



Road Angels Tailpipes

Monthly Newsletter of Who, What, Where & When

From the Prez

As always, welcome to this month's issue of the Tailpipes.

Congratulations are in order for several members. Chris Spuler won Best in Class at the New Hope Car Show. Congratulation Chris. Paul Curtis' Batmobile won at the Tohickon Firehouse show this month. Congrats Paul! And, Nate Power won Pastor's Choice at the Penn Modifiers Show at the Telford Trinity UCC Church. Congratulations all!

Thank you to all of our Car Show Sponsors in 2025. Unfortunately, our 2025 Car Show had to be cancelled due to threat of electrical storms. To the few participants who arrived at the show site, our apologies that you were not able to get the word of the cancellation. In the future, please check our website and or Facebook as we post show and cruise cancellations in those locations. We had many sponsors this year and you can be assured that we will be making donations as always to many worthwhile local non-profit organizations in the area. Many of our sponsors are shown at the end of the newsletter. Please consider supporting them.

The Club agreed to bring a canned food good to our meetings each month to be donated to the Food Larder at the New Britain Baptist Church. This month, we collected **67 pounds of food with a goal of 1,500 lbs. collected for the year.** Way to go Road Angels and THANK YOU!

Thank you for your continued interest in the Road Angels of Doylestown and, of course, your support as we strive to support local non-profit organizations.



5 Muscle Cars That Lost Their Pump Last Quarter

Greg Ingold

Hagerty - 07 August 2025

With the collector car market as a whole now experiencing a period of weakness, it's unsurprising that muscle values are slowly returning to where they were pre-2020. Most changes were subtle, but there were a few standout sliders that caught our attention.

For the average enthusiast, muscle cars are a staple of the hobby. When the 1964 Pontiac GTO launched, it democratized horsepower, putting the thrill of speed at the fingertips of the average person. The explosion of accessibility created by the horsepower wars that followed gave us one of the greatest eras in automotive history.

For decades, owning a muscle car has been the aspiration of countless enthusiasts everywhere. Following the 2008 recession, muscle cars had been on a recovery path that saw them reach new heights in a post-pandemic world. However, with the collector car market as a whole now experiencing a period of weakness, it's unsurprising that muscle values are slowly returning to where they were pre-2020. Though most changes have been subtle during this course correction, some have really stood out for their declines. Measured by average value change across all four condition ratings, here are a few that caught our attention.

As always, if you have questions about how we arrived at these changes, you can read more about the methodology behind the Hagerty Price Guide

1969-70 Ford Mustang Mach 1: -12%

Ford's Mustang was a smash hit from day one, establishing the "pony car" segment and giving GM and Chrysler something to chase. Mustang variants became more flashy and performance-oriented quickly, and Ford introduced the Mach 1 package for 1969. Only available in SportsRoof configuration (previously marketed as a fastback), the Mach 1 added some real presence to the model. Engines could be optioned with everything from two-barrel 351-cubic-inch V-8 to a 428 Super Cobra Jet, allowing buyers to add in as much horsepower as their wallets could handle. So great was the success of the new Mach 1 that Ford discontinued the GT in the Mustang for the following year. For Mustang enthusiasts who can't scrape enough together for a Boss Mustang, the Mach 1 offers similar looks and plenty of performance.

Mach 1s have been steady performers in the market for years. They're popular and abundant enough that little change usually occurs. For the past few months, though, especially following Mecum's Indy sale in May, the trend has been downward, with good examples bringing mixed results. Still a pricey proposition, a Mach 1 equipped with a 351 breathing through a four-barrel carb is down from \$54,000 to \$48,000, but the real eyebrow raiser is the 428 Cobra Jet, which dropped from \$81,000 to the low \$70,000s. As with any recent moves to a long-dormant car, changes need to be taken with a grain of salt, and more sales needs to be recorded to call it a trend. The headlines are hard to ignore, however, and this is a car to keep an eye on.

1970-71 Plymouth Hemi Cuda Hardtop: -11%

At the peak of the horsepower wars in 1970, Chrysler launched its E-body platform with the all-new Dodge Challenger and third-generation Barracuda. For the Barracuda, Plymouth was able to spin off the model as its own platform, instead of a hopped-up sister car to the more economical Valiant. This complete redesign swung the doors wide open for Chrysler to increase its performance offerings.

