Nova chevy 1972

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Nova was the top model in the Chevy II lineup through The Chevy II nameplate was dropped after , with Nova becoming the nameplate for all of the through models. Built on the X-body platform , the Nova was replaced by the Chevrolet Citation introduced in the spring of Chevrolet designer Clare MacKichan recalled about creating the Chevy II: "There was no time for experimentation or doodling around with new ideas from either the engineers or from us in design; And it had to be a basic-type car. Unlike the Corvair , the Chevy II was deliberately never intended to be revolutionary in concept or execution; its mission was to give Chevrolet buyers a simple, back-to-the-basics compact car. There was a lot of debate within the Chevrolet organization over just what to call this new car, and the decision to go with "Chevy II" was a very late one. Among the finalists was Nova. It lost out because it didn't start with a "C," but was selected as the name for the top-of-the-line series. Ultimately the Nova badge would replace Chevy II, but that wouldn't happen until In almost every way, the creators of the Chevy II used Falcon as a benchmark. The model range included sedans and wagons, as well as a two-door hardtop and a convertible. After the rear-engine Chevrolet Corvair was outsold by the conventional Ford Falcon in , Chevrolet completed work on a more conventional compact car that would eventually become the Chevy II. The car was of semi- unibody construction having a bolt on front section joined to its unitized cabin and trunk rear section, available in two-door coupe and four-door sedan configurations as well as convertible and station wagon versions. A series was also introduced, but was discontinued almost immediately. All Chevy II engines featured overhead valves. A V8 engine was not available in and With no documentation proving it, the legend of a dealer installed V8 engine being in a or model year Chevy II is a myth. In and the Nova option for the Chevy II was available in a convertible body style, and a two-door hardtop was available from to , although the hardtop was dropped when the models were first introduced, but subsequently brought back to the line later in the model year. Like all Chevy two-door hardtops, the body style was marketed as the Sport Coupe. Rival manufacturer Chrysler had earlier developed the Slant Six in their Plymouth Valiant , a Chevy II competitor, when the cars were introduced to the public in late as models. At introduction in the fall, the hardtop coupe was missing in the lineup, contributing to a loss of sales as well as showroom appeal. Chevrolet subsequently reintroduced the Sport Coupe in the lineup later in the model year, and it remained available through The Chevrolet Chevy II and Nova were updated with cleaner front-end styling courtesy of a fresh full-width grille with new integrated headlight bezels. Parking lights moved down to the deep-section bumper, and sedans gained a new roofline. Taillight and backup lights were restyled, as was the rear cove. The Chevy II came in entry-level form or as the posher Nova , each in three body styles. Super Sports had a new brushed-chrome console with floor-mounted four-speed manual transmission or Powerglide automatic, but a column-mounted three-speed manual remained standard. Bucket seats wore textured vinyl trim, and the dashboard held ammeter, oil pressure, and temperature gauges. An expanded engine lineup gave customers six power choices of the six-cylinder or V-8 engines; the four-cylinder was available only in the Midyear also brought a more potent with dual exhausts and horsepower. For , Chevy II had the dubious distinction of being the only car in GM's lineup to suffer a sales decline. It is possible that some Chevy II sales were lost to the brand-new '65 Corvair, which addressed virtually all its â€"64 problems, got rave reviews from automotive journals and featured sleek new Z-body styling along with a brand-new chassis. In general, proportions were squared up but dimensions and features changed little. Highlights included a bold grille and semi-fastback roofline. The Nova SS was visually distinguished by wide rocker panels and a bright aluminum deck lid cove. It had bright SS emblems on the grille and in the ribbed rear panel, and Super Sport script on the quarter panels. Wheel covers were inherited from the Malibu SS. Strato-bucket front seats were included, but a tachometer cost extra. This engine was first seen in the Chevelle. The models received nothing more than a touch-up after a restyling for All Novas got a crosshatch pattern that filled the deck lid trim panel. The Chevy