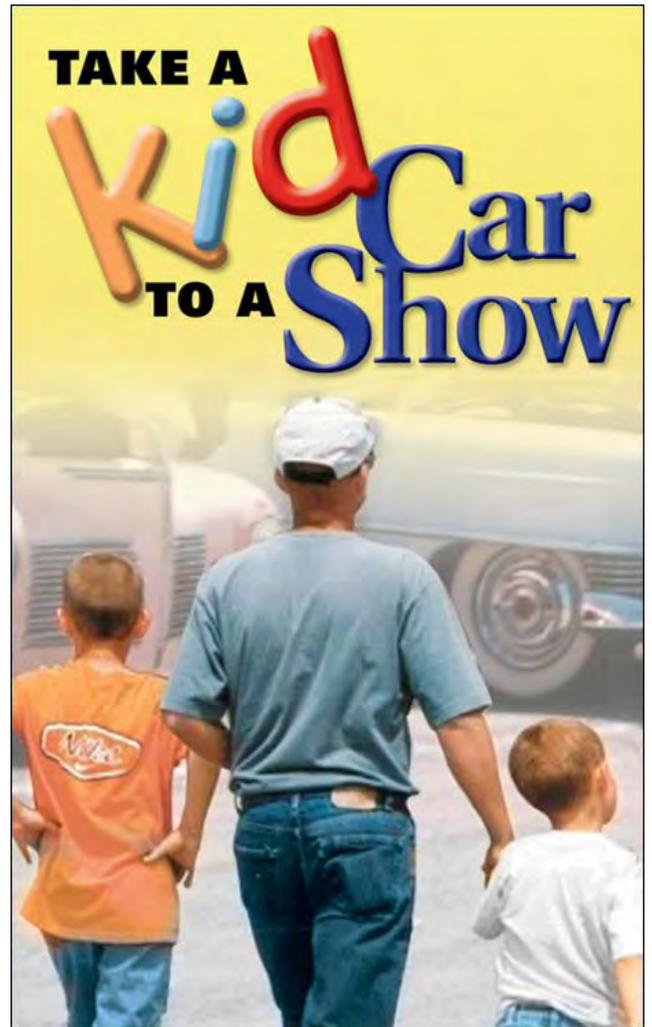


**May 2015**



You know what May brings? Car Shows. Anyone still not in the "CAC" (Cars Apart Club) has probably already put a few miles on, even if it was just around the block. Those of us who have not (me included) are probably energized enough to start making those final pushes towards completion. I still have a ways to go, mostly from me stalling, but I will be attacking it in May as best I can.

Notice the large picture to the right. ARMO (Automotive Restoration Market Organization) is a council of SEMA (Specialty Equipment Market Organization) which is focused on addressing the challenges of suppliers, car clubs, retailers, and distributors in the automotive restoration community. One of their goals is the continued perpetuation of the hobby, and the only way to do that is by getting kids involved.

The typical car club has a membership age that averages over 40, mostly because having a car to show off typically involves the expendable income side of things. The bonus side is that when a neighborhood has an older car, everyone around knows it. The sound, the sparkle, and the outgoing personality that seems to be part of most of the car culture all draw attention. A friend of mine is completing a unique kit car build which has drawn a couple local kids to stop by and check it out. They even stayed one day and helped remove some extra masking tape off the body. You know those kids are telling their friends about the cool car down the street, and how they helped work on it. They are probably hooked forever.

Think about how you got hooked. Maybe it was a parent who had a cool car or took you to car shows. Remember building model cars as a kid (and maybe even now)? Ever draw cars in the margins of your schoolwork? Of course, then there's the Hot Wheels and Matchbox cars we all played with as kids. Were you lucky enough to know someone who raced cars when you were a kid? My dad's brother raced cars down at Raceway Park, and when I was little I would go watch and help do lap counts with my aunt.

