

**SPECIAL: NEW DEVIN CORVAIR**

# **SPORTS** IND **CAR**

GRAPHIC  
OCTOBER 1961 50c

**LATEST FROM EUROPE—**

**Austin Healey 3000 Mk II**

**VOLKSWAGEN 1500**

**FRONT-DRIVE RENAULT**

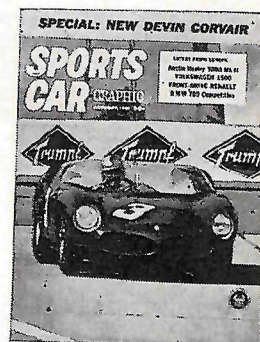
**BMW 700 Competition**





# SPORTS CAR GRAPHIC

Published Monthly



Taffy von Trips wheels the high-tailed 3-liter Ferrari through a bend during the 1000 Kilometer race at the Nurburgring. Co-driven by Phil Hill, the big red hustler led until a crash ended the effort. Anscochrome by Didier Dorot.

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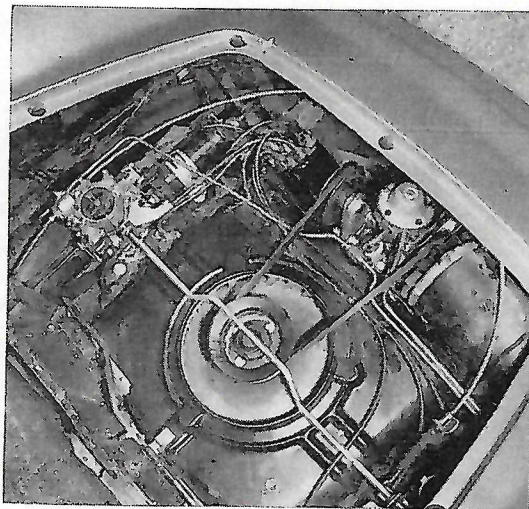
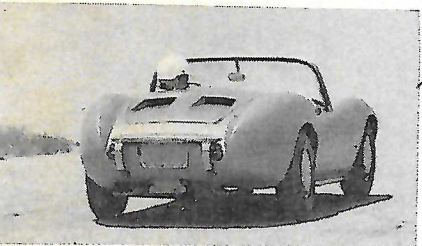
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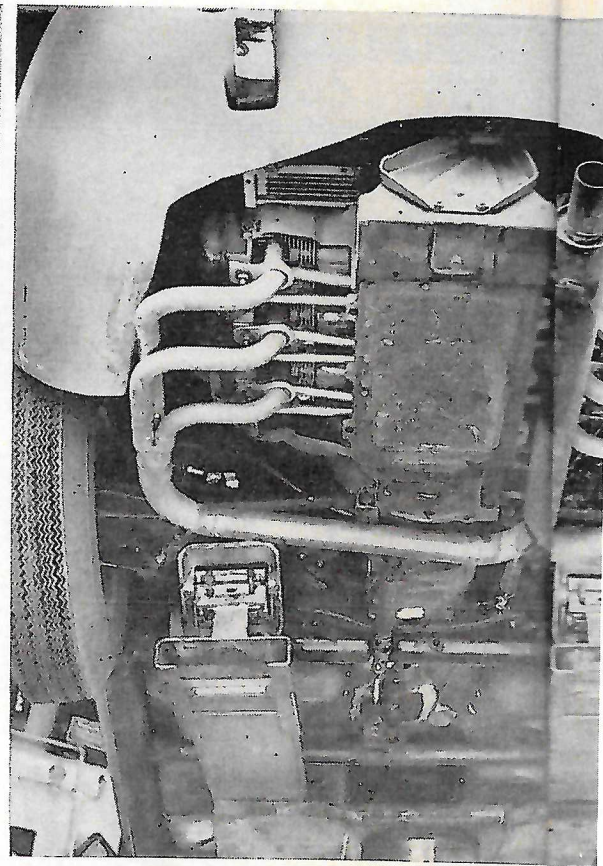


