



AUTOMOTIVE **HOT** NEW PRODUCTS MAGAZINE

BEST OF BOTH WORLDS

MODERNIZE YOUR CLASSIC!

**CPP's Neo
Nova**



Before



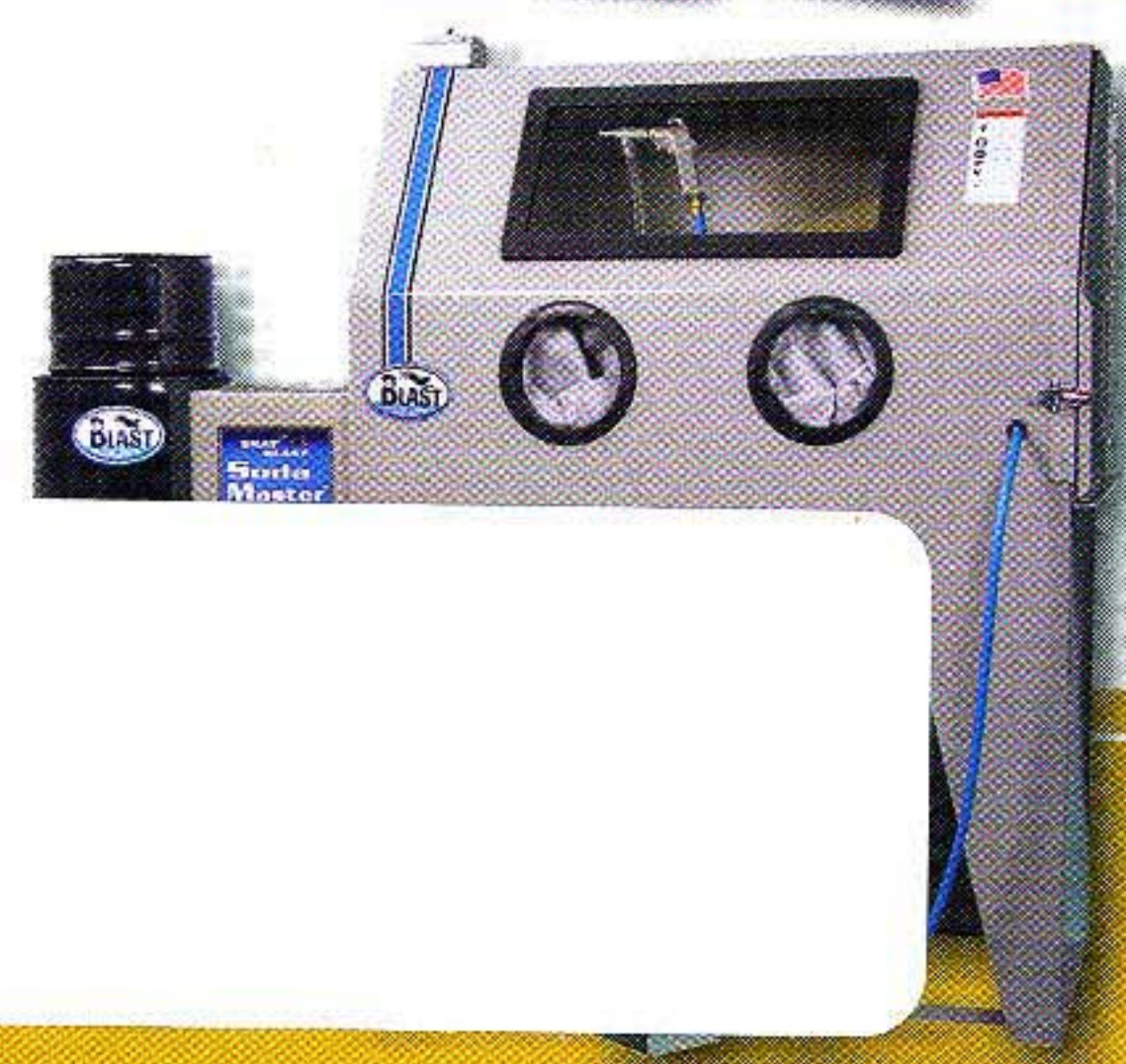
& After



PLUS:
Plenum
Cover
Install



**Mark 7 Custom
Aluminum Radiators**



**TP Tools Skat Blast Abrasive/
Soda Blaster Cabinet**



**Griot's
Garage
Spray-On
Car Wash**

BRIGHT STAR

Classic Performance Products transforms a vintage Nova into a ragin' road beast

