The official newsletter of

The Revs Institute Volunteers

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- Morris Cooper
- Paul Kierstein
- Mark Koestner
- Susan Kuehne
- Brian Lanoway

Inside this October Issue:

TAPPET CLATTER

Volume 26.2 **October 2020**

Chairman's Notes

October is already in full swing. The "fall colors" are a bit muted by the lack of returning snowbirds. We've been blessed by a few cool days - cool at least, for southwest Florida - with more to come. One of those cool days favored the volunteer's cruise to the Rod and Gun Club, as covered in this issue of the *Tappet Clatter*. It was a great excuse to get out of the house, meet with our friends and blow the dust off our favorite cars. As it was last month, the opening of the museum is still in discussion.

In anticipation of reopening, Revs Institute has all safety protocols and guidelines in place, but at present no opening date has been released. Many of our volunteers have attended our "Returning with Confidence" training session either in person or online and are standing by ready to return to the museum. Museum staff meet regularly to discuss State mandates and announcements, and hopefully will have some direction for us in the not too distant future.

If you missed the cruise to the Rod and Gun Club, or enjoyed it, be sure to sign up be sure to sign up for the Cruise-In for Lunch event scheduled for Tuesday, October 20 from 11:00 am to 1:00 pm. sign up details are on page 15.

I look forward to seeing you all back at Revs Institute soon. In the meantime, stay safe and happy motoring.

Mark Koestner

Cruise to the Rod and Gun Club

As our Chairman wrote in last month's Tappet Clatter, he was feeling a bit "stir crazy" with the museum being closed. As a solution, Mark Koestner proposed a cruise to lunch at the historic Rod and Gun Club in Everglades City on October 1st. Two meeting points were created, the grass parking lot at the museum and the Tamiami Crossing for the more southern volunteers.

The Rod and Gun Club is built on the original structure of the settler who founded Everglades City in 1864. In 1922 Barron G. Collier, bought almost all of Southwest Florida including the Rod and Gun Club which he operated as a private club. The Bowen family, originally from Michigan, bought the Club in 1972 and still operate it today.

If you are looking for a great example of "old Florida" the Club is well worth a visit. The interior is lined with old wood paneling, hunting trophies and news articles from many years past. The restaurant has a wrap-around porch with seating for guests overlooking the waterway.

Mark Koestner and his gift
Eric Jensen Photo

Volunteers enjoying the view *Eric Jensen Photo*

A group of about 25 volunteers and spouses convoyed down to the Rod and Gun Club for lunch at the restaurant in the historic hotel. Better weather could not have been requested as we ate on the porch and enjoyed the view and each other's company. Since this was the first social gathering of volunteers since our yearly January dinner, a presentation was in order. Your *Tappet Clatter* editor and last year's vice-chairman, Eric Jensen presented a gift to Mark Koestner for his service as chairman in the previous season. Since Mark is a Mini owner and aficionado, he was presented with a book chronicling 60 years of the Mini's history. We hope Mark enjoys the history of the family car that became a "giant-killer."

Targa Florio

The Most Difficult Race?

By Morris Cooper

Do you have an opinion on the most difficult race in Miles Collier Collections? The 1903 Paris -Madrid "Death Race"? How about La Carrera Panamericana? What about the world's longest purpose-built race circuit, the Nurburgring, with 180 turns over 13 miles?

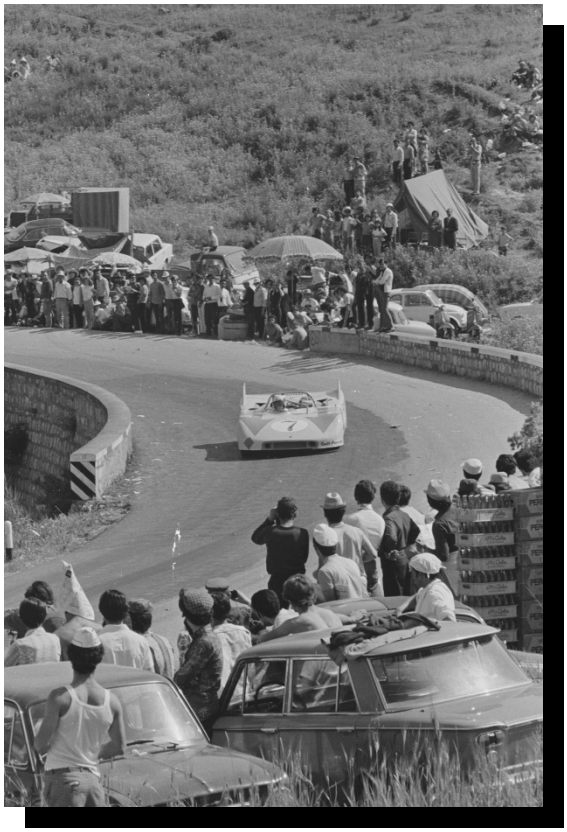
Compare these to the Targa Florio, whose shortest and final "Piccolo" version was 45 miles long with between 800 to 900 corners per lap. The original "Grande" course was a 91-mile race circuit with about 2000 corners per lap.