As my girls get older, they have grown accustomed to me going to car shows. Occasionally one will ask to come with (for the food trucks I think), but I try to teach them a little about the older cars before their attention span goes away. Though many people hate the non-car stuff at swap meets, it gives us something interesting to look at and they get to see some of the vintage toys and stuff we played with as kids. Take a kid to a car show. Please.

In case you haven't picked up the hint, this month's newsletter is all about car shows. I found an article on CarShowTV.com which ballooned into several that fit this month's scope perfectly. It looks like a nice little site that 2 guys run as a hobby. They have webisodes going back to 2013 and some cool stuff on there ranging from normal stuff to high end cars.



[www.CarShowTelevision.com](http://www.CarShowTelevision.com)

## The 10 People You Meet At Car Shows & Meets by Shawn McAskill

Here at Car Show Television, you can trust us when we say we've been around the block, got the T-shirt, and then some. We *LOVE* covering car shows and car meets, and we've just about seen it all when it comes to who and what to expect from them! Naturally, we've met some characters over the years and have found that – in addition to sharing a passion for vehicles – there are some traits that seem to define all of us as car show attendees. So, we decided to put together a somewhat tongue-in-cheek list of the different types of personalities we've encountered! Now before we dive into this, know one thing: without every single one of these guys (and gals), we wouldn't have ever been able to turn our hobby into a job that allows us to do what we love every single day; and for that, we thank all of you! Yes, even YOU Mr. Know-It-All! Let us know if you've ever met...

**10. The Newbie:** We begin with the guy that personified all of us at one point – The Newbie. The Newbie can be identified by his somewhat anxious and flighty demeanor, a brand-new, crisply ironed "Hot Rod/Corvette/Mustang/BMW/Porsche/Etc. Club of America" polo shirt, and the friend or significant other that was brought along for moral support, but appears to be slightly annoyed that they're walking around a dimly-lit parking lot or crowded convention center, instead of being at home binge-watching "Breaking Bad." Please be understanding of The Newbie and try to remember what it was like at your first event. Our entire scene is built upon camaraderie and acceptance – so make a new friend, and help The Newbie relax. You never know, he could actually turn out to be...

**9. The Enthusiast:** This guy is everything that is "right" with car shows and meets in general. He can be identified by his casual yet affable attitude, a worn-down baseball cap featuring his chosen manufacturer's logo, and the throng of friends and onlookers drawn to him. He is knowledgeable, yet not arrogant. He's the first one to turn to if you're having engine or transmission issues, as he probably once worked for a major retailer or manufacturer. The Enthusiast loves the culture, community, and most of all, his car! The Enthusiast is (regrettably) a rare breed, but one that we should all strive to embody. If you find him, don't scare him away by attempting to stump or one-up him with trivia questions. That would make you...

**8. The Know-It-All:** The Know-It-All isn't easy to spot; until he opens his mouth, that is. He's the guy immediately pointing out that your budget-friendly build is worthless because it isn't "numbers matching." He knows exactly how much horsepower you're making regardless of the parts you've added, and he's extremely opinionated on whether or not billet/chrome/color matched accessories belong anywhere on your vehicle. He can quote you obscure product details from decades-old marketing materials, and if given the chance, would build and drive your car "the right way" – whatever that means. When you encounter The Know-It-All, do your best to defer; smile, nod your head, and continue going about your conversation. There's no need to defend yourself, as The Know-It-All will soon become distracted and wander away to correct some other automotive heathen. Once that happens, we can only hope he'll decide to transform into...

**7. The Curious Onlooker:** The Curious Onlooker is closely related to The Newbie, but is more spectator than participant. He'll slowly take a lap around the show or meet, pausing to stare intently at a popped hood or open door. He may or may not be absorbed into a pack of fellow observers, and is generally respectful of the vehicles. Once in awhile, he will attempt to engage with an owner, proposing a generic question; but in general, he just wants to experience the show in between dropping his kids at soccer practice, or hitting the grocery store. Going out of your way to interact and converse with The Curious Onlooker can actually be quite rewarding! You may be responsible for turning idle curiosity into a burning passion; but be prepared for a deluge of questions should the dam break! This responsibility can be quite heavy, and you should do your best to avoid tuning him into...