● by Tom Shaw

photography courtesy of
Classic Performance Parts

You don't have to look hard to see the influence of vintage classic cars on

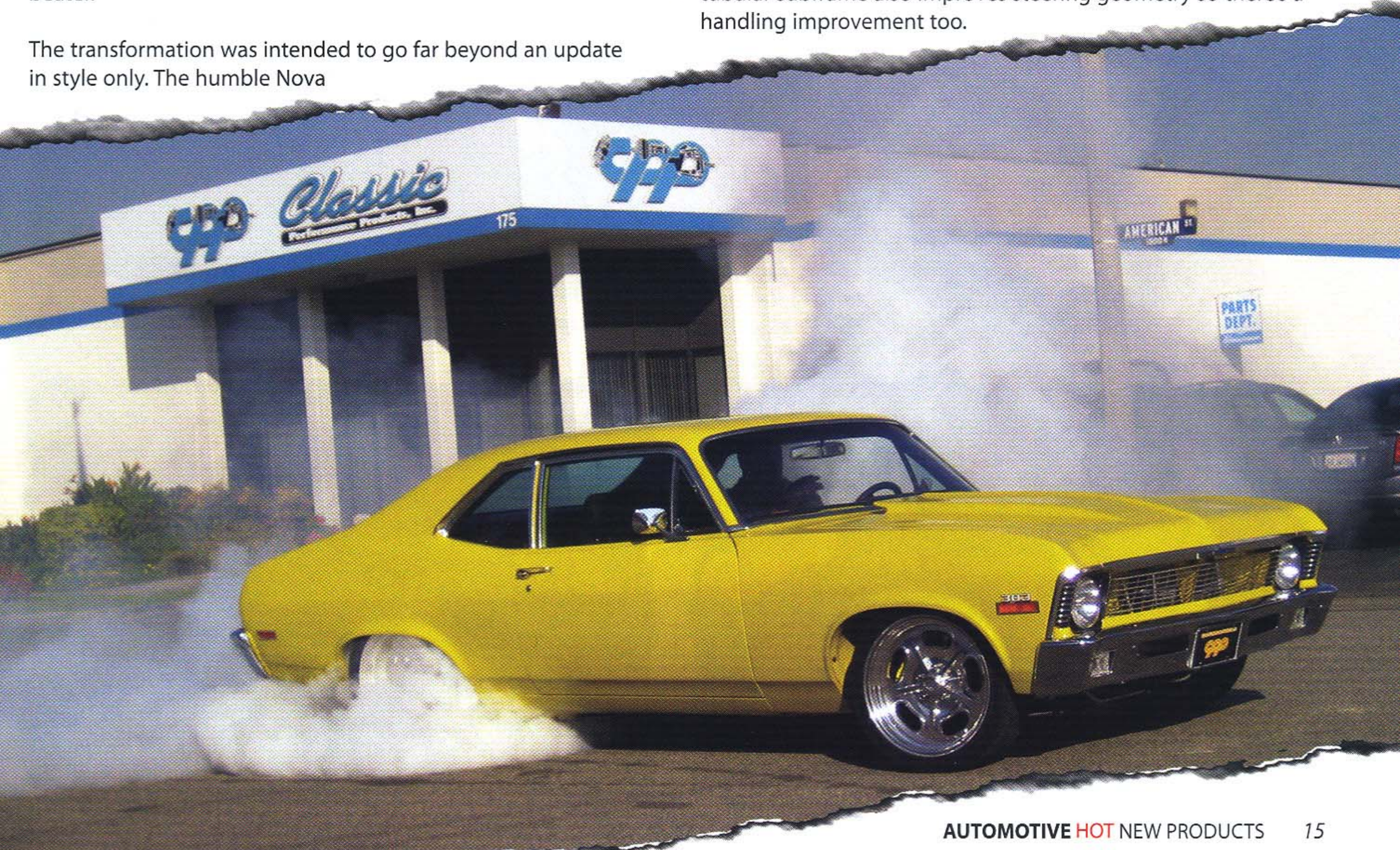
the hot stuff of today. Cars like the Mustang, Challenger, and new Camaro have classic car DNA in their blood. And since old cars share their strengths with new cars, it's only fair that new cars return the favor.

