

# CORVAIRS of NEW MEXICO

Corvair Society of America—CORSA—Chapter 871 / September 2024—Volume 50—Number 9—Issue 588



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Corvair Society of America—CORSA—Chapter 871 / September 2024—Volume 50—Number 9—Issue 588

**Next Meeting: Regular Meeting: Saturday, Sept. 7, 2024 10:00 AM**

**Highland Senior Center, 131 Monroe St NE, Albuquerque, NM 87108**

<b>This Month:</b>	
President's Letter.....	Greg Nelson
Treasurer's Report.....	Steve Gongora
Route 66 Clean-up.....	Dave Huntoon & Greg Nelson
State Fair Show.....	Robert Gold
Meeting Notes.....	David Huntoon
Birthdays and Anniversaries.....	Membership
Calendar of Events.....	Board of Directors
50th Anniversary Logo Stickers.....	Steve and Dave
Dues Due.....	Membership Committee
Los Luceros Tour.....	Brenda Stickler
Calling All Newsletters.....	Robert Gold
Pajarito Insights.....	Pajarito T-Bird Club
A 5979 Mile Corvair Road Trip.....	Robert Gold
All Clubs Picnic Photos.....	Jim Pittman
Lupe's Woes.....	David Huntoon
Gama-Goat Information.....	Corvair Forum & Internet



*On the Cover: Photo of Corvair Powered Gama-Goat (top)*

*Route 66 Clean-up in Tijeras Canyon (right)*





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**CNM September 2024 Newsletter Articles—Greg Nelson**

Program

Videos!! Either Jay Leno’s Corvair video, or Steve Gongora videos. I will show a few, very short, videos (< 30 seconds) of my trip to San Diego Comic Con just to show the madness involved.

State Fair

CNM’s next big show will be Sunday, September 15<sup>th</sup> at the State Fair. I’ll pass out fliers from our VP, Robert Gold, but we’ll meet in the usual place at the usual time and convoy in together.

Lilly and Ray’s ‘64

We’re almost done installing the door panels. Unfortunately, the panels did not come with pre-drilled holes for the arm rests. Fortunately, we know someone in the business. Steve Gongora kindly punched new holes for us at his



shop. We managed to get the front door panels installed but ran into an issue with the rear door panels that will require an email conversation with *Continued on page 3*

Report for CNM Treasury

Account for Aug 2024

Date	Check	Amount	Payee	Description	Balance	Running Balance
1-Aug-24						\$5,051.25
5-Aug-24	Cash	100	Anonymous Donor		100	\$5,151.25

*Continued from Page 2*



Clark's. We still need to cut the door paper and tuck it inside the water drain slot.

Penultimate Trash Day

This month's trash day (Sept 14<sup>th</sup> at 08:30am) will be in the middle section. Park on the westbound shoulder as it curves west at the closest approach to I-40. We will keep our pickup time to no longer than 1-hour and then we'll do our usual stop at the Roots Farm Café.

Antique Store

A friend of mine spotted these wheel covers at the antique store on Central across the street from Dion's. There are two Dions on Central Avenue, but I think this one is just south of our meeting location.



'63 Gas Tank

It's been slow going trying to get the gas tank into the Spyder. I tried installing it with the fill neck attached but that is not going to work. I'll have to separate them and load them separately and then try to clamp them back together,

Picnic At Pat's

On September 28<sup>th</sup> there will be a club picnic at Pat's Place. I'll bring a dish sign-up sheet to the meeting. We'll need a mix of the usual items: protein, pasta, salad or vegetable, fruit and desserts. Dishes can be homemade, or store bought.

*Continued on Page 4*



*continued from page 3*

### NMCCC Picnic

A few CNM club members managed to stop by the Car Council's Picnic at Oak Flats Picnic Area. Unfortunately, I was not able to make it as I'm member of another club and we had a function that same weekend.



*photo courtesy of Jim Pittman*

### Hagerty Drivers Club Magazine

Hagerty Insurance's magazine, Drivers Club, has an interesting article in its July/August edition. On page 125 is an article titled "Corvair Care". Seems that a group of members from the Detroit Area Corvair Club (DACC) volunteer to help Corvair owners with repairs. Hmmmm, that sounds very familiar. The DACC volunteers don't charge any fees, but you do have to provide lunch. And if the owner is feeling particularly gracious then they can donate to the Ypsilanti Automotive Heritage Museum.

