

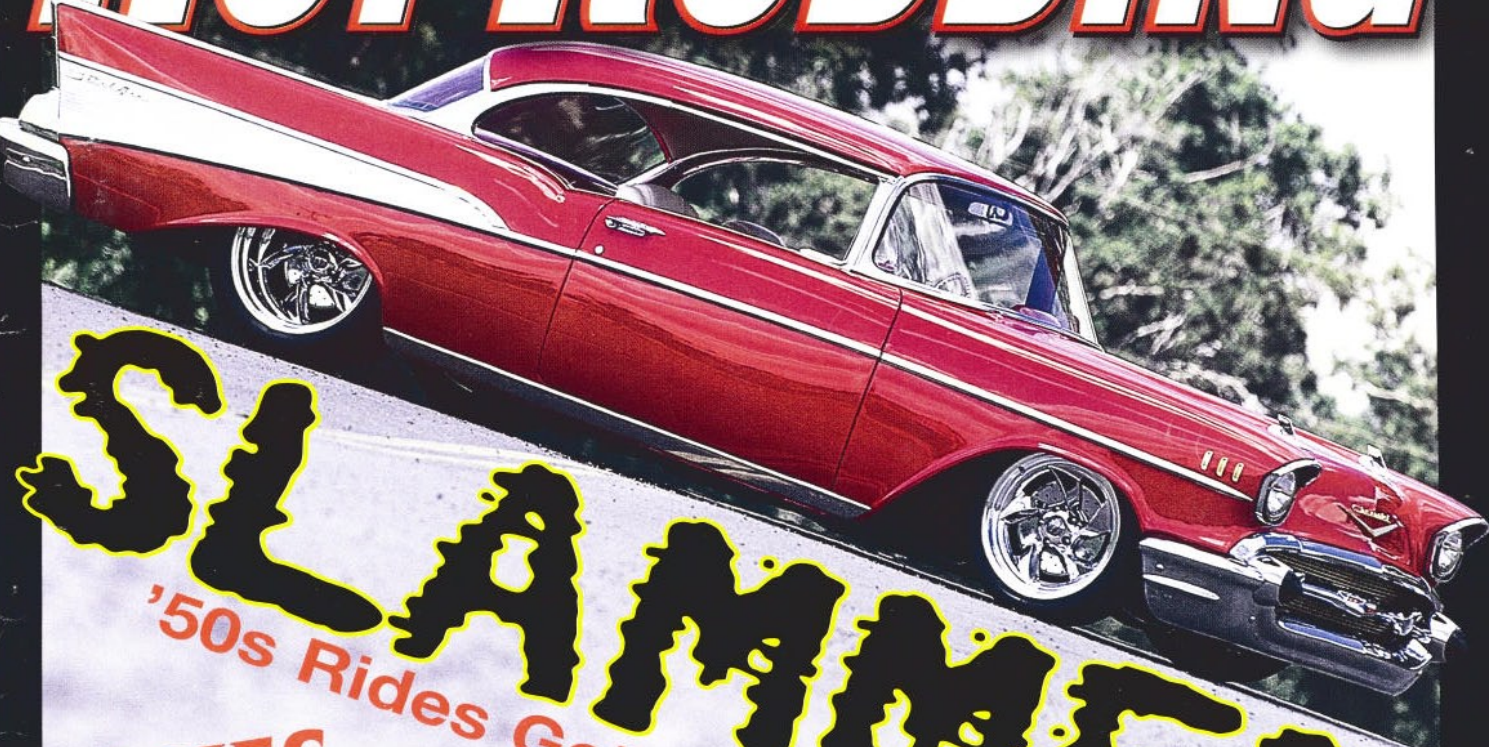
Giant
MOPAR NATIONALS
COVERAGE!



