

The official newsletter of

The Revs Institute Volunteers

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- Joe Ryan
- Jim Claeys
- Tom Dussault
- Max Trullenque
- Mark Koestner
- Jane Hamel
- Susan Kuehne
- Whitney Herod
- Phil Panos

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TAPPET CLATTER

Volume 26.4

December 2020



Our Volunteer Coordinator Retires

Being asked to write a message for the front page of the *Tappet Clatter* is not something to be taken lightly. That space is where the editor posts the important stuff . . . the messages he

wants everyone to read. How do I put into words how special working with the volunteers at Revs has been and how the experience has changed me without getting too sappy?

What pops into my mind is a memory from a day in June of 2012. I had only been on board a week or so when I noticed a group of volunteers waiting by reception to lead a group from a local car club through the collection. I gathered my courage, walked up, and introduced myself. They were warm, welcoming, gracious, and truly seemed pleased to meet me. Who were they? Lodge McKee, Jim Clarke, Troy Marsh, Ralph Stoesser, Mitch Sayers, Jess Yarger, and Lee McCaskey. Talk about your "A" team! In those early days Paul Kierstein and Joe Leikhim's offices were just steps away from mine and they always took time to answer any questions I had (and there were many). They patiently brought me up to speed on the history of the volunteer program, and gave me sage advice on interacting with such a special group of people. I learned the collection by working with our fledgling Training Committee. I collaborated with Richard Newton and the volunteer Board on new policies and procedures.

In my life, I have worked with many interesting people with diverse backgrounds, but working with the staff and volunteers at Revs had been quite a unique experience for me. It truly has been a pleasure getting to know each of you and learning about you, your families, and your automotive knowledge and experiences. My time at Revs has opened up an entirely new world for me . . . one that I never would have dreamed that I had an interest in.

(Continued on page 2)

Our Volunteer Coordinator Retires ... continued

(Continued from page 1)

Now a love for historic vehicles will always be a part of who I am and I look forward to continuing to explore and learn about meaningful cars.

For those of you who were part of the early team of volunteers who were willing to completely change the way the museum presented the collection to visitors, Thank You for building the guest experience template that we all now use. For those who are the beneficiaries of the groundwork laid by that core group, I am confident that you will continue to provide the level of service that our visitors expect and that you all will embrace new technologies and innovative ways of sharing your knowledge with our guests. Revs will always set the standard that other museums aspire to reach... and that is because of you... our volunteers!

And so, after 8½ years at the Revs Institute, it is time for me to retire and live life as the majority of you do . . . relaxing, spending time with family and friends, traveling when I can, and volunteering somewhere meaningful. Adventure lies ahead and I am excited at the prospect! I wish you all the best of luck . . . good health . . . and happy motoring!

Editors Notes:

I asked Susan to write a little something for the first page of the *Tappet Clatter*, as she aptly explains, because this IS “important stuff.” Important to Susan, important to Revs Institute and important to all the volunteers. We relied on Susan to keep us all on schedule, or as I like to say, herd the cats. She kept the stations staffed, board meetings updated and the *Tappet Clatter* on track and informed. I think we will only find out how much the volunteers actually relied on Susan after she has been retired a few months.

We are placed in the capable hands of Whitney Herod. Whitney will make the job her own and bring her special skill set to this stellar bunch of automotive historical enthusiasts. We welcome the new Volunteer Coordinator and wish her luck herding the cats!

My wish for Susan is that she find retirement so engaging that she will wonder how she ever found time to go to work... *Happy Retirement, Susan!*

Eric Jensen

Volunteer Cruise to Gypsy Isles

November 16, 2020

On November 16th, the Revs Institute Volunteers had another cruise to lunch. This time to the Island Gypsy Cafe on the Isles of Capri. The restaurant is nestled on the beautiful waterfront community of Isles of Capri, in Naples. It is right on the waterfront within the Capri Marina just before the Marco Island Bridge. The restaurant is locally family owned and operated and describes itself as "Locally World Famous."



All lined up at the meet-up point and ready to roll! Mark Koestner Photos

While not a long drive, it was perfect for our Volunteers as an excuse to get out of the house to enjoy each other's company and the mild fall Florida weather. The group met at the Walgreens at Collier and Route 42 for the drive down. Three tables of eight provided outside dining.



