

Make Your Car Stand Out From The Pack!

Car Show Tips and Tricks



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Preface

The purpose of this book is to put my knowledge of car show judging into words and photos to help you, the average guy, win at shows! There is so much more to it than just rolling into a show and popping your hood. I'm like you an average car guy who has been attending car shows for over 20 years. Some of my tips will seem like well duh, and others will hopefully get you thinking about how you can better prepare your car for the show. So are you ready to stand out from the pack?



Get your Motor running!

So let's start out how this book will be set up. In each section I will give details on what the judges look for in stock classes and in modified classes which will include photos of the good and the bad. Keep in mind if you go to a concourse judged show they will typically have judges that know what is right on your make and model of car. Now, the reality is that 98% of the folks that read this **will not** be taking their car to a concourse event (you like to drive your car and not trailer it, right?).



Also, in most sections you will find the following icon to help you out on the finer details.

So are you ready to turn the key? Let's roll out!



Setting the Scene

Setting the scene is just like looking for the hot chick across the bar. If the setting is right you will be drawn to it. There are ways you can give the judges a bad vibe (and no there are no “scene” points at a car show) including having old paper towels sitting around your car, park next to a porta-potty or you have a bunch of trash blowing around by your chair or car (soda cans, burger wrappers...). Remember, think hot chick.

Before you roll in to the show you need to know what your parking situation is going to be. Are you parking on grass, blacktop or gravel (I sure hope it is not gravel). Is it in a park, downtown area or parking lot? Parking by class or park wherever? If you are parking by class, in a row, the end spot is the best spot because folks will be able to easily see down one side of the car. If you are in a park, are there any small hills to park on or is there a good focal point?



In your car show pack have a wheel chock if you are parking on a hill or near a lake. Safety first!



If you are in the stock class and if you are unsure if any modifications are allowed, just ask. If you have a handful of custom items your car may score higher in the custom class.



Remember you are setting the scene. It is not like rolling into the 7-Eleven to grab a hot dog. By scouting out the location you may find the perfect spot that folks will be drawn to. Now, at many shows you have to park where the event staff points you to. If you are dead set on having that perfect spot, you should contact the event organizer to see if they can reserve a spot for you. In some cases restoration shops will pay the event organizers to have the best spot for their car as a display only (no judging since it is a promotion). Or you can roll into the show at the crack of dawn, but this makes for a very long day.

So, you parked your car and you are back from registration and you are ready to set the scene. This involves setting up some of items you have packed in your trunk or back seat. Set up your chairs, pop-up tent, your sign board, custom artwork (common with custom cars), vintage cooler, vintage suite case (great place to store towels) or maybe even a peddle car.



You may even have custom chairs or canopies or you can try to match the color to your ride!



Pull out your cleaning supplies and place them next to your chairs. Then, before cleaning up the car or popping the hood and trunk walk 20-30 feet back from the front of the car and look at the scene. Is your sign board sitting at the right angle for optimum viewing? Is there any random trash by your car? Are you parked at the right angle or is it too far forward or back (aren't you happy now the hood and trunk are down?). Link to more options for shaded seating:

<http://carshowtips.blogspot.com/2012/04/keeping-sun-out-of-your-eyes-at-car.html>

Example of a Good Scene:





Once you have your scene set stay put! I've seen car owners move their car to a smaller class 15 minutes before judging begins just to increase their chances of winning a trophy.

Example of a Bad Scene (the bungee cords don't give it the hot chick look):



Example of a bad scene: creepy leaning dolls (what are they hiding?) and does the tire dressing on the ground really set the scene?