In this case, we're talking about applying new technology to vintage cars. It's not what we'd call a new trend, but occasionally, someone will do it with distinction that needs recognized, and that's what we've got here with this '70 Nova, conceived and built by Classic Performance Parts in Anaheim, California. Even more impressive is what they started with — a very weary beater.

The transformation was intended to go far beyond an update in style only. The humble Nova

would receive all new running gear, suspension, interior, paint, wheels, tires, and brakes. While new hardware would upgrade function, the project would retain its classic Nova shape, though the ride height would come down to lower the center of gravity and improve handling.

Starting with a way-weary '70 Nova, both the front and rear subframes were removed to make way for new tubular subframes from TCI. Up front, the weight savings is huge — 120 pounds. Following accepted rule-of-thumb science, that works out to an improvement of 1.2 seconds in the quartermile ET. But the TCI tubular subframe also improves steering geometry so there's a handling improvement too.

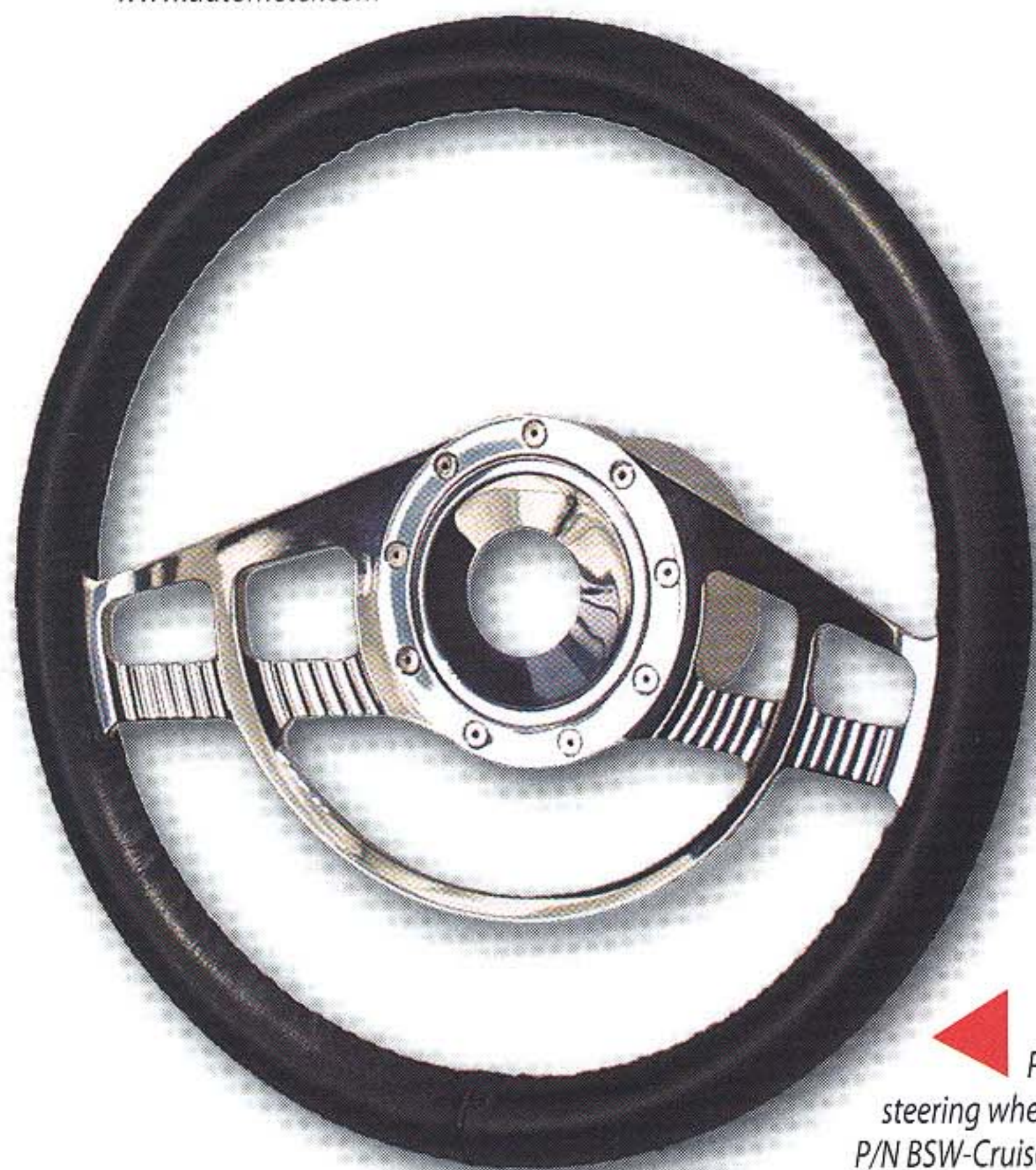


BRIGHT STAR

Rebuilding the front end, they selected Wilwood 6-piston calipers to work with 13-inch rotors front and 4-piston calipers and 12-inch rotors rear. A Hydratech power booster applies the massive stopping power that shaved 60-0 mph stopping distance from 174 feet for the stocker to just 112 feet for the modified car.



A set of custom-ordered Auto Meter gauges monitor the engine operation. They're mounted in a Covan's dash panel. Auto Meter, 815-895-8141, www.autometer.com



Polished billet steering wheel w/ leather, P/N BSW-Cruiser: \$249 each

The rear subframe mounts a Currie Enterprises 31-spline Ford 9-inch axle with a limited-slip differential. Wheel Vintiques' 18x8-inch Lakester wheels mount low-profile Toyo R888 tires all the way around for maximum cornering power.

Under the hood is an Edelbrock Signature Series 383 stroker small-block. A hydraulic roller cam, aluminum heads, and 9.5:1 compression ratio combine to produce a stout 460 hp and torque. A Zoops Posi-Track serpentine belt system drives the accessories and



Lokar billet pedal pads, Lokar Performance Products, 865-966-2269, www.lokar.com



pumps coolant through a BeCool aluminum four-core radiator. Mated to the engine is a TCI Street Fighter 700-R4 automatic overdrive transmission.

After replacing the rusty floors, the otherwise solid body was sprayed with Corvette yellow paint.

Some serious thrashing got it all together in time for SEMA, where it was big hit. But this Nova was built to perform.

