



BRAKING *news*

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News From the Museum Director

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It's been a busy summer at the museum, and we have an equally-as-busy fall coming up.

The highlight of July was Summer Crush on the 24th. Our chief restorer's faithful Pontiac 6000 died in the spring, and instead of sending it to the crusher, he wanted to drive the LARC over it for a final farewell. This was a new test for the LARC because the other cars we have crushed were just shells with no drivetrain. Greg's car was complete, minus the glass and fluids. The first roll onto the car proved it was going to be a tough task; when the wheel hit the engine it would not go over the top. Backing the LARC up and hitting it with a little momentum did the trick, and with a couple more rollovers, his faithful Pontiac was transitioned into a true lowrider!



After a successful crushing, the Pontiac 6000 is picked over for souvenirs.

My big adventure for the summer was traveling Route 66 in a Microcar. Larry Newberry put the trip together to coincide with the World Microcar Meet in Crystal Lake, Illinois. There is an extended version of this adventure in the newsletter, but I will say, it was long, hot, and lots of fun.

Last winter Bill Watkins of the Northwest Arkansas British Car Club invited me to be the guest speaker at their annual car show. I jumped at the chance since my earliest car adventures started with the MG T series more than 40 years ago. Since I had not taken my MG TF to a show in years, I thought it would be great to drive it to the show and back. My wife Andrea endured 1,200 hot miles to and from Fayetteville, Arkansas, but we had a great time and enjoyed the show immensely. Of course, there was a little roadside repair on the way back, which was to be expected (broken fan belt).

 See larger versions of the photos in this newsletter by visiting: <http://bit.ly/braking-10-10>



Our first annual Rally for The Lane was just a few of weeks ago, and it was a great success. We sold 19 of the 30 cars available, and had perfect weather and roads. Participants loved riding in the Amphicar, and concluding the event was a great tour of the basement collection. Participants came from eight different states, and we are working on plans for next years' event which will be September 24.

Jeff Lane
Director



LMM NEWS BITS



Jeff Lane Serves as Guest Speaker

I was invited by the Northwest Arkansas British Car Club to speak at their annual car show on September 18, 2010 in Fayetteville, AR. Andrea and I took this wonderful opportunity to drive my 1955 MG TF to the show and back (1,200 miles). We had a great time, and the show attracted about 160 British cars - a few of which I had never seen before.

The Glenmoor Gathering, September 19, 2010

By David Yando

Canton, Ohio. That's just about Lake Erie, folks! Lane Motor Museum showed the 1954 Simca Weekend prototype, the ex-Brigitte Bardot convertible. It



Visitors of The Glenmoor Gathering admire the museum's 1954 Simca Weekend prototype; formerly owned by French actress Brigitte Bardot.



Jeff and Andrea Lane pose for an "aerial" shot in the museum's 1955 MG TF!

was a beautiful weekend, with a hint of fall color, and fall temperatures, in the air.

Saturday's tour found Lora and I at the Stan Hywet manor, former home of the founder of Goodyear Tire and Rubber Co., F.A. Seiberling. Fabulous Tudor Revival mansion, the drive was great, and we found ourselves comingled with Rolls', Deuseys', and Iso Griffos. Good company!

Sunday dawned cool and threatening, but we made it to the field dry. We were in Class Y - "Small but Mighty" - mighty?! We were classed with an Isetta, a Metropolitan, a Crosley, and a Fiat 850 special! A few brief showers later and we didn't win the class, but we did take home the Raymond Milo "Le Patron" trophy, for "niftiest" car. We saw many interesting cars, and a few, like the Desoto Adventurer prototype, or the Lancia Fulvia Sport Coupe, would be right at home here at the museum. If you'd like to see more, visit: <http://bit.ly/glenmoor>



What a Long, Strange Trip it Was

By Jeff Lane

On August 10, I was sitting in the Martin Swanty Chrysler/Dodge/Jeep Dealership in Kingman, Arizona having lunch with Andrea. (They sponsored lunch for the Route 66 participants.) We were having our first of two rest days on the Route 66

Microcar tour, and had traveled about 320 miles the first two days. As impressive as it may sound, Andrea lamented that we had covered only a little more than 10% of the 2,500 mile journey.

