

1985 Buick Riviera

2dr Coupe · 8-cyl. 307cid/140hp 4bbl

#1 Concours condition

\$33,200

↗ +4.4%

#2 Excellent condition

\$18,900

↘ -6.4%

#3 Good condition

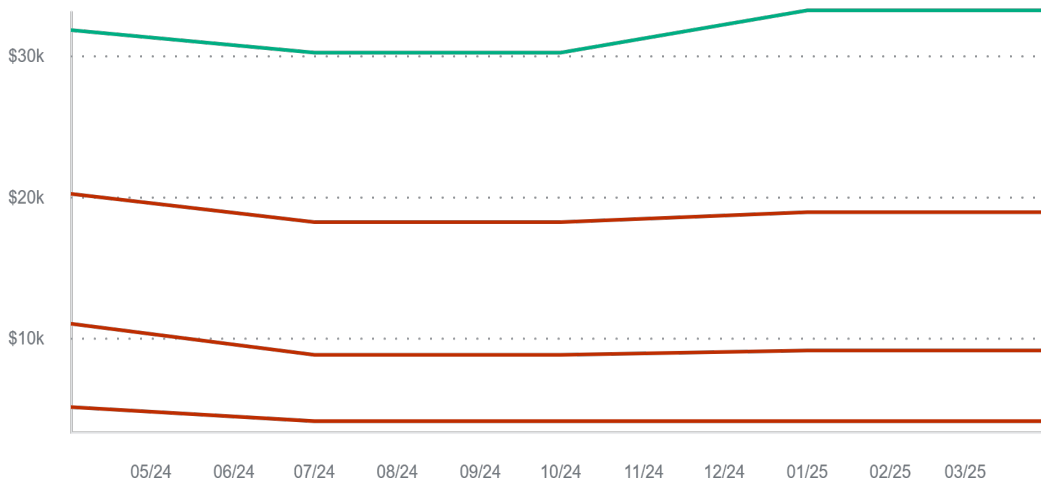
\$9,100*

↘ -17.3%

#4 Fair condition

\$4,100

↘ -19.6%



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

Model description

The Buick Riviera jumped ship for 1979, abandoning its rear-wheel-drive heritage on its way to becoming a more fuel-efficient and significantly shorter (but nearly as spacious) front-wheel-drive car, and joining forces mechanically, in many ways, with the Cadillac Eldorado and Oldsmobile Toronado.

From its introduction, the star of this Riviera's lineup was a turbocharged V-6, which in combination with the front-wheel-drive layout, the comfortable interior, and a luxurious feature set, was revolutionary for personal-luxury coupe shoppers at the time. Although the move to front-wheel drive wasn't universally embraced at the time, this generation of the Riviera was the best-selling ever, with 370,000 manufactured over seven years.

For 1979 and 1980, a 5.7-liter V-8 was standard, while a 125-hp, 4.1-liter V-6 was standard starting in 1981, with a 140-hp, 5.0-liter (307-ci) Olds V-8 phased in as optional. Originally rated at 185 (or 180) hp, it far outpowered the 125-hp, 4.1-liter V-6 or the 140-hp, 5.0-liter (307-ci) Olds V-8. Turbo models could dash to 60 mph in well under ten seconds, which was fast for the time.

Through most of the model run (1980-85), Buick also offered the infamous 5.7-liter Oldsmobile diesel V-8. Essentially a gasoline V-8, marginally adapted for high-compression diesel duty, these engines make the Riviera dangerously slow. They were also prone to very early catastrophic failure, and they don't do much better after rebuilds.

From a performance standpoint, the models to have were those with the turbocharged V-6. In 1979 and 1980 the model with that engine was the S-Type, but from 1981 on the T-Type replaced it. The S-Type had flat-black trim around the windows, as well as brushed-black trim inside, for the instrument panel, while the T-Type offered a more comprehensive set of performance upgrades.

*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.

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.

#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.

#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.

#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.