

The official newsletter of

**Revs Institute  
Volunteers**

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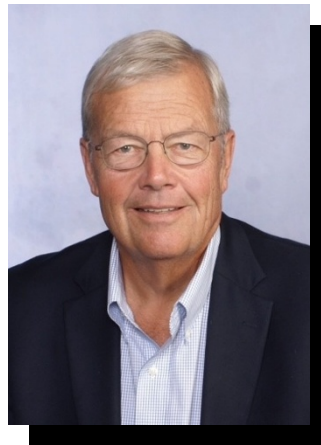
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# TAPPET CLATTER

Volume 27.1

September 2021



## Chairman's Notes

Chip Halverson

*I*t feels great to be writing this for the first issue of the *Tappet Clatter* for this season. However, before we look to the upcoming season there is much to talk about from this summer.

First, we had record attendance versus comparable periods pre-pandemic. Those of you who were there felt a different activity level from previous summers. Many thanks to all of you who made the extra effort to step in to fill the Station Guide and Docent spots. Whitney provided later in this issue, figures on summer guest attendance and volunteer hours.

While all of that coverage was staffed, our committees were also very busy making great strides for the organization. Not to steal from the membership report in this issue, but I have to share with you that the committee, led by Tom Saracco and Tom Dussault, already exceeded their very ambitious goal to recruit 30 new volunteers for the year and have more in the pipeline (brief bios of 16 of them appear in this issue). Equally exciting, these new volunteers encompass not only new Station Guides, but Guest Services volunteers. These Guest Services volunteers can staff the front door, gift shop, station one, the library and potentially the Tour Assistant role. That will allow us to keep our Station Guides and Docents in the galleries using their knowledge to interpret the collection for our guests.

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## Chairman's Notes...continued

(Continued from page 1)

With the new volunteers coming on board John Wharton and his training committee are hard at work with the mentor program, training for new members, refreshers for us oldies, and working with Roc Linkov to identify and train new docents. It's up to all of us existing volunteers to help the new members feel welcome, get up to speed, and experience the high standards which we hold ourselves to.

As most of you know we lost an extraordinary volunteer this past spring. Jack Sprague was a great friend to many of us. He did every job in the book including Board Chairman. Jack did an enormous amount of work for Revs Institute, all the while being his humble, thoughtful self. He will be greatly missed.

As a result of the loss of our treasurer and board member, Mark Koestner stepped in to fill the treasurer's seat and Tom Dussault was appointed to the board to fill the remainder of Jack's term. Additionally, Mark Kregg stepped down from the Board and Tom Saracco was appointed to fill the rest of his term.

In the next issue I will report on exciting, upcoming programs for both the monthly member meetings and special events outside of the building.

All the best!

*Chip Halverson*

## TAPPET TRIVIA

By Joe Ryan

This section is devoted to questions about the Miles Collier Collections cars or cars of the same period. Some of the questions might be a bit obscure or tricky. Test your collection knowledge and *have fun!*

1. What connection did Carlo Abarth have to the Porsche family?
2. Who employed Henry Ford before he started his first car company?
3. What car was the first to place the horn button in the middle of the steering wheel?
4. What was the first car ordered by the White House? Careful, this is a trick question!
5. The Rolls Royce hood ornament is known as "Sprit of Ecstasy." What was the nickname?

***The answers are posted later in the issue.***

## Your Membership Committee

*By Tom Saracco*

All Photos Courtesy of Revs Institute



Unlike 2020, 2021 has been a very active year so far. I'd like to thank the other members of the Membership committee for all their help and support, John Balconi, Bob DiRenzo, my co-chair Tom Dussault, Larry Gleeson, Phil Panos, Ralph Papa and Joe Ryan.

Of special mention is the former chair, Joe Ryan. For years (and years) Joe did an excellent job as the Membership Chair. And in no small part Joe is responsible for setting the high bar for us. And from all of us, I share the many thanks for your years of tireless work.

We recruited from new venues for Membership including the car show at Rookery Bay, Cars On Fifth, Cars and Coffee and the Job Fair at FGCU which took place on August 30th. Whitney, Tom Dussault and Max Trullenque enjoyed outstanding success at FGCU garnering nine onsite applicants and distributed applications to many more. The new applicants are applying for the position of Museum Steward.

Based on a wise suggestion from Larry Gleeson, we have created the new position of Museum Steward. The Museum Steward opens space to those who are looking to volunteer but do not want to go through our education process for the Miles Collier Collections. This can include research and fact checking for college students and others who want to do something other than walk the galleries helping with security and providing directions for guests.

Of special note also is the creation of the Guest Services roles. Earlier this year Whitney sent out a job description for help in "Front of House" to greet guests, process admission tickets and work in our Gift Shop. After a slow start, many spouses of existing volunteers stepped up and today we see their smiling faces helping our guests arrive, get the orientation and choose among our expanded line of memorabilia and Revs Institute branded clothing.

As Chip Halverson assumed the role of Volunteers Board of Directors Chairman all committees were asked to set goals for 2021. Tom and I set ours at 30 new members and we are proud to have exceeded that number.

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## Your Membership Committee

.....continued

(Continued from page 3)

Tom and I have given the Orientation slide show about six times to whichever new volunteers apply and get clearance to proceed. The slides show gives them the opportunity to learn some of the history of the Collier family and the history of Revs Institute. We show them the “Who’s Who” inside of the museum and give them instructions on our “uniform,” parking rules and locations of the sign-in sheets and computer.