Shifting Gears Continued from page 1

For enthusiasts, the market for Cudas is as nuanced as the available options. While a standard 383 car is expensive and desirable, or a 440 six-barrel is highly sought after, Hemi Cudas are top of the pecking order. Their performance legacy, low production numbers, and sheer presence have positioned them as one of the leading blue-chip muscle cars.

Although no Hemi Cuda convertibles have hit the market in some time, a handful of very good hardtops have come to market over the past few months, with mixed results. One trend is clear, however; there has been a softening in values, and a knock-on effect has been the softening prices of 440-equipped cars. In many cases, Hemi-equipped cars are a market of their own, so more common examples losing value is something to take note of. High-end Mopars such as Hemi Cudas have long been a leading indicator of where the rest of the muscle market could be headed, so these are cars to watch closely moving forward.

1973–74 Pontiac Trans Am Super Duty: -10%

Although most keyboard scholars maintain that the muscle-car era ended in 1972, Pontiac completely missed the memo. As horsepower figures slipped due to the introduction of smog regulations, lower compression ratios, and a new standard of testing horsepower (gross to net), Pontiac introduced a brand-new performance engine that revived the storied Super Duty name. The monicker had been attached to Pontiac's baddest engines, which were designed for track dominance in the early 1960s, and when the 455 SD arrived for 1973, much of that DNA remained. The block was reinforced, and special attention was made to ensure the engine breathed freely. Given the regulatory constraints stacked against it, to pass smog on relatively low compression and still make 310 horsepower, it's clear that Pontiac had created one badass engine.

For the Pontiac community, 455 SD-equipped cars are some of the most sought-after Firebirds, with just 1295 Formula and Trans Am cars produced over two years. While the Formula 455 SD is rare, with 100 total, Trans Ams are fairly common and pop up for sale somewhat frequently. Over the past few months, we have observed prime examples trading hands for lower prices than we've been accustomed to seeing, while premium-priced classified listings have gone unsold. Just a few months back, a 1973 Trans Am 455 SD (the rarer of the two years) in #3 (good) condition could be expected to bring around \$125,000, while now that same car is around \$112,000. To the average enthusiast, the drop of a top-spec car that still trades hands for six figures might not cause a stir. But it indicates that these cars can be volatile, and the market for them may open up to a broader audience if this trend continues. Time will tell.

1966–67 Chevrolet Chevelle SS 396: -9%

The 1964 introduction of the Pontiac GTO left much of the industry scrambling to bring a competing car to market. Even within GM, mid-size cars did not see an increase of cubic inches and horsepower to match the GTO out of the gate. By late 1965, however, Chevrolet had begun to rectify the discrepancy with the Z16-code 396 V-8 it shoved into the Chevelle Super Sport. By 1966, the Chevelle SS would be equipped with a 325-horsepower 396 big-block engine as standard, with options taking it all the way up to 375 hp. This finally put the Chevelle on track to be one of the big performance players through the end of the muscle era.

Chevelle SS 396s from 1966–67 enjoyed steady values after a quick rise in 2022, followed by some early correction in late 2023. This all changed in the spring, with values starting to falter as good cars started to trade hands for less. This hasn't been a huge drop—a [396/325 coupe](#) fell from around \$40,000 to \$35,000 for a #3 condition example. But the message is clear: Prices are slowly softening for these historically steadily valued cars.

1970–72 Chevrolet Camaro Z/28: -6%

Following the success of the Z/28 package on the first-generation Camaro, Chevrolet carried over the badge to its 1970 redesign of the platform. Although the screaming 302 V-8 was no longer available, the idea of the early Z/28 remained the same—a light, nimble car with a potent small-block underhood. From 1970 to 1972, the power plant of choice would be the excellent 350-based LT1 engine. This screamer included a Holley four-barrel carburetor, high-rise intake manifold, and a solid-lifter cam making great power in the upper rpm range. Good for 360 horsepower in 1970, the Z/28 continued to be a winning combination of power and handling. Model-year 1972 would be the final year for the LT1-powered Z/28s, with smog regulations lowering output to 255 horsepower and marking the end of the true race-bred Z/28s.

These Z/28s have remained steady performers, with values fluctuating little over the years. The past few months, however, have seen sale prices falling slightly for 1970–72 Z/28s. The adjustment takes the best examples out of the six-figure realm, with concours-grade cars in the high \$90,000 range. This certainly doesn't make the Z/28 cheap by any means—even a good example is still a \$49,000 car—but for a series that has held its ground so well over the years, any drop is worth noting. Whether or not this is a long-term trend will take a few months to fully play out.

