

V A U X H A L L

NOVA

1989 Edition No 1



VAUXHALL, ONCE DRIVEN, FOREVER SMITTEN.

Versatility and reliability. They go down to the sea, or take them to the mountains. That's Nova. Two, three, four doors, with choices on engine, colour, and trim. They're fun to run and easy to own.



That's Nova. Pop into the city,
everyone out on a 'lets go see'.
Four or five door models, together
and trim. Hatch or saloon,
park. That's Nova.

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How many doors do you need, w

It's a handy hatchback with a high-lift tailgate. And 3 or 5 doors. And it's a refined saloon with a load-swallowing boot. And 2 or 4 doors.

Each is beautifully styled

on the same theme. Yet each retains an identity of its own, whether its the distinctive flared wheelarches of the 3-door hatch or the attractive six-light styling of the 4-door

saloon.

Both share the traditional Nova virtues of performance with economy, low maintenance with high reliability.

As much as they share the same up-to-date chassis and suspension for the best in small



When you're in the great outdoors?

car ride and handling.

And both carry more than their fair share of passengers and luggage. The hatchback has a folding rear seat (60/40 split-folding L, SR and GTE models) to take load space to even greater levels, while the

saloon's generous boot compares admirably with cars in a much larger class.

With four fuel-efficient engines, and five levels of trim, there are no less than 14 Novas

to choose from. They're all different, but they're all Nova.

Nova L saloon in Aquamarine.

Nova L hatchback in Laser Blue.

Sunroof and two-coat metallic paint are optional at extra cost.



The perfect choice when you're shopping around.

NOVA

2-door Saloon 1.0

3-door Hatchback 1.0

At Vauxhall, low on price doesn't mean low on quality, nor low on value. In fact, the price-leading Nova is so well equipped that you could easily mistake it for a more expensive model.

Whether you choose the versatile hatch or the functional saloon, you'll find Nova small on the outside, but big on the inside.

Compact size and excellent all-round visibility make manoeuvring in traffic and parking in small spaces a piece of cake. Yet optimum use of interior space has given Nova ample room for four passengers, and more luggage space than you'd expect.

With the rear seat up, the hatchback provides 7.9 cu.ft. of practical load area. Fold it down and you've got a

whole 29.8 cu.ft. of usable space. The Saloon doesn't skimp on luggage area, of course, thanks to its 15.2 cu.ft. boot.

Nova doors open to a wide 62 degrees, and on 2/3-door models, the front seats fold right forward for easy access to the rear.

All Nova front seats recline of course, and combine plenty of adjustment to accommodate even tall drivers with slimline seat backs to make extra room for rear seat passengers.

There's special cloth trim for every model in the Nova range. This Nova gets

the attractive grey Malaga fabric to complement the hard-wearing vinyl door trims and full carpeting.

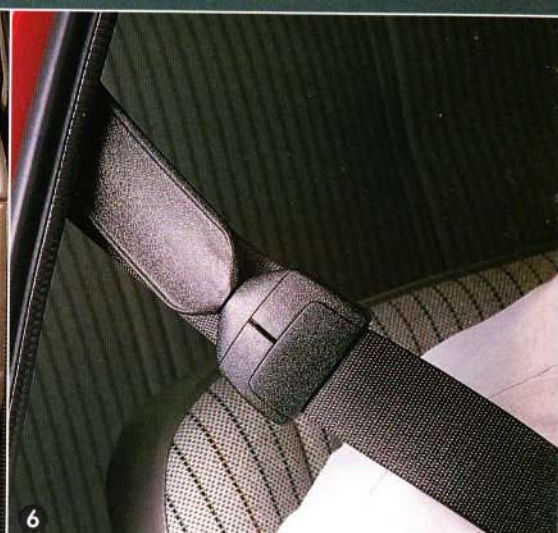
With features like dipping rear-view mirror, Philips DN272 digital radio, front and rear armrests, three-speed heater fan and heated rear window, Nova Standard gives little hint of its price-leading value. While a full width front parcel shelf, front and rear ashtrays and plenty of storage





Nova hatchback in Mexico Red.

Nova saloon in Nordic Blue.



space for your 'on-journey' odds and ends only add to Nova's practicality.

This price leading Nova comes with a lively 1.0 litre engine, designed with a Low End Torque cam profile to give plenty of power even at low revs. With a top speed of

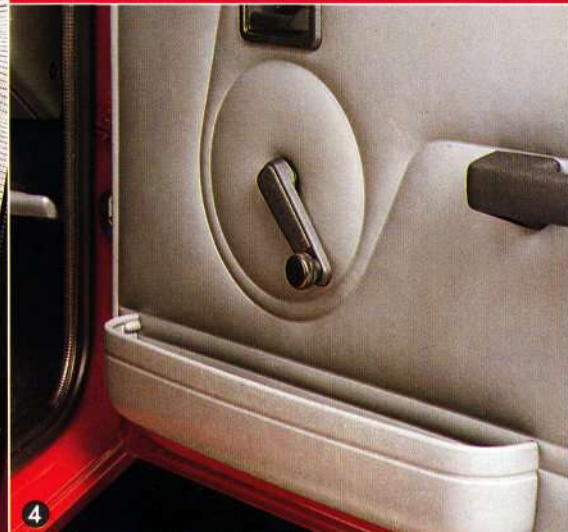
89mph, it's no slouch, yet at 57.6mpg (DoT figure for a steady 56mph), it's obviously built for economy too.

Best of all, Nova is easy to drive. Ride is surprisingly smooth for a small car, and the sure-footed handling is equally as impressive. With the added

benefits of light controls, good visibility and easy-to-read instruments, it's no surprise that Nova is also popular with driving schools, and as a second family car.

Nova Standard features include:

- A high quality Philips



DN272 digital radio with 2 speakers.

- Dipping rear view mirror and twin sun-visors with driver's ticket pocket.
- Useful storage facilities with a full width front parcel shelf, driver's door pocket and lidded glovebox.

• A folding rear seat on the hatch and a capacious boot for the saloon with 15.2 cu.ft. of luggage space.

- Laminated windscreen, heated rear window and locking fuel cap all as standard.
- Twin door mirrors.
- Bold body side striping.

❶ 2-door Nova saloon in Nordic Blue.

❷ Reclining front seats with Malaga cloth trim.

❸ Twin door mirrors are standard on all Novas.

❹ Handy driver's door pocket.

❺ Facia controls are all within easy reach.

❻ Nova standards feature front seat belt pivot arm for extra comfort.

❼ DN272 AM radio with digital tuning.

❽ Nova's tailgate opens right down to bumper level.

NOVA MERIT

2-door Saloon 1.2

4-door Saloon 1.2

3-door Hatchback 1.2

5-door Hatchback 1.2

With its marked step-up in useful standard features, Nova Merit offers increased refine-

ment at a modest price. And with a range of 2, 3, 4 and 5-door models to choose from, each with the lively 1.2 litre engine, you can be sure of finding one to suit your needs.

Inside and out, Merit is bursting with features not usually associated with cars in

this price range.

A quartz clock, vanity mirror and handy pockets for both front doors are all part of Merit's interior spec, along with rear passenger assist handles with coathooks and a carpeted, hinged rear load cover on hatchbacks for added

All things considered, it has man



luggage security. All Nova Merits come with the attractive Ronda cloth seat trim, and cloth-trimmed open front seat head restraints for extra passenger comfort. Plus the Philips DN272 radio, bringing in-car entertainment to every single model in the

Vauxhall range.

Highly accurate digital tuning on both Long and Medium wave, with eight pre-sets (4LW and 4MW) and a station search facility make for simple tuning, while the bright yellow-on-black liquid crystal display and large well-placed

controls ensure easy reading and safer operation.

Merit 2-door saloon in Glacier White.

Merit 5-door hatch in Astro Silver. Two-coat metallic paint is optional at extra cost.

y merits.





On the outside, Merit is instantly marked out by its body side protection mouldings with sporty red inserts, a feature carried over to the wraparound thermoplastic bumpers. Merit hatchback models also incorporate an intermittent tailgate wash/wipe facility to help you keep the rear window clean at all times.

Merit's 1.2 litre ohc engine makes light work of carrying four people and their luggage, whether it's nipping around town or cruising over long distances. Sharing many modern design features with its larger counterparts, it's designed for Low End Torque, giving you extra power at low revs, with

obvious rewards in economy and flexibility. With the optional 5-speed gearbox, the 1.2 litre Nova Merit recorded a very thrifty 60.1 miles per gallon at a constant 56mph in DoT fuel tests.

Not that it trades economy with performance, of course. With the 1.2 litre engine, Nova Merit has a 95mph potential with plenty of pulling power over a wide rev band.

High-value standard specification and a competitive initial price, low routine servicing needs and performance with economy; they all add up to Nova Merit.

Nova Merit features include:

- Cloth trimmed, fully

adjustable open pattern front seat head restraints.

