

1954 Cadillac El Camino und La Espada

Der Cadillac **El Camino** war ein Konzeptfahrzeug, das die Cadillac-Division von General Motors bei der GM-Motorama 1954 vorstellte. Der Name leitet sich aus dem spanischen Namen El Camino Real (dt.: Königsweg) her, eine Straße, die in den USA als Highway 101 bekannt ist.

Das zweitürige, zweiseitige Coupé war in silbergrau lackiert und besaß monströse Heckflossen, wie sie in den folgenden Jahren nicht nur bei Cadillac-Serienmodellen zu sehen waren. Die Fahrzeugseiten waren mit speerförmigen Kantungen verziert, eine vom vorderen Radlauf bis in die Türen laufend, die andere an der Tür ansetzend und am Heck auslaufend. Die Fahrzeugfront trug erstmals bei Cadillac Doppelscheinwerfer und die verchromten, raketenförmigen Stossstangenhörner mit an den Spitzen angebrachten Gummikappen waren genauso monströs wie die Heckflossen. Der flache Dachaufbau war in Edelstahl gehalten und schloss vorne und hinten mit einer Panoramascheibe ab.

Dem Coupé zur Seite gestellt wurde ein Roadster, der Cadillac **La Espada**, mit den gleichen Applikationen. Dieser spanische Name bedeutet im Deutschen Schwert. Der Wagen war in Apollo-Gold (ein Cremeweiß mit einem leichten goldfarbigen Metallic-Touch) lackiert. Er war mit Einzelsitzen und einer Mittelkonsole ausgestattet. Dort befand sich auch der Hebel zum Öffnen und Schliessen des Kunststoffverdecks. Darunter war ein grosses Warnschild angebracht, das den Fahrer anwies, keinesfalls das Verdeck während der Fahrt zu bewegen. Der Innenspiegel war auf dem Armaturenbrett montiert.

Beide Fahrzeuge wurden nie in Serie produziert, aber viele Stylingdetails, wie die enormen Heckflossen und die speerförmigen Kantungen an den Fahrzeugseiten, fanden sich im Serienmodell Eldorado Brougham von 1955 wieder. Die gummibewehrten Stossstangenhörner in Raketenform und Doppelscheinwerfer wurden erst bei den Cadillac-Modellen der Jahre 1957 / 1958 realisiert.

Quelle: http://de.wikipedia.org/wiki/Cadillac_El_Camino

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The Cadillac **El Camino** 2-passenger coupe was presented at the 1954 GM Motorama.

El Camino is short for the Spanish el camino real, the Royal Highway, alias US highway 101. The exhaust configuration, windshield, roof saddle, spoked wheels, quad headlights, fluted side panel, gull-wing bumpers with bullet tips all turned up the following year on the production prototype for the Eldorado Brougham; the shape of the tail-fins [as used also on the Cadillac **La Espada** roadster, below], turned up on the production Eldorado models of 1955, 1956, the Eldorado Brougham of 1957-1958 and the standard 1958 Cadillac production models. The pointed bullet-shaped, gull-wing front bumper was shared with many Cadillac show cars of the period; the bullets were sometimes rubber tipped; these rubber tips appeared on stock Cadillac models in 1957 and 1958. El Camino was finished in silver-gray and featured a brushed stainless-steel roof.

Compare the tail-fins on this car, as also on the Cadillac **La Espada** roadster, with those on the production model Eldorado Brougham; the exhaust configuration, windshield, roof saddle, spoked wheels, quad headlights, fluted side panel, gull-wing bumpers with bullet tips all appeared the following year on the Eldorado Brougham prototype. The fluted lower body panel on the front fender and door was duplicated on the rear fender of the Brougham prototype for 1955; the pointed, bullet, gull-wing front bumper was shared with many Cadillac show cars of the period; the bullets were sometimes rubber tipped; these rubber tips appeared on stock Cadillac models in 1957 and 1958. Some 1957 prototypes had white ones. The **El Camino** and **La Espada** were the first Cadillacs on which quad headlights appeared; these became an industry standard in 1958.

1954 Cadillac **La Espada** (Spanish for the sword), was a 2-seater roadster, companion car to the Cadillac **El Camino** coupe during the 1954 GM Motorama; body sheet-metal was identical, including the rear deck with its camel-humped tonneau cover [the latter was copied, much later by Ford on their T-Bird models in the early sixties]. **La Espada** was finished in Apollo Gold, a very light cream color with a metallic golden hue. The cockpit of **La Espada** featured a central console, bucket seats, horseshoe-shaped instrument cluster. The special, inner door pull-knob appeared 2 years later on the production Cadillac Eldorado Brougham. The dash-mounted rear-view mirror, that appeared also on the Eldorado Brougham prototypes in 1955 and 1956, was moved up to the windshield header bar in the production models. Across the center console was the word Caution warning the driver not to use the large knob below the ventilation controls to operate the plastic canopy top while the car was in motion!

The 1954 Cadillac **La Espada** concept was a driveable show car first shown at the 1954 GM Motorama. It was a two-seat fiberglass convertible, mechanically similar to the **El Camino** concept coupe but with a specially engineered convertible top, ribbed to create a perfectly curved surface when closed. **La Espada** sported a recessed grille air intake in the front, which was guarded by massive and sweeping front bumpers. The bumpers were capped with white vinyl to cushion shocks and prevent scuffing of the chrome. Ribbed aluminum on the fender sides was slotted to admit air for the air conditioning system. **La Espada** had dual headlights controlled with an Autronic Eye. Below the trunk compartment in the rear of the car was a special compartment that housed the spare tire. Removing a bright chrome trimmed door, which also served as a bumperette and license plate mount, accessed it. The gas cap was located behind the left rear tail fin, which swung forward for access. The experimental sports convertible had a 115-inch wheelbase, a 200-inch overall length and was powered by a Cadillac 230 horsepower overhead valve V8 engine.

Source: www.carstyling.ru; www.car-nection.com; wiki.gmnext.com