

# Heir to the family jewel

Dave Meier's 1973 Chevrolet Nova Custom has been in his family since new.

His dad, Norm, purchased the Nova brand new from Southwood Chevrolet on Pembina Highway and in '76 used the car to drive baby Dave home from the hospital.

It was purchased for the grand sum of \$3,952.

In the '80s, the Nova became his grandfather Carl's car. Even back when Dave was just a tot, the Nova was always called David's car, and he knew that one day it would become his.



DAVE MEIER

Dave says that the Nova has always been babied, and relayed how his grandfather was so careful he rarely used his turn signals because he didn't want to wear out the switch.

In '98, Grandpa hung up his driving gloves and turned the keys over to Dave.

The documentation Dave has for this car is simply amazing, and

includes the original bill of sale, the factory owner's manual and a pile of receipts outlining the car's meticulous service history.

The original bill of sale states that the car's AM radio was a whopping \$80 option. The Nova still maintains its original paint — Chevrolet colour No. 48, or Midnight Green, and has a jet black interior.

The original Chevy dog dish hubcaps were replaced back in '74 when Dave's dad bought some cool Keystone Kustom mags from the Eaton's warehouse.

These retro rims give the car a distinct '70s flare.

## Awesome memorabilia

Dave has an awesome collection of Nova memorabilia, including original factory sales brochures, models and even a Nova clock and jacket his girlfriend Jen had made for him.

There are no less than six photo albums filled with pictures of Dave's prized family heirloom. He has even created a website — Dave's Nova Site — to pay homage to his nostalgic Nova. One of the highlights of Dave's photo journal is a picture of the car's odometer turning over to 100,000 miles in '98.

With the exception of the Keystone rims, the car appears bone stock on the outside. One look under the hood, however, and it is apparent this is no stock setup.

With help from his good friend Glenn Evans, the L65-350 V-8 engine was removed, rebuilt, fully detailed and painted. Glenn walked Dave through the rebuild and let him use his shop. Together the pair reworked the Nova's mighty mouse into a lion.

It now sports an Edelbrock 4-barrel carburetor, Crane Energizer cam, double roller timing chain, Crane rockers, and HEI ignition distributor. The Hedman headers breathe into a custom 2-inch dual exhaust system and the Dynomax Turbo mufflers play a symphony to Dave's well-tuned ear. The car hooks up with a Turbo 350 transmission with a shift kit and lays it all onto the pavement via custom built traction bars.

Dave is a Nova nut — his nickname when cruising is Nova Boy. The car has been aptly titled "Project Mean Green" and is driven daily in the summer months. The car has also earned Dave a trophy that now sits atop his Nova shrine. It placed third in the Canadian Tire car show in 2001.

Dave says he will never part with his Nova — the car is like part of the family.

Who knows, maybe another Meier son will one day be driven home from the hospital in this nifty Nova, a fourth generation muscle car.

Now that's a cool story.

## WILLY'S GARAGE

WITH PAUL WILLIAMSON



Dave Meier's pride and joy, his 1973 Nova.

# Chevrolet's ultra bright star

*NOVA: Star showing sudden burst of brightness and then subsiding.*

The Oxford dictionary's definition of 'Nova' is quite fitting for one of the most popular cars in General Motor's history.

Originally debuted in the fall of 1961 as a '62 model, the Chevrolet Nova shined brightly until it was sadly discontinued in favour of the Citation in '79.

Novas were designed on an independent platform to compete with other compact cars of the day like the Ford Falcon and the Plymouth Valiant.

The first Novas were called the Chevy II and quickly became known as a Deuce.

With a unibody design, and classic Fisher sheet metal, these cars were just the right size and quickly became popular.

You could get a 2-door coupe, a 2-door sedan, a 4-door sedan, a station wagon and a rag top.



1966 Chevrolet Nova SS

The cars were initially designed with economy in mind with power plant choices limited to the Iron Duke inline four or the 194-cubic-inch inline six engines. The Chevy II was also available as a Pontiac in Canada, and used the historic Acadian nameplate.

With the exception of a V-8 becoming available in '64, the car remained more or less unchanged until 1966 when the body was beautifully

reworked. Some serious muscle was also finally available.

In my humble opinion, one of the sweetest cars ever made is a '66 Nova SS with an L-79 327 V-8. I'll take mine in blue.

The '66 and '67 Novas and Acadians are among the most sought after, and anyone who ever had one, myself included, wishes they would have never let it get away.

In 1968 the car was dramatically changed and featured a

much smoother, fatter look. In '69 the 350 and 396 engines became available, and the Chevy II name was laid to rest.

Many other GM cars shared the Nova platform over the car's history, among them the Pontiac Acadian, Pontiac Ventura, Oldsmobile Omega and the Buick Skylark.

The car underwent minor cosmetic and performance changes over the years, but pretty much remained the same from '68 until the final one rolled off the assembly line in '79.

Any Nova or her GM cousins are great cars to restore. They have a distinct style, and make great hot rods. If your Grandpa has a mint one for sale let me know. I can point you in the direction of about 100 guys looking for one right now!

— WILLY

Email [willy@phatboyz.net](mailto:willy@phatboyz.net) if you'd like to see your car featured in Willy's Garage.