

September 2013 Newsletter



Celebrating the *Golden Anniversary* of the 1963 Cadillac
Jim Verraster's 1963 Park Avenue Sedan DeVille

In this Issue....

- Director's Message
- Chapter Updates
- Donate to the CLC Museum
- New Batch of Chapter Shirts
- Car Shows and 2014 Grand National
- Jim Verraster's 1963 Park Avenue
- Looking Back: 1963 Park Avenue
- 1963 Park Avenue Stats and Facts
- Tech Tips: Original Battery & Cables

Chapter Website

Chapter Facebook Page
www.facebook.com/6364cadillac

www.6364Cadillac.com

Chapter YouTube Channel
www.youtube.com/6364cadillacchapter



Director's Message by Jason Edge

Hello All!

The 2013 Grand National is behind us and Fall is upon us and I have to say this has become my favorite time of year. Here in North Carolina it has been upper 50's to mid 60's each morning as I get ready to head to work and more times than not, I have pulled the 64 Caddy out of the garage and left the Escalade behind. My caption picture up top is a picture I snapped one morning as I was about to pull out for work. As the saying goes "It Don't Get No Better Than This!"



Jim Verraster's 1963 Park Avenue at 2013 Grand National in Boston

I am very pleased to feature Jim Verraster's gorgeous 1963 Park Avenue Sedan DeVille this month as we jump back into spotlighting different 1963 body styles each month as we celebrate their 50th birthday. It was a great experience judging his car and very rewarding knowing I had provided some of the parts to Bill Anderson to help restore it to original condition. Congratulations to Jim, and thanks for the fantastic article! I am sure all of our members will enjoy your story.

Fall is the time that many of us, myself included, start thinking about winter projects we want to tackle while the Caddy hibernates. To be honest, being in the south my 64 never truly hibernates and I drive it throughout the year. Of course I drive it less often when the weather becomes frigid, and NEVER when there is ice and snow on our roads. *I could delve into crazy driving habits of Southerner's when we see ¼" of ice or snow but rather fill up type space talking about the Chapter!*

One of the reasons I wanted to judge at the Boston GN, was to get a solid idea of area's I need to address on my 1964 Caddy. One of the first things I did when returning was to list out some items I wanted to take care of in the near future, with a goal of having the car ready to take to the 2014 Grand National in Lake George, New York.



Most of the items such as installing the new hood to shroud seal you see above were minor items that I had never gotten around to.

I wanted to start with items that were not too difficult and some things I can knock out after work during the evening hours. Items that jumped out at me included the bad condition hood to shroud masticated seal, incorrect battery cables, incorrect master cylinder and booster, hose clamps, inner fender aprons, etc. While the master cylinder was not that difficult to install, it did take a few days to get everything set-up and brakes bled correctly. It is one of those items I have had on hand for probably a year and just never push myself to replace the otherwise perfectly fine aftermarket setup.



Installing the original style Delco Moraine power brake booster and master cylinder as seen above gave the engine bay a much more original look. *A quick tech tip: if you are removing and installing a master cylinder, you can use a deep 9/16" socket, and universal joint to reach the hard to reach upper left bolt that holds the master cylinder to the firewall without removing the lower dash panel.*

Another non-original item I recently addressed were the battery cables. My 64 has an original type 60 battery, but battery cables are the bolt terminal type instead of the original spring-ring type terminal cables. Having the original battery cable lengths and a recommended source for providing the correct cables, I assumed this would be an easy upgrade, however, I ran into issues ordering new original replacements and feature my solution in this months 'Tech Tip' section.

As I continue to go through and upgrade my 1964 Coupe DeVille, I will share my experience both online and via our newsletters, but also want to hear from all of you. I am very thankful for members such as Jim writing an article and do encourage all of you to share your experience with your 1963 and 1964 Cadillac with the rest of us.

I am always looking for new articles with pictures to post. In order to complete our look at the 1963 Model Year body styles I will be looking for an article with pictures of a 1963 75 series for November, then a 1963 Commercial Chassis for December. As I write this I do not have any of these body styles to feature, so if you have a 1963 75 series or Commercial Chassis I would love to feature it in the next two months!