Membership is working in close coordination with the Training Committee and its Chair, John Wharton. John and Cliff Wheeler and their members have taken on the secondary training role of teaching the new volunteers beginning steps in navigating Revs Institute from the social standpoint. As part of the Intro course, they are taught the intricacies in the use of Volgistics’ sign-in and the research required to find information on the cars in the CarPad files. After the Intro Course, the new folks receive collection training by their mentors in the station by station in the traditional methods.

Moving forward, other items on the agenda are an Open House later this year and another Revs Institute sponsored Cars and Coffee scheduled for the fall. We are also hopefully going to have access to the 1960 Fiat Multipla to present at the Cars and Coffee at Mercato at least one more



time in 2021. The Multipla is a huge draw for us and many attendees came to look at it, ask about it and the museum and are given material on Revs Institute and our volunteer program. Our exhibit in June got one new station guide volunteer who is currently in training with a mentor.

2021 has been a year of change, we’ve been fortunate enough to attract lots of new faces and non-traditional volunteers. We believe this will continue into 2022.

## Video Treats... *click on the picture to view*

Jay Leno shows off his 1913 Mercer Raceabout and how to start and drive it



The 1914 Stutz Bearcat, the Mercer’s competition at Pebble Beach 2019



## Amelia Island Concours 2021

*By Lodge McKee*

The Amelia Island Concours of 2021 was a big "if" as the winter season began. Originally scheduled for the first weekend in March, the prospects of pulling it off were grim, but the approval of a vaccine triggered a plan that would move it to May 23rd. The high season would be lost but not the momentum so critical with a major event like Amelia. Most of the volunteers who normally attended made plans to stay in Naples. Pete Chehayl, Jack Sprague and I set sail at 5 AM on May 20 hoping to arrive in time for the opening bid at the Bonhams auction later that morning. Bonhams and RM Sotheby's were the two auction houses participating and both had excellent consignments. Traffic was light, and we arrived in time for the first car to roll onto the stage.



*1926 Hispano-Suiza H6B Cabriolet, 2021 Best in Show  
Concours d'Elegance,  
1974 Shadow DN4, Best in Show, Concours de Sport*

Bonhams consignments included several cars from two major collections: The Clem and Mary Lange Collection, largely populated with early sporting cars with abbreviated coach work from the Likes of American Underslung, Locomobile, Mercer, Hudson, National, Knox, Stutz, and Simplex. The last of these, a 1908 Simplex 50 HP "Speedcar" was clearly the class of the field. Other selections included a Duesenberg dual cowl phaeton, and a Bugatti Type 57 cabriolet. The Howard A. Fafard Collection featured numerous horseless carriages and Edwardian fare; a pair of Mercedes dreadnaughts from the 1930s, a 500/540K roadster and a 630K 'La Baule' Torpedo. The main catalogue of 100+ vehicles was highlighted by a very charismatic 1935 Godesal roadster that had won best in class at Amelia in 2020, two 12 cylinder phaetons by Packard and Pierce-Arrow, and a plethora of mid-priced collectibles from sports cars to limousines. The auction tent had individual stand-up tables and limited bidder seating giving better spacing than past events, but it certainly had the energy of a live auction.



Day two (Friday) had us dropping Pete at the Porsche reunion which included some 500 cars and has become a popular annual fixture at Amelia, while Jack and I headed up to Fernandina Beach to catch the Road Tour for Concours entries. We met up again at 2:30 for the first of the weekend's two panel discussions; This one titled "Chevy Thunder" moderated by Ray Evernham. The panel included Dale Earnhart Jr., Herb Fishel, George Follmer, David Hobbs, Brian Redman, and Eric Warren.

*Photos Courtesy of Revs Institute Unless  
Otherwise Credited*

*(Continued on page 6)*

## Amelia Island Concours 2021... *continued*

*(Continued from page 5)*

The panel touched on Chevrolet engines and race cars that have prevailed in motorsport. Whenever Hobbs and Redman are on board, we can count on good banter and with Evernham's skill at finding controversy and humor they did not disappoint.

Saturday kicked off bright and early with a "Cars & Coffee" event on the north fairways of the Ritz, sponsored by Revs Institute and Heacock insurance. Populated mostly by local and regional club cars and exhibits, this event provided a warm-up for Sunday's Concours and was quite well attended.

At 11 am the first lots in the RM Sothebys auction began to cross the stage in the main ballroom. Just shy of 100 cars would be offered over the next several hours. RM had a broad palette of antique, classic, special interest, sports, and racing vehicles, all desirable, all beautifully presented and enthusiastically received. The star lot was a 1929 Duesenberg Model J disappearing top torpedo (boat-tail roadster) with a brushed aluminum body by Murphy and restored by RM. Healthy bidding brought a sale price of \$5,725,000. For Brass Era fans, a majestic 1911 Winton Model 17-B, 5 passenger tourer, with striking hunter green lacquer, offset by dazzling brass trim and accoutrements brought \$318,500. Classic lovers were treated to a '36 Packard V-12 dual cowl phaeton (the last year for true phaetons), also restored by RM; and a '32 Chrysler CL Imperial convertible-roadster each gaveled at \$600,000. Of a more curious sort, a ragged-out, unrecognizable, much modified, sports roadster which happened to bear the serial number of the number 1 Corvette of Briggs Cunningham's 1960 LeMans team hammered at \$758,500! So much for a nine digit chassis number on a 1"x 4" metal plate.

At 3 pm we broke away to attend panel discussion #2 titled, "The All-conquering Porsche 935" with Ray Evernham again at the podium with panelists Hurly Haywood, Kevin Jeannette, Mark Raffauf, Brian Redman, Jack Atkinson, Bob Garretson, and Alwin Springer. Compressed into 90 minutes, it was a thrilling overdose for Porschephiles, all focused on one of the most charismatic and successful sports-racers ever devised. Recordings are available.

