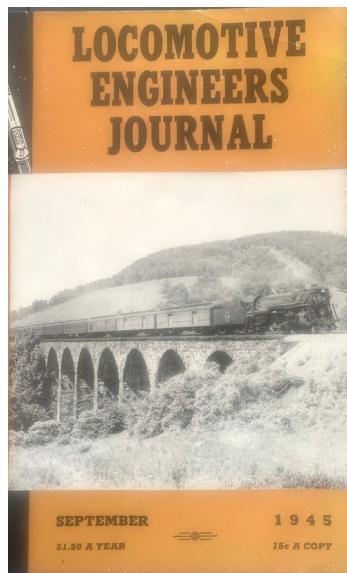
Did My Car Shrink?

David Huntoon's car parked among some modern beasts.



Locomotive Engineers— David Huntoon

We talked about the train show coming to Albuquerque. I found many of these Journals dating back to the early 40's. Here is a very thoughtful message written by the editor in 1945



A Message

WITH welcome relief to all peace-loving nations V-J Day has now been engraved in the annals of history beside that of V-E Day, and a war-weary world looks hopefully to the future. The surrender of the Japanese brought to a close a period of warfare that was the most destructive and costly in history. The reconversion period is now with us. Nations are carefully endeavoring to gear themselves into a peacetime economy and at the same time legislate against the possibility of a war in the future. Science and research have revealed advancements in warfare that would make another world conflict almost one of complete extermination.

The great sacrifices and accomplishments through the past four years of turmoil and strife must never be forgotten. Our great military leaders on land, sea and in the air have demonstrated through their brilliant direction that our nation has both the means, power and leadership to defend the American way of life against aggressors and can, at the same time, beat into submission treacherous foes.

In the wake of blood, sweat and tears, the aftermath of war is invariably debts. Some are debts that can be paid materially but others are moral debts that will take a long time to collect their just due. Victory in such a titanic struggle as flamed across our world has cost the lives of many brave men. They sacrificed their lives that their families may live in a free country unfettered by a master race or tyrant slave drivers. On land, sea, and in the air—and even under the water—this flower of our manhood has demonstrated with deeds, their heroic worth. Many of these courageous men now sleep the unending sleep in a marked or unmarked hero's grave. They leave the solemn task of maintaining the principles for which they sacrificed themselves, to the living. The debt to them will be paid only by our progress through the ages ahead!

Off the field of battle are also many seldom-mentioned heroes. When accounting the war effort on our continent we cannot forget the workers on the home front who have produced the materials and equipment so vital to the men on the battle front. Railroaders and other transportation workers, who have kept the enormous production of these millions of war workers in thousands upon thousands of war plants rolling to their destinations, have done their part with courage, vigor and stamina unsurpassed.

Throughout most of the past four years two wars have actually been in progress. To supply the transport needs of even one war would have taxed the capacity of our railroads, but the burden of two wars simultaneously called for almost a miracle. Nevertheless, the railroads and railroad employees never faltered, but set about accomplishing an almost superhuman task with equipment obviously inadequate for such tremendous emergency demands.

With increased traffic, greater speeds, use of old and obsolete equipment the hazards have been increased and the responsibilities of the men in the engine cabs greater than ever before. But with mind alert and muscles taut in the tension of the pounding engine cab, the locomotive engineer has used his great skill, long experience and training to the best of advantage in his forward outpost of the home front. In a quiet unobtrusive way the highly skilled locomotive engineer has made his important contribution towards freeing the world of aggression. He has performed a mighty important job in protecting and helping save the lives of your sons, your neighbors' sons and all the men who are returning from the battle fields victoriously, by helping keep the all-important supplies and equipment rolling to them at maximum speed.

Our nation can well be proud of its railroads and railroad employees during the long, tedious months of the war as they should be also in peacetime. It can only repay this debt of gratitude by keeping fresh in mind during the great conversion period ahead and by being considerate and understanding of the railroaders' important contribution to the American way of living. In doing their part to bring us final victory, locomotive engineers and other railroaders have demonstrated to the world an unsurpassed quality of reliability in the face of tremendous responsibility. Without a doubt these unsung heroes of the home front are deserving of fair and just treatment in the days that are to come!

PAUL M. SMITH, Editor.