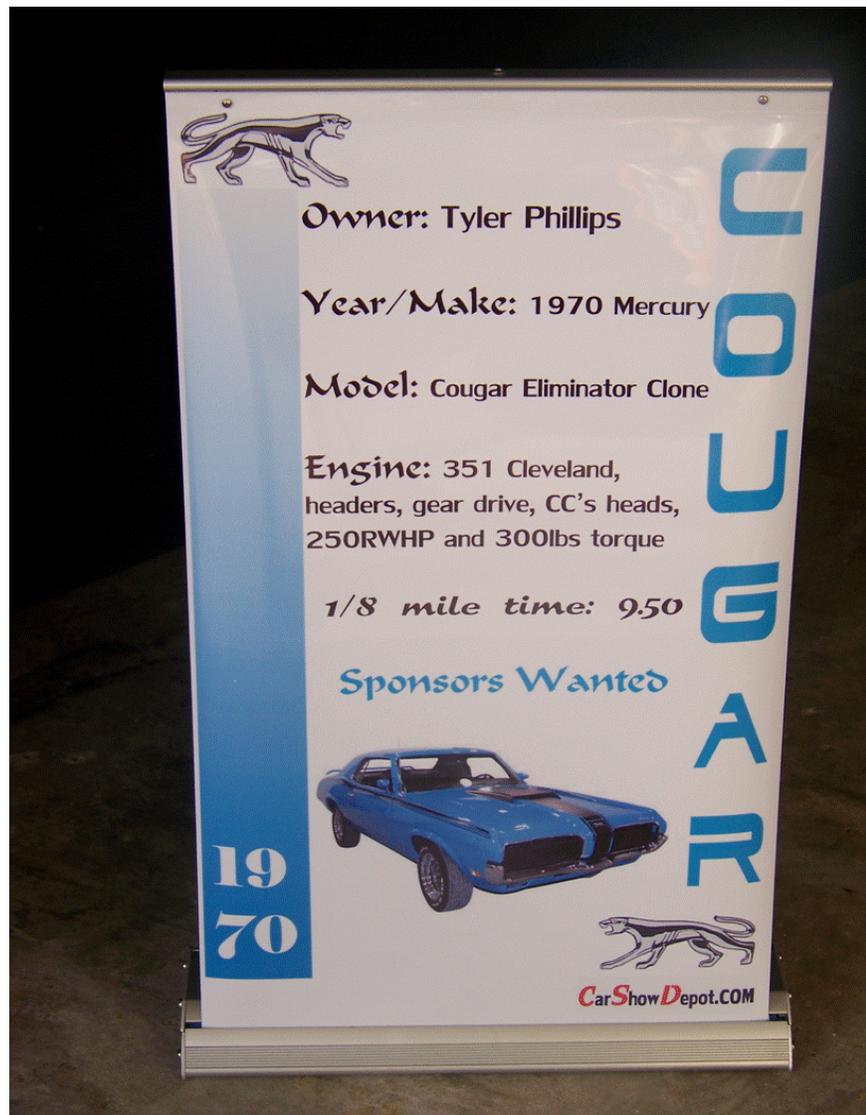


Show Boards

If you want to be one step ahead of the rest you need a good show board about your car. A good show board is like a billboard which can draw folks to your car to learn more about it. Will you get points for having a show board? It will depend on the show, some shows give points for displays (signboards, restoration photos, vintage ads and so on). Remember you are setting the scene for the judges. You are giving them one more extra nugget of knowledge that may sway them your way.

There are different ways to display show boards from mounting them to foam board to large mounted displays.

To the right is a retractable sign (think sail ...).





The one below is my personal favorite display. It is weighted, so it isn't going to fly away and it doesn't have sharp edges like the display above (don't shut the hood!)



Be careful with foam board displays, or large picture frames as they tend to turn into sails and will fly away in the wind.

For modified cars, this will give you a place to indicate the things you can't see on the car like motor mods or how many watts your bumping system is putting out.

If you are concerned about the cost think about it this way. If you buy a plastic display with a custom made sign you can re-use your display holder if you happen to purchase a new car. So the display holder should last a lifetime.

Again, think billboard. You are marketing your car. Try to keep it to a max of 15 descriptive items on your board (you may have a lot more with a custom car). Keeping the text down will make it easier to read from a distance (remember we want to draw them in) and it will allow you to have a photo of your car too (or emblem photo or custom art work).



Don't lean your board against your car. You may scratch your car and judges may take off points! A judge may think you are trying to hide a flaw.

Typical things you may find on a sign board are: Make, model, year, engine size, horse power, torque, options, year it was restored, who restored it, owner and the list goes on and on.

Example of a bad sign board (I may need to bring my chair and drink over to read all of it):

**1971 Plymouth Satellite RK 41 Police Model
Los Angeles Police Department Shop No. 82635**

First assigned to a commanding officer, this rare vintage restored police unit was produced in 1971 by Chrysler Corporation in St. Louis, MO. After being assigned to detectives, it was sold at auction and in storage for 15 years. The current owner purchased shop 82635 and began a 1-1/2 year, 700-hour process to restore it to a museum quality level. Over 22,500 parts were restored by hand, the body was sanded to the metal, both top and bottom. The engine and transmission are numbers matching, all original. All sheet metal, seat frames, bumpers, exhaust pipes, and window glass are original. We believe that this is one of the last surviving RK 41 models. Aside from the color, there is no difference between this shop and black and white marked police units.