At last it's Sunday and the three of us are in the queue for early admission to the Concours show field at 8:30 AM. Our tickets are limited, so the first hour is the best for photos, conversations with owners, opportunities to watch the judges (all 92 of them, focused on 230 cars) and a chance to inhale it all before the thundering herd rumbles onto the field an hour later. This year's Honoree was Lyn St. James, and many of the cars that she drove in her career were displayed. Featured marques and models were Hispano-Suiza ( Miles Collier Collections displayed all four); "Chevy Thunder", successful examples in several motorsport categories; Ferrari 275 GTB's; Electric Muscle cars of 1970; Porsche 935's; and Shadow.



*Jack Sprague, Pete Chehayl, Barbara Crisp, and Lodge McKee  
Barbara Crisp Photo*

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## Amelia Island Concours 2021... *continued*

*(Continued from page 6)*

Miles Collier Collections also displayed the McLaren F-1 in the Concours and at the Revs Institute tent on Saturday where Mr. Collier and several other staff members "worked" the crowds.

Five Miles Collier Collections cars brought home trophies; Chevy Thunder Early, 1958 Scarab, Hagerty Drivers Foundation Preservation Award, 1912 Hispano-Suiza Alfonso XIII LWB Torpedo Sport, Amelia Award, Hispano-Suiza, to the 1928 Hispano-Suiza H6C Skiff by Kellner and the 1912 Hispano-Suiza T-15 Alfonso XIII and the BMW Trophy to the 1995 McLaren F1.



By 10 am the cars had been judged, ribbons were being distributed to 1st, 2nd, 3rd place winners in 28 classes, and candidates had been chosen for 42 Corporate awards. End result, a lot of entrants go home happy! The presentation of awards begins at about 11 am with pomp and introductions. The National Anthem is sung by Donald Osborne, who in addition to being a well-known expert on automotive style and a member of our faculty at The Revs Institute Collector Seminars is also opera-trained. Each winning car is driven to the judges stand to receive its award, and the tension builds toward the final presentation of "Best-in-Show" in two categories: Best of Show Concours D'Elegance, and Best of Show Concours De Sport. This year's winners: Best in Show, Concours de Sport, 1974 Shadow DN4. Best in Show, Concours d'Elegance, 1926 Hispano-Suiza H6B Cabriolet.

As always, Bill Warner, the maestro, and his crack team manage to raise the bar yet again; weaving a complex yet coherent tapestry that brings smiles of appreciation and awe to all who attend. How lucky we are to have such a world-class event just a half day's drive from our homes. By 3 pm we are exhausted. Our knees and legs are complaining, and we turn toward home replaying with each mile what we've seen and heard. With just three of us instead of the usual eight or nine in company there has been time for a lot of one-on-one discussions about our own histories and interests. By the time we approached Collier county we found ourselves thanking each other for sharing such a fine experience. Sadly' it would be our last with Jack, who would be taken from us by a tragic auto accident just weeks later. He was a very special guy, who touched us all with his mild manner, humble but effective leadership and willingness to contribute his time and skill unselfishly to enhance our mission as volunteers. We are all blessed to have known him.



## Volunteers Trip to Mecum Auctions Orlando

*By Eric Jensen*

Every automobile auction has its very own attitude and style. Mecum Auctions is no exception. It clearly is not Gooding and Company, nor RM Sothebys, not even Barrett-Jackson. Mecum has a style all its own. Broadcast television cannot convey the full picture. One must attend.

The Revs Institute Volunteers got a chance to attend the Orlando edition to Mecum Auctions courtesy of Volunteer Dick Yerger. Dick works part time for Mecum Auctions and arranged complementary tickets to Friday June 30 in Orlando. Steve Smith, our program chair, arranged a tour bus for the 18 volunteers that signed up for the day trip.

The 8 am roll-out time from the Revs Institute and the 8:40 pickup at the Forum, near Fort Myers, for the more northern volunteers, allowed arrival just before noon. The action was hot and heavy in the North Concourse of the Orange County Convention Center as we entered. The cars to be sold and those already run across the block were laid out inside the huge hall for all to see .... and touch. Opening doors, hoods or trunks was permitted.



1951 MG TD,  
*Eric Jensen Photos, Unless Otherwise Credited*



1963 Rambler Cross Country with 3500 miles

There was a wide range of vehicles from collectors cars, to motorcycles, to customs, to what this author would simply call used cars. What else would you call a 300,000 mile Chevy Suburban? The departure time of 4:30 pm allowed us ample time to view the auction action and eclectic range of motors on hand. It was an interesting day with a great group of volunteers.



1967 Pontiac Grand Prix 428 4-speed



1962 Cisitalia Abarth, [Click on the picture for the link](#)



# Pebble Beach 2021

*By Eric Jensen*



After being cancelled for 2020 due to the global pandemic, the 2021 Pebble Beach Concours d'Elegance returned with its inimitable style. Miles Collier Collections was well represented on the grounds and on the winner's stand.

**Postwar Preservation Class L-2; 1st in class** 1971 Porsche 917K and **Class V, Miller, 3rd in Class**, 1924 Miller 122/91 Boyle Special.

The 1961 Porsche RS61L was raced at the Monterey Historics piloted by Gunnar Jeannette to a 6th place in group 1A with 32 cars finishing.