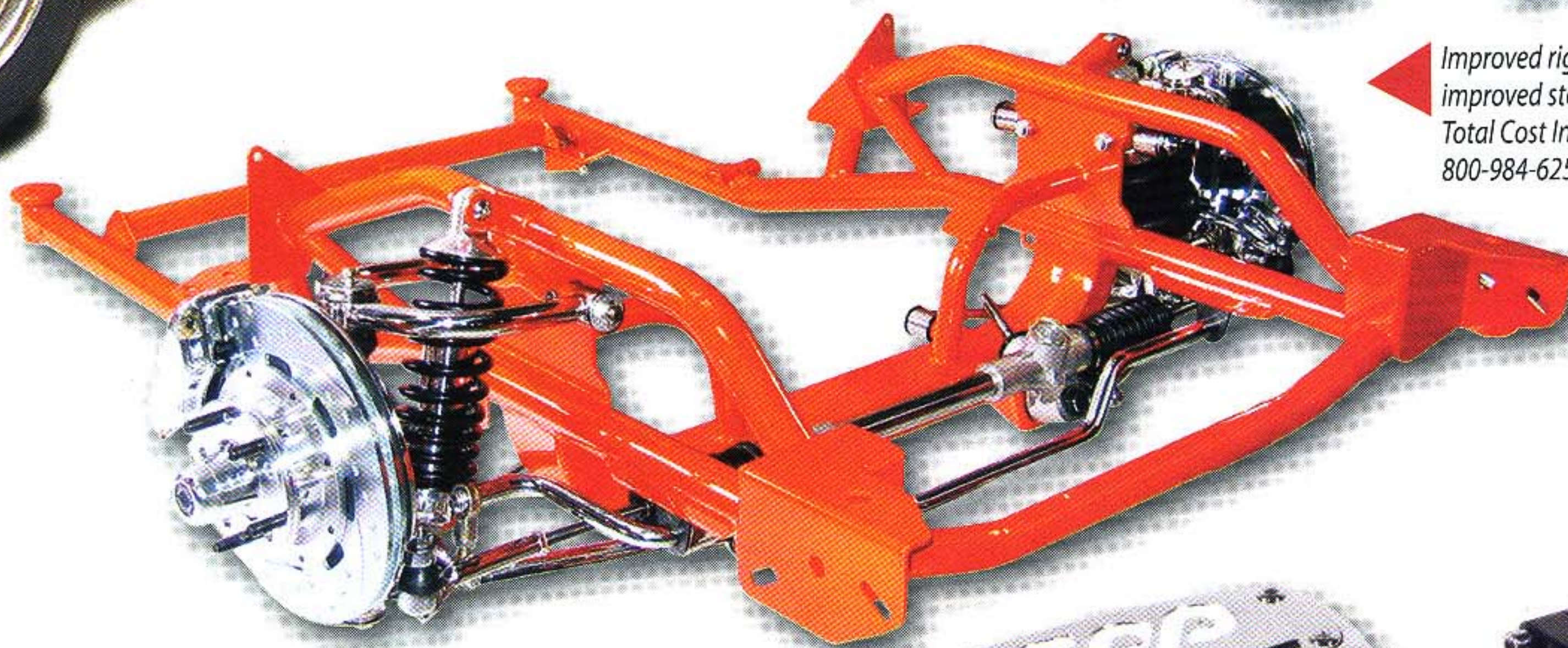
Extensive skidpad and braking tests confirmed that the Nova had surpassed its original capabilities by lightyears. The project came together with both function and style, proving that you can look good and run good. ●



