



# *Classic Car*

EXPERTISE

A COMPREHENSIVE GUIDE ALL ABOUT CLASSIC CARS.

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# Introductory

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**In the auto world, one of the most sought-after events are classic car shows.**

This is usually one of those events where you can find lots of car lovers, aficionados, followers, and simple car enthusiasts. And because classic car shows are events where various kinds of people can simply stare, gawk, or even appreciate at all the unusual and really classic autos and vehicles, it would not be very surprising to see throngs and throngs of people during such events.

Just recently, another car show was successfully conducted. In Los Angeles' Sylvan Park, hundreds of car enthusiasts flocked to attend the Optimist Car Show and Chili Cook-off. This car show actually is done every year and the year 2006 marks as the 15th time that such an event was held.

Such an event features classic cars. However, there are other main attractions that attendees could find interesting. While going through the area, one can find live music from a couple of bands. There are also various stalls that offer a huge range of food choices as well as beverages to quench the thirst of any tired car show aficionado. Of course, it would not be surprising to find some people also offering those who attended the classic car show classic auto parts like Plymouth Voyager parts.

Anyhow, the event took off with more than 350 classic vehicles, cars, and autos in attendance plus a huge number of motorcycles as well. These vehicles were displayed so that everyone could take a look at such creations. Those owners who showed off their vehicles and who shared their well-maintained vehicles took home prizes, especially those who owned the best vehicles in each class.

John Johnson is the chairman for this year's car show. Of course, he was quite enthusiastic by the wonderful outcome of the event. And the income that they would be able to generate would be helping out those in need. He explains, "Our car show is our major fundraiser for the year along with being one of the signature public events in Redlands."

## Chapter 1: Classic Cars Focus

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**Forty years is a long time. Many have changed. Many have started out their own businesses and many other businesses have closed or run out of funds to run it.**

However, there are still others that remain strong and remain at the top. One of these is Edmunds.com, one of the most respected sources of information on used cars, new vehicles, and automotive information.

Edmunds.com is celebrating their fortieth year in the business and as part of the whole deal, they are out to make reviews on the vehicles and cars that took great significance during their forty years in the business. For Karl Brauer, "The automotive industry and its products are dramatically different than they were when our company was founded in 1966. This milestone gives us a chance to reflect on the highlights of days gone by."

Classic cars enthusiasts would surely be loving this. Primarily this is because when cars get out of style and when the cars are no longer in production, auto companies start to stop producing stuff for such models.

Good thing, there are still good sources of information and outdated parts and accessories like Oldsmobile restoration parts in the market. Companies like this make sure that old and classic vehicles are not entirely forgotten and these cars could still be alive and kicking.

There are many definitions as per what a classic car should be. However, one of the main things that make a car a classic is that it is one-of-a-kind and is not so common anymore.

Looking back and reading on classic cars is just like reliving the days when these cars were still roaming the streets and roads. It also gives a chance for the new generation to get to know the kind of cars and vehicles that used to own the highways in cities and countries.

## Chapter 2: 3 American Performance Cars

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**Bear with me as I step back in time to formulate what I believe are three terrific American built performance cars: the Ford Mustang, the Dodge Challenger, and the Chevrolet Camaro.**

Currently, only the Mustang is in production with the Challenger coming back by 2009. GM hasn't committed to building the Camaro just yet, but the company is likely to make a decision in favor of the car and its sibling, the Pontiac Firebird, by this summer.

So, what is it about American performance cars that set them apart from the rest? In one word: muscle. Read on as I compare and contrast these three vehicles and share with you my feeble attempts to explain the culture behind the cars.

So, you think I forgot the Chevy Corvette and Dodge Viper when talking about performance cars? No, I did not. Both models are performance cars as well as race cars. On the other hand, the Mustang, Challenger, and Camaro are mass produced performance cars with muscle. There is a difference in the way a typical race car handles, rides, and performs vs. a muscle car.

Typically, a muscle car was a coupe version of some of the larger cars that were pervasive on U.S. highways in the 1960s and 1970s. The Mustang and Camaro, however, were designed separately [although they both heavily borrowed parts from other models] and these "pony" cars were a category all to themselves.

For comparison's sake, they join the Dodge Challenger, a performance version of Mopar cars of its time. All three were compared by critics of that time and all three will once again be compared in a few years when production has been ramped up.