*A good time was had by all!
Mark Koestner Photos*



*We have cars, we have lunch,
what more could you want?
Mark Koestner Photos*

Rookery Bay Car Show

By Tom Dussault

The morning of Saturday, November 14, 2020 dawned another beautiful South Florida day for the Rookery Bay Car Show.

The second annual show, coordinated by Island Automotive of Marco Island serves as a fundraiser for Rookery Bay National Estuarine Research Reserve.

The Reserve, under the management of Florida Department of Environmental Protection and Florida International University, is responsible for managing wildlife and habitat. It operates programs in coastal research and monitoring and land and water resource management. Its 110,000 acres stretch from downtown Naples east through the western Everglades. This area encompasses forty percent of Collier County's coastline.

The show is staged on the grounds of the Rookery Bay Environmental Learning Center. This is a beautiful venue as the cars are situated among the palms, oaks and mangroves.

The show attracted 102 cars ranging from classics to modern sports cars. Joe Ryan and I were fortunate to represent Revs Institute and accompany our 1956 Volkswagen Beetle. Thanks to Pedro Vela and Jane Hamel for bringing the Beetle from the museum and being there to answer the technically obscure questions.

We explained to the large number of visitors how this Beetle differs from the VW that most every visitor said they had owned early in their lives. Sporting a Porsche/VW flat-four air-cooled pushrod engine of 2549 cc. making 210 horsepower with a 911 drivetrain, it seldom failed to bring a smile to the faces of visitors.

The show attracted an eclectic collection of cars including exotic McLarens, a Nissan NSX, a VW Dune Buggy, Citroen Deux Chevaux, Sunbeam Tiger, and a whole host of Corvettes and Muscle Cars. One of our favorites was a blazing red 1958 Porsche 356 "Convertible D."



Pedro Vela, Jane Hamel and Tom Dussault hosted the Miles Collier Collections Volkswagen Hot Rod Beetle.

All photos credited to Tom Dussault and Joe Ryan

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Rookery Bay Car Show ... *continued*



Transporter Type II

People's Choice 3rd place: 1975 Citroen Deux Chevaux (below)

Rookery Bay's Top Choice: 1934 Packard Coupe (right)

Best Muscle Car: 1955 Chevrolet Bel Air



(Continued from page 4)

By early afternoon, it was time for judging to end and for the announcement of winners and awarding of trophies.

The winning cars were...

People's Choice 1st place: 1927 Packard Phaeton

People's Choice 2nd place: 1967 Volkswagen



1920-1929 Top Choice: 1927 Packard Phaeton

1930-1939 Top Choice: 1934 Packard Coupe

1940-1949 Top Choice: 1947 Lincoln Cabriolet

1950-1959 1955 Chevrolet Bel Air

1960-1973 Top Choice: 1967 Volkswagen
Transporter Type II

Not only was the show a success based on turnout and participation, we were lucky to meet a very enthusiastic and knowledgeable new candidate for the Revs Institute Volunteers.

(Continued on page 6)

The answers are posted later in the issue.



DEC 16 ♦ 11:00 AM - 2:00 PM

We Are RACING Into 2021!



ATTENTION REVS STAFF and VOLUNTEERS! We invite you to join us for fun and festivities at Revs Institute, where a selection of box lunches will be served outside. Following lunch, Scott George will present select collection cars for discussion and exercise. Space is limited, so reserve your spot today! In an abundance of caution, we ask everyone attending the event to **please abide by the following protocols:**

- RSVP is mandatory, as we are limiting attendance. Please email [jason@revsinstitute.com](#) by Dec 11 to confirm you will attend (No guests at this event.)
- Face masks are required and must be worn on the grounds, except while eating.
- The museum will not be open to volunteers, except to use the restrooms. Temperature checks and handwashing are required before entering to use the facilities.
- Everyone must practice safe social distancing. Since we will not have communal picnic tables, we recommend you bring your own chair.
- Please park in the field to leave the paved lot open for the cars to run.

We look forward to seeing you there!



