



ELWOODS RALLY

Cadillac in the 50's

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Cadillac was first with the characterising styling feature for cars in the 50's, the tailfins. They developed them to be higher and higher, reaching an all time high in 1959. Under the shell less revolutionary developments took place. Cadillac developed a stronger X-frame and air suspension, but the later was abandoned in the early 60's due to complexy.

In 1941 Harley Earl, General Motors' design chief, took some young designers to an aircraft field to let them be inspired by the airplanes. At the aircraft field they saw the top-secret plane Lockheed P-38 with double rear stabilizers/tailfins. The young designers came up with a design that became the design on 1948's Cadillac. Harley Earl didn't think that the design was that good and he wanted the 1949's Cadillac not to have that design. But the marketing department persuaded Earl that the fins were what customers wanted and the fin design remained.

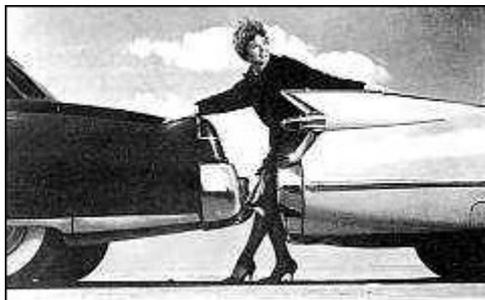
In 1949 Cadillac, after introducing the new design in 1948, introduced the new overhead valve V8, which would became model for all General Motors' V8s from the 50's until today. The new V8 had, in its beginning years, the displacement of 331 cui (5,4 litres) and horsepower ratio was 160. This and many other things, like the hardtop, placed Cadillac in the leading position of car development in USA. Unlike other car brands Cadillac also had their own four-gearred automatic transmission, Hydra-Matic.

All through the 50's Cadillac, and other brands, were aiming for higher performance. The engine engineers at Cadillac were aiming for less weight and higher compression. To get this result they constructed an engine with, among others, stroke shorter than bore - 3.63 inches (92 millimetres), versus 3.81 inches (97 millimetres) - and compact wedge-shape combustion chambers. Initial the compression ratio was 7.5:1. Other advantages of the new overhead valve V8 was that it weighed nearly 200 pounds (90 kg) less than the L-head V8. The new V8 also had more torque and 14% better fuel economy.



Cadillac over head valve V8 engine

Through the whole 50's the engine displacement was increased constantly from 331 cui to 390 cui and the horsepower ratio increased from 160 hp to 325 hp. Cadillac used a two-barrel carburettor in the beginning of the 50's and at the end a four-barrel carburettor.



Comparing the fins of 1948 and 1959 Cadillacs

The design went from bold to more slim and straight. It was not only a horsepower race in the 50's, but also a fin race. Manufacturers exceeded each other and tried to have the highest or biggest fins. With the 1959 models Cadillac went overboard and made the fins higher than ever. Also the chrome detailing reached its climax in the end of the 1950's. After 1959 the fins got lower and eventually disappeared in the middle of the 1960's. The horsepower race continued, though.

1950

When entering the 1950's Cadillac offered four series; the series 61 and 62, the series 60 Special Fleetwood and the series 75 Fleetwood. The series 75 Fleetwood was the limousine-Cadillac and the series 61 was the entry-level Cadillac. In the series 62 there were a conventional sedan, a coupe, a coupe with no roof pillar and a convertible. The series 60 Special Fleetwood (series 60S) was a big two-door luxury sedan.

In 1950 the Cadillacs got a generally heavier look than in 1948-49 created by the longer rear and front fenders. Both the hood and the rear deck were therefore also longer. A massive grille underlined the hood and the rear fenders had a broken-off look, which was highlighted by a chrome imitation air slot. A Cadillac script was positioned on the side of the front fenders, close to the front door opening gap. One-piece windshield was also introduced.



Some 1950 features

The parking lights were round. When customers chose fog lights an additional bulb and larger housing were used to combine it with the direction signals. Stainless steel wheel discs (Sombremos) replaced the chrome plated types this year, but the stamping remained the same.

