

FOR SALE

1968 NOVA RACE CAR

My car for twenty years. Time for me to retire. Raced at Bandimere Speedway (Denver) and Famosa (Bakersfield). Car is now in Denver area. Car is ready to race. Last pass in competition won money (semis / jackpot race).

Sale Price \$12,000



Best time in Denver: 10.037 seconds at 134.79 mph (no nitrous). 5,800' elevation.
Best time Bakersfield: 9.455 seconds at 143.81 mph (no nitrous). 220' elevation.

Best time in Denver with nitrous: 9.459 seconds at 146.65 mph.
Best time in Bakersfield with nitrous: 8.977 seconds at 155.67 mph.

Engine

Engine is running on methanol. When using nitrous, NOS Big Shot plate has separate fuel system and runs 112 octane racing gasoline through the plate. When running on nitrous, this results in a mixed fuel system, with methanol flowing through the carburetor and nitrous/racing gas flowing through the plate. It works very well. ZERO problems!

540 cubic inch Big Block (4.50" bore x 4.25" stroke)

Chevy low deck bowtie block

Maximum RPM: 7000

Compression Ratio: 14.5:1

Cam Specs: Competition Cams #11-735-9

Gross Valve Lift: .800 Intake .800 Exhaust

Duration at .020: 310° Intake 330° Exhaust

Lobe Separation: 114°

Intake Centerline: 114°

Intake Manifold: Dart Rectangular Port Single Plane

Carburetor: Da Vinci modified 1150 cfm Alcohol Dominator

Fuel Pump: Holley Volumax 250 gpm at 10 psi

Nitrous Plate: NOS Big Shot (presently set at 275 hp jets)

N₂O Fuel Pump: Holley Volumax 160 gpm at 10 psi

Heads: Dart Pro-1 aluminum, ported by Maximum Performance (Denver)

2.25" Intake: Max Flow: 417 cfm at .800 lift after porting

1.88" Exhaust: Max Flow: 320 cfm at .800 lift after porting

Headers: Custom built 2 1/8" x 32" primary tubes into 4" collectors

Fenderwell exit, open exhaust

Ignition: Electromotive HPV-1 crank triggered direct fire (distributorless)

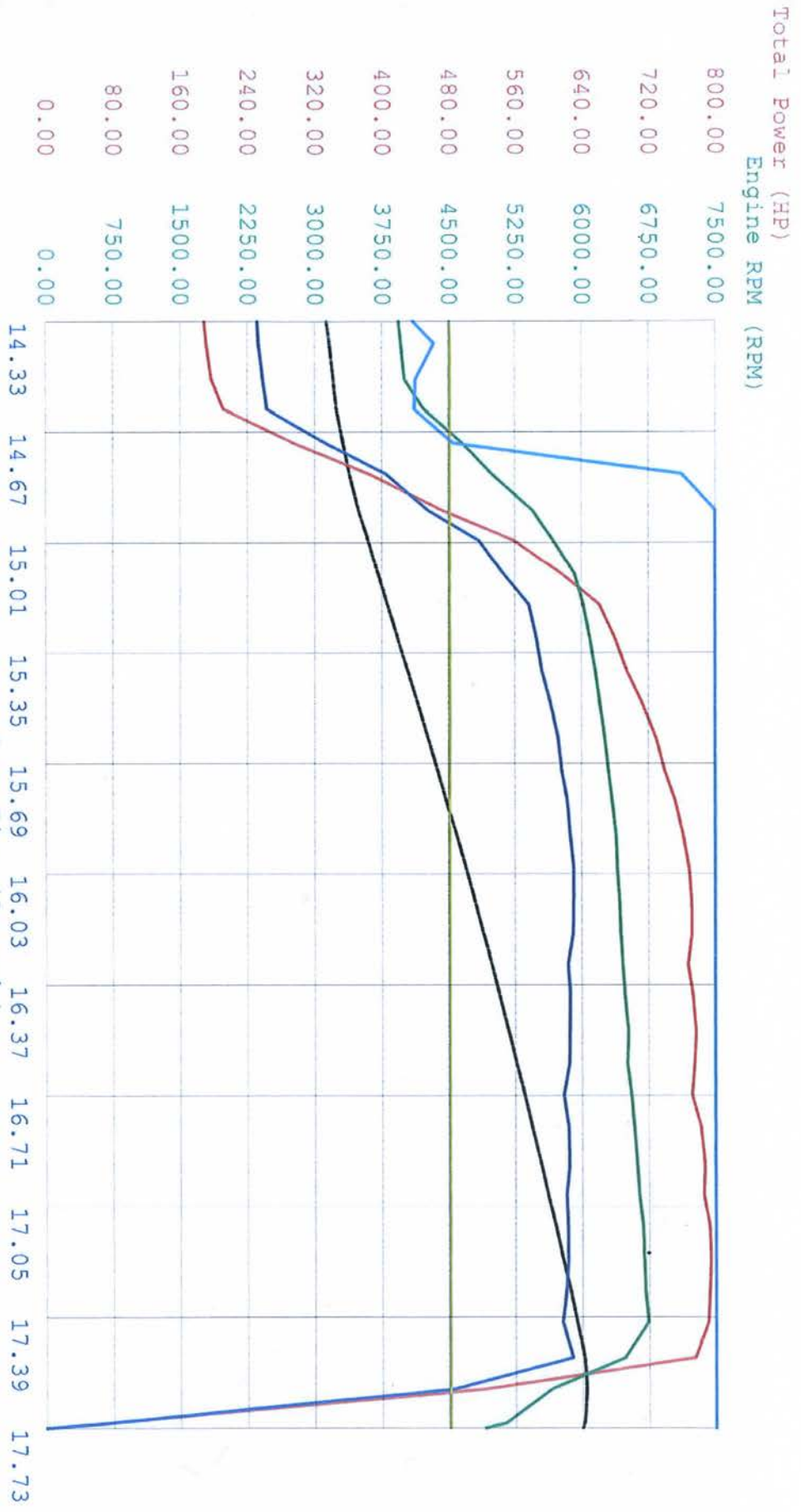


Body and Running Gear:

- Torque Converter: 10" nitrous converter with 4,800 rpm stall, no runs
- Transmission: Deadenbear Power Glide 1.76:1 low gear with transbrake. NHRA (SFI 4.1) legal, no trans or flex plate shield necessary.
- Rear End: GM 12 bolt w/ spool. 4.56 gears in car. 4.11 gears in box for nitrous use at low altitude. Ladder bar suspension/coilovers. Mickey Thompson 33x14x15 radial slicks with ten runs on them.
- Body: Back-halved and tubbed. Full roll cage (NHRA cert has expired). Fiberglass front end, doors, trunk. Lexan glass. Parachute (for runs over 150 mph). Total car weight w/o driver: 2,685 lbs.







Primary Speed (MPH) Engine Torque (Ft-Lbs)
 Total Power (HP) SAE Factor (Ratio)
 Engine RPM (RPM) Air Fuel 2 (Ratio)
 Owner : matt . rohret
 Vehicle : 68 chevy nova, 5159 pro
 Test Type : Vehicle Simulation
 Date Run : 29-Jul-05, 08:19 PM

(Time trial run)

WESTERN COLORADO DRAGWAY
WELCOMES YOU
ENJOY YOUR DAY

PINE COUNTRY		TDS
5.159		E17
0.000	TREE SPEED	0.500
0.00	DIAL-IN	0.00
0.916	REACTION	0.942
1.555	60	2.529
4.171	330	6.680
0.00	MPH1	0.00
0.001	660	0.001
0.001	990	0.001
100.50	MPH2	86.71
9.487	1320	15.781
WINNER	FIRST STATUS	
6.320		

PORTTREE TIMING SYSTEMS, INC.

OPENING TTRL RND 1
September 24, 2006 01:56:31 PM
SEPTEMBER 23, 2006
WELCOME GUESTS
OF
ENSIGN OIL

Best run (also last run) on nitrous. Raced at Grand Junction while I was transporting the car from Denver to Bakors field. Last time I raced the car "at altitude". Grand Junction track \approx 5300'. I won money that day! (Paid thru semi-finals - that was me. Brake out by .02 to the eventual winner.)

(Time trial run)

BANDIMERE SPEEDWAY
PERFORMANCE WHEEL & TIRE
TEST NIGHT
PRO STOCK TESTING

5:32 PM
2/JUL/2003

Temp F. 91
Absolute Barometer 23.38

NOPAR PEPST

----- LEFT RIGHT

Car # ... 58 8159
Class ...

DIAL ...		
R/T061	.012
60' ...	1.952	1.468
330 ...	5.527	4.135
1/8 ...	8.486	6.402
MPH ...	83.07	108.37
1000 ...	11.049	8.365
1/4 ...	13.219	10.037
MPH ...	104.08	134.79

Right 1st 3.2314
Comoulink AUTOSTART ON !!

Rnd # TO 183/182

..... ComuLink StarTrak

Best run in Denver. (Had a slight tail wind.)
Typical run \approx 10.08 secs.
No Nitrous.
This run was just engine.
Altitude \approx 5800'.

AUTO CLUB AMOSO RACEWAY
 Presents
 Friday Night Test & Tune
 August 24, 2007

 Tune in to AM 530 or 87.7 FM
 For Track Announcements

9:31 PM
 24/AUG/2007

	AUTO CLUB	BUDWEISER
-----	LEFT RIGHT
Car # ...	252	5159
Class ...		
DIAL ...		
R/T081	-.029
60' ...	1.637	1.413
330 ...	4.581	3.934
1/8 ...	7.103	6.056
MPH ...	97.21	115.74
1000 ...	9.298	7.891
1/4 ...	11.177	9.455
MPH ...	117.18	143.81

Right 1st 1.8325
 CompuLink AUTOSTART OFF

Rnd # TO 217/216

..... CompuLink StarTRAK 2005

AUTO CLUB AMOSO RACEWAY
 Presents
 Friday Night Test & Tune
 August 24, 2007

 Tune in to AM 530 or 87.7 FM
 For Track Announcements

11:43 PM
 24/AUG/2007

	AUTO CLUB	BUDWEISER
-----	LEFT RIGHT
Car # ...	R757	5159
Class ...		
DIAL ...		
R/T ...	-.074	.015
60' ...	1.466	1.441
330 ...	4.418	3.975
1/8 ...	6.931	6.117
MPH ...	97.62	118.03
1000 ...	9.123	7.872
1/4 ...	10.994	9.345
MPH ...	119.49	151.59

Right 1st 1.5608
 CompuLink AUTOSTART OFF

Rnd # TO 434/433

..... CompuLink StarTRAK 2005

I found these two time slips
 from Famoso Drag strip here
 in Bakersfield. Both of these
 runs are natural with no nitrous.
 The car has no delay box only a transbrake.
 Look at the reaction times. It is dialed in.