If you wanted to "learn" how to compete in the Targa Florio, the rule of thumb was that it took an experienced race driver at least 60 laps to do so. Keep in mind that even the "Piccolo" course took about an hour (without traffic) on public roads.

The first Targa Florio was in 1906 until the final one in 1977. What a history, indeed! Enzo Ferrari drove his very first race here in 1919. In 1924 the first three places were supercharged Mercedes. The winning car was driven by Christian Werner, in 2nd was Christian Lautenschlager, while the 3rd place car was driven by the man who went on to manage the legendary Silver Arrows, Alfred Neubauer.

The rivalry between Ferrari and Porsche at Targa Florio went on for many years. Ferrari won it seven times, but it was Porsche that won more than any other manufacturer, an incredible eleven times. Porsche raced the 550, RS 60 and 61, the 904, Carrera 6, 907, 908, and 910. Even today, the current Porsche 911 Targa model underscores how important this race in Sicily was to Porsche's success as a manufacturer.

The lap record has been held since 1970 by Leo Kinnunen in his Porsche 908/3 Spyder with an unimaginable average speed of 129 km/hr. Interestingly, Porsche ran their smaller and nimble 908/03 cars in Sicily, not their big 917.



Porsche 908/3 between walls and spectators, 1971
Courtesy of Revs Institute, Eric della Faille Photograph Collection

However, these speeds took their toll, killing drivers and spectators with essentially no safety precautions on the course. By the late 1960s and early 1970s, cars like the 600 hp Ferrari 512S were racing through mountain roads with spectators sitting or standing next to or on the road.

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Targa Florio *continued*

Porsche 911s racing in close proximity to the spectators, 1970
Courtesy of Revs Institute, Eric della Faille Photograph Collection

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After the 1973 race, the Targa Florio was taken off the World Sportscar Championship race calendar after the FIA mandated safety walls on all circuits because of a number of serious and fatal accidents.

After 1973, the race continued as a national event. The last race in 1977 was forcibly taken over and cancelled by the local police during the fourth lap, after a crash killed two and seriously injured five spectators.

Similar to Le Mans, each decade of the Targa Florio has been dominated by a single marque. The Bugatti Type 3 Grand Prix cars were supreme for five years (1925-29), then Alfa Romeo for six years in a row. Maserati won the last four races of the decade from 1937 to 1940.

Vincenzo Florio was born in 1883 to a prominent Sicilian family. He began to work in one of his family's businesses producing fine wine which put him in contact with French aristocrats and wealthy businessmen in northern Italy. All of whom shared young Florio's passion for fast cars. While he was in Paris, he was captivated by a machine he had never before seen, a de Dion motor tricycle, which he immediately bought and had shipped to Palermo. The problem, as it turned out, was that there was no gasoline available in all of Sicily.

In 1905, he raced in Brescia and the following year was in touch with the creator of the Tour de France, Henri Desgrange, which was first held in 1903. The first Targa Florio was three laps totalling 277 miles through the Madonie mountains of Sicily. The inaugural May 6, 1906 race, with ten cars, took over nine hours with a winning average speed of 30 mph. A curious sidebar is that Vincenzo Lancia organized the betting, a common feature at the time.

The prize money was 45,000 lire together with an art-nouveau style plate designed by Rene Lalique. In case you did not know, "targa" means plaque or plate in Italian. So, the Targa name is perfectly suited to that first 1966 Porsche hardtop convertible 911 model with its "plate"removable roof panel, and "Targa" remains a registered trademark of Porsche A.G.

