

## *George and Anita W.'s 1963 Impala Convertible*

This car was first sold by the City Motor Company of Great Falls, Montana on June 14, 1963. A schoolteacher was enamored by it and purchased it off the showroom floor. She maintained it well for 24 years. A relative in Auburn, Washington acquired it from her on February 23, 1987.

I bought the car on September 16, 1988 from an ad on a bulletin board at work. The car was in generally good condition with new upholstery, carpet, top, and top motor. The mileage was 147,000. The car came with the original owner's manuals, a "Lifetime Warranty" certificate and many of the service receipts. A block heater had been added, a necessity in the Montana winters.

The initial replacements were: some trunk and side trim, belts, hoses, shocks, rear springs, license panels, etc. I have detailed the engine compartment and trunk, had the rear bumper re-chromed, and the heads re-worked; adding hardened valve seats. It has a 327 V8 with Powerglide, power steering, power brakes, bumper guards and wire wheel covers.

I had saved the 1963 license plates from my 1962 Impala hardtop when I moved to California in 1964. The plates are in great condition, and are now on the convertible. Coincidentally, this car is the same ermine white exterior with red interior as the 1962 Impala (which I restored this past winter).

This car has taken the bride and groom from the church to the reception on three occasions, top down, of course. It has been fun to drive on tours and to regional meets. In 1989 and 1992 we attended the All-California Meet. Both times this car received the award for longest distance driven. In 1996 this car took us to the National VCCA Meet in Rapid City, SD. It has been judged at several meets and has reached preservation level.

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## 1963 Chevrolet History

Full size cars enjoyed a boxy facelift, with bodyside contours altered to look like major changes had taken place.

"Clean-cut as a jewel" the sales brochure claimed, "smooth-riding as a jet". Ads touted such mundane features as "air-washed rocker panels", self-adjusting brakes, and a longer-life exhaust system. The standard Turbo Fire 283 cid V-8 got a boost to 195 horsepower, the mid-range 327-cid engine yielded 250-340 horsepower, and the big block 409 cranked out 340, 400 or 425 horses. The latter used twin four-barrel carburetors and 11:1 compression. Quite a few buyers skipped the V-8, making do with a 140 horse Turbo Thrift six. On the opposite end of the performance spectrum, a few lucky drag racers were able to obtain one of a handful of cars that were fitted with lightweight aluminum front body panels and held a 427 cid enlargement of the 409 engine.

Impalas again sold best, with 832,600 built (including 153,271 Super Sports). Sport Sedans had their own hardtop roofline, and Sport Coupes could now get a vinyl top. Most costly model was aggressive looking SS Impala convertible. Available with any engine, an SS package added \$161 to the ragtop's \$3024 base price and included heavy duty springs, aluminum trimmed bucket seats, and swirl dashboard inserts. All SS Impalas had floor shifters, and a new console included a locking compartment.

*from the book Chevrolet The Complete History*

*provided by Ana Maria Haley*