David Santiago Photos Courtesy of Revs Institute



## Karl Abarth, aka Carlo Abarth

### *The man behind the Scorpion*

*By Morris Cooper*

**H**is life story reads like a movie script. A young Austrian mechanic becomes a remarkably successful motorcycle racer across 1930's Europe. Using the connections he developed in those years, he goes on to build and run the largest racing factory in the world, produces more cars than Lotus and wins more victories than Porsche.

Karl Abarth was born in Vienna on November 15, 1908 under the astrological sign of Scorpio. After World War I his family moved to the Italian Dolomites near the Austrian border, just south of Innsbruck. From 1925-27 Abarth completed his apprenticeship designing motorbike and bicycle frames for Castagna.



He returned to Austria in 1927 as a mechanic for Motor Thun and its factory racing team. One day, Abarth was asked to stand in on short notice for one of the team's riders. He was immediately successful, and went on to become five-time European Champion. Abarth had a serious knee injury in 1933 which ended his solo motorcycle career, and he then started to race two-man sidecars.

Abarth was always a master of promotion. He ran a widely publicized race challenging the famous Orient Express Vienna-Ostend train in his sidecar over a 1300 km. distance.

Abarth lived in Italy and was encouraged to become an Italian citizen because of his success in motorsport, and he did so in 1934, changing his name to Carlo. His racing career had created important connections across Europe. He was a close friend of famous racing car driver Tazio Nuvolari, and became a Porsche family friend, eventually marrying Anton Piëch's personal secretary.

Just before war engulfed Europe in 1939, Abarth was seriously injured in another motorcycle accident in Ljubljana, Slovenia. He remained there in hospital, and after release maintained a low profile in the area. It is here that he developed his expertise for performance modifications, adapting gasoline cars to kerosene during the war years.

After the war, Abarth returned to his family home in Merano. Looking for work, he wrote to Ferdinand Porsche's daughter, Louise Piëch. She put him in touch with her brother Ferry Porsche.

*Above and right, Carlo Abarth, Photos Courtesy of Revs Institute, Alfred Cosentino Photograph Collection*

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## Carlo Abarth, *The man behind the Scorpion... continued*

*(Continued from page 10)*

During this immediate post-war period Ferdinand Porsche and his son-in-law Anton Piëch had been imprisoned by the French as war criminals after they had entered France on an invitation to help build a small French car. According to various biographies, Abarth was materially involved in later persuading the French authorities to release Dr. Porsche from prison in Dijon with “ransom” money from Abarth’s friend, Piero Dusio.

Perhaps in gratitude for obtaining his father’s release from prison, Ferry Porsche hired Abarth as the Italian representative of Porsche Design, which by then had been set up in Gmund, Austria.

Tazio Nuvolari was searching for money to build and race a Grand Prix project. Nuvolari had put Abarth in touch with Piero Dusio, whose company C.I.S. Italia had profited greatly during the war years. Abarth joined fellow Austrian engineer Rudolf Hruska and established the company which became Cisitalia. Ferry Porsche, Abarth and Hruska persuaded Piero Dusio to finance a Porsche-designed Grand Prix car. The result was the Cisitalia Type 360, a 1.5 liter, supercharged, 300 hp, four-wheel drive, mid-engine, completely revolutionary race car.

But the huge advance which Ferry Porsche received from Cisitalia for the design of the Type 360 drained Dusio’s finances in Italy and Cisitalia went bankrupt in 1949. Dusio left his creditors in Italy behind, and ran off to Argentina, taking the only Type 360 with him.

After Cisitalia closed on March 31, 1949, Abarth & Co. opened in Bologna Italy. Interestingly, 1949 is the reason why the number “49” was often used in Abarth promotions and publicity. Carlo Abarth’s birth sign, the scorpion, became the new company’s logo.

After moving his company to Turin in 1951, Abarth’s main business was manufacturing high performance exhaust systems. He later diversified into producing tuning kits for everyday vehicles, mostly FIAT. Abarth’s success with his relatively costly mufflers was given a huge boost after Ferrari started using Abarth silencers on their cars in 1952.



Click [HERE](#) for a link to Morris Cooper’s January 2019 *Tappet Clatter* article about Piero Dusio

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## Carlo Abarth, *The man behind the Scorpion... continued*

(Continued from page 11)

The design of an Abarth silencer was based on lateral passages into fiberglass from the central pipe. The welcome by-product was a deeper, louder, and more desirable sound.

Abarth himself continued to be a competitive racer, setting a series of world records at Monza in 1956, driving a FIAT Abarth 750 with its body by Bertone. In the 1957 Mille Miglia there were 20 Abarth cars. 16 of them finished, winning first, second and third places.

An interesting American connection to Abarth & Co. was its US distributor, Franklin D. Roosevelt Jr, the son of the President, through Roosevelt Motors. By the 1960's the name "Abarth" entered Italian popular language as a synonym for performance. Believe it or not, the Revs Institute library has a boxed pair of "Abarth Shoes."



Photo Courtesy of Revs Institute

Abarth knew that there was never any real money to be made in building limited edition cars. His core business was performance accessories. His great business insight was recognizing in the 1950's that his company should build and sell upgraded parts for commonly available everyday cars. And it was also a matter of style. Abarth exhausts had a very smart looking black matte finish with chrome plated tips.

However, by the early 70's, Abarth's management style had shifted to achieving victories rather than turning a profit. That approach to business could not end well. FIAT, which had become successful, purchased 50% of Ferrari and all of Lancia and Autobianchi. By August 1971, Abarth & Co. was financially forced to merge with FIAT.

But since FIAT had previously assigned its racing efforts to Ferrari, Abarth & Co. were reorganized as FIAT's rally preparation arm. It is compelling to realize that by mid 1971, Abarth & Co. had manufactured 3,500,000 exhaust systems for 345 different cars.

