



Rev It Up!

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GREETINGS FROM THE PRESIDENT OF RJ CARS, INC.

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Carlisle was very busy as we had 2 interesting displays, and our whole staff on hand to answer questions this year. I really enjoyed all of the positive feedback from customers and visitors who came by to see our work, compliment on our newsletters, and recent magazine articles. We all worked very hard to get Jeff Shook's 71 Dodge Super Bee ready for the event. It was all worthwhile when Jeff came to see the finished product for the first time. After the dust settled from Carlisle, I was debating on taking a trip to the Mopar Nationals in August. My wife wanted me to squeeze in some family time that same week, so she looked to see where we could head

to, that was in the vicinity of Columbus, where the Nationals are held.



She found some great places to stay and visit in Hocking Hills (Southeast of Columbus). We spent a few days hiking with my 5 year old daughter, McKenna, through 5 beautiful State Parks. Then, I was able to make a day of it on Saturday to visit the Mopar Nationals. I really wanted to see

Dave Walden's (ECS Automotive) 1970 Dodge Challenger. I showed up at just the right time and was able to get a first hand look at the car while the judges were looking it over. Very impressive Dave!



Next up for completion is Chris Santomero's 67 Cadillac Deville Convertible and Jamie Furman's 68 Dodge Hemi Dart. Stay tuned for our next issue... RJ

ARE YOU COVERED?

Imagine... You own this 1979 Dodge "LIL RED EXPRESS TRUCK" and proudly display it in your front yard for all to admire. Then, someone decides to take a little detour from the main road. You guessed it!

Ouch! So after the disappointment subsides, you decide to get it fixed. That's what you have insurance for, right? But the real question is... Do you have enough insurance? We've had our share of classic

car/truck insurance claims. If you're thinking that you've scored by saving a few bucks on your coverage, you may want to think again! You could be quite disappointed when it comes time for a claim, or worse

yet, you could find out that you have inadequate coverage altogether. Your treasure is now being totaled and is towed off to the auction yard with a bunch of modern collision victims. Don't let this happen to you!



Before
RJ CARS



After
RJ CARS



The Weather was Hot, The Cars even Hotter!

All-Chrysler Nationals Carlisle, PA



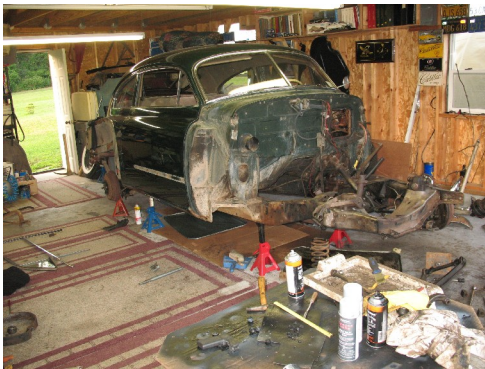
This seemed to be what the consensus was this year anyway, at the Carlisle All-Chrysler Nationals in PA. If you were there and happened to stop by one of our display tents, you'll know why. "Wow", was the phrase heard so often when people stopped by our tent to see not one, but two, of Fred Gossage's 1970 Superbirds. On exhibit was an orange, un-restored Superbird showing a "BEFORE" restoration. Next to that, was Fred's newly restored "Lemon-Twist Yellow" Superbird, our "AFTER" RJ CARS, INC. restoration. Many were very envious of Fred, to say the least !

Here is a little history of the Superbird, for those who may not know the origin. The Superbird, a modified 70 Plymouth Road Runner, was developed specifically for NASCAR racing and among the first American cars to be designed aerodynamically using a wind tunnel and computer analysis. The Superbird's smoothed-out body and nosecone with retractable headlights added nineteen inches to the original length. A rear wing was mounted on tall tailfins that put it into less disturbed air and reduced the car's lightness by keeping the rear tires firmly on the ground at high speeds. The

extreme height of these fins also gave clearance for the trunk lid to open freely. The rear-facing fender scoops were used for releasing trapped air from the wheel wells. Decals were placed on the outside of the spoilers featuring the Road Runner cartoon character holding a race helmet. The Superbird's styling proved to be a little intense for 1970 tastes and as a result many sat unsold at dealerships. Some were even converted back to the regular Road Runner. A few of you at Carlisle, as painful as it was to admit, remember getting rid of your Superbird for little or next to nothing. Who knew??



BEHOLD-PETE HOFFMAN'S 1949 CADILLAC



many high build primer coats to prep this for base coat/clear coat in the original shade of Dartmouth Green. The paint job came out very nice and we look forward to seeing Pete bring all of the assemblies together as a whole again! Look for more pix in the future, once he reaches completion on this in depth Cadillac restoration.

Keep up the good work Pete!

Pete has been going all out on this project, restoring the majority of the sub-assemblies himself and doing a great job with every detail! This car will be an absolute beauty once completed. Pete hired RJ CARS Inc. to strip all of the body complete to bare metal. Then, we spent some time doing minor metal patching. Following that, we spent many hours blocking out body filler and



THE SUPER BEE

The Superbirds weren't the only cars getting lots of attention at the RJ CARS displays in Carlisle. A grand unveiling of a newly restored 1971 Dodge Super Bee, had owner Jeff Shook a little overwhelmed. It was the first time Jeff had seen his car since the restoration was complete. I think it's safe to say Jeff was pleased with the results!



Russell Jacobs Shafi Keisler Jeff Shook

Above Shafi Keisler-Owner of Keisler Engineering presents Jeff Shook with The Keisler "Perfect Fit Award". Shafi and The Keisler Team were really impressed with the workmanship on Jeff's Super Bee.



Many "Special Thanks" on this project.

Mike Mastin (Engine), Ron Halbritter (Top & Interior) Brian Ridley (Legendary Auto Interiors), The Keisler Engineering Team, Bill Reilly (Reilly Motor Sports), The Staff at Mopar Collectors Guide, The entire RJ CARS crew and many others who helped bring this together for Jeff!



Engine: Stroked 440 with Edelbrock Aluminum Heads, Dyno Tested 625 ftlbs Torque and 550HP. By Mike Mastin

Transmission: Keisler 5 Speed with Pistol Grip Console Shifter

Rear End: DTS Built 4.10 Gears w/Detroit Tru Trac Posi and Strange Axles.

Front Suspension and Steering: RMS Alterktion Front End with Power Rack and Pinion Steering. QA1 Adjustable Shocks.

Rear Suspension: Calvert Racing Leaf Springs with Caltrac Bars. Strange Adjustable Shocks.

Brakes: 4 Wheel Wilwood Power Disc.

Interior: Custom Headrests, Floor Mats, and Two Tone Seats by Legendary Auto Interiors.

Paint and Body: Plum Crazy Base Coat Clear Coat, US Car Tool Frame Connectors.



The Beginning Stages of the Super Bee





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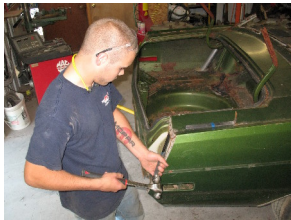
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Hours: 8:30am - 5:30pm
Monday - Friday
Saturday by Appointment

Update on Matt's 1970 DART SWINGER

Matt's been busy working to pay off his 340 engine parts and machining expenses. His engine dyno tested 450HP and 400 ft lbs of torque with Edelbrock Aluminum Heads topping it off.



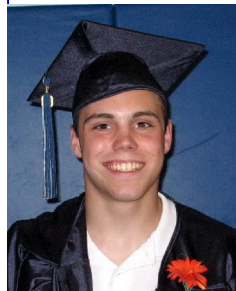
If you happen to see Matt, tell him to get busy on the metal work and start putting it back together. He has a lot of cut, weld, and grind time ahead of him.

Matt is off to Alfred State College this month for Motor Sports Technology and we look forward to seeing him learn some new tricks. **Good Luck at College, Son!**

Congratulations Grads!

In our previous issue, we announced with great discontent that we would be canceling our annual Open-House event this year due to numerous personal commitments. Here are three of those commitments shown below. McKenna graduated from Pre-School this year, while her two older brothers Matt and Zach, graduated from Arkport Central School. Now it's off to Kindergarten, College, Etc...

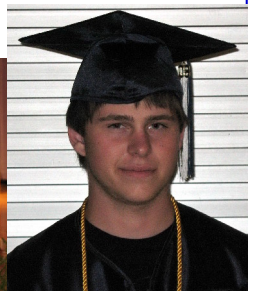
3 Caps + 3 Gowns + 3 Diplomas = 2 Very Busy Parents!



Matt Jacobs



Elise "McKenna" Jacobs



Zach Howe

Great Job Graduates!
Get some rest Russell & Susie!



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