

"Manufacturers of National Champion Sports Cars Since 1954."

June 26, 1996

Steven E. Young
8383 Wilshire Blvd., Suite 510
Beverly Hills, California 90211

Dear Steve:

This letter is in response to your inquiry as to the origins of the Devin S/S (Chassis No. DSS-001) which you recently purchased.

I started the S/S Program in 1957 when I commissioned the rolling chassis to be manufactured in Belfast, Ireland, and shipped to my El Monte, California facility to be fitted with the engine, drive train, body work, trim, etc. The finished cars were then sold through my dealer network.

The making of the chassis out of the country proved to be an inconvenient and expensive proposition and I soon found it was difficult to price the car competitively. In 1959 I initiated a program where the whole car would be constructed at my El Monte facility. I felt this would result in a better and easier car to build along with keeping the price competitive.

A new frame was designed using basically the same layout as the original except it was much stiffer. The front suspension was of the "un-equal length" A arm design for improved suspension geometry, while the rear suspension was "coil over" live axle for simplicity and reliability. The fuel tank was moved from the rear fender quarters to the center rear of the chassis within the rear frame structure for safety. The rest of the car was essentially the same as the "First Design" S/S.

Your car (Chassis No. DSS-001) is the prototype for this "Second Design" American Chassis S/S. It was built in the Fall of 1959 and was used as a factory "Display" car until it was originally sold in 1961.

I am very happy that you have plans to do some vintage racing and touring with the car. It is good to see more and more of the old original Devin cars on the track and being used for the different "tours" around the country.

June 26, 1996
Page 2

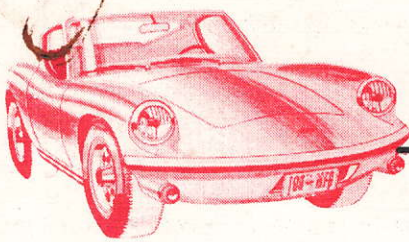
I hope this will shed some light on the history of your car.
If I can be of any more help, please let me know.

Best regards,

Bill Devin

Bill Devin

BD/sjf
Devinltr.1



"Manufacturers of National Champion Sports Cars Since 1954."

July 3, 1996

Steven E. Young
8383 Wilshire Blvd., Suite 510
Beverly Hills, CA 90211

Dear Steve:

I just received your letter in reference to your Devin S/S (Chassis No. DSS-001). You wanted to know what the differences were in the First Design (Irish chassis) cars and the Second Design (American Chassis) cars.

Both cars were the same except for some changes in the frame and the suspension. The second design frames were essentially the same as the first design from the front of the engine rearward, except the longitudinal round frame members were replaced with rectangular members to add stiffness to the chassis. The front portion of the frame was of a different design to accept the unequal length "A" arm suspension as used on your car. A different mounting of the radiator was used. The latter design used unequal length "A" arm front suspension instead of equal length Parallel "A" arms and a live rear axle in place of the DeDion tube. The rear retained coil over shocks and rear locating rods as used in the original design. The other major change was the re-locating of the fuel tank to the center of the chassis within the framework. The original design used two fuel tanks - one in each rear quarter panel area behind the rear wheels. This change was made primarily for safety.

The rest of your car is essentially the same as the first design S/S. The body, top, dash and instruments, wheels, bumpers, interior, etc.. These components were all the same.

If you would want to convert your car to be the same as the first design cars you would have to do the following:

Frame: replace the longitudinal rectangular members with round tubes. This is a very major re-work and would probably result in a chassis which is not as stiff.

Suspension: The front section of the frame would have to be re-worked to accept the original design equal length "A" arms and rack and pinion steering. A new radiator mounting would be

July 3, 1996
Page 2

part of the re-work. The rear suspension would simply have to be removed and replaced with the DeDion components. The rear frame design is the same as the first S/S chassis.

Brakes: With the replacing of the front suspension you can now use the earlier design larger Girling calipers and rotors. The DeDion tube will relocate the rear brakes to the inboard position. These are also the earlier Girling design with larger discs.

The fuel tank location I would not change for safety reasons - especially since you intend to use the car in competition.

If you are interested in making any of the changes, I will be glad to assist you as I can. I do have most of the parts which would be required and what I do not have I can assist you in locating.

I hope this answers your questions. Please let me know if I can help.