II lacked much in the way of trim or brightwork. A government-mandated energy-absorbing steering column and safety steering wheel, soft interior parts such as armrests and sun visors, recessed instrument panel knobs, front seat belt anchors and dual brake master cylinders, were included in all models. The Chevy II and its deluxe Nova rendition continued to attract compact-car shoppers, but the Chevrolet Camaro, introduced for , took away some Nova sales. Available only in hardtop coupe form, the Chevrolet Nova SS got a new black-accented anodized aluminum grille. SS wheel covers were again inherited, this time from the â€"66 Impala SS. Nova SS coupes had a console-mounted shift lever with their Powerglide automatic transmission or a four-speed manual. Other models had a column-mounted gearshift. Compared to the model year output, sales of the models dropped by more than a third to , including 12, station wagons. The models were fully-redesigned with an extensive restyle on a longer inch wheelbase that gave Chevy's compacts a chassis that was just one inch shorter

than that of the midsize Chevelle coupe. The station wagon and hardtop sport coupe were discontinued, the former in line with an industry trend which left AMC the only American maker of compact station wagons until Chrysler rejoined the market in the â€"70 Ford Falcon wagon was actually midsize, using a bodyshell identical to the Fairlane wagon's. One notable change was the front subframe assembly â€" as compared with Ford , Chrysler and AMC , in whose cars the entire front suspension was integrated with the bodyshell, a separate subframe housing the powertrain and front suspension similar to the front part of the frame of GM's full-size , full-framed vehicles replaced the earlier style. Although the front subframe design was unique for the Nova, the Camaro introduced a year earlier was the first to incorporate such a design; the redesigned Nova was pushed a year ahead to instead of The sales brochure claimed 15 powertrain choices for coupes and a dozen for sedans. Options included power brakes and steering, Four-Season or Comfort-Car air conditioning, rear shoulder belts, and head restraints. There were a few Chevrolet Novas built with the ci 3. Sales of the Chevy Nova fell by half. In Chevrolet dropped the Chevy II portion of its compact car's name; it was now known simply as the Chevrolet Nova. The Torque-Drive transmission was only offered with the four and six-cylinder engines. The two-speed Powerglide was still the only fully-automatic transmission available with most engines, as the more desirable three-speed Turbo-Hydramatic was only available with the largest V8 engines. The Nova Super Sport was transformed from a trim option to a performance package for Novas sported the SS badge until For the Chevy II nameplate was retired, leaving the Nova nameplate. As with other GM vehicles, locking steering columns were incorporated into the Nova. The Nova was basically a carryover from The side marker and taillight lenses for the Nova were wider and positioned slightly differently. This was the final year for the SS actually, a cubic in. All other engines were carried over including the seldom-ordered four-cylinder which was in its final year. The other two were sold in Canada. The Nova was used in Trans-Am racing this year. Year Novas were similar to the previous year. The Rally kit included black or white stripes that ran the length of the car and around the back, a Rally Nova sticker on the driver's side of the hood, 6-slot Rally wheels, multi-leaf rear springs, and a "sport" body colored driver's side mirror that was adjustable from the interior. The well-hyped Vega stole sales from the Nova this year, but the compact soon would enjoy a resurgence of popularity that would last deep into the s. A mid-year production change was the front door hinges spot welded to the A-pillar and the door shell, a design shared with the Vega and later implemented by GM's subsequent light-duty trucks and vans which later was used with the S10, Astro van, and full-size trucks commencing with the GMT a decade later. This was considered to build brand loyalty with respective GM divisions although the company later fused their badge engineering with platform sharing to cut expenditures. The introduction of the Omega and Apollo coincided with the subsequent oil crisis where sales of the X and H platform increased. The Nova received only minor trim changes. The Rally package option with special suspension returned and was a rather popular choice, with 33, sold. SuperSport equipment went on 12, coupes. Nova production moved to Norwood, Ohio, where it would be assembled alongside the Camaro. At