Although FIAT had appointed Abarth as a high-level advisor to the company, the loss of control disheartened Abarth and after a few years he retired and moved back to Vienna. After a brief illness, he died at the age of 71 on October 23, 1979, once again under the sign of the Scorpion.

Abarth's remarkable legacy was 10 world records, 133 international records and over 10,000 track victories.

During the 1980's and 1990's the Abarth brand descended into mediocrity with an increasingly cynical range of poorly engineered products. But in 2007, FIAT re-launched Abarth & Co. SpA, complete with new premises at the Mirafiori complex in Turin which contains FIAT's motor sport design and manufacturing divisions, along with the Abarth Racing Team. And, as we know, FIAT merged with Chrysler in 2014 and became part of Stellantis in 2021.

## 9/11 Remembered

### *We Raced, Not Knowing Of The Attack*

*By John Wharton*

I was nervously fidgeting in my car and turned off NPR to concentrate at around 7:45 am Central Time on Tuesday, September 11, 2001. Just a few minutes later, in New York City, American Airlines Flight 11 streaked into the North Tower of the World Trade Center. I wouldn't know about it for another 90 minutes.

I was one of 1,068 entrants who had gathered in Topeka, Kansas for the 29th Sports Car Club of America's Solo2 National Championships, arguably the "world's largest motorsports event."

Four days were scheduled of near non-stop autocross: Low-risk timed runs, competitive to a thousandth of a second, one-at-a-time (hence "solo") around a twisting course defined by traffic cones. The venue was the ancient concrete tarmac of Forbes Field, a former WWII-era airfield that had been converted to support a Kansas Air National Guard refueling wing and a regional airport.

Tuesday the 11th was the event's first day, and the first heat at 8 am included my car's B-Street Prepared (BSP) class among some 80 cars. After my first experience at Nationals here the year before, in my daily-driver Stock class MR2, I'd just moved up to a marginally street-legal BMW E36 M3 in a much tougher class.

Nervous, I knocked over a cone my first run, picking up a two-second penalty. My remaining two runs were clean, but not relatively fast among my 43 BSP rivals. But this was on the North Course and, in Monday's walk-throughs, I'd preferred the South Course that was to be run Wednesday.

At the end of the heat, I joined the parade of cars into Impound - and noticed a crowd of drivers, a few still in helmets, standing around an open Corvette. The radio was on, and we listened in stunned silence as the World Trade Center's North Tower collapsed. Only then did we learn that, in the span of just our heat of three runs, the South Tower had also been hit and had already fallen, another hijacked airliner had plowed into the Pentagon, and yet another plane had crashed southwest of Pittsburgh.

Impound released us to the paddock as Heat 2 was drawing to a close. Still stunned, I was changing my race tires back to street tires when I became aware of busy movement along the perimeter fence, over where the Air Guard was.



*On-Course with John Wharton at the wheel  
Photos Courtesy Jack Puryear Unless Otherwise Credited*

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## 9/11 Remembered

### *We Raced, Not Knowing Of The Attack...continued*

*(Continued from page 13)*

At the same time, the Paddock Chief swept by on a golf cart, shouting that all of us - including vendors, concessionaires, and the tire company semi trucks - had an hour to clear the site.

I don't remember the trip to the hotel, or packing, or checking out. But I do remember there was no question that I would head home. My wife was an administrator at a big middle school in suburban St. Louis, and I could only imagine what she was facing with the angst of students, parents and teachers (and herself).

By early afternoon, long lines were already forming at gas stations along I-70, and soon stations started closing. Only by going a ways off the Interstate was I able to find gas in rural western Missouri. After a few failed attempts, I topped off two more times along the way home, not knowing when and where fuel could be found later.

A trip that should have taken five hours took eight. Aside from an emotional cell phone call with my wife, my company going home was NPR, recapping the day's awful events non-stop, the images of which I still hadn't seen.

Back in Topeka, SCCA management huddled into the night with officials from the City of Topeka and the Air National Guard. Over 600 drivers, some of whom had driven from the far corners of the country, stayed in town and waited. By the middle of the next day, agreement was reached to allow the event to continue, in greatly truncated form.

The Air National Guard would allow only the use of the South Course, farthest from their operations. Those of us who managed to run on that first day were done, and our three runs logged in the final results. The rest of those who would have run on Tuesday and Wednesday would get three runs on Thursday. And those who were to have run on Thursday and Friday would have three runs on Friday.

In this way, remarkably, SCCA's Solo2 National Championships went on. It was likely the first major sporting event held in the US after the attacks.

For a while, when someone would ask me the "Where were you when?" question, I would hem and haw, embarrassed that I was obviously playing at the moment our country suffered such a grievous attack. But, 20 years later, I've come to understand and agree with Event Chair Sandi Brown/Wood, who said "It was with heavy hearts that the 2001 Nationals did continue. [But] when our nation suffered a tragedy and our leaders asked the country not to let 'them' win, we did just that."



2002 North and South Nationals  
Courses at Forbes Field, Similar to 2001



# TAPPET TECH

## *Carburetors*

### *Mixing Air and Fuel*

*By Eric Jensen*

In a previous article, we learned about the 4-strokes needed to make an internal combustion engine work. The intake stroke was the one of the four that brought in the mix of air and fuel into the cylinder to allow the **bang** that makes the power. That mix of air and fuel needs to be fairly precise. Too little fuel and we get a "lean" condition that might not even ignite to make that **bang**. Too much "fuel", a "rich" condition, might put out the fire before it happens.