The series 61 had some styling differences compared with the series 62. For example, the series 61 lacked rear vent panes and had instead a wraparound rear window. Also the series 61 lacked full-length chrome underscores. The Hydra-Matic gearbox was optional on the series 61; standard was a manual gearbox.

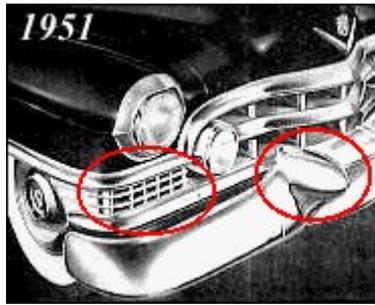
The series 62 had the Hydra-Matic gearbox as standard equipment and also richer interior than the series 61. In the series 62 there were four models, the Sedan, the Coupe, the Coupe DeVille and the Convertible. The Coupe DeVille was a pillar-less hardtop. All, but the Sedan and the Coupe, were standard equipped with hydraulic window lifters.

The characterizing feature on the series 60 Special Fleetwood was eight vertical chrome louvers located on the forward edge of each rear fender. It was longer than the series 62 and therefore it looked lower. The series 60S also had a different rear deck contour. Hydra-Matic transmission and power windows were standard on all series 60S.

For the first time since 1941 the series 75 Fleetwood conformed to the other series in styling. It was longer than the other series and therefore it had six side windows (three on each side). Both a Sedan and a Limousine, with "high-headroom" roof contour, were available. Surprisingly the Hydra-Matic transmission was optional on the series 75, while power windows were standard.

1951

The differences between 1950 and 1951 Cadillacs were small. The 1951 Cadillacs had a miniature "grille" below each headlamp and the bumper guards were larger and more bullet-shaped. On the dashboard lights were used instead of gauges to indicate low oil pressure and low electrical charge rate. The series 61 was discontinued in the middle of the year because of lacking sales.



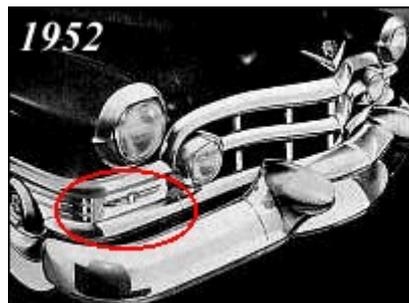
1951: miniature grille and bullet shaped bumper guards

The Coupe DeVille together with the Convertible were the more luxurious models of series 62. To separate the Coupe DeVille from the plainer coupe a "Coupe DeVille" script appeared on the rear roof pillar from 1951.

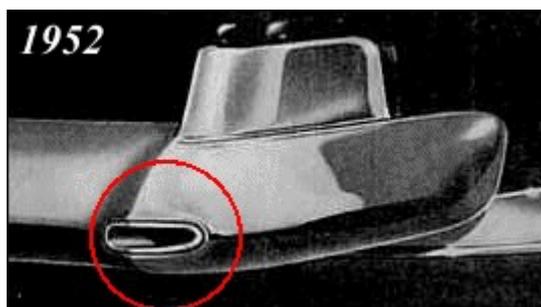
1951 there were three models in the series 75 Fleetwood: seven-passenger Sedan, the Imperial limousine, with division glass, for seven to eight passenger and the rare Business Sedan for nine passengers.

1952

In 1952 the decoration below the headlamps were changed to chrome trim with golden winged emblem in the centre. Also, the v-shaped hood and lid emblems were done in gold castings. Cadillac's 50th anniversary year was the reason for all this new decoration. Other new features on the 1952 Cadillacs were 190 hp engine, dual through-the-bumper exhaust system (a new Cadillac trademark) and new Hydra-Matic gearbox.



