

(R)MITCHELL MOTORSPORTS - ISSUE NUMBER 212 - JULY 2025

From: remitchell22@aol.com (remitchell22@aol.com)

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MITCHELL MOTORSPORTS

Issue Number 212 - July 2025

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 a feature photo article for our members. Thank you for joining our Association. Tell others about us.

OUR 2017 V6 MUSTANG - BY JAMES D. WELLMAN

"This is our 2017 3.7L V6 Mustang that we call 'Sweet Thing.' We love this car! We have added some mods, including BBK shorty headers, and we changed the engine to add a cold air intake. We also have a performance tune by 5 Star. Next up will be a new catback exhaust and a larger BBK throttle body."











-END-

Would you like to see your Mustang featured in an issue of MITCHELL MOTORSPORTS? Just send a few good JPG images and a paragraph or two describing your car for our consideration for publication in a future issue!

Rick Mitchell
Editor and Founder
MITCHELL MOTORSPORTS
remitchell22@aol.com

got Mustang?

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On August 18, 2024, I attended the Knights of Columbus' 10th Annual Car, Truck & Bike Show at their Columbian Center in Severna Park, Maryland. This event was open to all makes, models and years. There were 30 Peoples Choice awards and three Best in Show trophies available, and the show was held rain or shine. We are presenting two photos issues from this event. Our first car was seen last month, and the second and final car was this 1970 Mustang Grande V8 coupe in excellent condition. This was something I would liked to have owned back in the day!











-END-

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Editor and Founder
MITCHELL MOTORSPORTS
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MY 29TH SHOW IN MY 2011 V6 MUSTANG - BY RICK MITCHELL

Before moving to my present home 31 years ago in Catonsville, Maryland, southwest from Baltimore City and just outside our beltway, my family and I lived in Linthicum, at the northern edge of neighboring Anne Arundel County. This was the home where I restored my 1966 Sprint 200 Mustang in the 1980's and developed my Sprint Print and Six Classics and other six-cylinder related Mustang newsletters. We lived there for 16 years, and it was a nice area and not far from where we live now. All of these years later, I became Mustang friends with Leo Howard, who currently lives in Linthicum.

When we were at the Knights of Columbus show on August 18, 2024, Leo said that he was next going to a car show at a church in Linthicum on August 24, and asked if I would I like to go? I had probably driven past this location a thousand times back in the day without realizing it, but I had to look on a map to see where it was! Leo said that this was a first-time event for this group. He knew some of the contacts running this show, who in turn asked for Leo's input for planning their event. They then asked him to go to their show, and Leo in turn asked me. Since this was an open date, I agreed to go.



There were few Ford products at this show. This was a 1989 Thunderbird SC coupe.

There was, however, not too much information available. We heard there were 20-plus custom trophies and that it was a judged show, which I have learned over the years could mean almost anything! The event was sponsored by a local car club, whom I did not know. There was nothing more known beyond this brief information and the show flyer had minimal details. There could be 20 entries there or 200. But this location was only 15 minutes away and the weather was forecasted for the mid-'80's, so why not go? I would also get to see some of the old town where I lived many years ago!

Driving through downtown Linthicum was like passing through a time warp! I went past Bob's Barber Shop where my son received his first haircut only 40 years ago! I saw the Exxon station where I used to take my '66 Mustang for gas, and many other small shops that we visited regularly. This led to a middle school parking lot where I caught up with three Mustang friends, Leo, Glenn and John. We circled back and arrived at the church for the show. This event started out well enough. The temps were comfortable with a cloud cover and light winds making setting up our Mustangs pleasant. I went over every area and recleaned everything. The number of show entrants eventually reached about 50 cars and trucks.



This was an extremely rare 1968 King Midget two-seater car with its engine in the rear. It is licensed for street driving!

And so we sat near our Mustangs waiting for our judges to arrive early that afternoon. Then the big picture started to change when we saw how our car "judging" was handled. Usually when I hear that a given show will "judge" the entrants' cars, the image I have is several designated individuals who will walk among the cars and trucks with some form of score sheets that break each vehicle down into several areas, with points awarded or deducted, depending on the condition of each area of the vehicle, such as inspecting the engine, interior, exterior, wheels and so forth, and then scoring each. Nope. Wrong. Not today. Sorry!

