

Sharp Shooting

Of all the questions we are asked, without a doubt the most frequent is "How can I get my car on the cover of the magazine?" First on the list of requirements is to have some appropriate, if not spectacular, photographs.

The strictest requirements are for the front cover. For this we need a vertical shot in which the camera is held vertically rather than horizontally. We prefer 35 mm photos, but will accept the normal size slide or larger. The photograph or color transparency must be in proportion to 8½" by 11", which is the size of the magazine cover. The less the print must be enlarged, the better. Many covers enlarged from a 2¼" color slide became "grainy" (an undesirable finish) when they must be enlarged to cover size. In short, if you can't furnish a color transparency 2" by 3" or larger, we prefer a 35mm photograph. In color, of course.

As far as the composition of a front cover photo is concerned, the car should be relatively in the center of the picture with slightly more space at the top than at the bottom of the photo. The printer tells us that consistency is the most important factor in the foreground and background of the picture. A light blue sky is a very good background, because the name of the magazine may easily be printed on top of it. A gravel road makes a good foreground, because "Mustang Club of America" can be printed over it. Dark grass could also be used; in this case, the printing would be reversed. A mixed background or foreground is not desirable.

The color transparency or photo for the back cover should be taken with the camera held horizontally. The background is not restricted from a composition standpoint. We like to have Mustang owners in these pictures, if the owners prefer.

For pictures to be used on the inside of the magazine, we definitely prefer black and white photos with a glossy finish. They reproduce much better

than color pictures or slides. For use inside the magazine, we must get slides developed into pictures before we can use them. Please do not send Polaroid pictures.

A shutterbug offers these hints for getting the best pictures of your Mustang:

Avoid shadows and overcast skies.

Be sure surrounding area is uncluttered and free of trash or anything else that might detract from your car.

Avoid positioning the car where it might appear that telephone poles, trees, signs or similar objects are "growin'g" out of the car.

If you have a convertible, take pictures with the top both up and down.

Shoot your Mustang from different angles; don't make them all from eye-level. Try kneeling, or using a step ladder.

Experiment. Vary the standard side, back, front shots. Try various angles to show off the complete beauty of the lines of your Mustang.

If you have a light colored or white Mustang, use a contrasting dark background to dramatize your car. If the Mustang is a dark shade, try highlighting it against a light background.

When taking pictures of the interior and engine compartment, use a flash attachment to fill in dark areas that may shadow if you don't use a flash.

If your Mustang has been restored to show and the undercarriage is detailed, or if you have modified your Mustang (including the undercarriage), try to get a picture or two of the undercarriage.

When taking exterior pictures, make sure the windows are down to avoid glare from the glass.

Lit parking lights will accentuate the lower half of the car.

Most important of all, your Mustang does not have to be a first place winning show car to be on the cover. We need those Mustangs used for daily transportation. We need *all* Mustangs,

not just the very early models: Bosses, Shelbys, MACH P's Grandes, GT's, and the rarer models such as the California Special, 1972 Sprint model, Bandidos, T5's...Every Mustang has its story, and you need not be a professional photographer to take the photographs to illustrate it!

Snobl Update

In the February, 1982 issue of Mustang Times, we met a young man from Czechoslovakia - Frantisek Snobl - with a story that touched many Mustangers. Maybe it was his open admiration and lavish affection for the Mustang and our club; perhaps it was the way Mustang seemed to symbolize America and freedom for him; it could have been the poignant way he expressed his enormous grief over the destruction of his Mustang. At any rate, we got a lot of mail about the story and donations from quite a few members.

Teresa Vickery is coordinating efforts to get Mr. Snobl the parts he needs to repair his Mustang. Following is an update on what he has been sent:

\$80.00 in donations

Three wheelcovers from Jose Rivera of California.

Script Mustang fender emblems from Lee Mathias of Mustang Farm.

One wheelcover, left and right complete headlight assemblies, one outer bumper brace, hood latching assembly, grille - all of this from Teresa.

With the help of Larry Fincher of LaGrange, Georgia, she has located an air conditioning condenser.

Frantisek himself has found the turning gear and new convertible top he needs.

The first shipment of parts was mailed to Frantisek on January 7, 1983; it will take approximately three months for the package to reach him. Teresa reports that she is still searching for parts and has no intention of giving up.