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Girls lowrider bike

Cycling is a great way to go outdoors, whether on a bike ride by road or by bike in the mountains. Learn more about cycling on the cycling channel. When most people think about customizing a car, they think about improving the performance of the car. Cars with extra large engines filled under the hood, trucks with a lifted suspension to better crawl over rocks and massive superchargers are common in most car shows. But there's a special brand of customization that has nothing to do with making the car go faster. When it comes to this type of customization, it's about making it short and soft (low and slow). Lowriders are a type of car customization where the goal of customization is not higher performance. Instead, lowriders try to make their cars as stylish, elegant and sexy as possible, usually drastically lowering the car's suspension, adding bodywork like fender skirts, lowering the roof line and applying an eye-catching coat of paint. Inside, lowriders have to do with comfort, plush seats and sound systems. Lowrider's advertising style evolved from Chican culture in California in the 1930s. At that time, immigrants began buying and customizing older cars, usually Chevrolets. Seeking to differentiate themselves from the dominant hot bar culture of the time, the first lowriders (who called themselves patchoques), did not customize their cars for the nights in the drag strip. Instead, they wanted cars that would look good and feel comfortable while navigating the streets, hoping to meet girls. From that need to impress girls has grown a durable custom car style that has even influenced some production cars. To learn more about the lowrider style, check out these 10 large lowriders. Chevrolets content were the original car of choice for lowriders for some reasons. First, in the 1930s and 1940s, the Chevrolets were less expensive than many other cars (including the Fords), making them available to more Than Mexican immigrants who were launching lowrider culture. Second, many lowriders preferred the look of Chevys, and in 1939, according to many patchoques, Chevy had a winning design. The 1939 Chevy has a sweetly inclined rear end, clean grille, prominent and aggressive fender flares - exactly what many lowriders were looking for. Finally, Chevy suspensions were easy to modify, giving cars the posture the lowriders were looking for. Few of the Original 1939 Chevy lowriders survive today, but a modern example of the style is Joel Garcia's 1939 Ford Master Deluxe, which was featured in Lowrider Magazine. Joel calls the car Precious, which means beautiful, and it's not hard to see why. One feature Joel added to the '39 Chevy that the original patchoes didn't have are airbags. No, it's not the type of airbags designed for occupant safety - these airbags are part of the suspension and are used to get the car up and down with the touch of a This is a 1939 Chevy that has come a long way since pachucos lowered their cars by putting sandbags on the back. I announced well, so we said that the original lowriders tended to prefer Chevys over Fords, but there were still (and are) some great Lowriders Ford out there. In addition to being more expensive than the Chevrolets in the 1930s and 1940s, Fords were often overlooked for lowriding due to the shape of their bumpers. While Chevy bumpers were relatively flat, Ford bumpers had a lump in the middle. When the car was lowered, the lump would drag the ground. So if a patcho wanted to lower a Ford, he usually had to change the bumpers - something that was not only expensive, but also required the extra work of finding only the right replacement bumpers. In 1941, however, Ford bumpers did not have a lump in the middle. In addition, several other factors combined to make Fords more affordable. In 1942, automotive production in the United States closed to aid the war effort. After the war ended, American soldiers returned home with extra money in their pockets, and wanted to spend it on new cars. This not only revolutionized the U.S. auto industry, but also flooded the used car market with 1941 models, which lowered prices. Announcement A modern example of a 1941 lowrider is Joe Moran's 1941 Ford Custom. With pearl paint, a posture in the dirt and even the original crank (which will be used when the car battery was dead), it's easy to see the payout for lowriders who ventured into Ford's territory. Of course, lowriders aren't limited to just Fords and Chevys, even when the style started to become more mainstream. With ingenuity and sense of style, any car can become a lowrider. And over time, the lowriders began to deceive