Book Your Rooms for the 2014 Grand National

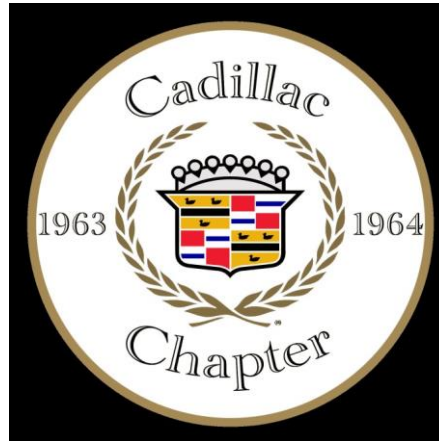
The Grand National Runs July 8 to 12, however we booked our room from July 7 to 13 to give us a couple of extra days. I encourage as many of you as possible to join us in Lake George in what looks like a fantastic setting to host a Grand National. This year's Grand National in Boston was a great experience with so many Chapter Members on hand. Many of us know each other via email and the website but there is nothing like spending time together and becoming good friends with like minded CLC members that appreciates these "pinnacle of perfection" 1963 and 1964 Cadillacs.

Thank You for Your Support

I hope all of you have a fantastic fall and thank you for supporting the Chapter and Website. Speaking of fall weather I am looking forward to a late October meet-up with our Carolina CLC Region based in the western part of our state. Last year's meet-up with them just 20 miles from the Blue Ridge Parkway ended up with the picture of my Caddy on the parkway being featured on the January issue of the Self Starter.



Best regards,
Jason Edge
Director 1963/1964 Cadillac Chapter



Chapter Updates

Chapter Status

Our chapter became a provisional chapter in July 2010 and was approved for permanent status at the winter CLC Board Meeting in Jan 2012. We are now one of 11 CLC Chapters. You can see a list of all Chapters at <https://cadillaclasalleclub.org/regions-a-chapters-new/regions-listings#Chapters>

Chapter Organization

Currently, I serve as Director and we have 3 officers: **Gary Westfall, Alex Figueroa, and Jeff Kinzler.**

NOTE: If you have an interest in taking on a more active role in the club please contact me. I am always looking to enlist those that want to contribute more and put their skills to use in helping us grow the club.

Chapter Membership

- **MEMBERSHIP:** Our current membership is at **209, an increase of 10 since our last report back in June.** Remember that being a member of the CLC is a requirement to belong to the CLC Chapter. If you have let your membership lapse be sure to renew today!
- **WEBSITE:** Our **Website** has **863** members. Our new website went public on **August 9th 2012.**
- **FACEBOOK PAGE:** We maintain a Facebook Page at www.facebook.com/6364cadillac that points anyone interested in 63 & 64 Cadillacs back to our main website and the Cadillac LaSalle website. We currently have **1,212 Facebook users that "Like" our page.**

New Members

Please join me in welcoming the following new Chapter Members:

- **Jim Vitale from Auburn, New York**
- **Nic Spruill from Fayetteville, West Virginia**
- **Henny & Alyda Karreman from New Fairfield, Connecticut**
- **Jeff Donham from Santa Rosa, California**
- **Hugh & Sheila Snider Jr from Linwood, North Carolina**
- **Dan Davis from Warrensburg, Missouri**
- **James Lokay from Prescott, Arizona**
- **Charles Drange from St Paul, Minnesota**
- **Jim Fenn from Vancouver, Washington**
- **Jeff Vest from Colorado Springs, Colorado**



**Rendering of the New CLC Museum Building
at World Renown Gilmore Car Museum
Hickory Corners, Michigan**

**Please Donate to the
Cadillac LaSalle Club Museum and Research Center
on behalf of the 1963/1964 Cadillac Chapter**

**As a fellow 63/64 Cadillac Enthusiast and Director of the 63/64 Cadillac chapter,
I am asking you to please donate now on behalf of our Chapter! I just made my
\$1,000 donation via PayPal and encourage all 1963/64 Cadillac Chapter Members to
match my donation. Jason Edge**

**Groundbreaking for the museum is scheduled at the Cadillac Fall Festival on Sept 29,
but it is only funded in part, and the CLCMRC Needs your support!**

**If you have not donated, or perhaps already donated, please show your support for our Chapter
and our "Our Cadillac Museum" and donate today.**

**We are a free chapter with the only requirement being that you are a member of the national CLC
club. If you enjoying being a member of the 63/64 Chapter, or our website (also free), please show
your support and make that donation.**

**There are several ways to give including PayPal. Please check out the link below and make a
donation today and be sure and indicate it is on behalf of the 1963/1964
Cadillac Chapter. Remember that your donation is tax deductible and more importantly goes
toward our museum.**

