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THE CARS & TRUCKS
COLLECTION

WILLIAM NICOLosi

Introduction

My interest in automobiles goes back many years, when my dad worked in an auto dealer in New York City, and I would visit him. When I was a senior in high school I would accompany my sister's boyfriend and some of his friends to drag strips around the area. They were really into cars, repairing and restoring them. After graduating high school, I too went to work for the same dealer in New York City, updating a parts inventory system & special ordering new cars. I soon bought a used car and worked on it when time permitted. I enjoyed taking care of it and learning how it worked. Several years later I worked for a dealer in Hackensack as a Parts Counterman.

I don't remember my first car show, but in the past 10 years I have been to many. Having owned several old cars (I wish I still had a couple of them now) I find it really interesting going to car shows and talking to the car owners who are very proud of the work they have put into their cars and discussing some of the awards they have won. There is also a very nostalgic feeling to see the cars from the past, still looking good today.

Car shows are very tough for a photographer if you are looking to get a picture of a full car from different angles and at the same time have a pleasing background. I have been given several opportunities to have a car staged for me so I am able to photograph it properly.

I have included some information about each car or part of a car and some name plates & hood ornaments.

I hope you enjoy looking through this book and feeling as good as I did when I took the pictures.

Bill Nicolosi



1939 American Bantam Roadster

The automobile was designed in the hopes of creating a market for small-car enthusiasts in the United States. The bodies were designed by Alexis de Sakhnoffsky and made by the Hayes Body Company of Detroit. Despite a wide range of Bantam body styles, ranging from light trucks to woodie station wagons, only about 6,000 Bantams of all types were produced.

The 1938 model was the inspiration for Donald Duck's car which was first seen in Don Donald (1937).



1949 Chevrolet Fleetline

In 1949, Chevrolet presented its first "all new" model since the end of World War II. A lower, sleeker profile, with the lines of the front fenders smoothly blending into the doors to be countered by the rear fenders that continued to "bulge" out of the sides of the car. A two-piece curved windshield was also added to improve vision and add to the overall sleek look.



1953 Chevrolet
Corvette

The first generation Corvette was introduced late in the 1953 model year. This generation was often referred to as the solid-axle models (the independent rear suspension was not introduced until the second generation). 300 hand-built polo white Corvette convertibles were produced for the 1953 model year.



1960 Chevrolet Impala

The 1960 Impala models reinstated three round taillights on each side, and a white band running along the rear fenders. New to the options list was speed and cruise control.



1968 Chevrolet Nova

The 1968 Chevy Nova was to be the first of the 3rd generation Novas. In 1968 the wagon and sports coupe were discontinued and the styling of the Nova was updated yet again. The Nova began to resemble more popular Chevrolet models such as the Chevelle and Camaro.



2008 Chevrolet Corvette

The 2008 Chevrolet Corvette is the sixth generation of the Corvette sports car available as a 2-door, 2-seat coupe powered by a 6.2L, 8-cylinder engine mated to a manual transmission. It was produced by Chevrolet division of General Motors for the 2005 to 2013 model years. It is the first Corvette with exposed headlamps since the 1962 model.

2010 Chevrolet Camaro

The Camaro received a complete redesign and new platform in 2009 for the 2010 model year and fifth generation. Based on the 2006 Camaro Concept and 2007 Camaro Convertible Concept, the development of the Zeta architecture and because of its position as the GM global center of RWD development, GM Holden in Australia led the final design, engineering, and development of the Camaro. Production of the coupé began on March 16, 2009, in LS, LT, and SS trim levels





1936 Chrysler Royal

The Chrysler Royal is a full-size car that was produced by Chrysler. The Royal name first appeared in 1933 as the model name for the CT series. Features included sweeping fenders, rear suicide doors, dual windshield wipers, dual taillights and dual chrome trumpet horns



1949 Chrysler Town & Country Convertible

The 1949 Town & Country 2-door convertible, with wood trim on the sides and trunk, was in its last model year of production, which was the only Chrysler Town & Country offering during the 1949 model year after a four-model-year production run. After the woodies were discontinued, the Town & Country name was immediately transferred to a steel-bodied full-size rear wheel drive station wagon, coinciding with the debut of the company's first V8 engine (then called FireDome, but later dubbed HEMI).



1937 Cord Model 812

Cord was the brand name of an American luxury automobile company from Connersville, Indiana, manufactured by the Auburn Automobile Company from 1929 to 1932 and again in 1936 and 1937.

The Cord Corporation was founded and run by E. L. Cord as a holding company for his many transportation interests, including Auburn. Cord was noted for its innovative technology and streamlined designs, which included front-wheel drive on the L-29 and hidden headlamps on the 810 and 812. The Model 810/812 are probably the best-known of the company's products. Styled by Gordon M. Buehrig, they featured front-wheel drive and independent front suspension.



1971 Dodge Challenger

Introduced in fall 1969 for the 1970 model year, the Challenger was one of two Chrysler E-body cars. Exterior design was penned by Carl Cameron, who was also responsible for the exterior designs of the 1966 Dodge Charger. Cameron based the 1970 Challenger grille on an older sketch of a stillborn 1966 Charger prototype that was to have a turbine engine. For the 1971 model year the Challenger Coupe became the entry-level model, with either a six or V8 engine.

1937 Ford Truck

The 1937 Ford featured a more rounded look with fine horizontal bars in the convex front and hood-side grilles. The front grille was V-shaped, rather than following the fenders into a pentagon shape, as on the 1936 model. Faired-in headlights were a major modernization found on both the Standard and DeLuxe trim versions, though much of the rest of the design was shared between Ford's two lines.