### **Ford Mustang**

Step back in time with me to April 1964 to an era when America was heavily involved in the space race, Lyndon Johnson was president, and General Motors ruled autodom. Ford, for its part, had been nipping at GM's heels for years, but the failed Edsels of the late 1950s had cost the company dearly.

Still, it was the time of the New York World's Fair and Ford used the fair and television technology to promote its newest offering, the Mustang. A 2+2 coupe borrowing parts from the Fairlane and Falcon, the 1964 ½ model was the first one sold and is widely credited with being the best introduction of a new vehicle ever.

With a V6 engine standard and V8 optional, the all new Mustang quickly broke sales records and has been a hot seller ever since. Indeed, with the introduction of the "retro" look Mustang in 2005, the car once again has spawned interest in the muscle car segment as both DaimlerChrysler and General Motors craft competing models of their own.

### **Dodge Challenger**

After the success of earlier muscle cars including the Dodge Charger and Plymouth 'Cuda, the Dodge Challenger was launched as a 1970 model. The car borrowed heavily from the 'Cuda although the sheet metal was somewhat different and the wheelbase was stretched by a couple of inches. Because the muscle car era was in decline at the time of its introduction, the Challenger lasted only five model years before it was cancelled.

The concept Challenger currently on display at many auto shows is based on the 1970 design and is the talk of message boards and blogs across the nation. Look for Hemi powered engines as being favored by many owners; the car is likely to share some technology with the current Magnum wagon and Charger sedan.

### **Chevrolet Camaro**

GM was asleep at the wheel when the Mustang came out. It took nearly three years before the company could respond and when it did the Camaro and Pontiac Firebird were the result. Although both cars sold well over the years, neither one could match the Mustang's sales levels and by the time the last cars were sold in 2002, production dropped to a trickle.

Still, the end of the Camaro after 35 years has stirred renewed interest in the name and thanks to the retro Mustang, the entire muscle car category is growing once again. Look for a 2010 Camaro to be the first Camaro since 2002; a ragtop version is also being considered.

So, just who can be expected to purchase a muscle car these days? People just like me: middle aged men who grew up with the original models. In addition, a whole new generation of younger drivers tired of the “me too” look of so many of the compact cars out there.

Muscle cars of today are so much different from earlier era cars as they incorporate the look of the originals while harnessing today’s technology. Thus, fuel savings will be decent without sacrificing performance: a true win-win situation.

No, I cannot wait to see a Mustang, Challenger, and Camaro lined up at a traffic light waiting for the light to turn green. A new muscle car era is upon us and for that I am very excited.



## Chapter 3: A Brief History Of Porsches

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**Ferdinand Porsche was an automobile engineer with more than a thousand patents to his name, and played an important role in the development of airplanes and the construction of tanks for the Wehrmacht as well.**

In the 1920s he was appointed chief engineer at Mercedes-Benz in Stuttgart and later set up his own engineering workshop. There he designed, among other things, the Volkswagen. He acted as chief of operations at the plant where the Volkswagen was made, Wolfsburg, and at the end of the war he was interned by the Allies.

He was released a few years later and immediately went to work building his first car with his son, Ferry Porsche. This car was named the Porsche 356, after Ferry, and was a sports car with styling reminiscent of the Volkswagen.

In fact, it had the same four-cylinder boxer engine, and wore it rear-mounted, just as the VW did. This meant that it was far from being a powerful sports car, boasting a mere 40 bhp and a maximum speed of 87 mph (140 km/h). Distinguished by its elegant and innovative body, the Porsche 356 was first produced as a convertible and then as a hard top.

Father and son developed it in the workshop of Erwin Komenda, a master of restrained streamlining who had been in charge of sheet metal and design techniques for Ferdinand Porsche since the VW Beetle. This new style of closed coupe designed by Komenda soon became the embodiment of the sports car, due in part to its "fastback".

Erwin Komenda and Ferdinand "Butzi" Porsche, the founder's grandson, continued this tradition with the 911.

The 911 became instantly recognizable: it had an attractive sloping bonnet reminiscent of the 356, what later became characterized as "frog eye" headlights, curves running from the top edge of the windscreen to the rear bumper, and a straight waistline.

From a functional and technical point of view it shared more in common with a BMW 1500, but it retained the distinctive stylistic features of the original

Porsche. The new 911 became the keystone of Porsche's identity, even though the design was not always fully appreciated. During the 1970's and 1980's, many Porsche designers attempted to distance Porsche from its legendary design and nearly brought the company to the edge of disaster.