- Height adjustable front seat belts on 4- and 5-door models.
- High quality Philips DN272 digital radio with two speakers.
- Dipping rear view mirror





and twin sun visors with passenger vanity mirror.

- Quartz clock.
- Lidded glovebox, full width front parcel shelf and front door pockets for generous in-car storage space.

- A folding rear seat on hatch models.

- Body side mouldings with red insert.
- Intermittent tailgate wash/wipe (hatch).
- Twin door mirrors.

① 4-door Merit saloon in Steel Grey. Two-coat metallic paint is optional at extra cost.

② All Merit models feature Ronda cloth trim.

③ Two-spoke steering wheel gives excellent instrument visibility.

④ Quartz clock, standard on Merit models.



If you like a little luxury



NOVA L

4-door Saloon 1.2/1.3

3-door Hatchback 1.2/1.3

5-door Hatchback 1.2/1.3

Luxury and style are keywords for Nova L. Choice is another. Nova L incorporates a whole host of detail refinements for

added driving pleasure, and with 3, 4 or 5-door models to choose from, each available with lively 1.2 or 1.3 litre engines and a 5-speed gearbox, there's a Nova L to suit your lifestyle.

From the sporty 3-door hatch with its aerodynamic

wheelarch 'blisters' to the four-door saloon with its attractive, well proportioned six-light styling, they all combine good looks with a practical refinement not usual for a small car.

All Novas feature comfortable cloth trim, of course. Nova L comes with Mosaic

ry, why settle for less?



velour fabric for seats and doors. And hatchback rear seats have the added advantage of a 60/40 split to accommodate extra-long loads.

L models also feature two extra facia air vents, adding a further dimension to Nova's 'warm feet, cool face' layered

air mix, so vital for complete passenger comfort.

As you'd expect from a car with this level of equipment, Nova L has extra sound deadening to seal the passengers from the outside world. Hatchbacks also have carpeted wheelarches which cut down

on road noise and help protect your luggage.

You won't miss Nova L from the outside either. Smart grey side mouldings with silver

Nova L 3-door hatchback in Laser Blue.
Nova L 4-door saloon in Aquamarine. Two-coat metallic paint, tinted glass and sunroof are optional at extra cost.



inserts, flush wheel covers and a single coachline only add to the upmarket looks.

On the road, Nova L can't help but display all the money-saving features for which it's become renowned. Both engines are built for low maintenance of course, and with a recorded 60mpg at a constant 56mph (DoT tests) for saloon or hatch, 1.2 or 1.3, they're exceptionally economical too, especially now that both engines are backed by a five-speed gearbox. With 70PS on tap for the 1.3L, it also has the potential for over 100mph where speed limits allow.

It's this unique blend of excellent performance with upmarket passenger comfort

that gives Nova L a refined feel which many more expensive cars would do well to imitate.

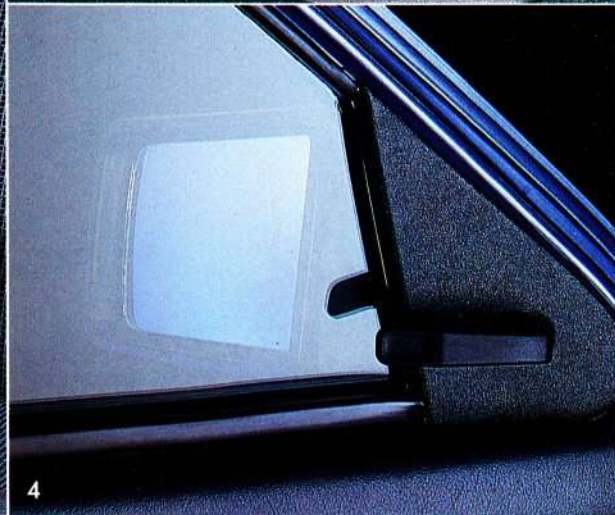
Nova L features include:

- Cloth trimmed, fully adjustable open pattern front

seat head restraints with an easy quick release facility.

- Height adjustable front seat belts on 4- and 5-door models.
- High quality Philips DN272 digital radio with two speakers.



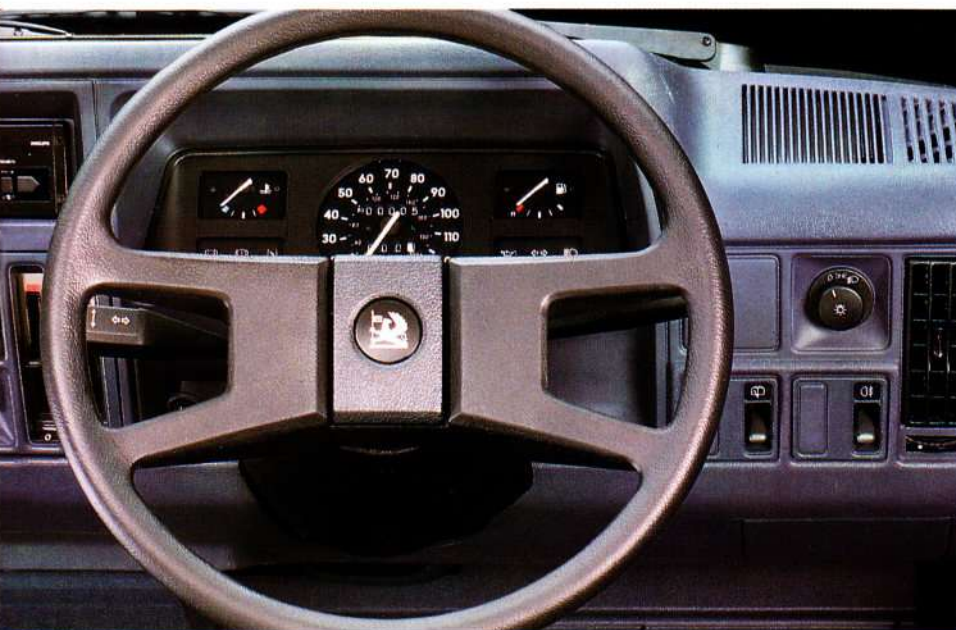


- Dipping rear view mirror and twin sun visors with passenger vanity mirror.
- Quartz clock and cigar lighter.
- Illuminated glovebox and

load area with full width front parcel shelf, integral centre console and front door pockets for additional storage.

- Fully trimmed door panels.
- 5-speed gearbox as standard.

- 60/40 split-folding rear seat on hatch models.
- Intermittent tailgate wash/wipe (hatch).
- Door mirrors that are fully adjustable from inside the car.
- Lights-on warning buzzer.
- Flush wheel covers.



- ① L interior in attractive Mosaic velour trim.
- ② 60/40 split-folding rear seat, standard on L hatchbacks.
- ③ 5-speed gearbox, standard on all L models.
- ④ Door mirrors are adjustable from inside the car.
- ⑤ Four-spoke steering wheel is a feature of the Nova L.



Attractive for the active.

NOVA SR

3-door Hatchback 1.3

It's small, it's fast, it's Nova SR. With racy good looks and free-revving 1.3 engine, SR puts Nova firmly into the sports car category.

It's built for speed with looks to match. Wind cheating front and rear spoilers, flush fitting wheel trims and those unmistakable Nova 3-door hatchback wheelarches give Nova SR a Cd of only 0.36. While the tinted glass with windscreen shadeband, grey lower body, ultra-grippy low profile tyres and red inserts to bumper and side protection

mouldings add further to its go-faster appearance.

If it looks good, it goes even better. The nippy 1.3 ohc engine puts a healthy 70PS at the driver's disposal, with a hefty 101Nm of torque for excellent driving flexibility. With its lower final drive ratio and five speed gearbox, Nova SR boasts a top speed of 106mph. Couple that with a 0-60 time of just 10.4 seconds (*Fast Lane*), and it all adds up to a lot of driver entertainment on even the most mundane journeys.

The SR features the same up-to-the-minute chassis technology as the rest of the Nova range; MacPherson struts

at the front with GM's 'best of both worlds' compound crank design axle at the rear. But with uprated springs, dampers and rear anti-roll bar plus those 165/70 low profile radials, it takes small car performance a step further with crisp handling and a tenacious cornering ability. If you specify the alloy wheel option for your Nova SR, the accompanying lower profile 165/65TR 14 radials give it even better handling.

You won't need to worry about SR's stopping power, either. All Novas come with a

Nova SR in Carmine Red.







sophisticated dual-circuit braking system with servo assistance for the front disc/rear drum arrangement, so it's well up to the task of pulling the SR to a swift halt. While the two pressure-conscious proportioning valves, help prevent rear wheel lockup.

Inside, SR takes in all the top level Nova trim refinements and more. A handy cassette storage rack, two-door central locking, internally adjustable mirrors and inertia reel seat belts front and rear are all standard on SR, while figure-hugging sports seats, rev-counter, voltmeter and oil pressure gauge all echo its sporting heritage.