Naples Christmas on Fifth

December 5, 2020

The City of Naples' celebration of the Christmas Season kicked off the weekend of December 5th on Fifth Avenue South. "Christmas in Naples" included beautiful Christmas lights, a live nativity scene, and operatic concert, snow, ice-skating and a visit from Santa. Revs Institute celebrated the season with the appearance of our 1958 Porsche Carrera GT Speedster.

The Revs Porsche is a three time SCCA national champion. The first championship was with owner Emanuel M. "Pup" Pupulidy while the two subsequent championship were at the hands of Porsche racer extraordinaire, Bruce Jennings for a total of 67 SCCA National race victories. Clearly the hit of the show from all accounts.

It was a great scene on Fifth Avenue South as The Miles Collier Collection's 1958 Speedster sat opposite a modern 991 Porsche Speedster Heritage Edition courtesy Porsche of Naples. The 2019 model features a distinctive livery that pays homage to Porsche's racing history.

Those in attendance from the Revs Institute on Saturday as Station Guides for the car were Mike Floundlacker, Mark Koestner, Phil Panos as well as Scott George.



The 1958 Carrera GT Speedster is displayed with the 991 Speedster Heritage Edition

Max Trullenque Photos and article content.
Additional content by Joe Ryan, Tom Dussault and Phil Panos

The Automobile Forum

Looking for New Members

By Jane Hamel

Do you miss being social? Are you looking for a way to get to know your fellow volunteers better? Or do you want a way to spend an hour each week that doesn't involve watching the news, cars, golfing, fishing, or talking about the news, cars, golfing or fishing? If so, consider joining the Automobile Forum!

The first edition of the Automobile Forum concluded in November and Round 2 will begin in January 2021! This Forum is geared towards anyone who is enthusiastic about the automobile and wants to join like-minded individuals in exploring and discussing topical events related to car culture, engineering, the automotive industry, and self-image. We're looking to add new members and for help choosing our next topic!

If you have a topic you're passionate about, or one with ample material to discuss - be it a published article, movie, YouTube video, book, or podcast episode - send an email to Jane Hamel

FORMAT: While we still live in a virtual world, we will attempt to host at least two (2) physical meetings at Revs Institute. These will be (socially distant) round-table discussions. We will also begin inviting guest speakers where we can, based on the topics we discuss.

If you are interested in spending an hour a week discussing current events in the automotive world, then please send an email to facilitator, Jane Hamel

We hope to see YOU at our next Forum!



Volunteers Out and About

One Fast Vice-Chair

By Mark Koestner

Some of you may not know we have a real race car driver in our midst at Revs Institute. Chip Halverson, our Revs Institute Volunteers Vice Chairman, who divides his time between Naples and Chicago, is the proud owner of a 1976 Chevron B36. Chip has been racing since 2007 and competes 5-7 times a year at Sebring, Road America, Road Atlanta, Watkins Glen, VIR and has even raced the Indianapolis Motor Speedway on the road course.

Chip competed in the Historic Sportscar Racing (HSR) event held the weekend of December 2nd through the 6th at Sebring. The HSR is an organization dedicated to sanctioning races where these historic cars can again compete against one another on some of the finest tracks in the country. The 2020 schedule featured nine race weekends. Eleven races are on schedule for 2021.

Chip had a podium finish in his race group. That is no small feat! I told him he is the fastest old guy I know!



Above: The Chevron B36 taking a break

Eric Jensen Photo

Upper Left : Chip strapped in and ready to go!

Left: Every car deserves the driver's name, right?

Mark Koestner Photos



Brand Harmony Training

November 2020

In November, two classes were held on site at the Revs Institute to educate the Volunteers and the staff on the concept of Brand Harmony. Nearly 50 Volunteers attended one of two classes held. Whitney Herod explained to the group that an organization's "brand" can be created in a boardroom to reflect the values and mission. In truth, the brand is not what an organization says it is, it is what the customers *think* your brand is. Brand Harmony occurs when the public experience matches the organization's brand promise.



Whitney Herod explaining Brand Harmony
Eric Jensen Photo

The Revs Institute's goal is: Continue to be a leading and growing physical/virtual space for the study of automobiles as archaeological artifacts and their impact on society. Revs Institute does this by serving as a resource to any and all who want to study in those domains.



