

## Malibu Improves with Age as Car Reaches 50 – and Its 8th Generation

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sisted of a range of full-size models, headlined by Impala, along with the compact Chevy II (Nova), Corvair and Corvette.

Named for the Los Angeles-area enclave that was center of the beach culture in the 1960s, the Malibu was the top trim line for the intermediate platform, which also included the Chevelle as an entry-level model, and the El Camino truck, Lyons said. It was lauded for its robust, body-on-frame construction and responsive coil-spring front suspension.

The 2014 Malibu is the eighth generation of the nameplate and its standard 2.5L four-cylinder engine delivers 65 percent more horsepower than the original Malibu's standard 3.2L six-cylinder, Lyons said. The technological progress extends to safety, comfort and connectivity features.

And, over the years, there have been several iterations of the Malibu. The first generation was between 1964 and 1967, Lyons said. Although it was originally launched as a premium sedan for families, the first Malibu was quickly caught up in the muscle car wars of the 1960s and soon after its introduction, the sporty Malibu SS was born.

The Chevelle SS took the lead for Chevrolet's muscle cars in 1966 and the Malibu continued as the premium model, tailored for the growing number of suburban customers, Lyons said.



1964 Chevy Malibu

Generation Two lasted from 1968 to 1972, Lyons said. Based on the original intermediate platform, the 1968-72 models' dimensions shifted with a slightly shorter 112-inch wheelbase for coupes and convertibles and a longer, 116-inch wheelbase for sedans and wagons. Like the 1964-67 models, each model year in the second generation had distinctive year-over-year styling differences.

The 1973 introduction of the third-generation Malibu brought a new frame that retained the

previous 112/116-inch wheelbases, but to accommodate new federal crash standards, the bodies grew about five inches in length and one inch in width, Lyons said. A European-inspired Laguna model briefly dethroned the Malibu from its perch atop the mid-size hierarchy.

Chevrolet discontinued the Chevelle line after 1977 and the fourth generation of downsized midsize cars would stick strictly with the Malibu name from 1978 onward. They were a foot shorter

and more than 500 pounds lighter, offering V6 and V8 engines. There was even a dedicated police car package. The fourth generation ended in 1983.

After a five-year run, the sun set on Malibu from 1984 until 1997, when it was reborn as an all-new, front-wheel-drive sedan, offering four- and six-cylinder engines, Lyons said. It was named Motor Trend Car of the Year for 1997.

In 2004, GM launched the sixth generation of Malibu. The car

moved to GM's award-winning global architecture for 2004, offering, said Lyons, greater technology, efficiency and performance – including the return of the Malibu SS, which featured a 240-horsepower 3.9L V6.

The Malibu range also included the Malibu Maxx five-door extended sedan, which offered greater cargo room and innovations such as the ability of the rear seat to slide seven inches fore and aft and a reclining rear seat.

In 2008, Generation Seven was launched. Riding on an enhanced, longer version of the architecture introduced on the 2004 Malibu, the seventh-generation models introduced greater levels of refinement, performance and efficiency, said Lyons, along with enhanced safety features, including standard head curtain side air bags. It was voted the 2008 North American Car of the Year at the North American International Auto Show in Detroit.

Redesigned for 2013, Chevrolet further enhanced the eighth generation of Malibu for 2014 with greater efficiency, new connectivity features, comfort enhancements and a new front-end appearance, Lyons said.

It now offers the segment's first engine with standard stop/start technology and an available 2.0L turbo engine with 259 horsepower that continues a performance legacy established 50 years ago.

### Environment, Old Books on Tap

The Warren Public Library is hosting a talk on environmental awareness on Wednesday, Oct. 23, at 6 p.m. in the conference room next to the Civic Center branch.

The speaker is Gerald Hasspacher of The Southeast Michigan Group of the Sierra Club. He will be giving the group's "Let's Go Green" presentation, which explores current environmental issues and presents practical tips for individual action. Registration is required. Call 586-574-4564 to reserve a spot.

On Thursday, Oct. 17, the library is hosting a special class on how old books can be re-used in creative and artistic ways.

The class is in the Civic Center conference room and begins at 6 p.m., and lasts 90 minutes.

The program will showcase how to physically transform old books into new artistic creations. The class is aimed at teens.

Space is limited and those interested in attending are asked to call 586-751-0770 to reserve a place in the class.

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