**6. The Touchy-Feeler:** The Touchy-Feeler is always carrying a hot dog, hamburger, cup of coffee, or any number of other messy food or beverage with the potential to stain or smudge your perfectly detailed ride. He's the one who feels entitled to open closed doors, poke around in engine bays, or even lean on a fender as he argues with his buddy, The Know-It-All. The Touchy-Feeler is sometimes accompanied by his wife and their children, who are encouraged to climb throughout the interior of every car with a "Please Don't Touch" placard on it. When it comes to the Touchy-Feeler, things can get...touchy. 90% of the time though, he doesn't even realize that his intrusiveness is unbecoming; gently remind him, her, and their little tykes that your vehicle is the culmination of blood, sweat, and tears, and that you've brought it out to be admired; not molested. Of course, you might not mind having your car touched by...

**5. The Racecar Driver** is subdued and quiet...but he means business. We're not talking about a guy with a few track days under his belt; The Racecar Driver has his own team, sponsors, and at least a decade of wheel to wheel wisdom to impart. Not that he'd ever come right out and tell you that. Although proud, he tends to keep to himself and floats around unnoticed, until he accidentally lets slip some bit of insight or information betraying his experience, at which point he finds himself surrounded by Curious Onlookers, respected by Enthusiasts, and confronted with argumentative Know-It-Alls. He's just like you and I...only way more of a badass! The Racecar Driver is generally humble, unlike his opposite...

4: The Show Off: The Show Off pulls up to your local Cars & Coffee in full racing gear, makes a big show of releasing his 5-point harness, and leaves his car on an extra few minutes to “cool down.” He struts about the show or meet, passive-aggressively berating nearly every car he walks by, and shamelessly attempting to flirt with the vendor models. Sometimes his car is actually pretty nice, contributing a bit to his arrogance. Often times it’s nothing special, and his inflated ego is simply a front. If you’re unsure whether you’ve encountered The Show Off, just wait for him to leave – he’ll most likely roast his tires or slide the rear out a bit as he pulls out of the parking lot and into traffic. Avoid The Show Off at all costs. Engaging with him will lead to a shouting match. If you must interact with him, be sure to invite him out to next month’s meet; and promptly direct him to an abandoned warehouse district 40 miles away from the actual location. With a little humility, he may one day find his way back as...

3. The History Major: The History Major is more or less harmless. He’s spent years reading and absorbing everything he can possibly get his hands on, all while attending a new show every weekend. He’s witnessed complete builds be completed from beginning to end. He’s on a first-name basis with most attendees, and could tell you the exact paint code for Plum Crazy Purple off the top of his head. The History Major is an all around good guy, even if he has spent a little too much time in the books, and not enough out on the road! Don’t be intimidated by The History Major; talk to him and you might learn something! He’s like a walking automotive encyclopedia. Of course, you should have no reason NOT to approach and strike up a conversation if The History Major also happens to be...

2. The Chick Who Knows Her Sh\*!: Now, before we go any further, we’d like to point out that this is in no way meant to be a sexist list – the girls and women of the car show scene are every bit as vital to its survival as any of the men! There are plenty of ladies out there who could probably run circles around us in more ways than one, but we’d be remiss if we didn’t point out what a pleasant surprise it is every time we meet The Chick That Knows Her S\*\*\*\*! This is a warning to the fellas out there – don’t assume the pretty little thing standing next to that classic Mustang is just waiting around for her boyfriend or husband to come back; The Chick That Knows Her S\*\*\*\* will quickly put you in your place! She was turning wrenches while her friends were reading Tiger Beat, and can flat-foot shift like a pro. She pops up at nearly every local track day, and when she starts talking about a wax, she means carnauba. Do not try to pick up The Chick That Knows Her S\*\*\*\*! Even if by some miracle she’s single, she didn’t go through the trouble of trotting out her labor of love just so she could be propositioned by some guy in a faded, oil-stained T-shirt. Put yourself in her position; you wouldn’t want to constantly fend off advances while you’re trying to enjoy yourself, especially not from the likes of...

