



By Joe Shinliver

C7 Spindle



It's not often that something made for these cars really blows my skirt up. But when it does, I have to take time to sing its praises.

At SEMA this year, CPP showed the world its new drop spindle setup, and Woody's was lucky enough to get a set pre-release, as long as we kept them under wraps 'til the debut. I'm

sure a lot of you just rolled your eyes and said "Ok, another drop spindle. Yawn." And normally I'd agree, but this time around, we have something as new and revolutionary as the drop spindle itself was. Unlike most of the setups out there, the new CPP spindle uses a sealed-bearing, bolt-in hub from a C7 Corvette. Now, what this means is by using carryover technology from the OEM side of the automotive industry, CPP can ensure these things are likely going to last the life of your vehicle, even if you drive A LOT.

Off chance that something happens to it? Unbolt the hub, and bolt a new one right in its place. That easy! The other big plus is the spindle/hub setup comes pre-assembled from CPP, so ease of installation is king. Literally remove your old spindle, and bolt this one right in place, no more greasing bearings, making a mess, or taking the better part of a day to do a spindle and brake install. Track width is kept to a minimum, unlike most hubbed-rotor setups out there, so high points there too.

I know the next statement just the same: "Well, I'm sure this thing takes some fancy brakes, that's gotta be expensive." Well, yes and no. CPP offers the new spindle as-pictured here with a front brake kit using Corvette brake components as well that keeps the cost within reach of the average guy or gal. How affordable is it? The whole setup, spindle and brake kit, comes in at less than the cost of many other competitors 12" brake kits alone! And you're not married to CPP when it comes to brakes either, the new spindle will take as

fancy a brake setup as you want to use, just buy a kit from your favorite top-tier manufacturer for a C7 'Vette, and it bolts right on. It just doesn't get any easier!

If you want to see the setup live and in person, just look for anywhere the 2020 Tri Five Nationals

Golden Star giveaway car will be found, or give the guys at Woody's a call to get one coming for your ride. I'm sure you'll be just as impressed by it as I am! **ATF**



JOE KNOWS *Tip of the issue* BATTERY MAINTENANCE

Sadly, for a fair bit of us, this time of year means tucking the Tri-Five into a corner of the garage, covering it up, and waiting for the snow to melt to be used again. Everyone has their favorite winterization tips for gas, keeping rodents away, etc., but batteries are one piece that many times go ignored during winter storage. Nothing worse than being excited to cruise again when spring time rolls around, jumping in and hitting the key, only to find the battery isn't up to the task, thanks to a rough winter's worth of sitting.

Take time to check your battery out before the car goes into storage. I generally like to remove the battery all together during the winter, as it gives the chance for a 360 degree inspection for any abnormal wear or damage. If it's a serviceable battery, check the water level, and top it off using distilled water if needed. Make sure the caps are back on tight, and free of any corrosion or debris. Brush any kind of build up or debris free from the connection points. Then, whether the battery is left in the car, or on the work bench, a trickle charger is key to battery life. Discharge naturally occurs with automotive batteries that sit, and/or are left hooked to electrical sources while not being used, even if not turned on. A good trickle charger fights discharge without the danger of overcharging a battery like a conventional charger would. All these tips will make sure that when Old Man Winter loosens his grip, and spring weather comes around once again, your Tri-Five will be ready to roll when you are! **ATF**