

The official newsletter of

**Revs Institute  
Volunteers**

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- Whitney Herod
- Max Trullenque
- Joe Ryan
- Lauren Goodman
- Lodge McKee
- Mark Koestner
- Cliff Wheeler
- Anna McDowell

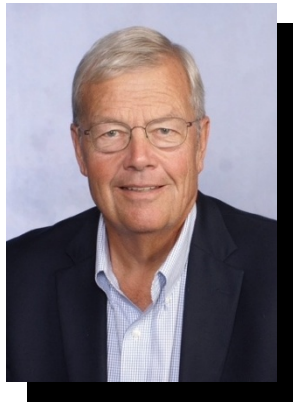
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# TAPPET CLATTER

Volume 27.7

March 2022



## Chairman's Notes

Chip Halverson

**F**ebruary was a very busy month for our volunteer organization. We have been regularly having capacity attendance in the building and its early in the tourist season. We also had two member events described below.

The 65 of you who attended the February Member Meeting were treated to two excellent presentations. Lauren Goodman, a new volunteer, shared an incredible presentation on the life of Lucy O'Reilly Schell. Lauren's in depth look at a very successful, multidimensional woman and the roles she had in racing provided great information to share with our guests. Lodge McKee did his usual outstanding job presenting installment two of the history of Revs Institute. More installments to come. Special thanks to Lauren and Lodge!

Next up was our second annual road rally. I think everyone really enjoyed the day. The rally route was fun and the questions were challenging as always. Lunch at Paradise Found in Goodland was the perfect venue to sit outside on the water as a group. Thanks to Mr. Collier, Scott, Whitney, Katheryn, Max and Damian for attending. Special thanks to Mr. Collier for the Q & A session. I think we all particularly enjoyed his perspective on the acquisition of the Cunningham collection. John Fritz, Mike Lawther and Mark Koestner did a great job putting the event together, many thanks to them.

*(Continued on page 2)*

## Chairman's Notes....*continued*

*(Continued from page 1)*

Looking into March, our next event is the Members Meeting on the 16th. I am excited about our two speakers for that day. Nancy Carlson recently retired from ExxonMobil where she had responsibility for all of the company's motorsports activities. They have been a major sponsor across the racing landscape including Formula One, NASCAR and IndyCar, most prominently with their Mobil 1 brand. They have sponsored both teams and events such as the Mobil 1 Twelve Hours of Sebring. She will discuss racing from the prospective of a major sponsor.

Our fellow volunteer Chuck Schmidt, who is also an architect, was involved in the design of our building and will discuss how it evolved to have the look and feel that it has. It will be interesting to hear about the thinking and the challenges that went into the project. Please sign up on VicNet for this meeting which will start at 10 am on March 16th.

In the membership and training area, I am pleased to announce that Frank Brown, Mark Komanecky and Tom Saracco have completed their Docent training. We also have **three** new volunteers who have finished their Station Guide training. It is great to see all of these volunteers in their new roles. Congratulations to all of them.

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. In what Italian city was Ferrari founded?
2. How many races did the 1965 Ferrari 250 LM win when sponsored by the Ferrari factory?
3. What was the last Ferrari model to win the 24 hours of Le Mans?

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

## Membership Report

*By Tom Dussault*

Typically, I write about our new members, their backgrounds and accomplishments, and what they bring to Revs as new volunteers. This month, I am changing the usual pattern. Our student volunteers provide their perspectives of what it is like to be a new member of Revs Institute.



Caroline Lee is a high school student in Naples who is also taking college level classes. She learned about Revs Institute from fellow students. Caroline (left, with Larry Gleeson and guest) has been working as a Steward for six months. Here is her story, in her own words, about her experiences volunteering at Revs:

*“From an outsider’s perspective, the attraction of Revs (Institute) lies in the sheer quantity and historical significance of the vehicles that make up the (Mile Collier) Collection(s). However, the real value of my experience thus far has come from the people I have met, the visitors and volunteers of Revs (Institute).*

*Through my conversations with guests I have gained a level of comfort interacting with individuals of various backgrounds. I would not have been able to overcome the initial discomfort I faced without the guidance and community of my fellow volunteers. Being at Revs (Institute) has helped me develop invaluable communication skills that will follow in future endeavors.”*

Henry Donath (right) is also a High School student in Naples, and like Caroline, carries a demanding schedule of courses. Here is insight from Henry about his experiences over the past six months as a Revs Institute Steward:

*“I have had a fantastic time volunteering at the Revs Institute. As a younger volunteer, I have been thrilled to receive a warm welcome. I eagerly look forward to spending time in the museum each week.*

*As a self-proclaimed petrol head, I have enjoyed being around such outstanding and historically significant vehicles. However, my favorite part of volunteering at Revs (Institute) has been meeting the fellow volunteers and visitors that I encounter working there. I have delighted in getting to know several volunteers, for many of whom cars have been a lifelong passion.*



*Additionally, I feel that I have improved my people skills significantly through meeting a large variety of guests. Moving forward, I hope to continue to expand my knowledge of each vehicle at Revs Institute and get to know other volunteers.”*

This is a very new experience for many of our young volunteers. It is apparent that they have enjoyed interacting with our members and are developing skills that will benefit them throughout their lives. Thanks very much to all who have reached out to make Caroline, Henry and the rest of our new members feel welcome and appreciated.

