

1949 Buick Special Model 41

4dr Sedan . 8-cyl. 248cid/110hp 2bbl

#1 Concours condition

\$29,700

0%

#2 Excellent condition

\$19,500

0%

#3 Good condition

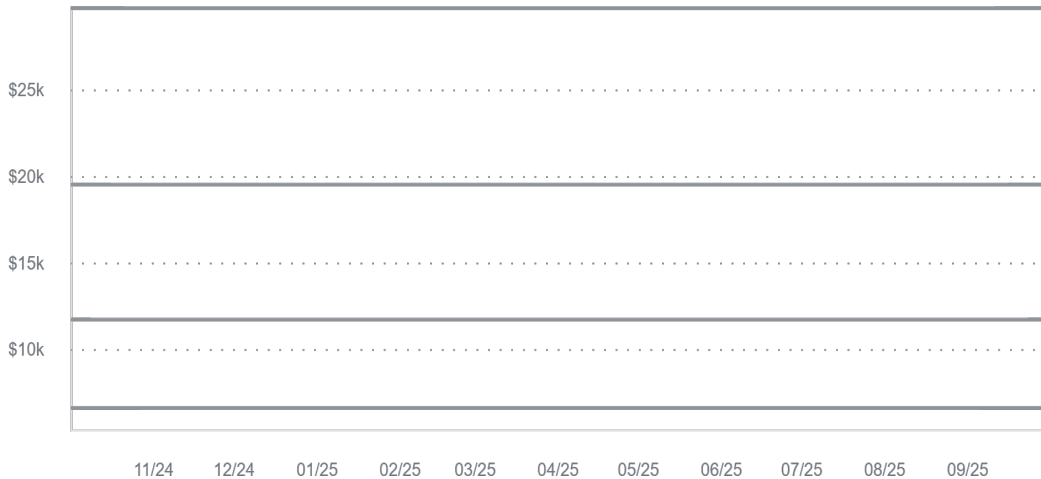
\$11,700*

0%

#4 Fair condition

\$6,600

0%



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

Model description

When World War II ended, the automotive manufacturer’s dream of “pent-up demand” was realized. Buick was in a particularly good position since it had redesigned much of its line for 1942, and these cars were lightly face-lifted and re-trimmed for the post-war boom.

Gone were the prewar Century and Limited lines, but the 121-inch wheelbase, entry-level Special returned with a two-door sedanet and a four-door sedan. The only available engine was the 248-cid straight-eight motor that delivered 110 hp and was mated to a three-speed manual transmission. Prices were right around \$1,550, making the Special approximately \$500 cheaper than the Buick Super. Even so, with only two body styles, a smaller size, and minimal features, fewer than 3,000 buyers opted for the base Special.

Demand for new cars was still strong and little was changed for the next three model years, except for a more handsome grille. The rest of the Buick lineup was restyled for the 1949 model year, but the Special retained its earlier design. The only significant change was the introduction of the Dynaflow automatic transmission, which appeared on the Roadmaster the previous year.

Post-war Buicks remain a practical and handsome example of curvaceous 1940s styling. They are spacious and comfortable, albeit with a rather soft ride. Many parts were shared across the line, making ownership relatively straightforward. The only Achilles heel is the Dynaflow transmission, which is reliable but inclined to leak at the rear seal. Since the rear axle is a torque-tube arrangement, it must be unbolted to repair the transmission, which makes it labor intensive. Due to the involved nature of the work, many owners opt to replace the rear shaft bushing at the same time to head trouble off. All the same, even though the Super isn’t the first postwar Buick to spring to mind for most enthusiasts, the sedans and sedanets are particularly affordable and representative of 1940s American motoring, and a fine choice for anyone interested in the era.

*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.

Body styles

4dr Sedan

Engine types

8-cyl. 248cid/110hp 2bbl

1946-1949 Buick Special stats

Number produced **	Highest sale	Lowest sale	Most recent sale	Sales
5777	\$82,500	\$5,775	\$15,950	15

** Number produced is specific to this year and configuration.

Equipment

Additional Info

Shipping Weight: 3695 lbs

Vehicle Length: 207.5 in

Wheelbase - Inches: 121 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.

#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.

#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.

#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.