

CRUISE GUIDE

Online

UPDATE

July 2026

Covering Maryland, Delaware and South PA Shows



Dedicated to Saving the Hobby

The Car Show & Cruise Guide

Welcome to our June/July issue

Diane and I went to **Cruisin' Ocean City** for a couple of days and really enjoyed it. Typically our spring trip is short while we stay for a whole week in our friend's beachfront condo in the fall. I really am glad I went to help at the **Save the Hobby** show at the Inlet lot on Thursday. While I was there I spotted a mid-engine Corvair that was a real sleeper until you looked it over. Residing where the back seat would have been was a Chevy V8 hooked to a 6 speed Porsche transaxle. Way cool.... So guess what? I'm sharing it with all you as one of our featured cars in this issue. I remember in my youth some guys stuffed an Olds 455 in them, but this car is light years ahead of those conversions. Check it out on page 31. **Bruce Weeks** did an amazing job putting the car together.

It seems like they had a fair amount of complainers and naysayers at Ocean City. If you behaved and attended the official events you had a great time and can't wait to return. I'm willing to bet that most if not all of the registered attendees love it and really appreciate what **Jackie and Meredith** along with their families

do to put on a great event. For those that had an issue, let's look within folks.... what could you do to make this a better experience in the future? Just behave and respect the town so we can all have a place to go and relive our youth for many more years.

This is the third issue under new ownership and so far it seems to me nothing really has changed.... Guess that's a good thing. The good people at the **Custom & Classic Car Educational Foundation** are starting to put their ideas into what the magazine will be. Hope you noticed that we are trying to reach the future of the hobby and feature vehicles that the under 30 crowd enjoy. We will continue to encourage you to **"Take a Kid to a Car Show"** and while you are at it how about showing the younger generation why you love your ride.

Want to join us in meeting our mission? Reach out to me or Doug anytime. We welcome any help to Save the Hobby.

Happy Cruising, Dave

SavetheHobby.org



CCCEF Soapbox Derby

Scenes from our tents at the Import/ Performance Carlisle and the Bel Air Soap Box Derby. While at the Derby, the good folks from Passion 4 Pavement came along and presented us with a \$1000 donation. We're happy they understand our mission of saving the hobby!



CARLISLE Auctions



Carlisle Ford Nationals Weekend Wows In 2026

Three Great Days of Sun and Fun Draw Great Guests and Amazing Cars to the Carlisle PA Fairgrounds

Since its inception in 1995, the Carlisle Ford Nationals has proven year after year that it and the Carlisle PA Fairgrounds are the ultimate destination for Ford enthusiasts from around the world. Whether attending as a spectator to enjoy the sights and sounds, a vendor selling Ford parts and products, or a participant on the National Parts Depot Showfield, the chance to see and be seen each June in Carlisle has become a rite of passage for thousands. In fact, this year's show car turnout was 3,538 during the June 5-7, 2026 event weekend. That makes this not only the second largest Ford Nationals of all time, but the second biggest specialty car show ever held at the Carlisle PA Fairgrounds, just behind the 2024 Ford Nationals total of 3,572.

There were countless reasons for people to come to Carlisle. Sure, there were track activities and special guests, but there was also an amazing collection of anniversary displays and showcases. From the east side of the grounds to the west, multiple display buildings, tents, and the Showfield itself brought together some of the best vehicles Ford has ever produced.

Highlights included a 60th Anniversary Bronco Showcase, celebrating the past, present, and future of the iconic SUV; a 50th Anniversary celebration of the Starsky & Hutch Torino, featuring three screen-used vehicles, nearly two dozen additional examples on the Showfield, and one of the stars of the television series, Antonio Fargas, who portrayed Huggy Bear. There were also displays commemorating the legacies of Roush and the Ford Taurus.

Inside Building Y, the Carlisle Select display featured a Robert Yates Racing Ford Taurus once driven by NASCAR Hall of Famer Dale Jarrett. Nearby, attendees could also enjoy a collection of IMSA-series Ford Taurus race cars, as well as the famous Teenage Mutant Ninja Turtles-themed Taurus.

Beyond the cars and displays, vendors offered something for everyone through both the automotive flea market and the Manufacturers Midway.