By the mid 1920s, the Targa Florio had become one of the most important races in Europe, long before the 24 Hours of Le Mans or the Mille Miglia had established themselves. In this era, Grand Prix races were isolated events, not a series as we know it today.

The Targa Florio Rally began in 1978 as the official continuation of the original race, and from 1984 to 2011 was part of the European Rally Championship calendar. The current street-legal rally cars from marques such as Peugeot, Renault, Citroen, and Skoda continue to run the twisty mountain roads of the Piccolo Circuito delle Madonie.

Did Colonel Waldon Invent the Checkered Flag?
Quite Possibly!

This picture of the finish of the 1906 Vanderbilt Cup Race was originally published on October 14, 1906, in the *New York Times* . The newspaper spread of the photo measured 32" x 20."

There's some debate about the origins of the checkered flag as a car race ending signal.

One theory is that, after races, the participants were hungry, so they ate at picnic tables with checkered tablecloths. Some discussion states that a waved checkered tablecloth was waved in the Midwest to signal that horse racing should end, and the food was ready.

Another theory is that a checkered flag was easy to see through the dust of a dirt race track, so that's why the block pattern flags were used.

The first photographic proof of a checkered flag signaling the end of a car race is a picture of the winner of the 1906 Vanderbilt Cup Race, Louis Wagner, driving a Darracq V-8. In the picture, official race starter Fred Wagner is clearly see waving the signal for the winning driver. The #10 winning car was driven at an average of 63 miles per hour on the 297.1 mile course, and Mr. Wagner crossed the finish line 3 minutes and 18 seconds ahead of the second place finisher, Vincenzo Lancia, in a FIAT.

A well accepted theory is that, during the 1906 Glidden Tour between Buffalo, New York and Bretton Woods, New Hampshire, our Colonel Sidney Waldon was put in charge of dividing the courses into sections. Each section was about 25 miles long, and at the end of each section, the driver of the automobile would need to "check in" at the "checker" station

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Did Colonel Waldon Invent the Checkered Flag?

continued

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to make sure all rules were being followed, and to account for the time on the course.

Colonel Waldon specified that these stations should be clearly marked with a "checker flag," As stated in an August 1906 Motor Magazine, if a car "reached [a checkpoint] ahead of time [then] the cars laid up at the road side to await their time to pass the checker whose stand was marked by a checkered flag."

In any case, the checkered flag is now an iconic part of any car race, and it can be easily argued that our Colonel Waldon was its originator.

This article was originally published in the Great Arrow News, The Pierce-Arrow Museum Newsletter, July 2020, Vol 3, Issue 2. Editor, David Coco
Reprinted with permission.

1906 Glidden Tour Checking Station

1920 Waldon Prototype

For those not intimate with Pierce-Arrow history, Colonel Sidney D. Waldon was an experienced automotive industrialist. He was a Packard Motor Car Company vice-president, a vice–president of Cadillac Motor Company and chief planner for the Detroit Rapid Transit Commission during the early 1920s. He was also selected by President Warren G. Harding to serve on a sub-committee of the National Advisory Committee for Aeronautics, which later became NASA.

Pierce-Arrow hired Colonel Waldon to design a lower cost car that eventually resulted in a single prototype. The one and only 1920 Waldon prototype touring car is proudly displayed at The Pierce-Arrow Museum at Gilmore in Hickory Corners, Michigan.

Luxury Cars in the Depression Era

by Paul Kierstein

Miles Collier Collections 1934 LaSalle Revs Institute Photo

Within the Automobility Gallery is a grouping of four cars from the Great Depression. All provide more than just basic transportation to the motoring public. Each of the four cars, Duesenberg, Packard, LaSalle and Airflow, was affected by the economic hardship of the era.

It is important to establish the tenure of the times to get a better understanding of these cars. The stock market crash of 1929 is considered the start of the Great Depression. The cause of the event is a subject of controversy and debate but the ramifications are not. By 1932 more than 30 million could not find a job. Industrial production dropped by 38 % and unemployment hovered around 25%. Banks failed - 4000 in 1933. Mass withdrawal of cash by customers, known as bank runs, were common. Since the banks held only small amounts of cash, most customers lost everything, since there were no insurance programs to protect depositors. At the same time, the Dust Bowl, which happened between 1930 and 1940, displaced approximately 3.5 million people (mostly from the prairie states) which swelled shanty-towns nick-named Hoovervilles. The catastrophe of the Dust Bowl was superimposed on the economy at the same time as the Great Depression. Those who experienced it, never forgot it. Homeless and starving, these people could not buy a car. So, who did?

