

1987 Buick Regal Grand National

2dr Coupe . 6-cyl. 231cid/245hp Turbo SFI

#1 Concours condition

\$91,300

↗ +2%

#2 Excellent condition

\$69,000

↗ +9.2%

#3 Good condition

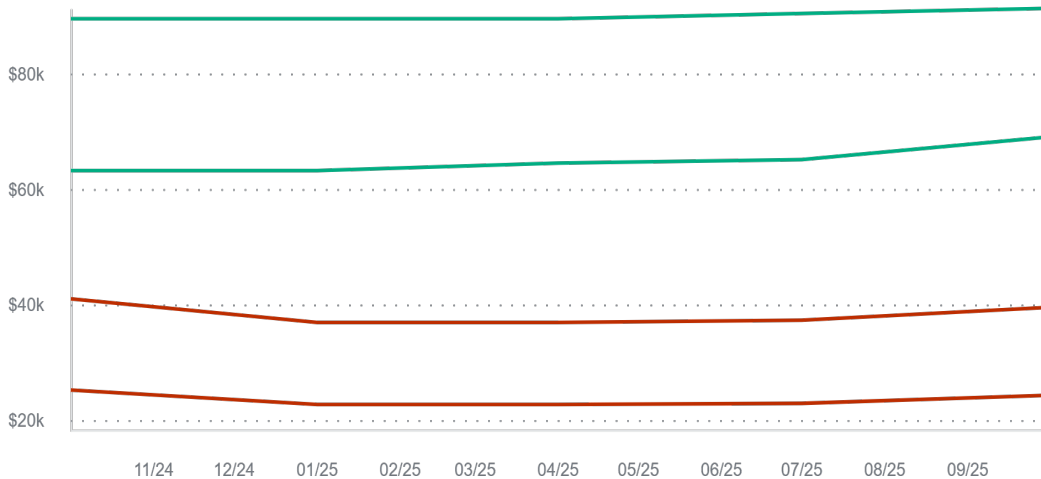
\$39,500*

↘ -3.7%

#4 Fair condition

\$24,300

↘ -3.6%



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

Value adjustments

-10%
for auto trans.

-15%
for auto trans on
Station Wagons.

Model description

By 1978, Buick engineers were nostalgic about the Good Old Days of GS 455 Stage 1s and wondered how to put some oomph into their modern cars. Their idea was to turbocharge the 1961 Buick Special V-6. The first effort was the turbocharged Regal Sport Coupe of 1978, which boosted the 125 hp V-6 to 165 hp.

Buick had won the NASCAR manufacturer's trophy in 1981 and 1982, and this spawned the Grand National package. It was based on a mix of Regal Coupes, Sport Coupes and Limiteds with various powerplants up to the 4.1-liter, 175-hp V-6 with the smaller, faster Garrett AiResearch turbo. These are the only Grand Nationals that aren't all black, but be aware that very few had the highest output motor.

The Grand National was replaced by the Turbo T-Type in 1983, but returned in its familiar all-black look in 1984. The package cost a very reasonable \$1,282 and offered 200 hp. The 1985 GN offered a list of performance options, including a suspension package, astro roof and multiple power options. Buick sold 2,102 examples that year.

*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 turbo engineers were warming to their task and the 1986 GN got an intercooler and improved plenum, for 235 hp and improved torque. It was now completely black, with nearly no chrome. A rare oddity this year was the Le Sabre Grand National, of which only 112 were made.

The last year for the GN was 1987, and as the last mid-sized, rear-wheel drive sport coupe, demand surged. The 1987 Grand National was the fastest year, with 245hp, 0-60 in 6.1 seconds, and a 13.85 quarter mile at 99.2 mph. In all 20,193 GN's were built, 10,000 being ordered in the last 6 months.

The GNX model was the ultimate Grand National, and only 547 were built. Chief Engineer Dave Sharp approached ASC/McLaren about building the ultimate version as a sendoff to the Grand National. McLaren agreed and the heart of the car 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 GN for a total of \$29,900. The result was 0-60 in 5.5 seconds, the quarter mile in 13.43 seconds 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.

Many Grand Nationals survive, almost all were immediately marked as collectibles, but many were also used hard and put away wet, so look carefully.

Body styles

2dr Coupe

Engine types

6-cyl. 231cid/245hp Turbo SFI

1978-1987 Buick Regal stats

| Number produced ** | Highest sale | Lowest sale | Most recent sale | Sales |
|--------------------|------------------|----------------|------------------|-------------|
| 20,193 | \$550,000 | \$2,750 | \$21,600 | 1120 |

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

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.