



Rev It Up!

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GREETINGS FROM THE PRESIDENT OF RJ CARS, INC.

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Our current big block Chevy Camaro convertible restoration for Chris Santomero is taking shape. The body panels are smoothing out and the lines are crisp. It will soon be ready to start turning blue and be back on its own wheels again.
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It's going to be tough for this Camaro to measure up to his RJ CARS restored 70 Plymouth Cuda though.
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We're also gaining on Fred Gosage's Lemon Twist Six Pack Plymouth Superbird. We had enough nice weather to get it outside and do some sand blasting on the body and rear end. We're back to doing sheet
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metal repairs as well as rebuilding the driveline components.

We have several engines at the machine shop coming together for our various project cars. Be sure to check out our Dyno Mite article!

Check out our next newsletter for a look at our recent shop upgrades, we'll have lots of news and pictures. I'm sure we'll have a long list of "thank you's" for all who have helped with this project as well. We will also be announcing the launch of our new & improved RJ CARS website and our show schedule for 2007. So "STAY TUNED"!



The Jacobs Family

RJ CARS INC annual OPEN HOUSE Party is scheduled for July 28th this year. Be sure to clear your schedule and polish up those classic rides for a trip to the country side and enjoy the fun!

RJ CARS, INC. THE GOOD OLE DAYS

By: Russell Jacobs



building here and don't forget the old motorcycles— can you say Harley-Davidson?

Many motor cycle riders came by "back in the day". Long live DMC (Dansville Motorcycle Club)! Remember those Mosko pond parties? Or not.....*blurrrr*.

age space for processed lumber once the upper level with gambrel roof was completed. Long before RJ CARS set up shop at the Mosko homestead there were many old cars that passed through the

We thought you might enjoy seeing some old pictures of the RJ CARS property and learn a little history as well. You can see the start of our front barn/storage



The barn housed the Mosko Logging sawmill operation with lots of stor-



Into the Swing(er) of Things



Matt had a great opportunity to spend some extra time at RJ CARS to do some welding and fabricating. He got time off from his vocational studies to build 2 Autobody rotisseries. Of course one has been dedicated to his '70 Dodge restoration and the other is going to be flippin' John Krause's Superbird.



Matt did a fine job on his welding projects and has plans to strip, sandblast and epoxy prime his car body during

his Spring break in April.

After that its all out cut, weld and grind to put his car back as it should be. Look for this project to take off over the next few months and we'll be featuring the progress on our website, www.rjcars.com.



D Y N O - M I T E !

Before the engine goes in a car one question we are often asked is "Should we have it Dyno'd before or after restoration?" Before we answer, let's look at Chassis Dyno vs. Engine Dyno. An *engine* dynamometer measures power and torque directly from the engine's crankshaft or fly wheel, when the engine is removed from the vehicle. These dynos do not account for power losses in the drive train, such as the gear box, transmission or differential, etc. A *chassis* dynamometer measures power from the engine through the wheels. The vehicle is parked on rollers which the car then turns and the output is measured. These dynos can be fixed or portable. Because of frictional and mechanical losses in the various drive train components, the measured horsepower is generally 15-20 percent less than the horsepower



measured at the crankshaft on an engine dynamometer. Knowing the horsepower and torque gives the engine tuner a solid basis for making changes in the engine's tuning or to the engine itself. Here are some variables that can be tuned this way; carburetor size & jetting, intake manifold selection, cam grind

& timing, ignition timing & advance curve, the headers' primary tube diameter & length, collector diameter & length and carburetor spacers. These types of changes are best made before the engine is installed in the car, it is easier and less expensive, making it more cost effective for our restoration clients.



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GOOD 'OLE DAYS

home garage.

