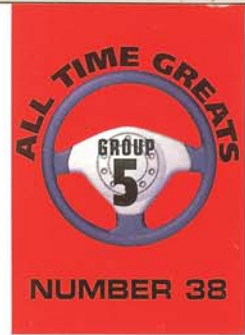




USA 1957



Cadillac® ELDORADO® BROUGHAM

The most expensive Cadillac of the 1950s, the Eldorado Brougham is a huge four-door hardtop derived from a show car. Each one was hand built and came with just about every conceivable option. However, its steep price resulted in it being dropped in 1960.

Vehicle manufactured by General Motors, Detroit, Michigan



VITAL STATISTICS

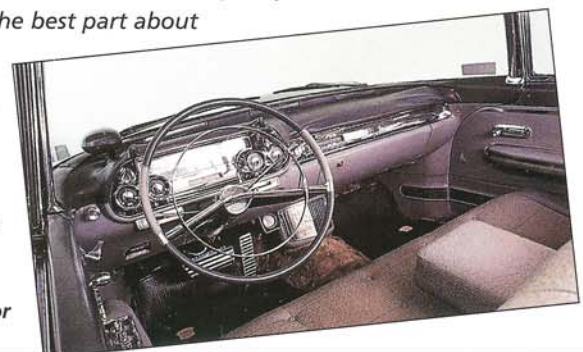
Top speed:	110 mph
0-60 mph:	11.4 sec.
Engine type:	V8
Displacement:	365 c.i.
Max power:	325 bhp at 4,800 rpm
Max torque:	435 lb-ft at 3,400 rpm
Weight:	5,315 lbs.
Gas mileage:	10 mpg
Price:	\$13,075



"...you can feel its quality."

"The most luxurious of all 1950s Cadillacs, the Eldorado Brougham is glitzy but not overtly so. You can almost feel the quality in the massive hand-stitched bench seat and door panels. The best part about this car is that it's whisper quiet at speed and the air suspension makes you feel like you're floating on a cloud. The automatic transmission is amazingly precise for a 1950s car. The steering is exceedingly light, while the brake pedal has almost no feel."

Buyers could choose from 44 trim and color combinations, including lamb's-skin seats.



Cadillac ELDORADO BROUGHAM



Cadillac was the 'Standard of the World' back in the 1950s and the Brougham was the ultimate expression of luxury on wheels. At a staggering \$13,075 in 1957, however, few could afford it.



Powerful V8

By 1957 the 1949 vintage Cadillac V8 had been stroked to 365 cubic inches and produced a muscular 325 bhp on Eldorados (300 bhp on other models). All Cadillacs got an extra 10 bhp for 1958.

Broughams have mesh-patterned wheels rather than the wire wheels of regular Broughams.