The more modern 924 models, "a people's Porsche", developed with Volkswagen, as well as the 928 fell short fulfilling expectations, and failed to allow the company to branch out in new directions and styles.

However, in the 1990's the company seemed to realize that what some perceived as a stylistic straitjacket was in fact a market advantage. During this period Porsche embraced the timeless nature of classic styling to become highly profitable.

Nearly forty people now worked in the design department solely dedicated to further improvement of the long running 911. Such developments included the 911 GTI, put forward by the in-house designer Anthony R. Hatter as a powerful combination of sports and racing car.

In 1999, Porsche's chief designer proudly unveiled the new Boxster, enabling Porsche to establish a second independent range of successful models.

## Chapter 4: Antique Car Parts

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**Owning an antique car is a dream shared by many men and women. Cruising down the street in a classic car not only turns a few heads it makes you feel great knowing that you've invested in something of value.**

For many people they decide to restore the antique car they've purchased. They know that even though it involves a lot of time and work, the end result is well worth the effort.

One of the first things to consider if you are planning on taking on the restoration of an antique car as a hobby is where you'll go to find parts. Antique car parts can be difficult to find. You generally can't walk into your automotive supply store and request the part. Instead you have to do a bit of research to find out where the antique car parts you need can be purchased.

The first place to go to research antique car parts is the internet. Pull up a search page and type in the phrase "antique car parts" followed by your city. With any luck several results will pop up that will give you a resource locally.

If the results of the search aren't as favorable you can begin to research online stores that specialize in antique car parts.

There are several companies who work with their customers to find the antique car parts they need. They are much like a locator service. You request a part and they put the leg work in to find out where the part can be purchased from. You then pay them a finder's fee and purchase the particular antique car part from the source they quoted.

There are also companies whose focus is strictly in antique car parts. They compile a vast collection of varied parts and offer them to their customers through their website or store front. There will be additional charges for shipping but if you've been having trouble locating a specific part this can be a welcomed resource.

Another source for finding antique car parts is your local newspapers. Sometimes collectors decide to sell off certain parts. You simply peruse the

listings and contact the seller asking about the condition of the antique car part you are searching for and the price. Quite often they are excited to help you with your project and will offer you a reasonable price for the required part.

Sometimes you can find a treasure in an unexpected place. Auto wreckers often have antique cars in their lots. These are cars that were not restored and they reached such a debilitated condition that they are now being used strictly for parts.

Some auto wreckers keep a very close inventory on what is on their property. In this case you'll simply need to call them and inquire about the part citing the type of antique car you have and what you need. They'll search their computer database and be able to tell you whether or not they can supply you that antique car part.

Other auto wreckers prefer their customers to come to their location and look over the vehicles themselves. You'll want to take a few tools with you just in case you do locate the part you are searching for. The majority of auto wrecking operations require the customer remove the desired part themselves.

Although it can be tricky to find the antique car parts you need, with a little research you should get what you need to completely restore the vehicle.

## Chapter 5: Classic Cars That Last

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**The term Antique Classics is used in reference to old cars. According to Antique Automobile Club of America, an antique car is generally defined as a car over 25 years of age.**

However, the exact legal definition for the purpose of antique vehicle registration varies widely from State to State.

With about 12 years being the normal design life of modern cars, 25 years is about double and therefore a car that's reached 25 is a rare survivor, and probably not economic to maintain as regular transportation.

The term Classic Car is often used synonymously with the term Antique car, but the formal definition of that term is restricted to specific high-quality vehicles from the pre-World War II era which began with the Great Depression in 1930 and ended with the recovery after World War II in 1948.

The Classic Car Club of America (CCCA) defines the term Classic as a "fine" or "distinctive" automobile, either American or foreign built, produced between 1925 and 1948. A Classic was high-priced when it was introduced and was built in very limited quantities. Although, by 1930's most of the manufacturing technologies had already been invented, certain factors like including engine displacement, custom coachwork and luxury accessories, such as power brakes, power clutch, and automatic lubrication systems, help determine whether a car can be considered a Classic.