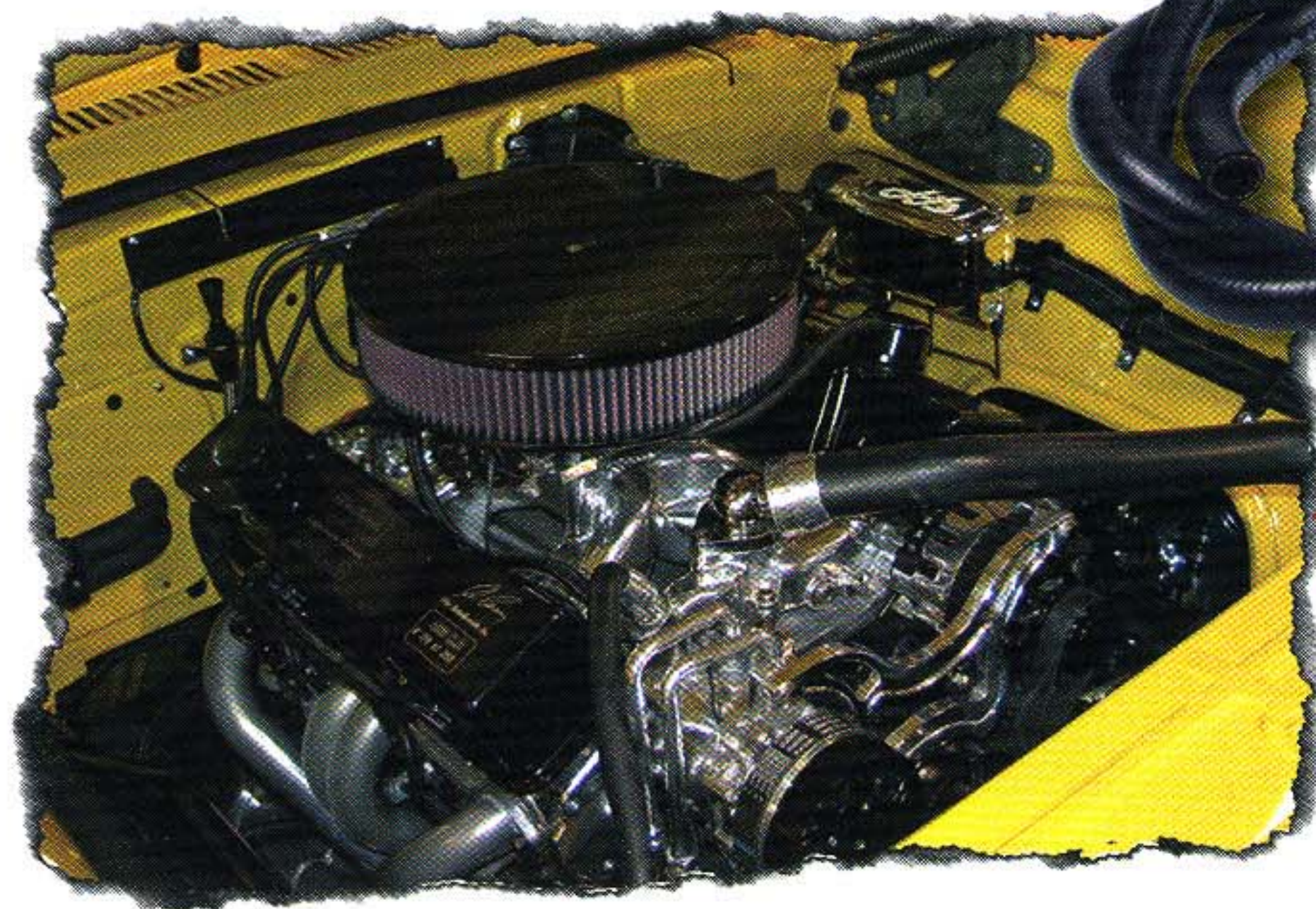
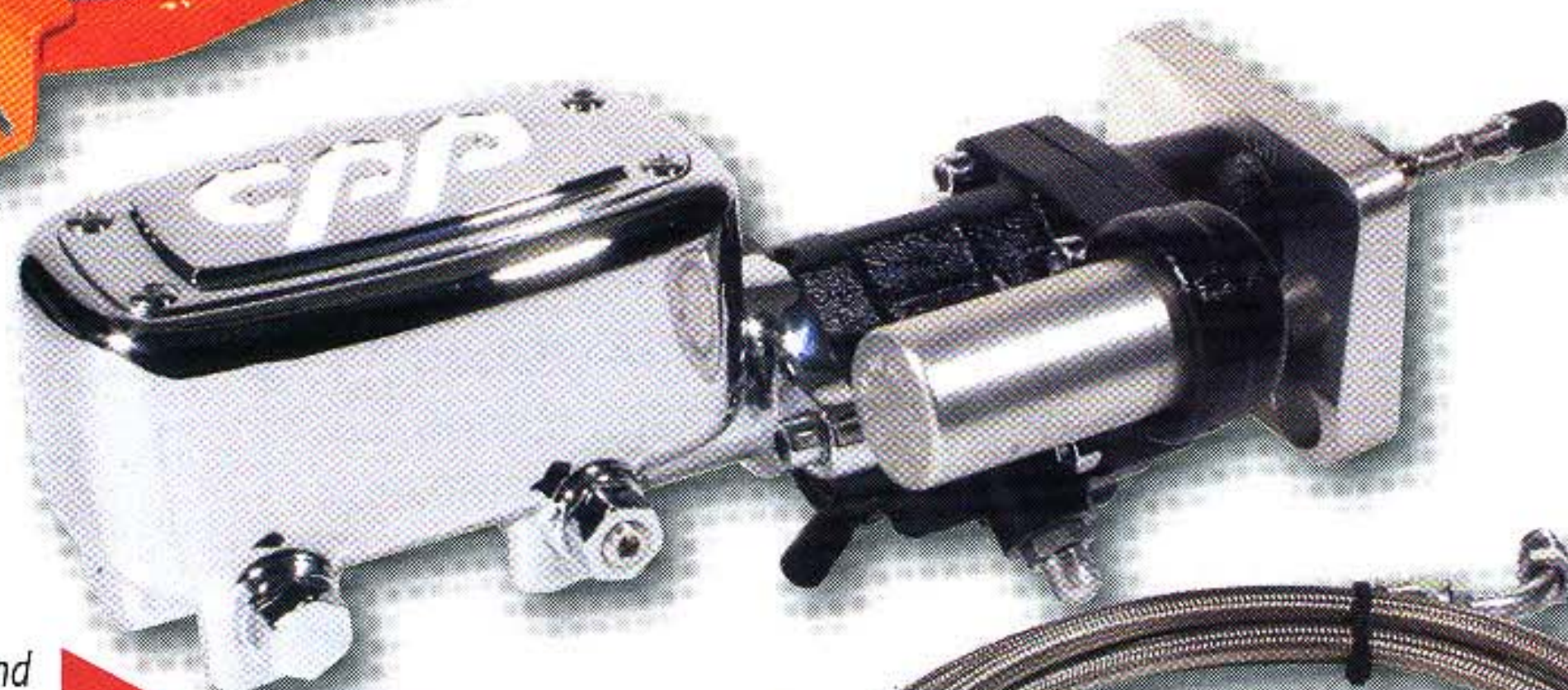
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SPECIAL! NOVA SECTION