*Cheers Everyone*

*See ya at the meeting*

Route 66 Clean-up—There are many reasons to be involved in a CNM Route 66 Clean-Up.

Sept 14, 2024 @ 8:30 AM

1. You are being civic-minded by keeping New Mexico Clean.
2. You are getting exercise.
3. You are being one with nature.
4. You are seeing breath-taking views

Refreshments at the Roots Farm Cafe as usual after.



## Don't Miss This!—2024 State Fair Car Show -Robert Gold

Greetings fellow CNMer's.- Ok, so I'm getting old... that's not always a bad thing. Take for instance what I found out on a recent plane trip. It turns out that since I'm old (75 or older) I didn't have to take my shoes off to go through TSA! Well, the shoe thing reminded me that as I've grown older the number of State Fair shows I've organized has grown and grown. I think this year's effort will be about the 500<sup>th</sup> edition (but who's counting?).



With that in mind I want to remind you that our next annual State Fair Car Show is going to happen on Sunday, September 15th. This year I'll be helped with this effort by none other than third generation member Alex Johnson.

To attend, all you need to do is to get up early and join us at the large strip mall located on the southwest corner of Central and San Pedro before 7:00 am. Everyone will then pose for a group photo and leave around 7:15 to enter the Fairgrounds through gate 3. This is the farthest gate to the south on San Pedro. We will be parking on Heritage Ave just south of the Manual Lujan Building.

I should mention that if you attend you'll get into the Fair FOR FREE and get FREE parking. If that won't convince you to come just ask anyone who has been there in the past and they'll tell you about all the fun you'll have hanging with fellow Corvair lovers as well as seeing all the amazing things the Fair has to offer. Can you spell deep-fried everything?

So take the next few weeks and spruce up your Corvair to get ready for the Show. You can make this the best event ever. You'll have the chance to show all New Mexico how special our cars really are. Questions? Drop me a line at [beisbol30@msn.com](mailto:beisbol30@msn.com). See you there! -- Robert Gold



**CNM club August membership meeting 8/3/24—David Huntoon**

11 members present

Robert Gold, Steve Gongora, David Huntoon, Maggie & Bob Kitts, Fred Edeskuty, Alex Johnson, Brenda Stickler, James Richardson, Pat Hall, Anne Wiker

Alex Johnson is a 3<sup>rd</sup> Generation to be a CNM member

V.P. Robert conducted the meeting

Treasurer reported \$5051.25

All clubs annual picnic scheduled for 8/11 at Oak Flats picnic area on South 14 from 10:00 AM to 3:00 PM

Brenda reminded us of a cookout at Pats' place 9/28 starting at 11:30 AM. Pat will be providing hot dogs and hamburgers – CNM members please bring salads, desserts, and drinks to supplement.

The annual State Fair car show for our club is 9/15. Meeting at 7:00 at parking lot San Pedro and Central Ave. Take some group pictures and then proceed to the Fair Grounds.

10/19 will be the Los Luceros tour of an historic ranch on the Rio Grande. Meeting at the Buffalo Thunder Casino at 9:00 then following as Tarmo leads us to the site via some back roads known only to him! Maybe this time we can locate the mysterious Fort located on the property. Wonderful opportunity to have lunch on the Rio Grande.

November – Bingo & Auction?

We talked about next year's Car Appreciation Day and the partnership with the Wheels Museum. – They need a coordinator for publicity—Signage, etc.? Early July on a Sunday

James Richardson shared that Tarmo has been helping with engine and car issues. Tarmo has been a tremendous help in getting the car together. Richard asked about back-up switch installation on the transmission

Decided to forego this month's board meeting.

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***No Board Meeting for August 2024***

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***Birthdays in September***

Curtis Shimp 9-13  
David Huntoon 9-17  
Jane Wright 9-7  
Connie McBreen 9-15

*Happy anniversary!*



***Anniversaries  
in September***

Larry & Kathy Blair 9-8  
Joel Yelich & Valerie Nye 9-9  
Jim & Lupe Arellanes 9-20  
Tarmo & Kay Sutt 9-24

