

While we have all owned cars in the past that would be considered classics today, my story with classic cars starts in 1987 when I bought a 1968 XKE. It didn't take long for me to realize that I was in over my head \$\$ wise and after a few years and limited funds the Jag spent 20+ years resting in the garage. When the XKE left on a flatbed in 2014 I committed to finding something to take it's place in the garage.

This time round it needed to be American muscle, 1960-1972. I started looking, a good friend recommended Chevy or Ford because part were so available. I have always liked my Suburbans with their small blocks so that was the direction I pursued. Initially thought about a Chevelle or a Camaro, but the ones I saw for my budget were projects and I remembered the Jag leaving on a flatbed so had to look at other options. I went down the the Big 3 at Qualcomm and started looking at different generations of the Chevy II and Nova. There weren't many so it appeared that this would be a less common car at the shows and obviously a little more work to find. After 9 months of looking and driving various projects I found a Craigslist ad for a 1964 Nova SS up in Huntington Beach.

With my wife beside me and various envelopes with different totals of Ben Franklins in them we set off. The SS was nicely done, a test drive convinced me it was the car to buy so now to negotiate. After three cycles of negotiating he said OK, I didn't think he had come down to my price until Nan prompted me to respond. I now owned a 1964 Nova SS. The VIN is a true SS, but the previous owner did a great job of modernizing the drivetrain. Since he worked at C&M Chevrolet in Huntington Beach he had access to factory parts and expertise. Gone was the straight 6, PowerGlide and manual front drum brakes. In their place Jim installed a crate 350, ~280HP, 700R4, and power front disk setup from a Camaro.

I now had a classic car that I can start up and drive anytime. It does still have a couple of the factory features, in particular the "Armstrong Power Steering" and the "2-60 AC" (2 windows down, 60 MPH!