The theoretical perfect mixture is 14.7 lbs of air to 1 lb of gasoline. The mix can vary in a range of 15 to 1 to about 11 to 1. Since most of us don't ever think of the weight of air or even gasoline, let me put things into perspective. Gasoline weighs about 6 1/2 lbs per gallon. So 1 lb of gasoline is about 20 fluid ounces, or the size of a large soft drink. 14.7 pounds of air fills a room 12 feet by 12 feet with an 8 foot ceiling. Mixing the two precisely is a difficult task.

The proper mixture also depends on the type of fuel being used. Ethanol can be used as motor fuel but requires an air-fuel mix of 9 to 1 while methanol requires 6.4 to 1.

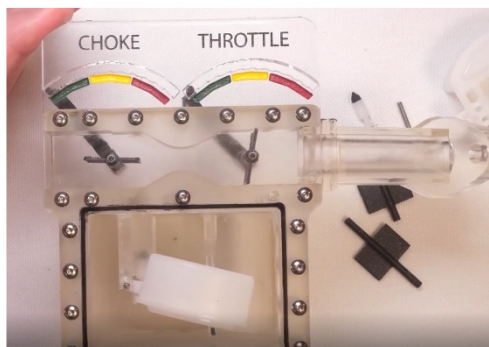
Throughout most of the 20th century, that task was performed by a device called a carburetor. The first modern carburetor was developed in 1885 by Wilhelm Maybach and Gottlieb Daimler. The device uses the principle that as air passes through a smaller opening, or venturi, the air speeds up and pressure drops. That drop in pressure

sucks fuel into the airstream creating a mix of fuel droplets and air. Rather than try to explain it in text, click on the video created by the YouTube channel, [SmarterEveryDay](#). The link starts mid-video but this author encourages you to watch the entire video.

Carburetors have been developed from simple versions as seen in the video to quite complicated versions such as those made by Weber, Solex, SU, Dellorto, Hitachi or Carter. All in the pursuit of the perfect air fuel mixture under all conditions.



*Peter Harholdt Photo Courtesy of Revs Institute*



*Click the picture above to link to the video*

*(Continued on page 16)*

# TAPPET TECH

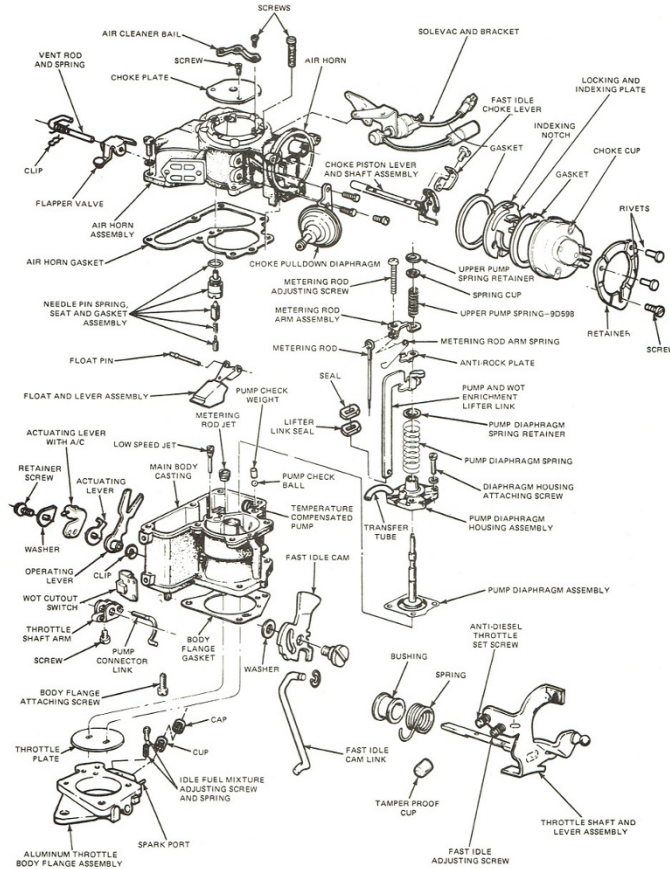
## Carburetors Mixing Air and Fuel ...continued

(Continued from page 15)

Early carburetors drew from below, later ones from the side and from above. These are normally categorized as updraft, sidedraft or downdraft respectively. Those fitted to road vehicles were fitted with a choke plate as shown in the video to allow richening the mixture for starting when cold.

Since the goal of the carburetor is to provide the proper mix of air and fuel, what happens if it doesn't? The perfect mixture and perfect combustion creates nothing but carbon dioxide (the gas we all exhale) and water vapor and uses the least amount of fuel per mile. A lean mix of too much air causes a loss in power but somewhat better fuel economy until the engine stops running altogether. A rich mixture will produce more power, to a point, but worse fuel economy, and greater pollutants such as carbon monoxide, a poisonous gas.

As engines improved and drivers demanded better performance, carburetors became increasingly complex. Different portions of the carburetor were responsible for idle, part throttle cruising and full throttle acceleration. To the left is a parts diagram of a simple, single throat Carter carburetor. Don't try and read the fine print! Not so simple, is it?



Over the decades engines came equipped with one, two, three or more carburetors in the search for greater performance. Versions were developed with two throats (or barrels), three and even four barrels for the same reason.

Fuel injection was developed as an alternative to carburetors, notably for aircraft engines. Mechanical at first and later electronically controlled in the late 1960s and early 1970s. Electronic fuel injection for cars and trucks has been essentially universal for about three decades.

## Welcoming our Newest Volunteers



**Jack Bache**

Joined June 2021

Full Time Resident

Jack looks forward to being productive as a Volunteer. His daughter suggested that he volunteer at Revs Institute, where he can share his enthusiasm for cars.