*Photos Courtesy of Revs Institute and Tom Dussault*



## Hodges University Car Show

*By Eric Jensen*



Phil Panos and Tom Dussault arranged the Revs Institute Volunteers participation in the Hodges University "Putting It In Gear" Car Show held Saturday, March 5 from 9 am to 3 pm on the Hodges Fort Myers campus. Bob Rhode and Carmine Ermi graciously agreed to show their cars at the event. You can see Bob's 356 Porsche peeking out on the right in the picture.

This event raised funds for Hodges University's Dr. Peter Thomas Veterans Services Center which is a dedicated space at Hodges for the Veteran students (19% of the student population) to enjoy camaraderie with fellow Veteran students, to receive personalized attention regarding their course work, and where they have access to community resources. Hodges University, is committed to providing these Veterans a place where they can excel as students, while also providing the resources to help them transition to civilian life.

Clearly the Volunteers were well represented with, left to right, Tom Dussault, Carmen Ermi, Chuck Shapiro, Richard Murphy, Phil Panos, Chase Lopez, Tom Saracco and Bob Rode. Great way to support our veterans, promote Revs Institute and spend a beautiful sunny afternoon.

*Photo Courtesy of Cliff Wheeler*

## Volunteers Meeting February 2022

By Eric Jensen

The Volunteers Meeting for February had a great turnout of over sixty for a couple of great presentations; Lauren Goodman's history of Lucy O'Reilly Schell and Lodge McKee's second installment of the early history of the volunteers to the Collier Automotive Museum.

Our chairman, Chip Halverson introduced the meeting and handed it off to Lauren. With all due respect to the amazing story of Lucy O'Reilly Schell and Lauren's incredible job researching her contribution to the history of motorsports, we will not attempt to summarize here. The story will be presented in multiple parts starting in this month's *Tappet Clatter*. Part One starts on **Page 12**



### Lodge's Volunteer's History Part Two



From the Collier Automotive Museum - CAM - came the name, "CAM Followers" for the original newsletter. In 1988, there was a mission statement much the same as we have today. (The Mission Statement can be found in the orientation packet on page 6). When the museum first opened the north and south wings each about the same size as the current lobby; purpose built for the collection. These contained about 75 total cars; the Porsche collection and the cars obtained from Briggs Cunningham.

Forty five (45!) minute Docent tours were conducted under the oversight of Dale Miller, Scott George or Miles Collier. The American Racing cars included the Briggs cars, the Scarab, a single GT40 and the Corvette Grand Sport. Grand Classics included a different 3.0 Bentley. One a bit less subtle in its beauty than the current 1926 3.0 Super Sport. The Mercedes Benz SSK was, that time white rather than its current red. The 1938 BMW was also white in those days.

The Cisitalia was displayed in red. A comprehensive analysis was undertaken during its restoration to discover its actual original green color and installation of the correct bumpers. The changes were quite controversial to those who preferred the red but the green gradually gained acceptance.

The Revs gallery had a Kraco sponsored engineless IndyCar; a "roller" that was used for pictures. Guests could climb in and get their picture taken sitting in the car.

(Continued on page 6)

## Volunteers Meeting February 2022

*(Continued from page 5)*

The gallery also had two Vanwall Formula One cars. The second being sold to Bernie Ecclestone. Also on loan for a period was a Cisitalia Formula One car on loan from the Porsche factory before their own museum was completed. The car was an all-wheel drive DOHC 1.5 liter 8 cylinder car engineered by Porsche.

The 1951 356 SL Gmund Porsche was in an un-restored state at that time. The car's history and the car itself was studied for decades to determine the proper restoration path. Just as today, everything is researched, nothing is rushed. The 1959 Porsche RSK in the collection then was upgraded to the current RSK to obtain one with a stronger pedigree and richer history.

Once the museum opened to the public, billboards were rented on I-75 and radio spots were contracted to promote it. The radio spots were broadcast when the "tanning index" that was reported at the time dipped to 5 or below of a possible 10 to bring in guests. It worked!

Other types of museums were reviewed as an educational opportunities. The EAA Aviation museum in Oshkosh, Wisconsin was reviewed as it had 140,000 worldwide members. The goal then, as now, was for the museum to financially "stand on its own two feet." The guest fees pay only a fraction of the operating costs. The Peterson Museum started with a \$25M endowment with no cars but was situated in the center of California car culture offering free car storage displaying collectors' cars in the museum. What collector would not agree to that?

An event featuring the Batmobile on display was a rousing success drawing a huge crowd. An estimated at 1200 guests came to the museum to see it.

The idea of a gala centered around Rolls Royce was created to fund education programs and STEM initiatives. Lodge McKee and Mrs. Collier headed up the steering committee. Instead of a "black tie" event, a "white tuxedo and tie" event was planned. It raised \$45,000 for charity and featured Rolls Royce automobiles; most from the Silver Ghost era. A local collector supplied two from his collection of fourteen Rolls Royces; a shooting brake and a "balloon basket retrieval" car.

The Silver Ladies Supper Club, as it became known, tried other ideas such as a 1000 mile tour of Florida; One straight flat road, turn, another straight flat road, turn, one more straight flat road. You can see the problem. A "Rockets to Sprockets" exhibit featuring rotating exhibits with GM concept cars generated strong interest. A Concours d'Elegance was considered and then the car collector Symposium which turned out to be a quite the ongoing success.