Buyers and sellers traveled from near and far to take part. The Midway hosted industry leaders including Ford, RTR Vehicles, Shelby American, KTL Restorations, Fathouse Performance, Saleen and many more key players within the hobby. From engines and wheels to restoration parts and custom accessories, enthusiasts had no shortage of products to explore. Many of the Midway partners also participated in stage presentations and walk-arounds, showcasing specific details about their products, builds, and designs while giving guests an opportunity to ask questions, learn more, and take photos.

The action didn't stop when the vehicles were parked. The grounds came alive with pop-up parades, a rolling exhaust contest, a rolling burnout and donut competition presented by RTR Vehicles plus drift exhibitions by Formula Drift Pro Ben Hobson as well as the Jacks and Jokers Drift Team. Speaking of parades, the annual Downtown Carlisle Ford Parade, Park, and Party went off without a hitch Saturday night, much to the delight of the Carlisle and Ford communities who came together to welcome the rides into town. By the time the final cars rolled off the grounds on Sunday afternoon, many attendees were already making plans to return. In fact, numerous guests secured their vendor spaces or Showfield registrations for the 2027 Carlisle Ford Nationals before even leaving town.

While the 2026 event is now in the books, planning is already underway for 2027. Mark your calendars for June 4-6, 2027, as the Carlisle Ford Nationals returns with even more of what enthusiasts love—Ford vehicles, track activities, parades, special displays, and much more. Featured displays/anniversaries include the 70th anniversary of Edsel, 60th Anniversary of the Shelby GT500, 60th Anniversary of the Mercury Cougar, Muscle Mustangs and Fast Fords reunion, and a Ford Heavy Truck reunion. To register for the 2027 Carlisle Ford Nationals, call 717-243-7855 or visit CarlisleEvents.com for event details, spectator admission information, and more.

Carlisle Events is a partner or producer of nearly a dozen annual collector car/truck events. Events are held at the Carlisle PA Fairgrounds (Carlisle, PA) and Allentown Fairgrounds (Allentown, PA). The season schedule includes automotive flea markets of varying sizes, multiple auctions, as well as individual specialty shows featuring Corvettes, Fords, GMs, Chryslers, trucks, imports, tuners, and performance sport compacts. Founded in 1974 by friends Bill Miller and Chip Miller, events hosted at Carlisle attract enthusiasts annually from all corners of the globe. More information is available at www.CarlisleEvents.com or www.CarlisleAuctions.com.

Cooptown

Jarrettsville, MD

photos by Mark Schappell



4-H Camp Show

Street, MD

photos by Michelle Losh



Tropical Treat

Hanover, PA

photos by Ryan Sprenkle

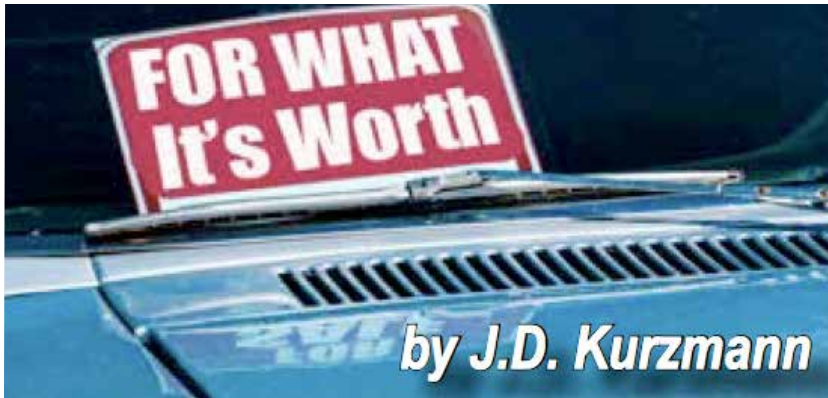


83 Diner

York, PA

photos by Ryan Sprenkle





What's the difference between the asking price and selling price of a classic or collectable car?