Mark Vargas speaking to the evolution of museums
Eric Jensen Photo

A more comprehensive discussion is available, of course, online and all volunteers are encouraged to watch the presentation.

Mark Vargas then introduced us to some new ways to interact with museums. The example used was the Dali museum's interactive artificial intelligence featuring a computer generated Salvador Dali. Follow the link to the four minute video [here](#). The possibilities for Revs Institute are intriguing.

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Brand Harmony Training

... continued

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The third piece of the class was presented by Lindsay Mancuso introducing the **Revs Institute Museum App** for smart phones and tablets. Available now.

This is an app that can be carried along by our guests within the museum to access additional information, facilitate learning and encourage discussion about the cars and displays. The app is a bit like an expanded version of the CarPad for our guests. The future is exciting!



Volunteers in class Eric Jensen Photo

Video Treats

Click on [here](#) for a video celebrating the Lancia Aurelia B20.



Click [here](#) to the left to watch a video of Gordon Murray discussion his T50, his follow-up to the McLaren F1.

The Story of the Lancia Aurelia B20 Coupe

By Mitch Sayers

To properly appreciate the exceptionality of our subject vehicle, first a brief review of the history of the company that conceived and produced so many innovative products.

Founded in Turin in 1906 by Vincenzo Lancia (1881- 1937), the company has been noted for quality, innovation and performance throughout its existence. Sig. Lancia was an early FIAT racer and had a strong competition record to 1912. Following the founder's death in 1937, the company was run by his wife Adele and son Gianni.

Landmarks of design and engineering include: first fully wired automobile -1908; First monocoque -1922; first use of aerodynamic testing-1936 and numerous others.

Under the guidance of Gianni, the competition record of D24 series was outstanding; along with D50 Grand Prix car of 1954. The company acquired partially by FIAT in 1969 and complete acquisition was finalized in 1993; culminating in merger with Chrysler in 2009. Lancia compiled an outstanding record in Rally events in the 1970s.

Styled by Mario Felice Boano for Ghia with production by Pinin Farina; later Pininfarina; she is a light weight package with excellent handling and a pure body design.

A two place fastback coupe with longitudinal front engine, rear wheel drive layout. Societal impact: The first mass produced Grand Turismo coupe, combining long-distance comfort for two with true road racing capability.

Presented at the 1950 Turin Auto Show, the B20 coupe is widely regarded as one of the most handsome production cars of the early 1950s. The mechanical design team headed by Vittorio Jano with Francesco De Virgilio conceiving the engine and several additional specialist engineering team members. The car incorporated many engineering innovations and significant design features including the first production V-6 engine, full monocoque, unit body, frameless construction, rear transaxle, all-independent suspension, inboard rear brakes and first car to use radial tires as original equipment.



Miles Collier Collections 1952 Lancia Aurelia B20

Mitch Sayers Photograph

(Continued on page 14)

The Story of the Lancia Aurelia B20 Coupe

.....continued

(Continued from page 13)

A significant competition record at renowned events across two continents; compiled over the production run:

1951

2nd overall, Mille Miglia

1952

6th & 8th overall, class victory, Le Mans
24 Hours

1st - 2nd - 3rd overall, Targa Florio

4th overall, Carrera Panamericana

3rd - 5th - 6th - 8th overall, Mille Miglia

1953

1st overall, Liège-Rome-Liège Rally

1954

1st overall, Monte Carlo Rally

3rd - 7th - 8th - 9th overall, Targa Florio



Giovanni Bracco and Umberto Maglioli

in the 1951 Mille Miglia

Author's notes:

The punishing record rains of the 1950 and 51 Mille Miglia races led to the soaring popularity of the closed or GT cars in subsequent years. The second place earned by Bracco/Maglioli in 1951 served to show also that moderate horse-power and precise handling could master the "Big Boys" when weather was bad; a trend established.

With an elegant, "no frills" body design and innovative engineering solutions, the Lancia Aurelia B20 coupe; in all its series iterations; has stood as a classic over the years.

1952 Lancia Aurelia B20 coupe, s.2 - s/n B202149

Built by Lancia Automobiles, S.p.A. Turin, Italy

Produced in six Series from 1951 - 1958 with total production being 3,871; number of Series II produced 731.