New for both Nova SR and GTE for '89 is the Philips DC670 stereo radio/cassette player. With extensively upgraded specification, and features like a 20 station electronic memory, radio reception during fast wind, and a full 4 × 4.5 watts of power, it adds even greater driving pleasure to Nova SR.

Nova SR features include:

- Sports front seats.
- Sports instrumentation with rev counter, voltmeter and an oil pressure gauge.
- 3-spoke sports steering wheel.
- Sophisticated Philips DC670 stereo radio/cassette player with four speakers and

security code protection.

- Cassette storage facility.
- Quartz clock and cigar lighter.
- 60/40 split-folding rear seat.
- 5-speed gearbox.
- Sports front air-spoiler and tailgate spoiler.
- Green tinted glass.
- Two-door central locking.
- Sporty flush wheel covers and 165/70 low profile tyres.

- ① Nova SR in Carmine Red.
- ② SR instrumentation includes rev counter, voltmeter and oil pressure gauge.
- ③ DC670 stereo radio/cassette player has four speakers.
- ④ SR features 5-speed gearbox and lower final drive ratio.
- ⑤ SR interior with Ronda cloth trim and 3-spoke sports steering wheel.

Smooth out the rough.

NOVA GTE

3-door Hatchback 1.6i

If SR is the faster Nova, then GTE is the fastest. With 100PS from the new 1.6i fuel injected engine, it leaves many of its close competitors behind with a blistering top speed of 117mph (*Autocar*).

And that's not where it ends either. A 0-60 figure of only 9.1 seconds (*Autocar*), and more than enough mid-range pulling power at 135Nm of torque puts GTE firmly in the pocket rocket category.

That potent 1.6i engine is where GTE's many attractions begin. A five-bearing crankshaft with four counterweights gives it a free-revving smoothness, while the alloy cross-flow head, overhead camshaft, hydraulic tappets and electronic ignition combine to produce power in abundance. Plus, of course, the excellent fuel efficiency that can only come from electronic fuel injection; in this case, the latest Bosch L3 Jetronic with deceleration fuel cut-off and automatic cold start system.

Handling and roadholding are in true Nova tradition with fine tuning to the proven suspension combination of

MacPherson strut front and compound crank rear axle. Stiffer front springs, uprated dampers, larger diameter front and rear anti-roll bars and low profile 175/65 HR14 radials give GTE a well-balanced chassis with quick turn-in, little body roll and predictable cornering behaviour.

Braking is well up to the extra performance with vented front discs and uprated front calipers adding to Nova's already impressive servo-assisted setup. GTE steering is light even at parking speeds and the 5-speed close ratio gearbox provides swift, positive changes.

On the outside, there's no mistaking the GTE. Eye-

catching colour-coded front grille, bumpers, spoilers and door mirrors, plus those attractive star-patterned wheel trims and the purposeful sill extensions give it the stylish good looks to match its sporting performance.

Nova GTE in Calypso Red. Two-coat metallic paint and alloy wheels are optional at extra cost.







It's on the road that GTE shows what it can really do. It's well-mannered in town, it's just the job for whistling down open roads, and at the legal limit it's just cruising.

Sizzling acceleration, plenty of high gear pulling power, and outstanding grip with brakes to match – wherever you're going, GTE makes getting there that much more fun.

Nova GTE features include:

- Sports front seats.
- Sports instrumentation with rev counter, voltmeter, oil

pressure gauge and low fuel level warning light.

- 3-spoke sports steering wheel.
- Sophisticated Philips DC670 stereo radio/stereo cassette player with four speakers and security code protection.
- Cassette storage facility.
- 60/40 split-folding rear seat.
- 5-speed close-ratio gearbox.
- Sliding/tiltable glass sunroof with louvred interior blind.
- Two-door central locking.
- Body colour front and rear spoilers, bumpers and door

mirror housings.

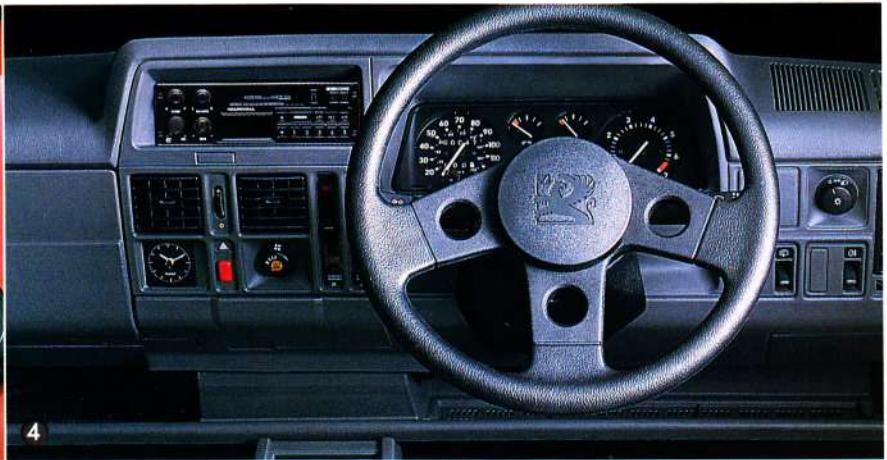
- Aerodynamic sill mouldings.
- Green tinted glass.
- Sporty flush wheel covers and 175/65 low profile tyres.

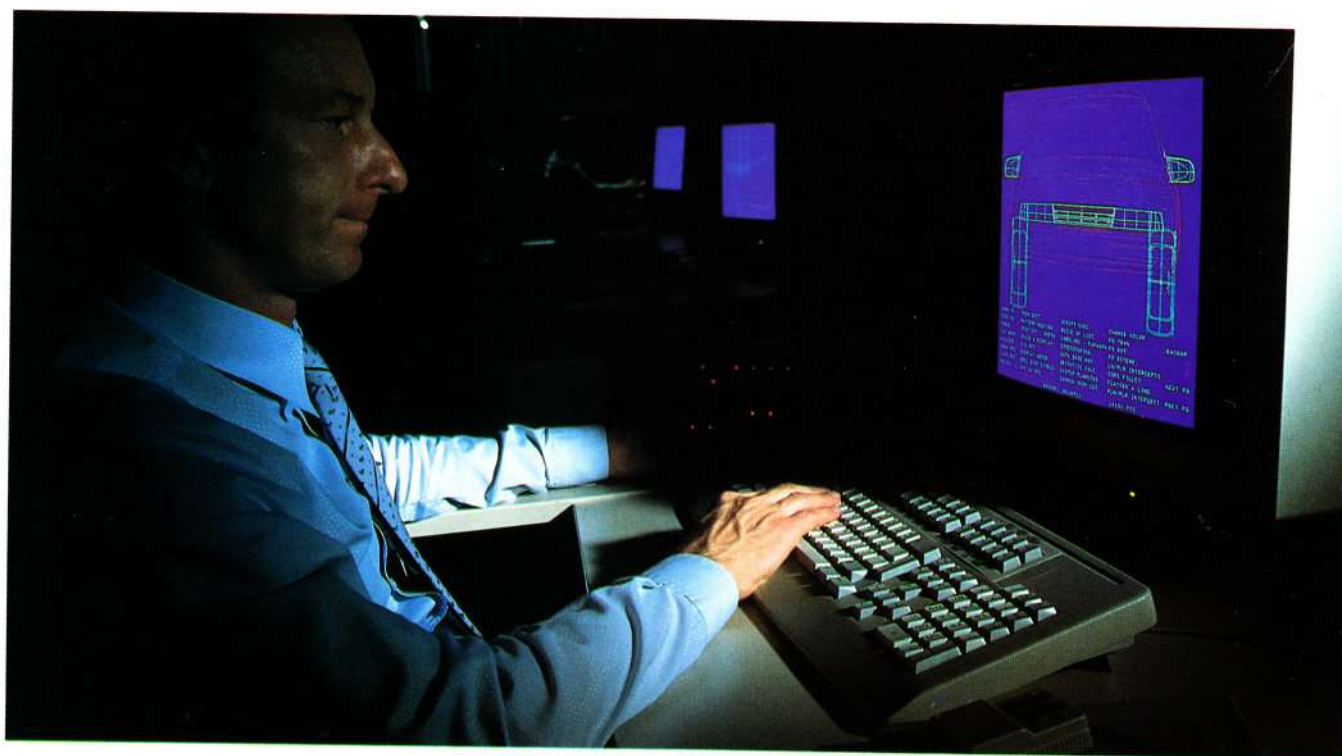
❶ Nova GTE in Calypso Red. Two-coat metallic paint and alloy wheels are optional at extra cost.

❷ GTE interior features smart Laser cloth trim.

❸ Sliding/tiltable glass sunroof, standard for Nova GTE.

❹ Dash with rev counter, voltmeter and oil pressure gauge.





Quality begins with good design.

