



CORVAIRS of NEW MEXICO

Corvair Society of America—CORSA—Chapter 871 / November 2025—Volume 51—Number 11—Issue 602



Enchanted Corvairs Newsletter

Corvair Society of America—CORSA—Chapter 871 / November 2025—Volume 51—Number 11—Issue 602

Next Meeting: Regular Meeting: Saturday, November 1, 2025 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.....	Steve Gongora
Meeting Notes.....	Steve Gongora
Board Meeting Notes.....	Steve Gongora
East Meets West.....	Robert Gold
Dues Due.....	Membership Committee
Calendar of Events.....	Lupe Arellanes
Birthdays and Anniversaries.....	Lupe Arellanes
Sixty-One Years - A Sports Car Guy.....	Jim Pittman
Los Luceros.....	Steve Gongora
Los Luceros Photos.....	Steve Gongora
Lupe & Jim Arellanes Picnic.....	Steve Gongora



On the Cover: CNM Members meet at Lupe and Jim's House for pot-luck

Jim & Lupe Arellanes pose inside a tree trunk at Los Luceros (lower right)



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CNM October 2025 Newsletter Articles—Greg Nelson

Elections

We will finalize elections at this meeting and there is still time to volunteer for any of the positions. Thank you, Jim Arellanes, for stepping up to be the new treasurer. Dave Huntoon suggested rotating officers: serve a one- or two-year term and then hand the job off to someone new. You can take a break or even volunteer for a different position. The club should get fresh ideas, particularly the President's job, on a regular basis. So please consider volunteering.

Los Luceros

It was our 4th Annual trip to the Los Luceros Plantation just north of Española. Once again, we met and convoyed



from the Buffalo Thunder Casino and once again it rained just a little bit while we were there. But it didn't dampen our enjoyment. The staff was kind enough to let us use one of the classrooms for our picnic. All told there were fourteen of us this year including first timers Larry and Kathy Blair. The building featured above is next to the Rio Grande. Frankly, I think it should house memorabilia and should be open to visitors. In the background on the photo to the left is a small waterfall.

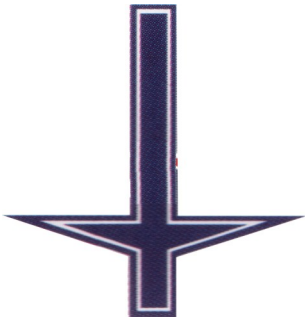
Continued on page 3

Report for CNM Treasury						
Account for October 2025						
Date	Check	Amount	Payee	Description	Balance	Running Balance
12-Oct-25						\$5,971.00
12-Oct-25	1114	70.00	Cochran, Dick & Linda	- 1 yr membership CORSA & CNM exp 11-26	70.00	\$6,041.00
12-Oct-25	1256	50.00	Piper, Mike & Karen	- CNM membership 26 months exp 9-27	50.00	\$6,091.00
12-Oct-25	3627	50.00	Stickler, Brenda	- CNM membership 26 months exp 12-27	50.00	\$6,141.00
12-Oct-25	2618	-45.00	CORSA - Membership	1 year - Dick & Linda Cochran	-45.00	\$6,096.00



Arellanes Picnic

Lupe and Jim invited CNM members to their home for a picnic and Corvairs would get prime parking up front. Dave and Tarmo brought their vehicles, and Lupe had her convertible out as well. We met a fine group of people because this was going to be an all-day house party with diverse groups rotating through. Jim and Lupe put out a large spread of snacks and drinks, and the home-made lemonade was excellent and ran out quickly. Featured on the photo to the left is a trio of Corvairs. Below is a group of CNM'ers.



Last Trash Day

Dave and I decided to do one last pick up in October to close out the year. We skipped pickup in September, and October's date fell on the Los Luceros visit, so we went a day early, spent an hour on our mile and managed to pick up quite a bit. Now we get to relax until March 2026.



Continued on page 4

64 Monza

Last year I ordered a new glove box for the 64 Monza, and I finally got it installed. I had to remove the defrost tube to install the box. It was an old tube wrapped in duct tape. I ordered a new

Continued from Page 3— President's Letter



vent tube. That is the next step, as well as continuing to clean the engine bay. I also cleaned the vent panels and will paint them in glossy black before re-installing them.

2026 Programs

The CNM board is always interested in topics for programs. If you have a suggestion for 2026, let us know. We currently have a DVD from Huntoon that we can watch in short segments. But I have noticed that even with regular business and 'Around-The-Room' discussion we fill up a 90-minute meeting, so programs are not an absolute necessity, just a bonus to the meeting.

