



Unimist" and held it at New York's Waldorf Astoria hotel. Among the seven cars exhibited were four Cadillac show cars. Three of the Cadillacs were modified Fleetwood Seelye Specials. One of these was the first true Coupe de Ville hardtop with a pillbox two-door body on a 133-inch wheelbase. The fourth car was a Series 62 convertible called "El Rancho" with a standby-style interior.

For the 1950 "150th-Century Motorama" at the Waldorf-Astoria Cadillac had a Series 62 convertible that was called the "Dezantle." This car was painted a buffed yellow and had an interior upholstered with 187 leopard skins. All the exterior hardware was gold-plated and the car was valued at \$30,000. This car is said to have been the inspiration for the stage play "The Solid Gold Cadillac."

While there weren't Motoramas in 1951 or 1952, in the latter year Cadillac built a special Series 62 convertible for auto shows. This special car had a panoramic windshield with vertical corner posts, vertical chrome simulated air scoops on the leading edge of the rear fenders and dual radio antennas.

In 1951 GM returned to staging Motoramas. Two Cadillac experimental cars were the stars. One car, the LaFleur, was a sports prototype. It had a fiberglass body on a 113-inch wheelbase with a 230-horsepower engine. The second car, Orleans, was a pillbox four-door hardtop sedan with center-opening doors. Both were striking examples of new design.

The 1954 Motorama cars were the Park Avenue four-door luxury personal sedan, the El Camino two-passenger coupe and the La Espada two-seat convertible roadster. The Park Avenue evolved into the Eldorado Brougham. The two-seaters each had fiberglass bodies built on 115-inch wheelbases.

Nineteen fifty-five saw two small sports cars both called LaGale II. Both had experimental V8 engines. The first of the Motoramas, though, was the prototype of the Eldorado Brougham. This was a pillbox four-door hardtop sedan that was only 54 inches tall and 210 inches long. It had a finished stainless steel roof and lounge seats inside.

One of the wildest Cadillac dream cars was the 1959 XP-74 Cyclone. This car was built on a 104-inch wheelbase and had a

Aluminum Series 62 body that was designed for the 1954 General Motors Cyclone. It was called the "Motorama" in the "Extreme Sport" which included a 230-hp V8 engine.

Top right: The headlights of the original Cadillac are large-diameter bulbs in separate housings to the ones on the Mercedes 500K, but the lighting comes from halogen incandescent.

Right doors for the 'Cruiser Cadillac' are the Cadillac's rear doors, mounted backwards. The interior is essentially stock as well. The roof is the original, cut-and-laminated and re-fused for good overall handling and gripiness.



Cadillac

OUT THE AUTHOR

in History

ELIG'S CONNECTION WITH WRITING RISE UP AND DOWN IN EAST COAST INTO CANADA IS THE ATLANTIC TO THE UK. KNOWLEDGE OF THE CAR WORLD IS AS THE CARS HE COVERED AS A WRITER TO MAGAZINES IN NORTH AND ENGLAND, INCLUDING CONSUMERS AND ROAD & TRACK. HE HAD AND EDITED VARIOUS TITLES, INCLUDING THE 400 AND 500, AND THE 1977 FIFTY FIFTY. HE CADILLAC IS EQUALLY IMPRESSIVE AS THE WELL-KNOWN CADILLAC CONTRIBUTING EDITOR TO STANDARD OF THE WORLD.

power-operated bubble canopy that raised for entry in front were two black-tipped nose cones that housed a proximity warning system - a feature not noteworthy production.

Today Cadillac show cars are more likely to be forecasts of future production cars than exotic specials like the XP-74 Cyclone. Still it was interesting to see that Cadillac designers could also dream.

Robert Macment's dream car has a slightly different lineage than those that came out of the Cadillac studio. Macment, contemplating a limited edition line of "super 50-cars" in the late 1960s, fell in love with the Mercedes-Benz 540K of the 1930s. He had an opportunity to buy a rusted-out example, but was told that even in poor condition the car would easily reach \$800,000 at auction. The car actually sold for twice that price, equivalent to \$1.5 million.

Macment decided to take advantage of a 1928 Cadillac. Unlike he wanted and used it as a base. He discovered that the ratio of the wheel diameter to its overall dimensions was similar to that of the cars of the 1930s. "Had the wheels been