The day you take delivery of your brand new Nova, you're not just buying a car, you're dipping into the biggest pool of research and development resources in the industry. As part of the worldwide General Motors family, Vauxhall draws on reserves of technology and a wealth of experience that can only come from being the biggest motor manufacturer in the world. Nova may not be the biggest car in the Vauxhall range, nor the most expensive, but you can be sure it receives just the same forward-thinking approach to design, testing and manufacture as every other vehicle on the GM roster.

General Motors has always believed that 'Quality begins with good design'. In fact, visitors to our European design headquarters are greeted with that very message. That's why we invest in the most talented stylists, the best design engineers, the latest testing equipment and the most advanced computer technology money can

buy. And although no amount of microchip technology will ever replace the talent and creativity of our designers and engineers, there's no getting away from the fact that computers play an ever increasing role in the way we design and build each new Vauxhall.

Where components used to begin life on the drawing board, they're more likely nowadays to be born on a keyboard. And design changes that used to involve endless redrawing, multiple prototypes and extensive physical testing are now

dialed quickly into 3D computer graphic images of the car for instant visual and technical appraisal, thanks to the massive satellite-linked GM mainframe computing capacity available to stylists and designers across the world. At the push of a button they can see what the new part will look like, how it will work and how it effects the balance and performance of the whole car.

Below Left: Every Nova body features extensive use of zinc-coated metals.

Below Right: Each part is produced to the finest tolerance.



A small car such as Nova involves many different styling parameters. The car must follow the Vauxhall family likeness, yet be immediately distinguishable from the rest. It must be small on the outside, yet big inside, with sufficient leg, hip and headroom for at least four adults. We wanted low weight, low maintenance and a low drag factor (difficult on a small car), with lively performance, good fuel economy, reliability and a whole list of other critical requirements. Plus, of course, we wanted it in two versions, saloon and hatch.

Computers help us find the answers a whole lot faster, of course. And not only the problems of basic design, either. Every stage of a new car's development is planned, controlled and evaluated with the help of computers.

Take product testing. Some of our most sophisticated computers control the GM hydropulse product testing laboratory, the biggest in the world. Before any part eventually finds its way onto a GM car it goes through many months of extensive testing to destruction on some of the most sophisticated torture equipment in the industry. Suspension parts are jolted, shaken and twisted, doors are banged shut for weeks on end, and wiper motors are run till they can't manage another wipe. If they break, we find out why then continually improve the design until we can bring you the maximum reliability from every single part of your new car.

**AERODYNAMIC
STYLING**

The story's the same at every stage of new product development. To find the optimum body shape for minimum drag, GM use the best computer-controlled wind tunnels the world over.

The rough Belgian Pavé road surface is just part of Nova suspension testing.

And when the shape's decided, we make sure it's strong enough for the job, but light enough for good fuel economy and performance. At 740kg, the Nova Standard Hatchback is one of the lightest cars in its class, thanks to advanced computer analysis using the 'finite element technique'. This programme interprets the contours of the car body shape in three dimensions, then calculates the minimum necessary structural material for maximum strength with the least body weight.

**A RANGE OF
MODERN ENGINES**

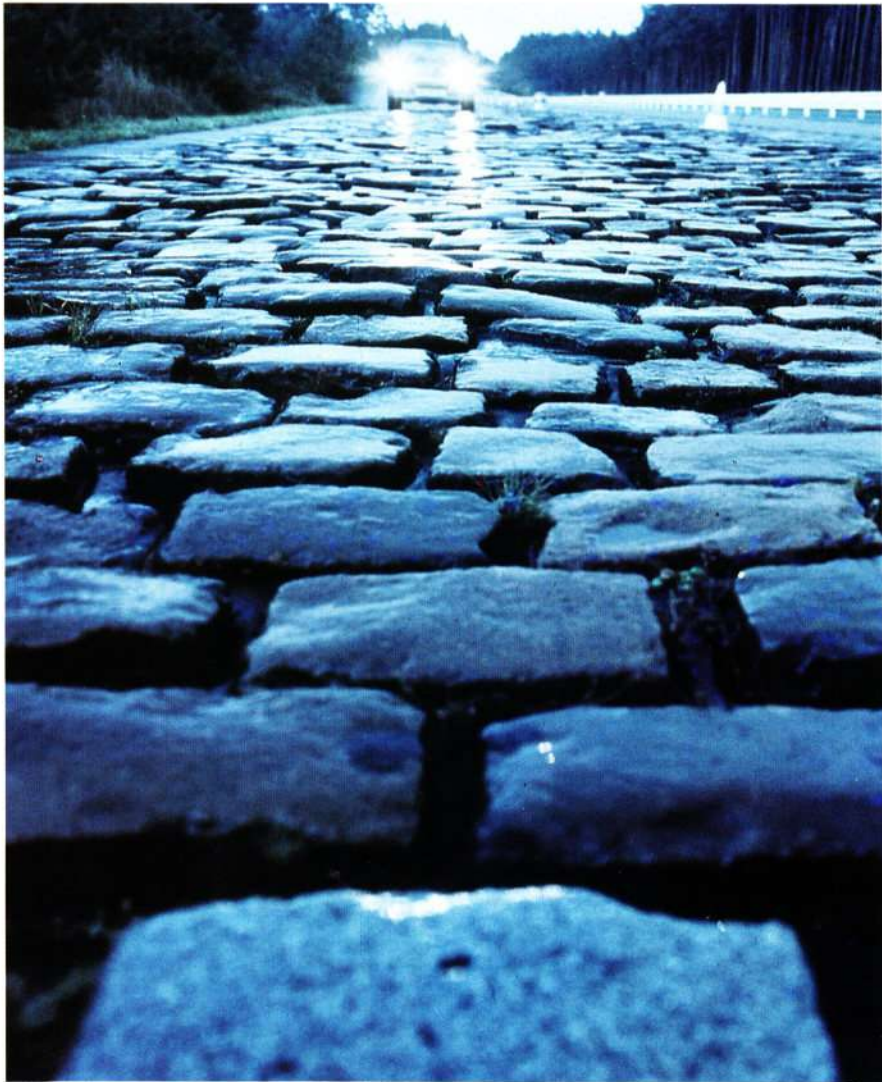
Not that low weight is the only requirement for good economy and lively performance, of course.

All four Nova engines are built with the same aims, combining

economy and performance with low maintenance, excellent reliability and reduced exhaust emissions.

At one end of the scale there's the 1.0 litre ohv unit, specifically developed and tuned to power the Nova price-leading models. The camshaft has an LET (Low End Torque) profile to keep a high level of torque at relatively low revs, making for frugal fuel consumption, low engine noise and reduced engine wear.

Another LET design, the 1.2 litre engine shares many modern design features with its larger counterparts. A light alloy cylinder head, maintenance-free hydraulic tappets, overhead camshaft driven by a silent toothed belt and a five-bearing crankshaft all combine with maintenance-free electronic ignition to make this the small engine with big performance.

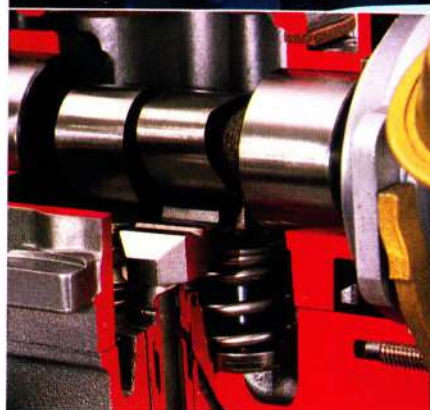


Nova L and SR benefit from the 1.3 version with twin barrel carburettor giving a lusty 70PS and 101Nm of torque, though if you want the fastest then it's got to be the hot 1.6i engine. With its Bosch L3 fuel injection system, it gives Nova GTE 100PS and 135Nm of torque.

All Novas run just as smoothly on leaded or unleaded petrol, of course, requiring only a simple workshop adjustment to make the switch. The GTE requires no adjustment at all.

Before they get anywhere near a whole car, every Vauxhall engine goes through an exhaustive process of design and evaluation. Each individual component from crankshaft to cylinder head, from valve spring to oil pump, is examined and tested individually then as part of the whole assembly. It doesn't end there either. The testing programme for finished vehicles is just as strict. They spent summers in the Nevada desert at 48 degrees C, and winters in the Arctic at minus 42 degrees. And, in between we drove it into solid walls, rolled it over and rammed it with other cars to crash-test for frontal and side impacts.

It's only through all this effort, all this investment and all this attention to the tiniest detail that we can be sure that every General Motors



Nova GTE's 100PS 1.6i engine features hydraulic tappets and a toothed cam belt.

car is as reliable, as comfortable and as safe as we can possibly make it.

