

Yellow

CAREFUL, SHE'LL STING

Jacket



When asked the question, "Why did you build this Nova?" the answer is a simple one, "because I can, that's why." Jim Ries, owner of this savage '70 Nova, has short answers for any of the riotous naysayers hiding in the peanut gallery. The truth as it is told has a bit more complexity to it than a simple one-line answer. Jim Ries happens to be the proud owner of a company called Classic Performance Products a.k.a. CPP. The reasoning behind the entire build of the Nova was to pull as many resources from the parts offered in his catalog and see just how far he could take it. But why a third generation Nova as a project car? With the market being the way it is, Camaros and Chevelles are out of the price range of most folks, and even the first and second generation Novas fetch a king's ransom if you believe the classified ads. No, this had to be different. The 1968-73 Novas are still affordable cars that have plenty of potential.

The \$2,500 price tag was just too good a deal to pass up. Nothing on the Nova had been crunched, there was no rust or rot, and it even ran.

Once the Nova was in Jim's possession, the car's makeover started immediately. Lou Fragoso of Dreamers Creations took charge and immediately had his crew strip the underside, interior and exterior of the car down to its birthday suit. It turned out there was some minor patch paneling that needed to be done, but nothing too severe. The stock lines and features of the Nova were all kept, minus the new 2-inch cowl hood. As any third generation Nova owner can tell you, the wheel wells of these vehicles run a bit narrow. Lou and his crew at Dreamers cleverly opened up the wheel wells without having to mini-tub or cut into the trunk's floor. After five weeks on the rotisserie, the body was wearing its new Corvette Yellow skin and

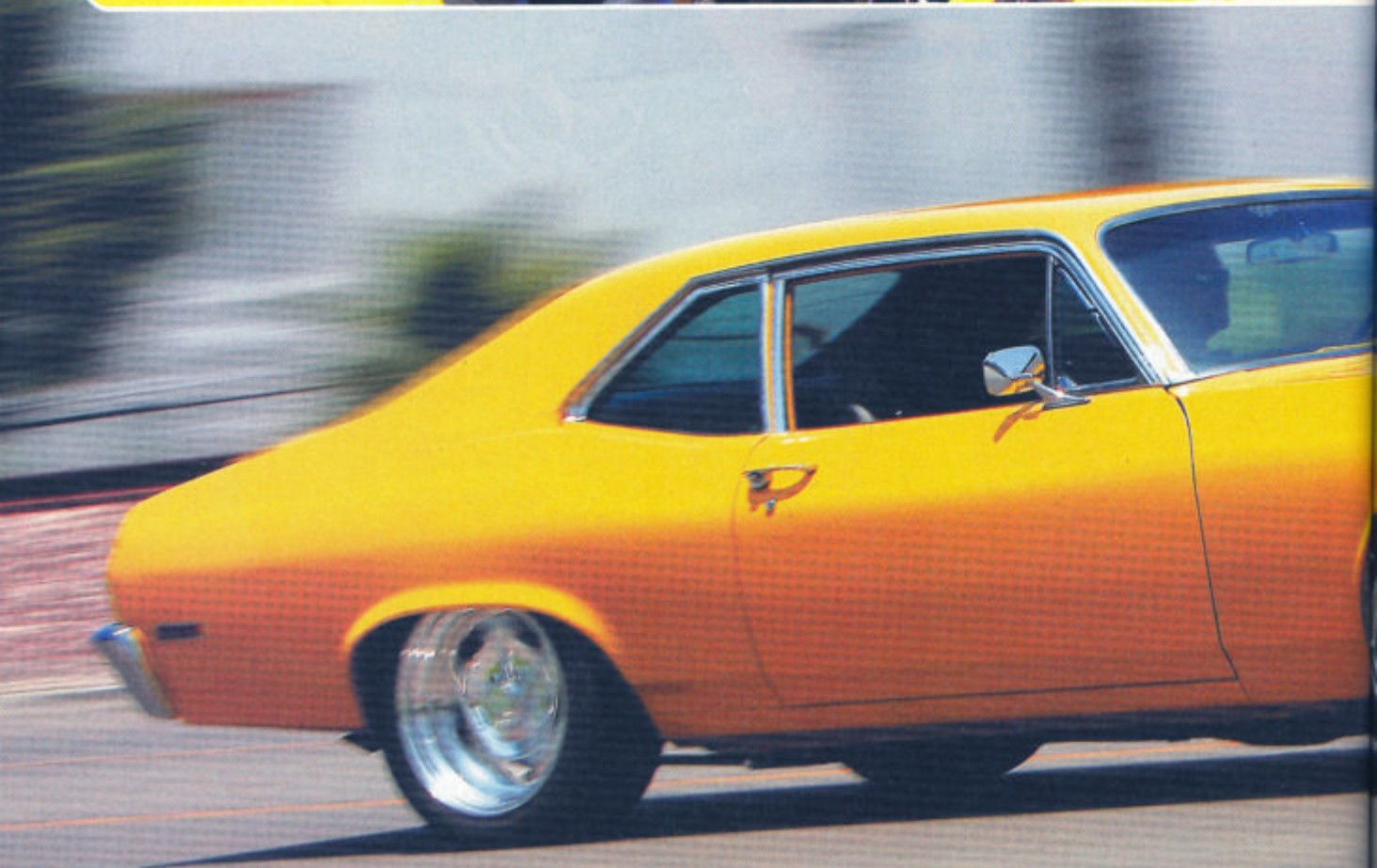


was ready for the rest of the build-up.

Seeing the '07 SEMA show just around the corner, Jim decided to try to get the Nova ready for the big show. Many 18-hour days were spent putting her all back together again. Pulling parts from his company catalog, the factory sub-frame was retired and replaced with an all-tubular TCI clip, which included rack-and-pinion steering, tubular arms and spindles. The rearend also employs a sport-tuned TCI 4-link with a Currie-built 9-inch rearend. Thirteen-inch Wilwood rotors and a CPP hydro-boost master cylinder stop this Nova as if it had an F-14's tailhook! Just watch out for the guy behind the Nova, he might not be able to stop so fast. Completing the look of the Nova, a set of 18-inch Wheel Vintique Lakester wheels with Toyo R888 tires give the right amount of shine and grip to the lower half of the vehicle. Last but not least, the

interior of this street machine follows the same unpretentious design as the outside. An updated stock interior with leather-covered seats and Auto Meter gauges give it just the right look.

As for the engine, we saved the best part for last. A limited edition signature series Edelbrock 383 was ordered and installed just in the nick of time to make it to the SEMA show. The dyno-tuned 383 stroker boasts a street friendly 460 HP and an equal 460 TQ. This author got to ride shotgun in the Nova when the hammer was let down, and the car launched like it was shot from a wrist rocket. This forgotten '70 Nova has a new lease on life, and you can find it autocrossing at any Goodguys event in Southern California. Now that's a cool story about an enthusiast who didn't follow the pack and turned out one impressive, tire-burning and head-turning muscle car. **K.T.**





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(1) Setting pilot and passenger firmly back in their seats is a signature series Edelbrock 363 crate motor dressed in black for a stealthy appearance. A CPP hydro-boost master cylinder forces hard clamping of the CPP callipers on the CPP rotors.

(2) The interior employs some black leather, Auto Meter instruments, a billet steering wheel, and B&M shifter for a simple blend of form and function. It's the perfect office for those high-speed business meetings.