Then the tax laws changed, the museum closed to visitors. The volunteers wanted to continue and so they did. The Volunteers roster was capped at 90 volunteers for 21 years. During those years, the word around town was that to become a Volunteer, one had to wait for an existing Volunteer to pass away to create an opening!

The next session; Revs Institute and new themes.

*Photos Courtesy of Revs Institute  
Others as referenced*



## Volunteers Road Rally to Goodland

*By Mark Koestner*

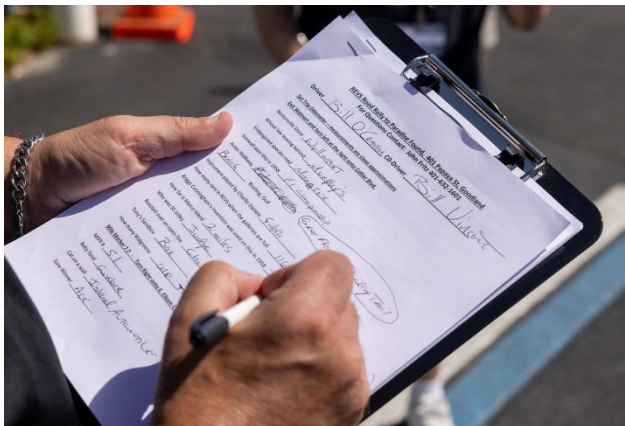
**B**eginning at 10:00 am on Wednesday, February 23rd, 50 Drivers and Navigator teams filed into the Walmart parking lot on East US 41 and Collier Blvd. for the 2nd Annual Revs Institute Volunteer Gimmick Rally.

After a briefing by Co-Organizer and Commander in Chief, John Fritz, the cars pulled out at one minute intervals. The teams then drove along a specific route which had been laid out in the weeks before by John Fritz, Michael Lawther and Mark Koestner.



The route included 41 questions the teams had to answer along the way. Thanks to our tough organizers, some of the questions were quite difficult and most teams were lucky to get 20 correct answers, although our winners, Gary and Priscilla Goeckel, got 36 correct answers! That is two wins in a row for Gary and Priscilla.

We all rendezvoused at Paradise Found in beautiful Goodland, where we were pleased to discover that none of the teams got lost. With all present and accounted for, everyone enjoyed a fantastic lunch overlooking the lovely water



view which included plenty of happy boaters... The weather was glorious! After lunch, John and Mike presented the trophies and prizes to our top 3 Teams.

We were then treated to a Question and Answer session with Miles Collier.

*(Continued on page 8)*



# Volunteers Road Rally to Goodland ...continued

(Continued from page 7)

Mr. Collier told the fascinating and very funny story of how he acquired the Briggs Cunningham collection and generously spent about 30 minutes taking questions from the teams.



All Photos Courtesy of Revs Institute  
Special thanks to Max Trullenque



# Targa 66 2022

*By Eric Jensen*



Each February racing icon Brian Redman hosts the Targa 66 track event for his friends and racing family. Revs Institute has been attending for many years and brings cars in need of a little “exercise”. This year saw several cars from the Miles Collier Collections turn a wheel at the (fast) hands of ace Porsche racer, Gunnar Jeannette.

The Porsche 910/6 took a few laps. As you can see below, Gunnar does not fit within the Porsche Behra quite as well as did the short, but stocky, Jean Behra might have, but he made do.



The 3 time SCCA champion 1958 Porsche Carrera GT Speedster was expertly wheeled by Gunnar, much of it sideways, showing the form that brought the car 67 race wins.

Both the silver and red Porsche 904's were in attendance. The red 904 being bested by its competition honed silver brother.



*All Photos Courtesy of Revs Institute*

## The Iceberg in Motorsports

*By Bill Vincent*

As we know, there's a lot of work and training that goes into putting together something as impressive as the Revs Institute. Much more effort than is seen by someone on a tour that takes about two hours. The iceberg in motorsports is the similar amount of work that goes into it versus what the general public sees.

Many people see a two hour TV broadcast and think, after the race is over, the participants kick back, relax, and wait for the next race. Over the years I've often been asked what does the team do in-between races, or during the off season. What are their *REAL* jobs?

Well Monday, February 14th, a couple of intrepid Revs Institute Volunteers got a chance to get a peek behind the scenes at a small part of what happens behind what you see on race day. Volunteer Bill O'Connor and the author were the fortunate guests of the Arrow McLaren SP IndyCar team for the group IndyCar Team Test at Sebring International Raceway. This test day is closed to the general public but we attended as a parental perk of being the father of the team's Competition Director.

In comparison, here's how everyone's day went. So while I was leisurely picking up Mr. O'Connor at 8:00 am, the majority of the 20 plus teams had already rolled into Sebring on Saturday night, with the "Truckies" setting up camp until the rest of their team flew in on Sunday. The "Truckies" are the team's truck drivers but they also wear many hats; Setting up the team's compound, hustling tires, and much more. Most teams have a semi-truck for each car competing, plus one for Engineering. Although it varies by team, on average, each car is supported by roughly 15 people, made up of mechanics, engineers, and various specialty staff.

The track goes "green" at 8:00 am, which means the safety staff is in place and the track is open for the cars to start running. Most teams have already been there since 6:00 am getting ready to start their test programs. Bill and I rolled in around 10:00 am.