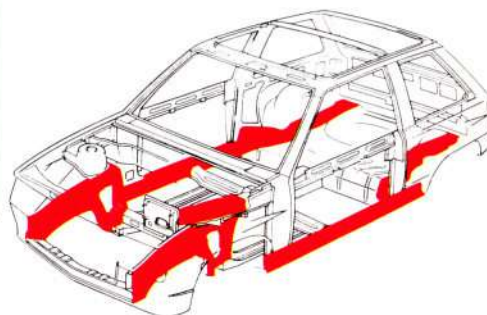
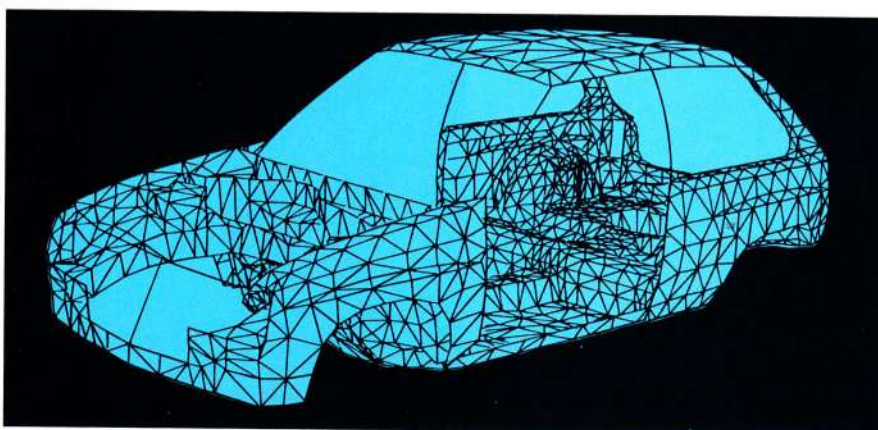
ADVANCED SAFETY PROTECTION

Nova more than lives up to its responsibilities in the passenger safety department, incorporating many important features developed

only through extensive crash testing.

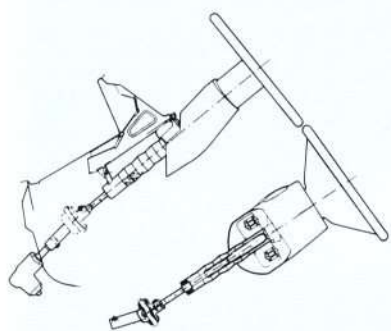
Take the bodyshell. Designed using the 'finite element analysis' design technique for maximum strength, both front and rear ends are designed as specific 'crumple zones' which deform at a controlled rate under severe impact, leaving the passengers better protected in their 'safety cell' centre section. Both locks and hinges are impact resistant, so they won't burst open in an

Finite Element Analysis gives Nova bodyshell maximum strength with minimum weight. And of course, Nova's passenger safety cell offers maximum impact protection.



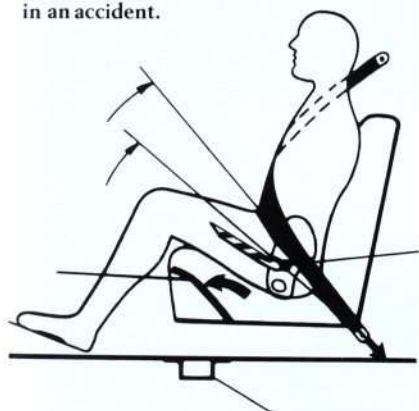
accident, and Nova's fuel tank is mounted under the floor and ahead of the rear axle for best impact protection.

Additional features include a steering column with mesh centre section which concertinas under impact and front seat belt buckles which fix directly onto the seat frame so they're always in the best location regardless of seat position. Front seats also feature a 'guide plate' or ramp in the base cushion. In the event of a severe impact, this limits compression in the seat padding so that the occupant cannot slide under the seat belt.



Above: Steering column has mesh centre section which collapses under impact.

Below: Front seat 'guide ramps' help prevent occupants sliding under seat belt in an accident.



While we plan for every eventuality, of course, most Novas live a long and healthy life. Like every Vauxhall, Nova goes through a comprehensive anti-rust protection process involving the extensive use of zinc-coated bodyshell panels, a further zinc phosphate dip, and one of the most advanced Elpo primer dip processes in the world, before

the final application of the colour coat. Tough Polymer-based anti-corrosion waxes give complete underbody protection adding even longer life to each Nova. A life guaranteed by Vauxhall's six year body panel anti-perforation warranty.

RIDE AND HANDLING

Sharing suspension design with some of the larger cars in the Vauxhall range has given Nova that 'big car feel' for which it is renowned. At the front, MacPherson struts and offset coil springs ensure high standards of ride comfort and roadholding. While the rear axle is of the compound crank design with GM's space-saving miniblock tapered springs offering a near unbeatable combination of ride comfort, compact dimensions, low noise and manufacturing cost.

Combining the best points of both rigid axle and independent suspension designs, the compound crank system works by linking the two separate rear suspension arms



Nova shares front and rear suspension design with some of the larger cars in the range.



Nova's miniblock rear springs (right) are tapered to save space.

with a torsional crossbeam.

When both wheels rise by the same amount, pitch and roll remain constant as they would with a live axle with measurable benefits in longer tyre life. But if only one side is compressed, as under cornering, it works like an independent set-up, adding roadholding and cornering power but with none of the unwanted toe-in or camber changes. Many Novas also feature front and rear anti-roll bars for even better cornering capabilities.

To save you money, we've made Nova simple to service as well as economical to run. The rugged front-wheel-drive system is virtually maintenance-free, with drive shafts and wheel bearings that are sealed for life requiring no servicing or adjustment whatsoever. The rear brake shoes can be checked through inspection holes in the backplate without removing the wheels. And the battery is sealed for life.

It's that unique combination of the best in small car engineering with



Delco Freedom battery is maintenance-free.

an unmistakable 'big car' feel, price-leading value with class-leading features that makes Vauxhall Nova your best choice in small car family motoring.

Whatever you throw at it,

Nova's ever-growing record of rally success speaks volumes for the car's reputation for all-round reliability and performance. Almost as soon as it was introduced, drivers were exploiting these virtues, clocking up class victories in almost every rally they competed.

Nova SR moved into international Group A rallying as early as 1984. Consistent class wins on the Circuit of Ireland, Welsh and Scottish rallies gave Harry Hockly three consecutive class titles in the RAC Open Championship, before he moved on to develop a 1600cc version of the Nova for '88. Chris Birkbeck won the Nova Junior cup as early as '85, and the Group A class in the British National Championship a year later, gaining a 'Star of the Rally award' on the International Manx.

Lately though, the man to beat is Colin McRae, son of famous rallying father and indeed, former GM Dealer Sport team member, Jimmy McRae. Colin won the RAC National Championship Group A class in '87 at the tender age of 19 years old giving Vauxhall the prized Manufacturer's Championship into the bargain. Moving up to



the Open Championship for this year with class wins on the Welsh, Scottish and Ulster rallies already under his belt, and indeed a ninth place overall on the Ulster beating many cars in the class above, Colin

looks set to take Nova to even higher levels of competition success in the very near future.

We mustn't forget the AC Delco Astra-Nova Challenge, either. Open to all drivers, with a special class for under 21s,

Nova comes out in front.



the Astra-Nova Challenge further underlines Vauxhall's commitment to encouraging new British talent in the field of motor sport. With ten rounds of competition on specially selected stages it gives

up-and-coming drivers useful experience of first rate rallying competition. And best of all, the modifications allowed in the way of engine tuning are very slight, making it very much an affordable and safe

way to enter the sport.

Of course, you don't have to go rallying to experience all that Nova has to offer. You can test drive the whole range, including the lively 70PS Nova SR and hot new 100PS Nova GTE at your local Vauxhall dealer.

Road or rally, more and more people are finding that when it comes to performance and reliability, Vauxhall Nova takes some beating.

Colin McRae competing on the Welsh Rally in his Group A Nova.



