With the many uses and advantages of going the modern camper way, your investment in fun and convenience is multiplied.



On the road you cruise at normal high way speeds. Parking is as simple as any car, and in a camper your family can rest or sleep while traveling. Camp is set up in seconds and you have the built-in convenience of stove, ice box, water, sink, lights, heater, soft beds. and plenty of storage space.



If you want to use your truck for hauling it only takes a few minutes to take the camper off the truck and your camper becomes an all-season, insulated extra quest room or



your camper can become a portable houseboat, trailer, cabin, or office.



Everyone agrees, if you're on the move, go modern, go camper.



proudly display

This seal means that the manufacturers of these tops and coaches are giving you quality in construction, integrity in business practices, and assurance that they will stand behind their individual guarantees.

PORTABLE CAMP COACH Association Pomona, California Box 693



Driver's Report

DEVIN SS

his abilities are not limited to molding plastic into attractive shapes.

The SS, as the car is called, is built on a tubular frame with a 92-inch wheelbase. Suspension is by combined coil spring and shock absorber units, independent front loose or wet surfaces. and de Dion rear.

Disc brakes and rack and pinion steering, requiring 2.5 turns lock-to-lock, complete the undercarriage.

The engine is a 283-cubic-inch Chevrolet V-8, stock except for a box-shaped manifold that permits any combination of carburetors to fit under the low hood. With a single four-barrel as tested, it actually appears less efficient than the usual system.

Gearing is standard Corvette, a fourspeed transmission and 3.70-to-1 rear end

Devin's experience with fiberglass shows in the excellent finish of the two-passenger body. The surface is smooth and panels fit securely.

In true sports car tradition, the interior is stark and simple.

The driver sits with his arms almost straight out to the wheel and controls respond like an extension of his own nervous

With a big engine hauling only a ton of automobile, it hardly matters what gear is used. First is fast enough to break most speed laws yet third will move the car smoothly from a dead stop.

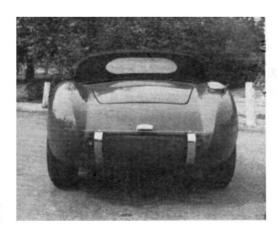
The o-to-60 time of 7.2 seconds is only

DILL DEVIN has quite a reputation for a hint of what the car could do with **D** his fiberglass sports car bodies. Now, a hot Corvette engine. The o-to-30 and he is producing a complete car that proves o-to-45 figures were 3.2 and 5 seconds, respectively.

> Cornering is superb. There is a slight understeer until power is applied, then the car comes around exactly as the driver directs. Traction is firm on all but

Naturally, there are some problems. The noise level is high, controls are stiff at traffic speeds and entry and exit are difficult, especially with the top up. None of these, however, is excessive for a highpowered sports car.

The price? A reasonable \$5950 at the factory in El Monte, California. •



BULKY REAR END is designed for function. Each fender houses a 15-gallon fuel tank and trunk holds weekend supplies for two.



FIBERGLASS ROADSTER measures 164 inches

long and 44 inches high. Sloped radiator

and special manifold allow low hood line.

SPECIAL INTAKE MANIFOLD, box-shaped for various carburetor combinations, is Devin's only modification of Chevrolet V-8 engine.



ENTRY AND EXIT are cramped. Right-hand drive is for competition, normal position is also available. Wheel is wood-rimmed.

January, 1960



MOTOR LIFE