

The official newsletter
of: Revs Institute
Volunteers

Revs Institute
2500 S. Horseshoe Drive
Naples, Florida, 34104
(239) 687-7387

Editor:
Eric Jensen
eric60@gmail.com

Assistant Editor:
Morris Cooper

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*Thank You to
this month's
contributors:*

- Bill Vincent
- Whitney Herod
- Joe Ryan
- Chip Halverson
- Tom Dussault

TAPPET CLATTER



Volume 29.7

March 2024



Chairman's Notes

By Chip Halverson

As we turn the calendar to March we have two special member events scheduled. On Friday March 8th, we have an annual favorite, the Gimmick Rally. Thanks to John Fritz and Mark Koestner we have a fun day of driving a route looking for answers to the clues provided at the start (promised to be easier this year), followed by a great lunch and prizes. A fun way to exercise your car and spend the day with friends.

On March 18th we have guest speaker Jonathan Diuguid, Managing Director of Porsche Penske Motorsport. He leads the organization's efforts in endurance racing worldwide. They are just coming off an overall win at the Daytona Rolex 24 hour race with their GTP car.

A little history here. Twice in the past Penske and Porsche have worked as a team to great effect. In the early 70s they fielded the 917 turbo cars which completely dominated the Can-Am series. Some of you remember the Sunoco Blue 917-30 driven by Mark Donohue in 1973. With well over 1,000 horsepower, they ended the dominance of the ferocious McLaren big block Chevys.

In the 2006-2008 timeframe they collaborated to field the yellow DHL Porsche RS Spyder.

(Continued on page 2)

Chairman's Notes... continued

(Continued from page 1)

Penske won the prototype 2 class and surprised everyone by winning overall the Sebring 12 hr race in 2008 over the prototype 1 cars. Thanks to fellow volunteer Bill Vincent for getting his friend Jonathan to visit Revs Institute.

Looking back to February, two fun events I was able to be involved in. First, we hosted the Shelby Club. They were 200 strong of serious car enthusiasts. They really appreciated the collection and our volunteers. Many of them thanked us for volunteering. We also gave a number of tours to the Ferrari club. In preparation for my tour I dug a little deeper on our three Ferraris.

I learned more about the Verde Dora paint on the Super America and the circumstances of Briggs purchase of the 166 from Luigi Chinetti. Always more to learn at the museum.

Lastly, Luigi Chinetti Jr. visited Revs Institute. More on that later.

Keep up the Great Work!

Chip Halverson

Membership Report

By Tom Dussault

The Membership Committee held its monthly meeting on February 6, 2024. Several of our members stepped up to help out with a number of duties. These include helping to recruit new members, interview new applicants, tracking progress of new volunteers and presenting the Orientation Program.

One of our goals is to reach out to each of our members by telephone at least once a year. If you receive a call, we hope you will share your ideas about how things are going; what is good as well as where there is room for improvement. This is your opportunity to make a difference so please be honest and open. We appreciate and look forward to your input.

We have four new volunteers who will be coming on board in March. I'll be introducing them after Orientation in next month's *Tappet Clatter*. Please reach out to welcome them when you have the opportunity.

March Members Meeting

Mark your calendars for the Members Meeting on March 18, 2024. Our guest speaker will be Jonathan Diuguid, the Managing Director of Porsche Penske Motorsport.

Porsche Penske just recently won the 2024 IMSA Rolex 24 at Daytona with their Porsche 963 GTP hybrid racecar.

Not since 1969 has a Penske entry brought home the overall win at the Rolex. Penske last won in 1969 in a Lola driven by Mark Donohue and Chuck Parsons.



