

PICTORIAL REVIEW—NEW CARS FOR '62

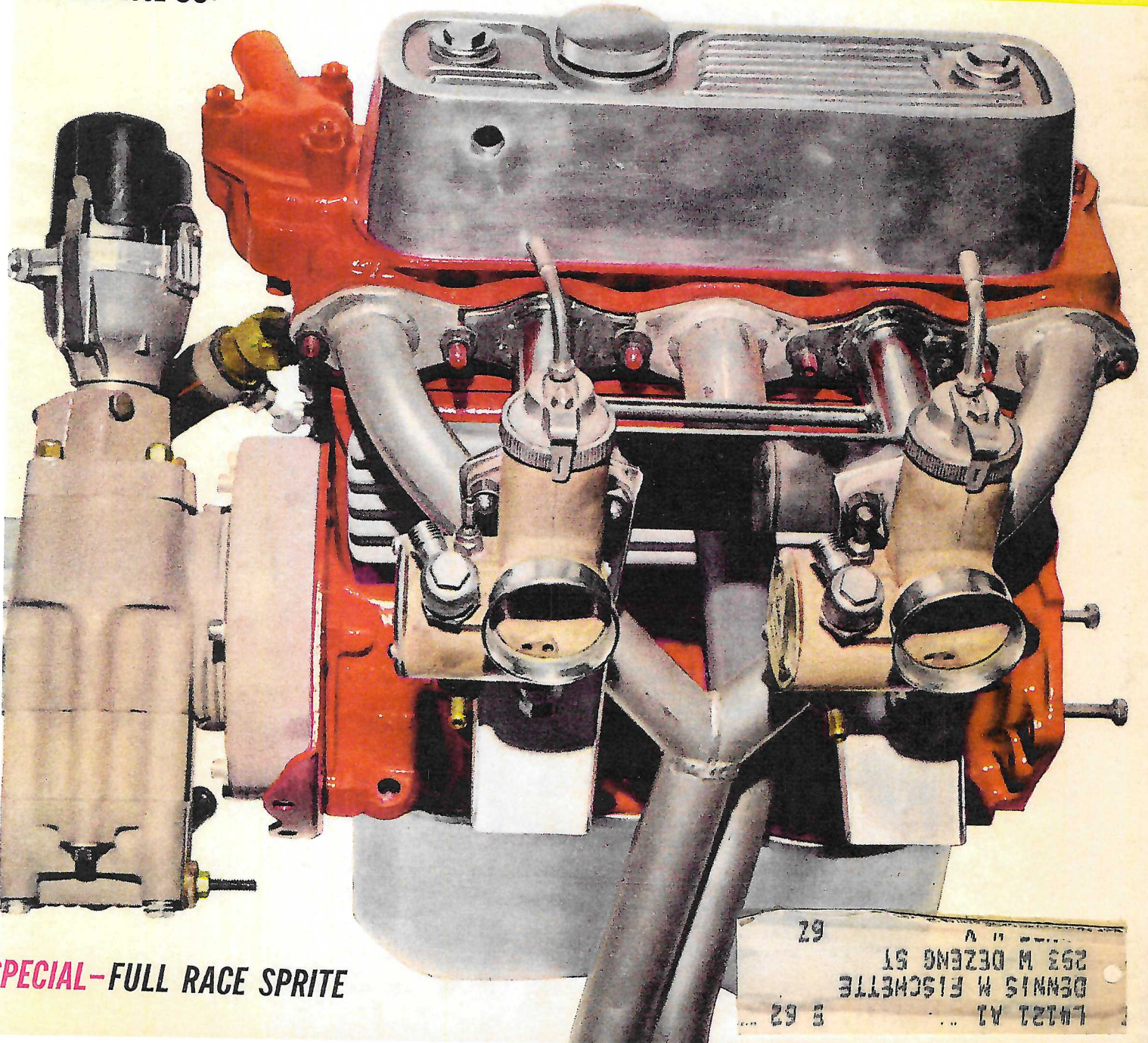
# SPORTS CAR

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GRAPHIC  
Combined with  
MOTOR LIFE

