

A Few Tips For Taking Great Pictures For Publication

When taking pictures that you plan on submitting to the Bulletin please bear the following in mind that will help yield high-quality reproduction.

In order for a photo to print nicely in the Chesapeake Bulletin it must be of high enough resolution. Every digital camera has a 'resolution' setting that ranges from one to eight or more. Please shoot pictures at no less than THREE MEGAPIXEL. This setting will produce a picture file that will enlarge without pixalating (ragged, sawtooth edges).

Even older digital cameras will produce, sharp, clear, balanced color photographs, but if you shoot pictures at one or two megapixel the picture will probably not print nicely especially if enlarged.

With today's fast internet speeds and S-D cards and other camera media with immense capacity,

low resolution went out with high-buttoned shoes, unless you're on a 'dial-up' modem. I have a \$100 Kodak camera with a 16 gigabyte S-D media card that will hold over 9,000 pictures shot at FIVE megapixel! This is probably more pictures than people shoot in a lifetime.

Shooting above five megapixel is overkill and may actually slow down your computer unless it has a lot of memory and storage capacity.

When taking pictures of vehicles, capture the **ENTIRE** image of the car. This means, don't cut off the front fender or rear taillight, get the **WHOLE** car. If you look in the viewfinder and part of the car is 'cut off', back up a little until you have all of the vehicle image. I avoid taking pictures of cars with hoods and trunk lids open, or people around or in

the car. Its okay to take a picture of the owner of the car if you place them at the driver's door, looking at the camera standing up straight.

As for exposure, especially when using automatic exposure setting always keep the light source behind you. Don't shoot a picture pointed at the sun or bright light. Don't get your **SHADOW** in the picture this is a totally amateurish mistake. If you see your shadow, change position until your shadow is out of the frame. Shooting vehicles at night is tricky. Unless you have a professional bounce flash you will get under and over exposure in the photo. Most 'built in' flashes are only good up to about six feet, then they 'fall-off' drastically.

Most importantly, use common sense when taking pictures of cars or anything else.--*Bill Wurzell*

Larry Butcher Concludes His Lincoln Continental Rebuild

By *Larry Butcher, Chesapeake Region*
Part IV

The Continental was on a slight grade and all I had to do was roll the car backward. Once done, the engine was lowered to the concrete garage apron. Under the hood was a mess, bad wiring, oil, grease, dirt. The original cross member was still in and with a few whacks with a cold chisel, the V8 crossmember came right out...bubble gum welding! I did not have sandblasting equipment available, my Uncle could only supply so much. I used sandpaper, kerosene, steel wool, wire brushes; over and over until I thought it looked pretty good.

I purchased spray cans of primer from Pep Boys auto supply and primed several coats. I liked the original color which was 'Chetwyn Beige', a lot of this paint was left under the hood and on the dash. I purchased all the spray cans of Dupicolor that Pep Boys had in 1963 Ford Falcon: 'Fawn beige.' A real close match. So close that I saw the car at Hershey a few years ago and the paint hadn't been redone.

About a week later it was time to put the rebuilt V12 into the car, again! Good 'ol Unk was there to help. Using the same procedure as before, but in reverse. The V12 motor dropped right in. The transmission and overdrive were removed when the V8 was removed. With the gear oil changed, I turned it over by hand and felt for roughness or clicks. None found, must be ok, what do I know? Put it in through driver's area, hook up to drive shaft bell and let's go!

The engine had new wiring, but I attached to the old wiring under dash, and did some repairs. I was going to buy all new wiring later. Now just drop in the battery and add some gas. The tank had gas which wasn't stale. Before the engine was dropped in, all new or rebuilt components were installed; that is, starter, carburetor, fuel pump, distributor, spark plugs, etc. This baby was ready! I made sure a chock was in place, pushed the clutch in, pushed the starter button, a few slow turns and 'Connie' the Continental was running! I forgot to mention that yes the radiator was rodged out and reinstalled. This was no easy task for a five-foot five and half inch, 135 pound guy working by himself!