SPECIFICATIONS

STANDARD FEATURES

Std. Merit L SR GTE

MODEL AVAILABILITY:

2-door saloon	•	•			
4-door saloon		•	•		
3-door hatch	•	•	•	•	•
5-door hatch		•	•		

SEATS:

Malaga cloth seat trim	•				
Ronda cloth seat trim		•		•	
Mosaic velour seat trim			•		
Laser cloth seat trim					•
Fully reclining front seats	•	•	•	•	•
Height adjustable front seat belts (4/5-door models only)		•	•		
Cloth trimmed, open front seat restraints with quick release facility		•	•		
Open front seat head restraints with quick release facility				•	•
Sports front seats				•	•
One-piece folding rear seat (hatch)	•	•			
60/40 split-folding rear seat (hatch)			•	•	•

FACIA, INSTRUMENTS AND CONTROLS:

Trip odometer, fuel gauge, water temperature gauge, illuminated headlamp switch	•	•	•	•	•
Rev counter, voltmeter and oil pressure gauge				•	•
Lidded glovebox	•	•	•	•	•
Quartz clock		•	•	•	•
Cigar lighter			•	•	•
Low fuel level warning light					•

HEATING AND VENTILATION:

3-speed heating/ventilation fan and illuminated heater controls	•	•	•	•	•
Adjustable face-level air vents and concealed air extractor vents	•	•		•	•
Two additional fascia air vents			•	•	•

AUDIO EQUIPMENT:

*DN 272 digital mono radio – 2 speakers	•	•	•		
*DC 670 stereo radio/stereo cassette player – 4 speakers				•	•
Cassette storage facility				•	•
Fully retractable aerial	•	•	•	•	•

INTERIOR LIGHTING:

Interior courtesy light operated by front door switches	•	•	•	•	•
Illuminated glovebox/load area			•	•	•

ADDITIONAL INTERIOR FEATURES:

Inertia reel front and rear seat belts and one centre static rear seat belt	•	•	•	•	•
Front seat belt buckle mounted on seat frame	•	•	•	•	•
Internal bonnet release, steering column lock	•	•	•	•	•
Front and rear armrests	•	•	•	•	•
Full width front parcel shelf	•	•	•	•	•
Front passenger assist handle	•	•	•	•	•
Twin sunvisors with driver's ticket pocket	•	•	•	•	•
One front and two rear ashtrays	•	•	•	•	•
Dipping rear view mirror	•	•	•	•	•
Vanity mirror		•	•	•	•
Rear passenger assist handles with rear coat hooks		•	•	•	•
Integral centre console			•	•	•
Continental-style front door armrests			•	•	•
Full door trim with cloth inserts (3-door hatch)			•		•
Full cloth door trim (4 and 5-door models)			•		

ADDITIONAL INTERIOR FEATURES <i>continued</i>	Std.	Merit	L	SR	GTE
Fully carpeted passenger compartment, load area boot mat	•	•	•	•	•
Carpeted load area cover (hatch)		•	•	•	•
Carpeted rear wheelarches			•		
Vinyl covered A, B and C-pillars	•	•	•	•	•
Protective mat on rear seat back				•	•
2-spoke steering wheel	•	•			
4-spoke steering wheel			•		
3-spoke sports steering wheel				•	•

EXTERIOR

MECHANICAL:

5-speed gearbox			•	•	
5-speed close-ratio gearbox					•

EXTERIOR LIGHTING:

Halogen headlamps with dim-dip facility	•	•	•	•	•
Lights-on warning buzzer			•	•	•
Integral reversing light	•	•	•	•	•
Integral rear fog lamp	•	•	•	•	•
Hazard warning lights	•	•	•	•	•
Side repeat indicators	•	•	•	•	•

EXTERIOR STYLING:

Tailgate pushlock (hatch)	•	•	•	•	•
Thermoplastic bumper covers	•	•	•	•	•
Rear decor panel between tail lamps (saloon)	•	•	•	•	•
Gas-assisted tailgate strut (hatch)	•	•	•	•	•
Grey B-pillars (2/3-door models)		•	•	•	•
Body side striping	•				
Body side protection mouldings		•	•	•	
Red insert to bumpers and side protection mouldings (bumpers only on GTE)		•		•	•
Silver insert to bumpers and side protection mouldings, single coachline stripe			•		
Grey side window mouldings			•	•	•
Sports front air spoiler and tailgate spoiler				•	•
Specific front-grille design, grey surround to lower body and upper tailgate				•	
Specific body colour front grille design					•
Body colour front and rear spoilers, bumpers and door mirror housings.					•
Black foil between tail lamps					•
Aerodynamic sill extensions					•

WHEELS AND TYRES:

Low profile tyres			†	•	•
Flush wheel covers			•		
Specific anthracite-coloured flush wheel covers				•	
Specific silver-coloured flush wheel covers (white covers on Glacier White models)					•

ADDITIONAL EXTERIOR FEATURES:

Laminated windscreen	•	•	•	•	•
Green tinted glass with windscreen shadeband				•	•
Central door locking (does not operate on tailgate)				•	•
Sliding/tiltable glass sunroof with interior blind					•
Heated rear window	•	•	•	•	•
Intermittent tailgate wash/wipe (hatch)		•	•	•	•
Twin door mirrors	•	•			
Twin internally adjustable door mirrors			•	•	•
2-speed windscreen wipers plus intermittent and flick wipe. Electric screen wash	•	•	•	•	•
Locking fuel cap	•	•	•	•	•

† Standard on 1.3 models * See audio section for details

ENGINES

	Maximum Power	Maximum Torque	Fuel System and Ignition	Compression Ratio	PERFORMANCE Maximum Speed-mph (manufacturer's figures)
1.0 993cc	45 PS (33kW) @ 5400rpm	50.2 lb.ft. (68Nm) @ 2600-3800rpm	Weber 32 TL single barrel carburettor. Manual choke with warning light.	9.2:1	89
1.2 1196cc	55 PS (40kW) @ 5600rpm	66.4 lb.ft. (90 Nm) @ 2200rpm	Pierburg 1B1 single barrel carburettor. Manual choke with warning light. Electronic breakerless ignition.	9.2:1	95
1.3 1297cc	70 PS (51kW) @ 5800rpm	74.5 lb.ft. (101 Nm) @ 3800-4200rpm	Pierburg 2E3 twin barrel carburettor. Automatic choke. Electronic breakerless ignition.	9.2:1	L: 103 SR: 106
1.6i 1598cc	100 PS (74kW) @ 5600rpm	99.6 lb.ft. (135 Nm) @ 3400rpm	Bosch L3.1 Jetronic fuel injection. Deceleration fuel cut-off. Automatic cold start system. Electronic breakerless ignition and spark timing.	10.0:1	117

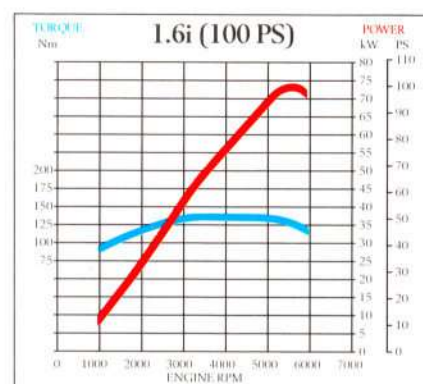
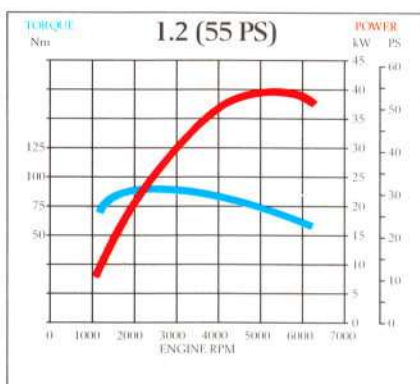
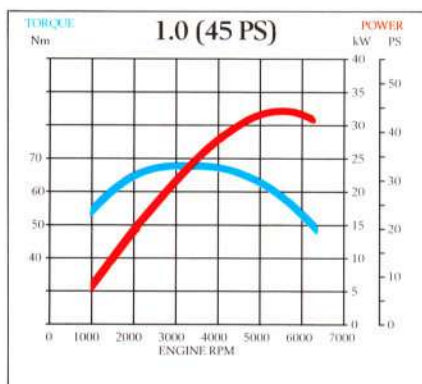
ENGINE AVAILABILITY

Engine	Std	Merit	L	SR	GTE
1.0 45PS	•				
1.2 55PS		•	•		
1.3 70PS			•	•	
1.6i 100PS					•

1.0 overhead valve, 4-cylinder engine features: electric cooling fan.

1.2, 1.3 and 1.6i overhead cam, 4-cylinder engines feature: hydraulic tappets, alloy cross-flow cylinder head and electric cooling fan.

All engines are capable of running on 95 RON unleaded petrol. 1.0, 1.2 and 1.3 require simple ignition timing adjustment. The 1.6i engine requires no adjustment.



TRANSMISSIONS

		Clutch diameter	Gear ratios					Rev.	Final drive ratios
			1st	2nd	3rd	4th	5th		
1.0	4-speed	7.5 in.	3.55:1	1.96:1	1.30:1	0.89:1	—	3.18:1	3.94:1
1.2	4-speed	7.5 in.	3.55:1	1.96:1	1.30:1	0.89:1	—	3.18:1	3.74:1
1.2	5-speed	7.5 in.	3.55:1	1.96:1	1.30:1	0.89:1	0.71:1	3.18:1	3.94:1
1.3 L	5-speed	7.5 in.	3.55:1	1.96:1	1.30:1	0.89:1	0.71:1	3.18:1	3.94:1
1.3 SR	5-speed	7.5 in.	3.55:1	1.96:1	1.30:1	0.89:1	0.71:1	3.18:1	4.18:1
1.6i GTE	5-speed (CR)	7.9 in.	3.55:1	2.14:1	1.43:1	1.12:1	0.89:1	3.31:1	3.74:1

Mechanical, asbestos-free, single plate clutch. Front wheel drive. 4-speed gearbox standard on 1.0 and Merit models.