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**CORVAIRS of NEW MEXICO**

**September 2024**

**October 2024**

**NOVEMBER 2024**

SUN	MON	TUE	WED	THU	FRI	SAT
1	2	3	4	5	6	7
8	9	10	11	12	13	14
15	16	17	18	19	20	21
22	23	24	25	26	27	28
29	30					

SUN	MON	TUE	WED	THU	FRI	SAT
		1	2	3	4	5
6	7	8	9	10	11	12
13	14	15	16	17	18	19
20	21	22	23	24	25	26
27	28	29	30	31		

Sun	Mon	Tue	Wed	Thu	Fri	Sat
27	28	29	30	31		
3	4	5	6	7	8	9
10	11	12	13	14	15	16
17	18	19	20	21	22	23
24	25	26	27	28	29	30

- Saturday, Sept 7, 2024                      10:00 AM                      Meeting—Highland Senior Center , 131 Monroe St NE, Alb. NM 87108
- Sunday, Sept 15, 2024                      7:00 AM                      *State Fair Car Show—Meet at San Pedro and Central to Caravan to show.***
- Wednesday, Sept 18, 2024                      7:00 PM                      Board Meeting—3rd Wednesday via Zoom
- Wednesday, Sept 25, 2024                      7:00 PM                      Car Council Meeting – 4<sup>th</sup> Wednesday  
Manzano Mesa Senior Center , 501 Elizabeth St SE, Alb, NM 87123
- Friday, Sept 27, 2024                      9:00 PM                      Deadline for Newsletter
- Saturday, Sept 28, 2024                      11:30 AM                      *Picnic at Pat Hall’s place—details to come—58 Avenida Valencia, Los Lunas, NM 87031 , ph 505-620-5574***
- Monday, Sept 30, 2024                      \*\*\*\*\*                      Target completion of newsletter
- Saturday, Oct 5, 2024                      10:00 AM                      Meeting—Highland Senior Center , 131 Monroe St NE, Alb. NM 87108
- Wednesday, Oct 16, 2024                      7:00 PM                      Board Meeting—3rd Wednesday via Zoom
- Saturday, Oct 19, 2024                      9:00 AM                      *Trip to Los Luceros Plantation, Alcalde, NM / Meet at Buffalo Thunder parking***
- Wednesday, Oct 23, 2024                      7:00 PM                      Car Council Meeting – 4<sup>th</sup> Wednesday  
Manzano Mesa Senior Center , 501 Elizabeth St SE, Alb, NM 87123
- Friday, Oct 25, 2024                      9:00 PM                      Deadline for Newsletter
- Monday, Oct 28, 2024                      \*\*\*\*\*                      Target completion of newsletter
- Saturday, Nov 2, 2024                      10:00 AM                      Meeting—Highland Senior Center , 131 Monroe St NE, Alb. NM 87108
- Sunday, November, 2024                      \*\*\*\*\*                      *Bingo & Silent Auction Night***
- Wednesday, Nov 20, 2024                      7:00 PM                      Board Meeting—3rd Wednesday via Zoom
- Wednesday, Nov 27, 2024                      7:00 PM                      Car Council Meeting – 4<sup>th</sup> Wednesday  
Manzano Mesa Senior Center , 501 Elizabeth St SE, Alb, NM 87123
- Friday, Nov 29, 2024                      9:00 PM                      Deadline for Newsletter
- Monday, Dec 2, 2024                      \*\*\*\*\*                      Target completion of newsletter



**Guess What? Corvairs of New Mexico** is celebrating their 50th year as a club. It started with Pete Colburn collecting information from the Motor Vehicle Department and connecting with like minded people getting together to start something which has lasted probably longer than anyone could have imagined. Pete was able to connect with Jim Pittman, Francis Boydston and Dale Housely and met at the home of Pete’s parents. The rest is history as they say. David Huntoon suggested we create a sticker for this special event and he has window stickers available. **Get yours at the next meeting!!**

# 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 October**

Brenda Stickler inactive as of November 2024  
Jon & Debbie Anderson inactive as of November 2024

### **Due in November**

Bob & Maggie Kitts inactive as of Dec 2024  
Dick & Linda Cochran inactive as of Dec 2024

### **Inactive:**

Lloyd Piatt inactive as of August 2024  
Steve Johnson - inactive as of July 2024  
David Pierre - inactive as of July 2024  
Fred Riggs II - inactive as of July 2024  
Terry Hall - inactive as of May 2024  
Mark & Elizabeth Domzalski - inactive as of June 2024  
John & Tracy McMahan - inactive as of February 2024  
Phil Finch - inactive as of March 2024  
Clifton & Katie Trujillo as of Sept 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



## **Los Luceros Fall Tour —October 19, 2024**

This will be the third year to revisit this historic New Mexico Plantation on the northside of Espanola. It is a great opportunity to learn about our New Mexico History, see the changes of the foliage of the northern part and enjoy the company of fellow CNM members. We meet in the parking lot of the Buffalo Thunder Casino and Resort and follow Tarmo and Kay Sutt through backroads of Espanola and arrive at the plantation. It is such a wonderful experience. The photos show the upstairs grand room of the plantation mansion and

the views along the Rio Grande.