Wheelbase - 104.7" Weight - 2,314 pounds

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The Story of the Lancia Aurelia B20 Coupe

.....continued

(Continued from page 14)

Original price in 1952 - \$5,400 (approx.)

Engine 60° V-6 OHV Pushrod with hemispherical combustion chambers; all aluminum, single cam with 2 valves per cylinder.

1,991cc displacement (72mm bore X 81.5mm stroke) compression ratio 8.8:1 producing 80 HP @ 4,700 rpm

Top speed - 102 mph

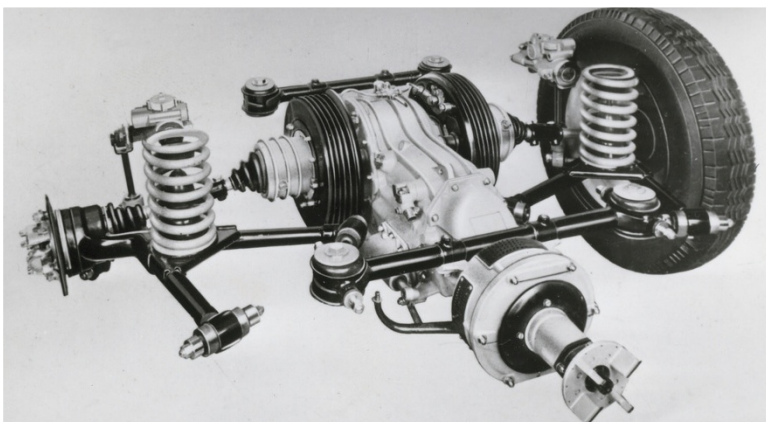
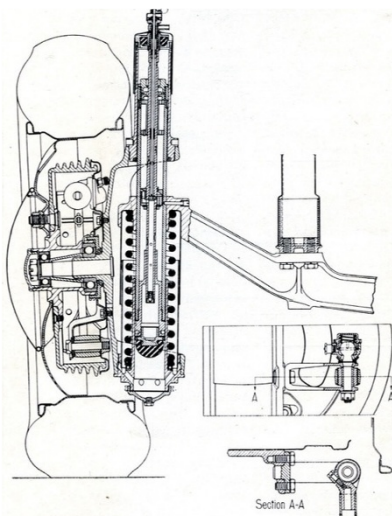
Four speed compound rear transaxle with a final drive ratio of 4.44:1. Nardi floor shift conversion.

Chassis comprised of a welded steel monocoque platform integral with steel and aluminum bodywork.

Bodywork - Press-formed steel unit body with aluminum doors, hood and trunk lid; not really a "2 + 2."



Peter Harholdt Photo



Front Suspension, left. Rear suspension above.

Front suspension - independent by sliding pillar with tubular shocks with drum brakes.

Rear suspension - Semi trailing arms with double U-joints and tubular shocks with inboard drum brakes mounted to the compound transaxle.

TAPPET TECH

Four Stroke Internal Combustion Engines

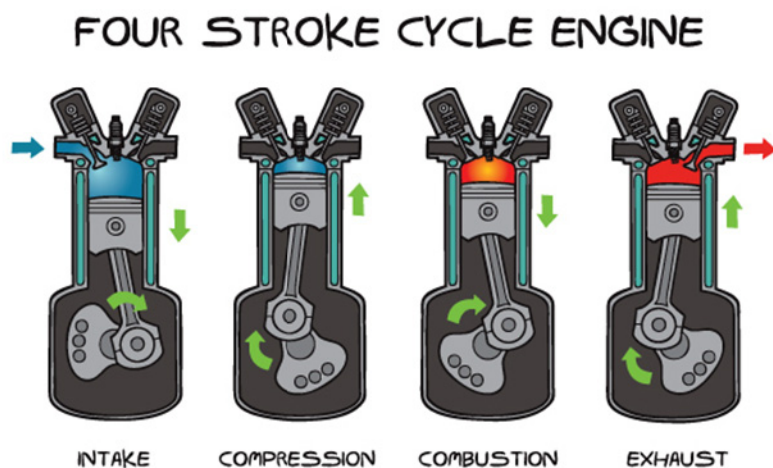
By Eric Jensen

The primary difference between a horse cart and an automobile is what provides the power, or maybe it is better to focus on what comes out as exhaust. A horse drawn cart's exhaust is primarily carbon dioxide gas (the exhaled breath from every animal), methane (from intestinal gas) and manure. An automobile's exhaust is primarily carbon dioxide gas and water. That is a strange place to start this discussion, isn't it?