## TRACK TEST

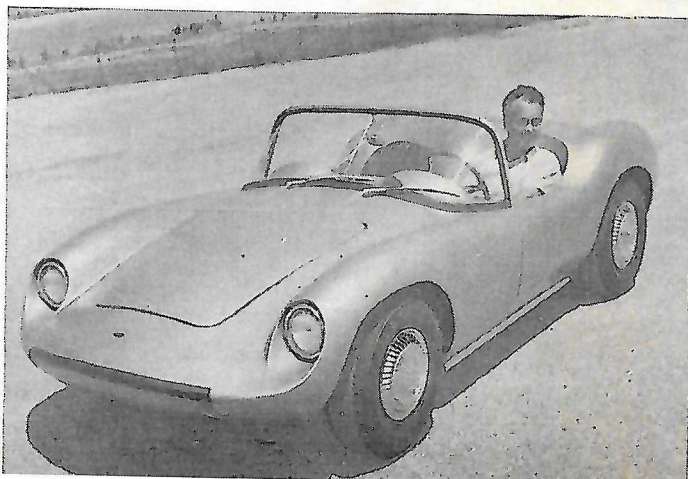
# DEVIN C



*At right and above, the Corvair powerplant fits the "D" shell with no alteration, but ups the total weight of the car some 230 lbs. While an oversteer tendency was present in prototype, nearly dead neutral handling is expected in the production models. Bill Devin, below, accompanied us on the test of his latest offspring.*



PHOTOS: PAT BROLIER





With a Corvair engine for power, now C stands for Devin, too!

IN THE MAY ISSUE OF SCG, we tested the lively, enjoyable Devin "D", a VW-powered roadster available in either kit or assembled form at very nominal figures. At that time Bill Devin hinted that a similar machine, using a Corvair powerplant, would soon be in the works, so we kept close tabs on its progress and garnered a test ride during its initial runs. Because of its newness and the fact that it was a prototype, there were several bugs to be rationalized, but the fact remains that Devin has done it again; come up with a practical, enjoyable sports car, this time with LOTS of suds.

The Devin "C", as the model will be designated, is based on the same frame and body as the "D". The prototype was a metallic bronze as compared to the bright red of the "D", but this was the only external difference. The instrument panel sported a large 150-mph speedometer and matching size tach that read to 8000 rpm. Otherwise, the cockpit appeared identical. Underneath, however, things were considerably different. The entire rear suspension, driveline, transaxle, and powerplant came out of Detroit, rather than

Wolfsburg (even though the design concept may not have). With some changes to the rear section of the frame, the Corvair engine became relatively simple to install and Chevy's sub-frame technique did the same for the transaxle and suspension components. One problem on the prototype, which uses a modified "D" frame, was that the control rod to the remote shift handle ran smack through the middle of an important crossmember, so some rather unsanitary gobbling was necessary to clear it. In Devin's production units, a different type of rear crossmember will eliminate this condition.

The front end assembly of the Devin remains Volkswagen-derived — double trailing arms, torsion-bar suspended, with the VW steering box included. The efficiency, lightness, and simplicity of this unit makes it an ideal choice in combination with the Corvair semi-trailing, semi-swing rear arms.

The prototype was constructed more or less to prove the feasibility of using the Corvair in a light sports car, so the majority of components were wrecking-yard derived. The engine and transaxle came from a Corvan — the small commercial unit — and had meager horsepower, a very low final drive, and horrible gearbox ratios for this particular application. The gap was so wide between 3rd and 4th, for example, that downshifts were impractical. Valve float occurred at 5000 rpm and we used 2nd gear

to start off our acceleration runs because of the truck-ratio First. Even so, the times recorded were impressive. In checking back, we found them superior to the Porsche Super 90, which is a long way from the turtle category. Devin plans to make the "C" a deluxe job, using the Monza Sport engine and then including mild modifications — probably those developed successfully by Bill Thomas — or a Paxton supercharger. The first of his production cars, going to West Coast hot-shoe Pete Woods, will have disc brakes and — knowing Pete — we suspect this unit will see a lot more than just street use. The prototype, however, had a combination of Corvair and VW drum brakes. These worked well, but we doubt their longevity in any competition applications.