The chrome trim with the gold colored winged emblem



One exhaust of the through-the-bumper exhaust system

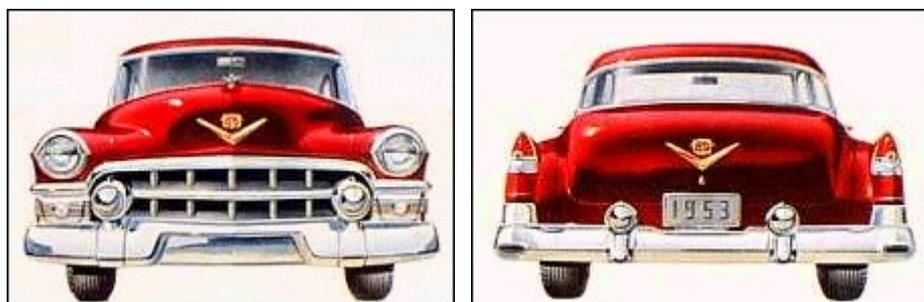
The most characterising change on series 62 was the squarish trunk lines, which provided more luggage space. On the series 60 Special Fleetwood a "Fleetwood" script appeared on the trunk lid.



The squarish trunk lid on series 62

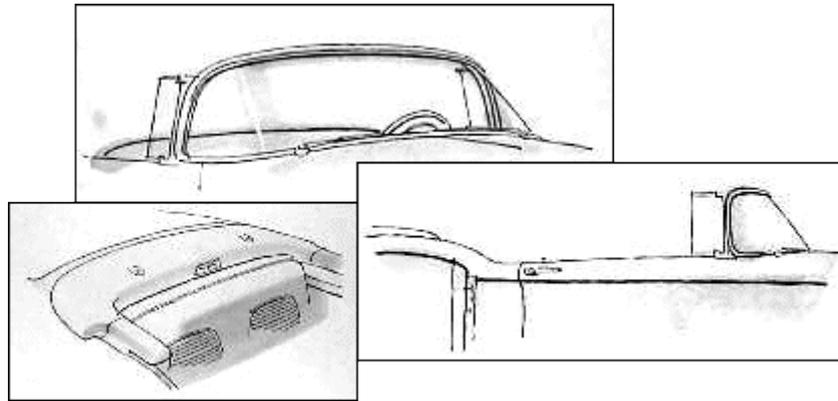
1953

This year the "Dagmars" (the bumper guards) were becoming really big and the headlamps got chromed "eyebrows" and the parking and fog light housings were placed below the headlamps. The rear screen was now made in one piece, without division bars. Approximately 19 000 Cadillacs were built with Buick Dynaflow transmission, because of a fire in the Hydra-Matic plant. The big news this year was the introduction of a new model, based on the series 62, the Eldorado.



1953 front and rear

A prototype called Eldorado was shown in 1952. In 1953 Cadillac produced 532 series 62-based Eldorados. The Eldorado was a convertible with all the luxurious options. It wasn't just that made the difference from the other models. The Eldorado also had panoramic (wrap around) windshield, special cut-down doors and a hard boot to conceal the folded top. Of course the interior was upholstered in the finest leather. The Eldorado cost about 87% more than an ordinary series 62 convertible, it was also 3 inches (about 7,5 cm) lower than the series 62, but had the same length.



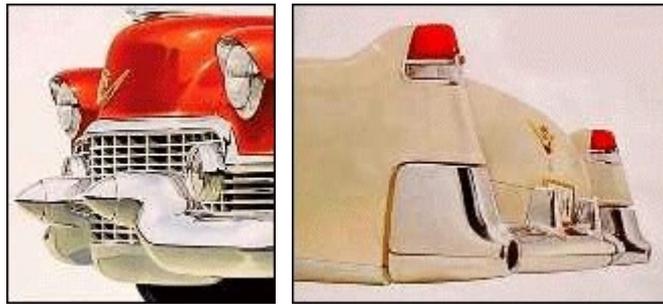
1953 Cadillac Eldorado features

1954

In 1954 the bulbous lines from 1948 through 1953 were straightened out. The front got a new, more massive, style, but the bullet-like bumper impact guards were similar to those from 1953. All series got panoramic windshield, like the one on 1953 Eldorado. The rear bumper was redesigned and the exhaust outlets were round, jet-like, and still of the through-bumper-type as first seen in 1952. The Eldorado was now more a modified series 62 convertible, than it was in its introduction year. All series got three inches (7,6 cm) longer wheelbase. The engine was the same, but horsepower was increased from 210 to 230.



