

1955 Mercury Montclair

2dr Convertible • 8-cyl. 292cid/188hp 4bbl

#1 Concours condition

\$94,300

0%

#2 Excellent condition

\$65,100

0%

#3 Good condition

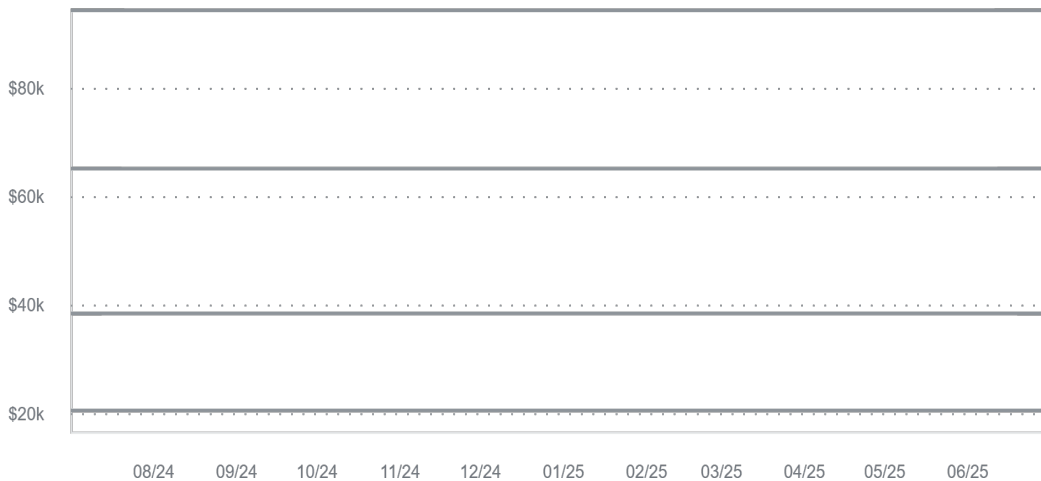
\$38,400*

0%

#4 Fair condition

\$20,500

0%



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

Model description

The 1955 Mercury redesign is considered one of the best of what was a banner year for nearly every domestic American automaker. The full-size and top-line Montclair was Mercury's newest model, and with a height of 58.6 inches, it was marketed as the lowest sedan you could buy. The coupe shared the Ford Crown Victoria body and included the glasstop Sun Valley, of which only 1,787 were made. Body styles also included a four-door sedan, two-door hardtop, and a convertible. The Montclair was powered by a 292-cid, 198-hp, OHV V-8 and slightly more than 100,000 were sold.

For 1956, the Mercury Montclair received the obligatory four-door hardtop that most manufacturers introduced. At 56 inches, the model was even lower than the 1955s. The Sun Valley glasstop was dropped this year, and all Montclairs carried the 312-cid, 210-hp V-8.

In 1957, Mercury received its own original body style, shared neither with Ford nor Lincoln. Early cars had two headlights while later ones had four. Mercury introduced the Turnpike Cruiser this year, which nominally made the Montclair second on the pecking order. The Montclair's V-8 engine was boosted to 383-cid and 330 hp.

The 1958 Mercury featured a new hood and fender shapes, and a big "M" in the grille. The Turnpike Cruiser became part of the Montclair line instead of a standalone but was reduced to a two- and four-door hardtop, losing the convertible. Montclair sales totaled 20,673 and Mercury's total sales plunged to 133,271, the lowest for 10 years, as the recession took hold.

For 1959 the Montclair line lost its convertible to the new Park Lane series and was left with a four-door hardtop, four-door sedan, and two-door hardtop. Turnpike Cruisers were discontinued. Mercury pinned its hope on the compact Comet for 1960 and this would subsequently be the last year for the Montclair. The line had increased in length from 206 inches to 219 inches in five years and engine size from 292 cid to 430 cid.

*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.

For a buyer, the 1957 models experienced some teething issues when new, but most have since been sorted out. Finding body parts and trim for the later cars is not easy as so few were sold. Rust, and some windows, are a particular concern. Mid-1950s Mercury Montclairs are fairly compact and attractive, while the later cars are enormous mid-market cars. This span means that the Montclair appeals to a wide variety of tastes.

Body styles

2dr Convertible 2dr Hardtop Coupe 4dr Sedan

Engine types

8-cyl. 292cid/188hp 4bbl

1955-1960 Mercury Montclair stats

Highest sale	Lowest sale	Most recent sale	Sales
\$148,500	\$2,100	\$27,300	302

Equipment

Additional Info

Shipping Weight: 3685 lbs

Vehicle Length: 206.3 in

Wheelbase - Inches: 119 in

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.