

1994 Buick Roadmaster Limited

4dr Sedan . 8-cyl. 350cid/260hp MPFI

#1 Concours condition

\$39,700

↗ +30.2%

#2 Excellent condition

\$21,600

↗ +30.1%

#3 Good condition

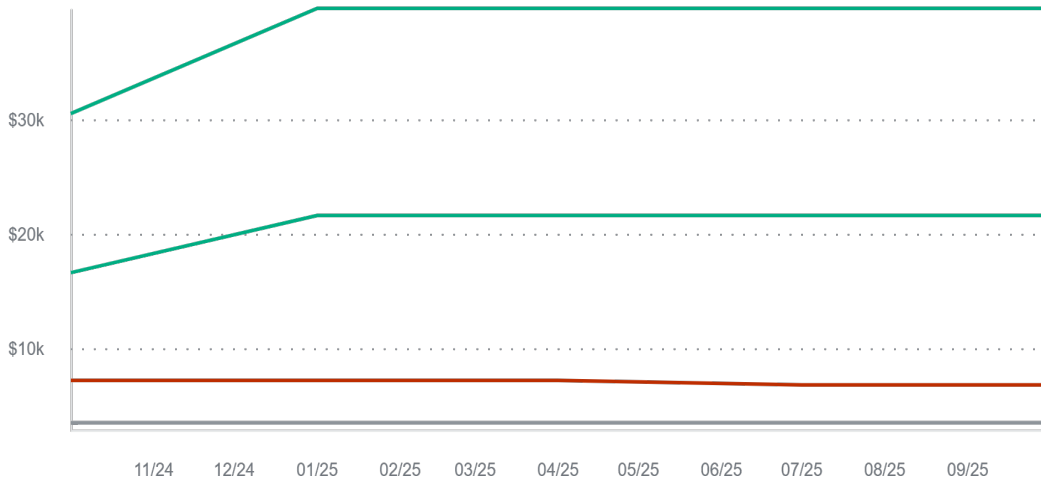
\$6,800*

↘ -5.6%

#4 Fair condition

\$3,500

↔ 0%



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

Value adjustments

-15%
for Automatic

Model description

As the 1990s dawned, GM was redesigning a range of front-wheel drive cars. The square-bodied 1977 B model rear-wheel drive sedans like the Oldsmobile 88 and 98, Buick Electra and Le Sabre, and Pontiac Bonneville were about to be joined by rounder, smaller, lighter front-drivers with more interior space.

These new models would soldier on for the next 15 years, but there was one last hurrah for the 350/350 V-8-powered rear-wheel drive sedans – the bulbous Chevrolet Caprice and its siblings. One in particular would find a place in the heart of traditional American motorist. It was the reintroduced Buick Roadmaster sedan and station wagon – last seen in 1958.

While the sedan model was almost an afterthought, the Roadmaster really connected with the public through the Estate Wagon and the model represented a significant proportion of sales throughout the model's 1991-96 production. It was the only model offered in 1991.

*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.

The Roadmaster got a slight boost in power in 1992, with a 180 bhp 5.7-liter V8 and improved torque, but 1994's LT-1 option provided the punch that the 4572-pound leviathan needed. It was a close relative of the Corvette's 350 cubic-inch V-8, but with cast iron cylinder heads instead of aluminum and a re-profiled camshaft to for low-end torque. That year also saw variable assist power steering available on the Estate Wagon as well as the sedan. By this point the wagon had earned a niche following that it still enjoys.

The Roadmaster was a throwback to the days before the 1973 gas crisis, with an additional benefit that the gearing was so tall (about 1200 rpm in top at 70 mph) and the aerodynamics genuinely efficient that it could return 25 mpg or better on the highway. However a heavy foot in town could cut that mileage in half.

Both the wagon and sedan have sofa like seats with six-passenger comfort, while a couple of children can fit in the Estate Wagon's rear-facing third seat. When the wagon's second and third seats fold down, 92.4 cubic feet of carrying space opens up, and the tailgate can open both down and sideways. Leather interiors were a reasonably common.

Ultimately, the Roadmaster represented the last hurrah for GM's 1955 small-block V-8, rear-wheel drive design. Apart from a few quality control issues the model is comfortable, fast, and durable. Call it a wolf in (XXL) sheep's clothing and a legitimate alternative to the Chevy Impala SS of the day.

Body styles

4dr Sedan

Engine types

8-cyl. 350cid/260hp MPFI

1991-1996 Buick Roadmaster stats

Highest sale	Lowest sale	Most recent sale	Sales
\$42,001	\$1,870	\$15,487	197

Equipment

Standard Equipment

- 4 Speed Automatic
- AM/FM CASS
- Air Conditioning
- All Wheel
- Dual Front Air Bag/Active Belts
- Pass Key
- Power Brakes
- Power Steering
- Power Windows
- Tilt Steering Wheel

Optional Equipment

- AM/FM CD

Additional Info

- Drive Type: RWD
- Front Tire Size Code: 33
- Front Tire Size: 15R235
- Manufacturer Code: C137
- Manufacturer MSRP: 26399
- Market Segmentation: Full Size Car
- Shipping Weight: 4279
- Wheel Base Longest - Inches: 115.9
- Wheel Base Shortest - Inches: 115.9

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.