Events Calendar

Event	Date	Info or contact
Women's Cultural Alliance	Mar. 8 @ 10:30 am	Sign up on VicNet
Volunteers Gimmick Rally	Mar. 8 @ 11:00 am	Sign up on VicNet
Top Gear Club Lunch and Tour	Mar. 13 @ TBA	Sign up on VicNet
Volunteer Board of Directors Mtg.	Mar. 15 @ 10:00 am	ZOOM, Contact Whitney
March Members Meeting	Mar. 18 @ 10:00 am	Sign up on VicNet
Collection Protection Class	Mar. 20 @ 10:00 am	ZOOM, Contact Whitney
Estero Newcomers/Encore Club	Mar. 22 @ 10:30 am	Sign up on VicNet
Marine Hotel Assoc. Reception	Mar. 25 @ 6:30 pm	Sign up on VicNet
Tour Assistant Training	Mar. 27 @ 11:00 am	Sign up on VicNet
Revs Institute Cars and Coffee	Apr. 6 @ 8:30 am	Sign up on VicNet
SWFL Concierge Reception	Apr. 8 @ 5:30 pm	Sign up on VicNet
Artis Friends Tour	Apr. 12 @ 10:30 am	Sign up on VicNet
Naples Suncoast BMW CCA	Apr. 12 @ 1:30 pm	Sign up on VicNet
<i>For a full list of daily tour groups and events, go to the 'Calendar of Events' on VicNet.</i>		

TAPPET RIVIA

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 (very) obscure or (impossibly) tricky. Test your knowledge and *have fun!*

This month's theme is the famous Sicilian race, the Targa Florio. A very old and prestigious race, it could make a racer driver's career or a manufacturer's reputation with a win.

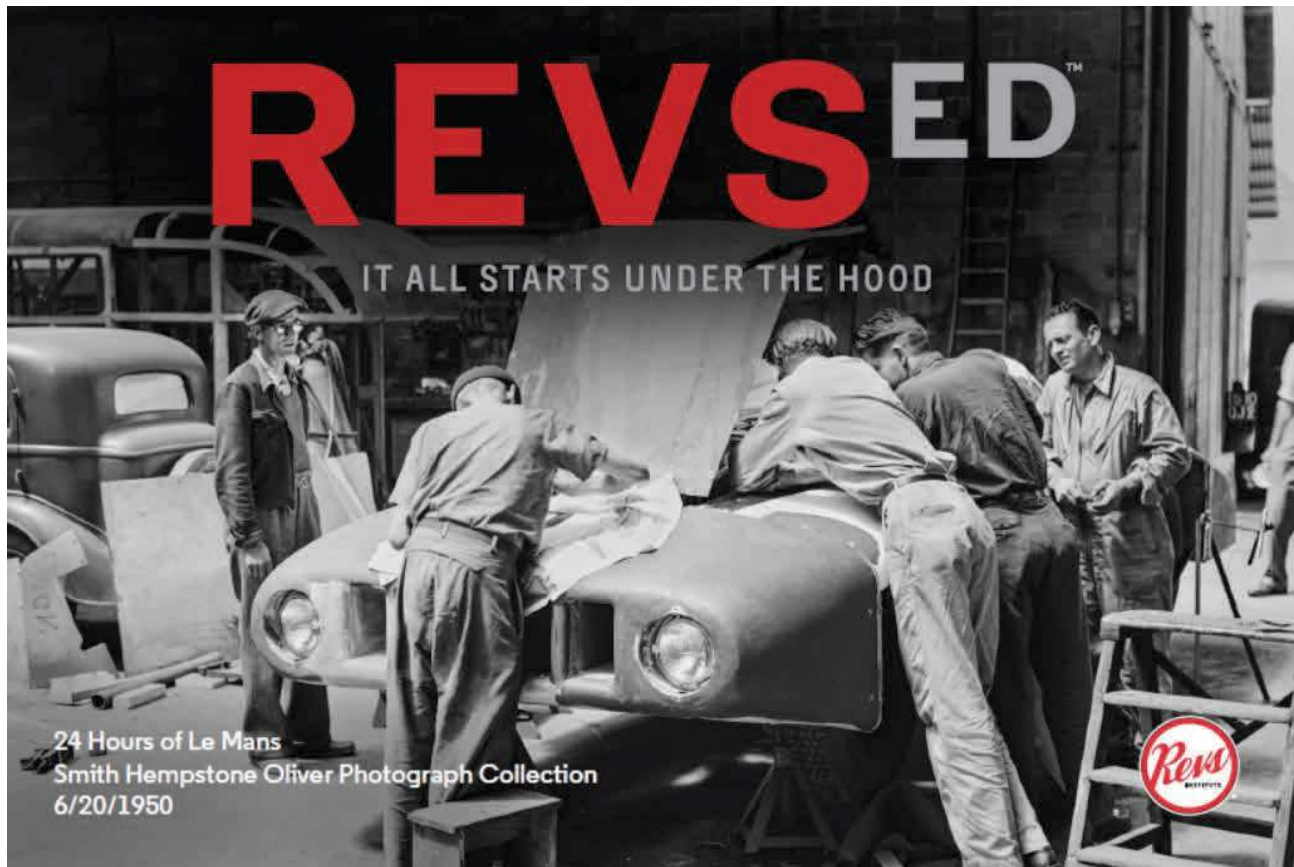
1. **Question:** Whose idea was it to organize a race around Sicily?
2. **Question:** What are the years of the first and last Targa Florio held in Sicily?
3. **Question:** Who was the winner of the very first Targa Florio?
4. **Question:** Brian Redman won the Targa Florio in what year?
5. **Question:** How many times has Porsche won the Targa Florio?
6. **Question:** What car manufacturer had the fastest overall speed of all the events?