In the classic-car world, the “For Sale Price” is often only the opening position in a negotiation, not the final price. Asking prices appear in dealer listings, classified ads, and online marketplaces, like Facebook, while actual sale prices come from completed private transactions, online auctions, and live auction results. Those figures can differ significantly because sellers build in room for negotiation, buyers discount for condition risk and needed work, and marketplace dynamics can either push prices above expectations or leave cars unsold. A realistic analysis therefore separates four different figures: the asking price, any published auction estimate, any reserve price, and the final transaction price including buyer's premium when applicable.

Why Asking Prices and Sale Prices Diverge

Classic-car asking prices tend to run high for several reasons. Dealers usually price above target value to protect margin and allow space for bargaining. Private sellers often anchor to emotional value, restoration receipts, or the highest comparable listing they can find rather than to completed sales. In addition, many advertised cars are not directly comparable to those that have actually sold. One example may be freshly restored with documented provenance and matching numbers, while another may look similar at a glance but have rust repair, non-original driveline components, or incomplete records. Auction houses introduce another layer: pre-sale estimates indicate a likely range, but reserve prices may sit above or below that range, and bidding momentum, presentation, and timing can sharply alter outcomes on the day of sale.

Where Reliable Sold-Price Data Comes From

The best evidence of what classic cars actually sell for comes from completed transactions rather than active listings. Auction databases are especially useful because they disclose hammer prices or all-in prices and preserve the car's photos, mileage, configuration, and condition notes. The most accurate appraisal work therefore triangulates between recent sold comparables, model-specific price guides, condition grading, originality, provenance, and the specific venue in which the car is marketed.

What the 2024–2025 Market Suggests

Recent market data points to a cooler, more selective environment than the rapid run-up seen in 2021–2022. Hagarty Insurance Co. has described the 2025 collector-car market as stabilizing after the earlier correction, with buyers taking more time and the overall market sitting below its 2022 high. On the online side, Bring a Trailer achieved record sales volume in 2023 even as its average selling price fell from about \$59,500 in 2022 to about \$54,000 in 2023, a clear sign that transaction count can rise while realized prices soften. When taken together, these sources suggest that sellers can still transact, but ambitious asking prices now face more resistance unless the car is unusually well documented, highly original, rare, or exceptionally well presented.

How to Interpret an Asking Price Correctly

When evaluating a classic-car asking price, the most important question is not whether the number seems high or low, but whether it is supported by recent comparable sales of truly similar cars. The strongest comparables match year, body style, engine, transmission, originality, mileage, documentation, restoration quality, and ownership history. A price guide can provide a broad lane, but a specific car moves within that lane based on detail. Numbers-matching drivetrains, period-correct colors, notable provenance, and concours-quality restoration can justify a premium; deferred maintenance, stories without documentation, poor panel fit, rust history, or non-original modifications often justify a discount. Sellers should recognize that a high visible asking price can lengthen time on market and ultimately force larger concessions later.

The bottom line concerning Classic Car pricing is straightforward: use asking prices to understand seller expectations, but use verified sold results to estimate real value. The closer a car is to being rare, original, documented, and freshly sorted, the closer its sold price will tend to track or exceed the ask. The more uncertainty a car carries, the more the final transaction price is likely to fall below the headline number.

Until next time, Happy Motoring!! - J.D.

Thunder on the River

Columbia, PA

photos by Ryan Sprenkle



Lorian Father's Day

BelAir, MD

photos by Michelle Losh





Passion 4 Pavement: **More Than Cars— Driving Community Forward**

What started as a shared love for cars, trucks, and bikes has grown into something much bigger. Passion 4 Pavement Car-Truck & Bike Club (P4P) is a registered 501(c)(3) nonprofit organization built on one simple idea: bring people together through automotive culture to make a positive impact in our communities.

At P4P, we believe car culture isn't just about horsepower or chrome—it's about connection, mentorship, and giving back. Our members come from all walks of life, united by a passion for vehicles and a commitment to supporting others.

Throughout the year, we host and support events like car shows, community fundraisers, food drives, and family-friendly gatherings. These events allow us to raise funds and awareness for local causes, assist communities in need, and create safe, positive environments for youth to learn and grow around the automotive hobby.

One of our biggest focuses is youth engagement. We aim to show the next generation that car culture can be a positive force—teaching teamwork, responsibility, creativity, and respect for the community. Whether it's helping at events, learning about vehicles, or simply being part of something larger than themselves.

