

December, 2004 Feature Vehicle

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Member #71

65 Malibu

It was probably three or four years ago at Chevelle~a~bration in Nashville when I spotted a 1966 300 Series Chevelle with a big fat rat and a four speed in it that gave me the idea for this car. I really liked that 66 car, it looked like a factory "oops" car.



I started looking for a 1965 or 1967 stick car as a candidate for mine. I didn't

want to mess up a real SS car so I stuck to plane Chevelles. This car popped up on Ebay and was located in Georgia which made it easy for me to go look at it. All body panels were in great shape so there was no need for replacements or patches. The previous owner had already done a big block conversion so it fit the bill perfectly, it was born as a 283 with Powerglide. I bought the car and dragged it home.



I started to tear it apart and replaced the engine, transmission, rear end and exhaust. I really wanted to keep it in driver

condition so I didn't overdue it. Went to work making everything functional like backup lights, etc. Added power steering and disc brakes. The interior was nice except for the headliner and a few odds and ends.

There were a lot of aftermarket items on the car which got tossed and replaced with original GM stuff. It was a little tricky finding Big Block stuff for a 65 as I didn't want to use items that someone might need for a Z16 project, so I made a lot of stuff out of 66 and 67 pieces. All in all it is back the way it was



born as far as color and interior. Only the drivetrain, wheels, tires and "502" fender emblems keep it looking like a "Day 2" refit.

I've only owned one Chevelle longer than this car and that one has a great home and a great owner in Canada. This ole 65 is very radical,



fast and dependable with 500 HP, M21, 3.90 posi, power steering and power disc brakes. I've put more miles on it than all the other 34 Chevilles I've previously built or

owned. This is my "Barney Phife Mobile" which attained a Top Three award at Chevell~a~bration 2004.

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