mid-year, a sunroof option called the Sky Roof became available on two-door models. Also, the optional Strato bucket seats available on coupes switched from the previous low-back design with adjustable headrests to the high back units with built-in headrests introduced the previous year on Camaros and Vegas. Despite the lack of change, Nova had its best sales season in years, with the production of the models reaching , Of these, , had the six-cylinder engine. The model year introduced a hatchback body style based on the 2-door coupe. The front and rear of the Nova were restyled, following a government mandate for vehicles to be fitted with front and rear bumpers capable of absorbing a low-speed impact of 2. To go along with the bigger bumpers, stylists gave the Nova a new grille with a loosely patterned crosshatch insert and parking lights located inboard of the headlights. Fuel tank capacity increased to 21 gallons, which required a redesigned trunk pan where a circular section was stamped to house the space-saver spare tire used on hatchback models. It could be ordered with any of the Nova engines. A modified rear side window shape was also introduced, eliminating the vent windows on both two- and four-door models. A revised rear suspension was adapted from the second generation Camaro with multi-leaf springs replacing the mono-leaf springs used on Novas since the original model. The Nova with a six-cylinder engine or cu. Every Chevrolet Nova got side guard door beams and additional sound insulation, as well as flow-through ventilation systems. A sunroof could be installed, and fold-down rear seats were available. For , the Chevrolet Nova got larger parking lights and new bow-tie grille emblems, as well as modified bumpers that added two inches to the length and helped cushion minor impacts. Nova sales continued the surge they had enjoyed since and approached , cars for Six-cylinder Novas were the fastest gainers, as sales of V-8 Novas declined. These were the years of the first energy crisis as Middle Eastern countries cut back on oil exports. After waiting

for hours in gas lines and fretting about the prospect of fuel rationing, thrifty compacts looked pretty good to plenty of Americans and it fit the bill. The 'Spirit of America' Nova was introduced in In anticipation of the US bicentennial in , the limited edition Nova Coupes were painted white and featured blue and red accent stripes as well as red and blue interior carpets and fabrics. Oldsmobile and Buick entered the compact car market; both the Apollo and Omega debuted, using the same body styles from the Nova lineup. Additional options were included on these Nova-like models, such as lighting under the dashboard and in the glove compartment. Pontiac's final GTO of this era was based on a facelifted Ventura coupe, itself based on the Nova, but fitted with a shaker hood scoop from the Trans Am. Novas and all cars were fitted with a weight-sensitive relay within the front seat that prevented the vehicle from being started until the driver's seatbelt had been fastened, following a safety mandate from the NHTSA. Later, a law passed by Congress repealed the mandate requiring this type of device, declaring that it infringed on a driver's freedom of choice, and allowed owners of model cars to have the seat belt interlock bypassed. Retired race car driver and muscle car specialist Don Yenko of Yenko Chevrolet in Canonsburg, Pennsylvania refitted a series of third-generation Novas, as well as Chevelles and Camaros for optimum performance to compete with the frontrunning Ford Mustangs , Plymouth Barracudas and Dodge Challengers. The specially redesigned Nova sometimes known as the "Yenko Supernova" had a stronger body frame and suspension system to house the powerful and heavy cid 7. Today, only seven units are registered and known to exist. In , emissions standards and fuel economy were taking a toll on muscle cars. Additionally, the new "Yenko Deuce", as it was known, had extensive suspension, transmission, and rear axle upgrades along with some very lively stripes, badges, and interior decals. Original manufacturers sales prices for the third generation Nova were: [22]. The Chevrolet Nova was the most-changed Chevy car for that model year. Front tread grew by an inch and a half, and the front stabilizer bar had a larger diameter. Novas now had standard front disc brakes and steel-belted radial tires. The front suspension and subframe assembly was similar to the one used in the second generation GM F-body cars the Camaro and Pontiac Firebird , whereas the rear axle and suspension were carried over from the previous generation. All Novas now had cut-pile carpeting, formerly installed