As fond as we are of horses, mules and donkeys, hundreds of thousands of them in a city produce copious quantities of manure. The cleanup of that waste was a monumental task. In the late 1800's, the horse manure volume in major cities was a health problem of monumental proportions. By the 1870s, New York City's horses were depositing millions of pounds of waste every day into the city or more than 100 thousand tons a year.

Then came the automobile powered by that new fangled, noisy thing called the internal combustion engine. The engine changed flammable liquid or gas into power to move the automobile. The first experimental model engine was made in 1650 but the first practical example wasn't built until about 1859 and was refined enough to be used to power automobiles by about 1885. This was seen as a solution to horse pollution.

The internal combustion (IC) part of the description means that the burning of the fuel happens inside the engine rather than outside. A steam engine is an external combustion engine because the fuel that heats the water into steam is on the outside of the engine itself.



The IC engine uses an explosive charge rather than expanding steam. The IC engine draws in a mix of air and fuel, compresses that mixture, ignites it, uses the expanding hot gasses to make power and then expels the spent gas. It has pistons connected to rods linking to a crank that turns the wheels.

The first functional compressed charge, four-stroke engine, was built and tested in 1876 by Nicolaus Otto.

The picture above shows a modern overhead valve engine configuration.

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TAPPET TECH

Four Stroke Internal Combustion Engines

continued

(Continued from page 16)

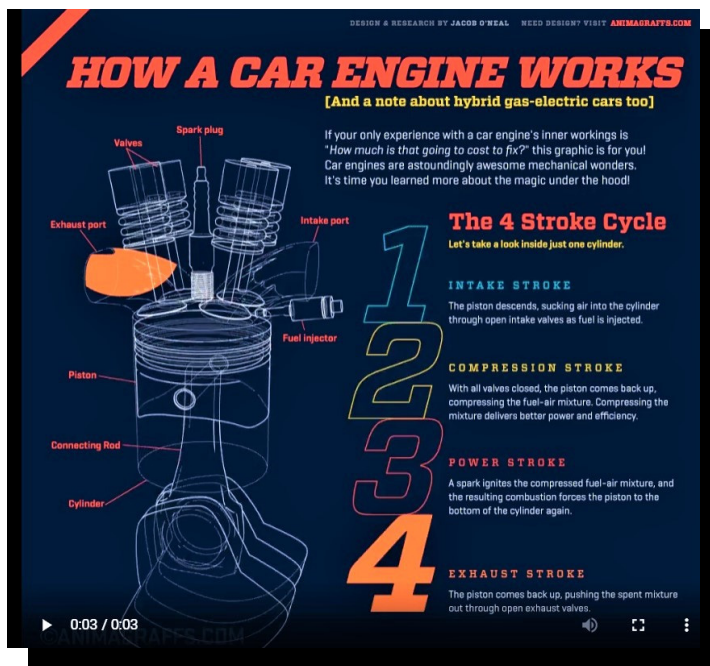
The 4-stroke (or 4-cycle) engine, called the Otto cycle engine in his honor, can be described as the **intake** of air and fuel, **compression** of the mixture, **combustion** of the mixture for the power stroke, and finally, **exhausting** the burnt gasses. This is also known as “suck, squeeze bang and blow,” in short, for ease of memorization.

The engine design requires a fairly precise mixture of air and a liquid solvent known in the United Kingdom under the brand name "Petrol." We call it gasoline or gas in the USA. The mixture of air and fuel needs to be pretty carefully proportioned to burn properly. Too much fuel to a quantity of air (a rich mixture) won't burn properly and too little fuel to air (a lean mixture) won't ignite at all. Additionally, the mixture must be ignited at just the right time to push the piston down. Several difficult problems needed to be solved to achieve practical operation.

