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THE NAME "ANTEROS" comes from the Greek god of requited (returned or mutual) love. Well, truth be told, it took a bit of determined interest, if not deliberate romance, to get the Anteros project rolling. It was designed by a family from Southern California, who had become frustrated in dealing with various car customizers. Their heart's desire was finally requited, though, by Gene Langmesser of n2a Motors, who has an extensive, international background in vehicle-engineering design and development. His background includes every step of "art to part," from prototyping to production for companies such as GM, Porsche, and Opel.

After spending a year or so refining the initial concept, Langmesser fitted the revised Anteros shape on a C6 platform, so that it's hardly recognizable as a Corvette, both inside and out. Just as most sports cars are inspired to some degree from earlier designs, this one displays elements of many notable marques, such as Ferrari, Maserati, and Porsche, among others—all to good effect. Both coupe and convertible versions are offered, with a price ranging from \$150,000 to \$177,000, not counting special engine packages, such as a Lingenfelter, an SST twin turbo, or a Magnuson supercharger.

Each Anteros takes about three months to build. The process basically consists of detaching the donor Corvette's body panels and installing a new carbon-composite body that's about 200 pounds lighter than the factory shape.

The stock wheels and exhaust are also replaced with n2a's three-piece rims and converter-back upgrade. A choice of several grilles is available: diamond mesh, a minimalist dual-bar horizontal treatment, or a more ornate "egg-crate" intake, suggestive of a 289 Shelby Cobra (which came from a Ferrari—as we already noted, the design influences are many on sports cars).

The cockpit is thoroughly reworked as well, with freshly contoured seats, dashboard, and side panels all swathed in hand-stitched leather upholstery.

Should the Anteros' lines look too "furrin'" for red-blooded American tastes, n2a lives up to its "No two alike" acronym with something completely different. The 789 (below), also fitted on a C6 but for a lower price tag of \$80,000, combines elements of the '57 through '59 Chevrolets in a Frankentude mélange of body parts. You'll either love it or hate it, but you can't help noticing the three model years represented in the overall design.

It starts with the hooded headlights and chrome grille of a '57, a mid-section from a '58 Impala, and the wing-like tailfins of a '59. Go figure—or go drive one, and prepare to get noticed. Indeed, even more 789s are on the road than the Anteros, partly because it's been around longer, and also possibly due to its intriguing combination of American heritage.

In line with that appeal, n2A has another hybrid "design tribute" under development, called the Stinger, tentatively planned for a Spring 2010 roll-out. As implied by its name, the renderings reveal that it will have the

flavor of midyear Sting Rays, including the '65 shark gills on the front fenders, the '67 hood scoop, and a '63 split-window rear end. Now that's a combination Corvette owners can fall in love with!



SOURCE

n2a Motors

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