5-speed wide ratio gearbox standard on L and SR models, optional at extra cost on Merit models. 5-speed close-ratio gearbox standard on 1.6i GTE.

ANTI-CORROSION PROTECTION

Anti-corrosion protection comprises: partial use of zinc-coated sheet metal, zinc phosphated bodyshell primed electrostatically. All weld seams and joints sealed with special compound. Areas prone to stone damage on underbody coated with stone-impact primer. Anti-corrosion primers used extensively on bonnet, boot lid, doors, wings and other panels. Paint finish applied electrostatically. PVC coating applied to wheelarches and other underbody areas. Polymer re-inforced anti-corrosion wax pumped into sills and other underbody cavities. Plastic coated brake pipes. All Novas carry a six-year body panel anti-perforation warranty.

BODY

All steel body with extensive anti-corrosion protection.

Aerodynamic drag co-efficients:

Saloon: Cd 0.38

Hatch: Cd 0.37

SR Hatch: Cd 0.36

GTE Hatch: Cd 0.37

Safety crumple zones, front and rear.

Rigid passenger safety cell.

Single two-way key operated locks, ignition

and fuel cap. Burst-proof door locks.

Aerodynamic wheelarch blisters (3-door hatch).

FUEL CAPACITY

9.2 Imp. gallons (42 litres).

WHEELS

Nova, *Nova Merit*: 4½J x 13 steel wheels.

L, *SR*: 4½J x 13 steel wheels with flush covers.

GTE: 5J x 14 steel wheels with flush covers.

5J x 14 alloy wheels optional on SR, GTE.

GTE models in Glacier White are fitted with flush wheel covers in body colour.

TYRES

1.0 models: 135 SR 13 radials.

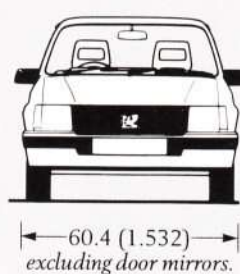
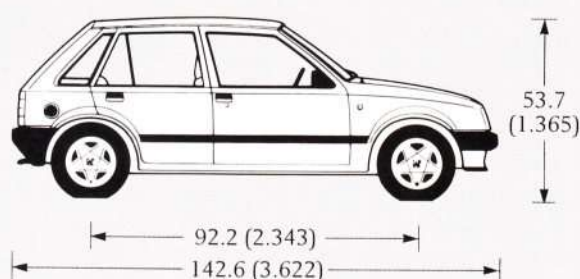
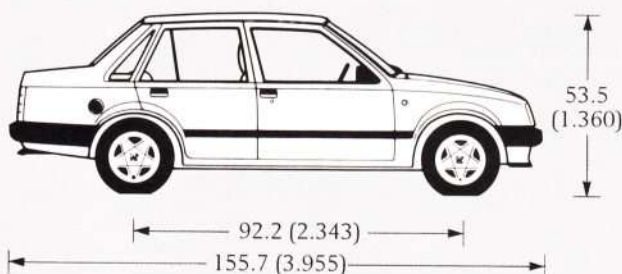
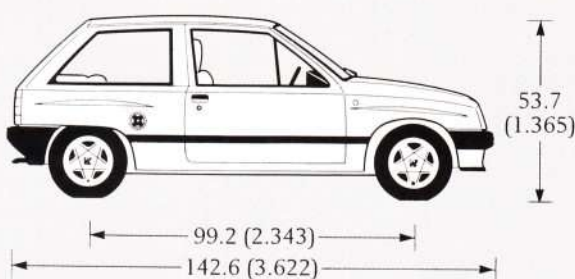
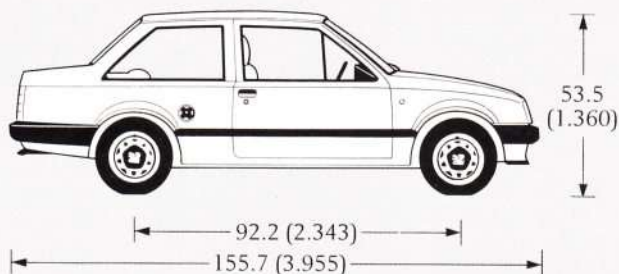
1.2 models: 145 SR 13 radials.

1.3 L/SR models: 165/70 TR 13 low profile radials.

1.6i GTE models: 175/65 HR 14 low profile radials.

Nova SR with optional alloy wheels: 165/65 TR 14 low profile radials.

DIMENSIONS inches (metres)



NB: overall width including door mirrors is 67.9 (1.725)

SUSPENSION

Front: Independent. MacPherson struts with damper cartridge and coil springs.

Rear: Compound crank with progressive rate miniblock coil springs and telescopic dampers. Front and rear anti-roll bars on 1.2 saloon and all 1.3 models. Uprated springs, dampers and rear anti-roll bar fitted to SR and GTE model.

STEERING

Rack and pinion.

Energy absorbing steering column.

3.9 turns lock-to-lock.

Turning circle: 30.7ft. (9.35m)

BRAKES

Dual circuit, diagonally split, servo assisted.

Front: 9.3in. dia. disc brakes. (Ventilated on GTE).

Rear: 7.9in. dia. self-adjusting drum brakes. Asbestos-free front pads and rear linings.

Two pressure-conscious reducing valves on 1.2/1.3/1.6i models.

Uprated front calipers on GTE.

Handbrake-on and low brake fluid warning light.

Plastic coated brake pipes.

LOAD CAPACITIES

cu.ft. (VDA method)	Seat up	Seat down
<i>Saloon</i>	15.2	—
<i>Hatch</i>	7.9*	29.8

* Volume under hinged load cover.

HATCH CARGO SPACE DIMENSIONS

	(in.)
Maximum length—rear seat down:	44.4
Maximum length—rear seat up:	25.4
Width between wheelarches:	35.8
Maximum cargo height:	32.4
Tailgate opening width at floor:	40.8
Tailgate opening width at waist line:	45.7

ROOF RACK

Maximum load 80 kg (176 lb) evenly distributed. For safety, it is inadvisable to exceed 60mph with roof rack laden. [†]

ELECTRICS

12 volt negative earth system.

55 amp alternator.

36Ah maintenance-free battery.

COLOURS & TRIMS see separate brochure.

WEIGHTS (kg)

Saloon 2-door	Kerbweight	GVW
<i>Nova 1.0</i>	740	1220
<i>Nova Merit 1.2</i>	755	1235
Saloon 4-door		
<i>Nova Merit 1.2</i>	780	1260
<i>Nova L 1.2</i>	789	1260
<i>Nova L 1.3</i>	799	1270
Hatch 3-door		
<i>Nova 1.0</i>	740	1220
<i>Nova Merit 1.2</i>	755	1235
<i>Nova L 1.2</i>	772	1235
<i>Nova L 1.3</i>	782	1245
<i>Nova SR 1.3</i>	780	1245
<i>Nova GTE 1.6i</i>	834	1260
Hatch 5-door		
<i>Nova Merit 1.2</i>	780	1260
<i>Nova L 1.2</i>	797	1260
<i>Nova L 1.3</i>	807	1270

Gross vehicle weight (GVW) is the total permissible weight of the vehicle including passengers, to the designated seating capacity, and their luggage. To determine total carrying capacity, deduct kerbweight from gross vehicle weight.

DoT FUEL CONSUMPTION TESTS mpg (litres/100km)

Fuel consumption data for Vauxhall passenger cars officially certified by the United Kingdom Government as required by the Passenger Car Fuel Consumption Order 1983.

Model	Transmission	Simulated Urban Driving	Constant Speed	
			56mph (90km/h)	75mph (120km/h)
1.0 Saloon/Hatch	4-speed manual	37.7 (7.5)	57.6 (4.9)	42.8 (6.6)
1.2 Saloon/Hatch	4-speed manual	35.7 (7.9)	57.6 (4.9)	43.6 (6.5)
1.2 Saloon/Hatch	5-speed manual	34.9 (8.1)	60.1 (4.7)	44.8 (6.3)
1.3 Saloon/Hatch L	5-speed manual	32.8 (8.6)	60.1 (4.7)	44.8 (6.3)
1.3 Hatch SR	5-speed manual	32.1 (8.8)	57.6 (4.9)	42.8 (6.6)
1.6i Hatch GTE	5-speed manual	30.7 (9.2)	51.4 (5.5)	40.4 (7.0)

IMPORTANT: The results given relate to the particular car tested; inevitably there are differences between individual cars of the same model. In addition, some cars may incorporate particular modifications. Driving style, road and traffic conditions, vehicle mileage and standard of maintenance may also affect fuel consumption. Therefore the results do not express or imply any guarantee of the fuel consumption attainable.