Air suspension

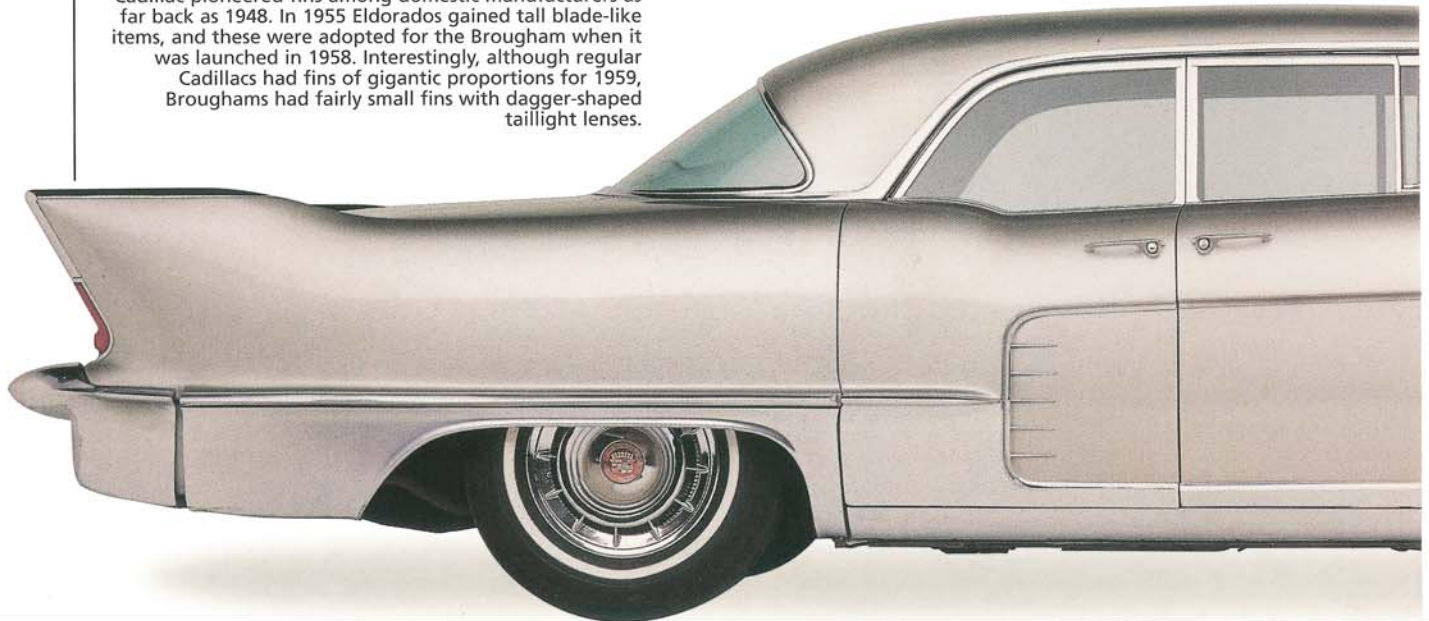
A state-of-the-art feature, air suspension, was introduced on the Brougham. It basically consisted of a rubber diaphragm and piston at each wheel controlled by a central compressor. The system was not very reliable and many owners chose to replace it with coil springs.

Suicide doors

Another feature unique to the 1957-1958 Eldorado Brougham are the suicide doors. Those at the front open in the normal manner, but the back doors are hinged at the rear. This allows easy access for passengers and also means that the Brougham was a pillarless four-door sedan that allowed the elimination of the rear quarter windows.

Modest fins

Cadillac pioneered fins among domestic manufacturers as far back as 1948. In 1955 Eldorados gained tall blade-like items, and these were adopted for the Brougham when it was launched in 1958. Interestingly, although regular Cadillacs had fins of gigantic proportions for 1959, Broughams had fairly small fins with dagger-shaped taillight lenses.





Sumptuous interior

Eldorado Broughams were laden with luxury options inside, including power steering, brakes and windows, plus air-conditioning, electric memory seats and cruise control. Buyers also had the choice of 44 interior and exterior trim and color combinations.