We are currently seeking in-kind donations of land or a building that could serve as a central location for meetings, events, and community outreach. A dedicated space would allow us to expand our programming, host more consistent events, and create a hub where enthusiasts and community members can come together year-round.

If you or someone you know has property or space that could support this mission, we would love to connect. As a nonprofit organization, donations may be tax-deductible, and every contribution directly supports community-focused initiatives.

Passion 4 Pavement is proof that when you combine passion with purpose, you can build something that truly makes a difference.

To learn more, get involved, or support our mission, visit our website at

Passion4pavementcc@gmail.com



Passion for Pavement

Aberdeen, MD

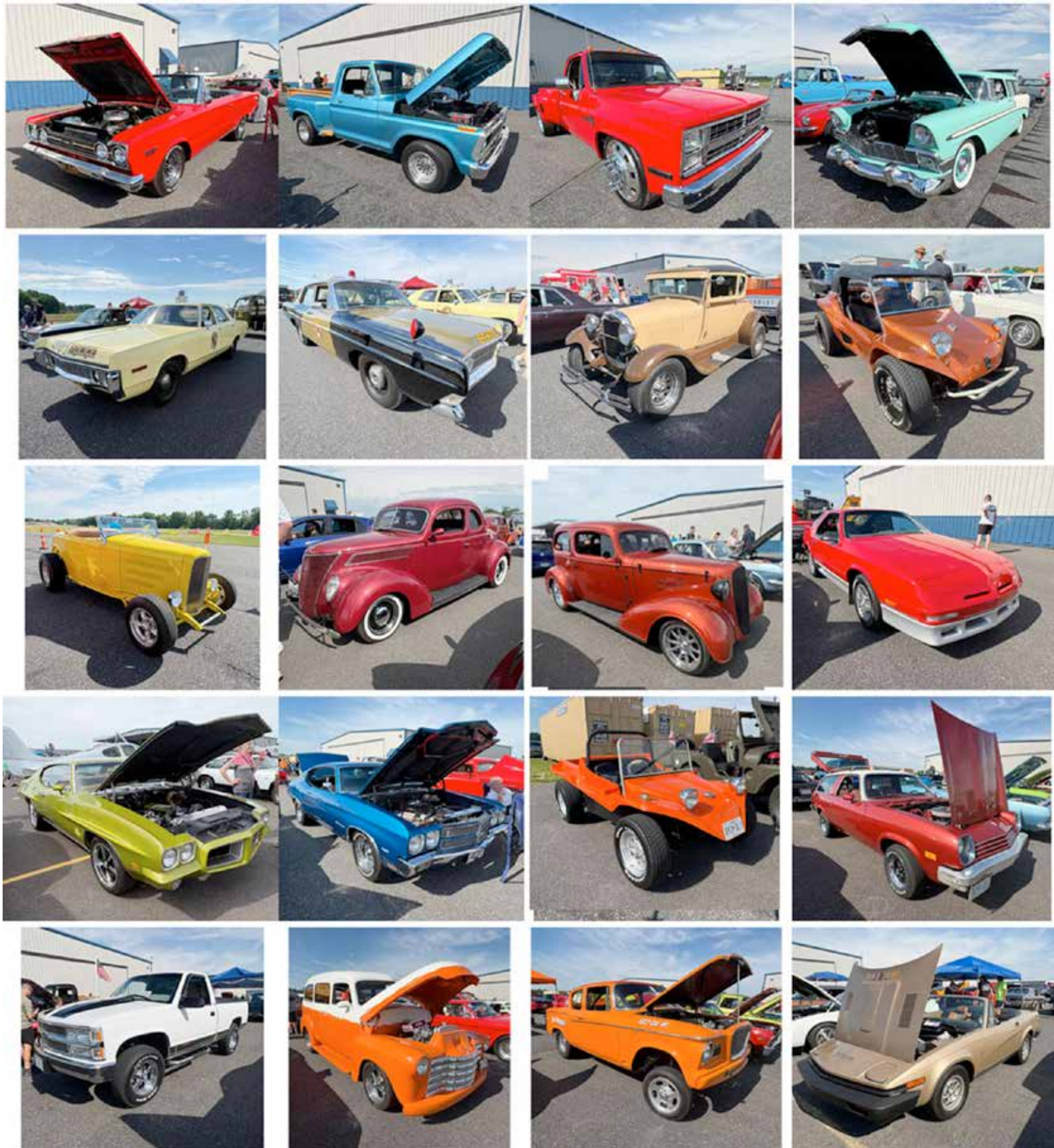
photos by Anita Hill



Fly In ***at the Harford Airpark***

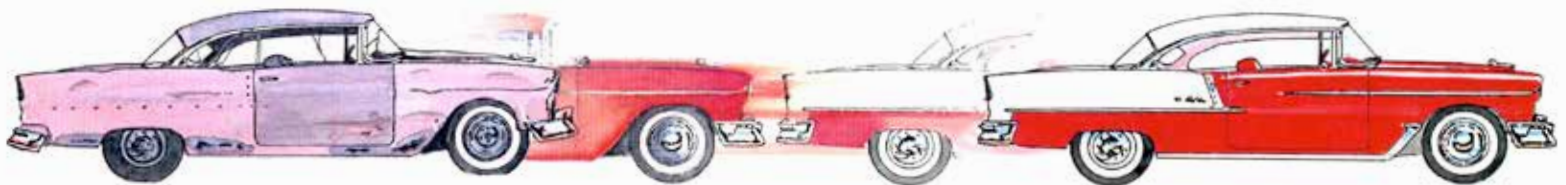
Churchville, MD

photos by Michelle Losh





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Mid Atlantic Mopars

Boonsboro

photos by Paul Balze



York Street Rod Nats

York, Pa

photos by Mark Schappell



Street Rod Nats

York Host Hotel

York, Pa

photos by Ryan Sprengle



Street Survivors

Severn, MD

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AACA Cruise-In

Hershey, PA

photos by Paul Balze



Lost in the 50s

Glen Burnie, MD

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Essex, MD

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Gearhead Gala at Cook's

Aberdeen, MD

photos by Anita Hill



SEMA ACTION NETWORK



SAN

**PROMOTING LEGISLATIVE SOLUTIONS
FOR THE AUTO HOBBY**

Cop Car Show

Perryville, MD

photos by Michelle Losh



Paws & Pistons

Hagerstown, MD

photos by Paul Balze



Car People