The Route 66 journey from Los Angeles to Chicago in Microcars in August seemed like a crazy plan. It was organized by Larry Newberry who oversees the Microcarlot in East Tennessee. The timing of the drive was scheduled so we would end up in Chicago just in time for the 2010 World Microcar Meet in Crystal Lake, Illinois. The following is an account of the trip on a day-to-day basis. Eight participants/cars would make the trip... Larry Newberry - Vespa 400 (yellow); Jay & George Nieman - Vespa 400 (light blue); Jeff Holthaus - Vespa 400 (dark blue); Greg Grden - BMW Isetta; Bernhard & Sabine Bergmann - Goggomobil 250 Sedan; Uwe Staufenberg & Ralph - Goggomobil Pickup; Andrea & Jeff Lane - Fiat 500 (white); and John Cox - Fiat 500 (yellow).



Sitting on the corner of Winslow, Arizona.

August 7th - We go down to the Santa Monica Pier to discover that the beginning



We reach the Continental Divide.

of Route 66 has been barricaded. This beginning marker is the exact spot Larry wants to use for pictures of the cars. After discussion with the police, they let us know it's not possible on a busy Saturday afternoon, but they tell

Larry that early Sunday morning would be okay to move the barrier and drive 100 yards down to the sign. The plan is to arrive at the pier at 6:00 a.m. Sunday morning to beat the L.A. traffic.



A stop at a car museum in Arizona.

Day 1 - August 8th - We all arrive at the pier by 6:00 a.m., and line up to have our pictures taken together by the Route 66 sign. About five minutes later, a policeman comes by and asks us what we are doing. Larry explains that the policemen on duty yesterday said it was okay, but this policeman is having none of it, and says we better be out of there in five minutes! We all jump into our cars and drive about two miles down the road to have breakfast. After breakfast, local Microcar enthusiast David Raab offers to lead us out of town, and for the next three hours we crawl by what seems like 1,000 stop lights. I don't want to say our progress is slow, but the couple next to us riding bicycles are having no problems keeping up. Finally, we get



Andrea and I enjoying a hosted lunch at Martin Swanty Chrysler Dodge in Kingman, Arizona.

into the country. It's now a long, steady uphill ride out of L.A. Jay's Vespa is having trouble pulling the grade, so we stop and decide his brother George should ride in the truck to take 200 pounds out of the car. After another 45 minutes of climbing we stop for lunch. Jay's Vespa is still struggling, and he decides to put it in the trailer because the climbing gets steeper after the lunch stop. Sixty miles out, and one car in the trailer already! That's not a good omen. The afternoon goes well, until 10 miles before Barstow, CA (our first night's stop) Greg's Isetta loses power. It appears the ignition points have come apart because he did not grease them. Ralph, who seems to be the best Isetta mechanic on the trip, replaces them in about one hour. We make it to Barstow around 8:00 p.m. Fourteen hours on the road, and 120 miles... giving us an average pace of 8.5 mph. We're all sure tomorrow will be easier, but the pace is already very slow. The Fiat 500 Andrea and I are driving performs flawlessly.



Andrea and I pose by the famous sock tree in the Mohave Desert.



The quality of the road at times was poor.

Day 2 - August 9th - Larry and the sweep truck driver, Ronnie, spent two hours replacing the fan housing on Jay's Vespa 4000 last night. Today is to be the hottest day in the desert, so we leave at 4:00 a.m. The sun comes up about 6:00 a.m. and we see a stunning sunrise, but shortly before sunrise we hit a very rough stretch of road - large holes and sections of missing pavement. We are going about 20 mph but the car still falls in the big holes. I am now thinking I'm glad I did not drive the King Fuldamobile like I originally intended. With its 8" tires, this rough road would have destroyed the car. It's bad enough with the Fiat's 12" tires. We stop just after dawn at a gas station. Everyone is concerned about the poor quality of the road. Greg, in an ironic twist of fate, leaves the front door of his Isetta open when he goes inside the gas station, and just as he comes back out, the automatic sprinklers kick on