Well, back to the car. I let it warm up a bit,

checked gauges, shifted to neutral, hopped out and adjusted idle, and mixture. Had to turn it off and do a final free play adjust to clutch. Let's take a chance. I drove up the driveway and back, no problem. I noticed then that the brakes were terrible. I had added fluid to the master cylinder and bled the system, it'll be ok. As soon as I bought the car I had the title work done and installed antique tags. Tom, the car dealer backdated the date on the transfer because the new inspection regulations just became law. This meant if I wanted to use regular tags, the car would not have to be inspected. As you can tell from reading the last few paragraphs, the adrenalin was pumping!

I wired up the center stop light so it would be somewhat legal and I could drive it on the street. No headlights, no windshield wipers, weren't we daring back then? The early Lincoln Continentals only had the stop light in the center, behind the Continental kit. This was poorly engineered since this light had to drop down to permit access to the spare tire inside the cover. The ground was lost in the hinge feeding the license light and stoplight.

Yet another garage...

I gave up the garage near my uncle's house and rented a garage near Lake Montebello. This garage was more secure, one of five, and a lot larger for \$10 a month. I wasn't allowed to do any work in the garage, but I did sneak a brake job on the car. Meanwhile, behind the apartment I rented in the Hamilton section of Northeast Baltimore, I negotiated to rent the barn out back. The deal was, I had to clean it out and make any minor repairs as needed. This was not bad for \$7 bucks onto my rent.

I installed two eight foot floor lamps taken from an old construction job and replaced some broken glass. The car was at home and now I could do some serious restoration work. I dropped the whole drive line out of the car, scraped the complete bottom, primed with Rust-oleum. I now had a small air compressor so I was able to spray paint the underside. The doors and hinges were removed to repair that broken driver's side hinge. Being a telephone repairman, I got everywhere! From a body shop, I scrounged a hood from a '64 Cadillac slightly bent, but hammered out and welded in for new floor up front. The trunk floor

was repaired with fiberglass. The white paint on the car was so bad, it peeled off with little effort. The paint on the fenders was stripped off by Baltimore Steam Cleaning, as was the hood. A friend of mine made new rocker panels and I finished these and primed them. The old tires were removed and wheels steamed, sanded, primed and painted.

Another car friend of mine had a connection with a DuPont paint supplier, so now I had five gallons of Chetwyn Beige. This was the color that I chose and a future owner stayed with the same color for some years later.

Life changes...

Now things began to really change in my life. I was spending far too much time out in the garage on this car and the world was going right by. Time to settle down and perhaps get married. I was the last of my friends still single. That's it, I quit! The car was for sale, as were all the parts, spare engine, transmission, axles and chrome plated parts. This thing was a running like a 'kitcar'! Ads were run, inquires answered and a man in Pasadena bought the car in the spring of 1971. I was going to quit the hobby or so I thought. The man in Pasadena 'burned out' in about a year and a man in Newcomb, Md., bought it from him and kept it for about 35 years. He purchased the car unfinished and sent it off to Narragansett Restoration and Parts located in Rhode Island and spent about \$20,000 to finish the car. Later a man named 'Archie' near Hanover PA., bought the Continental and stored it in an overseas container.

A few years ago at Hershey, while walking through the car corral and what do I see, but a beige 1942 Lincoln Continental Cabriolet in pretty good condition. I looked it over top to bottom. No one around, the hood was ajar, so upon opening, it sure looked like my old '42. The best way is to check the serial number. There it was, right on the front cross member: H131762. Some things you never forget, just like my Navy Serial number 5898102. That's it folks!

Oh, by the way; the car is now in Adamstown, Maryland, I was told it is for sale, but I don't want it. Too many memories, and about my next car...see me later!--*Larry Butcher*