Cruising
Motor City
WILD TIMES ON
WOODWARD AVENUE



POPULAR **HOT RODDING**



SLAMMED

'50s Rides Get the Look

POSIES
Avanti

A Stude
with a
'Tude



Plus

Bonneville

BLAST-OFF: SPEED WEEK 2000

TECH: TH350 TRANS TECH

DEMON'S 850 UNCOVERED

HOT OIL PANS PRICED RIGHT

VISIT

GR8RIDE.COM

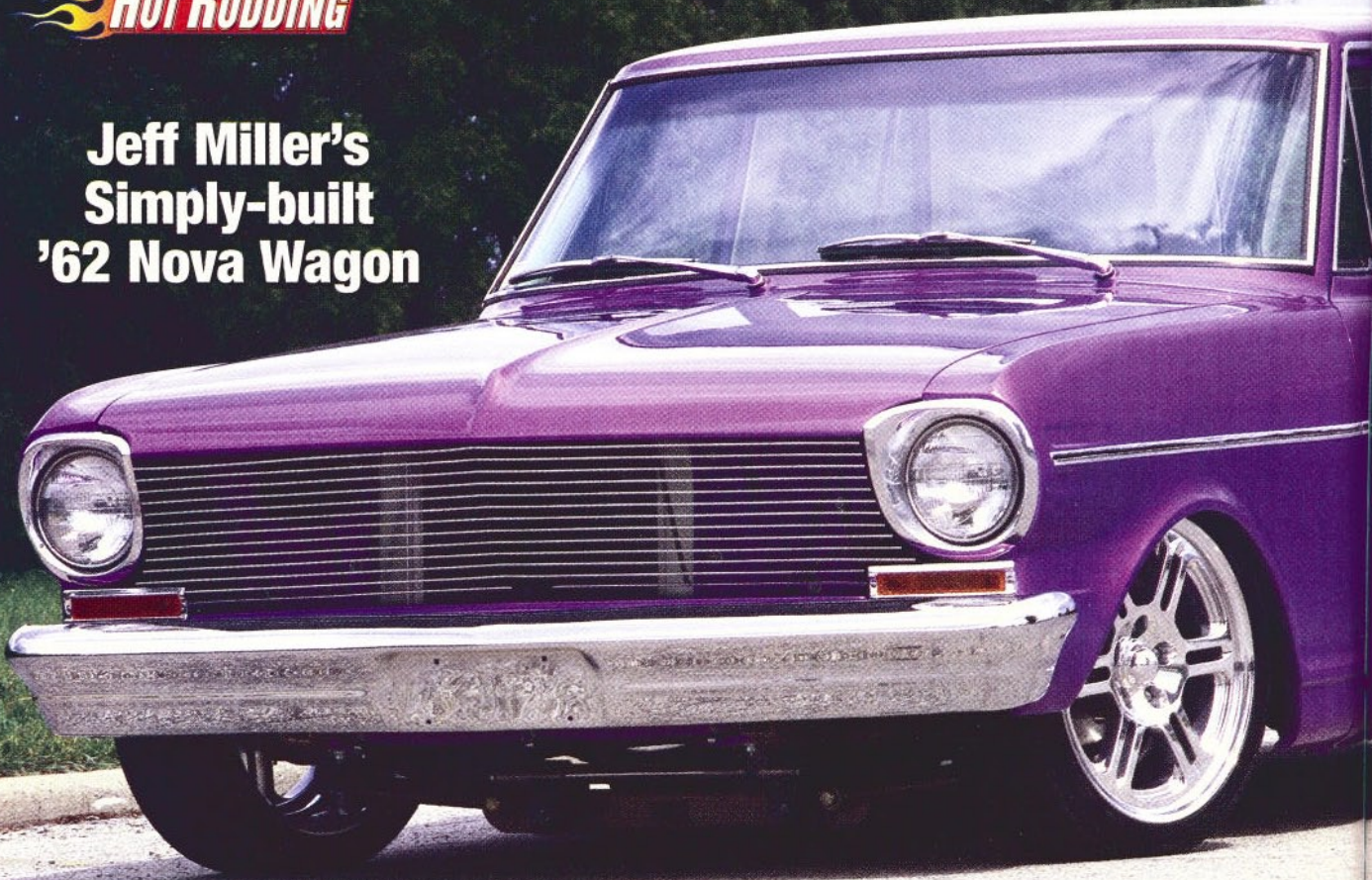
For More **Editorial** and
Product Information, Plus:

Shop Talk • Chat Room • Classifieds • Discussions
Magazine Rack • Feedback • Showroom 2000 • Hot Events

DECEMBER 2000 • VOLUME 40, NO. 12 • www.popularhotrodding.com

PRIMEDIA
The Authoritative Source

**Jeff Miller's
Simply-built
'62 Nova Wagon**



Executed for the





Text by Cameron Evans

PHOTOS BY HARLEY KOOPMAN

Those who've dreamed of owning an ultimate street machine face a significant dilemma: Build it or buy it? There are benefits and penalties to both sides, with skills and pride sticking out the most. If you don't have the mechanical experience to craft your dreams, you're a purchaser. If you don't have the money to make it happen, doing it yourself can save big dough. In the middle of all this is common sense—these cars don't generate major profits for the guys that build them. A guy who understands what he wants from a street machine can get a solid value if someone else with the initiative to build it follows up on the same idea. This car is one of those situations.

Grainger, Indiana's Jeff Miller actually has the skills to execute a proper street machine, but he'd been going over the above notions in his head, thinking of an early wagon on plus-size wheels while traveling to last year's SEMA Show. He'd built a '69 Pro Street Camaro in the late '80s and sold it in 1993 to build a business, so he knew how to get it all done. More importantly, he knew the amount of money involved isn't small. At SEMA, he came across this wagon, a car that Pueblo, Colorado, builder Eddie Potestio had completed just enough to make a justified appearance in the Unlimited Quality Products booth. When Miller saw this '62 Nova wagon, his decision was made—make an offer on this car! It would be far cheaper than reproducing it....

In talking with Eddie and Darrell Mayabb, the artist with the original concept, he learned that the two men wanted to execute a wagon without setting records in the labor department. After all, the aftermarket has everything you need, so why re-invent the parts? That thought is reality on wheels, here on these pages.

Many top builders start by figuring out what wheel and tire sizes they'd like to run, then build around it.

Right Price



Front to Rear (and everything in between) We Have Your Muscle Car Suspension Parts!



Made in USA
Graphite
Impregnated
Polyurethane Bushings!

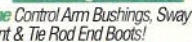
Front End Rebuild Kits

Made in USA Graphite Impregnated
Polyurethane Bushings!

Upper & Lower Ball Joints + Outer &
Inner Tie Rod Ends + Idler Arms

+ Graphite Impregnated Polyurethane Control Arm Bushings, Sway
Bar Bushings, Link Kit + Poly Ball Joint & Tie Rod End Boots!

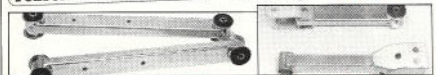
Free Freight On Kits!



GRAPHITE IMPREGNATED
MADE IN USA
POLYURETHANE BUSHINGS

Lifetime Warranty!

Applications \$259⁹⁵
From only—



Heavy-Duty Bolt On Trailing Arms

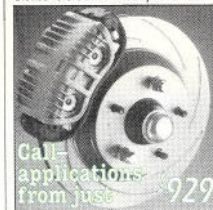
HD Gauge Steel, Gold Finish with Polyurethane Bushings. Bolt-On
for positive control. Ideal for both street and strip use. **Uppers or
Lowers—\$164⁹⁵ Pair + Complete Set-Uppers & Lovers \$310**
GM "A" Body '64-87 + '82-98 Camaro/Firebird

NEW-Billet Aluminum Adjustable Arms Available—Call!

