

BIG-TIME TECH ISSUE: 9 HARD-CORE HOW-TOS

SUPER CHEVY

THE #1 CHEVROLET ENTHUSIAST MAGAZINE



TRACK TESTED:
» TCI 70 NOVA
» AIR RIDE
» '66 CHEVELLE

PAINT & BODY TRICKS

» SHAVING DOOR HANDLES » BODY BLOCKING
» JAMMING YOUR JAMBS » FIREWALL
SMOOTHING



PLUS

TOP-END TERROR!
ADD 147 RWHP WITH BOLT-ONS
TO "E" OR NOT TO "E"...
2004R, 4L60E AUTO TRANS TECH

AND THERE'S MORE!

**BEST OF THE BEST '57 CHEVY
409 BEL AIR**

April, 2008
VOLUME 38, NO. 04

SMALL CAR, BIG PERFORMANCE

TOTAL COST INVOLVED - '70 NOVA

By Steven Rupp

Photos by Team Super Chevy

Editor's Note: Last month, we brought you the results of car number five from our Super Chevy Suspension & Handling Challenge, presented by Nitto Tire. This month, we give you the lowdown on how the Total Cost Involved Nova and Air Ride Technologies' '66 Chevelle performed. Next month, we conclude our coverage from the event with Chris Alston's Chassisworks Nova and The Roadster Shop's Chevelle. For more pictures and video, please visit www.superchevy.com.

The screaming yellow '70 Nova, brought to the challenge by TCI, has been used to sort out and test a variety of suspension components. After all, a company can tell you their stuff works or they can bolt it on and prove it. The Nova was picked up for only \$2,500 and work soon began. To get the car built, TCI teamed up with Classic Performance Products (CPP) and the result is one sweet Chevy.

Constructed in a mere five weeks, the Nova certainly doesn't look like it was rushed. In fact, it's nice enough to enter any car show, but the real purpose of this car is to be driven—hard. In fact, the Nova is no stranger to our battery of track tests. In November of '07 it was tested on our slalom and skidpad tests. At that time, the Nova did better on the slalom course with an average speed of 49mph, but on the skidpad it was worse, with an average of .91g. This could be due to the suspension being tightened up, which typically helps the skidpad at the cost of slalom numbers, or it could be that we were on a different track.

The suspension parts on the Nova, while extensive, are still straightforward to install. According to Evan Dally, sales manager at TCI, "This system can easily be installed in two days. When we built the Nova, we set the small-block in the front subframe and had it in the car within three hours. For the rear, the hardest part is drilling a few holes." The price listed for the suspension parts includes basic 11-inch front disc and rear drum brakes. Our tester had 4-wheel discs from Wilwood.



CONTINUED >>





DRIVER'S IMPRESSION - ON THE AUTOCROSS COURSE

This Nova offered good, manageable power, decent acceleration out of corners, with fair traction. The brakes, however, were very grabby, could never be modulated, and offered intermittent lock up at unexpected times. This made the car feel heavy and sluggish in the corners, but the car did provide good feedback so, unless I was braking, there were no surprises. Proper preparation, corner entry, and a slower speed were very important to get this car around the autocross course the quickest. Like the Fatman Chevelle [tested January '09 issue—Ed], the TCI Nova isn't well suited for autocross in its present format. Once the brakes are sorted out, this car will be excellent for street use and should be much more fun to drive through the cones.

—Mary Pozzi

DRIVER'S IMPRESSION - ON THE STREET

I agree with Mary about the over-sensitive hydro-boosted brakes. On the plus side, those four-corner, six-piston Wilwoods sure did stop the car in a hurry. Other than this, there wasn't a lot not to like. The TCI Nova provided a nice, comfortable ride, with very quick/fairly accurate steering. It was way ahead of the C5 Vette in skidpad, autocross, and slalom testing. From the test log: "The average Joe would be pleased. Very good bang for the buck."

—Jim Campisano

BY THE NUMBERS - TCI '70 NOVA

Total cost of suspension parts:	\$7,639
Estimated install time:	16 hours
Install note:	Bolt in with no floor modifications, some drilling
Engine:	Small-block Chevrolet - 460 hp
Block:	Iron, 383 cubic inch, Edlebrock signature series crate
Fuel Delivery:	725 cfm carburetor

DRIVETRAIN

Transmission:	700R4
Rear end:	9-inch Ford, Posi, 4.11 gears

CHASSIS/SUSPENSION

Steering:	Power rack & pinion
Front Suspension:	TCI performance IFS subframe
Spindles:	TCI two-inch drop
Front Shocks:	Aluminum double adjustable coil overs with 350-lb springs
Front Swaybar:	TCI 1.250-inch
Rear Suspension:	TCI 4-link rear with coil over system
Rear Shocks:	Aluminum double adjustable coil overs with 250-lb springs
Brake Booster:	Hydraboost system
Front Brakes:	13-inch rotor, 6-piston caliper, Wilwood
Rear Brakes:	13-inch rotor, 4-piston caliper, Wilwood

WHEELS & TIRES

Wheels:	Wheel Vintiques, 18x10 rear, 18x8.5 front
Tires:	275/35/18 rear and 255/35/18 front Toyo R888 - 100 treadwear

RESULTS:

	NOVA	C5 VETTE
Skidpad:	0.96g	0.90g
Slalom:	47.7 mph	44.7 mph
Autocross:	46.96 sec.	47.89 sec

SOURCE

TOTAL COST INVOLVED (TCI)

800/984-0223
www.totalcostinvolved.com