Click on Link for WAYS TO GIVE: www.cadillaclasallemuseum.org/waystogive.html

**Remember that no donation is too small, however, benefactors of \$1,000 and above will receive
permanent recognition in the new museum, free admission for immediate family members and
grandchildren, and an attractive memento as a symbol of their support.**

**For more information on the CLC Museum and Research Center go to
www.cadillaclasallemuseum.org/**

CHAPTER SHIRTS



1963/1964 Cadillac Chapter Shirts Gildan Ultra Cotton Pre-Shrunk

I ordered a new batch of Chapter Shirts prior to the Grand National this year and have a limited stock of all sizes, however the Large and XL usually sell out fast. These are produced by PKD Screen Printing, Inc. out of Raleigh, and are top quality "Gildan Ultra Cotton" pre-shrunk shirts. The color is ash grey which will go great with just about any color pants or jacket.

These are being sold "at cost" + shipping.

The cost for shirts sized S to XL is \$15, the 2XL is \$17 and the 3XL is \$18.
Currently on hand: 2 - Small, 2 - Medium, 4 - Large, 3 - XL, 4 - XXL, 3 - XXXL

If interested in one of our Club Shirts send me an email at jasonedge@nc.rr.com



U. S. Car Shows, Cruise-Ins, Auctions And Swap Meets October 2013

Courtesy Hemmings Motor News

www.hemmings.com/calendar

[Click Here](#) for a list of Car Shows in October

[Click Here](#) for a list of Cruise-Ins in October

[Click Here](#) for a list of Auctions in October

[Click Here](#) for a list of Swap Meets in October

Have an event you want listed?

Email me at jasonedge@nc.rr.com for any upcoming event local or national that you want included in our newsletter.



Fort William Henry Hotel at Lake George, New York
Host Site of the 2014 Grand National – July 8-12, 2014
gn.cadillacallasalleclub.org

Book your room now at the Fort William Henry Hotel!

Hotel Website: www.fortwilliamhenry.com Promo Code CLCGN



Member Cadillac Spotlights

Each Month we spotlight a Member Cadillac in our newsletter and on our website and Facebook page. If you would like to show off your 63 or 64 Cadillac send an article with pictures to jasonedge@nc.rr.com



Jim Verraster's 1963 Park Avenue Sedan DeVille

From Boston to Boston - Golf Balls or Grapefruits

The US financial meltdown of 2008 and 2009 monopolized the headlines and made sub-prime mortgages the hot topic around the dinner table and the water cooler for months and months. It took me a while to understand what TARP money was, but, what did it matter since I wouldn't be getting any. I still wonder where it all went - so if anyone has a clue, be sure to let me know.



Very
Distinctive
Rear Qtr
Styling of the
1963 Cadillac
Park Avenue



1963 Cadillac
with New
Black Paint
and Trim is a
Beauty to
Behold!

Anyway, after a while I stopped reading the newspapers and instead returned to my Sunday morning ritual, scanning Hemmings Motor News and eBay Motors for interesting Cadillacs.
My name is Jim Verraster and I am a Cad-aholic.

Member Spotlight Continued

It was Winter in 2009 when I came across this 1963 Park Avenue DeVille on eBay (I affectionately call these "shorties" because of the unusually short trunk"). The description was appealing : one owner, 33,000 miles, always garaged, original everything.



The pictures were dark and indicated some body and paint work needed but the seller insisted the frame and floors were solid and the worst dent was only the size of a Golf ball. I begged my wife Lynn to take the two hour drive with me to go and see the GM Code 10 Black Shorty in person up in Boston.



She agreed so off to Boston we went despite a few snow squalls along the way (it is amazing that Lynn is willing and able to cope with my addiction so far but she will probably be sending me to Cadillac rehab any day now).

Upon arrival there was good news and bad news. The picture taker must have been a light-manipulating genius. Long story short, the body and paint were really rough and apparently Golf balls in Boston are the size of Grapefruits. However, the Cadillac was solid, the engine ran smoothly, and there wasn't a spot of rust or frame rot anywhere.

I have very vivid and fond memories of the day when my dad brought home a new 1963 4-window Cadillac sedan when I was 8 years old - and now I had one too - only this one was a shortie (one of only 1500 Park Avenue DeVille's produced in 1963). The ride home was memorable too as thoughts of excitement and fear ran through my head at the same time.