Engine: Original 383 cubic inch "Super Commando", 10:1 compression ratio, 4 bbl carb, dual exhaust. Rebuilt by Advanced Engine Machining, Huntington Beach, CA

Transmission: Torqueflight A-727 3 speed, heavy-duty "hemi" hands, shift kit, Hemi torque converter, number matching.

Body: Paint by Franks Auto Body, Huntington Beach, CA. Original GB2 Glacial Blue Metallic color. Trunk remains untouched with original jack, trunk mat and inspection stamps. NOS hubcaps, mirror and Plymouth emblems. Most suspension parts were powder coated to match original factory colors.

Options: Extreme duty (Hemi) suspension with rear sway bar, air conditioning, clear glass, 8 3/4" RR axle with HD 11" drum brakes, power front disc brakes, manual steering, special body welds (F38), C member reinforcement (F58), and roof support for lights, inside hood release (J52), HD wheels with G-70 15" tires (U28), LAPD installed Cooper brand spare tire with black wood block for jack bracing.

Build Sheet: This shop had the build sheet and two other build sheets for similar color (GB2) LAPD special order (Y39) No. 0962 cars.

Originality: Motorola VHF high band radio, disguise radio antenna, Federal Signal PA-20A siren, toggle switches, and horn activated siren. Original red/amber emergency lights with LAPD-MTD made brackets. Seat covers were hand made from NOS dated coded insert material, dash bezel plastic chromed restored by CV Platers, Canada.

Credits: Greg Buhlinger of Accuracy Restorations, Cypress, CA., for his invaluable labor and assistance in this historic project.

Owner: Keith Jackson, Huntington Beach, CA, L.A.P.D. retired, Serial No. 20414

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Watch out for wind with signs like this:



Example of a good sign board (This is my personal one. I purchase it from: <http://www.produxcompany.com> for under 125 bucks shipped and it included the large plastic stand too):

Get yourself a sign board:

- www.afterthoughtsauto.com/car-show-display.html
- www.produxcompany.com/display_stands.php
- www.rochesterautodesign.us/
- www.carshowdisplay.com/
- www.carshowsigns.net/gallery.php
- www.showcarboardz.com/Home_Page.php
- www.metalimagecreations.com/show%20car%20signs.htm

Check out that body!

So the scene is set. Your crap is out of the car and set up. Now it is time for the quick clean-up and prep the outside for judging. I like to start with the windows because if I get a little overspray on the paint I can wipe that down next. The windshield is typically the main window that will need some love, due to bugs. Start with your favorite cleaner and a paper towel and then buff out with a lint free towel meant for cleaning windows.



The old school guys like to use newspaper to clean their windows. Be careful if you have a white interior with news print. And don't forget to use a little RainX once a year too.

Lower the windows on the car (if you have a cracked one it is now hidden and you won't lose a point). Some owners like to leave one window up to display the window sticker.



With windows the judges will knock off points if they are dirty (bugs), have scratches in them, water spots, separation, clouding, streaks and if tinted the tint has bubbles in it. And if you really want to get picky with stock cars, all the windows need to have the correct manufacturing marking (at most shows they don't check this). Also vintage stickers are fine if they are right for the era (a K-N air filter sticker on a 50 year old car in a stock class is not correct).

Example of scratches (sometimes you can have them professionally polished out):



Above: (left) example of vintage stickers; (right) bubbles in the tint



If you are looking for re-pop vintage stickers or in some cases new old stock stickers, check out Ebay.

Now, many times around the windows you will find chrome. Judges will look that is it nice and bright, rust free, buffer burn mark free, dent free. Many old cars had tons of chrome trim and many times new trim is not available so the small dents have to be pounded out to have a perfect molding. Also, when installing the chrome trim, if you don't know what you are doing, you can dent it very easily. Again dents, dings, scratches, missing chrome will cause a loss in points. They will also look for paint on the chrome or moldings (poor masking job, or the chrome didn't come off when it was painted).

To the roof! Judges will look for dents (who had a dance party up there), paint fade and check to make sure it is clean. If you have a vinyl roof judges will check the seams, look for splits and will look for rust bubbles. Also, if you have a convertible top some shows require it is up so they can look at fitment and for rips and tears (so if you are thinking you can just fold that ragged old top down and get full points think again).