**Bruce Dolin**

Joined June 2021

Full Time Resident

Bruce lived in New Jersey where he owned an insurance company. Bruce has raced a Lotus Formula 4 and Mini Coopers. He served on the Board at Watkins Glen Research. He enjoys water color painting, building model cars,

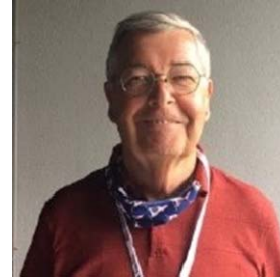


**Dee Wharton**

Joined June 2021

Full Time Resident

Dee is a retired educator and school principal. Serving as a Revs Guest Services Volunteer, Dee also recently received her certification to be a guardian et litem. She enjoys tennis in her spare time.



**Alan Ritchie**

Joined June 2021

Part Time Resident

Alan holds a life-long interest in small airplanes and in collector cars. He currently owns a 1960 Porsche 356, a Morgan 3-Wheeler, and recently completed a 5+ year build of a 1933 Ford 3-window coupe. He is originally from Wisconsin.



**Doug Johnson**

Joined July 2021

Full Time Resident

He's always been a car nut, starting with a Mustang in 1965 and working his way through a two Corvettes, nine Porsches and a host of other marques. He first visited Revs Institute 20 years ago and many times since.



**Ankur Vayeda**

Joined July 2021

Full Time Resident

He is a Mechanical Design Engineer by profession. He was recruited by Michael Bensing after taking a Docent Tour and being impressed by the collection, staff and overall Mission of Revs Institute.



**Joe Satmary**

Joined July 2021

Full Time Resident

Joe has held a passion for automobiles since he was young. He was recruited by Tom Saracco at the Mercato Cars & Coffee. He looks forward to meeting and working with people that share his same passion.



**Nancy Yerger**

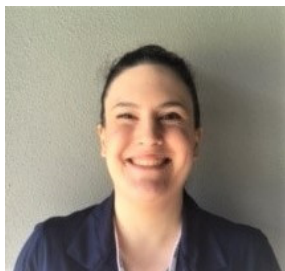
Joined June 2021

Full Time Resident

Nancy is a retired Assisted Living Activities Director who worked with Alzheimer's patients. She supports us as a Guest Services Volunteer.



## Welcoming our Newest Volunteers



**Lauren Goodman**

Joined July 2021

Full Time Resident

Lauren has passion for learning and sharing the history of automotive performance and motorsport. Lauren spent 6 years in LA making TV commercials and digital content. Roc Linkov, recruited Lauren from a tour!



**Paul Yohannes**

Joined July 2021

Full Time Resident

Physician and car collector who learned about Revs Institute through the Porsche 356 Club. We'll see him in the museum on Saturdays!



**Franklin Bass**

Joined July 2021

Full Time Resident

A retired attorney and former New York University Adjunct Associate Professor. He volunteers at a local hospice with his Maltipoo, Coco. An exotic car collector who races and tracks events, He recently started the Pole Position Track Experience, a company designed to host corporate, car club and dealer events at Florida racetracks.

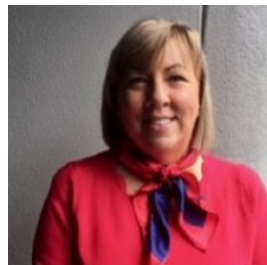


**E.J. Eckert**

Joined June 2021

Full Time Resident

Prior to his retirement, E.J. owned an Executive Recruiting Agency in Traverse City Michigan. Referred by Whit Turner.



**Carol Hoffman**

Joined July 2021

Full Time Resident

Carol's enthusiasm for cars began when she received a shiny Mustang from her grandfather for her 16<sup>th</sup> birthday. She's a former teacher who has enjoyed leadership positions with several different volunteer organizations, including the past President of the Winnebago County Historical Society.

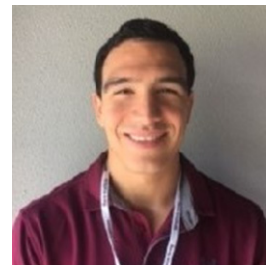


**Richard Naples**

Joined July 2021

Full Time Resident

Richard is a retired NYC Firefighter and auto mechanic with a passion for cars.

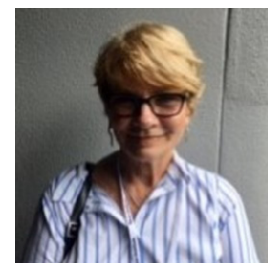


**Chase Lopez**

Joined July 2021

Full Time Resident

Chase is a Marine Corps Veteran and full time Fort Myers resident. He's attending Florida Gulf Coast University where he majors in Management with a concentration in international business.



**Michelle Lozen**

Joined July 2021

Full Time Resident

Her interest in cars was inspired by her grandfather who designed the original Mustang mascot. Originally from Michigan, she's now a full time Naples resident and Revs Guest Services Volunteer.

## Remembering Gene Chiaramonte

Sadly, our friend and fellow volunteer, Gene Chiaramonte, passed away on August 13th, 2021. He was diagnosed with lung cancer earlier this year, which his wife Faye shared, caused him terrible and near constant pain that he endured without complaint. When Gene made the difficult decision to enter Hospice last week, he was finally relieved of discomfort and surrounded by his wife and family until the end.

Gene was a valued member since 2015. He was a constant professional and most recently took on the responsibility of mentoring new volunteers with great pride and success. Faye said that Gene expressed when it came time to notify Revs of his passing, he wanted to ensure she conveyed how much he enjoyed his time here with all of us. Gene also stated, "I came into this world quietly and that's the way I want to leave it." To that end, his family is respecting his wishes and will not hold a funeral service or publish an obituary.

