

**LOT
114**

1965 Chevrolet Corvette Coupe 396/425

Chassis No. 194375S117288

\$115,000 – \$140,000



Striking Goldwood Yellow paint with White/Black leather interior

First Year "Big Block" with 425 hp 396 cu-in "Mark IV" V8

Rare N32 Teakwood Steering Wheel and A31 Power Windows

NCRS Top Flite award 1995

Bloomington Gold - Gold Certified 2021

MCACN Triple Diamond Certified 2021

The 1963 Corvette Sting Ray was an automotive bombshell the press couldn't stop praising. But after a year of refinement, the 1965 Corvette made even more headlines. First up was the new four-wheel disc brake option, developed by GM's Delco Moraine division, the first on an American production car. Then magazine ads appeared with the message: "You've heard the rumors. Now hear this... There is a Turbo-Jet 396 from Chevrolet."



The Corvette already had a high-performance engine, the 327 fuel-injected "Small Block" now producing 375 hp, but the Turbo-Jet 396 introduced midyear was a whole new experience. Based on the mysterious "Mark II" 427 engine that powered Junior Johnson to pole position for the 1963 Daytona 500, the new "Mark IV" generated 50 more horsepower, yet cost less for Chevrolet to produce and sell (\$292.50 vs. \$538.00 for the "Fuelie"). Clearly defining this significant upgrade, these headline makers were wrapped in a Corvette with updated style, including new fender vents and a special "Power Bulge" hood for the 396 engine.

This 1965 Sting Ray coupe was exported to Manders Chevrolet/Oldsobile in North Vancouver, British Columbia. That fact is important – Chevrolet lost its production records decades ago, but GM Canada retains the data for vehicles imported from the US. Those records confirm this Corvette was delivered in Goldwood Yellow paint, while the White/Black leather interior, a \$80.70 option, provides a striking contrast. Rare options include the N32 Teakwood Steering Wheel and A31 Power Windows, while the \$203.40 U69 AM/FM Radio and \$134.50 N14 Side Mount Exhaust System supplies sonic entertainment. But the real news is the powerful L78 Turbo-Jet 396 engine and four-speed manual transmission, which along with the F40 Special Front and Rear Suspension, J50 Power Brakes, and P48 Cast Aluminum Knock-Off Wheels drove the sticker price to a hefty \$5,914.35. With its late addition to the lineup, only about 9% of '65 Corvettes were equipped with the new Turbo-Jet 396.

Fully restored, this Corvette has earned its share of accolades, including a Top Flite award (scoring 97.4% as factory delivered) from the National Corvette Restorers Society in 1995. Further, in 2021 it was Bloomington Gold - Gold Certified and Triple Diamond Certified at the Muscle Car and Corvette Nationals, completing the triumvirate of Corvette honors.



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