Miles Collier Collections 1934 Chrysler Airflow Peter Harholdt Photo

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Luxury Cars in the Depression Era continued

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Just for perspective, in 1934, the average wage for an unskilled worker was $424 a year to as much as $1240 a year for skilled labor. The average physician made $3000 in 1934. A 1934 Ford Victoria sold for $610. Increased trade tariffs, higher interest rates and more bank failures made affording a car even more difficult even for those that had a job.

The 1930 Duesenberg is the era's pinnacle of automotive luxury. The very best design and engineering custom built for the discerning customer. Draped in bright work and covered in the most stylish bodywork from LeBaron and others, the dual-cowl phaeton was designed to make a statement about the owner's taste and economic status. Costing as much as $20,000, this assured rarity as less than 500 cars were ever made. When one quarter of the country is unemployed, driving an unmistakable symbol of wealth is insensitive at best. A model that hoped to sell 500 cars a year sold less than 500 in a decade. The marque ended before the end of the Great Depression.

Miles Collier Collections 1930 Duesenberg Peter Harholdt Photo

Miles Collier Collections 1933 Packard Peter Harholdt Photo

The 1933 Packard sitting beside the Duesenberg is an example of understated luxury. The Packard is also fitted with custom coachwork, from Dietrich, but has a painted radiator shell and rather less bright trim. The V12 engine, while smooth and powerful, is no match for the 265 horsepower Duesenberg eight. The Packard's price was less than half of the Duesenberg and so sold in much greater numbers.

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Luxury Cars in the Depression Era continued

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While the Packard is a truly fine automobile, it does not broadcast its owner's wealth to all that see it gliding down the road. It still is more than three times the cost of the 1934 LaSalle.

There was a market for luxury cars at a lower price that still provided the features desired by buyers in the 1930's. Both the LaSalle and Airflow were introduced in the middle of this economic strife. General Motors and Chrysler took great risks to introduce these two new cars in 1934. Businessmen are born-again optimists so both GM's Alfred P. Sloan and Walter P. Chrysler believed the Great Depression would soon be over.

The LaSalle had its beginnings when General Motors's CEO, Alfred P. Sloan, noticed that the GM market segmentation had gaps in retail price structure of its offerings. Hence the LaSalle (named after another early French explorer as was Cadillac) was born. The flamboyant but talented Harley Earl (Nov. 22, 1893 - Apr. 10, 1969) was discovered by Lawrence P. Fisher, general manager of Cadillac and GM's largest shareholder, and hired as a consulting engineer in 1925. Earl was commissioned to design the 1927 LaSalle. This car ultimately cost $ 2495. He borrowed styling clues form the French creations of the 20's. The low sleek lines were in sharp contrast to the boxes of the time and the car became an instant hit.

The depression caused sales of LaSalle to nosedive to a low of 3386 cars sold in 1932 from a high of 23,000 in 1929. Because of the drop in sales, the marque was to be dropped after the 1933 production run. Earl was devastated they were going to kill his baby. By chance, Earl happened upon some art studies by one of his artists, Jules Agramonte, who, accidently on purpose, left them exposed at his workstation. Earl was known to snoop around after hours and to work for him was very difficult.

Earl was enamored by the Art Deco features and succeeded in convincing GM management to build the restyled 1934 LaSalle. A tradeoff was that the costs of building the car would have to be lowered, hence the Oldsmobile engine and other Olds division sourced components. To offset the "less than Cadillac" stigma, "Body by Fleetwood" was emphasized and appeared on all sales literature. The car was a good value for the money having 4-wheel hydraulic brakes and an independent front suspension. Cadillac built 13,014 cars in 1934, 7,195 of them were La Salle autos. These numbers included 786 convertibles.

The Oldsmobile-based eight-cylinder L-head inline engine produced 95 horsepower from 240 cubic inches of displacement. Cost ranged from $1595 to $1695 for a 5 passenger sedan. The cost for the Oldsmobile on which the LaSalle was based was around $1000.