The "suck" part of the 4 strokes is very applicable to the earliest of IC engines. In early engines, there was no mechanical device to open the valve that let air and fuel in. That valve, called an intake valve, was held closed by a light spring and the engine "sucked" the explosive mixture in with the downward stroke of the piston.

The mixture is then compressed by the upward movement of the piston (the squeeze) at which point the mixture is ignited. The heat of the resulting burn expands the gasses in a somewhat controlled explosion (the bang) to push the piston back down to make power. The final stroke moves the piston back up to push out the spent gasses (the blow). The gasses exit via another valve, the exhaust valve, that is forced open mechanically. Notice it takes two full revolutions of the engine to complete this process so the spark plug fires only every other time the piston rises.

The IC engine's exhaust mostly consists of water as steam and carbon dioxide gas. While demonized in the later part of the 20th century for its exhaust emissions, it was hailed by New Yorkers at the time as the savior of the health of the city.



Click on the above photo to watch video of a 4 stroke engine.

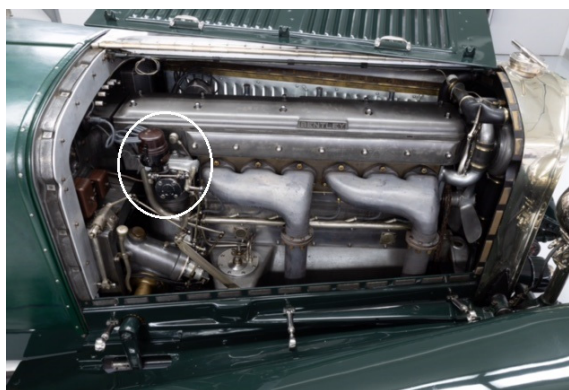
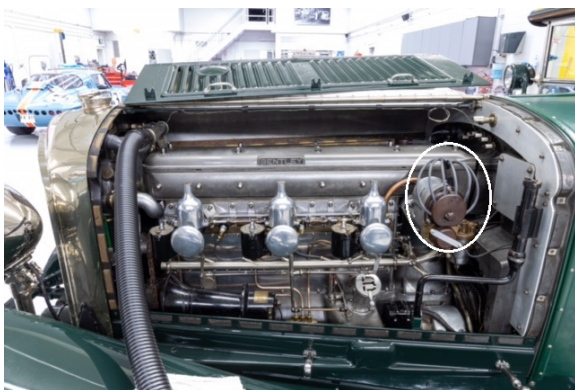
Events Calendar

Event	Date	Info or contact
Revs Institute Re-Opens	TBD	Whitney Herod
Festive Fuel Up	Dec 16, 2020	11 am to 2 pm, RSVP required to Whitney Herod
Rally to Buckingham Farms	Jan 20, 2021	Arrive at 11:45 am, RSVP to Mark Koesnter
For a full list of daily tour groups and events, go to the 'Calendar of Events' on VicNet.		

And now, the answers

- What famous aviator helped design the Chrysler Airflow ?
Answer: Orville Wright
- Who was the original owner of the Miles Collier Collections 1929 Mercedes-Benz SSK Sport Model ?
Answer: Dorothy Padgett
- In how many Grand Prix races did the Mercedes W154 participate for Mercedes Benz ? **Answer: Only one! The Belgrade Grand Prix held September 3, 1939, finishing 2nd.**
- Why does the Ford GT40 Mark IIB have a bump in the top of the right hand door ?
Answer: So that tall racing driver Dan Gurney would fit in the car wearing his helmet.
- What car in the Miles Collier Collections has both a magneto and a distributor ?
Answer: The 1930 Bentley 6 1/2 Liter, Speed Six Sports Tourer

TAPPET RIVIA



The left side of the Bentley engine has a magneto (left picture, circled) The right side of the engine has a distributor mounted to the rear (right picture, circled). Note the coil wire leading to the firewall.