JANUARY 1962 50c

**ROAD TESTS:** JAGUAR MK X  
FIVE LITER MASERATI G.T.  
**CUTAWAY:** PORSCHE RS-61  
**COMPETITION:** U.S. GRAND PRIX,  
RIVERSIDE, LAGUNA SECA

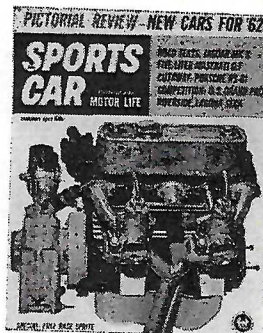


**SPECIAL—FULL RACE SPRITE**



# SPORTS CAR GRAPHIC

Combined with  
**MOTOR LIFE**



"Under Construction"  
This little BMC bear  
is destined to power  
a Junior. Our report  
is on Pg. 64.  
Ektachrome  
by Alexander.

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## ROAD TESTS

Maserati GT — Five Liters of Luxury .....	22
Jaguar Mk. X — Latest in a Long Line .....	32
Blown Devin C — Track Test on Hot Hybrid .....	50

## TECHNICAL

Stuttgart's Silver Stormers — Dissecting the Porsche RS 61 .....	Jerry Titus	42
Make the Sprite Sizzle — For Formula Juniors .....		64

## FEATURES

57 Varieties — American Competition Engines, Conclusion .....	OCee Ritch	28
Driver's School — Tips for the Novice .....	Sherrie Zuckert	48
Show Time — Beauties at Frankfurt and Paris .....	Bernard Cahier	54

## COMPETITION

Riverside Grand Prix — Boodle for Brabham .....	John Christy	12
Mosport — Rewards for Ryan .....	Don Grey	26
Watkins Glen — Cups for Constantine .....		36
U.S. Grand Prix — Income for Ireland .....	Sherrie Zuckert	38
Hanford — Pay for Pigott .....	Pete Biro	53
Laguna Seca — Money for Moss .....	OCee Ritch	60
Little Le Mans — Repeat for Riley/Rutan .....	Sherrie Zuckert	66
Reno — Pewter for Parsons .....	Pete Biro	70