The answers appear later in this issue

Porsche 908/3

*Courtesy of
Revs Institute*





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Engines 101 Learn how engines work, how to use hand tools, and ultimately what makes an engine GO.

Engines 102 Perform diagnostic testing on all the major engine systems, including the starting, charging, ignition and fuel systems; then make the repair.

Brakes 101 Remove, inspect, and reinstall components, then flush and bleed the fluid in the hydraulic system.

Steering & Suspension 101 Remove, inspect, and reinstall all components. Learn how to evaluate tire wear and the importance of wheel alignment.

Electrical 101 Learn how all electrical components receive the proper voltage through specific wires at the push of a button.

Metal Fabrication 101 Learn how to design, cut, bend, and fasten sheet metal to construct a finished product.

F.A.T. Ice Race

By Eric Jensen

Included in the roster of 2024 events attended by Miles Collier Collections cars is one with a difference. While race and track day events for cars on display at Revs Institute are usually run on concrete or asphalt, this one is run on ice. Yes, ice. The event is called the F.A.T. Ice Race. The race started in 1952. In the words of Ferdi Porsche from the [Porsche.com](https://www.porsche.com) website:



On 10 February 1952, a handful of daredevil skiers tethered themselves to the back of motorbikes and set off on three breakneck laps around a frozen lake near Zell am See in Austria. The sport was called skjoring, meaning 'ski driving' in Norwegian, and it marked the beginning of the Porsche ice racing tradition in the Austrian Alps.

The inaugural 1952 race was held in memory of the late Ferdinand Porsche, who had died the year before. To honour the memory of Ferdinand, who was laid to rest in Zell am See, the crowd observed a minute's silence before the race began. Zell am See had played a big role in the life of the Porsche family well before Ferdinand's death, so it's no surprise the place would play host to an annual Porsche ice racing event. After its launch in 1952 it ran until 1974 and then once again from 2019 to the present day.

It's a short drive from here to the small town of Gmünd, where the first ever models of what would become the Porsche 356 Coupé were built, in a converted sawmill, just after the end of World War II. This beautiful, peaceful region of Austria is where Porsche was effectively born – and made it the perfect location to race on ice.



In 2024 the race becomes F.A.T. International; a brand named after a defunct logistics company used by Porsche's race team at Le Mans. This new event was brought to Aspen Colorado, USA because of the strong passion for motorsports and Porsche.

The car attending was the 1960 Porsche 718 RS 60. It was driven (carefully!) by Jeff Zwart. Enjoy the pictures on this and the next page.

Photos Courtesy of Revs Institute

F.A.T. Ice Racing....continued



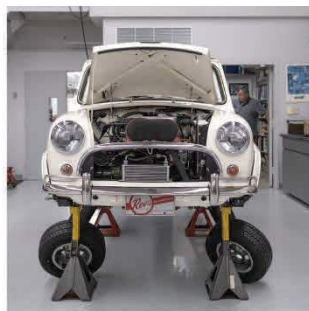
Targa 66

By Eric Jensen

This is the time of year that Brian and James Redman's Targa 66 event. It is a gathering of friends to visit, reminisce and exercise some fine machinery around a race track. This is a perfect time for the Revs Institute to send a few Miles Collier Collections cars out for some track time. Proof, yet again, that a significant part of the history of these cars is what they have done and can do on track. Moving, rather than static pieces of history.

The 1965 Ferrari 250 LM gets yet more track time after its trip to Great Britain and then to Sonoma, California. Porsche's 1969 908 LH, the 1970 914 GT joined the Ferrari along with the 1964 Alfa Romeo Giulia TZ and the 1962 Austin Mini Seven.

The event was held at Homestead-Miami Speedway for the second year in a row.



Photos Courtesy of Revs Institute

Targa Florio, The Most Difficult Race?

By Morris Cooper

This article is a reprint from the October 2020 Tappet Clatter. It is a fitting companion to this month's Tappet Trivia. (Ed.)

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. However, these speeds took their toll, killing drivers and spectators with essentially no safety precautions on the course.



1967 Porsche 9110/6, Courtesy of Revs Institute

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Targa Florio...continued

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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.

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



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



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

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.

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Targa Florio...continued

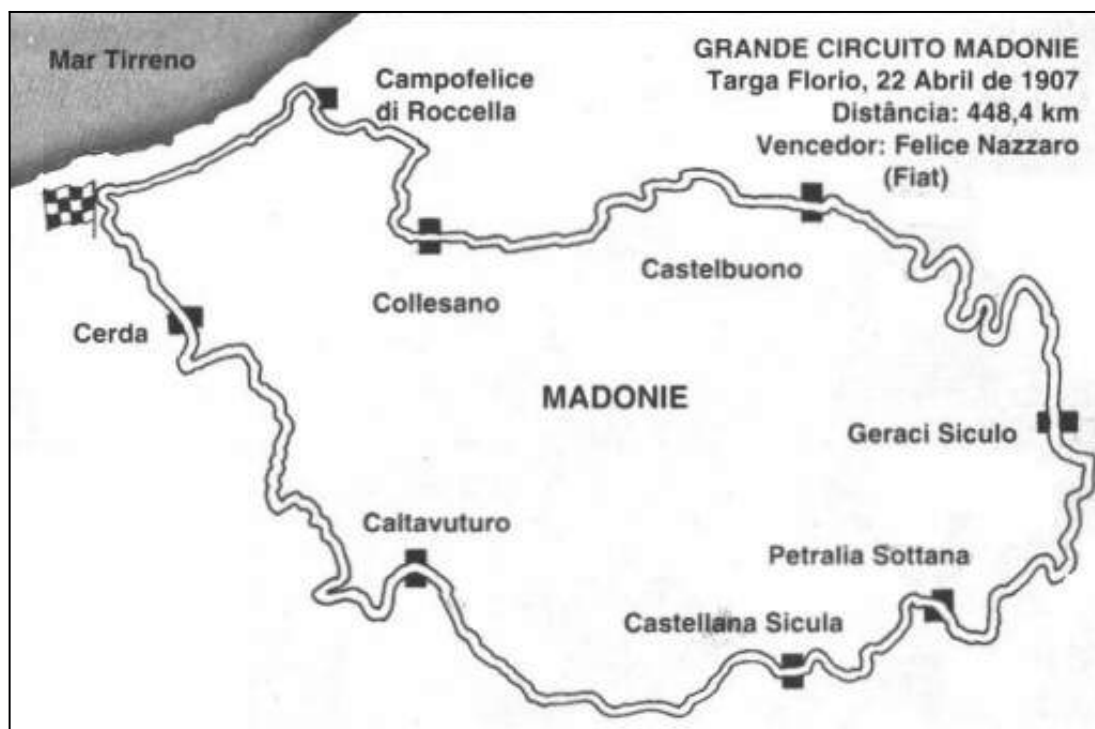
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The inaugural May 6, 1906 race, with ten cars, took over nine hours with a winning average speed of 30 mph. A curious sidebar is that Vincenzo Lancia organized the betting, a common feature at the time.

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.

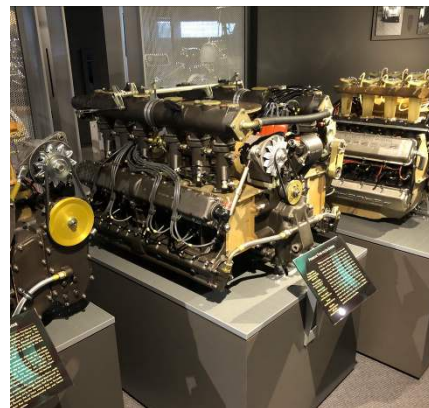


Mark Donohue and the Porsche 917 Engine

By Bill Vincent

In the article on the Elva, this author touched on Mark Donohue and his involvement in the development of the Porsche 917-10 and 917-30 Can-Am cars, along with Team Penske. So I thought it might be of interest - and hopefully entertaining - to take a little deeper dive into that subject and that 917 turbo engine on display, at the Revs Institute

The Porsche - Penske relationship began in secret, while Team Penske was still wrestling with their Ferrari 512. That was in 1971 (*below left*).



Bill Vincent Photo



Donohue first saw the 917 at that year's July 25th Watkins Glen CanAm race, where he saw Jo Siffert driving in what he called "a roadster version of the 917 coupe series" (*below right*).

According to Racing Sports Cars, it shows Siffert finishing 3rd

(listed in a 917-10), while Milt Minter was entered - but did not compete - in the Miles Collier Collections own 917 PA, although the Revs Institute records show Minter finished 6th in that race. [Linked Here](#)



It was at that race that Donohue (*left*) and Don Cox (*right*), also with Team Penske, looked over the car and compared it to the then dominant McLaren's. The Porsche's aluminum tube frame and overall appearance looked well outdated compared to the McLaren's aluminum monocoque and monstrous big block Chevy V8! It also sounded like the Penske team wasn't all that thrilled with the idea of working with another partner from the other side of the Atlantic - after their experience in dealing with Ferrari.



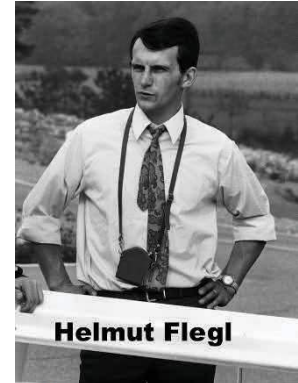
But, as we know, a contract was signed and Donohue, Penske, and Cox were off to Germany to meet with Ferdinand and Michael Piech. Piech in turn introduced them to Helmut Flegl, the engineer who was to be their main contact at the Porsche factory. In the agreement, it would be Flegl who would make all the decisions on Porsche's end.

(Continued on page 13)

Mark Donohue and the 917 ...continued

(Continued from page 12)

After a tour of the then new racing facilities, they had an *interesting* photo shoot and first drive. It was *interesting* in that Donohue got his first taste of Porsche's expectations and approach to things! After a few laps of the car on their test track - *supposedly for pictures* - they wondered why Donohue hadn't broken the track record! But after a few adjustments to the car (*and how Porsche and Team Penske each approached things*) Mark was able to do just that.



Donohue had planned to be at Porsche for three days, but that ended up being three weeks - as they dove straight in to making the car competition ready. In that time Donohue and Flegl chipped away at making the existing car better and getting one to the Penske shops stateside - where new wings were made and development continued. This included a private test at Riverside - *after the CanAm race there* - to compare how the Porsche now was, in relation to the McLarens.

The results weren't great...

While only a tick off the McLaren's cornering speeds, the 917 was giving up a lot on the straights, resulting in a 5 second per lap deficit! They also needed to overcome the 150 horsepower gap the Porsche flat-twelve was giving up to McLaren's Chevy V8. *left)* So work began with turbo charging and what would be represented by the engine on display in the Porsche gallery!



Testing continued at Road Atlanta. The first turbo variant made an additional 300 hp over the normally aspirated twelve, but drivability was a BIG challenge, as the throttle was like a switch - being either full-on and wide open... or full-off. It wouldn't run with any midrange throttle. That first turbo engine Donohue and the team tested then died unceremoniously, when the turbocharger's compressor failed and the engine couldn't survive on a diet of shrapnel in its cylinders!

The next engine made the transatlantic trip along with Flegl and Porsche's head engine guru, Val Schaffer. After trying different throttle linkages and, after losing another engine to that shrapnel diet, it was decided that Donohue would return to Germany and continue the engine's development with Flegl and Schaffer, at Porsche.

Bosch got more involved with the fuel injection, but the drivability still hadn't improved.

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Mark Donohue and the 917 ...continued

(Continued from page 13)

Then when reviewing the data from the engine dynamometer work, it became apparent that at Porsche, everything was done from 5,000 rpm and up; which was why it wouldn't run at any rpm less than that!

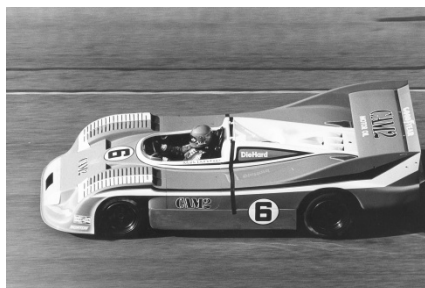
Although it was a bit of "uncharted territory" for Donohue, he and Flegl did what was needed to map out what the engine needed to run from 2,000 to 8,000rpm. This included a new and recalibrated fuel injection pump - that got nick-named the "Happy Pump"!

After the first time Donohue drove the car with everything working right, he made the comment, "*Boy, this is one strong mother!*" The Germans had never heard of that expression back then, so he had to explain that it meant "very, very powerful." As the development and tests continued to make improvements, the German techs and mechanics would often ask him "*Now does it have enough?*" Donohue's response was "*It won't make enough horsepower until I can spin the wheels at the end of the straight-away in high gear!*"

So with that goal in mind, the turbocharged 917 engines grew to make 880 hp, in five-liter trim, and 1190 hp in the 1973 5.4 liter guise.

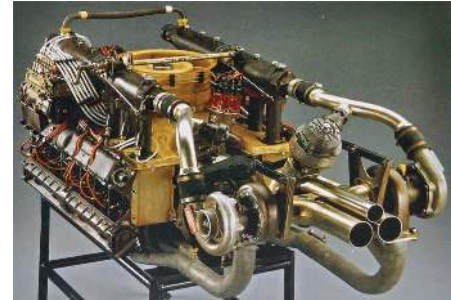
Porsche even burned out their dynamometers in the process! Improvements continued with the rest of the car as it evolved from the 917-10 to the 917-30 (*right*) as it became THE conquering force in CanAm - garnering the nickname "Penske's Panzers".

They won six of the nine CanAm races in 1972 and six of the eight races in 1973. The 917-30 legacy also included setting the closed circuit record of 222 mph at the Talladega oval race track, in 1975 (*below*) with Donohue behind the wheel. A record that stood for almost two decades!



So there's a little "back story" of that mechanical jewel rightfully displayed in the Porsche gallery. A testament to a lot of hard work, perseverance, and teamwork, in a time when there really were "no limits."

Donohue's book, *The Unfair Advantage* is a great resource, available in the Revs Institute library. It's a great read for any enthusiast!



Porsche 917- 30 twin turbo engine



Video Treats

A review plus a ride and drive of a Citroën 2CV Sahara just like the one in Automobility.



A video of the modded 1962 Austin Mini Seven at the hillclimb event in 2023 at Laguna Seca. Gunnar Jeanette is driving.



The Porsche 944 GTR race car was one of 7 built by Dave Klym in his Georgia Fabcar shop. The car lives on vintage racing.



TAPPET TECH

Air Cooled Engines

By Eric Jensen

A previous *Tappet Tech* explained water cooled engines. This month's topic will dive into air cooled engines. We all know engines make heat as a consequence of making horsepower. That heat must be taken away so the engine does not grind to a halt when the internal temperatures become high enough damage things.

Early internal combustion engines tried both water and air cooled options. Why would you choose air cooled over water cooled?

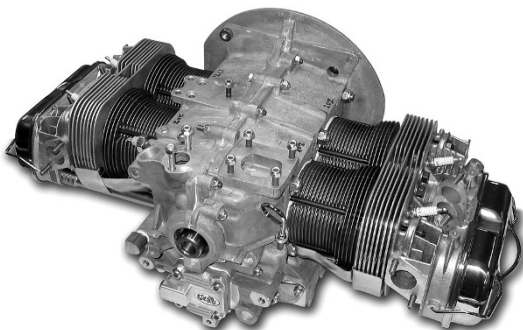
Air-cooled engines have a simpler design because they don't require a radiator, water pump, coolant, or associated plumbing. Without the need for a liquid cooling system, air-cooled engines tend to be lighter than their liquid-cooled counterparts. Liquid-cooled engines are susceptible to coolant leaks, which can lead to overheating and engine damage. In cold weather there is no water to freeze and damage the engine. Air-cooled engines eliminate all these risks.

This makes them perfect for airplanes. Light, simple, reliable and airplanes have propellers to push air over the engine to keep it cool. Even when sitting in traffic on the taxi-way to the runway, the propeller is still keeping the engine cool.



Volkswagen Beetle designer Dr. Porsche likely had these benefits in mind when he designed the low-cost, German "People's Car." The lighter, air-cooled engine (*below*) adds less weight, complication and cost to the rear-engine car. There would be less maintenance as well.

Air-cooled sounds simpler, doesn't it? In practice, yes, it is simpler.



There are some drawbacks. The engine must be a bit larger in overall dimensions because space must be left between the cylinders for airflow. More than for water flow. Air must be forced over the cylinders at all times to prevent overheating.

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TAPPET TECH

Air Cooled Engines *...continued*

(Continued from page 16)

Air cooling requires a fan and shrouds to direct air to the hot spots. This fan and shroud is clearly visible on this Porsche 718 RSK engine (*right*). It completely obscures the engine beneath it.

Air cooled engines are noisier because the water jackets of a water cooled engine quiets the mechanical noises. Maintaining a steady engine temperature is a bit more difficult since the airflow cannot be limited as easily when cold. And as former Beetle owners know, cabin heat can be a bit wanting. Moving heat from the engine to warm the interior of the car is not as effective as running hot water from the engine to a little radiator to warm the passengers.

In truth, Porsche performance engines are air and oil-cooled engines. Oil is routed to a small radiator mounted somewhere there is airflow like attached to the underside of the model 718 RSK's hood (*left*), perhaps. Or maybe a scoop can be added to direct air to the oil cooler as again seen on the Porsche 718 RSK (*right*).

Clearly, Porsche had great success with air cooled engines on the street and at the racetrack. With ever tightening emissions

regulations and demands on their road cars, Porsche abandoned air cooling in the late 1990's.

That doesn't mean there are no more air cooled engines. It is still used in lawn equipment, stationary engines, and scooters. Many motorcycle engines are still air-cooled. The principles of reliability and simplicity are still important.



Photos Courtesy of Revs Institute

TAPPET RIVIA

By Joe Ryan

And Now The Answers....