only in the Custom series. Speedometers had larger, easier-to-read graphics. Windshields offered greater glass area. Front-door armrests were redesigned with integral pull bars. Mated to a three-speed automatic , 3-speed manual or 4-speed â€" V8s only â€" Which remained the norm through the end of the decade and the end of the rear-wheel drive X platform. The LN Luxury Nova package which was the top luxury trim similar to the Caprice and Malibu Classic sent Nova into the luxury portion of the compact market; some actually thought of it as competing against a few high-end European imports. The Nova LN was called "the most luxurious compact in Chevrolet's history," with wide-back reclining front seats that "look and feel like big, soft lounge chairs. Taillight lenses have additional white accents unavailable with the base model and a chrome plated grille. Above the front marker lenses, the LN had 4. Swing-out quarter windows could be ordered for the coupe. Like regular versions of the Nova, the Concours came in three body styles: coupe, hatchback coupe, and four-door sedan. Concours was the most luxurious Chevrolet compact to date. Rosewood vinyl decorated the upper door panels, instrument panel, and steering wheel. Concours models had an upright hood ornament, bumper guards, bright trim moldings, black bumper impact strips, and full wheel covers; more-basic Novas came with hubcaps. The Concours coupe also was the first Chevrolet coupe with a fold-down front center armrest. Engines for the Chevrolet Nova were a horsepower inline-six, a horsepower cubic-inch V-8, or a horse cubic-inch V A lighter duty 10 bolt rear differential with a 7. A Cabriolet padded vinyl top was available for Nova coupes. Modest revisions were made to the brakes, and also to fuel and exhaust system mountings. Dashboards contained new knobs. After testing the Chevrolet Nova, the Los Angeles Sheriff's Department placed the largest order for compact police cars ever seen in the U. Minor changes for the model year included a more modern round gauge cluster to replace the long sweeping speedometer, and a revised dash panel which changed to a flatter design. Some new colors were offered as with the rest of the divisions and some small trim added. A separate brochure was printed for the Concours while the " Nova" brochure detailed only base and Custom versions. A badged-engineered Nova Malibu Rallye and model years â€" not related to the USA market Chevelle-based model and based on the Nova hatchback coupe was sold in Mexico using the RPO Z26 package but fitted with 'Malibu Rallye' graphics and a front grille emblem. Three engines and four transmissions were available for every Chevrolet Nova, including Concours. Buyers could choose from a horsepower cubic-inch inline six, a horsepower cubic-inch two-barrel V-8, or horsepower cubic-inch four-barrel V Shifting was accomplished by three-speed column or floor shift and four-speed manuals or Turbo Hydra-Matic. Novas might also be equipped with a heavy-duty suspension or the F41 sport

suspension. A surprising number of police departments ordered Novas with either a or cubic-inch V-8 engine, following the lead of the Los Angeles Sheriff's Department, which had given the compacts an exhaustive evaluation. Promoted as "Concours by Chevrolet", the Concours featured a new vertical bar grille and a revised stand-up hood ornament. The rear of the Concours also got new triple unit taillamps reminiscent of the Caprice. It also boasted newly designed wheel covers and wider bright wheel-opening moldings. The brochure went on to note that Concours offered a "very special blending of classic style and good sense. Novas themselves, the marketing materials said, were "not too small, not too big, not too expensive. For the Concours was discontinued to clear the way for the newly downsized Malibu, and the Nova Custom inherited much of the Concours' exterior finery but lacked the stand-up hood ornament displayed by the Concours. More basic versions of the Chevrolet Nova had the same grille used in ' and added a gold-tinted Chevy bowtie emblem at the leading edge of the hood. For '78 Nova was also available with Rally equipment, which included yet another front-end layout: a diamond-pattern grille with horizontal parking lights and black headlight bezels basically the ' SS grille , plus triple band striping and color-keyed Rally wheels. All Nova drivers faced a new dual-spoke, soft vinyl-covered steering wheel; the same one found in the Caprice and Malibu. Any Chevrolet Nova could be ordered with a cubic-inch six-cylinder engine, a horsepower cubic-inch V-8, or a horsepower cubic-inch V Law enforcement agencies in 48 states were driving Novas