1954 series 62 Coupe DeVille



The bumper impact guards and the jet-like exhaust outlets

The 1954 Eldorado was sold in 2150 specimens. About four times as many as sold in 1953. It was the fact that the 1954 Eldorado was more like the ordinary series 62 Convertible than in 1953 that made this increase possible. And this also made the price drop; it cost just about 30% more than a series 62 Convertible. The most certain way to separate a 1954 Eldorado from an ordinary convertible is by aluminium panels on the lower rear fender. There were also other things that distinguished the Eldorado, like golden Cadillac crests on the door uppers. Also included in the standard equipment was automatic windshield washers, power steering, 12-volt electrical system, etc.

1955

The ordinary facelift for 1955 included wider and more rectangular space in the egg-crate grille, the parking lights were again found directly beneath the headlights. The fake air slot on the rear fender was incorporated with the chrome list that ran from the front, above the parking light, to the rear fender. The best way to separate a 1955 model from a 1954 model is the 6 vertical louvers above the rear bumper.

The impact guards (the "Dagmars") were again bigger and shaped like shell tips. Worth to mention is that from this year all Cadillac models were fitted with tubeless tires. The engine got higher compression, from 8.25 to 9.1, which made it develop 250 hp. All models also got 12-volts electrical system.



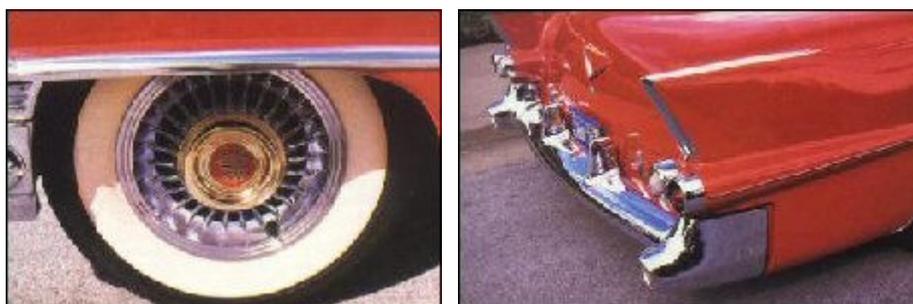
Rear and front of Cadillac 1955



Fog light

In 1954 the buyers thought that the Eldorado was to like an ordinary series 62 Convertible. For 1955 the Eldorado got a whole new styling feature, only seen on the Eldorado, new tailfins and taillights. The fins were flatter and sharper and fitted with individual round tail and rear directional lights. Otherwise the general styling was the same as for the other models. Now the Eldorado's engine also was different from the other models'. By fitting dual four-barrel carburetors the Eldorado engine developed an additional 20 hp, landing on 270 hp.

Standard equipment on the Eldorado were - except the above described - radio and antenna, heater, power brakes, seat and windows, whitewall tires, hard boot to conceal the folded top, custom ornamentation and the special sabre-spoke wheels.



Saber-spoke wheel and Eldorado fin

The series 60S was still identified by the vertical louvers on the rear fenders, but now they were twelve. The series 60S also had a "Fleetwood" script on the trunk lid.

On the series 75 the fake air slot remained the same shape as previous years, in difference to the other 1955 models. A "Fleetwood" script was placed on the trunk lid. The high-headroom appearance was seen again.

1956

Changes in the front, again. The grille got more fine-meshed with a diagonally Cadillac script set across the left top half and a more distinct horizontal bar dividing the grille. The parking/fog lights

were moved again to the bumper below the wing guards (in 1955 they were positioned above the wing guards and below the head lights). The tailfins were the same shape as previous year, but they got a fine chrome moulding at the top surface. The rear fenders got the louver-feature that only the series 60S had before, it was nine louvers incorporated with an exhaust extension moulding. The Cadillac script that had remained on the front fenders since 1950, was now replaced with a Cadillac crest, some models also had their name in addition to the crest.

