

# 1987 Buick Regal GNX

2dr Coupe · 6-cyl. 3.8L 231cid/276hp Turbo SFI

#1 Concours condition

**\$257,000**

▾ -3%

#2 Excellent condition

**\$149,000**

▾ -8%

#3 Good condition

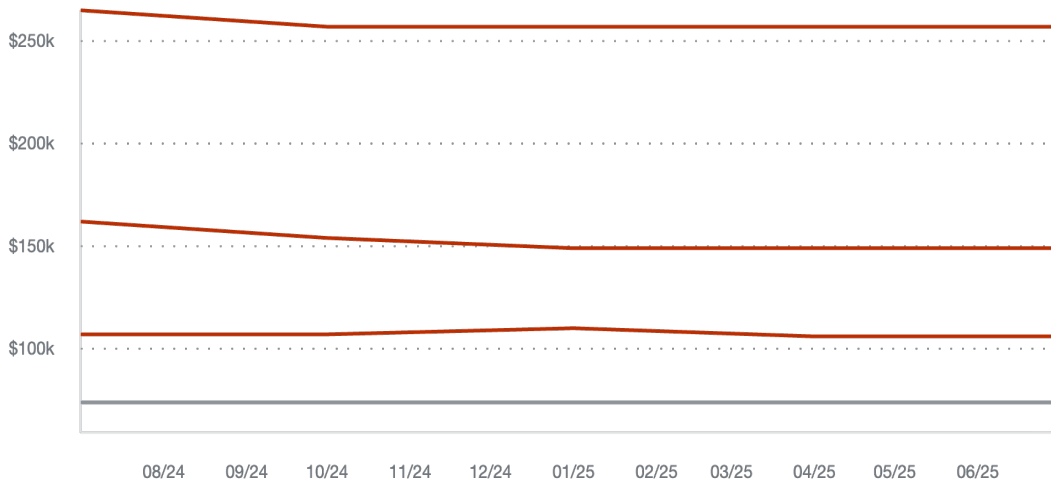
**\$106,000\***

▾ -0.9%

#4 Fair condition

**\$73,800**

○ 0%



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

## Model description

Buick introduced the Regal nameplate in 1973 as a mid-priced, personal luxury coupe, akin to Chevrolet's Monte Carlo and Pontiac's Grand Prix. A sedan was added to the lineup in 1974, and the company's new car immediately became one of Buick's best sellers. The mid-1970s fuel crunch heavily influenced the car's first redesign, which debuted in 1978.

The 1978 Buick Regal, now only offered as a two-door coupe, was slightly smaller, slightly lighter, and received more squared-off lines and fewer design effects. Most notably, however, was the introduction of a turbocharged V-6 engine. While the Big Three had used turbochargers in the past on production vehicles (e.g., the Chevrolet Corvair and the Oldsmobile F-85), they had been absent in the U.S. market on a domestic offering for nearly a decade. The turbo increased both fuel economy and performance, bumping horsepower from 105 to 165 on the 231-c.i. V-6, and was installed in the Regal Sport Coupe. Entry-level and Limited trims could be equipped with one of two naturally aspirated V-6s, or with a two- or four-barrel 305-c.i. V-8. In all, less than 10 percent of Regals were equipped with the turbo engine.

Engine choices changed slightly as the model years ticked by, 1981 saw a more streamlined restyle, and a sedan and station wagon briefly joined the coupe in the catalog. Following success on the NASCAR circuit in 1981 and 1982 with a performance-oriented, 180-hp Regal Turbo T-Type in 1983. The biggest change to the Regal lineup, however, occurred in 1984 when the Grand National appeared.

The Grand National was a different beast indeed, with a sinister, blacked-out "Darth Vader" visage. The \$1,282 package bumped the Regal T-Type's sticker price up to \$13,400, and included suspension modifications, a different rear axle ratio, and overdrive. By now, the T-Type and Grand National turbo V-6 was putting out 200 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)<sup>®</sup> 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.

The turbo engineers were warming to their task, and the 1986 Grand National received an intercooler and improved plenum, for 235 hp and improved torque. It was now completely black, with nearly no chrome, and despite being only a modest seller, the GN was an image changer for Buick, appealing more to a youthful buyer than the brand's typical shopper.

The last year for the Grand National was 1987, and as the final mid-sized, rear-wheel drive sport coupe, demand surged. It didn't hurt that 1987 was the 245-hp Grand National's fastest year, with 0-60 times of 6.1 seconds, and a 13.85 quarter mile at 99.2 mph. Sales were comparatively brisk for the GN, and 20,193 were built in 1987, 10,000 being ordered in the last 6 months. A lightweight WE4 package was also offered this year.

Before closing the book on this generation of Regal, Buick's Chief Engineer, Dave Sharp, approached ASC/McLaren about building the ultimate GN. McLaren agreed and the heart of the car, named the GNX, became the 276-hp, blueprinted turbo V-6. The Garrett intercooled turbo was governed by a new chip and a sequential fuel injection system was built. The chassis was significantly tweaked and the whole package added \$10,995 to the base Grand National for a total of \$29,900. However the result was 0-60 in 5.5 seconds, a quarter mile in 13.43 at 104 mph, and top speed of 124 mph, thanks to the sudden application of a governor. Bypassing that restriction probably adds another 20 mph. Only 547 GNX's were produced, and today they are one of the most sought-after American cars of the decade.

For the 1988 model year, Buick completely redesigned the Regal by downsizing the car, shifting it to a front-wheel-drive layout, and modernizing its appearance.

Today, most enthusiasts gravitate towards the performance-oriented T-Types and Grand Nationals. Scores survive, though the cars were frequently heavily enjoyed when new, so diligence is required upon inspection.

**Body styles**

2dr Coupe

**Engine types**

6-cyl. 3.8L 231cid/276hp Turbo SFI

**1978-1987 Buick Regal stats**

Highest sale	Lowest sale	Most recent sale	Sales
<b>\$550,000</b>	<b>\$2,750</b>	<b>\$252,500</b>	<b>1102</b>

**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.