Nederland Corvair Club

I received the Nederland Corvair Club 'newsletter' in the mail this month. Newsletter is in quotes because it is more like a high-quality glossy magazine instead of a newsletter. I will bring it to the meeting and below is what I sent to Ralf Verhees about the Adopt-A-Highway Program. *(The following note photo reference will make sense at the meeting.)*

Adopt a Highway is a program by which entities agree to pick up garbage and debris along a designated section of highway in exchange for a sign advertising their organization.

There is no pay for this. We meet on the second Saturday at 8:30am and usually pick up trash for

Continued on Page 5

one hour. We do this from March until October. The club has been doing this for 25 years and I have been assisting for 5 years. That is also how long I have been a club member. As you can see in the photos we usually stick together and chat while we work. I am the tall skinny guy with the hat and bandana in the first photo. Dave is on the left in the second photo. We are responsible for the section from Mile Marker 5 to MM 6 on Route 66 east of Tramway Boulevard. This is a popular section for classic cars and motorcycles and cyclists. We regularly get shouts of thanks from the cyclists for our efforts. Tomorrow our club will be displaying our Corvairs at the New Mexico State Fair. A tradition for 30 years now. I will send you photos of that event too for your newsletter.

Cheers
Gregory Nelson
President-CNM

CNM Meeting—October 4, 2025

Robert Gold is in Florida visiting his son Javier

Treasury – 5971.00— does not include \$50.00 from Brenda Stickler – 52 months membership

Balloon Fiesta – Who is attending the car show. We should be part of the show. – Tom Garity heads the Balloon Fiesta. Maybe CNM can be involved in the car show for next year?

Trash Day – Friday morning – 10-10-25 mile marker 6 – one hour towards clean-up.

Los Luceros – Parking lot 9:00 AM at Buffalo Thunder – caravan to plantation.

Friday October 17, 2025 – get together at Lupe and Jim's Home – 1:00 PM – can come early

Finger Foods – can bring dessert. – Bring your Corvair

4th of July Canyon – Next year's event?

December 13, 2025 – CNM Christmas Dinner at Mimi's at 1:00 PM

Elections – Slate of new officers?

Jim Arellanes is our new CNM Treasurer – all voted in favor.

Wells Fargo – We need to update the signatures of officers to sign CNM checks. Meeting set for 10-28-25

Video presentation from the Nederland's Corvair Club – Dave Huntoon.

Ralf Verhees from the Netherlands drove on our mile of highway on CNM Route 66 clean-up. He will spotlight our civic operation on his next newsletter.

Tarmo – YouTube – talked about Simca station wagon – Corvair found – one stated crusher? David Fryburger – Wanted to buy one, drive one, and sell it.

James Richardson – has two early model drums to give away. Newly milled. James has a newly rented garage to work on cars on Airport road.

Tarmo – Reporting about his car and was given ribbon by the State Police – His car was the favorite choice by the State Police Officers.

Dave Huntoon has been driving the Corvair more since his seat in his Mustang was being worked on.

Robert Weinberg – Cars working on. Corvair and Cadillac and Buick. All in progress.

CNM Board Meeting– October 15, 2025

Greg Nelson, Steve Gongora, and David Huntoon comprised the Zoom Meeting Event for the Board Meeting.

We talked about the Origami Garden in Cerrillos for a CNM for 2026.

We discussed concerns about getting people to take over elected positions.

We are planning events for the future such as the Bingo Pot Luck event and good weather weekend breakfast events.

East Meets West—A story about wheels—Robert Gold

The local Corvair whisperer, Dave Langlois, when I asked him about mag wheels for my 63 Monza, replied simply, “I only use factory rims”. I totally get it. There are those who love stock and those, like me, who are always looking to change our Corvairs, to “make them better”.

At this point I should note that ‘way back in the early 80’s CNM was being led by several people who believed that if it wasn’t stock it was WRONG. Obviously, I didn’t agree, and my participation in our club was hit or miss. After all, why hang with people who refused to acknowledge my view of Corvairs. Happily, our club now accepts all types of Corvair owners. Our only requirement is that we like Corvairs. In fact, several of our members no longer have Corvairs and attend our meetings and events just to enjoy the Corvair vibe.