and spray some water in his car. Only in the desert! We head back out, and five minutes later, Larry has a flat tire on his Vespa. Jay's Vespa is still having trouble pulling hills, so it goes back in the trailer. Less than one hour later the Isetta loses power, and it goes in the trailer. We are making very slow progress. About 2:00 p.m. Larry's Vespa loses power. It's starting to get hot now, and after an hour they figure out the ignition switch has gone bad. We are only about 30 miles from Kingman, AZ, and most of the group wants to stop at the next town. Since it's getting late, and we did not eat lunch, (you don't stop for lunch unless Larry's hungry) I'm hungry. Also, this happens to be my first wedding anniversary, and my beautiful, sweet, understanding wife has agreed to go



The wonderful cake Larry and everyone else got for Andrea & I on our Anniversary.



We made it to Chicago and the end of Route 66!

on this once-in-a-lifetime trip, so today would be a good day to get to the hotel before 6:00 p.m. Andrea and I take off, and by 4:30 we are in Kingman. We have a quick bite to eat, and about 6:30 Larry and the rest of the group arrive - tired and hot. Larry tells me we are all going to dinner together at 8:00, and we have to come. We gather at a great local steakhouse, and the group presents us with a beautiful and tasty anniversary cake. We were extremely honored to share this day with our Microcar friends, and want to thank everyone for thinking of us on this special day.

(... TO BE CONTINUED IN THE JANUARY, 2011 NEWSLETTER)

What Happens When You Hand Out the Keys to 19 Museum Cars?

By Vicki Garrison

On September 25, Lane Motor Museum held its first annual Rally for The Lane; an event that raised nearly \$11,000 to supplement the operating costs of the museum. Nineteen cars were “purchased” for the event which included 46 participants representing 8 different states: Tennessee, Kentucky, Pennsylvania, Texas, Florida, Ohio, Illinois and Michigan!

The Rally had a unique concept: allow people to purchase the right to drive a museum car for the day. And this wasn't just

a drive around the block. Instead, participants were treated to a 160 mile round-trip journey that took them from an early morning breakfast & driving lesson at the museum to a picnic lunch complete with rides in the museum's 1964 Amphicar, and then back to the museum. As the museum closed for the evening, participants got to stay behind for a private tour of the museum including a wine & beer reception hosted in the basement area that is normally closed to the public and features access to another 170 cars that can't always be seen!

The rally included optional questions along the route and awards were given out for “1st place”, “2nd place”, “We Had The Most Fun!” and, our favorite, “Where is Lane Motor Museum?”. In case of a tie, playing cards were given out at the checkpoints on the route so the winning

hand would take the prize.

First place went to Kevin & Kathy Millen who drove the museum's 1998 Renault Spider (no, this was not a timed rally!). Second place went to Chuck and Carole Burgess in the 1962 BMW 3200 S. The “We Had The Most Fun!” award was a tough one to decide since everyone was having a blast! Ultimately the award went to Tim & Marla Crouch, drivers of the 1975 Renault 4TL. Finally, our last award went to our good friend John Sopko & crew. The “Where is Lane Motor Museum?” award was our fun way of recognizing the group that found themselves the most challenged in following the rally route. All meant in good fun- thanks to the Sopko crew for accepting with a laugh!

Like any good rally, ours was not without incident. Our 1973 Citroën SM began acting up a few days before the event and was unwilling to



Lined up and ready for the big day! Photo by Andrew Duthie

behave long enough to get to even the first checkpoint. Many thanks to Scott McIntyre and Rich Ruth for graciously accepting an exchange to our 2006 Smart Roadster. The rest of the afternoon went by fairly uneventfully until the 1962 BMW 3200 S became quirky from what appeared to be trash in the fuel line. Finally, the 1987 Citroën CX overheated when a cooling fan malfunctioned.