World Class Brakes

In an exclusive partnership, Classic Performance Products, Inc. is now the only supplier in the world for GM AFX Muscle Car disc brake kits by Brembo. Brembo's billet aluminum bells with their "float" bushings allow the disc to seek its true centerline for consistent braking performance. The floating disc design reduces heat and stress transfer to

wheel bearings and hubs. The two-piece rotor assemblies also reduce the un-sprung weight (approximately 8 lbs. per corner) for better handling, quicker response and better acceleration. The mounting system is designed to allow a specific amount of float in both radial and axial directions.

Brembo has designed special anti-rattle springs that are used on every other fastener in order to slightly preload the assembly, as well as preventing excessive noise from the system during street use. Brembo's high performance calipers have 4 sequentially sized pistons for even pad wear (40/44mm diameter), create zero off pedal drag, and are assembled with Ferodo high performance pads. The quiet running Ferodo street/track brake pads are suited for high end street use as well as limited track application. This system works with disc brake spindles and CPP Modular™ Drop Spindles. Fits 1964-72 Chevelle (and other GM "A" body), 1967-69 Camaro and 1968-74 Nova.

Call and order a catalog today featuring the complete line of CPP's parts and accessories.

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● Truck/SUV



Big Brakes

Looking for a spindle and brake kit for your lowered truck with big tires and wheels? CPP introduces their brand new modular 2" drop spindle and drop spindle wheel kits for 1960-87 Chevy pickups. This exclusive new design helps solve tire to fender interference commonly found with lowered trucks.

Classic Performance's new modular spindle and bracket works with factory 1971-87 C10 brake components, or for a HIGH performance option, combine CPP's spindle with their new Big Brake

13" Rotor, Twin 52mm Piston Brake Caliper kit (shown).

Classic Performance's new Modular Spindle offers many benefits available for the first time, installs easy without modifications, works with factory ball joints and tie rod ends, lowers your truck a full 2", offers adjustable steering stops, provides 1-1/8" more fender to tire clearance, allows use with standard factory brakes and performance after-market "BIG" Brake Kits.



Roller Bearing Kit

Convert your original ball bearings to modern tapered roller bearings with Classic Performance Product's newly designed roller bearing kit for 1947-59 Chevy Trucks.

Tapered bearings disperse heat better than the original ball type and can also deal with today's grooved roads and modern wheels and tires much better. We have also improved the seal. We highly recommend switching to the improved roller bearing kit when installing CPP's 6-lug brake conversion kit.

Classic Performance Products, Inc. has been providing the classic Chevy and

Ford truck, as well as Chevy passenger car market with top quality steering, brake and suspension components for the last two decades. Call and order a catalog today, featuring our complete line of parts and accessories, or visit our web site.

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(for these two items)