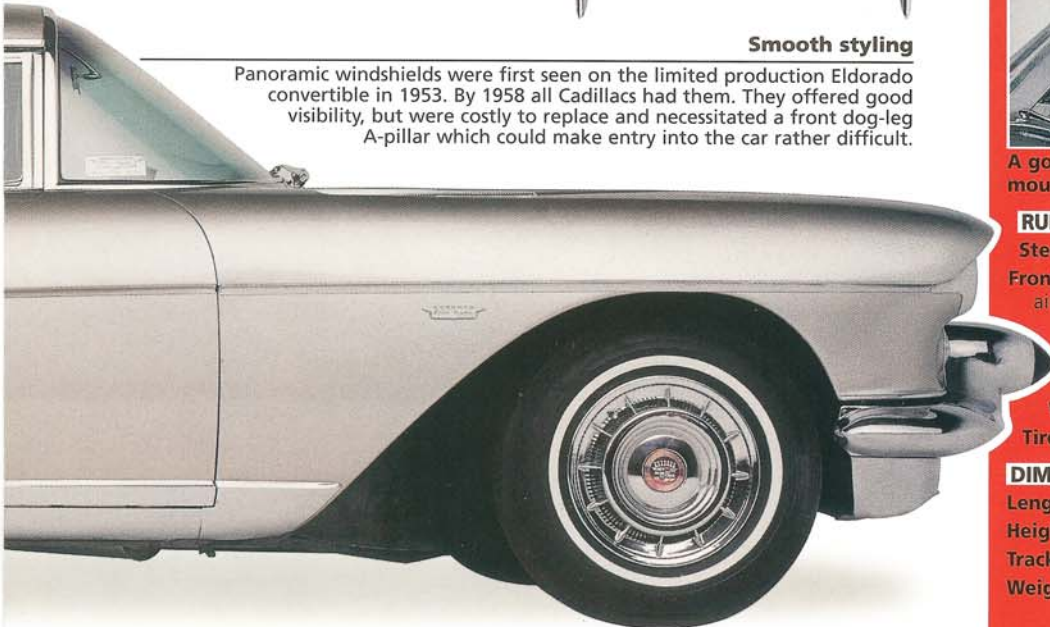
Huge chrome grill

It features a unique eggcrate chrome grill which is neater than those on other Cadillacs. Eldorados were also the first to get quad headlights.



Smooth styling

Panoramic windshields were first seen on the limited production Eldorado convertible in 1953. By 1958 all Cadillacs had them. They offered good visibility, but were costly to replace and necessitated a front dog-leg A-pillar which could make entry into the car rather difficult.



Specifications

1957 Cadillac Eldorado Brougham

ENGINE

Type: V8

Construction: Cast-iron block and heads

Valve gear: Two valves per cylinder operated by a single camshaft via pushrods and rockers

Bore and stroke: 4.00 in. x 3.63 in.

Displacement: 365 c.i.

Compression ratio: 10.0:1

Induction system: Two four-barrel carburetors

Maximum power: 325 bhp at 4,800 rpm

Maximum torque: 435 lb-ft at 3,400 rpm

TRANSMISSION

Three-speed automatic

BODY/CHASSIS

Separate chassis with two-door steel convertible body

SPECIAL FEATURES



A full-length stainless-steel roof was standard on 1957-1958 Broughams—a feature lifted virtually intact from the Eldorado show car of 1954.



A gold anodized air cleaner is mounted atop the 365-cubic inch V8.

RUNNING GEAR

Steering: Recirculating ball

Front suspension: Wishbones with airbags and shock absorbers

Rear suspension: Live axle with airbags and shock absorbers

Brakes: Drums (front and rear)

Wheels: Steel, 15-in. dia.

Tires: 8.0 x 15.0 in.

DIMENSIONS

Length: 216.3 in. **Width:** 78.5 in.

Height: 55.5 in. **Wheelbase:** 126.0 in.

Track: 61.0 in. (front and rear)

Weight: 5,315 lbs.

Milestones

1956 In December, the Eldorado Brougham is announced for 1957. A total of 400 are built in its first year.



The Eldorado Seville was the next most expensive Cadillac after the Brougham.

1958 While regular Cadillacs receive an exterior facelift, the Brougham remains externally unchanged, although the interior door panels are now leather instead of metal.



1959-1960 Broughams were larger and sharper looking.

1959 All Cadillacs are new this year, and standard models have Detroit's tallest fins. The Brougham returns with more power and a new, four-door, hardtop body built by Pininfarina in Italy.