by now, as the sales brochure boasted. Production dropped almost , for the model, to ,, making Nova the only Chevrolet series to show a sales decline for Sales of the Nova hatchback body style lagged well behind regular coupes and sedans, and base models handily outsold Customs. Upon introduction of the downsized GM A-body later G-body mid-size cars in , the X-body and downsized A-platform had similar exterior dimensions. The roomier and more modern downsized A-bodies outsold their X-body counterparts. The Chevrolet Nova marked the end of the line for the rear-wheel-drive Nova. The front end was revised with square headlights and a new grille for the short run; a modified horizontal-bar grille contained vertical parking lights. New chromed hood and fender moldings were installed, and new front-bumper filler panels gave the front end a more finished look. The Custom went back to the base 4 taillight panel since the 3 light panel was discontinued. The lineup was the same as in ; the base-level hatchback, coupe, and sedan, plus the Custom coupe and sedan. As usual, base coupe and sedan proved to be the best sellers. Nova Customs had a special acoustical package including improved headlining and full hood insulation, along with other luxury extras, while the Rally Package returned, this time using the same grille as other '79 Novas. These final Novas were promoted for their "solid value" and "reputation for dependability," capitalizing upon a year heritage that had begun with the Chevy II. Fewer than 98, examples were produced. Regular production ended on December 22, but some cars badged "Nova Custom" were built on special order with luxury amenities in early The final Chevrolet Nova Custom built on special order would roll off the line on March 15, and this would be the end of the rear-drive Nova for good. Chevrolet's compact models were headed into the front-wheel-drive age and for , Nova's place in the lineup would be taken over by the new and very different Chevrolet Citation. The Chevrolet Nova nameplate returned in spring as a front-wheel drive subcompact vehicle for the to model years. It resurrected a name last used on the compact -sized rear-wheel drive Chevrolet Nova. The new Nova was a rebadged and mildly restyled Japanese market Toyota Sprinter , a model sold in Japan as a badge engineered version of the Toyota Corolla. Nova shared the Corolla's AE82 platform , 1. It was designed for manufacturability and reached an unusually high level of quality and production speed at NUMMI, compared to other US factories. A five-door hatchback was added shortly after its introduction, and the line was distributed throughout the US and Canada beginning around traditional new-model introduction time in the fall as were the other Chevy imports, the Suzuki-based Sprint which had been first launched on the West Coast and the Isuzu-based Spectrum which had initially been available on the Eastern Seaboard and throughout New England and New York State. The only engine was a carbureted 1. It teamed with either a five-speed manual or three-speed automatic transmission. This was the same powertrain as offered in the Corolla. All Nova options were grouped into seven packages, which did away with the long list of optional equipment that accompanied such cars as the Chevrolet Chevette. Simple though it was, the subcompact Chevette offered nearly 30 options. The Chevrolet Nova continued in two body styles, a four-door sedan and five-door hatchback. The four-door proved by far the more popular â€" by about three to one. Nova's only engine was again a horsepower 1. Though Corollas were priced slightly below competing Novas, Chevy's version of the car could often be bought for less because slow sales encouraged dealers to discount prices. Aside from some minor interior and exterior trim differences, the cars were much the same, though Novas had a slightly softer suspension that favored ride over handling. This new Chevrolet Nova Twin-Cam got its name from a

