

1954 Cadillac Park Avenue

Der Cadillac Park Avenue war ein Konzeptfahrzeug, das die Cadillac-Division von General Motors bei der GM-Motorama am 26. Januar 1954 vorstellte. Es handelte sich dabei um eine viertürige Hardtop-Limousine auf dem Fahrgestell eines Cadillac Sixty Special mit 3.378 mm Radstand.

Der Park Avenue sollte den Publikumsgeschmack in Bezug auf die geplanten Hardtop-Modelle testen. Die anderen Teile des Wagens, wie die überhöhten Heckflossen, die Panoramascheiben, die raketenförmigen Stoßstangenhörner vorne und die einfachen Rundscheinwerfer stammten aus der zeitgenössischen Cadillac-Serienproduktion oder früheren Konzeptfahrzeugen. Bemerkenswert sind allenfalls die (funktionslosen) Lufteinlässe an den hinteren Türen, die 1956 wieder beim Konzeptfahrzeug Eldorado Brougham Town Car wieder auftauchten.

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

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Cadillac Park Avenue, a special 4-dr. pillarless HT sedan (special order # 1930) in the Orleans vein; built on the 133" wheelbase chassis of the 60 Special it had a fiberglass body and was presented at the 1954 GM Motorama at the Waldorf Astoria, starting January 26, 1954.

Just as the crowds had thronged to view the Cadillac Le Mans roadster at the 1953 GM Motorama, they crowded again around La Espada and El Camino in 1954. Nevertheless, the buying public paid much closer attention to Cadillac's experimental 4-door hard-top models [the Orleans, in 1953, and the Park Avenue, in 1954. Noticeable was the return to dual instead of quad headlights on the Park Avenue. Quads were still illegal in many states until 1958. The tail-fins on the Park Avenue are copied directly from GM's 1951 Le Sabre experimental roadster; the windshield, front bumper, wheels are all carried over from previous Motorama models and seem to be traditional of GM show-car styling; the brushed aluminum roof and rear roof saddle appeared again the following year on the Cadillac Eldorado Brougham prototype. The Park Avenue sedan had the same exhaust ports and seven vertical louvers acting as the car's rear, as used earlier on Le Mans, La Espada and El Camino. The vertical louvers appeared as a design feature on the rear of all Cadillac models in 1955. The dummy air-scoop on the rear door reappeared on the Cadillac Eldorado Brougham town car prototype in 1956.

Source: www.car-nection.com