Example of Rust bubbles under vinyl:



Extra holes in your panels?



Cracked rubber And a random wire going to where?





If you are worried about rock chips and slinging crap down the side of your car during the ride to the show, think about making some clip on mud flaps. Clip them on with binder clips

To the front! Clean is the key (get them bug'ems) and so is the fit of the grill, lights and so on. If you want to get super picky sometimes judges will look at the brand of headlights on older cars to make sure they aren't the new halogen. On new cars make sure your plastic headlights are buffed out with some plastic polish. If you have aftermarket fog lights make sure the look right on your car and make sure the wiring is well thought out. Make sure your screw heads all line up.

Q-tips and small brushes work great to get in small places like the grill.



Down the side. Here the judges will take off points for dings, scratches, wax built in on emblems and door jams. They will look at door fitment. They will look at the paint for runs and drips, orange peel looking paint, sand marks under the paint and bubbles. Does it have that mile deep shine? They will look at your color choices, do you have a custom paint job that was cool back in 1988?



Do you have a custom pearl/candy paint job? Pearl paint jobs are hard to do and a bad one is easy to spot. Are the side markers cracked? Does the side stance of the car look right? Does all the chrome line up? Do panels have miss matched paint?



Any waves in the panels? If it is a custom does it have custom paint work, pin-striping or air brushing?



Are the door gaskets peeking out the doors? Are the door handles in good condition? Any evidence of bondo? Cracks in the paint? Panel repair?



Wax build-up on emblems and chrome trim is easily cleaned with a detail brush which is wetted down with some water or detail spray.

At the back of the car the judges will look at the taillights for cracks and hazing. Bumper and panel fitment. Carbon on your exhaust tips. Are your rear plates straight? Are all 4 screws in place? Do you have vintage plates from the year of your car (in some states it is legal to register a set of old plates). Do you have a license plate holder that makes sense for your scene?



Help keep the dust off your paint with a California Duster (below); also some owners recommend a product called Brillianize which will give your paint and vinyl an antistatic coating.



The wheels on the car go round and round

Tires and rims. I typically prep my tires and wheel wells before the show (I use non-glossy spray but it is up to you on what you think will be correct for your ride). When I get to the show I'll wipe down the rims to get that small bit of brake dust off and I never dress the tires at the show. Judges will check to see if they are clean and curb rub free. If the rims are painted how does it look? Are the lug nuts all there? Are they correct? Is the car in the stock class with 8-ball air valve caps? Do you have factory correct tires? If you have custom rims do they look right for the car?

If you have custom rims make sure the entire rim is cleaned. Judges will also take a peek at your brake drums and calipers. Rust on a brake drum or caliper could cost you a point. They will also look in the wheel wells to make sure they are clean too. If you have custom rims in the stock class be ready to lose some points!



The detail spray you may use on your engine also works well on wheel wells.

Many times tie breakers are grass on the tires and if all the center caps on the rims are in the same direction. Some owners will even go as far as having their white letter tires mounted in such a way that writing on the tire lines up symmetrically with the valve stem. AND some judges will look for gravel in the tire treads (yikes).



A three inch paint brush works wonders to get grass off of tires.

Let's take a look at this GTO rim. Looks good right? I would deduct a couple points for the following. The lug nuts are not correct and one of them is a locking one (GTO's never came with locking nuts). It looks like some of the paint is peeling around the lugs. The white letters are browning a little and I can see a little rust on the caliper and rotor. Also the center cap should be turned so it lines up with word Firestone. Zoom in and check it out. I would give this rim a rating of 7.5 out of 10.



Here is a nice example:



Bumps in the Trunk

On a stock car you should have the correct paint in the trunk. Some manufactures painted their trunks body color and some used a splatter paint. Depending on the show the judge may not know the difference. If you have an amp, speaker boxes, CD changer in a stock car you will probably lose points.

Get your junk out of the trunk. When you arrived at the show you pulled all your cleaning supplies and chairs out right? Make sure you look around for dirt, grass clippings and anything that looks out of place. And if your trunk is not open you will get zero points.

You should have a spare tire, jack, factory stickers with warnings or jack instructions and trunk mat (if the manufacture had one). I don't know how many cars I see at shows without spares and jacks. The fact is most judges will knock off points if these items are missing. Now for customs a missing jack and spare tire is fine by me.