Since 1949, when the overhead valve V8 was introduced, the displacement had been 331 cui, but now the bore was increased to 4 inches even, making the displacement increase to 365 cui. The new engine developed 285 hp. Other technical news this year was the introduction of a new Hydra-Matic gearbox with smoother shifting.

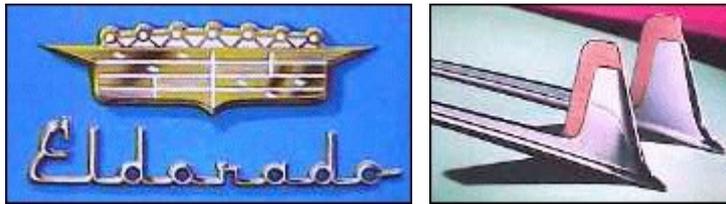


1956 front and rear

It was a new model introduced in the series 62 this year, the Sedan de Ville. It was a pillar-less four-door hardtop, and it was a hit. The Sedan de Ville scored almost as many sales as the Coupe de Ville and the Coupe together. Together with the Cadillac crest on the front fender the Coupe de Ville had its name written.

Also the Eldorado-range got a new model. The original, convertible, Eldorado got the addition Biarritz, from a French city, to the name. The new model was a pillar-less coupe, Eldorado Seville, from a Spanish city. Styling and specification, except for the roof, were similar between the two Eldorado models. The pointed tailfins from 1955 remained but the rear bumper was new and different from the other 1956 models. The Eldorado also had a chrome saddle moulding running from the windshield to the rear windows pillar along the beltline.

As in 1955 the Eldorado got a stronger engine with 305 hp, thanks to two carburetors, instead of one. An "Eldorado" script was seen together with the Cadillac crest on the front fender and the Seville also had its sub name together with the crest. An other styling feature on the Eldorado was a twin bladed hood ornament.

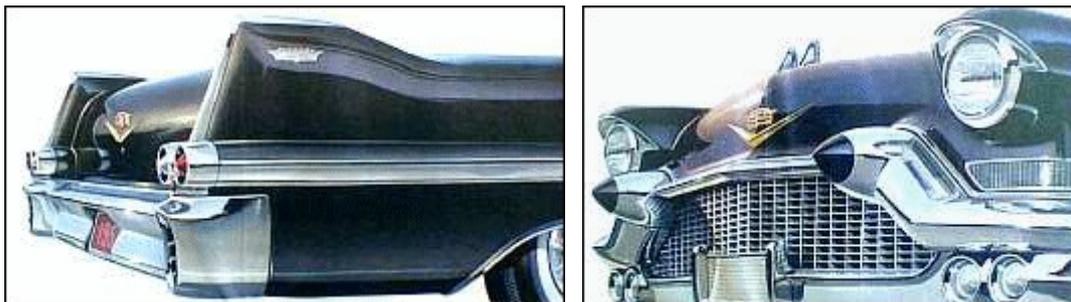


Eldorado crest and twin-bladed hood ornament

Now when the vertical louvers was seen in every model the identifying feature for the Series 60S was solid chrome exhaust extension mouldings on the rear fenders. In the series 75 both the Sedan and the Imperial limousine had luxury seats and the Imperial limousine featured a glass driver's partition.

1957

1957 the last traces of the rounded pre and early 50's design were gone. Until now the fins had had the same basic design since 1948, when the tailfin-design was introduced. All models got thin, front-angled, fins with individual round tail and rear directional lights. The front was all-new again, with rubber bumper guard tips and dual, circular parking lights set below the wing guards. The hood ornament from Eldorado 1956 was seen in all models 1957 and the Cadillac crest on the front fender was moved to the tailfin tip. The fake air slot, on the rear fender, changed into a vertical chrome moulding just forward of the wheel opening, with seven horizontal wind splits. A horizontal moulding ran along the rear fender, joined the vertical chrome moulding and ended up at the side of the taillights.



