

## TUCSON CORVAIR ASSOCIATION TURNS 50

The first meeting members were Frank and Mark McKenna, Gordon Cauble, and I believe that Chris Cunningham was present. The meeting was held at the McKenna's house.

Frank met Gordon at a saw repair shop down on Grant Road where they were both were driving their Corvairs and that started the trading of Corvaire information.

I believe that Frank met Chris Cunningham at one of the Chevrolet dealerships purchasing parts and was interested in forming a club.

Frank and Mark met David "Ace" Royer from the Dandy Dime where he had an ad for Corvaire parts and repair service. Frank and Mark took their '65 500 3speed that had a rattle in the engine in to meet him. Ace knew immediately that it was a bad flywheel. Ace was also interested in getting a club started.

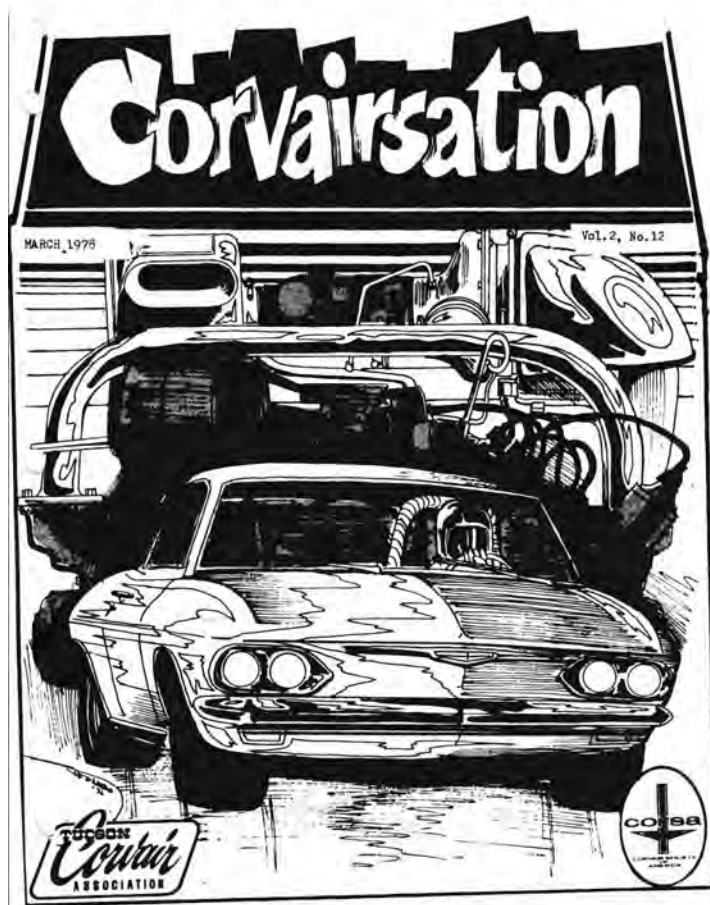
Frank met the club artist John Dilauro driving down Speedway. Frank was in his 64 convertible and John in his '62 pinstriped coupe. John pulled alongside and told Frank that he had a nice-looking car. John owned D-Signs and Art that was located on 29th and Craycroft; he was an extremely talented artist. He designed the front cover for the *Corvairsation*.

Most of the members of the club in the early years joined the Club from word of mouth at O'Rielly and Matthews Chevrolet. There were also many small local parts stores that carried Corvaire parts and donated parts to the club because this was 1976 and there were a lot of Corvairs still on the road.

Frank had decided that there was enough interest in keeping Corvairs on the road and decided to get people together and enjoy their passion and started getting the Tucson Corvaire Association formed.

It is still enjoyable for me to go back and read the old *Corvairsations* that Van has posted on the website. It brings back many memories of my early years working on cars.

Mark McKenna



*The first cover of the Corvairsation designed by John Dilauro. It appeared on the cover for many years*



*Frank McKenna's '64 Spyder at the CORSA Mini Convention, February 1982*



## TUCSON CORVAIR ASSOCIATION

Established 1975

The **Corvairsation** is a quarterly publication of the Tucson Corvair Association, which is dedicated to the preservation of the Corvair model of the Chevrolet Motor Division of General Motors. The Tucson Corvair Association is a chartered member of the Corvair Society of America (CORSA) as Chapter 357.

**Membership dues** are \$25 per year for individuals. Make checks payable to the Tucson Corvair Association and mail to the TCA Treasurer.