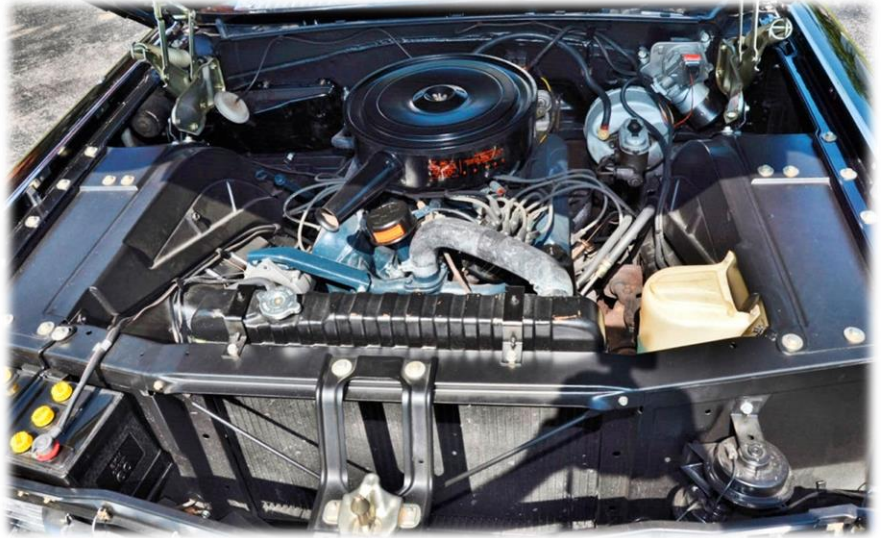
As most everyone knows, the road to restoration can be long, have many turns, and some potentially dangerous hazards along the way. I was focused on getting this car back in shape but there was never a thought in my mind to ever enter this or any other Cadillac into a competition.



Member Spotlight Continued

Thanks to Tony Santucci at Briarcliff Auto Body, Shorty came out of the shop one year later stripped of ALL chrome and trim but with a beautiful straight body and striking new black paint.

Major Dilemma : how can I possibly put the same 48 year old bright work and chrome back on a car that looks this good !! I knew the right answer but it took me another year to decide while the car sat in storage with its beautiful new paint job plus all the boxes of chrome and trim.



Thank God I found Bill Anderson of Anderson Automotive Enterprises. Bill and I put together a plan and he then spent the next 18 months completing a stunning, factory correct, restoration (and thanks to Jason Edge, our source for several factory correct parts). This was not the original plan for sure, but holy cow did the Park Avenue DeVille come out great. Bill suggested that we enter Shorty in the Primary Class at the Boston Grand National. I was initially reluctant to enter a competition but it seemed like the right thing to do especially since Boston is where the car spent most of its life.

Our first CLC Grand National turned out to be a memorable one. We met some really nice people, saw hundreds of beautiful Cadillacs and, thanks to everyone's hard work, Shorty came home with a First Place award in Primary Class and a Senior Badge.

The only thing better would have been having my dad there to see it too but I know he was smiling as he was watching from Heaven's window.

Jim Verraster



**Jim Verraster Receiving his 1st Place Primary Trophy
for 1963 Park Avenue Sedan DeVille**

Looking Back

1963 Park Avenue Sedan DeVille



A handsome choice for town and country motoring is the Park Avenue Sedan de Ville. For no more gracious and luxurious town car exists in the world than this elegant Cadillac creation for 1963. Specially designed with a shorter rear deck and subsequent less over-all length—but with full Cadillac interior roominess—the Park Avenue maneuvers to the envy of many smaller cars. It is a motor car with particular appeal to the ladies. Conveniences such as power front seat, window controls and front and rear center folding armrests are standard. Equally attractive to a lady's sense of fashion are the interiors. Three cloth patterns, combined with natural grain leather in eight color selections, and four all leather interiors afford her a highly personal choice of elegance.

Variations of the 1961 to 1963 "Short Deck Town Sedans"

**1961 - body style # 6399, body style code 'D',
6 window Town Sedan - 3,756 built**

**1962 - body style # 6289, body style code 'A',
4 window Sixty Two Town Sedan - 2,600 built**

**1962 - body style # 6389, body style code 'D',
4 window Park Avenue Sedan DeVille - 2,600
built**

**1963 - body style # 6389, body style code 'D',
4 window Park Avenue Sedan DeVille - 1,575
built**

NOTE: In the 1961 shop manual a 6299 body style is listed but is not in the master parts book. It was not produced. Instead a 6399 6W short deck was produced.