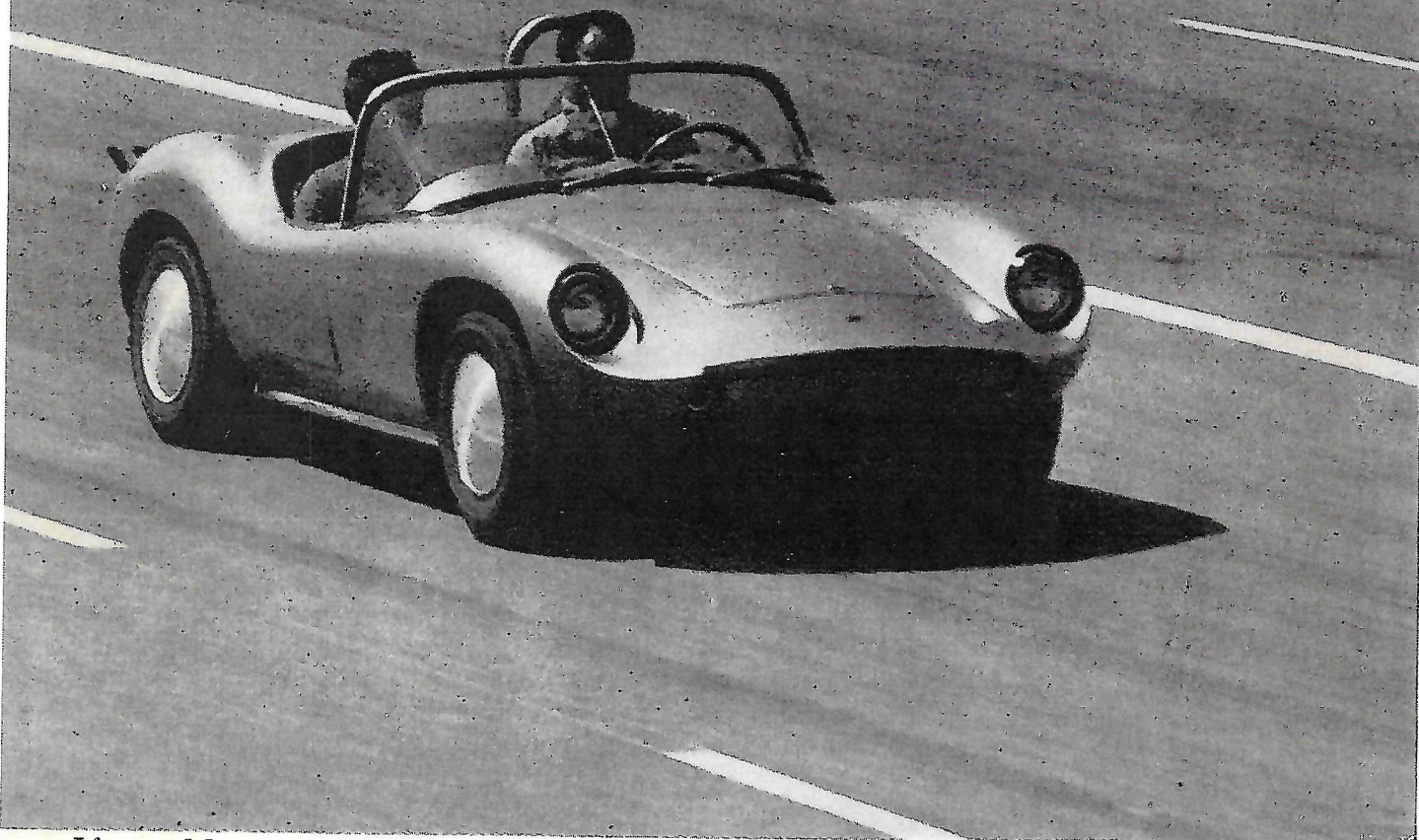
## DEPARTMENTS

Editor's Column .....	4
Around the World in 30 Days .....	6
Calendar .....	8
Letters .....	10
F. R. A. Bulletin Board — News from the Formula Front .....	72
New Products .....	74

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## FOLLOW-UP REPORT BLOWN DEVIN "C"



*If you blow your engine, then don't blow your engine, you've got a winner, if you understand what we mean.*

BY JERRY TITUS

PHOTOS: RANDY HOLT

IN OUR OCTOBER REPORT on the Devin-Corvair we explained that wrecking-yard parts were used in the assembly of the initial unit and that we tested it under barely completed conditions. The car was ordered by Dave Lewis, a salesman at Hollywood Sport Cars, and no sooner had he taken delivery than things happened fast. Andy Granatelli, of Paxton Products, heard that the car was on the road and wanted very much to try his Corvair supercharger kit on one to go record-hunting at Bonneville a week later. When Devin advised him that there wasn't time to get a second unit assembled, Lewis was contacted and arrangements made to borrow the car for a six-week period. So, as of this writing, Dave has managed to drive his machine for only two short days.