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Luxury Cars in the Depression Era continued

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The inspiration for the Airflow, in 1927, was the observation of a gaggle of geese by Carl Breer, the brilliant director of research for Chrysler, inspired him to apply aerodynamics to the automobile. Walter Chrysler was enthusiastic and authorized Breer to continue. A state-of-the-art wind tunnel was constructed for this project. The tenor at Chrysler was to break from the past and after thousands of wind tunnel tests the new Chrysler Airflow was introduced to the public January 6, 1934. The public either loved it or hated the styling. Nothing in the 1934 auto shows was like the Airflow.

Like the LaSalle, Chrysler also offered an eight-cylinder, L- head, in line engine, although it was larger at 323 cubic inches of displacement and produced a greater 128 horsepower. Sale prices started at $1495. Sales were 11,292 for 1934 but only 4,600 by 1937.

The LaSalle is traditional "old school" construction in that the body is an ash wood frame with the sheet metal fashioned on top. GM would not have the so-called "turret top" all metal bodies until 1935. The LaSalle featured independent front suspension with hydraulic shocks and coil springs. The Airflow, on the other hand, is a quasi-unibody construction with a welded all steel body bolted to a redesigned frame. The chassis is a traditional beam axle on leaf springs but does feature an isolation mounted engine. The LaSalle is a styling exercise while the Airflow was developed in a wind tunnel with aerodynamics.

Both the LaSalle and the Airflow were gone by the start of the war. LaSalle in 1940 and the Airflow in 1937. Both made significant contributions to automotive design. Both were likely victims of the economic conditions of the era.

Low Priced Cars from the Depression Era

1934 Chevrolet Standard Six
$465 to $540

1934 Ford Sedan
$500 to $605

1934 Willys 77
Starts under $500

TAPPET TECH

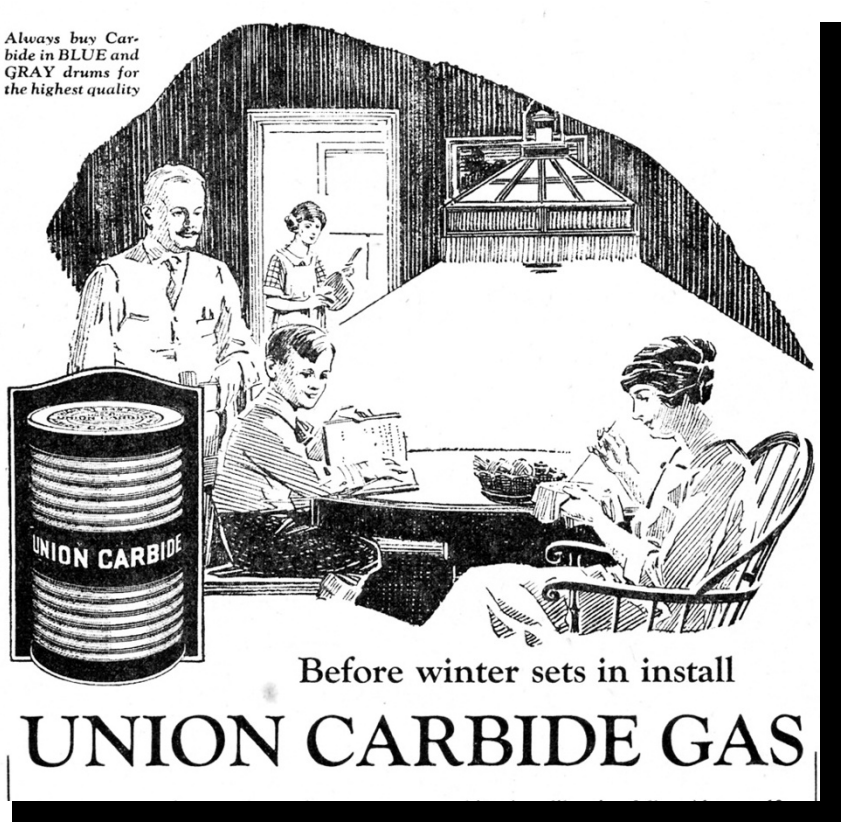
Carbide Gas Lighting

By Brian Lanoway

Before the onslaught of all the great inventions of land, sea and air in the early 1900's, it could take generations before the average person could experience a new technology that would feel like pure magic. Aside from the horseless carriage, which was the select privilege of only the very wealthy, Americans could experience and own such a technology in the late 1800's: that of the carbide gas lamp.