classic cars. In the 1970s and 1980s, classics from the 1950s became a popular downtrend. The 1950 Mercury Eight is known as a low-race car mainly because well-known lowrider Steve Gonzales showed his around Southern California. The 1950 Mercury Eight makes a smooth lowrider, thanks to wheel flashes ranging from the car's front fenders to the doors, creating an elegant and somewhat fast profile. Announcement The Mercury Eight grille is not as prominent as some other lowriders of the 40s and 50s, but it is quite intricate, so when it is completely chromed and polished, it makes quite a statement. Inside, the Mercury Eight has a large and luxurious interior, which is perfect for lowriders looking to add fabrics to create luxurious interiors for cruise ships. You just can't talk about lowriders without mentioning the Chevy Impala. The Impala has been in production since 1958 (although there was about a 10-year break in the late 1980s and early 1990s). Because the Impala was a popular car in the 1950s, 60s and 70s, there's still plenty available for customization, and the Impala Impala 1960s models) is seen by some as the lowrider par excellence. In contrast to the curvilinear lowriders of the 40s and 50s, the Impala is relatively angular and square. The Impala came as a coupe and a convertible, allowing more individuality among the lowriders as there were more body styles to choose from. Moreover, since lowriding is mainly concentrated in Southern California and the southwestern United States, who wouldn't want a tight convertible to navigate? Advertising Typically, lowriders will leave the Impala sheet alone, choosing instead to show the lines of the car using bright colors and lots of metal or pearl paint. More effort is made in suspension. The Impala is a crashed car, so it is a good candidate to dance, that's where the suspension is equipped with airbags or a hydraulic system that allows the car to jump and jump off the ground. For lowriders who like the Aspect of the Impala, but want something a little different, maybe a little more exclusive, is the Riviera Buick. The Riviera first gained notoriety for the fact that it was lighter than most Buicks, but had the same amount of power. That made him an excellent performer - although that's not exactly what most lowriders were looking for. The Buick Riviera was marketed as a luxury car, and that made it attractive as a status symbol for lowriders sailing the strip. While the first generations of the Riviera were quite conventional, Rivieras in the 1970s had a boat tail, combining angled rear glass and a sloping lump of sheet metal (which looks like the bottom of a ship) at an elegant and distinctive rear end. Advertising The Riviera already had a fairly soft interior, so all the lowriders had to do was add some style through custom sound systems, fabrics and other stylistic touches. Of course, cars aren't the only type of vehicles that modify lowriders - lowrider trucks are also popular -- especially Chevy trucks of the 1950s. A custom suspension on a truck is not inaudible. But while most custom truck suspensions lift the truck, lowriders, of course, want the body of the truck lower. This makes the truck quite useless for what was originally built for: sturdy outdoor work. However, it provides a completely new area for customization. Since the truck will no longer be used for work, the truck bed becomes available real estate. Lowrider ads trucks typically have beds with muted style. Instead of sturdy stalinizers, beds have polished wood and chrome floors or a bed full of subwoofers and other speakers. Many lowriders keep their trucks looking smooth by adding a barrel cover over the bed, giving the truck a finished look. Because 1950s trucks typically had small, work-oriented interiors, custom lowrider trucks cannot have interiors as luxurious as other lowriders. Still, truck owners often deceive their interior with vibrant vibrant And it ends. Outside, a layer of shiny paint, something that wouldn't fit entirely on the farm - is the preferred finish in most lowrider trucks. While 1950s lowrider trucks can be short on indoor amenities, Lincoln Continental lowriders have plenty of luxury. If a lowrider really wants to show the world what it has, the car of choice is the Lincoln Continental, especially models of the third and fourth generation of the car, which ran through the 1960s and 1970s. Announcement The first thing that catches your eye about Lincoln Continental is its size. This is a gigantic car. At the front of the Lincoln is a vertical grille pugnacious, which most lowriders line in glossy chrome. Returning from the grill is a stretched hood, then a huge passenger