



On July 26, 1999, New York City's last Checker Cab – a popular symbol of the city for seventy years – was removed from service. Jamaican native Earl Johnson had driven the 1978 Checker for 21 years, calling it "Janie" after a former girlfriend. The New York City Taxi and Limousine Commission marked the end of an era in Times Square with a giant Checker Cab-themed cheesecake. Originally produced by the Checker Cab Manufacturing Company to meet a 1929 New York City ordinance requiring that five passengers fit behind each taxi's partition, production of the distinctive cabs stopped in 1982. Even though "Janie" had 994,050 miles on it, Sotheby's auctioned it off for \$134,500 on December, 18, 1999.

The Checker Taxi is the only car ever designed for 24-7 operation -- engine shut down only for refuelings, repairs and driver changes. Everyone has heard stories about Checkers running forever. The cars were designed and built using heavy duty and / or truck components in all parts. With proper care, the cars could last 500,000 or more miles. Drivers considered them indestructible. The Checker's biggest enemy was rust. After millions of miles in the streets of New York, Chicago, Cleveland and Columbus, Ohio, very few survived without severe damage. This Taxi is a rare exception. Most Checkers seen today are Marathons – a larger model designed for the private consumer market.

"Restification" is the blending the best of the old with the best of the new. This is the rectification of a 1978 Checker Taxi.

MECHANIC – All of the mechanical & electrical work was done by Dan Marrow, a well-known monster truck & drag racing mechanic who owns & operates AA Speed in Woodbridge, Virginia. His signature appears on the engine block. Dan supports Jim Koehler's monster truck "Avenger", Chris Bergeron in "Brustus" & Steve Simms in "Stonecrusher". Jim won the world freestyle championship in 2011 after Dan tuned his engine at the event.

PAINT – The paint & wild taxi striping was done by Barney Squiers, owner of Performance Auto Crafters in Locust Grove, Va. Barney is a race car artist and well known NHRA pro stock drag racer currently driving for Parise Racing. His signature is hidden in the stripes on one side of the car. He was assisted in this work by Julian Dodd, an award winning artist who showcases his work in Culpeper, Orange, Washington, Faulquier and Charlottesville, Virginia. His signature is hidden in the stripe on the other side of the car.

ENGINE – The engine is a reproduction of the 50's era "Fuelie", the GM Ram Jet 350 crate engine. It is "bank fired." All cylinders on one side of the engine fire at the same time and then all cylinders on the other side fire providing the original classic hot-rod sound. It is very quick and powerful -- 350 Horsepower @ 5200 RPM and 400 ft/lbs @ 3500 RPM. It is controlled by a MEFI 4B computer. The engine's operation can be monitored and its parameters set via laptop computer through a Beta Version of InGenius 3.0 software. The MEFI 4B controller constantly adjusts engine operation to optimize throttle response, power and fuel efficiency – 25 mpg.

DRIVE TRAIN – The transmission is a GM 4L85E Turbo Hydromatic "4 speed" controlled by a "Supermatic" Transmission Control Unit. Its operation (upshift, downshift, part and full throttle shifts and overall shift firmness) is programmed from a laptop computer. The transmission controller was originally developed by GM Racing for off road competition. It has the ability to record and graph acceleration time, speed, shift points, engine rpm and more.

Wheels – The wheels are classic SLT Muscle Mags with Bridgestone *B380 RFT 225/60 TR17* Run Flat tires. The tires will not blow out or deflate. Tire pressure is continuously displayed by a Vulcan "SmarTire" Monitoring Unit. Any drop in pressure triggers an alarm and indicates which tire or tires are affected.

Backup Camera -- A Virtual Reality Video Labs VRBCS300W backup camera & monitor provides the driver with complete vision when moving in reverse.

Radio – The radio has been updated with a Sony FM/AM CD/iPOD/Thumb DriveCompatible CDX-GT610UI. It delivers sound to a Sony Xplod 800 watt amp (Sony XM-ZR1252) with 2 12-inch (Sony XS-L120B5D) speakers and 2 6.5 inch (PolkAudio DB651) speakers. The original radio was a Motorola AM radio with just one speaker.

Exhaust – It has Flowmaster "F-Cannon" mufflers and stainless steel dual exhaust – 3 inch di. The frame was modified to accommodate the dual pipes.

Suspension – Turning a Checker is like cornering a 5 story building. The lean is legendary. Since this is a safety issue on the highway, this vehicle has been equipped with heavy duty sway bars front & rear along with gas shocks.

Car was Ziebart sealed as a new car prior to delivery.

Vin # A11276582121F

Odometer reading when replaced: 73,152

Miles driven after odometer replacement: See Vehicle Odometer.

Total miles on car: Add current odometer reading to 73,152.



RAM JET 350 TECH SPECS

Part Number:	12499120
Engine type:	Chevy small-block V-8
Displacement (cu in):	350
Horsepower:	350 Horsepower @ 5200 RPM
Torque:	400 ft/lbs @ 3500 RPM
Bore x stroke (in):	4.00 x 3.48
Block:	Cast iron with 2-bolt main caps
Crankshaft:	Cast iron (P/N 10243068)
Connecting rods:	Powdered metal steel (P/N 10108688)
Pistons:	Hypereutectic aluminum (P/N 88894280)
Camshaft type:	Hydraulic roller
Camshaft lift (in):	.431 intake / .451 exhaust (P/N 14097395)
Camshaft duration:	At .050 in -- 196°c1 intake / 206°c1 exhaust
Cylinder heads:	Vortec iron; 64cc chambers (P/N 12558060)
Valve size (in):	1.94 intake / 1.50 exhaust
Compression ratio:	9.4:1
Rocker arms:	Aluminum roller style (P/N 12367346)
Rocker arm ratio:	1.6:1
Recommended fuel:	92 octane
Ignition timing:	10 degrees BTDC @ 700 rpm
Maximum rpm:	5500