double-overhead-cam version of the Toyota-built 1. Novas continued to share their basic design with the Corolla, and this engine had previously been used in the Toyota FX, a performance version of the Corolla. A five-speed manual transmission was standard, as in the regular Novas, but the Twin-Cam offered a four-speed automatic as an option versus the three-speed offered on other models. That price included fuel injection, sport suspension, power steering, leather-covered steering wheel, tachometer, four-wheel disc brakes, and wider tires on aluminum wheels, but it was a stiff tariff, and few were ordered approximately 3, Twin-Cam models were built. There were no color choices; all Chevrolet Nova Twin-Cams wore black metallic paint with a grey interior; and there was no hatchback version offered. This was the last model year for the Nova name at Chevrolet. Starting with , Chevrolet pushed this car into its new Geo division and renamed it the Prizm. Geo was Chevy's effort to come up with an import-sounding label to attract buyers who were not inclined to shop American. The reaction to the Chevrolet Chevy II was mainly positive. Consumer Reports described the six-cylinder Chevy II as an "ultra-sensible, conventional car with outstanding interior space," but also reported "higher than average" interior noise levels. There were also complaints about the four-cylinder version's lack of refinement. The Four is an excellent hackabout for specialized local use â€" if you can stand the vibration. It is an easy driving, agile one. By far its most important asset is a body with substantially the room of intermediate cars, but with a very compact silhouette and especially good entrance height. Motor Trend called the new Chevy II "a most straightforward car â€" simple, honest and conventional. There is a great deal of body roll, but the car does not feel unstable. The ride is soft and pleasing, but not seasick-soft with the constant pitching and rolling that some cars have. Motor Trend tested a bhp, two-barrel SS with Powerglide, recording 0 to 60 in Fuel economy ranged from Motor Trend concluded that "By adding a V-8 and bigger brakes, plus detail changes, Chevrolet has made a nice compact even more desirable and a much better performer. The mids Nova made no attempt to recapture the former "Muscle" glory that it once had, with the Twin Cam performance variant appearing only in the final year of the nameplate after Toyota had already moved on to the next generation of the platform. While the Chevy II and Nova were also sold in Canada, from the beginning a mildly re-trimmed version was also sold by Pontiac-Buick dealers as the Acadian. The Acadian was produced between the years and Due to the Canadian tariffs on imports put into place many years before, there was no compact car available to the Canadian Pontiac dealer. The U. S built Pontiac Tempest , which started production in was not available initially to the Canadian buyer â€" import duties would have made it too expensive to compete in the thrifty Canadian compact market. The Acadian was introduced to give the unhappy Canadian Pontiac â€" Buick dealer a car he could sell in the growing compact market. Originally offered in top-line Beaumont and base Invader trim, the top trim line was renamed Canso in anticipation of the Chevelle -based Acadian Beaumont which would arrive for The Acadian line was now down to six models; 7, Acadians were sold in In Argentina offered the style Chevy II as the Chevrolet through , and the â€"72 Nova as the Chevrolet Chevy from late through , both models overlapping for several years. An upscale model Chevy Super was produced from about with different trim, front turn indicators and taillights, a much better appointed interior with plastic "wood" trim, named Malibu with no relation to the American Chevelle. All engines were inline-sixes. The "Chevy" metal emblem for the third generation had the same font as the "Nova" emblem of â€" American Novas, and was, for the first few years, in the rearmost section of both rear fenders. Later, it was moved to the rearmost section of both front fenders, as it was in the American cars from Sidemarker lights were not mandatory and changed much during the production run, from being deleted, to leaving a small chrome plate, to the same light as in the American cars. The hood emblem was similar to the American Novas: the bow tie, either in blue or just chrome. Initially, the Argentinian Chevy used very similar trim to the American counterpart, while more luxurious â€" a "big" car by local standards. They there standard models without accessories and were often used for taxi service. The interior layout remained the American version for the entire run. The ignition switch remained dash mounted as the US-mandated steering lock was not required in Argentina. Power steering became available at the end of the production run. V8s versions weren't produced: Power windows were not available, tinted windows were darker than American versions, and the darker band on the upper edge of the windshield was not present. Very popular accessories were vinyl roofs, rally wheels, sport steering wheels, bucket seats with high backs, and tufted leatherette upholstery many sedans were produced this way. Interiors were usually black. Steering wheels and instrument panels were only black for many years, as were seatbelts. American style interior color coordination was absent. The last year of the Nova in Argentina is called locally "Opus 78" because the slogan of the publicity and it was the most equipped, adding simil-leather bucket seats, air-conditioning, power steering, electric antenna, and a new dashboard with integrated central console. A popular but false urban legend