1. **Q:** Whose idea was it to organize a race around Sicily?
Answer: The Targa Florio was the idea of Vincenzo Florio. Not only was he a member of one of the most wealthy families on the island of Sicily, he was in love with motorsports!
2. **Q:** What are the years of the first and last Targa Florio held on Sicily?
Answer: The first race was held in May of 1906. The last race, in 1977.
3. **Q:** Who was the winner of the very first Targa Florio?
Answer: Alessandro Cagno, driving an Itala 35/40 HP completing the 3-lap circuit in 9 hours and 32 minutes.
4. **Q:** Brian Redman won the Targa Florio in what year?
Answer: Brian Redman along with Joe Siffert won the 1970 Targa Florio Driving a Porsche 908-3.
5. **Q:** How many times has Porsche won the Targa Florio?
Answer: Porsche won the Targa Florio eleven times. More than any other manufacturer. This includes a win by the Miles Collier Collections Porsche 718 RS 60 in 1960.
6. **Q:** What car manufacturer had the fastest overall speed of all the events? **Answer:** In 1972 the Ferrari driven by the team of Merzario and Munari set the highest average speed of all the events at 76.15 mph.

Contributions to the column are always welcome.

Porsche RS 60

*Photo Courtesy of
Revs Institute*



Adopt-A-Car Program

Available Adopt-A-Car Automobiles and Engines

Alfa Romeo Guilietta SV	Lancia Aurelia B20	Vauxhall 30-98 Type OE
Ardent Alligator	Lotus Elite	Waymo Firefly
Austin Cooper S	Maserati Tipo 60	Abarth 1000-TC-R engine
Bugatti Type 55 Super	Mercedes Benz W-154	Alfa Romeo GTZ engine
Cadillac Series 61	Mercer Raceabout	C-6R Offenhauser engine
Cisitalia SC	Miller board track racer	Cadillac OHV V-8 engine
Cooper Climax T-43	OSCA Sports Racer	Chrysler Hemi (C-3) engine
Cooper T-51	Packard Speedster	Duesy Sprint Car engine
Cunningham C-1	Porsche Elva	Ford GT-40 Transaxle engine
Cunningham C-3	Porsche RS-60 Spyder	Ford Turbocharged Indy
Cunningham V3	Porsche RS-61L Spyder	Gurney Eagle GP engine
Delage Grand Prix	Rolls Royce Silver Ghost	Jaguar XK120 Series engine
Delahaye 135 CS	Scarab Sports-Racer	Meyer-Drake Turbo Prototype
Duesenberg Model J	Simplex	Columbia Three-Track
Fiat Abarth TCR	Stutz Black Hawk	Humber 58" Ordinary Bicycle
Jorgensen Eagle	Trabant	Velocipede Bicycle

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

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

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

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Adopt-A-Car Program

Available Adopt-A-Car Automobiles and Engines

Alfa Romeo Guilietta SV	Lancia Aurelia B20	Vauxhall 30-98 Type OE
Ardent Alligator	Lotus Elite	Waymo Firefly
Austin Cooper S	Maserati Tipo 60	Abarth 1000-TC-R engine
Bugatti Type 55 Super	Mercedes Benz W-154	Alfa Romeo GTZ engine
Cadillac Series 61	Mercer Raceabout	C-6R Offenhauser engine
Cisitalia SC	Miller board track racer	Cadillac OHV V-8 engine
Cooper Climax T-43	OSCA Sports Racer	Chrysler Hemi (C-3) engine
Cooper T-51	Packard Speedster	Duesy Sprint Car engine
Cunningham C-1	Porsche Elva	Ford GT-40 Transaxle engine
Cunningham C-3	Porsche RS-60 Spyder	Ford Turbocharged Indy
Cunningham V3	Porsche RS-61L Spyder	Gurney Eagle GP engine
Delage Grand Prix	Rolls Royce Silver Ghost	Jaguar XK120 Series engine
Delahaye 135 CS	Scarab Sports-Racer	Meyer-Drake Turbo Prototype
Duesenberg Model J	Simplex	Columbia Three-Track
Fiat Abarth TCR	Stutz Black Hawk	Humber 58" Ordinary Bicycle
Jorgensen Eagle	Trabant	Velocipede Bicycle

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

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

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

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