Jim Claeys Photos

Welcoming our Newest Volunteers



John Brooks

Joined December 2020
Part Time Resident –
St. Clair Shores, MI

Retired, Allstate Insurance Company
Active in Rotary,
YMCA, Pathway



Rodger Bunnell

Joined December 2020
Full Time Resident

Retired Electronics
Manufacturing, Procurement, Defense Contractor
Restoring 1972 Datsun 240Z
Enjoys golfing, sailing, scuba diving, shelling, and cars



John Lozen

Joined December 2020
Full Time Resident

Retired, Hospital Pharmacy Director
Past volunteer at Great Lakes Maritime Center
Enjoys attending FI racing events, visiting museums, boating



Bill O'Connor

Joined December 2020
Full Time Resident

Veteran, USAF
Retired Engineer, ATT Area Manager
Past volunteer @ Bonita Historical Society & Turtle Time
Fan of open-wheel Indy racing



John Petrangelo

Joined December 2020
Part time Resident –
Cicero, NY

Retired – owned & managed storage facility
Formerly had a restoration shop – many Corvettes & muscle car



Sean Segin

Joined December 2020
Full Time Resident

Still working . . . American Airlines Pilot
Enjoys boating, water sports, and sports cars
Porsche, BMW, and Mustang enthusiast



Barry Showalter

Originally joined September 2019, now returning after a hiatus
Full Time Resident – originally from New Canaan, CT

Retired, CFO, Government Contractor
Morgan Enthusiast (rebuilt one!)
Golfing, Travel, Concours attendee



Tom Stoll

Joined December 2020
Referred by Charlie Padula
Full Time Resident

Retired, Project Manager at Pfizer Pharmaceuticals
Works part time driving prototype cars for Roush
Member Porsche Everglades & BMW Clubs

Adopt-A-Car Program

Available Adopt-A-Car Automobiles and Engines



Peter Harholdt

ALFA 1300 Giuliett Sprint Veloce	LOTUS Type 14 Elite	ENGINE: Cadillac OHV V-8
Alfa 8C 2900B	MASERATI Birdcage	ENGINE: 1965 Ford Indy Car
ALFA GTZ	MERCEDES SSK	ENGINE: Abarth 1000-TC-R
ARROWS Formula 1	OSCA MT4	ENGINE: Alfa Romeo GTZ
BENTLEY 6 1/2 LITRE SPEED SIX	PANHARD LEVASSOR Wagonette	ENGINE: Chrysler Hemi (Cunningham C-3)
BENTLEY Corsica 8 litre	PORSCHE 550A Spyder	ENGINE: Duesenberg Sprint Car
BRM P578 GP	PORSCHE 718 RSK Spyder	ENGINE: Ford 1965 Indy Car
BUGATTI Type 55	PORSCHE 904 Carrera GTS (red)	ENGINE: Ford GT-40 Transaxle
CISITALIA 202	PORSCHE 904 Carrera GTS (silver)	ENGINE: Ford Turbocharged Indy Car
COLUMBIA Three-Track Tricycle	PORSCHE 907	ENGINE: Jaguar XK Series
CUNNINGHAM C-1	PORSCHE 908/3	ENGINE: Jaguar XK100 Prototype
CUNNINGHAM C-4R	PORSCHE 910/6	ENGINE: Porsche Type 771
CUNNINGHAM C-5R	PORSCHE 911	ENGINE: Porsche Type 901/20
CUNNINGHAM C-6R	PORSCHE 911R	ENGINE: Porsche Type 901/22
FIAT ABARTH 1000	PORSCHE 917K	ENGINE: Porsche Type 908
FORD MODEL A	PORSCHE Abarth Carrera GTL	ENGINE: Porsche Type 916
GURNEY EAGLE G.P.	PORSCHE BEHRA F2	
HISPANO SUIZA H6C CHASSIS	PORSCHE GT CARRERA SPEEDSTER	
HUMBER 58" Ordinary Bicycle	PORSCHE RS 61L	
JAGUAR D-TYPE	ROLLS ROYCE SILVER GHOST	
JORGENSEN EAGLE	STUTZ BLACKHAWK	
LAMBORGHINI 350 GT	VANWALL F1	
LANCIA LAMBDA 7TH SERIES TORPEDO	VAUXHALL, 1927 "Quicksilver"	
LOTUS 23	VELOCIPED Bicycle	

To adopt a car or engine, contact:
Brian Lanoway
 Adopt-A-Car Chair

The **Tappet Clatter** is the official newsletter of **The 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. Although email is preferred, correspondence can be mailed to:
 The Tappet Clatter, 2500 South Horseshoe Drive, Naples, FL 34104.

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