The plantation was purchased by Mary Cabot Wheelwright in 1923 and many famous artists including Georgia O’Keefe were among the many guests. Several rooms display artifacts and stories about the place. Maggie Kitts introduced this adventure to Brenda Stickler and we thank both of them for making this tour possible. Tickets are \$7.00 per adult and children under 16 are free. Make sure it is on your calendar. Final details to be announced

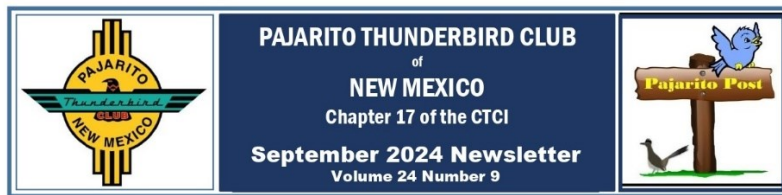




## **Calling ALL Newsletter Editors—Robert Gold**

### ***Featured in the NMCCC newsletter***

I'm dedicating this article to the unsung heroes of many car clubs... their newsletter editors. I have no illusions that my efforts on the part of the New Mexico Council of Car Clubs will qualify me for any awards, but my two years as editor have given me a good idea of how much dedication and effort it takes to publish a newsletter whether it is done monthly or on any regular basis. For many years the Car Council was lucky enough to have Joyce Clements as the editor of our newsletter. Personally, she was certainly a tough act to follow.

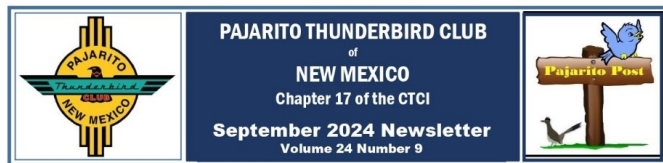


Specifically, I was inspired to write about newsletter editors after reading the Pajarito Thunderbird Club's September 2024 newsletter. To say I was impressed is an understatement. This club's easy to read publication makes my efforts for the Car Council pale in comparison. It looks great and contains all sorts of wonderful stuff including humor. I'm still laughing at the section documenting how UPS airplane mechanics responded to complaints about airplane performance. Here's one—The pilot complained, "Number 3 engine missing". The response from the mechanic, "Engine found on right wing after brief search." WHAT A HOOT!

My introduction to the production of a club's newsletter came several years ago when I was elected to be president of the Corvairs of New Mexico Car Club. I had been a member of the club for a number of years, but my election made me focus on the many elements that go into a successful car club. Positions like a car show chairman are easily appreciated by the membership, but I quickly realized the glue that holds a club together is the person or persons who toil to produce a readable and informative club newsletter. As the old saying goes, "Does a tree falling in a forest make a sound if nobody is there to hear it?" That is so true for a car club. If your members aren't informed of the club's goings on is anything really happening?

The Corvair Club was lucky enough to have an award-winning editor, Jim Pittman as their editor. Month after month for years Jim had worked on his newsletter creations. If a member needed to know about upcoming events, new members of the club, various technical topics, or anything else associated with the Corvair Club all they needed to do was check out the latest newsletter. Jim also created a website that archived all the past newsletters as well as other critical club info. I realized a major part of my job as Prez was to keep Jim happy and hope that he continued to do his job.

With all this said I want to shed light on those who do the work necessary to publish the numerous newsletters produced by our member clubs. As a fellow newsletter editor, I'd like to thank all of you who work so hard for your clubs. YOU GUYS ROCK!! I'd appreciate it if you would email me information about your editor so I can recognize them individually. --Robert Gold, Editor



## Pajarito Insights

After every flight, UPS pilots fill out a form, called a "gripe sheet" which tells mechanics about problems with the aircraft. The mechanics correct the problems, document their repairs on the form, then pilots review the gripe sheets before the next flight. Never let it be said that ground crews lack a sense of humor. Here are actual maintenance complaints submitted by UPS pilots ("P") and solutions recorded ("S") by maintenance engineers:

P: Left inside main tire almost needs replacement.  
S: Almost replaced left inside main tire.