Also NOTE: Some books reference a 1961 6399 Town Sedan with body code "C". The correct body style and code is listed above with the 'D'.

1963 Park Avenue Sedan DeVille

Stats & Facts

nineteen hundred sixty three Cadillac



PARK AVENUE SEDAN DE VILLE • FOUR WINDOW



PARK AVENUE SEDAN DE VILLE • FOUR WINDOW

BASIC SPECIFICATIONS

Wheelbase.....	129.5"
Length, over-all.....	215.0"
Width, over-all.....	79.7"
Height, over-all.....	54.8"
Engine Horsepower.....	325

INTERIOR DIMENSIONS

	FRONT	REAR
Head room.....	38.4"	38.1"
Shoulder room.....	58.2"	57.7"
Hip room.....	63.3"	63.4"
Leg room.....	40.5"	39.5"
Seat height.....	12.3"	13.2"

STANDARD EQUIPMENT

Air Cleaner, dry-pack	Lights, directional signal
Armrest, center, front and rear	Light, glove box (automatic)
Assist Handles (two)	Light, luggage compartment (automatic)
Cadillac Power Brakes	Mirror, glareproof, rear-view, flip type,
Cadillac Power Steering	shatterproof
Cigarette Lighters, front (two)	Oil Filter, Full-Flow
Cigarette Lighters, rear (two)	Outside Mirror, left side, remote-control
Clock, electric	Paint, two-tone
Front Seat Adjustment (horizontal),	Red lens, door pulls, illuminated,
power operated	safety warning
Heater-Defroster*	Visor Vanity Mirror, shatterproof
Hydra-Matic transmission	Visors, dual sun
Lights, front ash receivers	Wheel Discs (set of four)
Lights, back-up (dual)	Window Regulators, power operated
Lights, cornering	Windshield Washer and Coordinator
Lights, courtesy and map (automatic)	

*Available without heater-defroster as an option at reduced cost

OPTIONAL EQUIPMENT (Extra Cost)

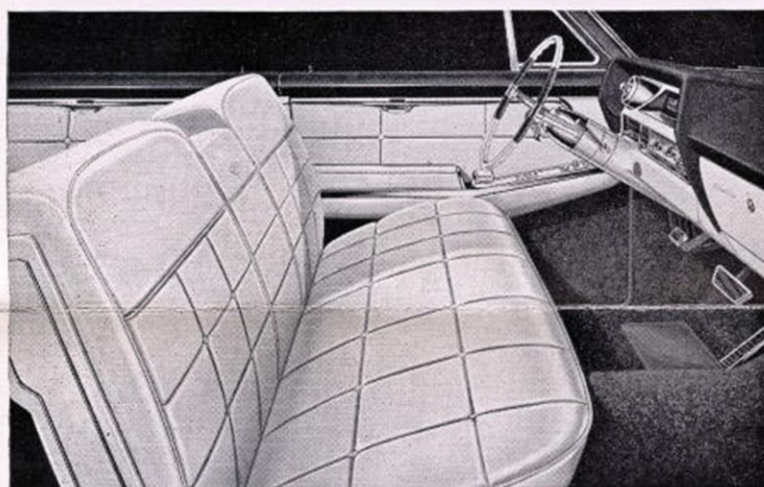
Bucket or Bench Seats, leather,	Headlight Control, power
Cadillac Adjustable Steering Wheel	License Frames
Cadillac Air Conditioner	Radio, AM
Cadillac Cruise Control	Radio, AM-FM
Controlled Differential	Remote-Control Trunk Lid Lock
De-Fogger, rear window	Seat Belts
Door Locks, vacuum-operated	Soft Ray glass with upper windshield
Dor-Gards	shaded
Front Seat Adjustment (vertical and	Vent Window Regulators, power operated
angle), power operated**	Whitewall Tires, 8.20 x 15 (set of five)

**Angle adjustment, driver's seat only, on bucket seats

1963 Park Avenue

Stats & Facts

continued



With its semi-formal roof and upper rear quarter panel design the Park Avenue Sedan de Ville reflects the full luxury and beauty of the de Ville line but with the outstanding maneuverability, parking and garaging ease that its 215" over-all length suggests. Here, too, is the complete selection of exquisite fabrics available throughout the de Ville family combined with supple leather bolsters. And there is the choice of leather upholstery in red, black, sandalwood or white available at extra cost in either bench or bucket seat styling. With the bucket seat styling, of course, is provided the new locking console compartment, with self-illuminating interior. Complementing the natural handling ease of the Park Avenue Sedan de Ville is a full array of power assists for steering and braking, and automatic shifting with Hydra-Matic drive. And there are convenient power controls for windows and seat adjustment. An optional feature, for 1963, available at extra cost, is the new Cadillac Adjustable Steering Wheel, which, at the lift of a lever, may be adjusted to any of six positions to suit the driver.