compartment with four doors (the rear doors open to the rear), but without medium pillar. The back cover is also extremely long, long enough to make you think the Continental would be a great choice for mobsters. Lowriders like the Continental because its huge size makes an immediate statement, and its interior is spacious and comfortable enough for extended cruise ships. When the Continental comes down, it looks even longer. The only adornment on the body tends to be the car grille, which means the bliny tires stand out. Given the size of the Continental, some lowriders chose to go with more dim paint colors and add interest across the stripe, while others go with wild colors by lowriders are known, making sure their Continental creates an immediate impact on everyone who sees it. Lowriders not only modify classic cars from the 1950s and 1960s. The most modern cars also receive the treatment. A popular lowrider model is the second generation Buick Regal. That generation lasted almost 10 years, from 1978 to 1987. That gives customizers plenty of cheap cars to work with, plus plenty of spare parts available. Announcement While the lowriders of the 40s and 50s are round, and the lowriders of the 1960s tend to be angular, the Buick Regal is a coupe with a flat, square body. It does not have the sharp blooms of the Impala or acres of chrome. Instead, the Regal is a blank canvas to showcase market pieces of accessories such as vibrant and eye-catching wheels. Since the car is so discreet, accessories can talk. With the Regal, most lowriders add eye-catching custom tires, and some even go so far as to add a little bling to the engine, covering it in chrome or even gold-plated parts from it. And while the Regal has an elegant profile because it's a there's still plenty of room inside, so lowriders often add crushed velvet or velvet seats and a powerful stereo, of course. Adding even more style to the Regal is a continental kit, which places the spare tire on the back of the car, just above the bumper. That spare tire usually gets the full personalized treatment and ends up sitting a jewel in the back of the car. The Chevrolet Monte Carlo is another car from the 70s and 80s that is popular with lowriders. It is related to the Buick Regal, but some lowriders prefer it, and a Monte Carlo can usually be found for less money than a Regal, too. The interior of Monte Carlo also helps to differentiate it from the Regal. The fourth generation of Monte Carlo (which operated from 1981 to 1988), featured a softened body with more integrated bumpers. That made it easier for lowriders to make it look like the car was carved from a single piece of metal, an aspect that many prefer. In addition, the Monte Carlo had the same empty canvas look as the Buick Regal, allowing lowriders to highlight their custom wheels. Advertising Finally, monte Carlo's name evokes images of glamour, intrigue and, of course, gambling. Many lowriders used these images to develop the theme for their custom Monte Carlo lowrider, using prick stripes, custom fabric and wheels to bring the theme to life. Not all lowriders are classic American metal. And as lowriders became conventional, they also became popular in other countries, including Japan. So it makes perfect sense that Toyota, one of Japan's leading automakers, would like to celebrate 50 years in the United States with an anniversary edition of Toyota Camry lowrider. To do so, Toyota had Lowrider Magazine completely customize the car, adding bright orange paint, a two-tone interior and, of course, a low suspension. Japanese cars and other import cars are slowly gaining ground in low-distance circles. While most Japanese cars are modified for performance, lowering an import means adding a lot of sound equipment and converting the interior of a basic transport car to that of a luxury cruise machine. In addition to custom upholstery, Japanese lowriders also often have custom seats and dashes along with a couple of key features that can't be left out of any lowriders: eye-catching wheels and a dirt posture. For more information about lowriders and other related topics, follow the links on the next page. Restoring the car is a great way to have your dream car, but there is work and costs involved. Read about car restoration in this article to get started. Lowrider MagazineLayitLow.comLowrider.com DeLoach, Dick. Golden Deck. Lowrider Magazine. (November 5, 2009) Edgar. Tight Grip: 1965 Buick Riviera. Lowrider Magazine. (November 5, magazine . 1939 Chevrolet Master Deluxe: Beautiful. (November 5, 2009) magazine . 1987 Chevrolet Monte Carlo: Unknown. (November 5, 2009) Magazine. 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