From what we saw, one or two of the club's officers walked past our four Mustangs, took quick glances at our cars, and if they liked one of our Mustangs, they then wrote the car number on a clipboard. I was sitting behind my Mustang and actually did not see these two "judges" when they apparently "looked" at my Mustang. They may have seen my engine, but they did not appear to look at my interior. Next they briefly looked at Glenn's '08 GT coupe. They then seemed to skip over Leo's '08 GT convertible, and finally they spent a few minutes looking at John's '66 GT coupe at the end of our row.



One of my all-time favorites, a 1940 Ford. I built models of them as a teenager!

The four of us were then looking at one another asking ourselves what just happened here?! This was not judging our cars. This was what I refer to as "popular vote by the judges." If they liked a given car after a quick glance or two, they then wrote the number on a sheet of paper. If not, they simply passed over the car. This was a huge disappointment, and not what was expected.

Not long after it was trophy time. The 20-plus custom trophies were actually a Top 15, along with five to eight other specialty awards. Glenn's Mustang made it into the Top 15, but Leo and I were passed over. One of the specialty awards was a Best Mustang trophy. There were only five Mustangs in attendance, those being the four of us and a young owner with a '71 to '73 Mustang coupe that was not detailed too well, and John won the Best Mustang award.



My 2011 V6 coupe certainly deserved more than a brief review.

It is difficult to put a positive spin on a show like this. I am glad that two of my friends won, but how can anyone realistically judge a car if they do not take the time to look at all areas? I spent an hour going over my car and setting my Mustang up so that these "judges" could see everything. They in turn gave my car maybe a few quick glances and walked away. Was that a fair assessment? Not at all.

On to the next show!

-END-

Rick Mitchell
Editor and Founder
MITCHELL MOTORSPORTS
remitchell22@aol.com

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MY 30TH CAR SHOW IN MY 2011 V6 MUSTANG - BY RICK MITCHELL

By the end of August, 2024, we were beginning our Fall Classics car shows, as I unofficially called them, as the end of summer was approaching. Much to our surprise, though, the long, three-day Labor Day weekend only presented one worthwhile event to consider attending on that Saturday, and that was the 18th Annual Labor Day Weekend Car Show, held on August 31. This was at the Greene Turtle parking area in Edgewater, Maryland, a location I have visited many times over the years for events conducted by several different clubs. This time, however, the host club was the Wheels from the Past, a group I had never visited with before. This was a Top 30 popular vote show with other specialty awards added in, and all makes, models and years were welcome.

This event appeared to be the only game in town as far as where to take our Mustangs for a show that weekend, although a different club later announced a show on Labor Day itself. The problem, though, was that my friends said that most of the cars and trucks that went to the Wheels from the Past event over the years tended to be the older vehicles from the '40's through the '80's, and because this was a popular vote show, these same people usually voted for other owners with these same older vehicles.



Our six Mustangs lined up at the Wheels from the past show.

Showing up by yourself with a late model Mustang and hoping to win was not a good idea as the odds were not stacked in our favor. A possible solution? Try to get a group of late model Mustang owners together and meet near the event area, and then park onsite as a group. This would help to level the playing field a little, or at least make us feel like we had some chance for success. But would this work? Time would tell. We wanted to give this a try though and see what happened!

We mustered six Mustangs with one '66 V8 coupe in the mix and the rest ranging in years from 2005 through 2011. We all parked together on the front line facing the Greene Turtle restaurant. We received our voting ballots with our entry fee, and we were told to vote for five other cars, not including our own. Our plan then was that we all voted for the other five of the six Mustangs in our group, so that each of us had five votes to start, not including any possible votes received from other show entrants. With our plan we all felt like we were off to a good start with the popular voting on this day.



Gary Sockriter's '05 Roush Mustang made for an impressive display.

As the morning went by, this show had an incredible turnout that passed over 130 entries, perhaps the highest total I have ever seen for any show on the Greene Turtle's parking area. So we waited to see if our voting plan had any positive results. Sometime after 1:30, we were called for trophy time. The club started by giving its Top 30 awards, and they called the winners in chronological order by registration number. Gary, with his 2005 Roush Mustang who parked first, was called as he was car number 23, and he received one of these trophies.



Tom Smith's excellent '06 Mustang GT coupe.

By the time the club reached its tenth trophy, however, the other five of us were not called and had lost the Top 30 as our numbers closely followed Gary's. The club next had five or so specialty awards, and John with his '66 and Glenn with his '08 GT received two of these additional trophies, but Leo, Tom and I were passed over. Once again, it seemed that many of the winners were the owners with their '40's through '80's cars. So did our plan work? I can't say that it did. Only one of our six Mustangs was voted into the Top 30, so this new approach was unsuccessful for this particular event.