1949 Ford Deluxe

Was the first all-new automobile design introduced by the Big Three after World War II, civilian production having been suspended during the war, and the 1946-1948 models from Ford, GM, and Chrysler being updates of their pre-war models. Popularly called the "Shoobox Ford" for its slab-sided, "pontoon" design, the 1949 Ford is credited both with saving Ford and ushering in modern streamlined car design with changes such as integrated fenders and more. This design would continue through the 1951 model year, with an updated design offered in 1952.



1955 Ford Fairlane

The American Ford line of cars gained a new body style for 1955, although similar to the 1952 Ford underneath. The Fairlane replaced the Crestline. A new Crown Victoria-style featured a chrome "basket handle" across the roof, a styling feature to visually separate the front of the passenger compartment from the rear. It was offered with a transparent "skylighted" top. For the first time, Ford offered seat belts as a dealer option. Also new for 1955 was Ford's first factory installed air conditioner



1961 Ford Starliner

The Ford Starliner was the fastback version of the flagship Galaxie line of full-size Fords in 1960 and 1961. In 1961 the Starliner hardtop and Sunliner convertible became part of the Galaxie Series. Characterized by their thin roof pillars, fastback styling and slippery aerodynamics, they symbolized the 1960s jet age design.





1963 Ford Thunderbird (Above)



1964 Ford Thunderbird

The Thunderbird was restyled in favor of a more squared-off appearance, which was mostly evident when viewing the car from the side or rear. Hinting at its roots in the previous generation of Thunderbird that it evolved from, the new model retained a similar grille design with quad headlights

The image shows the 'Henry J' logo in a white, cursive script font, centered on a dark, rectangular background.

1950-1954 Henry J

Henry J was designed to carry the fewest possible components, and built from the fewest parts. To save body stamping costs, early Henry Js did not have rear trunk lids; owners had to access the trunk by folding down the rear seat. Another cost-saving measure was to offer the car only as a two-door sedan with fixed rear windows. Also lacking in the basic version were glove compartment, armrests, passenger-side inside sun visor and flow-through ventilation. The engines were supplied by Willys-Overland; In 1952, Kaiser began selling rebadged Henry J's through Sears, under the nameplate of Allstate, which were nearly identical to Henry J's but they carried a unique grille, hood ornament, hubcaps, identification badges and interior trim, Allstate-brand tires and batteries. After two years of disappointing sales, Sears dropped the car.



1954 Kaiser Darrin

Essentially a revamp of Kaiser's Henry J compact, the Kaiser Darrin was one of its designer's final achievements and was noted for being the first American car equipped with a fiberglass body and doors that slid on tracks into the front fender wells. The car was named both for Henry J. Kaiser, head of Kaiser Motors, and Howard "Dutch" Darrin who designed the car, built by Kaiser Motors for the 1954 model year.



2017 Lamorghini Huracan

The Huracán's name (huracán being the Spanish word for hurricane) is inspired by a Spanish fighting bull. Names from historical Spanish fighting bulls has been the traditional naming scheme of most Lamborghini car models. Huracán was a bull known for its courage that fought in 1879. The Huracán maintains the 5.2-litre naturally aspirated Audi/Lamborghini V10 engine from the Gallardo, tuned to generate a maximum power output of 449 kW (602 hp; 610 PS).

To ensure its balance and performance, the car is mid-engined. The engine has both direct fuel injection and multi-point fuel injection. It combines the benefits of both of these systems; it is the first time this combination is used in a V10 engine. To increase its efficiency, the Huracán's engine also includes a start-stop system.



1966 Morgan +4

The Morgan Plus 4 (or +4) is an automobile that was produced by the Morgan Motor Company. It is a more powerful and, in the case of the earlier cars, slightly longer version of the company's previous 4/4 model. Plus 4 production ran from 1950 to 1969.

1917 Standard

The Standard Steel Car Company (SSC) was a manufacturer of railroad rolling stock in the United States between 1902 and 1934.

Established in 1902 in Butler, Pennsylvania by John M. Hansen and "Diamond Jim" Brady, the company quickly became one of the largest builders of steel cars in the United States.

Hansen's car building philosophy was the opposite of Pressed Steel Car founder Charles T. Schoen's. Schoen believed that each part of a car should be cut and shaped (pressed) from sheet steel to minimize weight and the need for assemblies of small parts while maximizing strength.

The custom stamping dies and assemblies needed for this work were expensive and uneconomical in small quantities. Hansen preferred to use standard steel shapes that were already widely available from the steel mills at economical cost.



HOOD ORNAMENTS & BADGES



1928-31 Boyce Hood Radiator Cap

The Boyce MotoMeter was patented in 1912, and was used in automobiles to read the temperature of the radiator. From then through the late 1920s, the Boyce MotoMeter Company in Long Island City, New York, founded in 1912 by the German immigrant Hermann Schlaich, manufactured a variety of different models which varied in size and design.

The non-pressurized Thermosiphon cooling systems that were widely used until the 1920s led to a low boiling point. The Boyce MotoMeter was a simple and innovative device. For the first time, drivers had information about the engine temperature while operating the car. Sometimes, however, it failed to warn drivers about engine overheating in time to prevent damage.



Chrysler

Jaguar





1955 Pontiac Chieftain



The Pontiac Chieftain is an automobile by Pontiac from 1949 to 1958. The cars featured a lighted Indian-head hood ornament through 1955, when it was replaced by a flying V design. The traditional appearance five-chrome strips running down the hood and trunk were updated with a twin-stripe design.

*Triumph TR3 Badge
Mounted on front of hood.*

INTERIORS & MIRRORS

1953 Corvette



1959 Chrysler New Yorker



1966 Mustang





1956 Packard Caribbean



1964 Ford Thunderbird

PREVIEW