If you look at something as basic as lighting one's life after dark, the last technology revolution had taken place five long decades earlier with the introduction of the kerosene lamp. Before that, society had depended upon the whale oil lamp for a staggering 100 years. Although the impact of the kerosene lamp was truly significant - at one time, the world consumed over 77 billion litres of kerosene as a fuel - kerosene lighting was fussy, tedious and smelly. The technology never did prompt the sheer wonder and magic of the carbide lamp.

Just imagine for a moment the thrill of taking a handful of soft carbide pellets from a tin can, scattering them into a basket in an empty container, putting another container on top that holds nothing more sophisticated than water, opening a water tap drip and then with a flick of a match, producing a light that's 10 to 12 times brighter than that of a kerosene lamp.



Imagine then the carbide lamp lighting revolution that lit up the world in the early 1900s: in homes and businesses, on the streets, in the mines, on bicycles, on automobiles and even in lighthouses. Carbide lighting was, in fact, used throughout the US until rural electrification arrived in the 1950s.

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Carbide Gas Lighting *continued*

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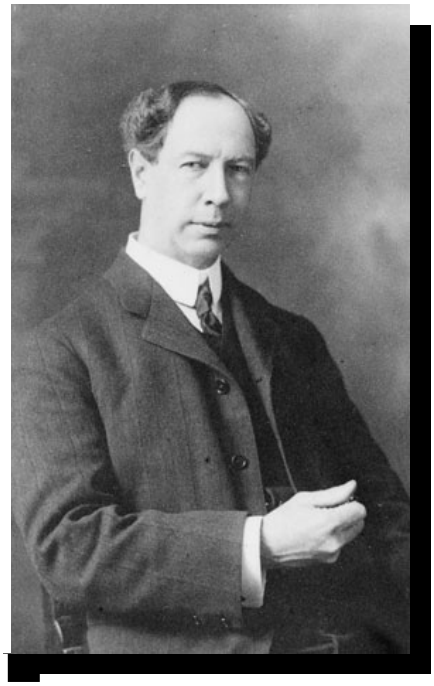
Imagine even more the sheer uproar a mischievous school boy could create in a classroom, by tossing a pellet or two of calcium carbide into a waste paper basket, spitting on it, to create a basket full of flames. The detention that surely followed would be savoured for a long time.

The substance behind this revolution feels like a soft stone, smells like a classic stink bomb and goes by the chemical name CaC2; that's one part calcium and two parts carbon, commonly known as calcium carbide.



Thomas L. Wilson

It was invented by accident by Thomas L. Wilson, a Canadian working in Georgia, who was seeking an economical way to produce the new substance, aluminum. Wilson was trying to produce aluminum in a high-temperature electric arc furnace in 1892 and was experimenting with a mixture of lime and coal tar at the time. The process produced a mysterious flammable gas that was later identified as acetylene - a gas that had previously been discovered in 1836. Even though acetylene had no commercial use, Wilson filed a patent for the process used to create the gas that same year.

Like everyone else, Wilson and his investment partners lost almost everything in the great market crash of 1893. To recover, they started to promote acetylene as a gas for lighting. A gas light that was 10 to 12 times brighter than that produced by kerosene quickly caught on and the two sold the patent rights for acetylene lamps to a company called Electrogas in 1894, but retained the rights to the gas manufacturing process.

In 1894, Wilson had his partner began to manufacture calcium carbide and early sales were described as 'giddy'. Many more calcium carbide plants followed - all near cheap sources of hydro-electricity - and the manufacture of calcium carbide was an important player in the revolution in chemistry.

In 1895, Wilson sold his manufacturing process to the now-infamous Union Carbide Company, keeping the Canadian rights for himself, becoming one of that country's wealthiest and best-known citizens.

With this background in hand, let's now focus on the subject of this story, the carbide automotive headlamp. To do that, we'll have to first cross the Atlantic Ocean and encounter Louis Blériot. You might have heard of Blériot. He was the first person to fly an airplane across the English Channel in 1909.

But Blériot was also an inventor and developed the world's first practical headlamp for automobiles using a compact acetylene gas generator.

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Carbide Gas Lighting *continued*

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As only the French would do, Blériot opened a showroom in Paris in 1897 for headlamps and he soon was supplying his lamps to both Renault and Panhard et Levassor, two of the foremost automobile manufacturers of the day. The heady profits allowed Blériot to spend an estimated 780,000 francs on his aviation experiments, resulting ultimately in the founding of the SPAD aircraft company and the famous WWI fighter of that name.