claims that the vehicle sold poorly in Spanish-speaking countries because no va literally translates to "it doesn't go". This has since been debunked, however, as Nova one word means " nova " in Spanish just as in English. In fact, the car actually sold quite well in Mexico, as well as many Central and South American countries. Nova was also the name of a successful brand of gasoline sold in Mexico at the time, further proving that the name confusion was not a problem. A similar story has been told of the British Vauxhall Nova a small car that was completely unrelated to the Chevrolet Nova aside from both being built by GM. According to the story, it had to be sold as an Opel Corsa in Spain due to the same alleged language confusion. This version of the story is also a myth, as the Spanish-market version of the car was known as a Corsa from the outset. In fact, the car was called the Corsa in all markets except the United Kingdom. There was also a Nova kit car designed and built by A. It lost a court case with GM Vauxhall over the use of the name, after it was shown that GM's Chevrolet had a prior claim. Both the hardtop and convertible were available. AMT continued to offer kits of the Nova in later years, and some of these are still current and available at reasonable prices including the , , and models. The original '63 Nova wagon was available as a Craftsman promo kit. It was molded in grey and had a fixed hood and no engine. They also offered the '75 as the "Nova Pro Stock", featuring a large hood scoop and custom wheels. The '76, and more recently, the '79 Nova models have been re-issued. The '79 kit is current, molded in black plastic, and can be built either stock, or as a souped-up police cruiser. Both the hardtop and convertible are available, and these kits are extremely detailed. These came in a variety of colors and were available in both hardtop and convertible body styles. Some wore whitewall tires. Peachtree made '68 and '69 Novas in detailed scale. Although detailed, these do not feature opening doors or trunk. The hood does open, however, to reveal a detailed Chevrolet V8 engine. Pro-Line currently offers a '69 Nova body for the Traxxas Slash , a popular radio-controlled car platform. Several companies offer specialized spray paints for this purpose, as traditional spray paint does not stick to Lexan. Although the Slash is primarily an off-road vehicle, the Pro-Line body is intended to fit a Slash that has been heavily modified for miniature drag racing. From Wikipedia, the free encyclopedia. Motor vehicle. Chevrolet Citation compact model Geo Prizm. Retrieved January 1, Retrieved April 15, GM Heritage Center. Retrieved February 5, Retrieved Retrieved January 24, Retrieved July 4, Retrieved December 27, Retrieved January 26, Retrieved September 12, Adler, Paul S. Chevrolet vehicles. Established in , a division of General Motors since Express N N Orlando Spin. Category Commons. Turismo Carretera. 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Coronavirus update: New contactless services to help keep you safe. After looking for months I ultimately purchased a vehicle from this dealer. Very helpful. Dealer was quick to respond and answer my questions. They were available anytime without an appointment. Loved that they were not pushy but wanted me to leave happy with a vehicle. The dealer was friendly and forthright about the car. I had a great experience. Kevin and the team were very considerate, helpful, and informative. Steve S. The company was very good give me all the information I needed on this specific Shavel, and a bunch of other cars that they Satisfied all my requirements. Interactions with sales team were great, however the car was a repaired wreck like many of the vehicles on their lot and probably had the worst fitment of a quarter panel that I have seen. Not the end of the world, but a body shop that lets that go out the door is probably making shortcuts elsewhere as well and I'll let someone else can take their chances on it. Made an appointment to see the vehicle and on my way up there, it sold. Sales person didn't call me until an hour after I had arrived and someone was signing papers on it. That an hour after our appointment after we checked in. Amazing vehicles, nice staff. Overall, a great experience and I'm stoked about my new ride! The dealer was kind enough to respond to my inquiry and let me know that the car was sold. Nothing special. They responded but did not have a good grasp on the t-bird. I would have liked to see more in-depth pictures and a data plate. I will probably look elsewhere. Nice contact back and quickly answered my questions. Very professional and tools the extra steps to get the I formation I needed. They were very good to work with experience professional answered every question I had it just was a pleasure working with him. Nick was