If you are buying a classic use the fact that the spare and jack are missing as a bargaining point (you are typically looking at about \$500 to replace these items).



Judges will also look for loose wires (maybe at one time you had a trunk light). And they may even lift your trunk mat (I hope with your permission) to look for rust. If you have a trunk light it is fine to unplug it at the show, but try to plug it back in when the judges show up. They will also check the whether stripping for cracks and they will make sure you didn't use too much glue.

The trunk is also another great place to display things like old magazine ads on your car, a photo album of the restoration, magazine articles your car was featured in, owner manuals and diecast cars. Now if

your car has won at a concourse event I'm fine with displaying the award. But if you have your plastic trophy from the Boogerville Days 2012 car show please keep it at home and not in your car. In many cases a trunk display may sway the judges to giving you more points and at some shows they have a display category.

For custom cars the sky is the limit. From NOS tanks to amps and speakers. If your trunk is filled with amps and speakers, judges will look at how the wires look. Is it neat and well organized or did you just toss in a standard black sub box. Also, on customs this is an area where you can display custom artwork.



An Inside job

Get your crap out of the car. Chairs, pop cans, wrappers and set the inside scene. Wipe it down and make sure it is dust free, dirt free and well organized. Vacuum it out at home; I've seen owners with their 12v plug in dust-busters at car shows (if that is your thing, then fine).

Typically the judges only will peak into the inside of your car. They may ask you to open the door so they can check the door jams. In the jams they will look for rust, dirt, grime and for evidence of paint lines (the inside of your car was masked off when it was painted). They will shut the door to see if it closes like it did from the factory (or do you really have to slam it because the hinges are sagging). You will see the opening of doors at concourse shows, but at the typically small town show they may only do this for a tie breaker (after they ask for your permission).

The judges will look for rips and tears in your seats, dash and headliner. Is your carpet faded? Seats faded? Do you have an aftermarket radio, if so does it look like someone butchered the dash? Are the seat belts organized? Is the dash dust free? Are there any wires poking out from under the dash?

In the stock class, at most shows, aftermarket radios are fine. Most shows with a stock class will let you have 3-5 visible modifications on the entire car. But this will not stop a grumpy judge from knocking points off for this modification.

Do you have an aftermarket shift knob, steering wheel and gauges (if so I hope you are not in the stock class because the judge should take off some points)? How are your peddles and rear view mirror?



Smells, most old cars have that old car smell. Tickle the Judges noses with an air fresher hidden under the seat.

I have seen owners (including myself) place information on the on a laminate card on the dash. It will give judges more information on the car, but for some judges they think you are trying to hide a crack in your dash and will dock you a point. I have also seen owners put magazines, books and coats on their seats (what are they hiding?). And in some cases owners will put large stuffed animals behind the wheel (I think this was a fad in the 80's). Whatever you do think like a judge, or you may be losing points.



Tip If you have a small hole or rip in a seat it may be possible to hide it with the seat belt.



If you have roll down windows look at the position of the handle when it is down. Would it look better pointing down or at the same angle as the door release? You may have to remove the crank handle to move it is the right position.

Example of an excellent stock interior. No visible

modifications.



What is wrong with this stock interior?



The two things I see right away is the hole in the dash for the radio (missing the radio) and the rip in the headrest. Time to take off some points.

For a custom they will look for custom details like painted items, artwork, stereo upgrades. They will look for fit and finish, since many of the items are custom made.

Example of custom interiors; The left has too many colors for me and the right is just about right



Rev it up

So we pop the hood at the show and we wipe it down one more time. One of the common areas I see owners miss is the underside of the hood (if painted with no insulation) which likes to catch bugs.

I personally like to give my engine a good cleaning in my garage the night before the show. If you keep up on this it should really only take you no more than 30 minutes to keep it looking showroom fresh.



Once my engine is clean, the day before the show, I use CD-2 Engine Detailer. This will give the hoses and painted areas that factory fresh look (it is not shiny or greasy) and it will get into those hard to reach areas near the firewall. If you are using this product for the first time, try it a couple days before the show, because you may need to use it again to hit the areas you missed (after a day it will dry and you can tell the areas you missed). Most auto parts stores sell it for 6 bucks and I typically use only one can a year. I also use it on my inner wheel wells too.

