

1965 Plymouth Barracuda

2dr Fastback · 8-cyl. 273cid/235hp 4bbl Hi-Perf

#1 Concours condition

\$37,400

0%

#2 Excellent condition

\$28,400

0%

#3 Good condition

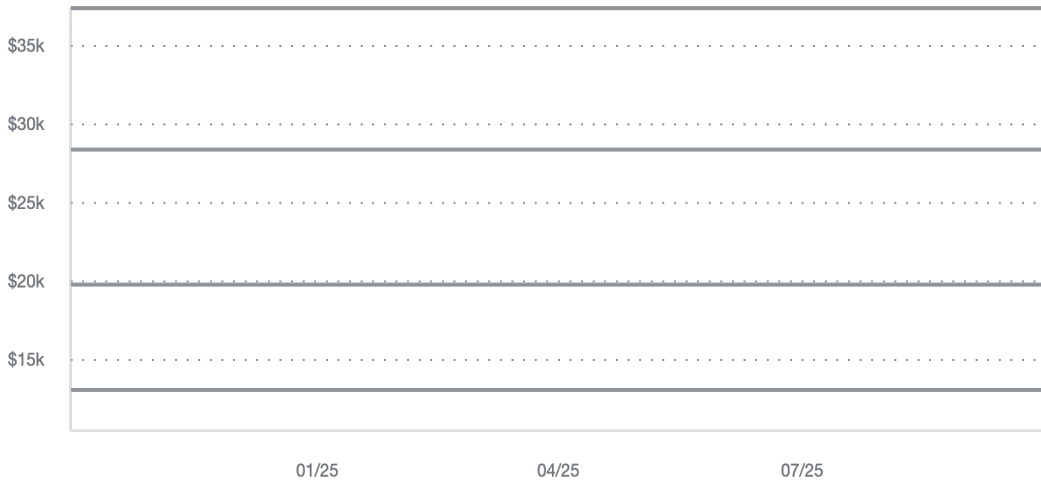
\$19,800*

0%

#4 Fair condition

\$13,100

0%



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

Value adjustments

+10%
for 4-spd.

-20%
or 6-cyl.

Model description

This era of Plymouth Barracuda always seems like the Rodney Dangerfield of automobiles to many Mopar aficionados. The car seemingly just "gets no respect". Despite being introduced about two weeks before the Ford Mustang to the same sporty compact new car market and despite having a thoroughly competitive and hot new optional 273 cubic inch, 180-hp V-8 engine with more displacement than the initial eponymous "pony car" offering out of Dearborn, the Barracuda started life as a red-headed stepchild in the marketplace and never gained the market acceptance of its crosstown rival.

It wasn't for lack of flair, given that the Mustang didn't even offer a fastback body style until the 1965 model year. The backlight was the largest piece of glass ever engineered for any car up until that time, and was tinted in order to help prevent the solar cooking of inhabitants of the four seats. The rear seats folded down flat to allow some utilitarian use of the vehicle or even for – ahem – an impromptu sleeping quarters. Naturally enough, this was never mentioned but the advertisements of the day often showed the car stowing a surfboard in the rear.

*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.

A small trunklid was also standard, as was a far more powerful (and far more reliable than Ford's) six of 225 cubic inches and 145 hp, compared to the initial Mustang offering of 170 cubic inches and 101 hp. Nearly 45 percent more power, standard, compared to 1964 ½ Mustangs...and at a competitive price with competitive equipment. Barracuda became a specific model-line rather than a sub-series of the compact Valiant for 1965, and gained a new Formula S package, which included an uprated 273 V8 good for 235 hp, more powerful than the commonly ordered 1965 Mustang 289 V8 of 225 hp. In fact, the 1965-1966 Formula S Barracuda is regarded as a Milestone car. Another little known fact is that the Barracuda could be had with front disc brakes from 1965 on as an optional extra. These Kelsey-Hayes units were ironically also optional on period Mustangs.

The problem with the Barracuda was that the vision for a specific market was correct, but marketing and design decisions hobbled it once the Mustang came out. Spending the extra money to differentiate the styling of the Mustang was the gamble that Lee Iacocca took at Ford (given that the Mustang was based upon the econobox Falcon just as the Barracuda was based upon the econobox Valiant), and Ford's toss of the dice won fair and square. This doesn't detract from the Barracuda, if you want something a little out of the ordinary. These cars are fun drivers and often gain more attention at car shows than do Mustangs from the same era, simply because they're less often seen. Obviously, even GM was caught flat-footed by the Mustang, and with GM's new 1967 market offerings in the wings, something had to be done about the Barracuda.....

Body styles

2dr Fastback

Engine types

8-cyl. 273cid/180hp 2bbl

8-cyl. 273cid/235hp 4bbl Hi-Perf

1964-1966 Plymouth Barracuda stats

Highest sale	Lowest sale	Most recent sale	Sales
\$100,800	\$2,678	\$8,250	181

Equipment

Additional Info

Vehicle Length: 188.2 in

Wheelbase - Inches: 106 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.