Best regards,

Bill Devin

Bill Devin

BD/sjf
devinltr.2

Chris Wickersham
3760 Greenmill Road
Pasadena, CA 91107
(818) 359-4498

March 26, 1997

Mr. Steven E. Young
8383 Wilshire Boulevard
Suite 510
Beverly Hills, CA 90211

Re: Inspection & Appraisal
1959 Devin S/S S/N SS-001

Dear Mr. Young:

I want to thank you for the opportunity to visit with you and inspect your Devin S/S. I have been involved in the automobile restoration business for the past 43 years, specializing in Vintage race cars and Devin automobiles for the past seven years.

I have inspected your Devin S/S and found it to be very original and complete, including the all-weather gear, and in excellent condition with only safety modifications as required for Vintage racing.

Because so few Devin S/S's were made and very limited numbers change hands, it is difficult to compare your car, which is so original, with the few complete cars which have sold in the past five years. Taking into account current market conditions, the rarity and desirability of your car, I feel a realistic replacement value for your car is \$175,000.00.

If you have any questions or if I can be of any future assistance, please feel free to contact me.

Sincerely



Chris Wickersham

CW/cw

Chris Wickersham
2954 E. Del Mar Bl. #208
Pasadena, Ca. 91107
wcwickersham@earthlink.net

Mark Balestra
% Pearson Automobile Company
1176 W. El Camino Real
Sunnyvale, Ca. 94087

July 5, 2012
Page 1 of 2

Dear Mr. Balestra;

I am writing this letter in response to your request for information regarding your Devin S/S, Chassis number DSS-001. The following information was derived from a research of archival materials from the estate of Bill Devin and my personal involvement with your car.

Starting in 1958, Bill Devin manufactured and marketed a front engine sports car which became known as the Devin S/S. The Devin S/S used a specially designed light weight frame, four wheel disc brakes, rack and pinion steering, independent front and DeDion rear suspension, coil-over shocks, center lock wire wheels. The complete rolling chassis was produced in Ireland and shipped to the Devin Factory in El Monte, California where it was fitted with a Chevrolet Corvette engine, four speed transmission and a fiberglass body Bill had specifically designed for the car. The Devin S/S was sold as a finished running sports car complete with all weather gear and was ready for the road or track.

The Devin S/S was a high performance sports car that also proved to be very competitive on the track. At the time of introduction, the Devin S/S was priced at \$5995.00. The price was later increased to \$10,000.00 when Bill found he was losing money on every S/S he sold. In comparison, a new 1958 Chevrolet Corvette was priced at \$3591.00. The Devin S/S was desirable but expensive. Sales were slow as few could afford the price.

In an attempt to lower the cost of the Devin S/S, Bill designed a new chassis using more readily available components. The new chassis, with a simpler but stiffer frame than those used in the original Irish chassis, was to be built in the Devin Factory along with the chassis' for the rear engine Devin models C & D.

The "New" Devin S/S, with the Devin factory chassis, became known as the "American Chassis Devin S/S". To further reduce price, Bill would also offer of the new S/S in "kit" form. When purchased as a kit, the complete painted and upholstered body was mounted on the chassis by the factory. The buyer would then supply his own engine, transmission and other commonly available components and finish the car. Bill was already having good success marketing the Devin models C & D both as complete cars or in kit form. Outwardly, the new, American Chassis Devin S/S appeared identical to the Irish chassis cars with the exception of the absence of the "Monza" style fuel filler cap. Only three American Chassis Devin S/S' were produced, all in kit form.

Devin S/S, chassis number DSS-001 was considered the prototype for the American Chassis Devin S/S and was initially used for advertising and promotion. A picture of this very car appears in the Devin Brochure which also features Devin models C & D. I believe this brochure was first printed in the early 1960s. The Devin factory records show DSS-001 was originally sold, in kit form, to a Mr. Anderson in New York. According to Bill Devin, this car was completed by Mr. Anderson who went on to drive the car for the next several years.

In 1969, Devin S/S, DSS-001 was purchased by Terry Stokes in California. The car was in running condition but in need of repair. The only obvious modification to the car was the addition of a scoop to the hood. Per Bill Devin, while driving the car in a construction area, Mr. Anderson ran over the corner of a steel plate which resulted in a hole in the oil pan. To increase the ground clearance, the front of the engine was raised and a hood scoop was added for clearance for the carburetor. Terry performed both mechanical and cosmetic repairs on his S/S and went on to drive and enjoy the car for many years. Terry even entered the car in some early vintage race events including the Monterey Historics.