1. The Guy Trying To Film Your Car: We all know THIS guy. You can spot him by the polo shirt, sunglasses, microphone, and booming voice. He’ll walk straight up to you, shove a waiver in your face, and ask whether you’d like to be on camera – regardless of whether or not you’ve showered that day. He then proceeds to ask you lots of questions, run through 18 takes, and throw in a couple of corny jokes for good measure. There’s no need to look for The Guy Trying To Film Your Car...he’ll find you! Do your best to be patient with The Guy Trying To Film Your Car. He means well, and he really does think your car is awesome and has a story to tell! Sign his waiver, laugh at his punchlines, and tell him everything there is to know about your pride and joy! Well guys, that’s our list of the 10 people you run into at car shows and meets. Ever come across any of them?

## Here are 2 other lists you can find on CarShowTV.com, though you’ll have to go to their website to read the descriptions:

### How Not To Be A Jerk:

#### The 10 Commandments of Car Show Etiquette

1. Thou Shalt Not Burn Out Before Leaving
2. Thou Shalt Arrive On Time
3. Thou Shalt Not Covet Thy Neighbor’s Parking Spot
4. Thou Shalt Notify Event Staff Of Early Departure
5. Thou Shalt Heed Event Staff Directions
6. Thou Shalt Not Drag Race On Public Roads
7. Thou Shalt Not Kill Guy Who Touched Thou’s Ride
8. Thou Shalt Be Respectful of Others
9. Thou Shalt Patiently Answer Inquiries
10. Thou Shalt Abide By The Judges’ Decisions

### 5 (Un)Written Rules For Car Show Attendees

1. Don’t Touch the Show Cars (Unless Asked)
2. Keep Food and Drinks Away
3. Cars are for Looking – Not Leaning
4. Let the Judges Judge
5. Keep an Eye Out for the Guy With the Camera



## Take better photos of your car, today

By: Thomas A. DeMauro

The blog I wrote on action shots a few weeks ago was fun to do, but by-and-large, most people will be taking static photos of their own cars much more often than photographing them in action. Since the show season is coming to a close in many areas of the country and the leaves are turning pretty colors, you may want to take a few photos of your favorite vintage ride before it gets too cold and gray outside. To that end, here are a few tips that may help make those photos look better than they would have, had you not read this blog. One thing to remember is not to simply take one photo for each angle that you want. Take photos in groups (ie. bracketing) using slightly different exposures, different focal lengths to vary the perspective, different F-stops to vary the depth-of-field, and/or different camera positions (high up, eye level, ground level etc.) to vary the angles. Experiment and have fun with the process—it doesn't cost any more money—like it did in the film days. You took the time to read this blog, clean the car and find a suitable background. Now make the most of it by taking lots of photos. You'll be amazed at how different your car may look from one photo to the next just by making a simple adjustment. These tips are basic, but they can have a large positive impact on the final images. If

you have some additional ideas for making our car photos better, share them here. Happy shooting.

### Background:

Choose a background that accentuates the vehicle. Backgrounds that typically work include: open fields; large colorful buildings; brick walls; blue sky; or a wall of trees that shows lots of leaves and color but very few trunks. Don't choose a background that distracts attention away from the vehicle—anything with other cars in it, anything with signage in it, etc. Avoid background colors that clash with the vehicle's hue. Avoid backgrounds that feature prominent vertical lines or horizontal lines that cut the vehicle into sections. Don't let the vehicle extend beyond the background. For example, if it's shot in front of a barn but the rear of the vehicle doesn't have the barn behind it, just an open field, it doesn't look as good as when the barn extends beyond the ends of the car. Never position the vehicle close to trees or poles or mailboxes, so that they look like they are growing out of it. Avoid heavily stained blacktop. Don't shoot the vehicle on grass, as many people,