### **Some exemplary pre-war Antique Classics are:**

1. 1934–1940 Bugatti Type 57. The Type 57SC has become the singular classic car.
2. 1934 Citroën Traction Avant. Has the distinction of being the first mass-produced front-wheel drive car?
3. 1936 MG T series, a sports car meant especially for American soldiers fighting in the war.

4. 1938 Volkswagen Beetle, the most-famous automobile of all times. It was a pre-war design that continues to exist even in the present times.

The CCCA Club keeps a thorough list of the vehicles they consider Classics, and while any member may petition for a vehicle to join the list, such applications are carefully scrutinized and very rarely is a new vehicle type admitted.

They also acknowledge the fact that their rather exclusive definition of a classic car is by no means universally followed and hence they generally use terms such as "CCCA Classic" or the trademarked "Full Classic" to avoid confusion.

After 1930 the number of auto manufacturers came down sharply, as the industry consolidated, and developed after the war more advances in engine design were made, like the compression V8 engines and modern bodies from General Motors, Oldsmobile and Cadillac brands.

## Chapter 6: Classic Cars: How to Choose the Perfect Color

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**Classic cars, are usually prized possessions of their owners. After all of mechanical work has been done to restore them to perfect working conditions, painting is usually the last step in the process.**

Just because it's the last step, however, does not mean that it's the least important step. In fact, the painting of antique cars is quite possibly the most important undertaking of the restoration process. For, it is what gets noticed first.

Following are some handy tips to following when painting prized possessions like classic cars.

### **3 Ideas for Choosing the Perfect Color for Your Antique Car**

This is a personal choice but should be done with care, especially if you have restored your antique car for the purpose of selling it. Just like choosing paint colors for your home, there are some definite do's and don'ts.

Choose mainstream car colors: Black, red, white, navy blue, cream, gray, etc. These are considered traditional colors that never go out of style. They're not trendy and are unlikely to turn off buyers like, for instance, lime green.

If you're having a hard time deciding on a color, try one of the following to get some ideas:

**1: Go with the original color of the car:** This is an easy option that is "saleable" as well. For example, your ad could read, "Lovingly restored antique car, right down to the original color." Classic car buyers tend to like vehicles that have as much of the original look and feel of the car as possible, including the color.

**2: Peruse classic car magazines:** Again, just like home décor magazines, these provide a multitude of color ideas - quite possibly colors you never would have considered.

**3: Ask other classic car enthusiasts:** It's always a good idea to get broad a range of opinion from those who share the antique car passion.

You can employ one or all of these tactics. While paint is not permanent, it's not something you want to make a mistake on simply because it can be changed. Getting the color right the first time means you can sell - or start to enjoy - the car that much sooner.

The above color-choosing ideas are meant for those who wish to sell an antique car. If the car is for your personal use, then choose whatever your heart desires.

### **Classic Cars: How to Choose a Professional Paint Shop**

Now that you've spent time choosing the perfect color, it's time to choose someone to do the job. Following is some advice on choosing the right shop.

Make sure that the paint shops you choose has been in business for a while. This is important because it means they will have all of the necessary tools and equipment to get the job done right.

Antique cars are prized possessions that owners want to protect from dust, grime, rust, wear and tear. A reputable paint shop will be able to give you information on the different types of paint finishes you can use to protect against all of this.



## Chapter 7: Helpful Car Buying Tips

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**Purchasing a vehicle is a stressful chore for many people. Ask the average person what they dread most and they will tell you that “price haggling” is the worst aspect of negotiating a price.**

Few people come away from the deal believing that they got a fair shake; a significant minority will admit that they got ripped off if you press the issue with them.

Besides shopping at a “no haggle” dealer – Saturn, for example – how can you avoid an unpleasant experience? Better put, can you? Let’s take a look at some ways you can gain better control over the car buying experience so that you can save yourself some time, money, and a whole lot of aggravation.

### **Stay Away From The Hot Sellers**

Many Japanese brands are sold at full price and bargains are hard to come by. Still, if you do a little bit of research you should be able to shave several hundred dollars off of the sticker price or secure a very low loan rate should you choose to finance your vehicle. If your dealer doesn’t want to deal with you, go to another Toyota, Honda, Nissan, etc. dealer to find a better deal.

### **Buy A Left Over**

On the other hand, not all cars are hot sellers and many models do not sell out when the model year ends. If there is a particular car that you want, you should be able to realize significant savings off of the sticker price. Don’t be “wowed” by an already reduced price touted by the dealership. Likely, they are getting a secret rebate from the manufacturer; learn what that rebate is and get as much of it as you can.