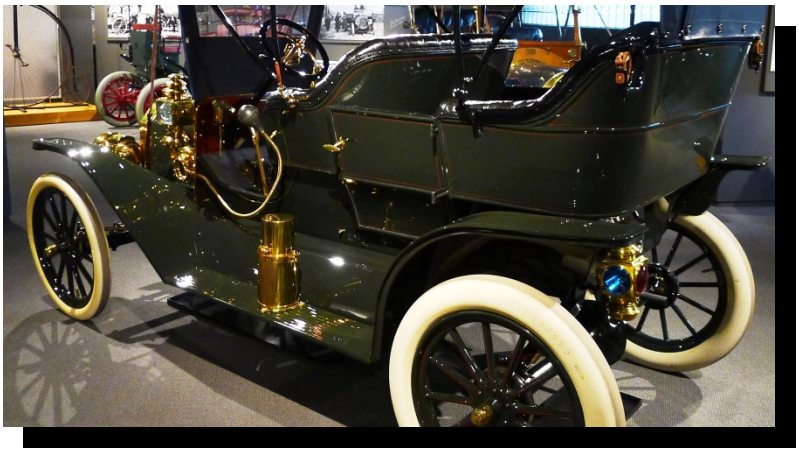
Louis Blériot

But we digress. Let's finally shine a light on the gas generator headlamps found on some of the Collection automobiles in the Revs Institute, such as those used on the 1909 Model T Ford.

The gas generator used on our Model T Ford sits on the driver's side running board. The gas generator has two chambers, one on top of the other. The lower container contains a basket for the carbide pellets. The upper chamber is a reservoir that contains water. When the headlights are required, the driver simply opens a valve that allows the water to drip on the carbide pellets at a controlled rate. He then goes to the headlamps, quickly sniffs the air for the distinctive smell that tells him that the generated acetylene gas has reached the lamp, opens the front and with a match, lights the acetylene flame. The driver can then control the size of the flame, and thus the amount of light produced, by simply adjusting the water drip.

The flame produced is a delicate little flame, quite hot and very dangerous to your fingers. The flame is not immediately at full-brightness when lit; it can take up to 10 minutes for that to occur.

Compared to the headlights we know and have known, the light produced by these carbide gas headlamps seems so limited, but they were a huge advancement over the prior kerosene lamps, that would allow you to be seen, but not see in the dark. The carbide gas headlamps were more than adequate for the new automobiles that rarely travelled over 20 mph.



Model T gas generator *Brian Lanoway Photo*

The carbide pellets in a Model T gas generator will produce about five cubic feet of acetylene gas for every pound of pellets used.

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Carbide Gas Lighting *continued*

(Continued from page 13)

According to the math, this will run a pair of Model T headlamps for about three hours at full flame. To turn off the lamps, the driver turns off the water valve in the upper gas generator chamber. When all the carbide in the lower chamber has been consumed, it leaves behind a wet paste of slaked lime (which is used to make cement). This can be emptied and the chamber refilled with fresh carbide pellets.

Click for a how-to video on lighting your carbide headlights

Typical for the era, the Collection's Model T also has a pair of front-facing kerosene side lamps flanking the firewall and a single kerosene tail lamp. Each of these lamps contains their own kerosene reservoir. The rear lamp has one red lens to the back and a white lens on the side to illuminate the license plate.

Like everything else, the technology used in carbide lamps advanced at a rapid pace. A French bicycle maker introduced a dual beam lamp with dual burners, one for a 'low' beam, and one that could be also lit for a 'high' beam. Affluent customers could replace their gas generators with a Prest-O-Lite tank which could be filled with acetylene gas at your 'filling' station. This Prest-O-Lite system, which was often offered to customers on a free trial basis, used an automatic reducing valve that produced a uniform acetylene gas pressure of 3 psi, regardless of the amount of gas in the tank. By 1917, the company that made the Corning carbide headlamp claimed that it could illuminate a road sign up to five-hundred feet away.

But the carbide headlight revolution in automobiles was short-lived. It only lasted a decade before the introduction of onboard electrical generating systems and the shock-resistant bulb pushed the gas generator aside. Dynamos for automobiles were first introduced in 1908 and by the 1920s, electric headlamps were common. Even the Model T succumbed. Later models offered electric lighting initially powered by a magneto and then with the introduction of full-electrification, the lights were powered by the generator and storage battery system.