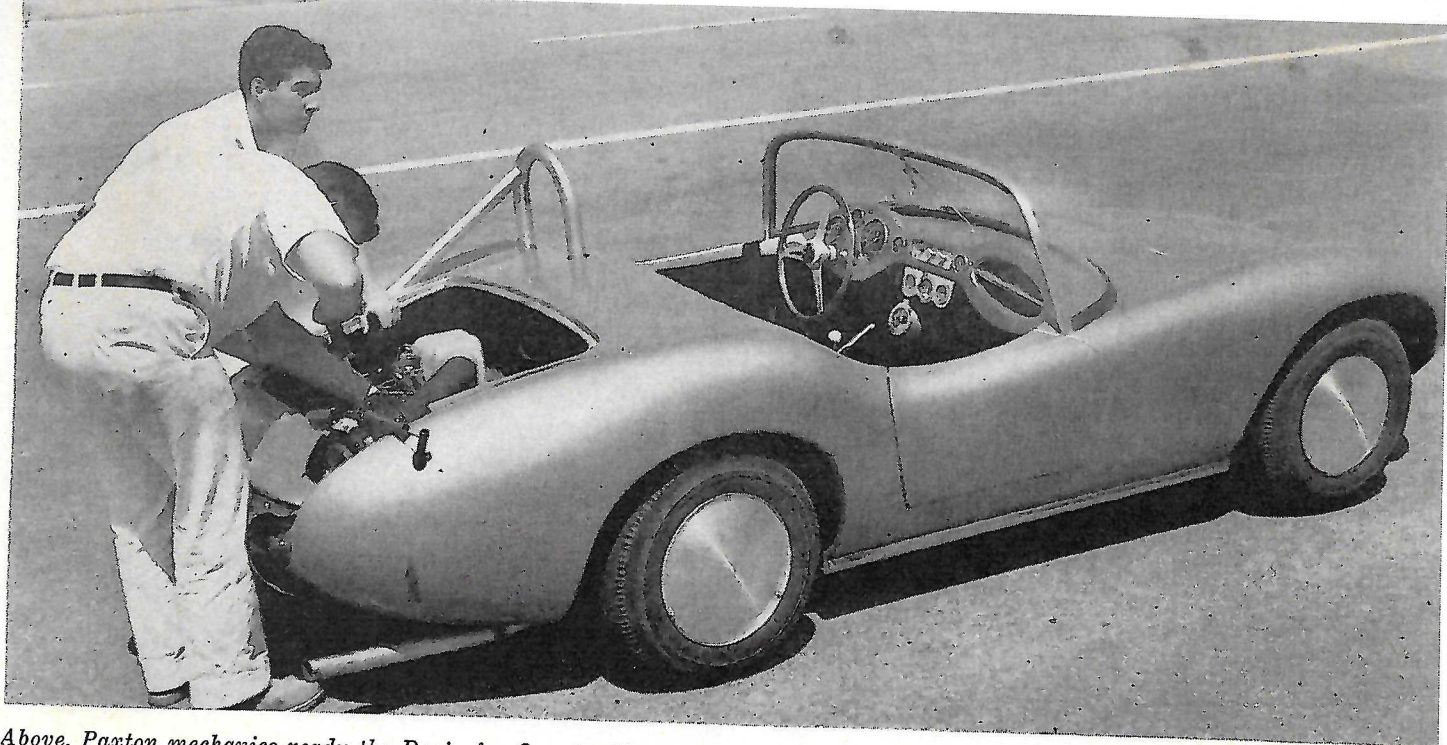
The Paxton crew jumped on the car immediately, bolting in a "loosened-up" engine, changing the gear ratio to 3.09 to 1, installing a blower kit, an extra battery and a 24-volt aircraft fuel pump. Time and the weather worked against them and they were unable to get an official run at Bonneville, though Andy managed to sizzle his Paxton-ized Chrysler 300F through the traps at over 185 mph. Somehow (and we can't delve into *that* any further) a very unofficial time of 167 mph was obtained on the pressurized Devin. Granatelli feels that a potential of 175 mph can easily be accomplished.

There was little change in exterior appearance of the car, except that a part of the blower now peeked through the rear deck. The rear wheels had been decambered some and the engine moved a bit forward in the chassis. An efficient roll-bar was now located behind the driver's head and extra gauges were mounted on an accessory dash under the original. Moon discs were installed on the wheels. Unfortunately, for our purpose, there hadn't been time to straighten out the suspension or brakes to match the extra performance, so our tests were limited to straight-line runs.

In terms of URGE, the Paxton-blown car really has it. We were amazed to come smoking off the line like there were seven liters behind us instead of two-point-three. We used tachometer figures against the loaded-rolling-radius to come up with our acceleration times and, while they're undoubtedly inaccurate below 50 mph, they should be dead on above that. With two people aboard we charged through the quarter-mile at 107 mph, with a 15.2-second Elapsed Time. Alone, we coasted through the traps for a 13.8 ET when the blower hose ruptured halfway down the run. From a Corvair, this was indeed impressive.