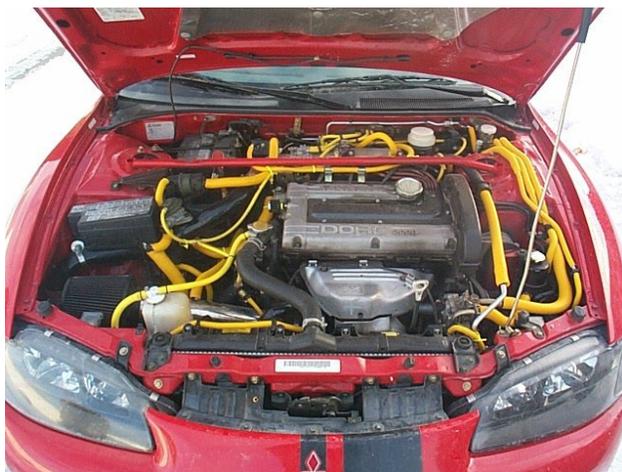
Before and after on a daily driver



For a stock car here is what the judges look for (remember at most show 3-5 mods are fine for the entire car; if you are not sure just ask). If your hood is not open you will get zero points.

- Is it a factory battery or aftermarket (you can buy plastic toppers that will make it look like an old battery)?
- Are the battery connections correct for the year? Many times the cables are swapped out for new ones with incorrect connectors.
- Are the hoses and hose clamps correct? Hoses typically will have factory markings on them and the hose clamps they used years ago are a lot different than the ones you can buy today.
- Condition of the belts? Are they frayed?
- Engine block painted the correct factory color? Is it dirty, peeling and stained?
- Is the engine block correct for the car? Most judges are not going to have the means to determine if it is numbers matching, but if you have a 350 crate motor in your “stock” 1964 Impala they are going to doc you some points (you are in the stock class right?).
- Are some of the factor stickers on the car, are they peeling up? Almost all cars came with multiple stickers under the hood.
- Does it have AC? Are all the components present?
- Are bolts painted that shouldn't be? (this is a quick fix that can get you back a point)

- Are the valve covers correct for the car? Many times owners when rebuilding their heads put in roller rockers which sit higher than the factory ones so they have to toss the factory valve covers for higher aftermarket ones. Does it have an aftermarket breather on it?
- Is the air cleaner correct? Most vintage cars didn't come with open air filament air cleaners. They are cheap and flow the air better, but in the stock class a judge may knock a point off. Also, in some cases, the air cleaners didn't have a sticker on top to state the horsepower (Pontiac owners come to mind).
- Is the radiator leak free and does it have the correct radiator cap? Yes judges will knock off points for your radiator cap. Even if your cap is a reproduction the judge may know it and they will dock you a point.
- Is your wiring neat and held in place with the correct straps? Guess what, in 1957 they didn't have zip ties so if you have them all over your engine bay you may be docked a point.
- Are there any non-factory splicing of the wires? This is a pet peeve of mine.



- If stock, is all the chrome correct under the hood? If is not supposed to be chrome don't put it on your stock car. Sure it looks good but the judge is going to dock you a point!
- Colored wire loom. If stock don't put it in! If you are a custom, sure it may help to clean your car up and it will give it a punch of color



If you have a small area on the engine block that you want to repaint, spray the can of paint into a container and then use a small artist brush to paint the area.

- Are your exhaust headers rusty? If so, you may be docked a point. Do you have custom tubular headers that are not from the factory? If so you may lose a point.
- Do you have a brand new Edelbrock intake and carb? If you are in the stock class you may be docked points.
- Are the splash guards present in the wheel wells? Do you have a factory oil filter?
- Do you have a large MSD box mounted to the firewall? If you are in the stock class, you will lose points. I'm sure MSD makes a great product, but if you want points get that box out of there.
- Do you have the correct grease pen marking on your firewall (is the firewall the correct color)? In the photo below you can see the 934 on the firewall and the owner has a small photo album that details the car's restoration.



Here is a product you can buy to mount your photo album to the front of your car.

<http://www.klassickeyless.com/other-products.html>



Instead of sticking your restoration photos in a cheap photo album create a book with your photos and documents on the car. Also include text on the car. You may not receive points but you may have something that other owners do not have. You can build your own book for \$15-\$50 at: shutterfly.com



- Are your spark plug wires the correct color? If you have red, blue, yellow and so on colored plug wires on your stock car you may be docked a point. At a concours show they will check if they are date coded correctly.
- Is the underside of your hood clean? Did your stock car come with hood insulation and is it clean and held in place correctly? If you are missing this on your stock car you may be docked a

point. Is the underside of your hood the correct color? Many times this should be black or body color. Again, depending on the judge they may not even know the difference.