friendly, personable, he was knowledgeable on the vehicle and his response time was superb! We'll help you find great deals among the millions of vehicles available nationwide on CarGurus, and we'll provide you with dealer reviews and vehicle history for each one. After all, over 30 million shoppers use CarGurus to find great deals on used cars and new cars in their area. And when it's time to get rid of your old ride, sell your car simply and securely on CarGurus. Once you're ready to narrow down your search results, go ahead and filter by price, mileage, transmission, trim, days on lot, drivetrain, color, engine, options, and deal ratings. And if you only want to see cars with a single owner, recent price drops, photos, or available financing , our filters can help with that too. All Years to All Years. Radius 10 mi 25 mi 50 mi 75 mi mi mi mi mi Nationwide. Find Chevrolet Nova listings in your area Search Coronavirus update: New contactless services to help keep you safe. Best deals first. CarGurus User. Request Information. Why Use CarGurus? Chevrolet Chevelle For Sale listings. Skip to main content. Add to Watchlist. This listing has ended. Ships to:. This amount is subject to change until you make payment. For additional information, see the Global Shipping Program terms and conditions - opens in a new window or tab This amount includes applicable customs duties, taxes, brokerage and other fees. For additional information, see the Global Shipping Program terms and conditions - opens in a new window or tab. Buyer is responsible for vehicle pickup or shipping. Start of add to list layer. Add to Watchlist Add to wish list. Sign in for more lists. Dec 24, PST. May not ship to Ukraine - Read item description or contact seller for shipping options. See details. Seller's other items. Seller assumes all responsibility for this listing. Chevrolet Nova. Condition is "Used". Restoration project. Needs rear frame rails and trunk pan. Clean title in hand. Must be trailered. Located on Long Island. Back to home page Return to top. Copyright Experian Information Solutions, Inc. All rights reserved. Experian provides these reports to you on an "as is" basis and eBay is not responsible or liable for the comprehensiveness or accuracy of the reports. If you have any questions about the reports, contact Experian. Back to home page. Listed in category:. Condition: Used. Ended: Dec 24, PST. Shipping: May not ship to Ukraine - Read item description or contact seller for shipping options. Seller: rapickar0 Seller's other items. Set an alert to be notified of new listings. Now showing page 1 of 3. Browse Category. Search Tools. Set an Alert? Dealership Showcased. This car really stands Contact Seller. The car has a built to LT1 specs backe Terry S. Well built 72 Nova Fresh Torch Red paint on straight body. New Arrival! Great running ci V8 engine. Has a clean NC tit With a powerful V8 and such a slick shine, you'll want to give this Chevrolet Nova a nickname Refine Search? Also be sure to view results in. This Chevrolet Nova has a refurbished exterior and interior and is powered by a rebu

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hyunday accent
1993 ford contour

ilt ci V8 mated to a 3-speed automatic. The car is finished in Blue with a White top and has new chrome bumpers, grille, and trim. Black vinyl front buckets are separated by a custom center console and floor-mounted shifter and amenities includea retro-styledigital stereo,additional speakers, and an amplifier. Additional equipment consists ofpower steering,four-wheeldisc brakes, and new Michelin tires over Cragar SS wheels. This Novais now offered with a clean Kansas title in the name of the seller. Sign up for our daily newsletter. Get Newsletter. Get our app. Help Center. About ClassicCars. Contact Us. Our Sponsors. Business Advertisers. Career Opportunities. Read The Journal. Privacy Policy. All other trademarks are the property of their respective owners. Our Awards x. This prestigious accolade represents the continued growth of the company, and ClassicCars. The Stevie Awards, the world's premier business awards recognized ClassicCars. In The Journal, brought to you by ClassicCars.