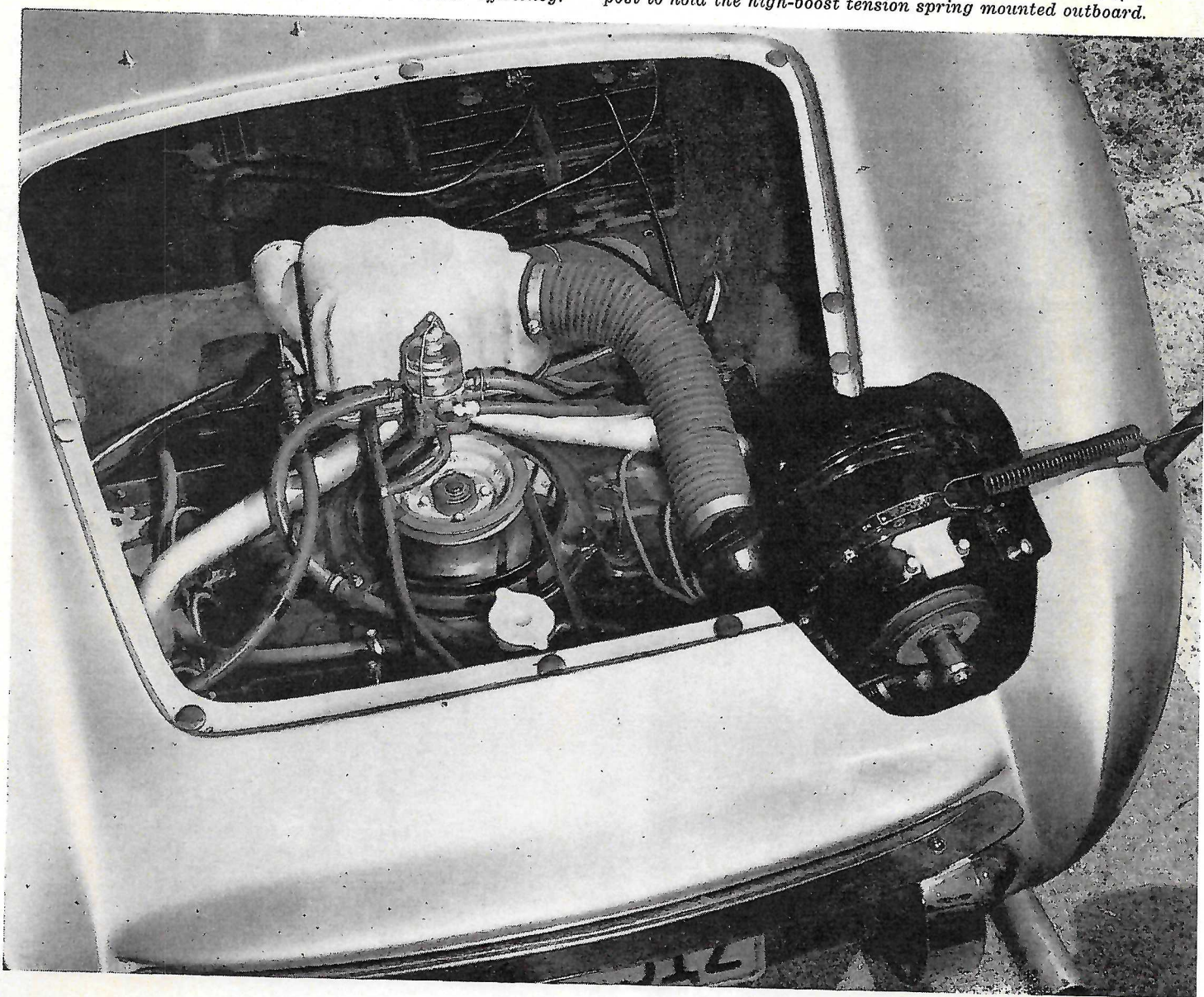
The weekend after this Granatelli took the little gold car to the Fontana dragstrip and proceeded to establish an overall sportscar record with a 12.94 second ET, at 107.58  
*(continued on following page)*



