

# 1960 Buick LeSabre

2dr Convertible · 8-cyl. 364cid/250hp 2bbl

#1 Concours condition

**\$99,300**

0%

#2 Excellent condition

**\$70,900**

0%

#3 Good condition

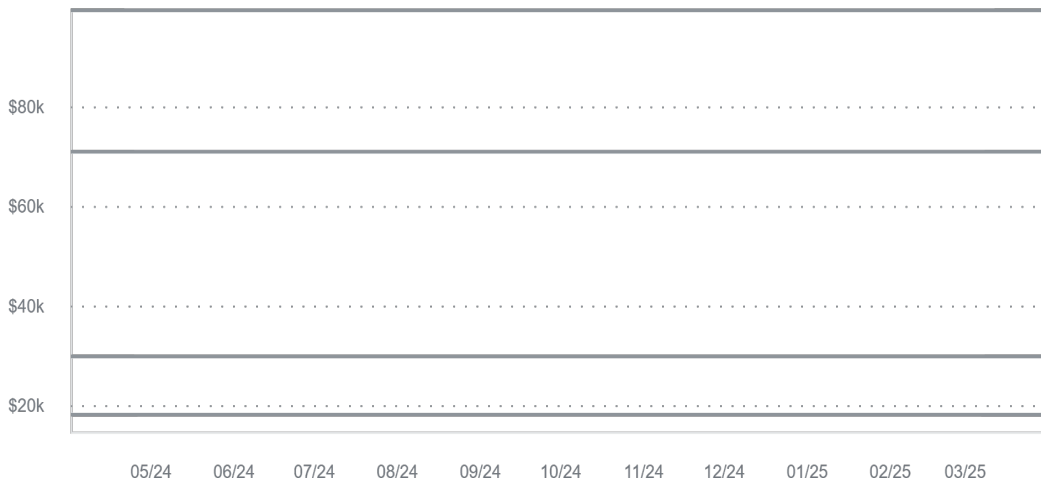
**\$29,800\***

0%

#4 Fair condition

**\$18,100**

0%



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

## Value adjustments

**+10%**  
for factory a/c.

**-20%**  
for 6-cyl.

## Model description

These were some of the cars developed by GM in a huge rush after the marketing of all-new long, low and finned cars by Chrysler Corporation in 1957 radically changed the expectations in the marketplace. Given the long lead-time normally needed to tool up cars, it really was miraculous that these cars weren't delayed until the 1960 model year, and shows what happens when the then largest corporation in the world sets out to do something.

Buick marketing experts chose to jettison more than the huge, chromed image of their 1958 cars for 1959 as well, and all of the series names were changed. What had been the "Special" became the LeSabre, named after a phenomenal GM Motorama show car from 1951 which was so fascinating that GM showed it for several years.

The '59 LeSabre was a pretty fascinating car in its own right. The plans for long, wide, low and finned came to fruition with it. The wheelbase was 123", only an inch longer than the previous year's Special, but the car looked entirely different. Unfortunately for Buick, the target had moved – again. Buyers wanted lower priced and more economical cars after the recession of 1958, and flocked to cars such as the Volkswagen Beetle.

\*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)<sup>®</sup> 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 LeSabre started life with the 364 cubic inch Buick V-8 developing up to 250 horsepower. Engineering was Buick's forte in this time. Their big finned aluminum drum brakes were the best in the business, though their attempt at revamping their Dynaflo automatics with a new second version starting in 1958 was a mixed bag. The 1959 fins were "canted" and unlike anything else on the road, and the dual headlamps were "canted" as well.

For 1960, the cars were only mildly facelifted with a new concave grille flanked by dual headlamps on a horizontal plane and re-sculptured body sides. A 300-horsepower version of the LeSabre V-8 became optional at extra cost. Buick's troubled Triple Turbine automatic was not on the option list for 1960, but the better and less expensive Twin Turbine automatic was retained.

Solid upper middle class folks were all too ready to buy these cars new, and Buick had plenty of repeat customers after their huge sales successes in the mid 1950's. Who collects these cars now? Most likely folks who have fond memories of them for family reasons, or those who like the style. Naturally, the convertibles fetch big money in top condition. 1960 cars also command a slight premium. The 2-door hardtops, meanwhile, are still gorgeous but relatively affordable.

**Body styles**

2dr Convertible	2dr Hardtop	2dr Sedan	4dr Estate Wagon, 2-Seat
4dr Hardtop	4dr Sedan		

**Engine types**

8-cyl. 364cid/250hp 2bbl

**1959-1960 Buick LeSabre stats**

Highest sale	Lowest sale	Most recent sale	Sales
<b>\$165,000</b>	<b>\$550</b>	<b>\$14,300</b>	<b>72</b>

**Equipment**

**Additional Info**

Vehicle Length: 217.9 in

Wheelbase - Inches: 123 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.