Many thanks are in order for the event. First and foremost to our brave new friends who took a chance in registering for our first event! Your support helped us to raise needed funds for the museum and we hope you enjoyed a fun and exciting day as your reward! To Brad Phillips of Hagerty Insurance- thank you for being at the museum at 6:30am on a Saturday to provide a delicious breakfast that contained just the right blend of sugar and caffeine for an early morning meeting! And last, but definitely not least, to our volunteers Chris Nicholson and Andrew Duthie who spent a long day running checkpoints, fueling cars, locating lost vehicles and taking photos to document the day! Your work is appreciated! By the way, all the photos from the event can be viewed online at <http://lanemuseum.smugmug.com> (look for the gallery titled *Rally for The Lane*)

To those of you who missed out on the fun- there's always next year. Mark your calendars now for Saturday, September 24, 2011!



The inaugural class of the first annual Rally for The Lane! Photo by Andrew Duthie



Hagerty Lists “Yesterday’s Misfires, Today’s Collector Cars”

Article Courtesy Hagerty Collector Car Insurance

Many new cars – like the Ford Mustang, for instance – enjoy instant critical and commercial acclaim. But not every vehicle enjoys the same immediate success.

The Edsel, whose last model was introduced 50 years ago, is a name that has now become synonymous with failure. However, despite the legacy of its remarkable flop back in 1958-1960, surviving Edsels enjoy a cult following among collectors. On the anniversary of the ultimate “misfire,” Hagerty – the worldwide leader in collector car insurance – has compiled a list of “Yesterday’s Misfires, Today’s Collector Cars.” Nine other vehicles join the Edsel to show that some things indeed get better with age.

“Many factors go into a new car’s success, but it comes down to a mix of marketing, timing and consumer appeal,” said McKeel Hagerty, CEO of Hagerty Insurance. “For the 10 vehicles on our list, hindsight is 20/20. But even though they were big misfires in their time, today there is a healthy population out there that collects these models and is proud to enjoy them on the road. Some have quite a cult following.”

Hagerty’s Top 10 list of “Yesterday’s Misfires, Today’s Collector Cars”:



1



2



3



4



5

1. Edsel (1958-60) – The Edsel is the textbook definition of a marketing flop. In fact, the word “Edsel” has become synonymous with failure. Just over 118,000 Edsels were produced over a 3-year production period, but Ford needed to sell more than twice that number to break even on its \$400 million investment (today, that’s approximately \$3 billion).

2. Amphicar (1961-68) – The Amphicar was the only amphibious vehicle to ever be mass-produced for the general public. It was built in Germany for the American market, with anticipated sales of 20,000 per year. In reality, only 3,878 were built, as it proved to be neither a great car nor a great boat. Still, you can’t help but smile when you see one. Current Amphicar market values (\$26,000-\$56,000, according to Hagerty’s Cars That Matter Price Guide) speak to their high level of collectability.

3. BMW Isetta (1955-62) – The Isetta was one of the most successful micro-cars produced after World War II and actually sold quite well – except for in the United States. BMW is known for its luxury and performance vehicles, so this was completely out of character for the company. Americans agreed – except, maybe, for Steve Urkel. Currently, nice examples of Isettas can fetch more than \$40,000 at auction.

4. Continental Mark II (1956-57) – The Mark II was produced through the Continental Division of the Ford Motor Company and carried a price tag of around \$10,000 – the same price as a new Rolls Royce or two new Cadillacs. The Mark II was a wonderful car that paid homage to the grand cars of the 1930s but were priced too high and sold too few. About half of the original 3,000 produced still exist today and always stand out on the show field.

5. Delorean DMC 12 (1981-82) – The car actually had a lot going for it, but there were plenty of reasons it never met sales expectations – greed of upper level executives, corporate mismanagement, allegations of John Delorean’s drug trafficking and poor public awareness. The factory was equipped to produce up to 30,000 cars per year but completed only 9,000 over a two-year period. Thanks to the popular Back to the Future trilogy, the Delorean is now part of American pop-culture.

(... TO BE CONTINUED IN THE JANUARY, 2011 NEWSLETTER)

Interested in learning more about Hagerty insurance products?
Contact **Brad Phillips**
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Touring Europe in Our BMW Isetta

By: Maitland Gunderson

It's 1956 and I am on my first overseas assignment after graduating from Air Force Pilot School in Texas. My wife Dorothy and daughter Christine will join me later on my tour that will last for 30 months in a country not well traveled by the American tourist. My job will be flying the F-86-D all-weather interceptor at the invitation of the Moroccan government and the United States Air Force. We had other bases in Morocco with U.S. personnel as well, but I considered this a good assignment compared with places my fellow classmates were being sent, i.e. Korea and Southeast Asia. Our mission was that of a joint air defense effort in collaboration with Morocco, located in the northwest corner of North Africa.

