

1964 Buick Skylark

2dr Convertible · 8-cyl. 300cid/210hp 2bbl

#1 Concours condition

\$43,500

0%

#2 Excellent condition

\$31,000

-1.9%

#3 Good condition

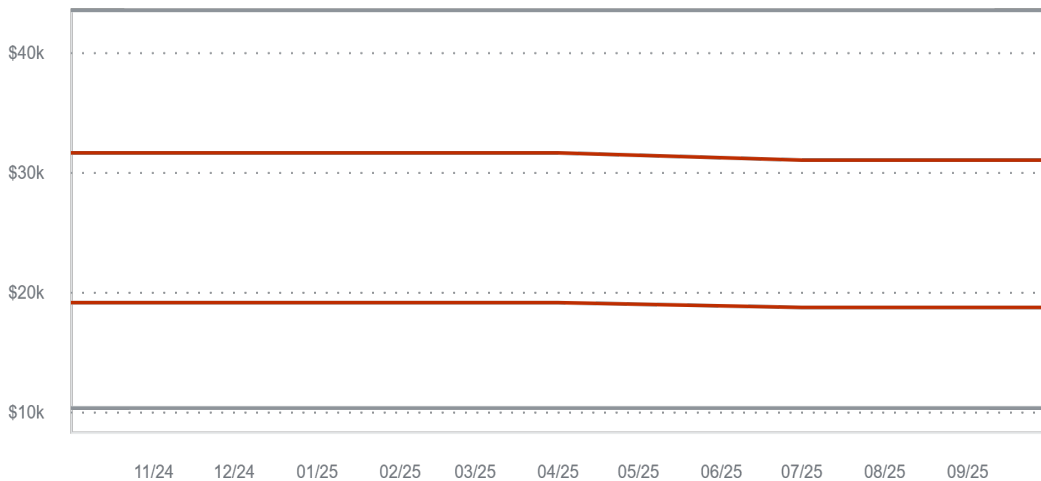
\$18,700*

-2.1%

#4 Fair condition

\$10,300

0%



NOTE: The chart displays price changes for the last year.

Model description

Like Oldsmobile's F-85, Buick's Special graduated from senior compact to a mid-sized model in 1964 thanks to the introduction of GM's new A-body platform, a full-frame foundation that rolled on a 115-inch wheelbase. As before, the next-generation Skylark was adorned with special trim and an upscale interior. Bucket seats were standard for the topless A-body Skylark, but optional for its hardtop running mate. A four-door Skylark sedan also entered the mix in 1964. A cast-iron V-6 displacing 225 cubic inches was standard that year, with a 300-cid V-8 available as an option. A two-door sedan joined the mix in 1965, and both the V-6 and V-8 Skylarks were available through 1967.

In 1965, Buick used the Skylark as a base for its GTO knock-off, the Gran Sport. Offered as a coupe, hardtop or convertible, the '65 GS was powered by the full-sized Wildcat's 325-hp 401-cid V-8. In 1967, the Gran Sport became a stand-alone model as the GS 340 and GS 400.

Body styles

2dr Convertible

2dr Sport Coupe

4dr Sedan

Engine types

8-cyl. 300cid/210hp 2bbl

*Please note: All prices shown here are based on various data sources, as detailed in [About Our Prices](#). For all Hagerty clients: The values shown do not imply coverage in this amount. In the event of a claim, the Guaranteed Value(s)[®] on your policy declarations page is the amount your vehicle(s) is covered for, even if the value displayed here is different. If you would like to discuss your policy, please call us at 877-922-3391.

1964-1967 Buick Skylark stats

Highest sale	Lowest sale	Most recent sale	Sales
\$84,700	\$1,100	\$13,200	278

Equipment

Additional Info

Vehicle Length: 203.5 in

Wheelbase - Inches: 115 in

Vehicle's condition classification

#1. Concours

#1 vehicles are the best in the world. Imagine the best vehicle, in the right colors, driving onto the lawn at the finest concours. Perfectly clean, the vehicle has been groomed down to the tire treads. Painted and chromed surfaces are mirror-like. Dust and dirt are banned, and materials used are correct and superbly fitted.

#3. Good

#3 vehicles drive and run well but are not used for daily transportation. The casual passerby will not find any visual flaws, but these vehicles might have some incorrect parts. #3 vehicles could possess some, but not all, of the issues of a #4 vehicle, but they will be balanced by other factors such as fresh paint or a new, correct interior.

#2. Excellent

#2 vehicles could win a local or regional show. They might even be former #1 vehicles that have been driven or have aged. Seasoned observers will have to look closely for flaws but will be able to find some. The paint, chrome, glass and finishes will all appear as excellent. The vehicle drives as a new vehicle of its era would.

#4. Fair

#4 vehicles are daily drivers, with flaws visible to the naked eye. The chrome might have pitting, the windshield might be chipped and perhaps the body has a minor dent. Imperfect paintwork, split seams or a cracked dash might be present. No major parts are missing, but there might be non-stock additions. A #4 vehicle can also be a deteriorated restoration.