

# 1960 BMW Isetta 300

1dr Coupe . 1-cyl. 298cc/13hp 1bbl

#1 Concours condition

**\$70,400**

↗ +2.6%

#2 Excellent condition

**\$52,100**

↗ +2.8%

#3 Good condition

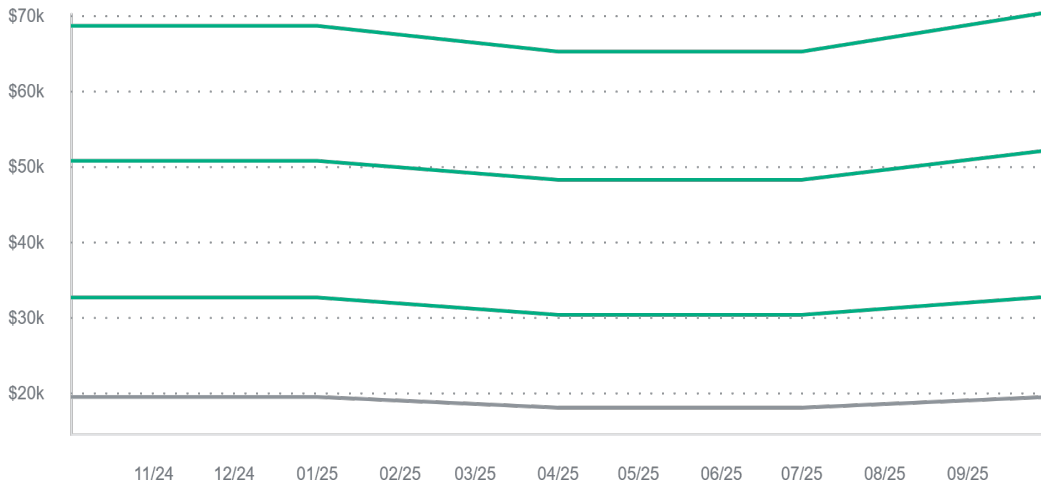
**\$32,700\***

↗ +0.3%

#4 Fair condition

**\$19,400**

↔ 0%



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

## Model description

Renzo Rivolta was an early adopter of the inventive bubble car style in 1953. The Iso refrigerator magnate created an odd four-wheeled, two-seat Isetta that was powered by a 236-cc, two-stroke twin-cylinder engine. The car was cute and quirky, with a steering wheel that hinged outwards with the front -opening door (a la a refrigerator, naturally).

In 1954, Rivolta sold the whole works – tooling and all –to BMW, who was looking for an economical car with mass appeal to combat the company’s bleak financial picture. Out went the two-stroke twin and in went a 250-cc motorcycle engine. In 1956, the first full year of production, BMW sold 22,000 Isettass. Encouraged by the results, the engine was bumped up to a 297-cc four-stroke single, which turned the car into reliable transportation that was capable of 50 mpg at 50 mph. By 1962, BMW had built 161,728 Isettass, with 41,000 more constructed under license in other countries. BMW soon altered the window arrangement to permit sliding side windows and reduce the goldfish bowl effect of sunshine.

Originally designed with rear wheels 20 inches apart to obviate the need for a differential, tax laws in various countries gave a break to a three-wheeled version, and sales of those units predictably soared. British-built Isettass added a pickup version and a full convertible. All Isettass have a sliding sunroof, supposedly so occupants could get out if the front door jammed. Most Isettass are left-hand drive, as moving the wheel to the right side meant that driver and engine were on the same side of the car, impractically necessitating ballast on the left.

Most BMW Isettass sold in the U.S. survive. For many years BMW was embarrassed at such humble origins and did not manufacture spares, stranding survivors. That situation has been corrected, and though parts may not be cheap, they are at least available. Urban practicality and concerns about the price of gas – plus the cute quotient – has made the Isetta a somewhat recent darling. Fully restored examples have topped \$40,000 as high-line auctions, but driver-quality cars can still be found at entry-level prices. The Isetta remains a fundamentally sound design, and looks especially attractive in “Easter egg” colors. Unsurprisingly, Isettass must be considered the unlikely Mille Miglia entrant, competing twice, in 1954 and 1955, so add event eligibility to the car’s list of attributes.

\*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.

**Body styles**

1dr Coupe

**Engine types**

1-cyl. 298cc/13hp 1bbl

**1955-1962 BMW Isetta stats**

Highest sale	Lowest sale	Most recent sale	Sales
<b>\$92,000</b>	<b>\$1,219</b>	<b>\$53,760</b>	<b>569</b>

**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.