

(R)MITCHELL MOTORSPORTS - ISSUE NUMBER 146 - AUGUST 2024

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MITCHELL MOTORSPORTS

Issue Number 146 - August 2024

DEDICATED TO ALL FORD MUSTANGS

SENT TO OVER 570 MUSTANG OWNERS AND CLUBS

Welcome to the latest issue of our MITCHELL MOTORSPORTS e-newsletters with feature articles and other items of interest for our members. In this issue, we present more stories with pictures and other items for your review. Thank you for joining our Association. Tell others about us.

MY EIGHTH CAR SHOW IN MY 2011 V6 MUSTANG - BY RICK MITCHELL

On May 27, 2023, I attended *The Shops at Waldorf Center Classics Car Show*, located at 3003 Festival Way in Waldorf, southern Maryland. This event was co-hosted by the *DMV Rods and Classics Car Club*. The problem that my friends and I encountered at this otherwise well-run show was that when the club called the winners later at trophy time, we soon noticed that they were giving out two or three trophies *to several of the same people*, depending on the category! We were hearing the *same names called* to receive awards, and it was happening much too often!

On the next morning, I discussed this with my two friends who were at this event. What was so frustrating was the number of people winning multiple trophies, whereas most other entrants with nice cars received *nothing*. The club should have thought the *two or three awards for one person* concept through better. I said, though, that I would go to this show again if they revised their trophy selection process, but I would want to know that ahead of time. If everything stayed the same, then I would not return. I wrote to the event's organizers suggesting that they only award one trophy to each winner and not discourage the other high majority who lost. One trophy per winner was adequate!



(Our four Mustangs at the DMV Rods show on July 15. Jim Bridgett's excellent '70 Boss 302 is closest.)

Fortunately, the club replied in the affirmative. "Thanks for the feedback. Yes, we had a learning curve that we have worked out from yesterday's car show. Because we had multiple sponsors, some picked the same cars. We will not have that issue moving forward." With that, I agreed to go to this club's second event on July 15, and hope that they honored their commitment. This next show had much to offer, including independent judging with 97 awards, of which there was a Top 50 and many other specialty trophies. The location was only an hour away from my home and easily accessible.

By July we were into the mid-summer with our temps regularly climbing into the low-90's, although many other parts of the country were experiencing severe heat alerts. The day of this show started with patchy, overcast skies, and when I arrived in Waldorf after 8:30am, there was also a somewhat hazy fog hanging over our show sight that stuck around until noon. This, however, lowered the temps a little for most of the morning, and it also meant that there was no bright, glaring sunlight.



(My '11 Mustang in Waldorf early in the morning on July 15.)

This was good for me personally as I could now see down inside my engine compartment and clean some of the more hard-to-reach areas. Since our judging would not start for a few hours, I spent an hour and half going over my entire car, including my engine, and I could actually see what I was doing! This also allowed for plenty of time to catch up with three other good Mustang friends who were there, Leo Howard, Jim Bridgett and Reggie Moran.

(The great news from this discussion was that just the week before, the Mustang Club of America had approved the National Capital Region Mustang Club to organize and administer the MCA's Grand National over Labor Day weekend in 2025 in Fredericksburg, VA, at the same sight as in 2019. I was there for that excellent event, and I was thrilled to hear that it would all happen again in '25!)



(My Mustang being judged. This gentleman also presented our awards later that afternoon.)

By late morning the DMV Rods began judging. I did not realize it the last time I was at this event, or maybe they changed their system, but our cars were evaluated using what appeared to be an abbreviated, one-page score sheet, with points awarded or deducted for what may have been seven or eight areas, although I only briefly saw one of these sheets. The judge who reviewed my car spent maybe five or ten minutes, and then moved on to the next one. He looked at all areas, but not the undercarriage or possibly the trunk.

By now the sun was breaking through the overcast skies and the temps were rising, and yes, indeed, it was hot! The number of entries eventually reached about 110. It was then a matter of waiting for the judges to decide on what awards were being presented. Finally, we were called for trophy time, and one of the earliest categories that were given out was the Top 50 trophies.



(The DMV Rods presented many great looking awards.)

I was very fortunate to be called to receive one of these nice looking trophies this time, but what made this event so much better was that all three of my Mustang friends also received awards. The club was good to its word. In fact, after the awards were over, one entrant had a question about his trophy, and I heard the awards presenter tell that owner that only one trophy went to each winner. This was the same person who had judged my car earlier, and I later thanked him personally for my award.

The club also handed out flyers for their next show in September, which was very ambitious on their part, and I admire that kind of commitment. It takes an incredible amount of hard work by many club members to successfully pull off three full-sized car shows over the course of only four months, with so many entrants to be scored and a high number of awards to be handled. I frankly do not know of any other club in central Maryland at present that administers that many big events annually and is doing it so successfully and making adjustments as needed. *Well done to the DMV Rods and Classics Car Club!*

-END-

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On July 15, I went to The Shops at Waldorf Center Classics Car Show, located in southern Maryland. This event was co-hosted by the DMV Rods and Classics Car Club. It was the club's second show, and it had much to offer, including independent judging with 97 awards, of which there was a Top 50 and many other specialty trophies. There were only a few Mustangs attending this excellent show, and we will feature several over two issues of our e-newsletters. Here is our first Mustang. This is good friend Jim Bridgett with his rare 1970 Boss 302 Mustang, which he has owned for many years. His car is in excellent condition and shows extremely well. It has been featured in several other publications, and it was awarded one of the Top 50 trophies at this event.