With all this said, my hunt for a “better” Corvair became centered on changing the rims. Specifically, I was not happy with the stock ones on the 63 Monza I bought. Thus began a quest that resulted in a stack of wheels on the side of my house as I tried one kind of 14-inch rim and then another. I figured some of you might be interested in what I found at the end of my quest.

I don’t remember who made the suggestion, but someone told me to look into Datsun mag wheels. DATSUN? That didn’t make much sense to me. As a scientist I understood that designing something in the English system differed a lot from using the Metric system. Maybe you remember a Mars rover attempt that failed because group A was using Metric numbers and group B used the English system. As the old saying goes, “Oil and water don’t mix”.



If you know me, you know I’ve never let logic limit my approach, so I looked into Datsun rims. Specifically, those BEAUTIFUL mags that came with the Datsun model 280ZX. Here’s a shot of that rim. Ain’t it beautiful?

Surprisingly, it turns out that the four bolt pattern on those wheels is actually the same as the Corvair. That was the big hurdle I conquered that had held me back. I then purchased a cheap wheel off of Ebay (they’re a whole lot more expensive now). With a deep breath I jacked up the Monza and put it on the car. Oh yes, I forgot to also mention that there is a thing called “offset” that applies to rims. It determines how far away from the axle the wheel sits. Too much offset and you get a monster truck look where the wheels stick out from the body. Not a good look for my ride!

As it turns out those 280ZX rims sit just fine on a Corvair. Only one little problem, I had to make sure the tires on the front weren’t too big and they didn’t hit the body when I turned too far. After some experimentation I arrived at 185-70 14” sized tire. The 195-70 14” tire I bought before now sits on my back porch.

That’s two of the three steps I took to happiness. The last step was quite interesting. When I drove my car with the mags and went more than say, 30 mph or so, the steering wheel sawed back and forth. WOW! What do I do next? That is when our late member, Geoff Johnson, told me the solution. As it turns out, there is a thing called a centering ring that is needed with these Datsun rims to make sure they are properly positioned. After paying a mere \$22 at a local shop for the rings the wobble went away. AMAZING!

So, my quest was over. I had a stunning set of rims for my Corvair. Just check out this shot of my car. I’m SO happy with it. I hope this story helps you with your own quest for perfect rims for your Early.



*CNM Annual Corvair
Christmas Luncheon at
MiMi's Café*



Saturday, December 13

at 1 pm · Mimi's Cafe

4316 The 25 Way, ABQ NM 87109

RSVP by phone/text 505-515-9897. Lupe A,

Dues Due

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

Makes Checks Payable to: CNM or Corvairs of New Mexico

Due in November 2024

Maggi Kitts inactive as of Dec 2024

Due in December 2024

Alex Johnson inactive as of Jan 2025

Due in January 2025

Anne Wiker inactive as of Feb 2025

Lilian Shortle inactive as of Feb 2025

Due in March 2025

William Heil inactive as of April 2025

Due in April 2025

Art Gold inactive as of May 2025

Due in May 2025

Fred & Brenda Edeskuty inactive as of June 2025

Due in October 2025

Jon & Debbie Anderson inactive as of Nov 2025

Due in November

Corbett Battaille inactive as of Dec 2025

Due in December

David Huntoon inactive as of Jan 2026

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

CLUB EVENTS:



We aim to create fun and engaging events for our members. We hope to entice you to join us for one or two fun events where we can socialize and *talk car*. We are hoping to schedule more events soon. Email any suggestions: tristatecorvairs@gmail.com

TYPE	DATE	TIME	EVENT
Club Matters	Nov 1	10:00 AM	Members' Meeting--1st Saturday, 10am: Palo Duro Center, 5221 Palo Duro Ave NE, Alb, NM 87110
Club Matters	Nov 19	7:00 PM	Board Meeting--3rd Wednesday via Zoom, 7pm
Club Matters	Nov 26	6:30 PM	Car Council Meeting - 4th Wednesday, 6:30 PM; Manzano Mesa Senior Center, 501 Elizabeth St SE, Alb, NM 87123
Social	December 13	1:00 PM	Annual Christmas Luncheon 1pm @ Mimi's Cafe, 4316 The Way, Albuquerque, NM
Club Matters			Deadline for Newsletter -4th Friday



OTHER IMPORTANT DATES:

Anne Wiker's birthday November 6

Jim Pittman's birthday November 13

Sixty-one Years a Sports Car Guy

Jim Pittman

In 1974 my car was a 1966 Corvair Corsa and I was one of nine people who founded Corvairs of New Mexico. We had a marvelous group of people in the club from the start down to the present. Even when facing difficulties the club always seemed to have a core membership of talented people and we all worked together to make the best organization I have ever belonged to.