Upcoming Car Events

September 13, 2025

Gasket Goons Hot Rod Bash

8:00 AM – 7:00 PM

Silver Creek Athletic Association
2943 Rt. 212, Springtown, PA

September 13, 2025

Food Truck Car Show & Music Fest

11:00 AM – 3:00 PM

Ben Wilson Senior Activity Center
580 Delmont Ave., Warminster, PA

October 4, 2025

Modifiers Car Show

8:00 AM – 3:00 PM

Automotive Training Center
900 Johnsville Blvd., Warminster, PA

November 1, 2025

New Britain Borough Car Show

10:00 AM – 3:00 PM

Lenape Valley Church
321 West Butler Ave., New Britain, PA

November 2, 2025

Riegelsville Fall Roll Out

8:00 AM – 2:00 PM

SAVE THE DATE!

J U L Y 26, 2026

"Road Angels Car Show"

Location...

Dublin Vol. Fire Company, Dublin PA

Want to volunteer for Show Setup on July 25? Or Help
on Day of Show? Call Al Tursi at 267-893-9796 or
email altursi@gmail.com

Become a Road Angel

Benefits of Joining THE Road Angels Club

- ***Our Club is a great way to connect with like-minded enthusiasts***
- ***Our Club helps charities on a group level; sponsorships***
- ***Your social life will improve immeasurably through group events and socials***
- ***You'll have an incentive to look after your car***
- ***Community involvements***
- ***Going to other car shows as a Club, with friends / families***
- ***You will be part of our Annual "Run with The Angels" Car Show***

So much more: camaraderie; family socials; road trips!!

For more info please contact our President, Al Tursi, at altursi@gmail.com or 267-893-9796

"We will be looking forward to meeting you!"



**Road Angels Member
Dave Guttman's
1932 Dearborn Deuce**

**Road Angels Member
Steve Goscinsky's
1964 GTO**



Celebrations



Jaime Flagler – August 7
John Hocker – August 14
Dave Guttman – August 14
Tom Trainer – August 16
Mike Rumpf – August 30

Annette Bickley – September 9
Chris Spuler – September 9
Jim Serafine – September 12
Dawn Frank – September 14
Leslie Rickenbach – September 23
Bob Frank – September 28



Ed & Lynne Towle – August 10
Al & Jann Tursi – August 17
Tom & Donna Spalter – August 20

Bill & Cindy Robinson – September 7
Chris & Annette Spuler – September 26

Mark Your Calendars

~ 2025 Cruise Nights ~

The Road Angels had a very successful Cruise Night season for 2024 sponsored by the Dublin Volunteer Fire Company. Thank you Dublin Volunteer Fire Company. The following are dates for the Cruise Nights in 2025 all located at the Dublin Volunteer Fire Company, 194 N. Main St., Dublin, PA:

April 11 – 4:00 – 7:00 PM – Rained out

May 9 – 5:00 – 8:00 PM – Rained out

June 13 – 5:00 – 8:00 PM – 76 Cars

August 8 – 5:00 – 8:00 PM – 78 cars

September 12 – 4:00 – 7:00 PM

October 10 – 4:00 – 7:00 PM

Be sure to put us on your calendar. Food, as always, will be provided by the Dublin Volunteer Fire Company. We look forward to seeing you there.

Stuff for Sale and Wants

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Info:

Joe Opitz

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H: 610-838-0984



"Car Corral"
Saturday November 15, 2025
Rain Date November 16, 2025
Dublin Fire Company
194 N. Main St., Dublin, PA 18917
8:00 am to 2:00 pm
All tables must have something car related.
Spectator Fee: \$5 per car



? More Questions?
☎ Contact Jim At: jimserafine@yahoo.com
🌐 Contact Us At: www.roadangelsdoylestown.com



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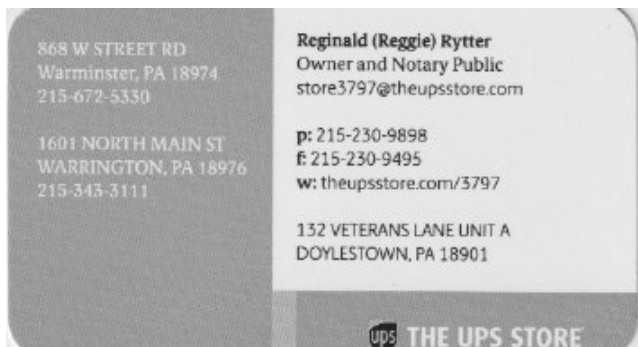
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