-END-

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-END-

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MY NINTH SHOW IN MY 2011 V6 MUSTANG - BY RICK MITCHELL

The car show season here in central Maryland from early July through late August is lean with little to choose from, which is understandable as that is our heaviest time of the year for vacationing away from life's usual activities. Trying to find a good show is like looking for a water fountain in a desert! For the weekend of July 22 and 23, I knew of one potential show in southern Maryland, but my friends had given it mixed reviews over the years, and so I opted to not go. Finally, on the 20th I googled "car shows in Maryland" for the upcoming weekend, and I thought I hit pay dirt!

XYZ Dealership (not their real name, and also not a Ford dealer) in northeastern Maryland was having its first car and motorcycle show for all years, makes and models on July 23 for the benefit of local charities. The dealer said they were looking forward to holding a great event. The visiting cars were supposed to be *judged* as the flyer said at 3pm, but I had no idea how this would happen, nor was there any mention of how many awards.

Their Facebook page listed one contact name who I emailed twice about preregistering, but I never received a reply. I could tell, though, that this dealer was highly enthusiastic and looking forward to holding its first car show. This event was an hour and ten minute drive north on I-95 from Baltimore toward Delaware. Beyond that I knew nothing about what this show was like. The weather looked fine, though, so I thought, *let's go!*

The day of the show started out well enough. The temps were forecast for the '80's with light winds and plenty of sunshine. The ride to the event passed easily without incident. The dealer had completely cleared its front and side lots to make room for its visitors. They had a DJ playing tunes from the '50's to the '70's, and there were several food vendors. What could be better?! So I parked and spent over an hour recleaning my Mustang and setting up for the judging. But this was judging that *never happened!*



By noon, the number of cars, trucks and motorcycles, and even several motor boats, if you can believe it, had passed 200 entries. Pretty good for a first time dealer show, I thought, as I sat in the shade under the overhang in front of the dealership while eating some lunch. Not long after, one of the show's coordinators announced over their PA system that anyone who wanted to vote should come up and get several small pieces of copy paper that were hand cut with scissors into roughly 3" by 3" squares.

All you needed to do was walk up to the registration table and receive several small pieces of blank paper, and anyone could vote for anyone. They may have also been allowing spectators to vote, too! The dealer had also placed eight small plastic containers on their table with titles like, "kids vote," or "ladies vote," and several other classes, although I do not remember the others. Just place your votes in each of the eight containers! This was completely *uncontrolled* voting. What would prevent people from getting more pieces of paper to keep on voting?

I then asked that same show coordinator how many trophies were they awarding? He then replied, "Eight." One for each of the plastic containers' topics. But they were not trophies, he said, they were plaques. And so now the mystery was solved. This was *not* a judged show at all. There were no judges and no score sheets. This was not popular vote either where each entrant received a ballot and picked out X number of cars or trucks in the different classes as there were *none*, and voted for them.

Instead, this was, who ever wanted to vote just come up and get handed several small pieces of cut paper, and go vote for whatever vehicle you want! This was completely ridiculous. Bear in mind that I had never been to this dealer before and did not know one other owner out of over 200 vehicles. On top of that, most of the entries were General Motors products and not late models, with several rows of late model Corvettes.

So I sat there and finished my sandwich and then said to myself, "*I'm out of here!*" And I packed up my non-GM, non-Corvette, non-early model, I-do-not-know-any-one-else-but-little-old-me Mustang and drove off the property after 12:30 and went home. All I could think was that many of the other experienced entrants were going to be as surprised and disappointed as I was then they realized what a terrible judging/voting system was used, and that there were only eight plaques available for awards.

For a show of that size with over 200 entrants, there should have been classes, with at least 30-40 *real* trophies available, along with some form of *controlled* judging or voting. Letting anyone on the property who wanted to vote come and get several little pieces of paper and vote any way they wanted was a very poor idea.

But I will take the blame for this one. I should have dug in and pressed the show coordinators ahead of time until I had a clear understanding of what their "judging" system actually was and the number of awards. Had I known these facts, I could have looked for another show that was handled better, or not gone at all.

-END-

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OUR 150TH ISSUE!

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On July 23, I went to the fictional "XYZ Dealership" for my ninth show that was for all years, makes and models. This event brought out mostly GM cars and not too many Fords or Mustangs by comparison. We will present two issues of MITCHELL MOTORSPORTS with pictures from this show. Here is our first issue. These were two different Mustangs. The first was a '66 coupe with a 200 CID inline six engine, a tutone pony interior and an under the dash air conditioner that made a good appearance. The second Mustang was an '11 GT coupe with some great looking aftermarket engine mods added.





-END-

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On July 23, I went to the fictional "XYZ Dealership" for my ninth show that was for all years, makes and models. This event brought out mostly GM cars and not too many Fords or Mustangs by comparison. We will present two issues of MITCHELL MOTORSPORTS with pictures from this show. Here is our second issue. This was an early 1970's Ford Maverick that I thought looked great! There are so few of these cars on the show circuit that I wanted to include this one as I have always been a fan of the older Mavericks. This car was in great condition and well-cared for. The engine was nicely detailed, too!





-END-

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