

# 1957 Cadillac Series 62

2dr Hardtop . 8-cyl. 365cid/300hp 4bbl

#1 Concours condition

**\$69,500**

0%

#2 Excellent condition

**\$53,100**

0%

#3 Good condition

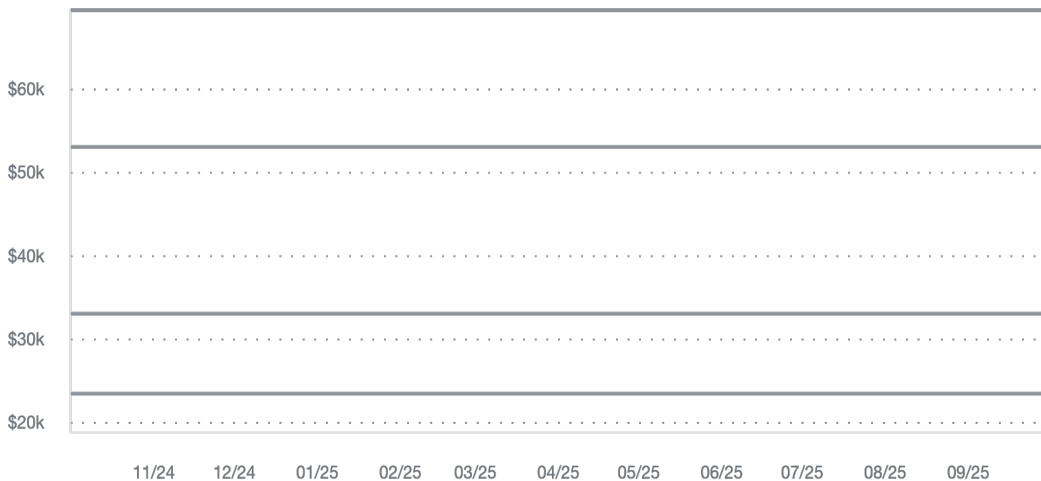
**\$33,100\***

0%

#4 Fair condition

**\$23,500**

0%



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

## Model description

With pesky competitor Packard all but dead, Lincoln having only sold a third the number of Cadillacs in 1956, and with Imperial retailing less than a fifteenth the number of Cadillacs in 1956, GM's premier luxury division was on a roll. With all-new 1957 cars on all-new X-braced frames, sales were sure to continue in a similar vein. All Series 62 four-doors were now pillarless hardtops. The cars were two inches lower than 1956, with a new reverse slanted wraparound windshield and a slightly longer 129.5-inch wheelbase.

Body styles included hardtop coupe, Coupe de Ville hardtop coupe, Eldorado Seville hardtop coupe, hardtop sedan, Sedan deVille hardtop sedan, Eldorado Seville hardtop sedan, convertible coupe and Eldorado Biarritz convertible coupe. Prices ranged from \$4,677 to \$7,286 before taxes, shipping and any options or accessories. The engine remained 365 cubic inches, but developed a full 300 hp.

Once the final sales tally was complete for the 1957 model year, Cadillac had moved 3.5 times more cars than Lincoln, and four times more cars than the all-new, flashy and low slung Imperial (which had dramatically increased sales compared to 1956).

The 1958 cars received a very restrained facelift, adding the de rigueur new dual headlamps in front along with revamped grille and trim. The engine remained 365 cubic inches, now boosted in power to 310 hp. A new extended deck 6239E variant was added to the line for those who didn't think a normal massive Cadillac trunk was big enough. Pricing remained broadly similar to the year before, \$4,784 to \$7,500.

1958 sales worked out to Cadillac's advantage (largely due to Lincoln's huge styling and reliability debacle), despite the recession year killing industry sales. Over 120,000 Cadillacs were sold versus some 17,000 Lincolns and 16,000 Imperials.

These cars are collected by Cadillac fans as well as fans of big, flashy 1950s cars with ample fins and tons of chrome. Values range much more widely according to bodystyle than normal, but as always the convertibles are highest.

\*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**

2dr Convertible Coupe                      2dr Hardtop                      4dr Hardtop

**Engine types**

8-cyl. 365cid/300hp 4bbl

**1957-1958 Cadillac Series 62 stats**

|                  |                |                  |            |
|------------------|----------------|------------------|------------|
| Highest sale     | Lowest sale    | Most recent sale | Sales      |
| <b>\$229,600</b> | <b>\$2,200</b> | <b>\$31,030</b>  | <b>216</b> |

**Equipment**

**Additional Info**

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.