(continued on p. 81)

## TRACK TEST/DEVIN C TEST DATA

VEHICLE ..... Devin MODEL ..... "C" (Corvair)  
PRICE (as tested) ..... Prototype OPTIONS .....

### ENGINE:

Type: ..... 6-cylinder, flat-opposed, air-cooled  
Head: ..... Alloy, removable  
Valves: ..... Ohv, pushrod-rocker actuated  
Max. Bhp ..... 80 @ 4000 rpm  
Max. Torque ..... 2.6 in. 66 mm.  
Bore ..... 3.4375 in. 87.31 mm.  
Stroke ..... 2.6 in. 66 mm.  
Displacement ..... 145 cu. in. 2376 cc.  
Compression Ratio ..... 8 to 1  
Induction System: ..... 2 Model "H" Rochester single-throats  
Exhaust System: ..... 6-into-2-into-single muffler  
Electrical System: ..... 12 Volt, single distributor

CLUTCH ..... Single disc, dry  
Diameter: ..... 9.12 in.  
Actuation: ..... Cable  
TRANSMISSION: 4-speed-synchromesh  
top 3 (commercial gears)  
Ratios: 1st ..... 4.27 to 1  
2nd ..... 2.55 to 1  
3rd ..... 1.55 to 1  
4th ..... 1.0 to 1

DIFFERENTIAL: ..... Convair transaxle  
Ratio: ..... 3.89 to 1  
Drive Axles (type): ..... open, single-joint  
Steering: ..... VW worm & peg  
Turns Lock to Lock: ..... 2 3/4  
Turn Circle: ..... 33 ft.  
BRAKES: ..... VW-Corvair drum type  
Drum or Disc Diameter ..... 7.58 in.  
Swept Area ..... 139 sq. in.

### CHASSIS:

Frame: ..... Steel tube, square main rails  
Body: ..... Fiberglass  
Front Suspension: ..... VW trailing arm, torsion bars  
Rear Suspension: ..... Corvair semi-swing arms & coil springs  
Tire Size & Type: ..... 6.50x13 tubeless Goodyear

### WEIGHTS AND MEASURES

Wheelbase: ..... 83 in. Ground Clearance ..... 8 in.  
Front Track: ..... 52 in. Curb Weight ..... 1380 lbs.  
Rear Track: ..... 50 in. Test Weight ..... 1655 lbs.  
Overall Height ..... 44 in. Crankcase ..... 4.5 qts.  
Overall Width ..... 62 in. Cooling System ..... Air  
Overall Length ..... 150 in. Gas Tank ..... 7 1/2 gals.

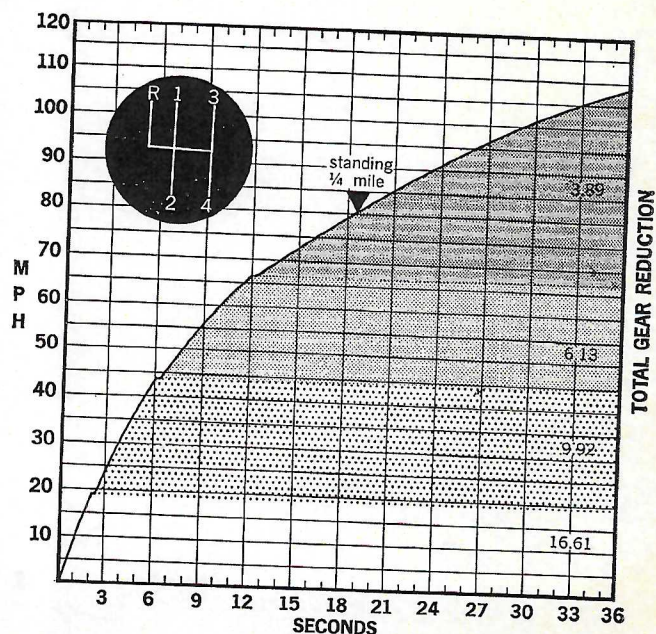
### PERFORMANCE

0-30 ..... 3.8 sec. 0-70 ..... 14.6 sec.  
0-40 ..... 5.8 sec. 0-80 ..... 18.8 sec.  
0-50 ..... 7.9 sec. 0-90 ..... 23.8 sec.  
0-60 ..... 9.5 sec. 0-100 ..... 28.1 sec.

