



I bought my Impala in 1994. Someone told me a guy had about 10 cars for sale that had been in his warehouse for 10 years. I had a 1950 convertible at the time and certainly did not need another car but I went and took a look. I have always wanted a 64 SS and he had two of them. One red “restored”, one Ermine White, his once daily driver. The white one was a very nice car with 160K miles, (I thought it had 60K at the time). You could have either for \$5K. I wanted the red one but it was spoken for so I offered \$4500 on the white one and later towed it home. It had just been painted before being put in storage and had a 283, power steering, powerglide, and the bucket seats and floor shift.

Once home I changed the oil hooked up jumper cables and promptly found the engine was completely seized. I was busy building a new garage so I filled the engine (literally to the top) with a combination of penetrating oil and transmission fluid – covered the car and left it sit. About a year later I did some work on it – and got it broken loose and started. Wow you should have seen the smoke.

I detailed the car in and out, replaced some of the trim pieces, had the bumpers re-chromed. I also added skirts, dual exhausts and antennas, power brakes, rear radio speaker and blue dot taillights, (all 50 and 60 cars need these).

I drive it roughly 1000 miles a year and never had a problem. It is a road car and as you would expect it glides down the road like a big Ol’ bird.

(This car will be on display at the January Meeting)