UPHOLSTERY SELECTIONS

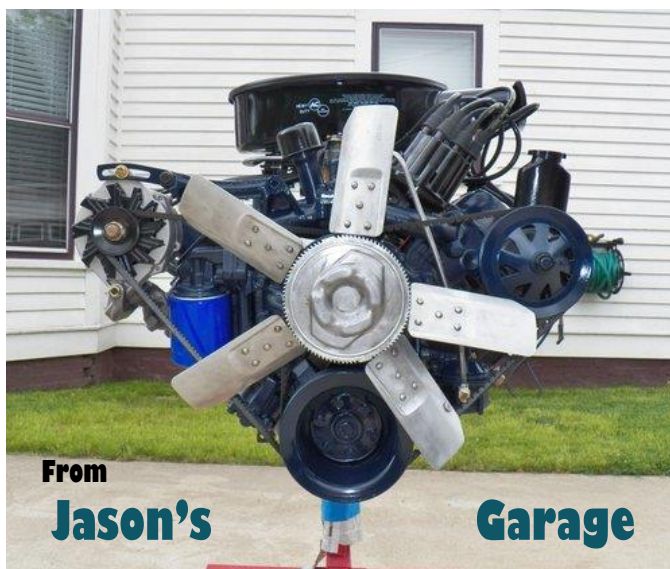
(Fabric and Leather)

40. BLACK CAMBRIA CLOTH with WHITE LEATHER bolsters and other leather trim.
41. GRAY CAMEO CLOTH with GRAY LEATHER bolsters and other leather trim.
42. DARK BLUE CLARENDON CLOTH with DARK BLUE LEATHER bolsters and other leather trim.
43. LIGHT BLUE CAMBRIA CLOTH with LIGHT BLUE LEATHER bolsters and other leather trim.
44. SANDALWOOD CAMBRIA CLOTH with SANDALWOOD LEATHER bolsters and other leather trim.
46. TURQUOISE CLARENDON CLOTH with TURQUOISE LEATHER bolsters and other leather trim.
47. GREEN CLARENDON CLOTH with GREEN LEATHER bolsters and other leather trim.
49. ROSE CAMBRIA CLOTH with ROSE LEATHER bolsters and other leather trim.

(Leather)*

50. WHITE NATURAL GRAIN LEATHER
51. BLACK NATURAL GRAIN LEATHER
54. SANDALWOOD NATURAL GRAIN LEATHER
59. RED NATURAL GRAIN LEATHER

*Add B after code number when ordering bucket seats.



Original Battery and Battery Cables

by Jason Edge

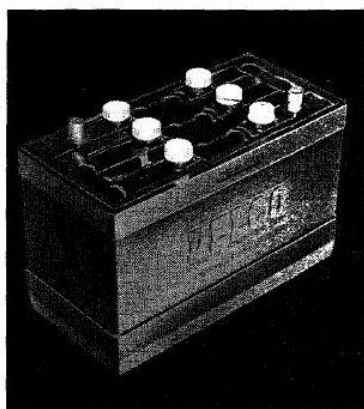
Installing an original type battery and battery cables will go a long way toward restoring the original look of your engine compartment. I have been using a reproduction original style battery for several years but only recently addressed the battery cables and wanted to share my experience.

Original Battery

According to the 1963 Dealer Data book the original battery was a Delco 3EMR70-W, rated at 70 amp hrs with 11 plates. In 1964 the battery was modified to include 13 plates rated at 73 amp hrs as seen in picture on right.

Looking at the 1968 battery cross reference chart below, the Delco replacement battery for 1963 and 1964 was a Delco R63 battery. At some point the replacement became known as the Group 60 battery. I have not been able to determine when this new designation occurred.

Since the Group 60 battery has been out of general production for many years, many other battery types have been used. The Group 27 battery is one I often see used, however it is wider, and considerably shorter than the original battery and makes using the original hold down hardware problematic.