P: Friction locks cause throttle levers to stick.  
S: That's what friction locks are for.

P: Test flight OK, except auto-land very rough.  
S: Auto-land not installed on this aircraft.

P: IFF inoperative in OFF mode.  
S: IFF always inoperative in OFF mode.

P: Something loose in cockpit  
S: Something tightened in cockpit

P: Suspected crack in windshield.  
S: Suspect you're right.

P: Dead bugs on windshield.  
S: Live bugs on back-order.

P: Number 3 engine missing.  
S: Engine found on right wing after brief search.

P: Autopilot in altitude-hold mode produces a 200 feet per minute descent  
S: Cannot reproduce problem on ground.

P: Aircraft handles funny.  
S: Aircraft warned to: straighten up, fly right, and be serious.

P: Evidence of leak on right main landing gear.  
S: Evidence removed.

P: Target radar hums.  
S: Reprogrammed target radar with lyrics.

P: DME volume unbelievably loud.  
S: DME volume set to more believable level.

P: Mouse in cockpit.  
S: Cat installed.

P: Noise coming from under instrument panel. Sounds like a midget pounding on something with a hammer.  
S: Took hammer away from midget





## A 5,979 Mile Corvair Road Trip—To Where?

Ok folks, I'M OLD! I'm so old that... You fill in the tagline. What I want to say that as I have reached my "golden years" one of the things I reflect on is my changing relationship with my precious Corvairs. I've been active with them since I purchased my first 'Vair in 1982 and joined Corvairs of New Mexico. It's hard for me now to believe that part of my early relationship with Corvairs was hitting the road with them whenever I traveled to places by car. I'll try not to brag too much, but I went on some epic trips in my beautiful 66 Monza.

When I was young and strong without much thought I got on I-40 and traveled west to L.A. and San Francisco. I can remember traveling through Needles, California and marveling as the temp gage on my Corsa dash climbed higher and higher. The result was one broken valve spring resulting in traveling several hundred miles on 5 cylinders! Happily, the car was up to the stress and I made it home. I'm amazed that all those highway miles did not get me down. Contrast this to my recent experience on the short road trip I took to Las Vegas, NM for our Tri-State. It had been several years since I motored on the Interstate in a Corvair and it was quite distressing how I felt as I staggered out of the car at the Castanada Hotel. I told the folks who were present when I arrived that I was not ever going on a long highway trip in a Corvair again. I was worn out!

So because of my trip to Vegas the idea of long distances and Corvairs has been heavy on my mind. Also, I began to reflect on all the many Corvairs I've owned and where they are today. You might remember a recent article about Pat Hall's 65 Monza 4-door that had been mine and, it turns out, also owned by a number of other CNM'ers. Well, I just got a message from Dave Langlois about one of my former Corvairs, and this is the story I want to share with you today.

This is the tale of a 62 Greenbrier van. I saw the van the first time at Dave's as he restored it to perfection. It got an updated engine, super interior and all sorts of other wonderful things, making it one of the nicest vans I had ever seen. Simply, I coveted that vehicle, and somehow I managed to talk Dave out of it. Dave was really attached to the van, so I really didn't purchase that car, I felt I had adopted it!

As it turned out my true love, Anne Mae, wound up driving that Greenbrier, with our two youngsters, Sara and Javi strapped in car seats in the back. She loved that van and named it Cinderella. Alas, it was with a "heavy heart" that I decided to sell it. Why? Because, as I remember it, she came home one day after giving our kids some chocolate bars and I spent the better part of the next day cleaning the interior. YUCK! I came to the realization that such a spectacular vehicle did not deserve that kind of treatment, and thanks to Jim Pittman and the CNM newsletter I was contacted by a guy in Colorado who just HAD to have it. Off it went to Colorado and its new life. I kept in contact for a time with the new owner, Dave Feasel, and was amazed when he wrote to me that Cinderella was included in a temporary display of Corvairs at the world-renowned Forney Car Museum in Denver. I still have a picture from that display on my wall. After that I lost track of the van until Dave Langlois sent me the following advertisement:

The picture is an advertisement for Cinderella. If you look closely the price quoted is in JAPANESE YEN! Cinderella is in Japan! Aside from a few small things, like the wheel covers, it looks exactly the same as when I had it back some 20 years ago. It looks the same, but it now resides 6,000 miles away. If Cinderella could talk it would certainly have quite a story to tell. I know one thing, it's travels dwarf any road trip I have ever taken. Can someone lend me 2.6 million yen? I want to get it back!-- Robert Gold



### 1962 Corvair Greenbrier

¥2,600,000

Listed 2 days ago · 横浜市中央区, 神奈川県  
Corvair Trader

 Send seller a message

Tomさん、このアイテムはまだ販売  
中ですか?