Cadillac 1957 rear and front

However the most interesting new feature on 1957 Cadillacs were the completely new frame. It was a tubular X-frame, without side rails, which allowed the car and the floor inside it to be lowered and gave the car better structural rigidity. Using different centre frame sections altered the wheelbase and overall length. The engine compression went to 10:1 increasing the horsepower ratio to 300. New technical feature was also ball joint suspension. All Cadillac models had Hydra-Matic gearboxes, power steering and power brakes. Many models also had power window lifts as standard equipment. Air-condition, radio, heater, etc. were optional equipment in all models.

As previous year the Eldorado got an own rear end, which distinguished the model. It had "shark style" fins on a sleekly rounded deck and rear fender. The wheel openings were highlighted with broad, sculptured chrome panels that connected to the rear bumper. The Eldorado also had individual round tail and rear directional lights. To make a smoother frontal appearance there was no hood ornament on the Eldorado. The Eldorado was standard equipped with the same 300 hp V8 engine as the other models, a stronger engine could be ordered only with the Eldorado, but it cost extra. The stronger engine had 325 hp, thanks to twin carburetors. Both the Biarritz and Seville were available this year too.



Eldorado Seville

The biggest show-off from Cadillac this year was a four-door hardtop, hand-built in only 400 specimens, the Series 70 Eldorado Brougham. It was built on a compacter chassis than the Series 62 Eldorado; the wheelbase was 126 inches versus 129.5 inches (320 cm versus 329 cm) for the Series 62 Eldorado. The Brougham had all extra equipment that was available for Cadillacs this year, plus a few brand-new exclusives. For the price of a Brougham you could get both a Biarritz and a Seville. The front of the Brougham was in basic the same as for other 1957 Cadillac models, but with one important different, dual head lights, also fog lights instead of the double parking lights. The side trim was completely different.

The vertical chrome moulding with wind splits was changed and moved forward and upwards a little bit and connected to a chrome list that ran forward to the head lights. On the lower rear fender it was also a bright metal panel, as seen on 1954 Series 62 Eldorado. The fins was also different from Series 62 Eldorado and the other models, they looked a little bit as the fins of Series 62 Eldorado 1955-56. They were thin and pointed backwards, the taillights were partly incorporated vertical in the ends of the tailfins. The Series 70 Eldorado Brougham had a brushed stainless steel roof and suicide type hanged rear doors.



Series 70 Eldorado Brougham

The unique and brand-new feature number one was the air suspension. It consisted of "air springs" at each wheel with air chamber, rubber diaphragm and piston. The system was fed by a central air compressor and had automatically maintained ride height, adjusting for load and road conditions making a smooth, level ride. Unfortunately the system was too complex and leaked, so dealer replacement were frequent. Other unique features on the Brougham was for example electrical locking system, automatic trunk lid opener, automatic-release hand brake, polarized sun visors. The Brougham also had extra wide, low profile, and high-speed tires with thin whitewalls.

The series 60S features a bright metal panel on the lower rear fender, as the Series 70 Eldorado Brougham, and a "Fleetwood" nameplate on the trunk lid. The Series 75 Fleetwood was available as Limousine or nine-passenger Sedan and there were no Cadillac crest on the tailfins.

1958

Getting completely new styling and new chassis in 1957, Cadillac only made a facelift on the 1958 models. The front was new with a 1957 Eldorado Brougham feature - twin headlights. The grill was wider with round cleats at the intersection of horizontal and vertical bars. The bumper guards were less pronounced and moved lower to the bumper. The front fenders featured a vertical chrome list extending from the headlights to the half front door. A Cadillac crest was placed at the back end of the front fender below the vertical chrome list. The front fenders also had, at the front end, a chrome moulding consisting of wind splits. On the rear fender there were five longer wind splits ahead of the rear wheel opening (except on the Eldorado and Series 60S). The tailfins were pointing backwards, instead of forward as in 1957.