Remember: you are already buying a car that is a year old. If it is a discontinued model or the latest version of that model is significantly changed, you have additional leverage.

## **Arrange Your Own Financing**

When purchasing a car, negotiate the lowest possible price before financing is discussed. If you come into the negotiation with your financing already covered, then you have additional leverage. If you are paying cash for the vehicle, demand an even greater discount.

## **Go In Equipped**

Consumer Reports will sell to you a print out of exactly how much a car should sell for. Purchase a report on the model you want to find out what the dealer likely paid for your car. The price you pay should be much closer to that amount than to the sticker price.

## **Buy Through A Car Club**

Car clubs, including those through warehouse clubs such as BJ's, can be an alternative way to buying a car at a discounted rate without paying full price. Each club has their own way operating, but in all cases, you should be able to pay less and leave the haggling out of the equation.

If you are the type of person who enjoys haggling, then your experience is not likely to be as bad. You know how to play the game and winning for you is simply securing the lowest possible price. For everyone else, a little outside help can save you money.

Do not let your emotions tell you, "I must have this car," or you are likely to pay much more than you should. Remember: dealer sob stories are just that; if they can't figure out a way to make money off of a sale, then they shouldn't be in business.

## Chapter 8: How To Transport Your Classic Car

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**Classic car transport is a large branch of car transport; it is a specialized field that includes car transport companies that are dedicated to the transport of antique and vintage cars.**

Most trailers used for the safe and efficient transport of classic cars are specially designed for smooth travel and protection from road and weather.

Classic car transport companies usually employ only professional drivers who are experienced handlers of antique and exotic cars. Some popular trailer options for secure classic car transport are: six-car enclosed trailers, four-car enclosed trailers, and two-car non-stacking enclosed trailers.

Most auto transporters of classic vehicles will offer delivery from door-to-door or delivery to the customer. Most classic car transport companies will accept non-running vehicles.

When you are searching for a classic car transport company, ask if classic and vintage vehicle transport is their main activity or a sideline of another business.

In addition, find out if they contract out transport to third parties. Make sure when you are investigating car transport companies that classic vehicles are their main focus. To safeguard your interests, also make sure they carry the best insurance coverage available.

Many classic car transport companies will design an itinerary exclusive to you, this allows for greater flexibility on times of pick-up and delivery.

Additionally, in-transit contact between office and drivers through cell phones is a service that most classic car transport companies will provide as part of the basic transport service. Winching is also available at a modest fee.

Many classic car transport companies offer worldwide vehicle transportation solutions to individuals. These classic car transport companies specialize in

reliable, proficient service with frequent departures from major U.S. ports. Normally you will be assigned a very experienced customer service representative to insure the safe convey of your car.

Classic car transport companies use various methods to move your car long distances, such as flatbed truck, enclosed single trailer and enclosed rail service. Your car will probably travel flat without being tied down by chains.

Easy and safe loading on custom built covered trailers with full lift gates is usually a standard and most classic car transport companies have tie-down systems that provide security without harming your vehicle. Airtight sanitary environments and full air equipment for smooth travel are other popular available options.

Custom equipment designed to meet your needs is often available upon request.

It should not be difficult to find a classic car transport facility with a professional crew of mechanics and maintenance people who maintain an exceptional fleet of opened and enclosed transports to fit your needs and budget. Just knowing the basic facts about classic car transport will make finding the best company a sure success.

## Chapter 9: The History of Hubcaps

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**Now wait a minute... are they called hubcaps or wheel covers? Is there a difference between the two? And while we're at it, why did they start using hubcaps to begin with?**

These and similar questions have baffled the great minds of the world for many years. So, to get to the bottom of these questions, it's best to examine the long, tortuous and yes, actually interesting history of the automobile hubcap.

Car enthusiasts have had a running love affair with hubcaps for decades. Some say that the art deco styling of the famous Chrysler Building in New York is a tribute to the hubcap. But, how did hubcaps come about in the first place? Well, originally there was a functional necessity for the cap. See at first, autos were made with wooden spokes like a buggy or wagon wheel.

The wooden spokes connected the outer steel rim to the center hub which contained the wheel bearing. The wheel bearing was packed with grease. Something was needed to cover the center hub which could keep the dust out and the grease in. What was needed was a "hub" "cap."