1960 As a result of high production costs and slow sales, the Brougham is dropped. Its styling previews 1961 Cadillacs.

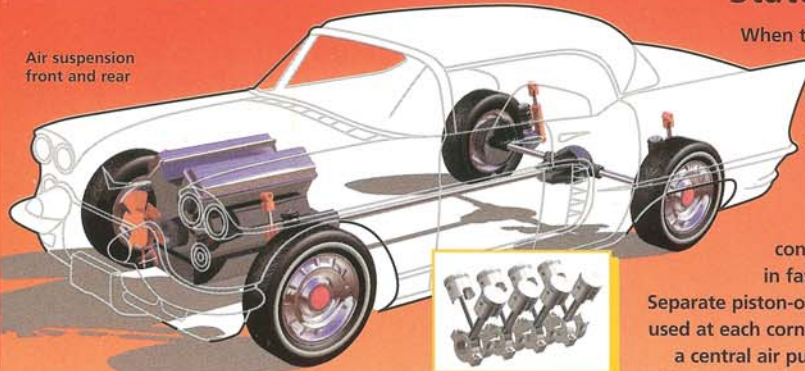
VALUE GUIDE

ORIGINAL PRICE	
1957	\$13,075
CURRENT VALUE	\$30,000-\$70,000
PRODUCTION TOTAL	400

UNDER THE SKIN

Body-on-frame construction

Air suspension front and rear



X-braced chassis

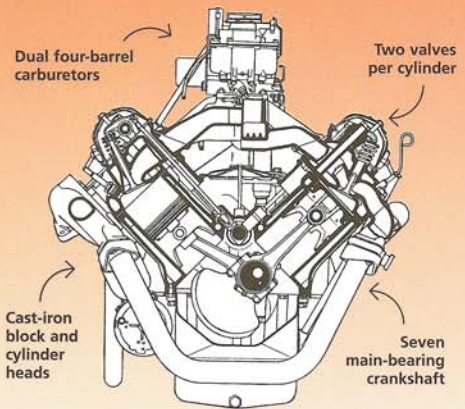


Milestone V8

THE POWER PACK

Ever more power

V8s powering Cadillacs during the 1950s were versions of the 331-cubic inch overhead-valve powerplant developed by engineers Ed Cole, Harry Barr and Jack Gordon in 1949. The unit was light, with a low reciprocating mass, and was reliable. By 1957 it had grown to 365 cubic inches and put out 325 bhp in Eldorados, increasing to 335 bhp the following year. In 1959 the engine was bored out to 390 cubic inches and, while standard Series 62s had 325 bhp, upmarket Eldorados produced 345 bhp.



State of the art

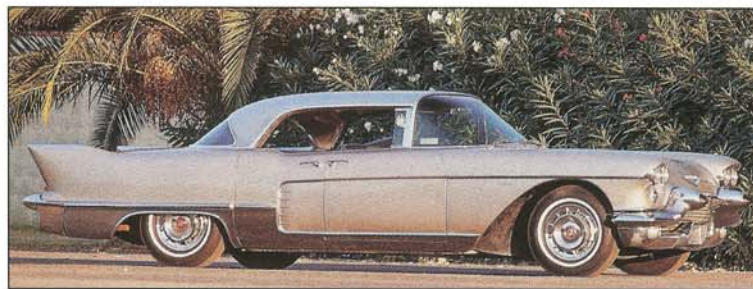
When the Brougham arrived in 1957 it rode an exclusive 126-inch wheelbase;—other Cadillacs were larger.

It adopted a new X-braced separate chassis, and shunned conventional coil springs in favor of air suspension.

Separate piston-operated airbags were used at each corner and operated with a central air pump. Braking was less high tech, with power-assisted drums in the front and rear.

U.S.-built

Broughams can be divided into two distinct series, the 1957-1958 cars, hand-built in Detroit, and the later 1959-1960 models. These Pininfarina-built cars are larger and have much sleeker styling than other Cadillacs. Collectors tend to prefer the earlier models.



Earlier Broughams have proved to be very popular with collectors.

NOSE TO NOSE

Continental MK II • Chrysler 300C • Cadillac Eldorado Brougham

TOP SPEED	0-60 mph	POWER	WEIGHT	RIVAL CARS
116 mph	8.6 sec.	375 bhp	5,280 lbs.	CONTINENTAL MK II
149 mph	8.3 sec.	375 bhp	4,389 lbs.	CHRYSLER 300C
110 mph	11.4 sec.	325 bhp	5,315 lbs.	CADILLAC ELDORADO BROUGHAM