With an increasing number of cars on the road, tail lamps and rear-brake lamps were introduced in 1915. By 1928, eleven states in the USA had made brake lights mandatory. By 1940 and 1941, every new car in the United States came with seven-inch, round, sealed-beam headlights, where the bulb, lens and reflector were combined into a single unit. The automotive lighting revolution now seems continuous and overwhelming, rendering that feeling of wonder and magic even more rare than it ever was.

Tappet Tech *is a column dedicated to explaining the technology that makes these wonderful machines work. Suggestions for future subject matter or Volunteer submitted articles are welcome. Either can be submitted to the Tappet Clatter editor, Eric Jensen*

CRUISE-IN

OCT 20 ♦ 11:00 AM - 1:00 PM

CRUISE-IN FOR LUNCH AT REVS INSTITUTE!

ATTENTION REVS VOLUNTEERS! We invite you join us for cars, comradery, and a delicious box lunch with fellow volunteers. 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 by Oct 12 to confirm you will attend and if you wish to reserve a show car spot. (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.

We hope to see you there!

McALISTER'S DELI

Assorted box lunches will include a deli sandwich, pickle spear, cookie, and beverage

EXIT

Revs INSTITUTE

Events Calendar

Event	Date	Info or contact
Revs Institute Re-Opens	TBD	Susan Kuehne
For a full list of daily tour groups and events, go to the 'Calendar of Events' on VicNet.		

Targa Florio Video Treats

Click on the photo to the right to watch Vic Elford drive an Alfa Romeo Tipo 33 on the Targa Florio in 1972.

The Tipo 33 is very similar in concept to the Porsche 908/3

The picture link is here

Click on the photo to the left to watch Derek Bell relive the Targa Florio in the Miles Collier Collections' Porsche RS60

AN INVITATION
to the new Adopt-A-Car Program

Are you missing your involvement with Revs, especially if you are still remote? Do you crave doing research on the historic vehicles in the Collection, but need a focus and purpose? Do you want to explore individual topics without writing a thesis?

We think we have the solution for you: a revised, more manageable Adopt-A-Car program, where you can explore sub-topics one at a time.

To encourage this, we have broken down the Adopt-A-Car reporting requirements into ten possible sub-topics. We think you will like this new list.

Adopt-A-Car sub-topics:

Pedigree of the automobile (initial owner, subsequent owners, timeline, sibling automobiles, period reviews and articles, subsequent modifications, collection acquisition).

History of the automobile manufacturer (this may be applied to other OEM cars in the collection).

Racing and/or public **display history** of the automobile.

A basic **mechanical and operational description** of the automobile (including how to drive and/or race the car). Discuss any subsequent modifications or improvements made to the Collection car or a related model.

Unique **engineering and innovations** used in the design of the car.

Materials or **processes** used in manufacturing the car.

Styling features, colors and materials used (related to the fashion of the time).

Restoration and re-restoration history of the Collection automobile.

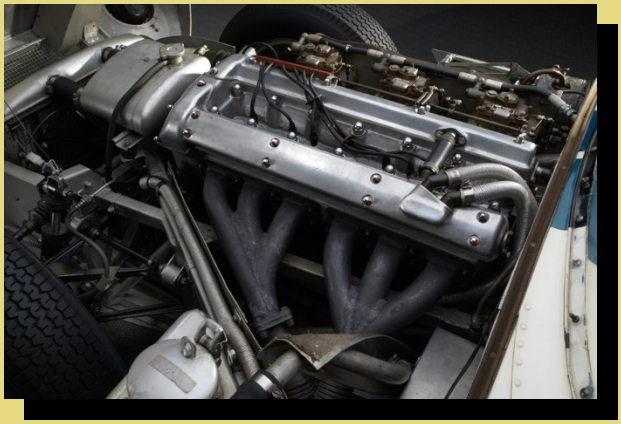
Anecdotes involving the personalities or period history related to the car (this can apply to the other cars in the collection).

Building the car's **bibliography**: A list of books, periodicals and web sites that can be used for further research by others on the car, its manufacturer or related historical era. This can be updated by other volunteers.

Unless otherwise noted, our intention is that each sub-topic relate to a specific Miles Collier Collections automobile.

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	VELOCIPEDE 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.

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