What are the issues you can see with the photo below? It is a 400ci 1970 GTO in the stock class.



First thing that hits me is the missing AC compressor is missing. The radiator cap is not original. The engine paint has some discolorations. The radiator hoses are correct, but they have newer style hose clamps. The air intake is a single snorkel (should be a dual) and someone drilled holes in it. It has a battery topper on it to give it that factory look but the battery cables are aftermarket. The underside of the hood is painted body color instead of the correct stain black color. And I see at least 1 zip tie. My rating on this engine would be a 5.5 out of 10 points. In large classes of cars the judges will be super picky. If you have a popular car in a large class you may need to think about the small things to get your car to the next level.

Here are some examples of near perfect stock cars (even down to the oil filter):





For customs it is much of the above and fit and finish. Also the engine needs a balance look of the items on it.

Examples of Custom engines:





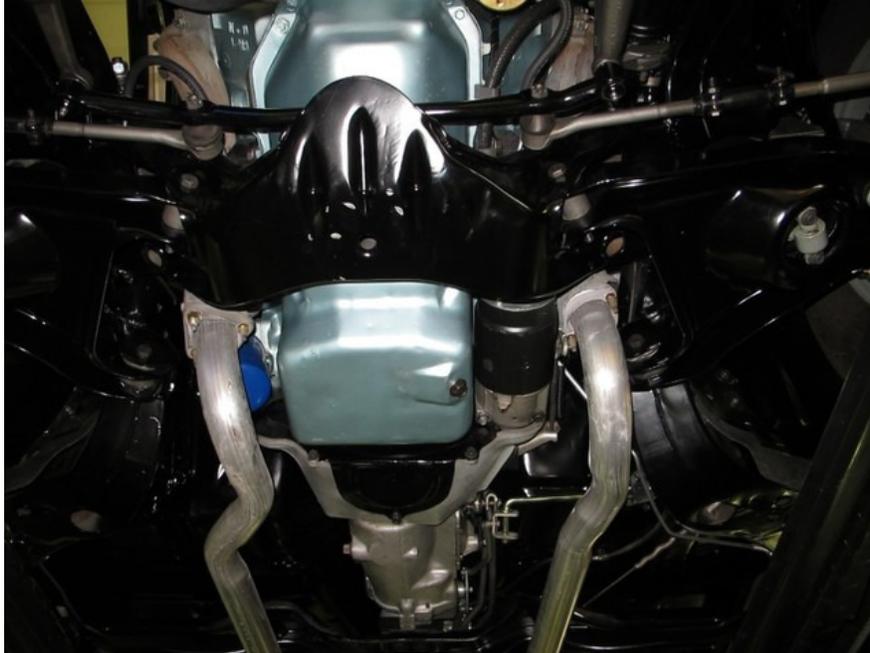
Down Under

At most shows you will rarely see a judge drop to their knees to look under a car. If they do, they will look at the suspension at the front to see if it is clean and rust free (also they may know what the correct colors are supposed to be for shocks and sway bars) and they will look for any evidence of oil and grime. They will look at the frame and floor pans for any evidence of shoddy repairs and rust. In the back, they will look at the gas tank (some will know what the correct color is supposed to be) and the suspension and they will look for leaks from the rear differential. They may also verify the floor pan drain plugs are in place.

Many times custom car owners will place mirrors under their car to show off their hard work:



Example of a factory fresh stock underside:



The on the road detail kit

When you are at show you are going to need a kit of items to help get your car clean from the ride to the show and keep it clean during the show (how is it going to get dirty just sitting there?). I have the following items in mine:

- 5-6 medium sized micro-fiber towel (wash them at least one without detergent to get the lint out of them)
- 2 micro-fiber towels meant for windows
- Paint/Vinyl detail spray, Windex, Spray bottle with water, chrome polish
- Various size brushes for cleaning the hard to reach bug, wax and grass off tires
- A California duster
- Various tools to fix a leak
- A roll of Blue paper shop towels
- Flash light, fire extinguisher
- Small clip board and pen (the show may be participant judged)
- Armor All cleaning wipes
- Wheel chock
- A small can of WD-40
- The carrying case I got at Home Depot and then I bought some iron on patches from Ebay
- Sun tan lotion (typically this is my back up extra one)



I don't have a car but I want one

So you want to jump into the hobby and get yourself a car? What do you want? What is your budget?