But during the early years of the club I noticed that there were many of our members who were "not like me" in one distinctive way. I was a "sports car guy" and I thought that most of our members were not.

In 1959 people who eventually would start Corvair clubs became aware of a unique and very different sort of car that would soon appear in Chevrolet showrooms. We found out it was named "Corvair" and some of its features were, let's be frank, weird.

Chevrolet marketed the car as the answer to the small, more fuel-efficient European imports that were beginning to appear in greater numbers. These imports seemed ready to threaten the kings of American cars, General Motors, Ford, Chrysler as well as the princes, Studebaker, Packard, Nash, Hudson. In 1959 readers of Popular Mechanics were told about the upcoming crop of modern import-fighters: Falcon, Valiant, and CORVAIR. The Falcon and Valiant were just smaller Fords and Plymouths but the Corvair was not just a small Chevrolet. It was different! And the magazines, and Chevrolet, were eager to tell us just how different. Air-cooled engine: no anti-freeze! (You know, like a VW Beetle.) Engine in the rear: better traction! Flat floor with no center transmission hump: more room! Light front end: no need for power steering! Very fuel-efficient!

When we started Corvairs of New Mexico, I regarded my Corvair as a "sports car" (You know, like a Porsche) but I found other members had different ideas. We had members who liked Corvairs for being smaller, or for not needing antifreeze, or for being relatively good on gas mileage, or for being relatively easy to work on - if you made the effort to learn about its quirks. Some liked Corvairs with Powerglides. Few had ever heard of double-clutching or drifting in curves. I thought I was the only member who regarded them as American Sports Cars. Well, we are all different. The club has certainly been stronger for our diversity.

How did I become a sports car person? Back in 1959 I paid no attention to Corvairs. My dad was a "Ford man" and he brought me up to be a Ford man. He never bought anything but Fords: his first car was a Model-T. I learned to drive in his 1941 Ford, column-shift 3-speed with V-8. When I went off to college I inherited the first car he ever bought new, a 1952 Ford Custom. That was a great car. It had a Ford-O-Matic and a flathead V-8. For my college years I never thought about either hot-rods or new cars. My 1952 Ford was just fine.

Going to Officer School and becoming an Air Force lieutenant was the key to my getting a new car to replace the '52. A college friend had a 1960 Falcon and after six of us went for a ride my

Continued on Page 10

judgement was, too small. My mother had a '64 Galaxie, too big. But in 1962 Ford introduced the Fairlane, a car smaller than a Galaxie but bigger than a Falcon, and I thought it would be just right. I ordered one from my dad's favorite Ford dealer. It was an automatic with the new lightweight 260 V-8. For two years that was my ideal car. Just the right size and it ran great.

Then in 1964 Ford, with unbelievable fanfare, introduced the Mustang. The perfect car for a young military officer. I was instantly seduced by the style, romance and adventure the Mustang promised.

As it happened, I had signed up for a charter flight to Amsterdam for three weeks touring Europe. Since my long-time dream was to go to Europe, the Mustang would have to wait. As soon as I got back, though, I'd count my money to get ready to trade the Fairlane for a new Mustang.

Friends started asking me, what kind of car will you bring back from Europe? They'd explain how I could cheaply buy an expensive European car, drive it during my three weeks, then ship it back to the states and sell it for more money! No, I'd tell them, I'm going to Europe, travel by train, then come back and buy a Mustang for myself as a Christmas present.

Another friend was a "sports car" enthusiast. He asked if I'd ever driven a sports car. I said, "Well, a Volkswagen Beetle..." but he sneered, "That's not a sports car. C'mon, we'll go drive a REAL sports car." We went to a used car lot and test drove a Triumph TR-4. Tiny. Only two seats. A little four-cylinder engine, not a proper V-8. Two weird carburetors. Four-speed transmission. A floor shifter. Rather noisy.

That test drive in a used TR-4 changed my life. I had no idea cars could feel like that. It seemed to go where you thought and handled curves effortlessly. On the basis of that ride I ordered an Austin-Healey 3000 from a Dayton dealer, to be delivered in London on Monday, October 26, 1964, two days after the charter flight was to arrive in Amsterdam.

