

# 1968 Buick GS 400

2dr Convertible • 8-cyl. 400cid/340hp 4bbl

#1 Concours condition

**\$59,600**

↗ +9.8%

#2 Excellent condition

**\$40,900**

↗ +7.1%

#3 Good condition

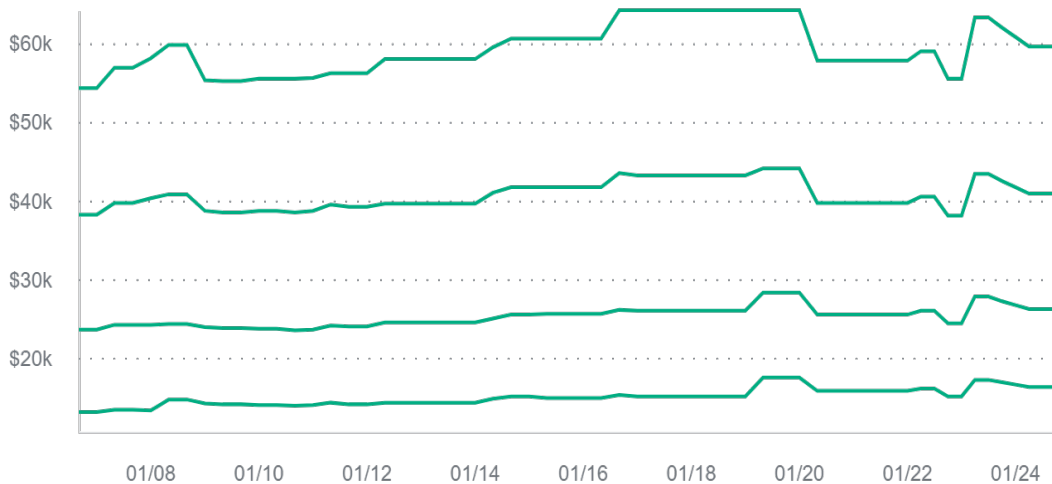
**\$26,200\***

↗ +11%

#4 Fair condition

**\$16,300**

↗ +24.4%



## Value adjustments

-20%  
for auto.

## Model description

The Buick Gran Sport was launched in 1964 as Buick's answer to the Pontiac GTO. By 1968 it was on its second-generation body that would carry it through 1972, and the end of mainstream muscle.

The 1968 Buick GS was based on a Skylark Custom and available with a 350-cid V-8 with 4-barrel and 280 horsepower. It offered three- and four-speed manual transmissions and two-speed automatic transmission. The California GS added a vinyl roof and was only available with an automatic transmission.

The GS 400 offered the 340-horsepower, 400-cid V-8 and was available in coupe and convertible. Three- and four-speed manual transmissions were offered along with a three-speed Turbo Hydra-Matic automatic transmission. Cold-air Stage I and Stage II induction was available from January 1968, and was the performance option of choice. A Stage I equipped GS 400 could run to 60 mph from a stop in 7.5 seconds.

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In 1969 the GS 400 wore a different hood with cold-air induction, and the Stage I and Stage II packages offered serious performance. The Stage I made 345 hp and came with Posi-traction, optional disc brakes and heavy-duty suspension. More impressively, the car's engine generated 440 ft-lb of low-end torque. The Stage II was even wilder and not recommended for street use. Car Life managed 0-60 mph in 6.1 seconds.

Buick GS's went even faster in 1970, with the introduction of the 455-cid, 340-hp V-8. A Stage I GS 455 was timed by Motor Trend at 13.79 seconds though the quarter mile at 104.5 mph. The big news for 1970 was the conservatively rated 350-hp, 455 GSX. The car was a wild package in yellow or white with black stripes, and it carried standard most of the optional equipment from a GS 455, including hood tach, spoilers, sway bars, four-speed, Posi, and a heavy-duty suspension. Only 678 were sold; 491 in yellow, and 187 in white.

The GSX package was available in 1971 and 1972, though power gradually fell, due to emissions. The package was available in any color and with several power plants up to the 345-hp Stage I. Only 124 were sold in 1971 and 44 in 1972, so a real one is a rare find indeed, and verifiable provenance is a must.

The 1972 GS and GS 455 would be the last of Buick's muscle car line until the Grand National ten years later. While no single year of this generation of Buick GS sold particularly well in their day, they are now remembered as one of GM's premier muscle cars. Stage I and Stage II GSs in particular combine copious amount of torque and abundant power with luxury.

### Body styles

2dr Convertible                      2dr Sport Coupe

### Engine types

8-cyl. 400cid/340hp 4bbl

## 1968-1972 Buick GS / GSX stats

Number produced **	Highest sale	Lowest sale	Most recent sale	Sales
<b>2454</b>	<b>\$335,500</b>	<b>\$4,180</b>	<b>\$39,600</b>	<b>787</b>

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

## Equipment

### Additional Info

Vehicle Length: 200.7 in

Wheelbase - Inches: 112 in

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## 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.