

# Those '80s Bustlebacks

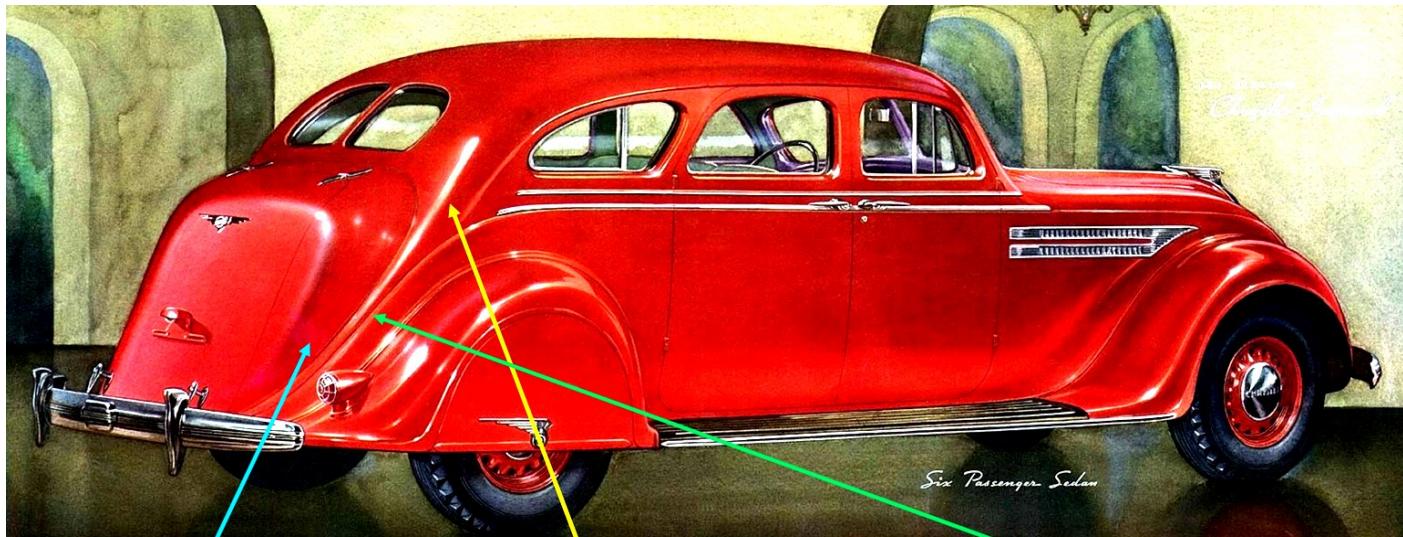


James H. Kaster

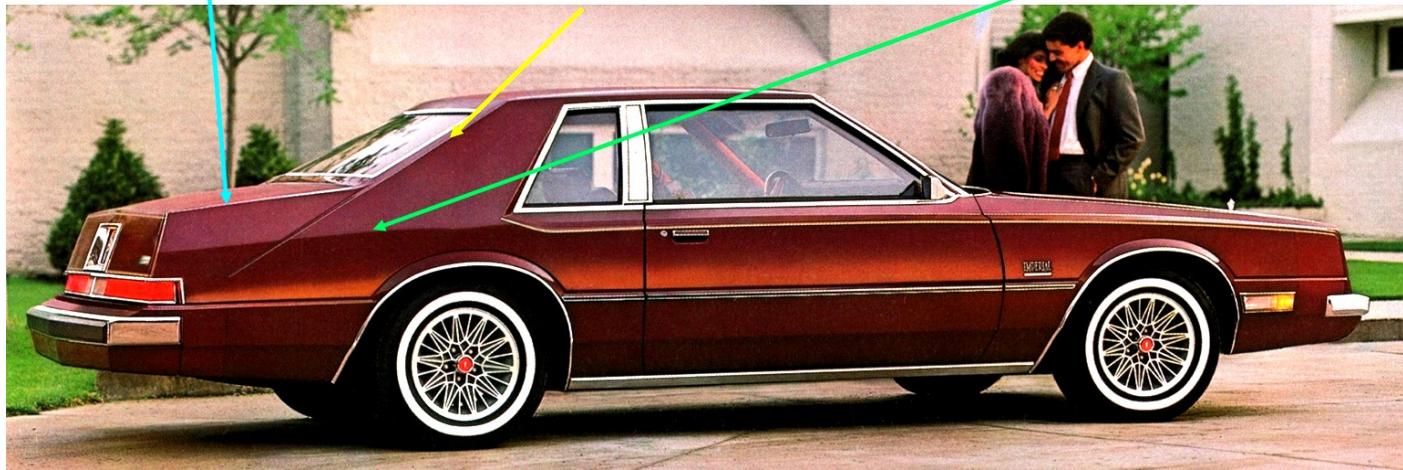
The bustleback bestows shape and prominence to the rear deck of a car, drawing your eyes to examine the style as much as you would admire the front end and grille. This is an area that often suffered from lack of attention from automotive designers.

During the '80s, three cars would adopt the bustleback look: Cadillac Seville, Imperial, and Lincoln Continental. While the 1980 Seville was the first to market with this look, it has been reported that the Imperial design began first. Yet, it would be Cadillac that more purely pays homage to the classic style with their interpretation. In particular, Cadillac pays tribute to the Rolls-Royce post-war designs with its introduction of the second generation Seville in 1980.

Below is a diagram showing how different generations of cars crafted the bustleback look.



