

1961 Buick Electra 225

2dr Convertible . 8-cyl. 401cid/325hp 4bbl

#1 Concours condition

\$56,000

0%

#2 Excellent condition

\$41,100

0%

#3 Good condition

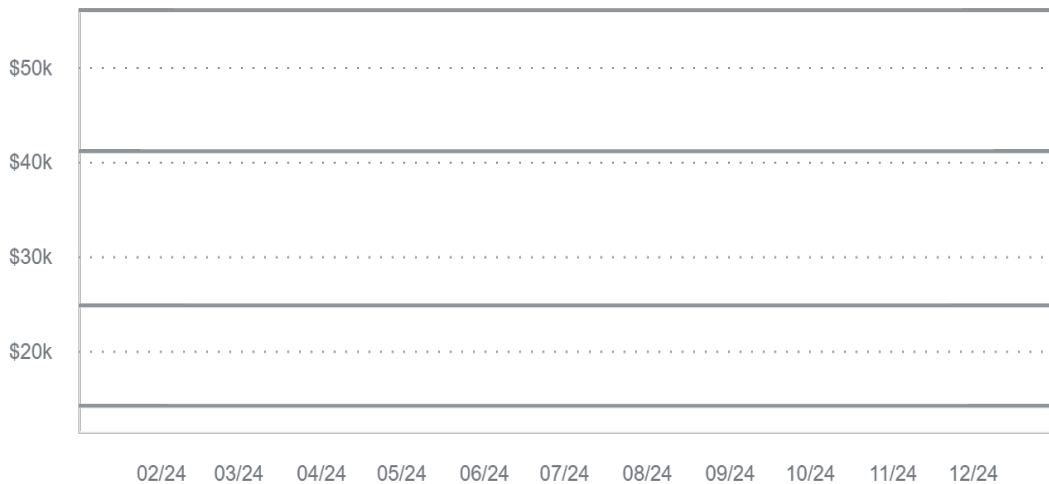
\$24,800*

0%

#4 Fair condition

\$14,200

0%



Model description

The 1961 Buick Electra was quite changed from the year prior. The wheelbase was about a third of an inch shorter, windshields were all-new and no longer wrap-around, and bodies and rooflines were virtually all-new. Anything even remotely resembling tailfins was also gone. Styling resembled the B-body LeSabre, but with the Electra based on the larger C-body (shared with Cadillac), it was obvious to all but the most casual observer that this was the top-of-the-line, and the four portholes on the front fenders also gave notice of its rank ahead of the three seen on the LeSabre, Invicta and all-new Special.

The 401 V-8 engine that was introduced for 1959 continued with the same 325 hp, but this was more than adequate. Buick's own Variable Pitch Dynaflo automatic, known by 1961 as the Twin-Turbine automatic, was the smoothest in the business. Power of the massive 401 engine was not blunted but enhanced by the now perfected transmission. There was no fear about stopping, either, with Buick's famous steel lined finned aluminum drum brakes.

For 1961, the Buick Electra was sold in four-door sedan (the best seller), hardtop coupe and hardtop sedan, while the even more upscale Electra 225 was sold in Riviera hardtop sedan and convertible coupe. The 225 Riviera hardtop sedan came within 99 units of being the best seller.

For 1962, the "base" Buick Electra was dropped and the Electra 225 soldiered on. The styling was cleaned up and made to look even more elegant and modern. The four-window, four-door hardtop was the best seller, with the six-window right behind it.

The 1963 cars were re-skinned and re-roofed, with new windshields which had finally lost any vestige of wrap-around kink at the bottom edges. The 401 engine remained the only choice, with body choices being the same as 1963. The "Riviera" nomenclature for the four-door hardtop disappeared, having been transferred to the all-new personal luxury coupe introduced that same year.

For 1964, the cars were given a new frontal styling, as well as two changes under the hood. First, the Riviera 425 V-8 became optional in the Electra 225, with a choice of 340 or 360 hp. Next, the Dynaflo-derived Twin-Turbine automatic became history after the introduction of an all-new 3-speed automatic called Super-Turbine 400.

*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

2dr Convertible

Engine types

8-cyl. 401cid/325hp 4bbl

1961-1964 Buick Electra 225 stats

Highest sale	Lowest sale	Most recent sale	Sales
\$76,680	\$1,650	\$14,962	118

Equipment

Additional Info

Shipping Weight: 4441 lbs

Vehicle Length: 219.2 in

Wheelbase - Inches: 126 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.