About 1993, I first saw the car when Terry advertised DSS-001 for sale. It was complete and running and appeared much as it is pictured in the March 1980 Motor Trend article about the car. I even took the car for a short test drive.

The next time I encountered DSS-001 was when Bill Devin purchased the car from Terry Stokes late in 1995. The car was delivered to my shop where the clutch was replaced and the rear suspension was rebuilt. At this time the front of the engine was also relocated back to the original position and the modified hood was replaced with an original. New chrome Dayton S/S wire wheels and new tires were also installed.

Bill initially intended to keep DSS-001 for himself however, in the spring of 1996 he sold the car to Steve Young. Steve was involved in vintage racing and had been admiring a Devin S/S he had seen at the races. Steve had the engine rebuilt and the front suspension and steering modified. The S/S was refinished in white with a blue strip and Steve went on to vintage race the car for many years. In 2003, Steve retired from racing and sold DSS-001 to Mark Balestra.

Devin S/S, DSS-001 is considered to be a very historic Devin. It is the prototype for the American Chassis Devin S/S and the only one known to have survived.

I hope this helps you with completing the history of your car. Feel free to contact me if I may be of additional assistance.

Best Regards,

Chris Wickersham.

Friday Afternoon

Steve -

Enclosed are pictures of the car we were talking about -

I also enclosed a copy of a page out of Bill Devin's sales literature describing this car - The car pictured in the sales literature is this car.

I will have the car up and running later this next week - as I told you the clutch was bad and I just took it apart this morning.

The car was originally built in 1959 - late in the year - and Bill kept it around for a while to show people before he sold it. It was painted and upholstered with woodgrain Bumpers etc - Top & Side Curtains but without Engine or Trans when he sold it to the first owner. The first owner made it run and in about 1967 sold it to the second owner (He was given the car by his folks for his ~~High School~~ High School Graduation) -

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Friday Afternoon

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The car was originally built in 1959 - late in the year - and Bill kept it around for a while to show people before he sold it. It was painted and upholstered with windshield Bumpers etc - Top & Side Curtains but without Engine or Trans when he sold it to the first owner. The first owner made it run and in about 1967 sold it to the second owner (He was given the car by his folks for his ~~High School~~ High School Graduation) -

The second owner sold it to Bill this past December. It needed a little work but was basically sound & complete. It still has stock Windshield Side Curtains and Top. W/S Wipers Horn etc. Some where along the way a 63 Corvette 340 HP Engine & Transmission was installed - We don't think it was by the original owner but are not sure. It has K.O. Wheels Disc Brakes - Independent Front Suspension and Coil Over Shocks with narrowed 58-62 Corvette Rear Suspension. It has a Posi Rear end but the Posi does not work.

Went to First's Race
Bew →
Some The second owner raced it at some of the very early VASA Races in the late 70's and also it was raced at the Monterey Historics in 1978. It still is in "Street Trip" no Roll Bar - etc - as they did not require such back then.

The car shows 17 K miles which we believe to be Original. I think the car has a lot

(3)

of Potential and it is as
real Devin Factory car. It
looks exactly the same as my
S/S, with the "Irish" Chassis,
from the outside - same Body,
Wheels - Instruments etc. Same
Size but it is one of Three
Bill Made with a Frame Build
at his Factory. I was just getting
Too Expensive to work with the
Chassis from Ireland any more.

Give Me a call and work
a time out that it may be
convenient for you to look at
the car -

I did talk to Bill and
he had it in the Back of his
mind that he would keep this
car and sell the Irish Chassis
S/S I am restoring for him but he
would sell the car to someone
who would go ahead and do
some racing - He likes to see
his cars out on the Track -

HOME IF IT IS MORE
CONVENIENT -

818-351-5047

Chris

818-359-4498 -W

labor
cost
parts
check

Steve -

Attached is a summary of the work I did and parts I furnished for your car. I separated out the parts that came from Bill Nevins. A separate check should be written to him for his parts. I can forward it to him if you would like or you can send it directly to him yourself. I did have to add Tax to the parts I furnished unless you want to get a re-sale card from Phil or ?. I charged you for the actual labor and my cost on parts and materials. I wanted to try and keep the costs in line as much as possible - This was a major re-work of the car but it should be a vast improvement of what it was before.

Attached is also a list of three things that need to be done during & after the engine is installed.

Please let me know if there are any questions - I will be glad to help

Thank
Chris