One of the perks of this assignment was that after serving 12 months of my 30 month tour, families were eligible for an R&R flight to the European continent (Germany). We flew from Nouasseur Air Depot (20 miles south of Casablanca) to Frankfurt, Germany in a C-54 transport. The 6 hour flight was mostly about or in heavy weather the whole duration. Needless to say, very little terrain was observed so enjoying the scenery from above was a bummer. It was clear that if we were going to enjoy the return trip it would have to be done by surface vehicle. That is when we decided to look for something we could afford. We settled on two choices i.e. a Messerschmitt car (2 place tandem) or a one side seat BMW Isetta. The prices were about the same (\$700).

Dorothy helped me to decide that the Isetta was the better choice (she wouldn't have to look at my backside), so we bought a pretty blue one with baggage carrier and a specially installed Grundig radio for an extra 65 dollars. Our daughter Christine could sleep comfortably above the engine with the vibration gently putting her to sleep. Within an hour, the Gundersons' were sailing down the Autobahn towards Munich, the Brenner Pass through Austria, and then Florence and Rome, Italy. We did not see a whole lot of Isettas enroute compared to other cars on the highway. While in Rome, we even gathered at the courtyard with thousands of other tourists visiting Pope Pius XII. Our trip back north took us through Pisa, Genova, Monaco, Marseille and Barcelona. The sights and sounds would never have been experienced had we returned to Morocco by air. We stayed at hotels enroute, never worrying about reservations. We were always greeted with curiosity from folks never having seen an Isetta before. We felt like 3 goldfish in a bowl at times! Everyone was fascinated with the way the door opened, the sliding canvas top, and the small compartment above the engine where Christine slept. At no time were we concerned for our safety or that of the vehicle. There was always a feeling of being welcomed at every stop along the way. While traveling through Gibraltar, Dorothy purchased an Elna sewing machine which we strapped onto the already heavily-laden baggage carrier. With more kids on the way, a sewing machine will come in handy! Our trip continued via ferry boat from Gibraltar to Tangiers, finally arriving in Casablanca- somewhat exhausted but glad to have memories that we would never have had if we had flown back as many do. The Isetta was sold to a Moroccan prior to our return stateside. I don't remember how many miles we accumulated but the resale price was about what we paid for it.

Our advice to anyone contemplating a trip of this kind is to go for it and be ready to be surprised at how little trouble one can have if you just do it.



Maitland Gunderson's daughter Christine poses with the BMW Isetta they owned while stationed in Europe during the 1950's.

Upcoming Events



Day After Thanksgiving Fun! Friday, November 26

Join us for our annual Day After Thanksgiving event! This is always a fun day for the whole family filled with rides, basement tours and special demonstrations.

Hilton Head Concours d'Elegance November 7, Hilton Head, SC

Jeff Lane will travel to this year's Hilton Head Concours d'Elegance to show both the 1959 Fram King Fuldamobile and the 1969 SS Suburban.



In Honor of Veteran's Day- Free Admission with Military ID November 11-15

As a thank you to our active and retired members of the U.S. Military we are offering free admission from November 11-15 when a military ID is presented.

Toys for Tots Toy Drive- Free Admission with Donation November 26-December 13

As the holidays approach we are all too often reminded that Christmas is a luxury for many kids. You can help by bringing a new, unwrapped gift worth \$5 or more to Lane Motor Museum that we will deliver to Toys for Tots on your behalf. In exchange for your gift we will offer your free admission or a pass that can be used to gain free admission for one full year; a great stocking stuffer that you can share with a friend!



Member's- Save the Date!

This year's Member's Reception will be held Saturday, **November 20** from 2-5 pm here at Lane Motor Museum! In honor of the Leyat, last year's theme was France. Can you guess this year's theme? Watch the mail for your invitation!



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