Some people today actually spell it hub cap rather than the technically correct spelling of hubcap. So, this hub cap (which could have also been called a dust cover) came into existence strictly for functional reasons, but it was a small center cap designed to go over the center hub leaving the wooden spokes exposed.

Unfortunately, the wooden spoke wheels were not long for this world. Although they were varnished and sometimes even decorated with pin-striping when new, they would soon begin to age and crack and look pretty lousy. You could always hear from a distance a car with aging wooden spoke wheels creaking down the road.

In the late twenties and early thirties, steel wire-spoke wheels began to replace the wooden spoke wheels. These also required the center cap over the hub, which still left the steel welded wire spokes exposed. By the thirties, function gave way to style and decoration. The hubcaps became larger and stamped with the auto manufacturer's name in brass or stainless

steel and were utilized as a decorative design feature, but still covered only the hub. The wire-spoke wheels were a problem because they were hard to keep clean and made an annoying wind noise as the cars would go down the street.

In 1934, Cadillac fitted its new model with a stainless-steel disc which was held in place by the screw-on center hubcap which fit over the top of the disc. The disc actually covered most of the wheel, covering up the wire-spokes completely. This new styling feature gave the wheel a luxurious streamlined look.

So where does the term "wheel covers" come in? In 1938, Cadillac began using pressed steel wheels similar to what is used today. They covered the wheels with luxurious full-sized hubcaps...or "wheel covers." So, the term wheel cover was born, but for some reason the term hubcap has never yielded its top position as the most commonly used term for that thing-a-ma-jig that covers up the wheel of a car.

The important thing is that Cadillac made the full-sized wheel cover the symbol of luxury and class. Soon, hot rodders began to seek out the old Cadillac wheel covers for their 1930-1950's custom rods. Probably the most classic Cadillac hubcap was the heavy, brilliantly chromed 1950-wheel cover nicknamed the "Sombrero" because its profile resembled a sombrero hat. Cadillac owners soon began to realize that their hubcaps were very much in demand.

They would usually figure this out when they would go to get in their car and happen to notice that they no longer had any hubcaps...ouch; another victim of "hub capping" (hubcap stealing) which was the sad state of affairs in the forties and fifties.

You've probably heard the term Moon (or racing disc) hubcap which became popular in the fifties. Interestingly enough, the first spun aluminum Moon wheel cover was not invented in the fifties. Bob Ruff, the fastest man alive in 1940, used spun aluminum hubcaps from, of all things, a WWI Jenny war plane to help streamline his 140 mph record breaking speed machine at the Bonneville Salt Flats.

Early drag racers used to soup up their cars and on weekends drive them to the drags. Drag racing soon became as American as apple pie. As cars got faster, some safety issues arose. The hubcaps had a nasty habit of flying off

and giving unprepared spectators a new part in their hair. New rules were instated that required drag racers to remove their hubcaps before racing, for safety reasons and also for proper inspection of the wheels. Racers began just leaving their hubcaps off after the drags and driving around town like that. Soon, seeing a car with no hubcaps came to mean "drag racer."

Drag racers began painting their wheels and decorating them with chrome lug nuts and chrome dust covers (center caps). Some believe this led to chrome wheels followed by the "mag" (magnesium) and aluminum wheels which became very popular in the sixties.

Finally, in the 1970's auto manufacturers began fitting their new vehicles with ABS plastic hubcaps. These wheel covers look like chrome or brushed aluminum caps. By the 1980's, ABS plastic wheel covers virtually replaced the use of steel hubcaps by auto manufacturers. Although plastic might sound cheap or flimsy, the fact is, ABS plastic is rugged and durable and most importantly, it is light.

The lighter the hubcap, the less likely that it will fly off. Now, you need to know that some plastic wheel covers made by auto manufacturers are not that great at all; they fly off too easily. Being sturdy, rugged and light alone is not enough. The wheel cover needs to have a good solid retention system. The best is an all steel 360-degree retention ring that can really grip the steel wheel and help the hubcap stay on the wheel.

Now that you have become an expert on the world history of hubcaps, you can dazzle all of your friends at the next party with your amazing knowledge of the mysterious hubcap. Well, maybe not dazzle them...maybe more like not completely bore them to death. Hopefully, you enjoyed the overview and actually learned something along the way.