TOWING

Model	Maximum Towing Weights						Maximum trailer noseweight load		Speed (mph) per 1000 rpm (manual)	
	Trailer with brakes				Trailer without brakes					
	Manual 4-sp		Manual 5-sp		All models					
	cwt	kg	cwt	kg	cwt	kg	lbs	kg	4th	5th
1.0	9.8	500	—	—	7.9	400	110	50	17.7	—
1.2	11.8	600	11.8	600	7.9	400	110	50	19.3 ^A	23.0
1.3 L	—	—	15.7	800	7.9	400	110	50	18.4	23.1
1.3 SR	—	—	15.7	800	7.9	400	110	50	17.3	21.7
1.6i GTE	—	—	15.7	800	7.9	400	110	50	15.8	19.9

A=With optional 5-speed transmission – 18.3mph

Rear overhang measurements for the Nova range are: Saloon – 37.1 in. Hatch – 24.0 in.

The maximum towing weights are based on the ability of the car – with two occupants of 150 lbs each – to restart on a 12% gradient, which is approximately 1 in 8.3 at sea level. At altitudes above 1500 metres (4921 ft.), the engine output may drop with a corresponding reduction in towing capability. Any extra weight, such as luggage or additional passengers, should be deducted from the maximum towing weight. With a trailer fully loaded, maximum noseweight should not exceed the figure shown.

Always fit Vauxhall officially approved towing attachments and accessories, available from your Vauxhall dealer; they are the only ones approved by GM for use on Vauxhall cars.



AUDIO

Vauxhall have a long-established reputation for equipping their cars with the very latest in car audio equipment – the latest Nova models continue in this tradition. The Standard, Merit and L models have a high quality AM radio with two speakers, while all the models equipped with a stereo radio/stereo cassette player benefit from a four-speaker sound system.

All the radios and radio/cassette players now switch off automatically with the ignition, then come back – at the same volume and same station as before – when you switch the ignition back on. The radio/cassette unit can also be switched back on without using the ignition switch – simply depress the volume control. To ensure that you don't run down your battery, the radio/cassette unit automatically switches itself off after one hour of independent operation.



PHILIPS DN 272

- AM radio with Long Wave and Medium Wave bands
- Accurate digital tuning
- Liquid Crystal display
- Search tuning
- 8 preset stations (4 LW, 4MW)
- Output 6 Watts



PHILIPS DC 670

- 4-figure Philips security code burnt into memory chip of the unit – cannot be replaced or erased
- Microprocessor-controlled PLL Quartz tuning
- 20 station electronic memory
- Additional 10 station auto store memory. Autostore system automatically tunes and stores the five strongest available FM and five strongest available MW stations ready for push button selection.
- Transflective Liquid Crystal display for Frequency, Waveband, Preset number, FM

stereo mode and FM signal strength

- Automatic three-level search tuning, up and down, on all wave bands
- Up/down manual tuning
- Single button station storage with confirmatory (bleep) signal
- Electronic waveband switching with 'last station' memory
- FM front end with tuned radio frequency, back to back varicaps, balanced mixer and automatic high frequency gain reduction
- AM front end with field effect transistors, balanced mixer, amplitude-controlled oscillator and automatic high frequency gain reduction
- Signal dependent stereo/signal-dependent response circuits
- Interference Absorption Circuit (IAC) Mark II
- Autoreverse stereo cassette deck with LCD tape direction indicator
- Manual tape direction reverse facility
- Radio reception during fast forward and rewind
- Auto cassette insertion with auto start
- Auto replay after fast wind to end of tape
- ESC Electronic Speed Control
- Autostop: 'Tape 'salad' protection
- 4x4.5 Watts low-distortion output stage with extended frequency response
- Front/rear fader control
- Stereo balance control
- Continuously variable tone control
- Illumination of radio controls with car lights on

FACTORY-FITTED OPTIONS	Std	Merit	L	SR	GTE
5-speed gearbox		○	■	■	■
Tailgate wash/wipe (hatch only)	○	■	■	■	■
Green tinted glass with windscreen shadeband			○	■	■
Sliding/tiltable glass sunroof with interior blind			○	○	■
Alloy wheels with 165/65 TR 14 tyres				○	
Alloy wheels					○
Electrically operated front windows				○	○
Black paint	○	○	○	○	○
Two-coat metallic paint		○	○	○	○

○ = Optional at extra cost ■ = Standard equipment



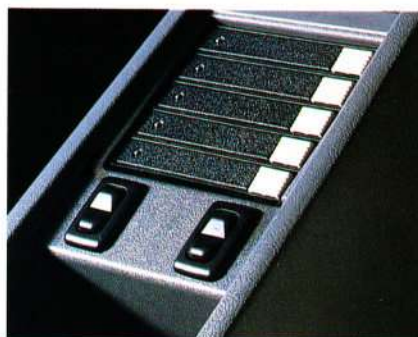
Alloy wheels (SR, GTE)



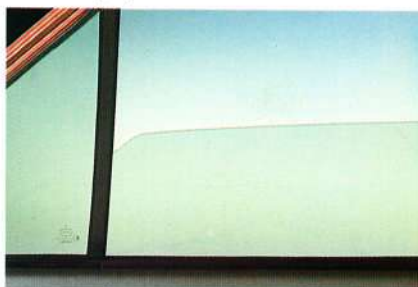
5-speed transmission



Sliding/tiltable glass sunroof



Electrically operated front windows



Green tinted glass with windscreen shadeband



Tailgate wash-wipe

ACCESSORIES. ADD THE PERSONAL TOUCH.

A wide range of Vauxhall approved accessories has been specially developed to give you the opportunity to add extra security, safety and convenience to your Nova. Child seats are included, of course, as are mudflaps, a roofrack and many other items. Ask your local dealer for more information.



Stereo radio/cassette unit



Rubber mats



Alloy wheels



Mudflaps



Luggage carrier system



Child seats

A DEALER NETWORK THAT CARES.

Choose a new Vauxhall Nova and you know you have the best of modern engineering technology. What's more, you can also be sure that you and your car have the full backing of the world's largest motor manufacturer – General Motors.

Through our dealerships we aim to offer higher standards of customer care and service than any other comparable manufacturer.

Here we highlight just a few of the extra advantages of Nova ownership.

COMPREHENSIVE WARRANTY

In addition to the new car warranty – 12 months with unlimited mileage – there's a 6-year body panel anti-perforation warranty requiring no periodical checks at all. And both warranties are transferable to any new owner if the car is sold within the warranty periods.

VAUXHALL SERVICE

Vauxhall cars are noted for their meagre routine servicing requirements, being among the industry leaders in this respect.

Factory-run courses ensure that dealer technicians are always abreast of the latest developments and are expert in the use of the sophisticated electronic test equipment that's a feature of the modern Vauxhall dealer service station.

All of which points to the advantages of entrusting routine servicing to the people who know your car inside and out – your local Vauxhall dealer.

And even abroad you have the backing of a vast network of GM dealer service points throughout Europe.



SUREGUARD

Mechanical and Breakdown Protection

Vauxhall Sureguard is one of the most comprehensive extra-protection mechanical and breakdown insurance schemes offered by any manufacturer. With a choice of two, three or four years' cover, it's further enhanced by Sureguard Plus, which builds in even more benefits such as membership of the National Breakdown Recovery Club, and free legal advice on any private matter.

Whichever programme you choose, your Vauxhall dealer will be pleased to provide you with full details.



INSURANCE

You could well be paying more to insure your new Vauxhall than you need to.

The Vauxhall Insurance plan could bring you substantial savings, since it is designed to provide Vauxhall owners with special rates. The benefits are available to owners of all Vauxhall products of any age, have the full backing of Vauxhall Motors Ltd, and the security of a Lloyds Motor Insurance Syndicate.

Ask your dealer for details, or ring the QUOTATION HOTLINE on 01-534 0131.

GMAC FINANCING

As the Financial Services Division of General Motors, GMAC offers a variety of hire purchase plans through Vauxhall dealerships. They provide you with the opportunity to acquire your car on flexible terms with repayments to suit your individual requirements.



MOTABILITY

Disabled people in receipt of the DHSS mobility allowance or the war pensioners' mobility supplement receive special help from Vauxhall.

Preferential prices, a choice of funding arrangements and the installation of any special adaptations or conversions are just a few of the ways in which you will find your local Vauxhall Motability registered dealer extra helpful.

VAUXHALL PARTS AND ACCESSORIES

In addition to offering a comprehensive range of accessories, the Vauxhall Parts and Accessories organisation controls an inventory of around 24 million genuine spare parts.

Housed in our massive central warehouse, with fully computerised stock control, parts are rapidly available for urgent despatch to supplement your dealer's stock.

Genuine Vauxhall replacement parts also carry a 12 months unlimited mileage warranty against defect, and when you're abroad it's comforting to know that the same parts are available at GM service stations in Europe.



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