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Cadillac's identity as an American car icon hit his stride in 1957 and 1958. These cars celebrated good life with an increasingly voluptuous style and sinister chrome destination, but supported that with some genuine engineering creativity. In the 57th year, the 356-cc V-8 division gained 15 horsepower in standard form, to 300, and increased by 20 in El Dorado, to 325, mainly due to a compression to 10:1. Advertising This engine powered rebodied 1957 Cadillac lineup. The exterior was blocked but still evolutionary, inspired by Cadillac Orleans, Eldorado Brougham, and Park Avenue show cars of 1954 and 1955. Achievement in luxury stratosphere was the production of the 1957 Cadillac Eldorado Brougham, priced at princely \$13,074. One of the most interesting Cadillacs of the 1950s, this low-slung pillar sedan on a compact 126-inch wheelbase featured a center opening door and a roof bounded by a stainless steel brush, the last one of Harley Earl's favorite strokes. Standard quad lights were the industry first shared with Nash this year. The most intriguing mechanical feature of Brougham was the suspension, the work of engineers Lester Milliken and Fred Covin. Based on systems used for commercial vehicles since 1952, it used air spring behind each wheel and consisted of a domed air chamber, a rubber aperture and pistons. Fed by a central air compressor, the dome is constantly adjustable for load and road conditions (through valves and solenides) for a smooth, smooth ride. The Cadillac system differed from the air-driving options in other GM units in that it was open (taking air outside) rather than closed. Unfortunately, the cost and complexity were high compared to the benefits. Air domes have leaked, and replacements have been frequent, resulting in many owners of junk systems in favor of conventional coil springs. Cadillac and GM waived suspension after 1960. Back to the volume of Cadillacs, which had a severe facelift in 1958 in a way typical of GM that model year. The brightest caddys yet, they dripped with chrome and were much less stylish than the latest models. Sales were bad, though the nationwide decline was probably more to blame than the style that was, after all, in fashion. At 121,778 units, the 1958 model year production was the lowest since 1954. Horsepower ratings, however, continued to rise. The 365 V-8 was coaxed to 310 horsepower at all except Eldorado, where he made 335. Forecast for the future, the 1958 Cadillac De Ville became 62 subseries, and the poles of the sedans were eliminated. The Line 62 also received a hardtop sedan with an extended rear deck. All 1958 Cadillac models were available with cruise control, high-pressure cooling system, two-speaker radio and release of the parking brake. A special Eldorado show presented the thinking of a convertible on top that raised itself and side windows when Raindrops have been detected. This trick supposedly saw limited production, although probably much less than even the suspension of the air did. The flag redesign was on tap for Cadillac in the next model year. Next, we look at the immortal Cadillac of 1959. For more information on Cadillac, see: Cadillac: Learn the History of America's Premier Luxury Car, from 1930s classics to the newest Cadillac models. Consumer Guide New Car Reviews and Prices: Road Test Results, Photos, specs and prices for the 2007 Cadillacs and hundreds of other new cars, trucks, minivans and SUVs.1940-1949 Cadillac: Cadillac produces some of its most beautiful cars and some of its most important engineering developments - not to mention tailfin.1960-1969 Cadillac: Cadillac brings unrivalled elegance to the luxury market and is rewarded with unquestionable popularity. As bright as the 1958 Cadillacs appeared, there was another style of boundary ahead. This threshold was crossed by the immortal Cadillac of 1959. GM gave its division the largest car, the so-called C-body, another new base design for 1959. For Cadillac, it meant a more lush style, designed as a hasty response to Chrysler's resurgent Empire 57. Advertising signs included huge curved upper windshields, thin-cut roofs, thin roof pillars - and soaring fins of heroic size, adorned with high bullets of taillights. Compensation for such excesses was worthy suspension changes and improved steering. In addition, the V-8 stroked to 390 cubic inches produced predictably above horsepower: up to 345 on Eldorados, up to 325 on other models. The Cadillac De Ville became a separate series for 1959, offering flat-top four-window style sedans and a rounded six-window roof as well as a hardtop coupe. 1959 Cadillac Series 62 duplicated these body styles, and added a convertible. After just two years and 704 units, the 1959 Cadillac Eldorado Brougham was completely restyled, too. In addition, the assembly was made for coachbuilder Pininfarina in Italy. Only 99 Eldorado Broughams were built for '59, another 101 of the almost identical 60s. Although the look was clean (preliminary Cadillac 1961 style, as it turned out), these cars were larger (on a 130-inch wheelbase), heavier rather than put together as well (the bodies contained a lot of lead filler). Now they are collectibles, but the restoration of one of them is a chore. Also still pillarless (as it has been since 1957) was the lush 1959 Cadillac Sixty Special, now on a 130-inch wheelbase in conjunction with other standard models, including the El Dorado Sevilla topping line, Biarritz, and Brougham. Cadillac prices are usually higher in 1959, with a series of 62 models around \$5,000 and Cadillac Eldorado is going for \$7,400 and up. However, Cadillac built more than 142,000 cars for the model year, a fair gain for 1958. At that time, of course, it took some foresight, or contrary perspectives, to believe that the American-style car had reached some outlandish zenith with the 1959 Cadillac. But even in GM there was a sense that things had to be dialed back, and indeed they have been since 1960. What cannot be disputed is that the 1959 Cadillacs, defined by these saber-edged fins and shell taillamps, are some of the most memorable objects of the 20th century. What they cause is open to interpretation, and it is part of the magic. The 1960s will produce a cleaner, more streamlined Cadillac design, as well as record sales. Read our 1960-1969 Cadillac report for more information about this Era of Cadillac. For more information on Cadillac, see: Cadillac: Learn the History of America's Premier Luxury Car, from 1930s classics to the newest Cadillac models. Consumer Guide New Car Reviews and Prices: Road Test Results, Photos, specs and prices for the 2007 Cadillacs and hundreds of other new cars, trucks, minivans and SUVs.1940-1949 Cadillac: Cadillac produces some of its most beautiful cars and some of its most important engineering developments - not to mention tailfin.1960-1969 Cadillac: Cadillac brings unrivalled elegance to the luxury market and is rewarded with unquestionable popularity. 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