All this happened. I drove around England and the Continent. I shipped my Austin-Healey back to the US. I joined the Dayton Sports Car Club. I went on sports car rallies. I learned to shift properly including becoming skilled at double-clutching. I learned how to "drift" around curves. I learned maintenance skills. And when I got an assignment to Alaska my research on a car to replace the Austin-Healey focused on the 1966 turbo Corsa as an American Sports Car. I made that car better in every way I could. And I have been at heart a "sports car guy" for all the years since.



Los Luceros Plantation Tour

October 11, 2025—Steve Gongora

The trip to the Los Luceros Plantation has become a popular event for Corvairs of New Mexico. It is not that far from Albuquerque and we get to enjoy not only the changing of the seasons, we also learn a bit more of New Mexico History. We schedule this tour to coincide with the beautiful changing of the colors on the tree landscape and when we visit the plantation we come close to the Rio Grande to enjoy the flow of the water and take in the beautiful view the landscape has to offer.

For the past few years we meet in the parking lot of Buffalo Thunder and Tarmo Sutt is our caravan master. You can count on Tarmo to drive one of his beautiful Corvairs. Tarmo takes us on a great side road in Española, specifically on McCurdy Road. This road runs parallel to the main road through Española. You can absorb the great two-lane road and it is hard to not rubber-neck your way looking at all the houses and the McCurdy school that you pass along the way. The north end of McCurdy road ends at the Ohkay Casino. We continue north on the main highway and make the turn that leads us to the plantation. The road is well marked with a sign.

I was amazed and so happy that the rain did not deter our group. Most were prepared with umbrellas. When we arrived at the site, we were introduced to the plantation with a video explaining what the Los Luceros means to the local people and to New Mexico. It is rich in history and important to the community.

After visiting the visitor's center, we continued to an old home located on the property. It is staged to represent what life would be like in the early 20th century. The table was set with glassware and silverware. The bedroom had the old style metal headboard and mattress. The fireplace was the only means of warmth. The next part of the tour took us to the chapel. It was complete with pews, a sacristy, and an altar for masses. The adobe walls of the chapel seemed at least 20" thick.

Unfortunately the main two-story mansion was closed for upgrades, so we couldn't enjoy all it has to offer, so we continued on to the Rio Grande. It was drizzling rain, but not enough to pull out the umbrellas for most of us. After a relaxing time at the river we returned to the visitor center and they allowed us to enjoy our picnic lunch in the main room. The room was filled with photos of a major site of petroglyphs from ancestors long ago. I believe the site is close to the plantation.

Just as we finished the tour and said our goodbyes, it started to rain. We were spared for the duration of our time at the Los Luceros, and it was a downpour on the way back to Albuquerque.

The center said the main mansion was nearing completion so our next tour will be super. Check the website for special events during the year:

[https://www.museumfoundation.org/historic-sites/los-luceros/?](https://www.museumfoundation.org/historic-sites/los-luceros/?gad_source=1&gad_campaignid=22178099887&gbraid=0AAAAADKsTpHkhY4dVSh7xodNVaWqi-nTR&gclid=EAlaIQobChMIwLGrs_LCkAMVbzWtBh1t1QaPEAAAYASAAEgKy-fD_BwE)

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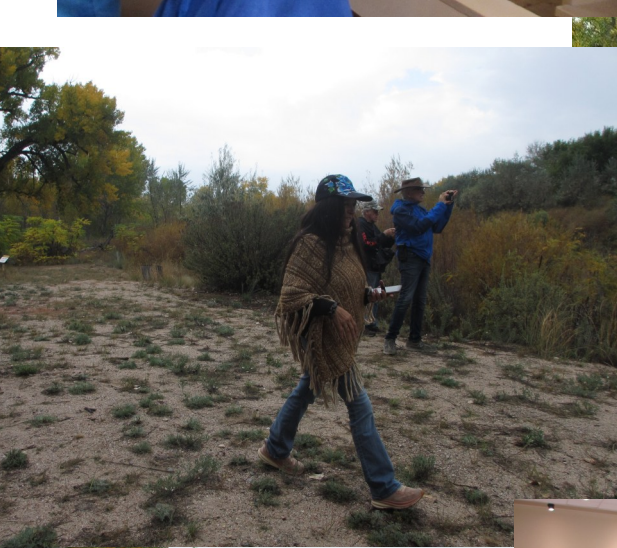
Los Luceros Plantation Tour October 11, 2025



Los Luceros Plantation Tour October 11, 2025



Los Luceros Plantation Tour October 11, 2025



Lupe & Jim Arellanes Picnic October 17, 2025

