

1960 Metropolitan 1500 Series IV

2dr Convertible . 4-cyl. 91cid/55hp 1bbl

#1 Concours condition

\$39,200

↘ -8%

#2 Excellent condition

\$30,700

↘ -8.1%

#3 Good condition

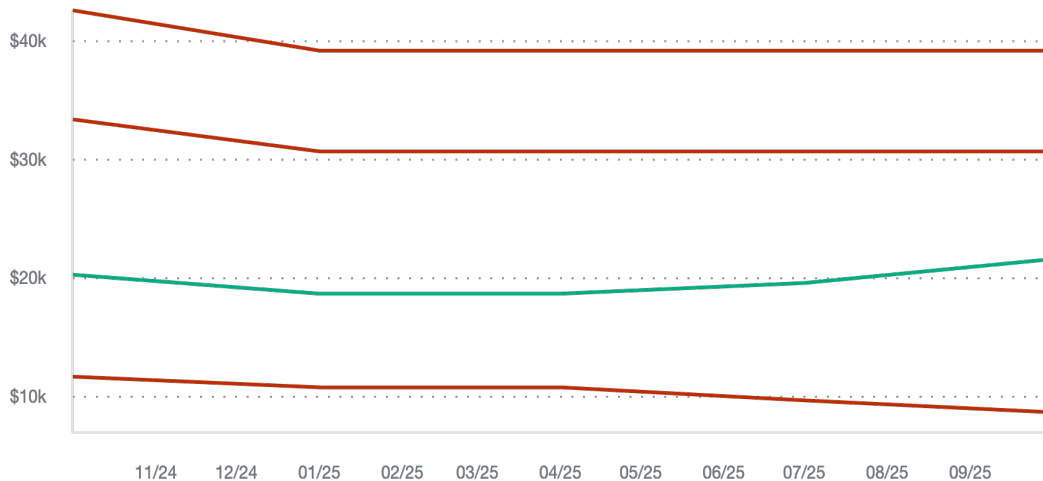
\$21,600*

↗ +6.4%

#4 Fair condition

\$8,700

↘ -25.6%



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

Model description

Nash's charismatic leader, George Mason, was famous for many things, not the least of which was his love of the outdoors, good food and large cigars. But as CEO of the most promising "independent" auto company in the post war, pre-Korean war years, he was also known as the man who loved small cars, which ultimately saved Nash and later, American Motors. Not cheap nasty economy cars, but "compacts," and in the case of the Metropolitan, "sub-compacts" before the words were even coined. The car was envisioned to be a "personal use" car for shopping, commuting, etc., and was not intended to be a prime vehicle for households. It was available as a two-seat convertible or two-seat hardtop, and came equipped with a map light, electric windshield wipers and "Continental" spare tire. The Metropolitan was intentionally marketed to women of the day, the first car to have that distinction. These cars will stop car show participants in their tracks, and the look of surprise and delight on people's faces is generally something enjoyable to see.

Body styles

2dr Convertible

Engine types

4-cyl. 91cid/55hp 1bbl

*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.

1954-1962 Metropolitan stats

Highest sale	Lowest sale	Most recent sale	Sales
\$13,125	\$8,000	\$13,125	3

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.