

1962 Cadillac Eldorado Biarritz

2dr Convertible · 8-cyl. 390cid/325hp 4bbl

#1 Concours condition

\$147,000

↗ +9.7%

#2 Excellent condition

\$98,400

↔ 0%

#3 Good condition

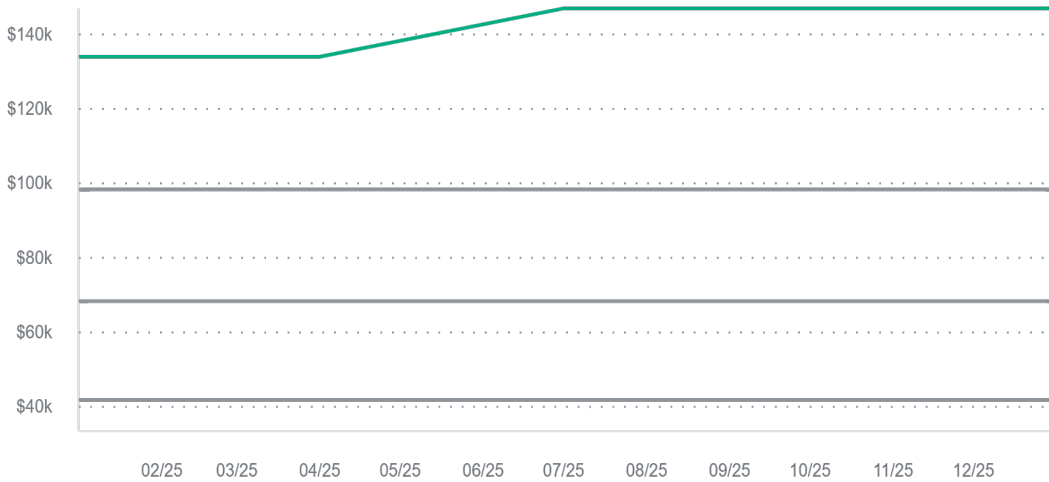
\$68,400*

↔ 0%

#4 Fair condition

\$41,900

↔ 0%



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

Value adjustments

+10%
for factory a/c.

+10%
for bucket seats.

*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.

Model description

The 1959 Cadillac cars suffered in comparison to earlier cars. GM "panicked" upon seeing the fabulously low 1957 Chrysler lines, and implemented a program to reduce the height of all their cars. Since engineering work varied from division to division, it was decreed that the 1959 Buick would form the basis for much of the new Fisher bodies to be used by all GM divisions. The styling studios at Cadillac seemed to be the least constrained of all since a new style was planned for 1959 anyway.

1959 Cadillacs are well known for their massive fins, a direct response to the fins that appeared on 1957 Chrysler products. Since Cadillac originated the style in 1949, it was deemed necessary to win the "fin wars." Despite sharing basic inner door pressings with Buicks and the rest of the GM lines, these Cadillacs were distinctive and massive. The big Caddy V-8 was stroked out to 390 cubic inches, with as much as 345 horsepower in the Eldorado line vs. 325 in others. Surprisingly, GM introduced an all-new Eldorado Brougham four-door hardtop. Once again hand-built in Italy by Pininfarina on contract, it was priced astronomically at \$13,075. The car, styled in Detroit by Cadillac, sold in single digit numbers (99). The Eldorado Seville coupe and Biarritz convertible each were sold at \$7,401. Interestingly, the Brougham had far lower, unique tail fins.

1960 cars were broadly similar, with somewhat lower tailfins, and the Pininfarina-built Brougham sold 101 units. Many say the build quality of the Pininfarina cars wasn't nearly as good as the previous Detroit built cars, but of course, any Eldorado Brougham is highly collectible.

1961 cars were reskinned, and the Eldorado line was cut down to the Biarritz convertible starting that year. Body shells were common between all non-limousine Cadillacs, and the Eldorado simply became the name for the top-of-the-line convertible through 1966. For 1964, the exclusively Cadillac engine was punched out to 429 cubic inches, with a subsequent power increase to 340 horsepower. But torque was king, and torque meant accelerative force – which increased to 480 foot pounds, up 50 from the year before. The all-new Turbo-Hydramatic 400 automatic transmission also became available in 1964, a huge improvement over the old four-speed Hydramatic automatics used previously.

The 1965 Cadillacs were entirely restyled with various technical improvements. 1966 was a carry-over year.

Body styles

2dr Convertible

Engine types

8-cyl. 390cid/325hp 4bbl

1959-1966 Cadillac Eldorado stats

Number produced **	Highest sale	Lowest sale	Most recent sale	Sales
1450	\$1,117,500	\$2,014	\$74,550	526

** Number produced is specific to this year and configuration.

Equipment

Additional Info

Shipping Weight: 4620 lbs

Vehicle Length: 222 in

Wheelbase - Inches: 129.5 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.