The fact is it is almost always cheaper to buy someone else's dream that is already done, than buying something that is even 90% done. You might look at the prices and think, I'm out, but the fact is if you are not the person doing the fixes you will end up putting in a lot more money than it is worth. For some folks they are fine with that since this is their dream car and they don't care. Keep this in mind when you are out hunting for your next car.

There are a ton of websites and auctions that sell cars, but your best bet is to watch enthusiast websites for the type of car you are looking for. Many times these are well cared for cars that just need a new home.

Popular websites with cars for sale:

www.automedia.com/Top-10-Collector-Car-B...Tips/res20001101ct/1
www.carsonline-ads.com/colsite/col?use=U...amp;amp;member_id=-1
www.oldcarsweekly.com/
www.fastlanecars.com/Public/FastLaneHome.aspx
www.thielmotors.com/inventory.asp
www.autotraderclassics.com/index.shtml
volocars.com/
americandreamcars.com/oldpick.htm
www.autabuy.com
www.motoexotica.com/inventory.htm
classiccars.com/home.html
www.hemmings.com
www.classicguy.com/search.asp
www.oldride.com/browse.html
www.brandonclassics.com/
www.rayskillmanclassiccars.com/
www.fossilcars.com
www.f40.com/inventorymanager.php
www.harwellmotors.com
motors.listings.ebay.com/ Passenger-Vehi...dtypeZ22QQsofocusZpf
www.streetrodding.com/index.cfm/f/streetRods.main
www.vanguardmotorsales.com/Inventory.aspx

Auctions that sell cars:

<http://www.barrett-jackson.com>
<http://www.russoandsteele.com/>
<http://www.russoandsteele.com/>
<http://www.bonhams.com>
<http://www.goodingco.com>
<http://www.mecum.com>

Inspection:

Prior to negotiating a price find an inspector. There are various websites out there to help you find an inspector. Make sure you send a list of questions to the inspector too.

<http://www.lemonsquad.com/>

<http://www.cars-on-line.com/insp-1stpg.html>

Closing Thoughts

Over the past 10 years the car hobby has grown enormously. Baby boomers are retiring and they are looking back at their past for something old and familiar and many times that is a car. We are seeing a surge of folks buying their dream cars not only as a weekend cruiser but as a potential investment. Car shows bring people with common interests together to share the passion and history of their rides. So is the time right for you to join the club? Whether you are in it for the competition or just spreading the general knowledge on your ride it is a rewarding hobby.



Car #: _____

Class: _____

Make/Model: _____

Year: _____

Color: _____

Owner: _____

Show Classes Judged using a 100 Point System: All categories' are worth 5 points each. Points are based on a deduction system. All cars start out with the maximum number of points. Points are deducted based on the discrepancies found.

Category	Score		Category	Score
Body Fit (straight? Large gaps?)			Glass & weather stripping (cleanliness, condition, & fit)	
Body Finish (smooth, glossy?)			Upholstery (seats & floor covering)	
Body Condition (dings, rust?)			Upholstery (door panels, pillars, package tray, headliner, visors, etc.)	
Roof: Metal, vinyl, or convertible (condition, cleanliness, fit)			Interior trim hardware (door handles, locks, window switches, seat belts, etc.)	
Trim Condition (rocker panels, door guards, door handles, wheel well moldings, running boards, spoiler, pin stripes, ect)			Trunk: upholstery, spare tire, jack, weather stripping, trunk lid, etc. (condition & appearance)	
Lights: Headlights, turn signal indicators, brake light lenses & trim condition (are all the headlight bulbs the same? Any cracked lenses?)			Engine Compartment: underside of the hood & splash plates (condition & appearance)	
Tires, Wheels, center caps, lug nuts & hubcaps (cleanliness & condition)			Engine: block, valve covers, turbo, carb, etc (condition & appearance)	
Undercarriage: Pans & frame (cleanliness & condition)			Radiator, hoses & belts (condition & appearance, including reservoirs)	
Suspension, transmission, oil pan, exhaust, ect. (cleanliness & condition) (Note: corrosion on exhaust is acceptable, but not holes)			Wires, battery, & cables (condition & appearance, neatly routed)	
TOTAL COLUMN #1			TOTAL COLUMN #2	