Each team has its own "shopping, or punch list" of things they want to accomplish and learn. Time is at a premium so that punch list is *VERY* important. Tires are also at a premium, as each team is only allocated 5 sets of tires per car for the test.



*All Photos Courtesy of Bill Vincent*



*(Continued on page 11)*



## The Iceberg in Motorsports... *continued*

(Continued from page 10)

Tires, along with the test days themselves, are limited by the IndyCar series. The intent is make a more level playing field between the teams by limiting the available resources.



Teams with more than one car can get more done, as each car and its crew can be testing different things and can chase different objectives. As funny as it may sound, not all of those objectives are out-right-speed related. Some of it may be aimed at component wear, serviceability, even new driver comfort. Although each team is pretty much doing their own thing, the Team Managers do communicate with each other, so as not to get in each others' way and to agree on when to break for lunch.

The lunch break gives the safety team on hand a chance to catch their breath and grab a bite to eat too. While the teams ate lunch on the fly, they used their lunch break to make any major changes. Bill and I took to the comfort of the Sebring Airport's Runway Café for lunch.



After lunch we scouted out different corners to watch the cars run through comparing how they looked compared to one another as they went through the corners. We then went back to the pits to observe some more of the changes the teams were making on the cars.

Just like spending a day on the floor at Revs Institute, our old legs were telling us it was time to close out the day, so we said our goodbyes and thanked everyone for the opportunity of this behind the scenes peak. Bill O'Connor and I finally

left around 3:00 pm, as we were tired just absorbing all that activity.

The teams still had lot work to do. The checkered flag to end the test will fly at 6:00 pm but then the teams must break down their set-ups in the dark, with most of the teams flying out Monday night. The trucks will roll for home Tuesday morning.

Witnessing all the work going on it wasn't a surprise when one of the crew members commented; "I look forward to the races as they're actually LESS work! We're usually busiest in the off season."

So... The first "tip of the iceberg" for the IndyCar teams is the St. Petersburg Grand Prix. It is there we will all see who's hard work paid off the most. And after watching the teams today, with the hard work and everything they put into just this test, it is clear that there is way more to that iceberg than we ever imagined!

Something we at Revs Institute can surely relate.

## Lucy O'Reilly Schell, Racer, Owner, Innovator, Part 1

*By Lauren Goodman*

**L**ucy O'Reilly Schell was a talented driver in her own right, but she created a real legacy by becoming the first woman to own and operate a formula Grand Prix team. Her team was her creation, and built with her money, which meant she called the shots. These days, decisions in Formula One Grand Prix racing would be a series of emails among the CEO, the team Principal, and the Board of Directors of whatever holding company or hedge fund actually owned everything. Under Lucy's auspices, a little French car company named Delahaye took on the might of Mercedes – and won. So where does such a woman come from? Who were the key players in her life?



1930, Lucy with Talbot M 67 Rallye Automobile de Monte-Carlo  
Source gallica.bnf.fr / BnF

Lucy Marie Jeanne O'Reilly was born in Paris on October 26, 1896. Her father was American businessman Francis Patrick O'Reilly (1848-1937), whose own father had been an Irish immigrant named Patrick O'Reilly. Patrick won major contracts to build the Pennsylvania railroads that were the lifeblood of the Gilded Age; he also founded a boot and shoe factory in Reading, where young Francis cut his teeth as a clerk. At the time of Patrick's death in 1881, the local paper estimated his estate to be worth over one million dollars. Francis continued investing in real estate and when he died in 1937 he left Lucy a fortune of nine million dollars, roughly the equivalent of one hundred fifty million dollars today.

Her mother was a young French widow named Célestine Henriette Roudet (1871-19??). She had two children from her first marriage, only one of whom is known to have survived to adulthood; Célestine Henriette Colliat (1889- unknown), known after her marriage as Henriette Hanki. The records suggest that Lucy and her half-sister were close. We know the sisters listed the same address in the late 1920's at 89 Ave. des Ternes in Paris. Both women would have had two young children at home. These women had the resources to establish separate residences, each with their own nannies – but isn't it nice to have cousins for playmates, especially while young? Furthermore, Henriette's son was named after Lucy's husband, Laury. Much later, Henriette's daughter was in the car with Lucy and Laury when their chauffeur collided with a truck, killing Laury.

*(Continued on page 13)*

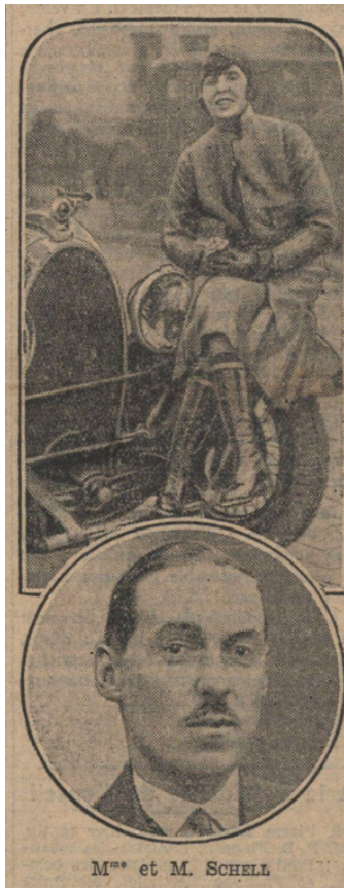


## Lucy O'Reilly Schell, Part 1...continued

(Continued from page 12)

Francis traveled back and forth across the Atlantic to attend to business (and to avoid his failing marriage, according to some sources) Lucy was 18 before she made her first visit to the US. Her arrival was news in Reading, Pennsylvania where the O'Reillys were prominent citizens.