1958 Cadillac front and rear



1958 series 62 sedan

In the series 62 a Cadillac text, in block letters, appeared on the fins. "De Ville" became a Series 62 sub-series. The Convertible, Coupe De Ville and Sedan De Ville had a solid chrome trim on the lower half of the conical flares, on the rear fenders. The other models had a thin chrome list in the same location.

The 1957 Eldorado shark styled tailfins remained, but the rear bumper was redesigned. On the rear fender ten vertical louvers appeared ahead of the wheel opening. There was no Cadillac crest on the front fender, but one at the tailfin tip and a Eldorado nameplate appeared on the trunk lid. The sales for the Biarritz and Seville fell by more than half, due to the rise in price and the nationwide (USA) recession.

1959

Completely restyled cars were seen through all series. The last year of the 50's the fins reached all time high. For 1959 Cadillac tried to break all previous styling records in fin height, chromed details, etc. The designer went somewhat overboard and made the car very flamboyant, not to mention the fins. The tailfin design for 1959 was the highest ever seen on a production car. After 1959 the tailfins, through out the industry, went back to disappeared in the middle-60's. The 1959 Cadillac design was more slim and blockier than before, forecasting what was to come in the 60's.

The 1959 Cadillac was design around a Buick front door; in fact all GM cars were design around the same door. Several other details inside the car and under the shell were also shared with other GM divisions. All this to save money. 1959 was a money-saving year at GM, but it was also the Greenhouse year, the cars got a great feeling of openness. The driver could easily see all four corners and had a free view in all directions, thanks to the roof design and thin pillars.



1959 front and rear

The tailfins together with the dual rear taillights, and the side of the car were jet aircraft styled. The sidelines ended up in a pod, on the outer end of the rear, which resembled a jet exhaust port. These pods housed the back-up lights. Across the body-side a chrome list appeared on most models, it went from the front wheel opening to the rear bumper. The twin head light feature was also used in 1959. The grille was wider and more massive; it had the cleats at intersection of vertical and horizontal bars as the 1958 Cadillacs. It also had a bar dividing it into an upper and lower section. The direction and parking lights were paired together and set to the outer ends of the bumper. The bumper guards, or "Dagmars", disappeared. Most models also had an extra, fake grille at the lower rear deck in the same configuration as the front grille.

The engine had basically the same configuration, but horsepower rose from 310 to 325, both compression and stroke were increased. The same carburettor configuration was used. There was an optional engine choice (standard in the Eldorado) with 345 hp with same carburettor configuration as previous year's optional engine. The chassis was the same as previous. All models were standard equipped with Hydra-Matic gearboxes, power steering, power brakes, direct-acting power brake booster and automatic-release hand brake. Some of the optional equipments were cruise control, air suspension, power windows, power seat and Autronic Eye headlight dimmer.



1959 series 62 4-window sedan

In the Series 62 there was two versions of the Sedan, a four-window (4W) flat top and a six-window (6W) curvier top, also a Coupe and a Convertible. The DeVille was an even more distinct series than in 1958, from 1959 called Series 63. The Series 63 featured a Coupe and two Sedan versions, one four-window (4W) flat top and one curvier six-window (6W) roofline. The Series 63 had, except the standard equipment in the Series 62, power windows and two-way power seat as standard. The Series 62 had a Cadillac crest on the front fender below the chrome list and Series

63 had instead a Sedan De Ville respectively Coupe De Ville script above the chrome list on the rear fender.

The Eldorado got its own series-number, Series 64. Now it was harder to detect an Eldorado, because it had the same basic design as the other models, but the chrome decoration on the body-side was different. Instead of a straight chrome list the Eldorado had two broader chrome lists that followed the jet-like body contours from the front to the rear bumper. As before the name Eldorado appeared on the body, now in block text on the lower front fenders. The Series 64 Eldorado was fitted with air suspension, developed from the one introduced on the Brougham two years earlier. Both the body-variants Biarritz and Seville were available this year too. Standard equipment included all Series 63 equipment plus the already mentioned air suspension, heater, fog light, 345 hp V8, remote control trunk lid, radio with antenna and rear speaker, six-way power seat and electric locks.