Standing 1/4 mile 18.6 sec. @ 80 mph. Top Speed (av. two-way run) 108 mph.  
Speed Error 30 40 50 60 70 80 90  
Actual 28 38 49 59 68 78 88

### FUEL CONSUMPTION

Fuel Consumption Test: ..... 18 mpg Average ..... 23 mpg





year's winner McKee on a Lotus.

Final winner of a most exciting Grand Prix, Ferrari had nevertheless felt the ground tremble for a while at Reims, and it would have been particularly humiliating for the Scuderia to have been beaten by a car as old as Gurney's Porsche on a circuit so perfectly suited to the Italian machines. The lesson learned at Reims will no doubt be well studied by Ferrari and, in spite of their near failure there, we can expect the continuation of their superiority as well as a continuation of Baghetti on their team, and they certainly owe this to the man who saved the day for them. It had been a grand day of racing and it is very rare to see a race in which so many played leading roles at some time and in which there were so many possible winners.

I am not one to go back over a race with a big "if." But it is true to say that Moss could have won that one if it had not been for his pit stop and his collision with Phil, and Clark and Ireland, who drove such a beautiful race on their Lotuses, had their chance, too, if their gear boxes had not slowed them down at the end. Anyway, in motor racing only the result counts and young Baghetti really deserved his victory. 🏆

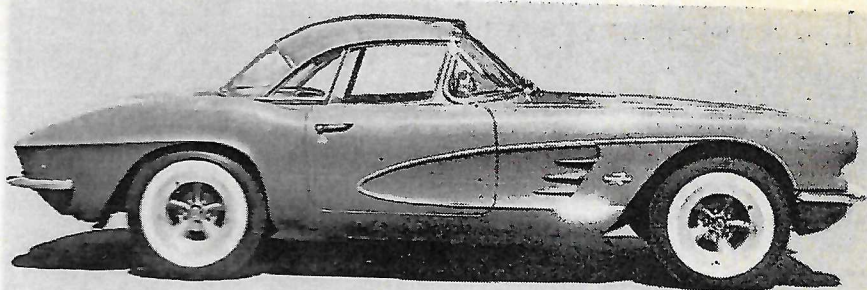
## DEVIN

(continued from page 39)

Devin uses the wide-cross-section, 13-inch wheels and tubeless tires on the "C" that were optional for the "D." In cornering we encountered some "mushy" tendencies from the tread profile of the normal-usage Goodyears, but this could be corrected by using almost any sport tire with a contoured tread. Handling of the "C" was otherwise impressive; slightly oversteer but very easy to control by taking a cornering "line" that would induce some understeer and then applying power to stabilize it. Once the tail moved out more than a foot, fast correction became necessary and momentary lifting of the throttle was usually required to keep it from spinning. While this tendency existed, we were able to incur it only by what could be considered a driver mistake and only at high cornering velocity. Otherwise, the car was relaxed and forgiving, simple to control. What was amazing about this was that no changes had been made to caster, camber, etc., in either the front or rear end. Steering pressure was extremely light, so a slight bit more caster in the front and about two degrees of negative camber in the rear would probably make the car dead neutral in handling and extremely stable, insensitive to the corner-entry angle taken.

The Corvair-powered Devin will be offered in kit form for the same \$1995 as the "D" kit but the finished "C" will be considerably more expensive for obvious higher component costs and the fact that Devin plans to market them only in a high state of both chassis and engine tune, as performance GT's. As such, they should be extremely palatable.

— Jerry Titus



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