The focal length of the lens makes a difference in the perspective of the photo. Notice how the Judge looks compressed in this photo (in a good way). Its background appears to be fairly close to it and the Pontiac's proportions appear to be equal front to rear. The focal length is 70mm, but since it was taken with a Canon 60D that has a 1.6:1 lens crop factor, the field of view is more like 112mm. Photos by author.

including magazine editors, feel that it looks better on the road or at least on gravel. Don't shoot the vehicle in front of a chain-link fence. It's generally not considered a pleasing background. Other types of decorative fences may work well, however. Don't shoot the vehicle in a driveway, as it gives the impression that very little time and effort was invested to take the photo. However, if the house is period correct to the vintage car being photographed, it can work well as a background.

### Housekeeping:

Stay away from parking lot lines, sewer grates, painted curbs, guardrails and other distractions. Remove stray leaves, cigarette butts, pebbles, or other debris on the ground around the vehicle.

### General Camera Settings:

If the discussion below is confusing, or if your camera is a simple point-and-shoot that lacks manual features like Aperture Priority and Shutter Priority, skip this section and simply set the camera to Automatic and fire away.

\*Resolution: Set the camera to the highest resolution.

\*ISO: Set the camera's ISO to 80 or 100 (200 for most Nikons) and lock it in. (In some programs the ISO adjusts automatically to compensate for dark and light situations. You don't want this.) Higher settings can be used but digital noise will increase.



At 16mm (25mm considering the lens crop factor), for this photo, though shot from eye height like the first one, the camera position has to be much closer to the car to keep it roughly the same size in the frame. With the much wider angle the car is more distorted. It appears to be lunging at you. Compared to the first photo, note how the background has been pushed back and minimized and how the front wheel appears to be larger than the rear in this photo. (Ever wonder why people's noses appear to be larger than normal in selfies? It's because the camera has a wide angle lens and it's positioned close to the face. That's why most "portrait" lenses are 90mm or 100mm. The compression of the longer focal length makes for more pleasing (equal) facial features.)

\*White Balance: Set it to Auto (AWB) if you are unsure of the lighting, or set it to sunlight or overcast/shade to match the ambient lighting at the location.

\*Aperture Priority (AV or A): Use this setting when the camera is on a tripod and the objective is a deep depth-of-field. Set the aperture to F16.

\*Shutter Priority (TV or S): Use this setting to avoid shake when the camera is handheld.

\*Handheld: Use the reciprocal of the focal length that the lens is set at to determine the minimum speed with which you can handheld without shake.

For instance:

Focal length 28mm / shutter speed should be 1/30 of a second or higher

Focal length 50mm / shutter speed should be 1/60 of a second or higher

Focal length 100mm / shutter speed should be 1/125 of a second or higher

And so on. Shoot at faster speeds than the reciprocal of the focal length if the available light will allow proper exposure, to further reduce the possibility of camera shake.

\*Flash fill: Use it if you want to, but also take multiple shots without it.



Altering the camera height relative to the car will also change its look in the photo. Here the focal length is the same at 11mm, but the nose, while still aggressive, at least appears to be a bit less elongated when the photo is taken from a lower angle. (If you'd like the full story on this 1971 Judge, it's published in the November 2014 issue of Hemmings Muscle Machines.)

center caps on its wheels with a symbol or writing, position it so that the center cap is straight on the front wheel for the front 3/4 shots and rear 3/4 shots, since the front tires will be turned toward the camera in each instance. Always be aware of distracting reflections in the vehicle's paint, such as other people or cars, buildings, trees, or the camera and tripod, and remove them by changing the position of the car or camera. Generally, the side windows should be up. However, if there are distracting reflections when the side windows are up, then put them down. Make sure they are all the way down. If there are rear quarter windows, they must then be all the way down as well.