Series 69 Eldorado Brougham

The Series 69 Eldorado Brougham had now a body design by Pininfarina in Italy. It was a less special car, compared to the 1957-58 Brougham. It had the same equipment as the Series 64 Eldorado plus cruise control, Autronic Eye headlight dimmer and air condition. The design predicted what was to come; a number of styling features from the Brougham were used in the 1960-62 Cadillacs. The front and rear were basically the same as other Cadillacs this year, but the fins were smaller and featured vertical rear lights. Also the jet-styled pods housed rear lights instead of back-up lights, they were set lower in the bumper. The body-side had a convex surface running lengthways and a thin chrome list running along the mid side.

The Series 60 Special Fleetwood now had the same wheelbase and overall length as all other series, except the series 67. "Fleetwood" lettering appeared on the front fender and at the bottom of the trunk lid. The body-side chrome list was a twin pointed jet-styled formation extending from the front wheel opening to the rear bumper and back to the headlights. It looked a little bit like the chrome decoration on the Eldorado, but it was thinner and more pointed. On the rear doors and fender there was a rear-facing convex fake scoop. Series 60 was standard equipped with the same features as on the Series 62 and 63 plus power vent windows and dual outside mirrors.

The series 75 was renamed series 67, but it was mostly still called series 75. Both the nine-passenger Sedan and Imperial limousine were available. "Fleetwood" lettering was found at the bottom of the trunk lid. Standard equipment was the same as on the series 60 Special Fleetwood.

The, in the previous year introduced, show-off car, Series 70 Eldorado Brougham, had the same exterior as before, except new wheel covers, the changes for 1958 were done inside. Some

surfaces got leather finish, instead of metal finish. There were many interior trim variations and exterior colours to choose from.

Data

Cadillac 1950

[Cadillac 1959]

Engine

Configuration: V8

Features: Overhead valves, Hydraulic valve lifters, Cast iron block, Five main bearings

Displacement: 331 cui (5,4 liters) [390 cui (6,4 litres)]

Bore & Stroke: 3.81 x 3.63 inches (97 x 92 mm) [4.00 x 3.88 inches (102 x 99 mm)]

Compression: 7.5:1 [10.5:1]

Horsepower: 160 hp @ 3800 rpm [325 hp @ 4800 rpm, optional: 345 hp @ 4800 rpm]

Carburetor: Carter two-barrel [One Carter four-barrel, optional: Three Rochester two-barrel]

Transmission

Gearbox: Hydra-matic automatic gearbox (Series 61: manual gearbox). [Hydra-Matic automatic gearbox.]

Rear axle ratio: 3.77:1 or 3.36:1 (Series 75: 4.27:1 or 3.77:1). [2.94:1, optional 3.21:1.]

Chassis

Front: Independent coil-spring suspension with tube shock absorbers.

Rear: Live axle suspension, semi-elliptic springs and tube shock absorbers.

Brakes

Power assisted drums.

Performance

Top speed: 110 mph (169 kph) [?].

0-60 mph (0-96 kph): 13,5 sec [?].

Dimensions

	Series 61	Series 62 [Series 62/63/64 and 69]	Series 60S	Series 75 [Series 67]
Wheelbase	122" (310 cm)	126" (320 cm) [130" (330 cm)]	130" (330 cm)	147.8" (375 cm) [149.8" (380 cm)]
Overall length	211.9" (538 cm)	215.9" (548 cm) [225" (572 cm)]	224.9" (571 cm) [225" (572 cm)]	236.6" (601 cm) [244.8" (622 cm)]
Tires	8" (203 mm) x 15" or 8.20" (208 mm) x 15"			
Front tread	59" (150 cm)			
Rear tread	63" (160 cm)			
Weight	4109 lbs (1849 kg)	4182 lbs (1882 kg) [From 4690 lbs (2127 kg) to 5060 lbs (2295 kg)]	4356 lbs (1960 kg) [4890 lbs (2218 kg)]	4875 lbs (2194 kg) [5490 lbs (2490 kg)]

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