Regarding the bulbs, a couple of comments:

1) Earlier I stated I replaced my LectricLimited bulbs with ones purchased elsewhere. I should clarify that the LL bulbs all worked fine (I only installed them in June so they were brand new), but I decided to replace them in order to eliminate one variable in my wiring harness testing.

2) All of the bulbs for my 65 were available locally except for the 2 special flashing bulbs that go into the "LIGHTS" and "BRAKE" indicators at the top of the dash.

For reference (this is for my 65), here are the bulb number, quantity, and usage:

1816, 14 used - 9 in the main cluster on gray wires, 2 in the left/right turn signals, 2 in the clock, 1 in the radio. Note that I eventually used 1895 bulbs in the 9 main cluster "gray wire" connections in order to lower my Amps at the fuse box.

1893, 3 used - These three bulbs are in special clip-on shielded connectors that snap on to the perimeter of the dash around the clock. All cars had 1 clipped under the clock in the 6 o'clock position to illuminate the radio/heater controls. Factory A/C cars had 2 extra ones, on a separate 2-wire harness, clipped at the 8 and 4 o'clock positions to illuminate the A/C controls.

1445, 3 used - 1 is the high-beam indicator, one clips into the ignition switch, 1 clips onto the cigar lighter.

257, 2 used - these 2 clip into the top of the dash cluster as the LIGHTS and BRAKE flashing alarms.

So, if you want your car to functional absolutely as original, get the LL bulb kit in order to get the flashing bulbs. Otherwise any auto store should have the bulbs you need- although I had to go to 3 different ones to buy enough 1816 bulbs at once. I think an 1816 or 1895 would work in place of the flashing bulbs.