

1965 Chevrolet Chevelle Malibu

2dr Sport Coupe · 8-cyl. 327cid/300hp 4bbl L74

#1 Concours condition

\$36,200

▾ -1.1%

#2 Excellent condition

\$23,200

▾ -0.9%

#3 Good condition

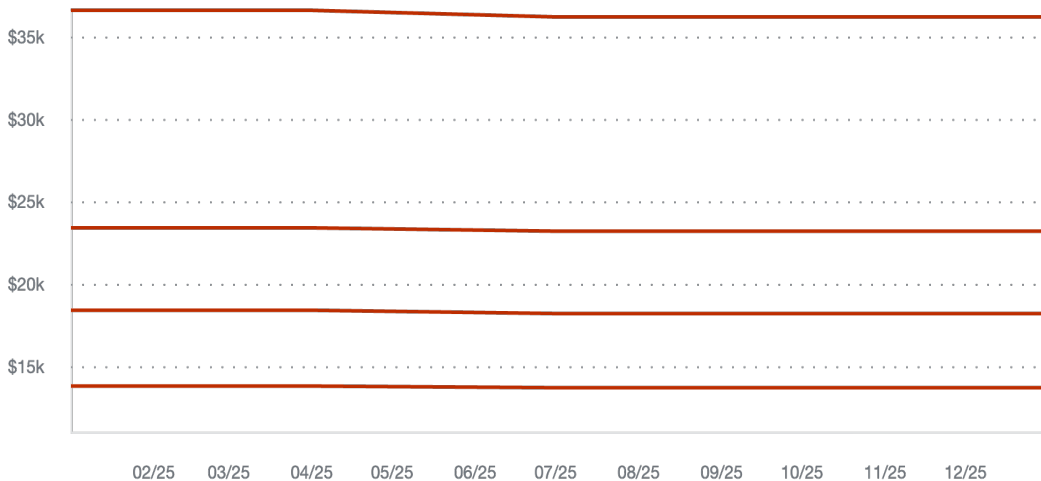
\$18,200*

▾ -1.1%

#4 Fair condition

\$13,700

▾ -0.7%



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

Value adjustments

+15%
for 4-speed manual transmission.

Model description

When you're King of the Hill as GM was in the early 1960's, and own 50% of the entire market (with 25% of the entire market being Chevrolet alone), you can afford to let the little guys "go first." At least that's how GM played their cards with the Malibu. Ford introduced an entirely new category of car, the "intermediate", in 1962 with their Fairlane, which seemed far more substantial than the ½-size—smaller, not-quite-intermediate "large compact" GM brethren from Pontiac, Oldsmobile and Buick which were introduced a year earlier. By 1964, these "BOPers" as they were called joined the all-new Chevrolet Chevelle and upscale version, Malibu, on a new perimeter frame and firmly ensconced themselves in the "intermediate" market.

With Chevrolet being the major player in the GM stable, it only seemed fitting that these cars were given much publicity by the auto magazines of the day. The basic engine was the 194 cubic inch six shared with the Nova, with a larger 230 six shared with the senior cars optional, and a 283 V-8 with up to 220hp for 1964. An SS option was immediately available, as was a new Chevrolet Division sourced four speed floor shift. Initial descriptions of the Malibu did not include the 327 V-8 option which magically appeared before the end of 1964, boosting maximum power to 300 hp.

*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.

Curved side glass and crisp styling combined with sparkling small block V-8 performance helped give these cars a nice send-off, and given the fact that compact sales had started to wane during 1963, these cars proved to be perfectly timed to capture the mood of America, which was once again moving towards somewhat larger, sportier and more powerful cars. These cars were masterfully done. By mid-year 1965, a 396 cubic inch 375-hp big-block was optional, a good 18 months after GM brethren Pontiac introduced their powerful GTO, and the race was on. 1966 saw a reskin, for a then fashionable Coke bottle look, with "flying buttress" rear roof styling on 2 door sports coupes.

Body styles

2dr Convertible	2dr Sport Coupe	4dr Sedan	4dr Station Wagon
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Engine types

8-cyl. 283cid/195hp 2bbl L32	8-cyl. 283cid/220hp 4bbl L77	8-cyl. 327cid/250hp 4bbl L30	8-cyl. 327cid/300hp 4bbl L74
8-cyl. 327cid/350hp 4bbl L79			

1964-1967 Chevrolet Chevelle stats

Highest sale	Lowest sale	Most recent sale	Sales
\$412,500	\$1,430	\$47,958	3794

Equipment

Standard Equipment

- 3-Speed Manual Transmission
- Bench Seat
- Heater/Defroster

Optional Equipment

- Air Conditioning
- Power Brakes
- Power Steering
- Power Windows
- Seat Belts
- Speed Control
- Tachometer
- White Sidewall Tires

Additional Info

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.