My faithful steed, my '11 V6 Mustang!

On the whole this was a well-run show at a good location. The trophies were excellent for those who won, and the club also brought in a live band to perform many of the radio hits from the Sixties. The weather was perfect, and the club donated over \$3000 to the main charity that it was supporting with the proceeds from this show, so it was a hugely successful event. But if you went to this show with a late model car, your chances were slim at best for winning an award. The favorites are still the much older vehicles at this show, and that was the reality of attending this event.

-END-

Rick Mitchell
Editor and Founder
MITCHELL MOTORSPORTS
remitchell22@aol.com

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On August 31, 2024, I attended the 18th Annual Labor Day Weekend Car Show, held at the Greene Turtle in Edgewater, MD. This event was hosted by the Wheels from the Past, and all makes, models and years were welcome. There were not too many Mustangs or other Fords at this show, but we are presenting pictures of a few. Our first car was a rare orange and white '56 Ford Crown Ranchero. Look carefully to see its flat bed area behind the front doors. The other images are of four different '40 Fords, or at least I believe they were all 1940 models. As a teenager I built models of the '40 Fords and considered them as a favorite! Their front center grilles were distinctive!









-END-

Rick Mitchell
Editor and Founder
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WHAT HAPPENED TO MY 1966 SPRINT 200 MUSTANG? - BY RICK MITCHELL

As some may know, during the 1980's I restored and showed an Arcadian Blue 1966 Sprint 200 coupe that appeared in 69 shows in five states. This was an excellent Mustang that I greatly enjoyed, but after owning it for 12 years, I sold it in 1993. The man who bought the car was a good friend of my father who was looking for a project to work on with his grandson. Not long after I occasionally saw the Mustang in nearby Glen Burnie, MD where the grandson worked. But not too many years later, I received a call from another person who had purchased the Mustang with the intention of restoring it again and possibly showing it.



Back in the glory days in the 1980's!

I wanted to give him copies of the magazines that the Sprint appeared in, and so he visited my home where we discussed the car at length and I gave him the stories. He indicated he would stay in touch and let me know how his project was going. I was glad to hear that new life was being given to this Mustang and that it may appear at the shows once more. But as time passed, I never heard from that man again, nor ever saw the car. This was disappointing as I had often wondered, what ever happened to that nice, old Sprint 200 Mustang?



At a Mustang show at Sloan Motors in Exton, PA.

Just out of curiosity, in November, 2024, I made an internet search using my Sprint's Vehicle Identification Number (VIN) to see what came up? To my great surprise, there was a detailed listing of the Sprint with pictures! A company in the nearby District of Columbia, Mick's Sales & Services LLC, had the Mustang in 2021. The description said that the car had damage to its left rear and other damage to both sides. The pictures showed that there were several areas where rust had broken through and left holes in both lower front fenders. The left rear fender was damaged in several areas while exposing bare metal. The paint was worn, but the black painted pinstriping was still there.

Surprisingly, all four wire wheel covers were still on the car although they were easy to steal! The seats that I recovered looked alright, and the Rally-Pac I added and console were still inside. The engine compartment that I had detailed and the repainted block were now extremely worn and dirty, but the chrome air cover and Sprint 200 decal were still on the engine. The odometer read 175,136.1 miles, or about 50K more than when I last owned the car. Somehow the listing incorrectly stated that the car had 750K miles! There was still an old MCA decal and one of my Sprint 200 stickers inside the windshield!

Mick's Sales sold the Sprint Mustang during an auction for \$6000 through a company called Bid Cars on November 25, 2021 where it was then sent to Newark, NJ for shipment to Rotterdam in the Netherlands. Bid Cars, whose logo appeared on the pictures from 2021, is a company based in Poland that caters to customers in the European Union where cars from the US are auctioned and shipped to ports in the EU, of which Rotterdam is one of four different ports. The Bid Cars website outlined the steps for importing vehicles from the US, and they maintain databases of American cars. When a customer wins an auction, Bid Cars picked the car up and exported it from the US, and then delivered it to the customer's door step. It sounded much like the European version of Carvana here in this country.

I wrote to Bid Cars on three occasions asking permission to use their recent pictures of my old Mustang, but they never replied. Because these images may be copyrighted, unfortunately I did not use them with this story, although they were a little sad to look at. So where is my Sprint 200 Mustang today? We really do not know as the trail went cold after 2021. Hopefully a devoted Mustang fan somewhere overseas shipped the car home and restored it once again, and it is entertaining visitors at car shows somewhere across Europe!

-END-

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