You can see in this article (right) that Lucy brought reports of her work as a nurse in France. It's worth noting that the US had yet to enter WWI, and Lucy and her mother were crossing the Atlantic at the same time the Lusitania was sunk by a German U-Boat. "Chaptal Military Hospital" likely means the cutting edge training program for nurses founded by



M<sup>me</sup> et M. SCHELL  
Le Journal, 16 Jan 1932  
Source gallica.bnf.fr / BnF

Mlle. Chaptal in 1908 at the French military hospital located at Val-de-Grâce, Paris. Lucy, at 18,

would have seen young men, really, boys her own age, suffer and often succumb to serious injuries received on the Western Front.

Lucy met her husband Laury around 1912. They were both well-heeled children of American expats in Paris, both car-crazy, so they likely ran in the same circles. Anthony Blight, who is supposed to have interviewed their son Philip at great length, records that Francis O'Reilly would have preferred a different husband for his daughter, or at least one with more profitable interests than cars and his daughter. Clearly, though, this was more than enough for Lucy. They were married at Brunoy in August 1917.

Selim Laurence (or Lawrence) Schell (1895-1939), known always as Laury, was born in Geneva to an American businessman who, much like Lucy's father, spent most of his life abroad. Laury's grandfather founded the whistlestop town of Schellville in Sonoma County, California. The far-flung Schell clan often listed Schellville as their permanent address on various passport and travel documents. Laury likely spent his youth in Europe. Later accounts put him down as having British manners and speaking English with a slight French accent. Laury's father, Lawrence, was an engineer and contract negotiator, working on products from street cars to looms.



Source: Reading Times, 18May1915  
newspapers.com

(Continued on page 14)

## Lucy O'Reilly Schell, Part 1...continued

(Continued from page 13)

Lawrence joined his aunt's husband, Henry Butters, whose machine tools and heavy equipment firm eventually became the Buttersosi Syndicate. WWI provided new opportunities for such a business. Laury and his brother were employed at Buttersosi; in 1915, Laury was in New York City as an "exporter of war goods".

Aficionados of antique autos might recognize the name 'Buttersosi'; The same firm also manufactured cars from 1919 to 1924 with mixed results. John Bolster, who was the technical editor at Autosport for many years, once wrote that, "Some people think all vintage cars are good, which only proves that they have never owned a Buttersosi!" Buttersosi also imported American-made Mitchell cars to France.

Laury later joined Carrosserie Baxter; French auto expert Serge Bellu records that Baxter was an offshoot of the better known Carrosserie Gallé. Laury would provide the coachwork for many of Lucy's cars, both for racing and for concours. He branched out into creating airplane fuselages. Laury sometimes listed his occupation as 'engineer' and even applied for a patent. On closer inspection, I found that his patent for a new wood-burning stove tells us something about Lucy. The device, made of sheet metal, would allow burning logs on the hearth to be controlled as easily as gas with the adjustment of the male and female sleeves of the apparatus. He called his invention the "LOR" stove. I suspect this patent was really just a funny birthday present for his fiery wife, an inside joke about their relationship.

Indeed, the Schells were a study in contrasts: gregarious, assertive Lucy and soft-spoken, diplomatic Laury. Their egalitarian marriage made them a powerful team both on and off the track. It is said that the real test of a relationship is taking an international trip together, and still being together on arrival back home. Lucy and Laury ran the Monte Carlo Rally together numerous times, sharing both navigational and driving responsibilities, even taking a journalist along for the ride. I think that shows they were very confident in their teamwork. I imagine there are many happily married couples who would still decline to let a reporter hear what is said between them during an international road race. As René Dreyfus, who became very close to the couple, wrote in his autobiography:

*There was no question but that she was absolutely an equal partner to Laury in their marriage. There was no subservience about her, no unswerving obeisance, no pipe and slippers. Indeed she was the driving force of the family.*

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**"I feel that I must own it!"**

is a frequent expression after an inspection of the "chic," yet dignified Buttersosi. Its typically Parisian aspect enraptures at sight. A high-class car at a comfortable price; satisfying in every detail the most fastidious; a car that makes motoring "worth while" — thank the Buttersosi!

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Engine—Standard 4 cylinder, 12 h.p., with four pistons.  
 Drive—Front and rear axles.  
 Carburettor—Borel standard type.  
 Clutch—By electric mechanism and gear.  
 Gearbox—Inclined to right, standard, close mesh low, medium and reverse.  
 Transmission—The gear box is cast in one piece.  
 Front axle—In line with axle shafts.  
 Steering—By rack and pinion.  
 Brakes—On both front and rear wheels.  
 Suspension—By coil springs and shock absorbers.  
 Wheels—16 in. diameter, with 16 in. diameter hubs.  
 Tires—16 in. diameter, with 16 in. diameter hubs.  
 Seats—Four seats, upholstered with leather.  
 Equipment—All cars are provided with electric light and motor, horn, spare parts, and oil.  
 4-seater Saloon - - £645  
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Olympia described it as the VALUE CAR of the SHOW.