Disc Brake Kit with 2" Dropped Spindles

Stop
faster
& safer

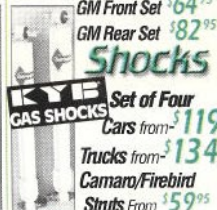
with our Bolt-On Front Disc Brake
Kit! The 2" Dropped Spindles
maintain factory alignment specs!
Improve braking & handling with
a great look!
Slotted rotors shown are optional—call.



Call
applications
from just \$92⁹⁵

Control Arm Bushings

The Finest Graphite
Impregnated Polyurethane
Bushings. Replacement for
factory units—crisper handling
better weight transfer & more!



GM Front Set \$64⁹⁵
GM Rear Set \$82⁹⁵
KYE Set of Four
GAS SHOCKS \$119
Cars from—
Trucks from—\$134
Camaro/Firebird
Struts From \$59⁹⁵

Performance Sway Bars



Stop That Sway and Lean!

Polyurethane Bushings, Powder Coated 4140 Chrome Moly, Heat
Treated for flat out better handling!
Front or Rear—Most Cars \$119⁹⁵

We are your **Muscle Car Suspension Experts!** Stocking
everything you need for the ultimate in handling plus, we can
help with your Sport Truck, 4x4, Import or Domestic Late
Model Performance Car too! Call today for **FREE CATALOG**
www.performancesuspension.com

**PERFORMANCE
Suspension
COMPONENTS**
Order
Toll-Free: **800-572-3768**
Tech Support Product Info: 602-272-4085
FAX: 602-272-3548 • PO Box 14708, Phoenix, AZ 85063

Executed for the Right Price



Henceforth, you see a set of Colorado Custom Palisades wheels, 17 x 7 up front and 17 x 8 on the rear, with a BFG 205/40/R17 and 225/45/R17, respectively. This relatively narrow tire combo allows for the modern look without doing extensive mods in a narrow original spaces. Here you still get a tall enough aspect ratio so that the car doesn't look like it's sitting on rubber bands (as you might get with a 35-series tire).

These wheels and tires won't work unless you use proper suspension parts in tandem. A Heidt's Mustang II-adapted frontend kit and bolt-in crossmember for early Novas works with an air bag system to achieve this stance, assisted by simple mods and bags on the rear (like a 9-inch rearend and Monte Carlo discs). It allows for adjusted ride heights—or "Heidts" if you will—and reasonable grip for spirited driving. This is no serious g-Machine, rather a buildup that gets moderate handling for real-world driving.

The engine concept is simple and inexpensive, including a 305 small-block with a 600-cfm Edelbrock carb and various dress-up goodies. The little moving parts, like Lokar linkage shifter linkage to accept a TH350 trans, a smooth-acting Lokar throttle cable and pedal assembly, etc., are what make this wagon come together. Yup, that street rod influence is everywhere on this ride.

The interior in this wagon isn't a simple deal, however. Dave Kindig provided the concept and Eddie stitched the threads over Cavalier seats, bringing Bone-toned leather and purple suede leather out as

a contrast.. A Pioneer sound system and Painless Wiring harnesses are hidden under the panels and carpets. Pete and Jake's gauges a custom dash, and a Colorado Custom steering wheel (to match...) build on the street rod flare.

The body mods are extensive here. Note that the headlights are stock, but a Custom Carriage Works grille has been incorporated. The chrome bumpers remain, but the door handles and gone and a Hagan's gas door has been added. Pueblo's Performance Restorations shot a custom mix of DuPont "Purple Peep" and John Largent air-brushed the accents.

Who won out in this deal? Everyone, as we see it. Miller got a great car with fine attention to detail and a smooth ride. Potestio, Mayabb, and all involved got credit for a job well done, and surely more work to come from it. We got a great feature and you got to see it. Let's see what they can do in the future. Maybe Miller's business is good enough to commission a new car from the get-go! **PHR**

FOR MORE EDITORIAL AND
PRODUCT INFORMATION — GO TO
GR8RIDE.COM