NEW Larger Battery

The new Cadillac battery has been increased from 11 to 13 plates for added reliability and to provide higher voltage for cranking the new engine. Battery is thoroughly sealed, has a corrosion-resistant plastic-coated cover and is located for maximum cooling, easy servicing accessibility.

BATTERY SPECIFICATIONS

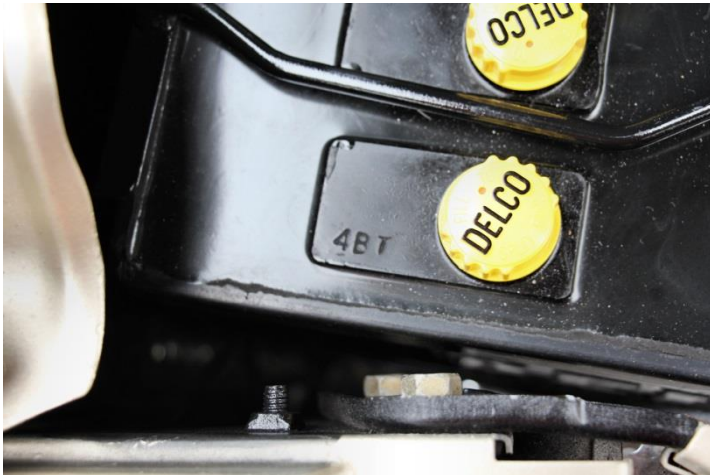
Note: Specifications shown apply to original equipment battery only. Specifications for Delco Replacement Battery may vary from original equipment battery.

Series	Delco Replacement Battery Catalog No.	No. of Volts	Amp. Hours At 20 Hour Rate	Capacity Ratings		Length	Width	Height
				No. of Min. 300 Amp @ 0°F	10 Sec. Voltage 300 Amp @ 0°F			
1957 thru 1964	*R63	12	70	5.8	9.4	13 1/16"	6 17/64"	8 13/16"
1965 exc. 75	R71	12	73	2.1	8.5	12"	6 3/4"	8 3/4"
1965-75	R63	12	73	2.1	8.3	13"	6 13/64"	8 3/4"
1966 thru 1967	R71	12	73	2.1	8.5	12"	6 3/4"	8 3/4"
1968 thru 1969	R71S	12	74	2.4	8.8	12"	6 3/4"	8 3/4"

*Exc. 1957 thru 1958 Eldorado which use Y71.

Tech Tips Continued

Luckily there are companies that still make reproduction original style batteries that approximate the original size: 13 1/16" x 6 17/64" x 8 13/16". One such company is **Restoration Battery** which I can highly recommend. There is a link to their site in the caption under picture to the right that will point you directly to their Group 60 reproduction battery.



Note Date Stamp 4BT – 1964, February, Detroit



Authentic Style Original Battery Available from Restoration Battery
www.restorationbattery.com/g60k.html

They stand behind their battery with a 4 year warranty (1st year full warranty), and for a small additional charge they will date stamp your battery to give you an exact original look. While these Group 60 Reproduction batteries are roughly twice the price of an over the counter battery, they will greatly enhance the look of your engine compartment.

Original Battery Cables

If you have an original type battery you need the correct battery cable with correct Spring-Ring type terminals. I recently replaced my later model bolt terminal cables with spring-ring cables purchased from an unlikely source. To start, you need to know the length of cable. **Both 1963 and 1964 list the same negative cable at 28 1/4" long. The positive cable is listed as 49 1/2" and 52 1/2" for 1963 and 1964 respectively.** (The difference in length being the routing of the cable due to difference in right side exhaust manifold.)

No Luck with Lectric Limited

Lectric Limited was a recommended source for these cables and was told they could custom make them, so on a recent Saturday I called their number and was told by the weekend staff person that they do not carry replacement cables for my 1964 Cadillac, nor could they make a custom length cable. I told the Lectric Limited phone person, that I had looked for a match on their online catalog and came up empty and that I needed a custom length cable. She told me she did not think they carried that type product, and I explained that they listed spring-ring terminal cables, but that I needed a custom length or anything in their stock close to the length that I needed. I finally convinced the person to take my name and number and have a technician call me Monday to further discuss a custom order. At this point I would like to make a personal observation: If you have staff that does not know anything about your merchandise, I believe you would be better off with simple voice mail telling the customer to call back during normal hours. I am also not sure if my message was ever relayed as I never received a call.