Reader's Rides

J. Bruce Week's 1966 V8 Corvair

It's no secret to people who know me that I love Corvairs. Over the years I've owned now 6, two which were just daily drivers for a young kid, a dune buggy, and a second car as a young married couple, and now a bone stock



neering that offered conversions for the Corvair, and he actively campaigned the ZL-1 #1 Fred Gibb pro-stocker and #3 Berger Camaros.

Forty-four years of waiting and dreaming, twelve years of meticulous planning, engineering, fabrication, testing, a few setbacks and I achieved that dream. As a mechanical engineer, I was just about to retire from Chrysler as one of the project managers for Hellcat and Demon when I thought it was now or never. So, I

66 Corsa where I am second owner after the dealer's family. But there has always been that nagging "what if . . ."

In 1970, I met Bill Porterfield at an autocross event where he brought his 65 Coupe with a 350 Olds mounted mid-engine. I didn't know you could do that! I had to do that. It took until 2014 to get started. If you don't recognize Bill's name, he was the engineer that brought us the W-30, W-31 and Hurst Olds. He has had numerous cars on the covers of Hot Rod, and other well-known publications, eventually starting Mid-Engi-



bought a 160,000-mile shell and began to build my ultimate track day car.

The basic concept is "what if" Chevy had decided to test the mid-engine concept for the Corvette in their usual stealthy manner. The late model Corvair would have been a primary candidate for a 'test mule.' Already running C2 type rear suspension made it ideal, and no one would suspect it for the next Corvette.

After testing, it is not unknown for a test mule to have gotten out into the wild (DeLorean was famous for this). What if someone bought it and finished it?