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**The Buttersosi LIGHT TOWN CAR**

£545

£645

(Continued on page 15)



## Lucy O'Reilly Schell, Part 1...continued

(Continued from page 14)

Lucy and Laury had two sons: Harry Lawrence O'Reilly Schell (1921-1960) and Phillippe (or Philip) Marcel O'Reilly Schell (1923 - unknown) Dreyfus recalls that Harry was outgoing like his mother while Philip took after his father. Both, however, would go on to have well-earned reputations in the society pages as playboys.

Harry seems to have inherited the 'racing gene' from both sides: He was the first American to drive in Formula One (more on that later).

By the mid-30s, the Schells had moved out of central Paris and back to Brunoy, where Lucy grew up. Their home "La Rairie", is still located at 26 Rue des Valles in Brunoy: There is more room for cars outside of the city, after all. La Rairie also served as the seat of Lucy's team operations. Besides cars, Lucy loved English bulldogs, taking a few prizes at dog shows over the years. Her team cars often sported a little bulldog somewhere on the



LaRairie, Brunoy, Paris France  
Source, Google Maps

body, for good luck. Meanwhile, Laury's chief hobby seemed to be managing Lucy's money in various stocks and investments through an endless series of telephone calls. The pair also spent significant time at their apartment in Palais Zig-Zag, located at Avenue Hector Otto, in the Jardin Exotique neighborhood of Monaco. Family was never too far away; Lucy's sister, Henriette, lived at 3 Rue des Citronniers in the Principality: Laury's brother had married into minor nobility, so the Schells had a sister-in-law and nephew in Monte Carlo, too.



Next month, in Part 2, we will cover Lucy's racing career starting as a novice racer at age 31 and a mother of two.

Lucy O'Reilly Schell Montlhry, 7 Oct 1928  
Source gallica.bnf.fr / BnF

**Calling All Volunteers****Formula 1 Theme****Cars and Coffee**

April 30, 2022

8 to 11 am

**Volunteers Needed Outside and Inside**

Peter Harholdt Photo

**March Members Meeting**

The next Volunteers Monthly Meeting will feature guest speakers Volunteer and architect, Chuck Schmidt, who will speak about the design of the Revs Institute building and Nancy Carlson, recently retired Exxon/ Mobil executive who was responsible for the company's motorsports activities. Please sign up in VicNet if you plan to attend!

**Events Calendar**

<b>Event</b>	<b>Date</b>	<b>Info or contact</b>
<b>Bonita National Community Car Club</b>	Feb 25 @10:30 am	Sign up on VicNet
<b>Pelican Bay Women's League</b>	Mar 4, @10:30 am	Sign up on VicNet
<b>Volunteers Monthly Meeting</b>	Mar 16, @ 10:00 am	Sign up on VicNet
<b>Heron Condo Association</b>	Mar 18, @10:30 am	Sign up on VicNet
<b>Glickenhau Race Team Tour</b>	Mar 19, @ 1:00 pm	Sign up on VicNet
<b>SWFL Corvette Club</b>	Mar 24, @ 10:30 am	Sign up on VicNet
<b>Gulf Coast Veterans Tour</b>	Mar 25, @ 10:30 am	Sign up on VicNet
<b>Revs Institute Cars and Coffee</b>	Apr 30 @ 8-11 am	Sign up on VicNet

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



# TAPPET TECH

## *Tires*

*A little string and rubber*

*By Eric Jensen*

**T**ires are a mysterious, magical and most important component of road going machinery. These devices support the entire vehicle and apply the driving and stopping forces to the road. When they fail, bad things can happen.

The air-filled (or pneumatic), rubber tire was invented by Scottish inventor Robert William Thomson in 1844 and patented in 1845. It used a process to strengthen rubber called vulcanization developed by Charles Goodyear. Thomson patented his device and the world promptly forgot all about it because it was too costly to produce. Forty three years later, in 1888, another clever Scottish inventor, veterinarian John Dunlop produces a pneumatic tire for bicycles and patents it in the United Kingdom. Later these patents would be ruled invalid due to Thomson's earlier patent.

Tires are a combination of string made from various materials, steel wire to hold the tire to the wheel rim, rubber to bond it all together and to mold in the tread. Early tires contained an inner tube that was made solely from rubber to contain the air. Early tires also did not have any grooves in the surface we call the "tread." The surface contacting the road was smooth.

It might be obvious why air-filled tires were developed for bicycles; to soften the ride over rough roads. With no springs to absorb the bumps, the bicycle transmits the bumps straight to the rider's seat. Early bicycles, like the 1885 Humber (right) adopted solid rubber tires to help with traction but pneumatic tires added a measure of pleasure to the trip.



The transition to automobiles was obvious with the Michelin brothers introducing the first automobile tire in 1895. Automobile racing tires adopted the pneumatic tire as standard two years later. Adding tread to the tires was not so obvious. Continental Tires is the first company to apply a grooved pattern to the tread surface to aid in traction in 1904. Both Goodyear and Firestone offered treaded tires in the USA in 1908. Firestone molded NON SKID onto their tires as the tread pattern as seen on several Miles Collier Collections cars. This was to advertise their brand since the tire left imprints in the dirt roads common in the day. Brilliant advertising by anyone's standards!