Whitney Herod sent flowers on behalf of Revs Institute Volunteers. Hopefully Faye will take comfort from all the volunteers who join her in mourning Gene's passing.

**Right:** Jack and Gene together with Phil Panos in 2019, Revs Institute David Santiago Photo



*Gene and Faye Together  
Whitney Herod Photo*



## Remembering Jack Sprague



*Jack in a familiar role,  
Revs Institute Photo*

The Revs Institute Volunteers lost a great friend and asset to our organization with the passing of Jack Sprague. Jack passed away June 30, 2021 as a result of injuries sustained in a car accident two weeks prior. The accident was quite serious and gave great concern to all of us. Sadly that concern was justified. Condolences go out to his wife, Susan, as well as the rest of his family.

Jack was an integral member of our volunteer program, serving in several leadership roles including Board Chairman and Treasurer. Always generous with his time and many talents, Jack developed the CarPad and contributed to the Revs Institute Mobile App.

A quiet, friendly and very knowledgeable presence, Jack was always available to help. His absence is a significant loss to us all.

# TAPPET RIVIA

*And now, the answers...*

1. **Question:** What connection did Carlo Abarth have to the Porsche family?  
**Answer:** Carlo married Anton Piech's secretary. Anton Piech was Dr. Porsche's son-in-law, married to his daughter Louise.
2. **Question:** Who employed Henry Ford before he started his first car company?  
**Answer:** Thomas A. Edison. Ford worked for Edison Illuminating Company of Detroit before starting his first car company, Detroit Automobile Company. The first of 2 predecessors to the Ford Motor Company.
3. **Question:** What car was the first to place the horn button in the middle of the steering wheel? **Answer:** 1915 Scripts-Booth Model "C"
4. **Question:** What was the first car ordered by the White House? **Answer:** A 1909 White Steamer model M ordered for President William Howard Taft. A 1909 Pierce-Arrow was then ordered for the First Lady Helen Herron Taft.
5. **Question:** The Rolls Royce hood ornament is known as "Sprit of Ecstasy." What was the nick name? **Answer:** "Nellie in her Nighty"

## Events Calendar

Event	Date	Info or contact
<b>Valencia Bonita Private Tour</b>	Sept 8 @ 10:30 am	Sign up on VicNet
<b>Open BOD Meeting</b>	Sept 10 @ 10:30	Sign up on VicNet
<b>Bucket List Group Tour</b>	Sept 23 @ 10:00	Sign up on VicNet
<b>September Birthday Celebration</b>	Sept 25, all day	Treats in the Break Room
<b>Temple Shalom Men's Club Private Tour</b>	Oct 13, 1:30 pm	Sign up on VicNet
<b>International Jaguar Club Private Tour</b>	Oct 20, 1:00 pm	Sign up on VicNet

For a full list of daily tour groups and events, go to the 'Calendar of Events' on VicNet.



## Adopt-A-Car Program

### Available Adopt-A-Car Automobiles and Engines



Peter Harholdt

Alfa Romeo Guilietta  
Alfa Romeo 8C 2300  
Alfa Romeo 1600 GTA  
Gurney Eagle F-1  
Ardent Alligator  
Benz Dos-a-Dos  
Cadillac Series 61  
Cadillac LeMonstre  
Cisitalia SC  
Citroen 2CV Sahara  
Cunningham C-4R  
Cunningham C-6R  
Elva Porsche  
Fiat Abarth TCR  
Jaguar D-Type  
Jorgensen Eagle  
Lamborghini 350 GT  
Lancia Lambda  
Lotus 23  
Maserati Tipo 60 Birdcage

Mercedes Benz SSK  
Mercedes Benz W-154  
MG PA PB Leonidis  
Osca Sports-Racer  
Panhard & LeVassor  
Porsche 356SL Gmund  
Porsche 550A Spyder  
Porsche 718 RSK Spyder  
Porsche 904 Carrera GTS  
Porsche 907  
Porsche 910-6  
Porsche 911  
Porsche Carrera  
Porsche Elva  
Porsche RS-61L Spyder  
Stutz Black Hawk  
Vauxhall 30-98 Type E  
Vauxhall 30-98 Type OE

Engine: Abarth 1000-TC-R  
Engine: Alfa Romeo GTZ  
Engine: Cadillac OHV V-8  
Engine: Chrysler Hemi  
Engine: Duesenberg Sprint Car  
Engine: Ford GT-40 Transaxle  
Engine: 1965 Ford Indy Car  
Engine: Ford Turbo Indy  
Engine: Jaguar XK Series  
Engine: Porsche Type 771  
Engine: Porsche Type 901/20  
Engine: Porsche Type 901/22  
Engine: Porsche Type 908  
Engine: Porsche Type 916  
Columbia Three-Track Tricycle  
Humber 58" Ordinary Bicycle  
Velocipede Bicycle

**To adopt a car or engine, contact:**

**Brian Lanoway**  
Adopt-A-Car Chair  
[blanoway@shaw.ca](mailto:blanoway@shaw.ca)

The **Tappet Clatter** is the official newsletter of **Revs Institute Volunteers** of Naples, Florida. Its intended purpose is to inform, entertain and promote camaraderie for our members.

The editor is **Eric Jensen**, [eric60@gmail.com](mailto:eric60@gmail.com). Although email is preferred, correspondence can be mailed to: The **Tappet Clatter**, 2500 South Horseshoe Drive, Naples, FL 34104.

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