John R. Mosko (my father in-law) and John J. Mosko (his dad) use to bring many wrecked Mopars home and fix them for family drivers. Wish we still had these packed in the barn; '62 Dodge Dart 330 2 door(383 auto), '64 Plymouth Belvedere 4 door big block 318, '67 Dodge Coronet 500 2 door 318, '67 Plymouth Satellite 2 door hard top 318, '66 Plymouth Barracuda 273 auto, '70 Plymouth Duster 6 cylinder, '69 Dodge Dart Swinger 340 4 speed, '67 Ply-

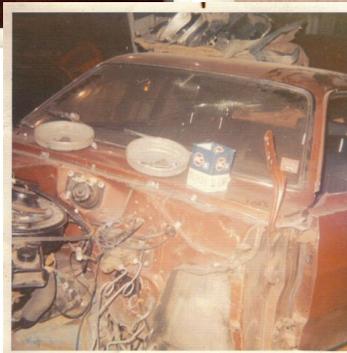
Susie (Mosko) Jacobs on Dad's 1966 Plymouth Barracuda



'51 Dodge back in action after tranny was replaced.

Mosko pond (photo on front page) has been around for decades and yes, there are fish in it as many like to ask. There is

mouth Barracuda mod top 273, '68 Dodge Monaco 383. And the thing that every-



1970 Plymouth Duster getting new front clip.

body is in awe over when they come out to RJ CARS is that 27 acre pond or lake as many people think when they see it.

also quite a wide range of birds that spend time here, Canada Geese, ducks, loons, Tundra Swans and just this morning I watched an Osprey fishing.....quite a sight indeed.

And The Charge(r) Is on!

Ariel Alvarez's 1971 Dodge Charger 500 will be transformed into a R/T



badged street machine. This was the starting point for his project. We'll show you more of this in upcoming issues.

Jeff Shook's Plum Crazy '71 Dodge Charger Super Bee.



Stroked 440 off the Dyno and freshly painted.



Body stripped and ready for rotisserie and sand-blasting.

Worth Is In The Eye Of The Beholder

Well, another year of Barrett-Jackson Auctions is underway. And if you missed the show in January here is a small glimpse of how the Automotive Collectors Industry has been doing:

* 1970 'Cuda Convertible	\$ 82500
* 1970 Challenger 2Dr HdTp	\$121000
* 1970 Superbird 2Dr HdTp	\$275000
* 1971 Hemi 'Cuda 2Dr HdTp	\$588500
* 1966 Hemi Coronet 4Dr	\$660000

For Our Non-Mopar Fans:

* 1969 Camaro RS/ SS Coupe	\$ 88000
* 1966 Nova SS Custom Coupe	\$ 40700
* 1970 Ford Torino Fastback	\$ 47300
* 1954 Hudson Hornet 4Dr Sedan	\$ 46200

Old Cars have become very popular as investments. But should you have your ride restored before selling? That all depends on the buyer! Cars and restorations are as individual as the cars themselves. Even among RJ CARS personnel there is always a debate about new vs. original. But we all agree on one thing; Buy or restore the car **you** want, who knows what the future will bring!



1789 County Route 50
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We're on the Web!

www.rjcars.com

Quality Automotive Repair & Restoration Services



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Hours: **8:30am-5:30pm**
Monday –Friday
Saturday By Appointment

Email: jacobs@rjcars.com

CURRENT RJ CARS, INC. PROJECTS

- 1971 Dodge Charger R/T Clone
- 1971 Dodge Charger Super Bee
- 1970 Dodge Challenger R/T
- 1970 Dodge Dart Swinger 340
- 1970 Plymouth 'Cuda
- 2- 1970 Plymouth Superbird
- 1969 Camaro SS Convertible
- 1969 Charger R/T
- 1968 Hemi Dart
- 1964 Chevy Nova SS

Call Today to add your car to our list!

Rev It Up! Now available on the Web or via Email

Missed some issues of **Rev It Up!**? Visit www.rjcars.com, click on "Request Info", then "Newsletter". Do you know someone who might enjoy receiving our **FREE** newsletters? Send us their name/address-we'll add them to the list! Have an upcoming event? Send us the info and we'll add it to the next issue.

Feature Service

Component Restoration

- ⌘ Heater Boxes
- ⌘ Pedal Assemblies
- ⌘ Stainless trim
- ⌘ Dashes
- ⌘ More!



Coming in the next issue of Rev It Up!

- * *Feature Car*
- * *Shop Upgrades– New Paint Booth.....Finally*
- * *Summer Events– Carlisle and More*
- * *Customer Appreciation Open House, July 28, 2007*