*Photos Courtesy Revs Institute*

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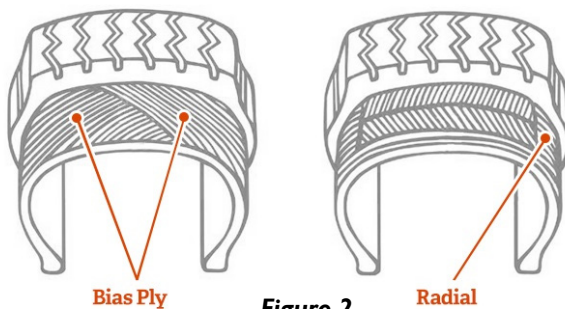
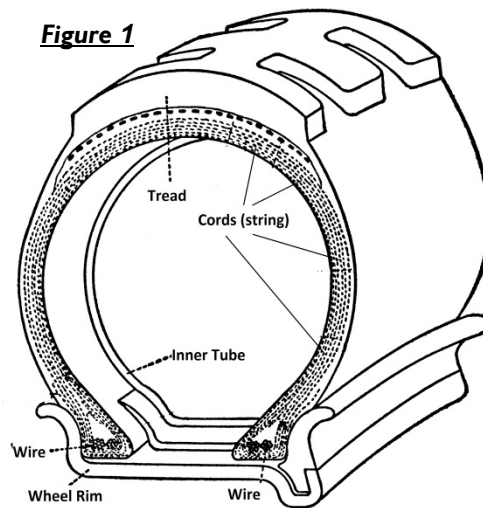
## Tires ....continued

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Tires in the 1900s would have been white to light grey in color as they were made from natural rubber which is white. The black color for tires would not appear until later when carbon dust was added to the rubber to toughen it. This makes the tires last as much as *ten times* longer and improves the tires resistance to punctures. A significant improvement to motoring.

This rubber compound was offered by the B.F. Goodrich Tire Company in 1910 on their Silvertown tires. So named for Silvertown England, a town in which the 'India Rubber, Gutta Percha and Telegraph Works' that developed the mixing techniques and produced Silvertown tires. For a great in-depth article on that subject, read Joe Hauser's article on carbon black in the December 2017 issue of the *Tappet Clatter*.

As we can see from Figure 1, the *Tread* is the surface that rolls on the road, the *Inner Tube* contains the air, the *Wire* holds the tire to the *Wheel Rim* and supports the *Cords* that are wrapped around to support the air pressure. This is a simple early tire design. Tire technology moved forward as speeds and automobile weight increased. Those strings were made from various materials; cotton, nylon, steel wire, and more exotic materials and arranged in various ways. (See Figure 2) The number



of layers, or "plies", were added to improve load carrying capability and improve handling. The angles of the plies were altered from being oriented at angles in "bias ply" tires to being across the tread in "radial" tires. Tires got fatter, then wider, and more squat (known as "low profile") all in the name of strength, comfort and handling.

Racers will tell you tires are the most important components on their cars. They allow speed, handling and safety. Those four little goey rubber things are the only things between you and the wall at 60 or 160 mph. Some may take them for granted, but there are 177 years of technology tied up in that string and rubber to make your driving experience safe and fun.



# TAPPET RIVIA

*And now, the answers...*

1. **Q:** In what Italian city was Ferrari founded? **Answer:** Modena, Italy
2. **Q:** How many races did the 1965 Ferrari 250 LM (LM for Le Mans) win when as raced by the Ferrari factory team? **Answer:** None! The FIA had decreed that all manufacturers must build 100 cars in order to qualify for all the FIA sanctioned races. Enzo Ferrari only built 32 and was caught trying to double the car build count by numbering the race models with even serial numbers to inflate the total count. Failing to build 100 cars, the cars would have to race in the prototype class instead of the Grand Turismo class so Ferrari sold all the 250 LMs to private race teams. Therefore any 1965 250 LMs that won races at FIA sanctioned races were owned by private race teams.
3. **Q:** What was the last Ferrari model to win the 24 Hours of Le Mans? **Answer:** The 1965 Ferrari 250 LM has a special place in the history from one of the greatest Italian sports car manufacturers. The 1965 250 LM was the last Ferrari race car to win the 24 Hours of Le Mans. The historic victory was achieved by [Masten Gregory](#) and [Jochen Rindt](#), driving the #21 car for the North American Racing Team (NART), but also by the reserve driver Ed Hugus, who has never been officially recognized as one of the winners.