Generally, the focal length of the lens used can be anywhere from 15mm to 135mm (not including a digital camera crop factor) depending upon the effect you are trying to achieve. The 15mm to 28mm focal length will provide a dramatic wide-angle view for front and rear 3/4 shots that make the vehicle look like it's lunging toward you. The 35mm to 80mm settings are considered the "normal" range and will provide shots typical of what the eye sees—little drama. And 90mm to 150mm and higher will provide compression that will make the vehicle look mean, like it's up on haunches and ready to pounce. The longer focal length also reduces depth of field and can better isolate the vehicle by keeping it in focus and letting the background go blurry (using F8 instead of F16 or F22 at 150mm will further the effect). Though it's tempting to use 200mm and 300mm focal lengths, more times than not, the resulting photos are too soft (blurry). The lens has to be of very high quality (read expensive) to retain the sharpness we need at those extended focal lengths. Don't shoot a dead-on side, dead-on front, or dead-on rear overall body shots with a focal length of less than 50mm, as it distorts the body too much. If you have a tripod, use it for static shots. For overall body shots, use Aperture Priority and set the aperture to F8, F11, or F16. Back these shots up with a few handheld shots at a shutter speed fast enough to avoid camera shake—1/60, 1/125 or 1/250 of a second. Don't crop out the ends of the car (i.e. bumpers etc.) in any body shots. Leave ample room around the car. Focus on the grilles or an emblem that is closest to the camera for front shots and the taillights or an emblem that is closest to the camera for the rear shots. On front and rear 3/4 shots, do some with the front wheels perfectly straight and then do some more with the front wheels turned, so that you can see the wheel face (not the tire tread), to provide a more aggressive stance. Dead-on



At 11mm (17.6mm with the lens factor) the effect is taken even further and the Judge is even more distorted, but some would say more dynamic. All three photos are interesting, because none are taken at 38mm (60mm with lens factor), which is the approximate angle of view that the eye normally sees.

\*Bracketing: Use exposure compensation to bracket photos to provide 2 or 3 different exposures for each one.

#### **Exterior Housekeeping:**

Make sure the vehicle is clean, no spots, dust, or wax in the crevices. Check the grilles for dirt, dust, and/or bugs. If you can see through the grilles, make sure it's clean behind them as well. Make sure the tire sidewalls are clean (including white letters, no yellow or brown staining from protectant). Make sure that the insides of the wheelwells are clean. Position the inside rearview mirror so that it faces directly out of the rear window instead of canted toward the driver. Make sure that the front and rear license plates are perfectly straight and are not damaged. Make sure that the license plate hardware is acceptable and not rusty. If screws are used, turn them so that they are in the same position on the left and right.

#### **Shoot Procedure:**

Don't shoot the vehicle at high noon. Always try to shoot early in the morning or late in the day when the sun is low and the light is softer. Keep the sun at your back and shoot the lit side of the vehicle. Just be aware of and eliminate any hot spots caused by the sun by changing the camera's position relative to the vehicle. If the vehicle has

side, dead-on front, and dead-on rear shots should always have the front wheels perfectly straight. Using a polarizing filter on the exterior shots can remove unwanted reflections from the vehicle and deepen the blue sky. Don't shoot the vehicle partially shadowed. ... Well, that's a LOT of information; hopefully you absorbed some and can put it to good use. I have included photography sections in our past newsletters, but I thought it fit well with the upcoming summer. While digital cameras are great at taking a high volume of photos and quickly changing between the various settings, you still have to compose quality pictures. Photo editing can make adjustments to the end product, but it can't excuse poor settings. Sometimes the Auto setting works best. Certainly buying a higher quality camera will help when you want to fine tune those adjustments, but even your typical Iphone can take good pictures if you try. See if you can tell which pictures are from my Cannon and which are from my Iphone, by the way, I did not use Photoshop for any:

