



# Rev It Up

1789 County Route 50  
Arkport, New York 14807  
WWW.RJCARS.COM

(607) 324-8325

## GREETINGS FROM THE PRESIDENT OF RJ CARS INC.

### INSIDE THIS ISSUE:

2005 Vintage Triumph Register Convention	2
Going For The Gold—Continued	3
Transportation Tips By Andrew Fuhrman	3
Insuring Your Classic Car	4

What a hot summer! We've worked up a few good sweats around the shop this past couple of months. The big question—How is John?

John is getting around with the help of a cane right now. He is still struggling with a stiff knee but seems to be in good spirits. We're all glad he is on his feet again.

Thank you to all that visited us at Carlisle and came to our Open House Event in July. I'd like to thank my family and staff for all their hard work at our events this year. Special thanks to Ted and Karl LaFrance, Darren Traver, Richard Young and Ed Greek for making our Car-

lisle event a big success this year.

We're currently scheduling restoration work for spring of 2006 so call ahead and reserve a date for your restoration project.

Please take the time to check out our feature article from Bill Henningson about his summer road trip (p. 2) with his 1961 Triumph TR3A, which was restored here at RJ CARS. It's great to see one of our restorations out and in use as a driver, an autocross racer and a concours trophy car all at one event! This is what it is all about!

Look for a future article featur-

ing another Triumph TR3A restoration, which is currently approaching completion here at RJ CARS, owned by Cheryl Ragalevsky of Caledonia, NY. Mr. Henningson is already starting to sweat the "new competition" in the area.

Watch for your next issue of Rev It Up soon.

Have a great fall season!

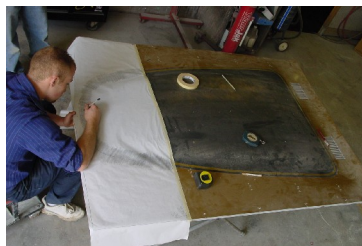
Russell



RJ CARS seems to be having a run on restoring gold cars for the last couple of years. Starting off with Darren Traver from Meshoppen, PA. Darren brought us his 1972 Dodge Charger Rallye Coupe in need of an auto body restoration and some interior work. He had already installed a used set of rear quarter panels and wanted us to finish them up along with the rest of the body. We stripped

## GOING FOR THE GOLD

the exterior panels and all the jam areas to bare metal, smoothed all these areas and did a lot of block sanding to make it just right before the factory correct gold metallic paint and clear coat were applied by Russell Jacobs and Brian Moore. The car was wet sanded, buffed and polished into a glistening gold nugget. Then Russell and Brian went to the task of recreating the factory blackout on the hood,



which we had stenciled from the original hood. Scott "Whitey" Abbott came in to help install the new vinyl top and headliner. We also freshened up the dash with a new coat of black paint and installed all the trim and new body decals. Darren provided us with all the best parts he could find or buy new and we installed them all to make it look just right. I surprised Darren one day by letting him know that his grilles had been repainted because they needed it and I just couldn't help myself. Darren lets everybody know that the results speak loudly as to what the careful hands of the RJ CARS team can do to make your car look just the way you

imagined. Darren had us add a chin spoiler and dual painted sport mirrors to dress this awesome beast up even more. Under the hood is the numbers matching 440 which has been modified to a 450 horsepower animal! We love to test drive this one for Darren!!! The original 4-speed shifts flawlessly with the Hurst pistol grip shift handle to "hang on" with. This car has the original 3.54 geared Dana 60 rear-end to handle getting the power disbursed to the rear wheels. Thank you Darren for letting us have the opportunity to work with the restoration of this awesome car. Continued on page 3.....





**Sunday** July 24th started early for me. The day dawned on another beautiful summer day as I made final preparations to leave Buffalo, NY bound for Rockford, Illinois to attend the 2005 VTR (Vintage Triumph Register) convention. I crammed the last of the baggage into my 1961 TR3A and called my friend Dave Wightman and made plans to meet him with his 1962 TR4 at the Ogden Street toll plaza. We crossed into Canada at Fort Erie and headed west on 2 lane roads bound for the border crossing at Port Huron with Flint, Michigan our intended destination for Sunday evening. Unfortunately, the weather deteriorated and it was soon raining. The first rain I had seen in a month. Dave's TR4 developed a little problem and we spent some time on the side of the road trying to figure out what was causing the motor to quit running. We finally solved the problem which turned out to be a clogged fuel filter, at a park and ride lot near London, Ontario, and got on the QEW headed for Port Huron. We joined a rather long line of cars waiting to cross back into the USA and after a delay of about an hour and half crossed into Michigan tired, hot, and running out of gas. After dinner, we continued on, uneventfully, to Flint and checked into our hotel.

**Monday** our destination was Manitowoc, Wisconsin. The day was bright and sunny and we made an easy cruise from Flint to Saginaw on Route 75 and then crossed the lower peninsula to Ludington on Route 10. We were meeting a car ferry, the USS Badger, for a four hour crossing of Lake Michigan. We were allowed to drive our own cars onto the ferry because they were collector cars and the last to board the ship. We were escorted out beyond the break-wall at Ludington by the US Coast Guard. The lake was calm but the US Weather Service was

## ROAD TR<sup>3a</sup>IP ROCKFORD, ILLINOIS 2005 VINTAGE TRIUMPH

predicting thunder and lightning and heavy rain. Dave and I retired to our state room and rode out the storm snoring. Last on in Ludington meant first off in Manitowoc and we disembarked about 1 am and headed to our hotel.

**Tuesday** at breakfast we met a couple who had also been on the ferry and they told us we were 2 of 4 cars that had managed to get off the ferry before a tractor trailer broke free from the tractor and tipped over blocking everyone else from leaving until about 4 am. We left the hotel in dreary weather headed south on Route 43 through Sheboygan and Milwaukee and arrived at the Clock Tower Resort in Rockford, Illinois in clearing weather around 2pm. We registered and got the lay of the land before heading to the car wash area to clean off 3 days of road grime. Later, after a short nap, we headed off to a technical session and then the welcome reception tent to chat with friends and enjoy some liquid refreshments. The highlight of the evening was the world debut of the Spinal Tappets who wowed the crowd with their musical talents.

**Wednesday** was another beautiful day. Sunny and about 80 degrees. Dave and I took part in the fun ride in the morning. It was roughly a 90 mile drive testing your ability to follow a route and also find missing pieces of picture clues. We didn't do well but it was fun. Later we cleaned the cars again and went and had our pictures taken with our cars. I took my car to Tech inspection to be able to drive in autocross on Thursday. Wednesday evening was spent at the Rockford Speedway. We had dinner there and then watched the stock car racing and called it a day about midnight. Just my luck, I was in the first group to race in the autocross. So there I was back at the Rockford Speedway bright and early on **Thursday** morning. My pit crew, Dave, was having a bit of an off morning and joined me at the track just in time to witness my racing debut. My thanks to George Haynes from Webster, NY

for taking the time to walk the track with me and give me some much needed advice on how to approach this event. George won our class in his very nice 1965 TR4A and was 3rd quickest of the day. I was somewhat slower but managed to stay on course and avoided the dreaded DNF appearing next to my name. Later, after cleaning the cars again, Dave and I retired to the pool to cool off and relax. Then we went on the ice cream run to the Dari-Ripple in Belvedere. We returned to the hotel and attended the parts auction which lasted late into



the evening.

**Friday** was the big day. The day of the car show. Again, the weather was beautiful. The early morning was spent making final preparations on the cars. There were actually 2 car shows, the Concours and the Participants choice, going on at once. Dave and I were both entered in the Concours class which was a VTR judged event. The show went well and afterwards we went back to the room to get ready for the drive home and dress for the awards banquet. The banquet was great and then they got down to the business of handing out awards. Dave was quite pleased to take 3rd place in the TR4 class scoring 330 of 400 in hotly contested class. I was awarded 2nd place in the Concours Modified class. Scoring 379.5 of 400. The evening ended with another appearance of the Spinal Tappets.

We got on the road early on **Saturday** with intentions of driving as far east as we could. We drove right through the heart of

Chicago at 7am and had breakfast a short while later east of Gary, Indiana and continued on. Soon, Toledo was on the horizon and Cleveland seemed reachable and before we knew it we were approaching Erie, Pa. Stopping for the evening was no longer an option. We were heading for home! After a short stop in Jamestown, we made the final push for home. Dave and I parted when he exited Route 86 in Olean and I continued on home to Dansville arriving around 10pm. 700 miles in a TR3 in one day and OH yeah every one of them with the top down!

This was the third VTR event that Dave and I have attended and we plan to go to more. Next years event is being held in Irving, Texas July 19th-23rd. The 2007 convention is being hosted by the Delaware Valley Club in the Philadelphia/Valley Forge area and is an easy one day drive from Buffalo and Rochester. We are definitely planning on going to Pennsylvania. I invite anyone who likes Triumphs, and being around other people who do, to consider attending a VTR event. Be prepared to be busy and have fun!



## GOING FOR THE GOLD - CONTINUED

We had the privilege to take this car to the Carlisle All Chrysler Nationals in 2004 and 2005 and show it off. Everybody loves this car and can't get enough of it!! We hope to see it in the pages of Mopar Muscle Magazine real soon.

Next up in the gold car line up is Mike Bonsanti's 1966 Dodge Coronet Hemi 500. Mike brought this car to us from Mahwah, NJ where it was a Super Stock drag car back in '66 & '67. Mike, owner of HP Motors, is handling all the mechanicals while we are perfecting the body and prepping it for the ZZ1 Gold paint as it was from Dodge back in the day. We want to keep this one somewhat of a surprise, but we will let you know that you can plan on seeing some fat tires out back and



way more horsepower than your right foot should be allowed from the sick 426 Hemi motor that Mike is building. With Russell and Mike both being perfectionists at what they do, this should prove to be both a wild ride and an awesomely gorgeous one as well.

This one is nearly ready for paint and assembly and you should be looking for it to be complete by next show season. We'll keep you posted!

Also nearing the paint process is the Gold 1970 Plymouth GTX belonging to Steve Skipper of Roaring Branch, PA. This is another fantastic, numbers matching 440, 4-speed, Dana Rear end car with an Air Grabber hood to boot!! Steve had started into a meticulous restoration on his car when life started getting in the way and he set it aside. Much to his dismay, he found the car was starting to deteriorate before he could get back to it. He called up RJ CARS and put us to work



stripping and blasting the body, getting the metal work finished up, doing the bodywork on the shell and getting it into primer. We will be painting all the underside, engine bay, jams and hard to reach areas and it will soon be returned to Steve for him to carry on and finish up the exterior and start the assembly process. Thanks for trusting us with your baby Steve!

Keep an eye out for Gold big block Mopars out there.... Chances are they may have spent some time with us here at RJ CARS INC.

## TRANSPORTATION TIPS BY ANDREW FUHRMAN

This past spring we had the occasion to purchase two cars from the Dallas, Texas area. Now that's quite a haul to RJ CARS here in Arkport, New York. This was the first time we had any dealings with this particular seller, and everything worked out just fine. The cars were as represented and we feel everyone involved with the sale came away satisfied with the transaction. The number of things that could have gone wrong with regard to this long distance arrangement is significant. Not the least of which is transportation.

Fortunately our seller was able to deliver our cars. The cost of this service was figured into his total price to us. Good for us as we did not have to try to find a transporter from Texas or send someone from here. Good for our seller as he could be confident that his cars, which we purchased sight unseen from ads and photos, would arrive in the same condition they left in. We have heard some real horror stories about cars that were

damaged during shipment or lost or delayed.

There can be tremendous cost associated with this endeavor. Just for comparison sake we sought estimates from three companies that advertise as specializing in the transport of antique and special interest automobiles. Costs to transport one fully operable car from Texas to New York ran from \$950.00 to \$1600.00. (Only one of the cars we purchased was drivable, the other required a winch to get it loaded and unloaded.) You can safely assume an inoperable car would require additional charges to move. So first off the amount of money it costs to transport a vehicle is definitely something to think about.

Now what if something happened to your shipped vehicle in transit? Certainly accidents happen to everyone no matter how careful you try to be. "Watch out for the other guy," they always say. If you are shopping for a carrier you want to check on their insurance coverage. Some transporters may charge extra for coverage. You may also be able to purchase your own coverage

through your personal insurance agent. Check that the people shipping and operating your vehicles are properly licensed as well.

The type of car and its condition can determine the services you need. There are open carriers, closed carriers, tractor-trailers, pick-up truck type haulers and many others. If you have a perfect show car to ship you are probably going to spend a little more to get the best most secure method of shipping. If you just bought a clunker parts car the next state over then you can probably get by with a more economic, less-specialized carrier. Different transporters can offer different levels of service with options on type of truck or trailer and expedited delivery versus standard.

International and overseas shipping of vehicles is another whole ball game. There are customs issues, taxes and tariffs, licenses, permits and DOT requirements to consider. Time is definitely an issue here as it could take months for a vehicle to travel by ship from Europe to the U.S. Since the tragic events of September 11, 2001 regulations and require-



ments have become more strictly enforced. There are brokers and attorneys that specialize in this field.

Ninety-nine percent of the people we have met through the old car hobby have been the nicest, most reliable, honest folks around. There is, however, always an element out there trying to cut corners or just get rich quick. Be careful. References are usually available for any company that provides goods or services. Ask for them and check them out. Don't be discouraged! Like I mentioned earlier we had a great experience and have made a new friend in Texas that we will do business with again. Doing business long distance is just like anything else. You have to do your homework and look at all your options before you make a decision. Remember if you have a car question, concern, or are just looking for advice you can always contact us here at RJ CARS.



1789 County Route 50  
Arkport, New York 14807

## We're on the Web!

[www.rjcars.com](http://www.rjcars.com)

Quality Automotive Repair & Restoration Services



RJ CARS INC. started in business in 1989 as Russell Jacobs Custom Auto Repair Shop.

We offer a wide variety of services including:

- Classic and Antique Auto Restorations
- Collision/ Auto body Repair & Painting
- Mechanical Repair & Services
- Sandblasting/Glass beading
- Interior
- Glass
- Detailing
- Stainless/ Aluminum Polishing
- Parts
- Tire Sales/Service
- Sales

Contact our staff for any of the above listed services at:

## INSURING YOUR CLASSIC CAR

In a sense, insuring a classic auto is like insuring any other kind of antique. You see, a classic car may be often made of irreplaceable parts.

To get an idea of the situation lets look further!

When you need to file or make a claim on your 1993 Dodge Shadow, the claims adjuster has a little book that tells him how much the car is basically worth. Combine that with calls to some local car dealerships and the estimates for repairs and ...bingo...you know where you stand! Or pretty close!

But the value of your 1971 Dodge Super Bee may be a bit harder to determine, especially if you've put a lot of work into the car. That's why it's often best to hire an appraiser when you decide to take out a collectable car policy. Before you do so, though, shop around to see who will provide this kid of policy and even if your car qualifies. Different companies have different standards, rules, conditions and claims procedures. Some will only provide cover-

age on a special rate for a car over 25 years old. Some may not provide coverage to operators under 25 years old. Some policies may seriously restrict the use and type of use the vehicle may have. For examples- parades, car club activities (if you're a member), yearly mileage.

Some insurance companies offer riders or endorsements that let you add the vehicle to your regular policy and some companies have separate policies.

Ask your broker these questions:

- 1.How old does my car have to be?
- 2.Is this a stated value or agreed upon value?
- 3.Do I need to hire an appraiser?
- 4.Do you need to approve the appraiser I hire?
- 5.How often can I use my car?
- 6.Are their restrictions?

But with all these questions and hard work come some serious advantages! Price for example.

You usually pay less than a regular auto policy with the same value vehicle because the insurance company usually recognizes and expects

that you will use the car in a certain manner and care. Every day use is gone. They become good weather, sunny day vehicles. Less risk, less cost. But quite often the limited use is a key factor. Not driven to work every day regardless of the weather helps keep the cost down. The vehicle is usually stored in a locked garage at home and the chance of theft is often reduced this way as well.

At first glance, it may seem a bit unreasonable for an insurance company to tell you how to use, when to use, and where to store your car. But, most owners of these vehicles take these precautions anyhow.

It seems the last thing they want to do is get damage to their "baby"!

It pays to appraise your car on a regular basis. A collectable car doesn't depreciate it increases or "appreciates" with time. Ask any owner... they appreciate their beauty!

RJ CARS requires all restoration customers to carry insurance on their restorations. If you have questions about insuring your classic car feel free to give us a call.