1958	Alfa Romeo Guilietta Sprint Veloce
1964	Alfa Romeo GTZ
1934	Alfa Romeo 8C 2300
1967	Alfa Romeo AutoDelta 1600 GTA
1967	Anglo American Racers Gurney Eagle
1949	Ardent Alligator
1988	Arrows A10B Formula 1 Car
1926	Bentley Super Sport
1901	Benz Dos-a-Dos
1930	Bugatti Type 35
1933	Bugatti Type 55 Super Sport
1950	Cadillac Series 61 LeMans LeMonstre
1950	Cisitalia SC
1961	Citroen 2CV Sahara
1963	Corvette Grand Sport
1952	Cunningham C-3
1952	Cunningham C-4R
1955	Cunningham C-6R
1908	Delaunay-Bellville
1917	Detroit Electric
1963	Elva Porsche
1962	Ferrari Superamerica
1970	Fiat Abarth TCR
1955	Jaguar D-Type
1974	Jorgensen Eagle
1927	Lancia Lambda
1962	Lotus Elite Series II SE
1938	Maserati 8CTF
1961	Maserati Tipo 60 Birdcage
1929	Mercedes Benz SSK
1939	Mercedes Benz W-154
1912	Mercer Raceabout
1922	Miller
1927	Packard Speedster
1896	Panhard & Levassor
1951	Porsche 356SL Gmund Coupe
1956	Porsche 550A Spyder
1959	Porsche 718 RSK Spyder
1964	Porsche 904 Carrera GTS Red
1964	Porsche 904 Carrera GTS Silver
1966	Porsche 906 Carrera 6
1968	Porsche 907
1967	Porsche 910-6
1964	Porsche 911
1967	Porsche 911R
1969	Porsche 917 PA
1958	Porsche Carrera Speedster
1963	Porsche Elva
1960	Porsche RS-60 Spyder
1961	Porsche RS-61L Spyder
1958	Scarab Sports-Racer
1914	Simplex
1928	Stutz Black Hawk
1920	Vauxhall 30-98 Type E
1927	Vauxhall 30-98 Type OE
1869	Velocipede Bicycle
1884	Columbia Three-Track Tricycle
1885	Humber 58" Ordinary Bicycle
	Abarth 1000-TC-R engine
	Alfa Romeo GTZ engine
	C-6R Offenhauser Racing engine
	Cadillac OHV V-8 engine
	Chrysler Hemi engine (C-3R)
	Duesenberg Sprint Car engine
	Ford GT-40 transaxle and engine
	Ford Turbocharged Indy engine
	Jaguar XK Series engine
	Porsche Type 771 engine
	Porsche Type 901/20 engine
	Porsche Type 901/22 engine
	Porsche Type 908 engine

## New Adopt-A-Car Format

Now that the seasonal volunteers are starting to get work their way down to Florida, perhaps it's time to consider adopting a Collection car. None of the cars listed here have ever been researched by a volunteer.

Although a full Adopt-A-Car report is still our ultimate goal, we have made the research possibilities easier by offering shorter sub-topics that you can investigate, such as:

- the car's pedigree
- the history of the car's manufacturer
- its racing history
- how to drive the car
- the innovations in the car's design
- the processes and materials used to produce the car
- the styling features and colors used
- the car's restoration or re-restoration
- anecdotes about the car's history
- identifying additions to the car's research bibliography

The sub-topic research efforts don't have to be long. A one to three-page effort would do.

Any time spent on your research can be applied to your annual volunteer hours, even if your work is remote.

Even better, for those of you who are willing to take on a full Adopt-A-Car research report, we will do our best to get you a ride in your selected car when it's being exercised.

For further information, click on the link [here](#) to look at our Adopt-A-Car guidelines.

**If you are interested please contact:**

**Brian Lanoway at [blanoway@shaw.ca](mailto:blanoway@shaw.ca).**



## Adopt-A-Car Program

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

Alfa Romeo Guilietta	Jorgensen Eagle	Porsche RS-61L Spyder
Alfa Romeo GTZ	Lancia Lambda	Scarab Sports-Racer
Alfa Romeo 8C 2300	Lotus Elite Series II S.E	Simplex
Alfa Romeo AutoDelta 1600	Maserati 8CTF	Stutz Black Hawk
Gurney Eagle F-I	Maserati Tipo 60 Birdcage	Vauxhall 30-98 Type E
Ardent Alligator	Mercedes Benz SSK	Vauxhall 30-98 Type OE
Arrows A10B Formula I	Mercedes Benz W-154	Abarth 1000-TC-R engine
Austin Cooper S	Mercer Raceabout	Alfa Romeo GTZ engine
Bentley Super Sport	Miller	C-6R Offenhauser engine
Benz Dos-a-Dos	Packard Speedster	Cadillac OHV V-8 engine
Bugatti Type 35	Panhard & Levassor	Chrysler Hemi engine
Bugatti Type 55 Super Sport	Porsche 356SL Gmund Coupe	Duesy Sprint Car engine
Cadillac Series 61 LeMonstre	Porsche 550A Spyder	Ford GT-40 Transaxle
Cisitalia SC	Porsche 718 RSK Spyder	Ford Turbocharged Indy
Citroen 2CV Sahara	Porsche 904 Carrera GTS Red	Gurney Eagle GP engine
Corvette Grand Sport	Porsche 904 Carrera GTS Silver	Jaguar XK Series 6 engine
Cunningham C-3	Porsche 906 Carrera 6	Meyer-Drake Turbo Proto
Cunningham C-4R	Porsche 907	Porsche Type 771 engine
Cunningham C-6R	Porsche 910-6	Porsche Type 901/20 engine
Delaunay-Belleville	Porsche 911	Porsche Type 908 engine
Detroit Electric	Porsche 911R	Porsche Type 916 engine
Elva Porsche	Porsche 917 PA	Columbia Three-Track
Ferrari 400 Superamerica	Porsche Carrera Speedster	Humber 58" Ordinary
Fiat Abarth TCR	Porsche Elva	Velocipede Bicycle
Jaguar D-Type	Porsche RS-60 Spyder	

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.

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