The car is powered by a 1971 LT-1 with Flo Tek 64 cc aluminum heads and an 86 Corvette TPI. A broad range cam provides a flat torque curve to help protect the Porsche Boxster S 6 speed transaxle (It will take the HP just not the torque this engine could make). It also makes track days more enjoyable as it reduces shifting, I would rather drive the car than shift. Rounding out the rear is C4 suspension narrowed 7-1/2" and using coilovers. Rear is mini-tubbed to fit 275/40-18's on 9" American Legend Cruiser wheels.

Front suspension is modified stock Corvair with custom urethane bushings, HD coil springs, QA-1 adjustable shocks, quick steering arms, and a period Crown Manufacturing 7/8" sway bar. Wheel wells had to be modified slightly to fit the 245/45-17's on 17 X 8 Cruisers. I have found the only limit to its cornering ability is my ability to stay in the seat!

I love this car and it turned out to be a huge mushroom factor project. The more I did to it, the more I wanted to do. You can see a myr-



riad of subtle nods to Chevy heritage such as cool air intake vents inspired by 63 Corvette front fender gills, added pop-up cooling vents in the rear deck taken from the Yenko Stinger Corvairs, and more. Fender badges from various SS models tell you there is something more going on here than your average Corvair.

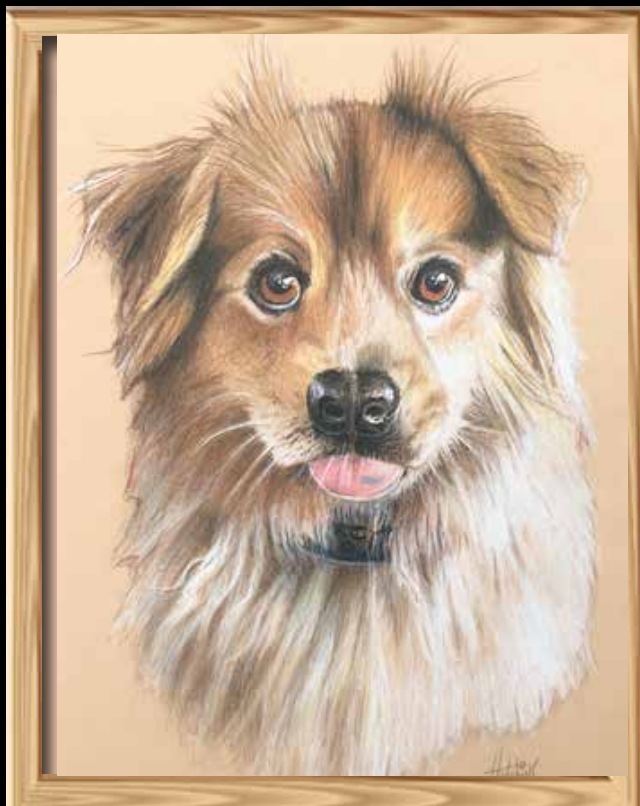


**Have a Car or Truck with an interesting story? Or some cool old photos?
Why not share it with our readers and see it printed in the magazine!
Contact Dave Dave@carcruiseguide.com**

Carlisle Import Performance

photos by Paul Balze





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Horses

Beginning in 2026, the **Cruise Guide** will have **GUIDELINES** for Photo Submissions



Due the number of photo submissions of our readers over time, we need to reduce archive data space and speed up the production process. The following are our guidelines for all photos:

- Your cameras need to be set on the lowest resolution, 0.5 or 1x. Each image should not be less than 100KB and should not exceed 700KB. 25 MB is around the limit for attachments of groups of photos in most E-mail applications.
- Don't send images through the web like Facebook, they do not have enough resolution to print clearly.

- Do try to avoid cars in shadows, show cards blocking the car, photos that are mostly underside of hoods, etc.
- Do try to get close to the subject and try including interesting background details like other cars, buildings, people, or landscape.
- Edit your collections of photos on the phone or your computer and weed out the duds. Send 25-30 of your best shots, preferably in one group, by E-Mail only to: Dave@carcruiseguide.com
- No Zip files, thumb drives, no exceptions. We can provide help with the new process if needed.

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Announcing the Save the Hobby Facebook Group

Check it out sometime Join us in promoting the future of your hobby. Share photos of kids at shows, builds of your families cars, stories of why your car means so much to you, etc. Search Facebook for this new group, and invite all your car buddies. Open to all USA residents.

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