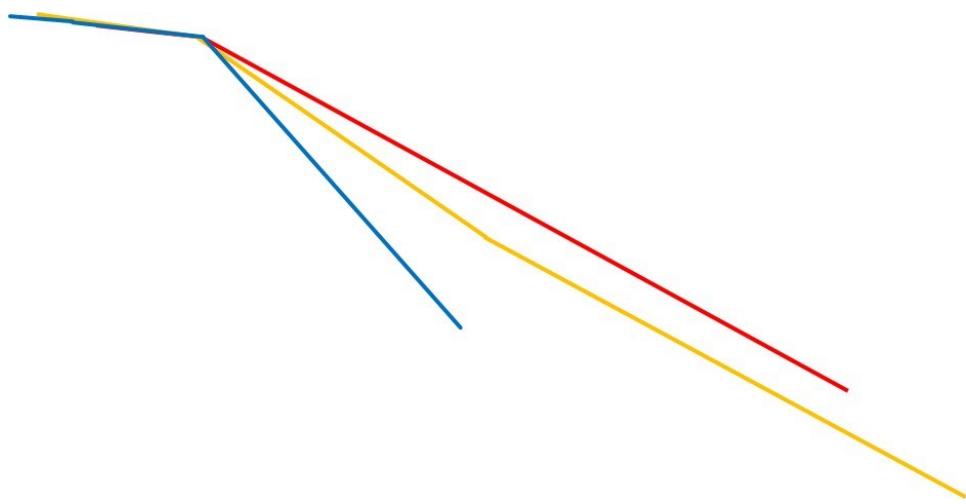
Trunk lines are inside the roof's lines and the rear quarter panel's lines



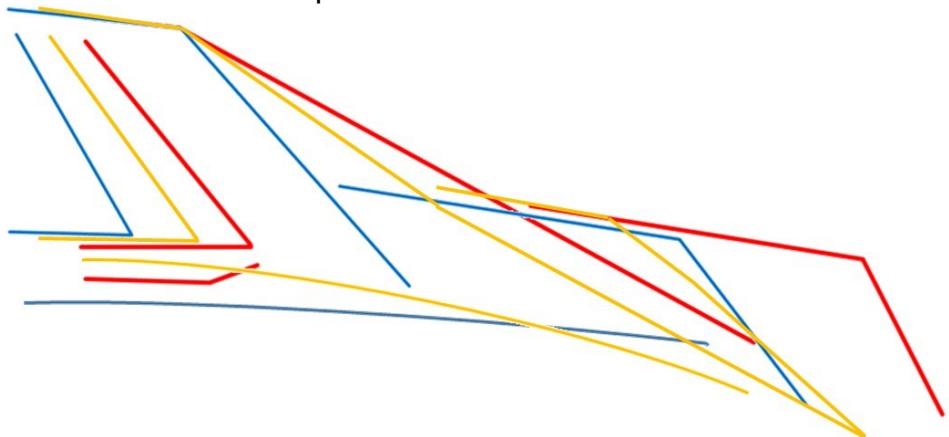
Any enthusiast will recognize the distinctive shapes of each bustleback in the line art.



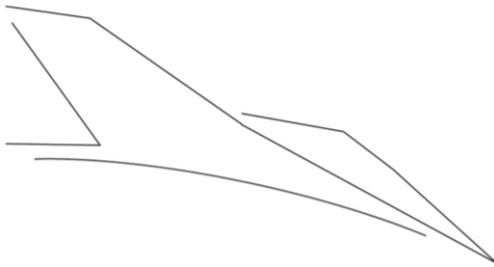
In this view below, the three bustlebacks rooflines are compared. \*The Lincoln Continental's c-pillar edge is more upright than the others. The Cadillac Seville's roofline runs all the way to the bumper. The Imperial's line has the steepest angle.



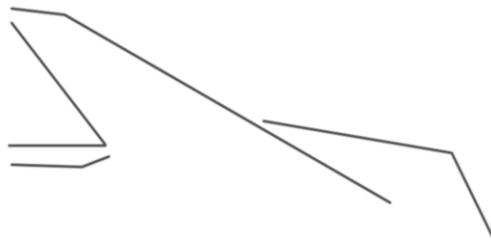
Overlapping all three designs, the deck lid's height and position, relative to the roof, is consistent and similar. The beltline under the rear window is also at a similar height. The length of the cars become evident, as well. Imperial is the longest of the three. Actual dimensions are presented in the Measurements section of this book.



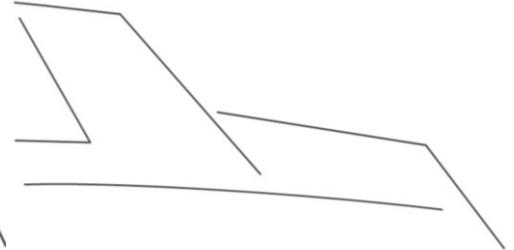
# Those '80s Bustlebacks



**Cadillac Seville**



**Imperial**



**Lincoln Continental**



## **About the author: James H. Kaster**

My credentials are simple. I'm a life-long avid automotive enthusiast, small collector experienced with restorations, skilled part locator, and just a bit absent-minded. It's that last point that compels me to write books. While I retain considerable auto trivia in my brain, there's just too much detail that no one person can remember. So, it was only natural for me to compile that information into themes and books. I present the facts, stats, and quotes from manufacturers with no personal bias. It's a simple approach that allows my readers to draw their own conclusions about the cars. The material even helps collectors discern which cars are right for them through comparisons and contrasts of makes, models, engines, trims, and yearly changes.