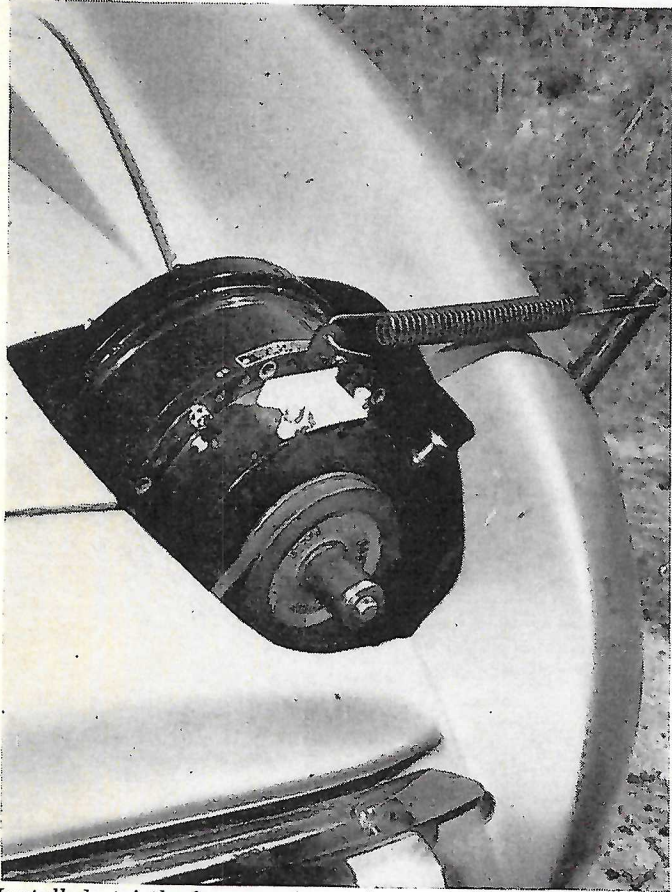


*Above, Paxton mechanics ready the Devin for Quarter-Mile acceleration runs. Note the boost-pressure gauges and extra tach. mounted on dash to keep track of blower efficiency.*

*Below, use of the stock Corvair supercharger kit necessitated cutting of the rear deck and one fender, the installation of a post to hold the high-boost tension spring mounted outboard.*







Installed strictly for experimental purposes, the Paxton kit combined with the slightly modified engine to boost output of the tiny Corvair to over 190 hp. The car, right, caused more than a little commotion among Corvette owners when times at local strips smashed the out-&-out sports car record runs.

DEVIN "C" (continued)

mph. This shook the Corvette boys right down to their socks. His next assault was at San Fernando the next weekend. Again this resulted in a Category record with a 12.44 ET and a 109.75 through the traps. By the end of the day the Devin was tied for Little Eliminator against an out-&-out rail job, but the final run-off was called because of darkness. By the following weekend, the word was out. The Corvettes stayed away in droves and several challenges from as far away as San Francisco had failed to appear. Reportedly, Granetelli was requested by strip operators in the area to please retire the Devin from this particular phase of competition before they went out of business.

From there the car was returned to Devin with the blower removed and frantic efforts were made to ready the car for the Times-Mirror race at Riverside (see page 14) four days later. When castings ordered for the disc brakes failed to arrive, a last-minute panic developed in converting back to drum units and obtaining wheels that would clear the drums. Things didn't work out too well, but Lewis and driver Pete Woods decided to run anyhow. Pete started the race with what amounted to only one brake working (it was dragging) and it was only a few laps before the dependance upon engine-deceleration caused overheating and cooked two cylinders and pistons, forcing retirement. But even these few laps proved what they wanted to know; the car handled very well and had adequate power to match the other cars in its class.

At this writing another "C" is being readied. This one embodies improvements that were impractical to make on the prototype and has disc brakes. Two Corvair powerplants are under construction. One is a highly-tuned version that's normally aspirated; the other contains conservative modi-



fications and will be blown by a new "453" GMC super-charger. It's expected that the latter will develop the most reliable horses, but the car will be campaigned in both forms to prove this conclusively. While existing rules may force it to complete the season as a Modified, there is no present reason why it wouldn't qualify as a GT entry in 1962 and very possible that it'll make the Production category. Either way it'll be a very interesting machine to watch.