**Change of Address:** Report any change of address or phone number by emailing changes to [tucsoncorvairs@yahoo.com](mailto:tucsoncorvairs@yahoo.com)

**CORSA membership** dues are \$45 per year (\$90 for 26 months) and include a subscription to the CORSA Communiqué, a monthly publication. Rates are \$37 per year and \$74 for 26 months for a "virtual" membership. CORSA memberships is not required for membership in the Tucson Corvair Association, but is highly recommended. See any TCA officer for more information.

**Business Mailing Address:** 4842 W Paseo de las Colinas, Tucson, Arizona 85745

**Website:** [www.corvairs.org](http://www.corvairs.org). Email address: [tucsoncorvairs@yahoo.com](mailto:tucsoncorvairs@yahoo.com)

# TCA 2025 Events at a Glance

**3rd Sat of  
each month**

**Monthly Meetings:** 9:00am, Rudy's  
BBQ, 2130E Ajo Way, Tucson.

**Sat, April 6,  
2025**

Chevy Showdown, Desert Diamond Casino, Sahuarita, Arizona

**May 19-24,  
2025**

CORSA International Convention:  
Santa Monica., California

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**A Rose  
Among the  
Thorns**



# Meet our New President

*Richard Travis is not only the newest member of TCA but is the new President of the Club. He and his wife Annette have moved from Prescott Valley to Pearce, Arizona and are still in the process of getting settled in their new home.*

*Richard comes to us with 25 years in the Corvair world and with experience in several other car clubs over the years. He will be a great addition to the Tucson Corvair Association.*

*Richard is the proud owner of two Corvairs: a 1961 Monza coupe and a 1962 convertible. Both cars are beautiful condition and have been tactfully modified.*



My 1962 Chevrolet Corvair Convertible was purchased by the James Underwood family in October 1962 from a dealer that would become Lamb Chevrolet across from Murphy's Grill. The car was driven to Prescott High School by members of his family. Over the years, it was used and abused and finally ending up in a back yard four blocks from our house covered over with a blue tarp.

That is where I come in. I passed by it weekly at five o'clock in the morning on my way to work. When the tarp had been blown off, I would stop and recover it. This went on for some time. One day I was covering it and an older man appeared in the yard. I told him I just couldn't let it go uncovered, and that's all I was doing in his yard was covering it. He said "I know I've been watching you and someone that cared that much for that car should own it". I told him I could not afford to buy it. He said he would sell it to me for one hundred and fifty dollars paid in full down the road when he got the title. The Underwood family were away traveling with the forestry and would not be home for some time. However, I would have to remove it by Saturday, just 3 days away. I towed it home, cleaned out the trash, and found the body in good shape. A few days later, I had it running. Seemed like the ugly duckling was coming to life. I had the car sold two different times, but both times the deal fell through.

Maybe the car was meant to be mine. So, in the garage it went where I took it down to the bare body and started to rebuild it. It took eight years working on it when I could and saving up to buy the next needed parts.

On September 10, 2010, I took it around the block for the first time, still ugly duckling, but now it had a rebuilt 140 engine with a milled cam, all new internal parts, and four primary carburetors. It had four flared fender wells, two hood scoops, quarter rear bumper, and 1954 Pontiac taillights. The interior would be painted dark metallic turquoise and light gray upholstery and the external would be painted diamond white with orange metal flex. It now has front disc brakes and four 14-inch American Mags. The car gets lots of thumbs up from passersby's every time I take it out. I always end up talking to someone in the parking lot. There are many people out there with their own Corvair stories and I enjoy hearing them one and all.

I'm now the proud owner of two Corvairs; a 1961 Coupe with license plate "papas 61" and my 1962 convertible license plate "papas 62". When it comes to finding a Corvair, you have to look for the first one after that they will find you.

*Richard*





# DESERTER GT

The DesreTERS were built from 1968 through 1974 with only 410 of the GT model produced. Quite possibly the best looking non-dune buggy ever, The Deserter GT was built on a tubular frame and was mostly Volkswagen based







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# The Thomas Crown Affair

Is there anybody who doesn't remember the great dune bug scene from the 1968 film *The Thomas Crown Affair*?

The buggy was built by the Meyers Manx company and modified by Steve McQueen and his cronies. It was built on a VW platform with a 220hp Corvair power plant. It weighed in at about 1000 pounds.

After many years of storage it was restored and sold at auction in 2000 for a meager \$450,000. It was then acquired by Meyers Manx where it resides today.



*A replica for the  
buggy now lives in  
France*