Send



***New Mexico Car Council Picnic, Oak Flats, 11 August 2024***

***Photos By Jim Pittman***





August 20, 2024—Dave Huntoon

The adventures of Lupe! She was late for an appointment and got on the freeway. Got a call, Lupe on I-40 Wyoming exit. Smoking and stopped. No oil showing on dipstick and engine seized. More later, stay tuned.....





## **Corvair Powered Gama-Goat Developed for Viet Nam**

March 1947 Drawings created by Roger

Gamaunt's depicting his first layouts of a six- wheel, two- body, articulated vehicle which would ultimately develop into what we now know as the “Gama Goat”.

**Author David Doyle**

**ISBN 978-0-89747-736-9**

**Advantages:** First book of this curious vehicle and its entire developmental history; nicely presented format

**Disadvantages:** Few photos of the Gama Goat as a shelter carrier, which was a primary task and role in divisional units of the US Army in the 1970s and 1980s

There are times when an idea seems great on paper, tests well, but the reality of its execution leaves much to be desired. Such was the tale of the Gama Goat, a high-mobility amphibious truck rated at 1 1/4 short tons capacity in cross country driving.

Robert Gamaunt, an American engineer, had been toying with a similar design since 1947, and in 1959 Vought Aviation took up the project to create a high-mobility 6 x 6 truck. The resulting prototype was all aluminum, powered by a 6-cylinder Chevrolet Corvair air-cooled engine, and weighed 3,000 pounds. But while this eventually proved a successful design, it also had one of the key Achilles' heels of the ‘Goat – the front and rear axles both steered, and keeping them in synch proved to be a nightmare.

The prototypes entered testing in 1961 and went more than 6,000 miles mostly trouble free. But after testing in Thailand in 1963 and demonstrating great mobility in swamp and jungle terrain, the Army asked for some “changes” to be made.

The Corvair engine was ditched, and after testing two engines the “winner” was a GM 3-53 diesel; a three-cylinder 103 HP wonder which on paper was half of the 6-53 engine then going into the M113A1. But it was a noisy, nasty engine which was mounted at head level behind the crew, and as such the crew always had to wear protective ear muffs when driving it. It remained amphibious, but now weighed around 7,000 pounds. Between 1968 and 1972 15,274 Gama Goats, officially the M561 6 x 6 1 1/4 Ton Truck, were built by CONDEC.

On a good day, the ‘Goat could do about 45 mph on highways with a 1,800 pound shelter and 3,000 pound generator trailer towed behind it. It had very good off-road capability and could climb amazing obstacles, even with the trailer attached. But it was a maintenance nightmare.

Its steering gear rarely stayed aligned, and its “easily serviced” outboard brakes (they are on the outside of the wheel and not inside like 99% of other vehicles) were nearly impossible to properly bleed and adjust. Since it was so articulated, it had around 22 universal joints, the failure of any one of which could bring the vehicle to a halt. If the emergency switch inside the body was inoperative, the vehicle was theoretically dead lined (but with a shelter on the back – which went empty nearly all the time when the vehicle was moving – who was going to crawl over and press it?) Also, any damage to the tailgate meant it would not float (a moot point with a shelter and generator trailer anyway).

Mr. Doyle has a superb collection of photographs and this book contains around 150 of the best that illustrate the history of the ‘Goat and its different versions. While it basically came with only two external options – a winch and a cold-weather hardtop, there were other detail differences such as aluminum or steel engine covers. While they came with troop seats for 10 and a canvas top, most units removed them (they also came with 12 life jackets for use in the water, but they disappeared very quickly among units with shelters).

Overall this is a good book for basic modeling of the ‘Goat, but as noted if you want to use it for other than the listed units, you will have to find a shelter or scratch build one. Highly Recommended for all Cold War US soft skin fans.

Here is an excellent website to explore about the Gama-Goat—

<https://truck-encyclopedia.com/coldwar/us/M561-Gama-Goat.php>