Side View of Original Reproduction Battery

Heartbeat City and 1969 Camaro to the Rescue!

Still determined to replace my cable and knowing that the Chevy and Corvette sites offer just about any replacement part imaginable, I started scanning other sites. I found a site called Heartbeat City (www.heartbeatcity.com) which specialized in reproduction Camaro parts and came up with very close matches with their reproduction 1969 Camaro Spring-Ring terminal cables.

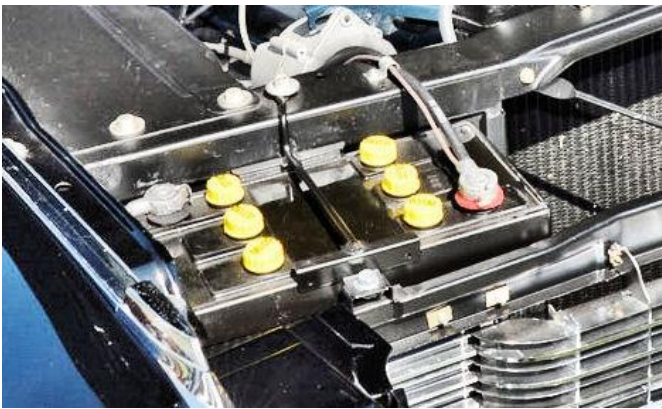
The 1969 Camaro negative cable (part # EGP-1151) was 29" long which is 1/2" longer than what I needed, and 1969 Camaro positive cable (part # EGP-1145) was 52 1/2" which was an exact match. With an online 15% off sale, and adding in tax and shipping my total came to \$93.77 delivered to my house. The only mods I needed to make to the cables were to paint/dye the positive alternator lead wire black (it was brown) and adding the short braided ground strap from bottom of negative cable to the firewall where it mounts to radiator support via a 3/8" hex head bolt. I had to pry the tangs apart at the bottom of the negative cable and attached negative braid strap I had removed from an original cable and cleaned up. It turned out really nice.



1969 Camaro Spring-Ring Cables ordered from Heartbeat City – www.heartbeatcity.com

Hold Down Hardware

I purchased my reproduction hold down hardware from McVeys (www.McVeys.com) several years ago and have been very pleased with the quality.



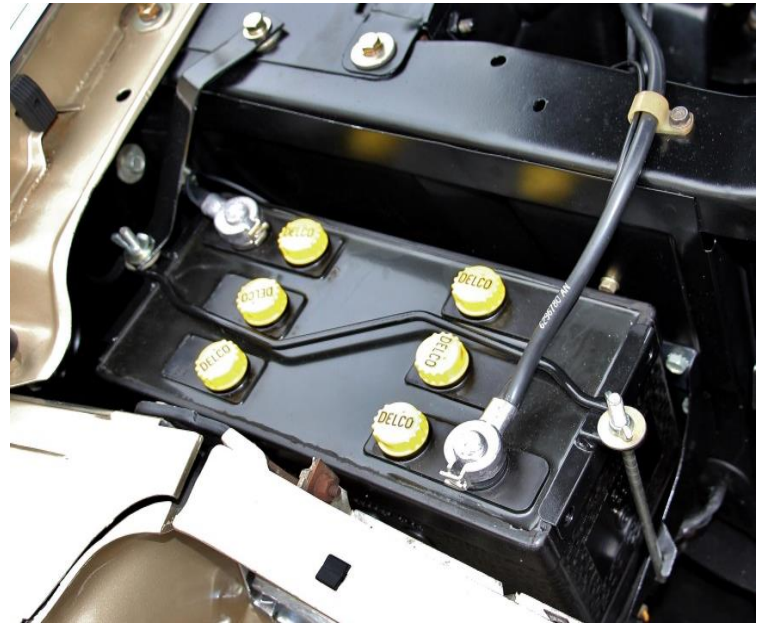
Picture Above: Note from picture of Jim Verraster's featured Cadillac, that the 1963 has a piece that goes from radiator support across to bracket on upper grill support bar which is unlike the side-to-side hold down on the 1964 Cadillac.

Picture to Upper Right and Right: Final pictures of my Group 60 Battery from Restoration Battery, Spring-Ring battery cables from Heartbeat City, and hold down hardware from McVeys installed.

Total Investment: about \$500

Installation time: 1 to 2 hrs

Improvement in Appearance: Immense!



Until Next time.....



..... Happy Motoring