



Braking News

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A WORD FROM THE PRESIDENT

The winter has been productive, but short. Initial testing of the Helicron began around the first of February on some of the coldest days of the year. Trials went very well and as the Amelia Island Concours d'Elegance date approached, we began to put tremendous effort into the cosmetic restoration of the Helicron. I would like to thank the following people for their assistance: Art Turcotte, John Williamson, Aron Clarke, David Yando, and of course, Greg Coston, our chief restorer.

The Helicron was a huge hit at Amelia Island. Susan and I drove it on the White Oak Plantation tour on Friday. Pulling into the field where the tour began was the beginning of many curious onlookers. After a short 3-mile drive to Fernandina Beach, we were allowed to park on the sidewalk in front of Florida's oldest bar. The next leg of the tour was the longest – about 15 miles. On top of that, we faced the uncertainty of being able to maneuver the long, steady incline of the Intracoastal Waterway Bridge. Fortunately, the Helicron proved to be a better hill-climber than we imagined, and we cleared the bridge with no problem. Cruising speed seemed to be about 35 mph, which was adequate. At the end of the 50-mile tour, we were tired (from the constant wind blast and noise), but very happy that we had made the distance. The rest of the weekend, people talked about how they saw a propeller-powered car being driven around on the streets of Amelia Island.

In This Issue:

Arrival of new vehicles to Lane Motor Museum

Highlights of Amelia Island Concours d'Elegance



Above: Jeff, Erik de Widt and Dave Burnham with the Citroën DS ice racing in New York.

Below: Peel P50 and Peel Trident featured at Amelia Island Concours d'Elegance.



A WORD FROM THE CURATOR

I am excited to announce that Lane Motor Museum will unveil its first special exhibit this quarter. On May 19, "Innovation and Engineering Excellence: Behind the Iron Curtain" opens. This exhibit will highlight Czechoslovakian cars and allow our guests to discover the history of these unique and advanced vehicles rarely heard of and seldom seen outside of the Iron Curtain. Guests will be introduced to marques such as Aero, Jawa, Praga, Skoda, Tatra, Walter, Wikov, and Z. Learn how both World Wars and the Nationalization of the country shaped the destiny of these makes. This one-of-a-kind exhibit runs through September 17.

Activities this past quarter have been at a pleasantly slower pace. Winter months are not best suited for car shows, with the exception of "Frosty Wheels." This show is appropriately named as the weather here in Nashville always calls for snow flurries the Friday on which cars are placed in the Williamson County Agricultural Center. Lane Motor Museum's exhibit included the 1963 BMW 3200L and the 1934 McQuay-Norris Streamliner. Both cars were rallied in 2005; the BMW through France and the McQuay-Norris across the U.S. on the Great Race. They received first and second place trophies in their class.

We recently attended the Amelia Island Concours d'Elegance—a prestigious invitation only show. We were extremely honored to have had five cars invited. The 1968 Caldwell D-7 celebrated the 40th Anniversary of CAN-AM racing as part of the Cars of the CAN-AM Series.



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**Left - Susan, Jeff, and the 1932 Helicron at Amelia Island Concours d'Elegance.
Above - 1934 Aero 30 convertible will be featured during the Lane Motor Museum Czechoslovakian car exhibit.**

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Our tiny Peel P50 and Trident were in the Micro Car class. As part of the Alternative Power/Alternative Fuel class, the 1938 Citroën Berline 11 Gazogene (coal burner) and the 1932 Helicron (propeller powered) were featured. The Citroën was awarded the prestigious "I Drove It Myself Award" from Automobile Magazine as we drove it 600 miles to the show. The Helicron was greeted by thunderous applause when it took the show field as part of a Parade of Alternative Power.

We have had several new arrivals this quarter that are featured further in the newsletter. Jeff and I were fortunate to spend a few January days in sunny Arizona attending the various auctions. It surprised many that no cars were purchased on that trip.

Lane Motor Museum offered Free Admission on Super Bowl Sunday. We had great publicity in the local print and television media. So great, over 1,200 guests attended that day! By far our largest attendance day, second only to the Grand Opening.

We hope you will be able to come out for a special day in May. On Saturday, May 6, we will hold a Microcar Drive sponsored by Lane Motor Museum. Bring your microcar out and enjoy a 30-mile drive to Percy Priest Lake and back. A Microcar Show featuring participant's vehicles will start at 10:00 a.m. and the drive will begin at 11:30 a.m. with a boxed lunch provided for all registered participants. Entries must be received by May 1, 2006. Log on to www.lanemotormuseum.org for more details and the registration form. You won't want to miss it!

***Susan Lane
Curator***

President continued from page 1...

A mere two weeks before the Amelia Island Concours d'Elegance, I was on a frozen Caroga Lake 30 miles north of Albany, New York. Lane Motor Museum recently purchased a Citroën DS ice racing car from Dave Burnham. Dave invited me to race the car before bringing it to the Museum. I jumped at the chance since I have never been ice racing. I arrived on Friday and actually got a little practice in before the races started on Saturday. After only a few laps, I could tell this was really going to be fun. The car handled very predictably, and big slides were easy to maintain. The first race on Saturday was a vintage race with a standing start (on a sheet of ice). The Citroën was gridded first and I was able to lead from the very beginning of the race to the end. Saturday afternoon's race did not go as well. Now I was in with many other race classes and most of the newer cars were faster than the Citroën; consequently, I was passed by a faster car on the 4th lap. The snow spray was so blinding, that by the time I could see where I was, I had run into a snow bank and was stuck. All in all, it was a great weekend, and the people were super helpful to this southern beginner. Dave Burnham is credited for all the preparation he provided to have the car ready to race. It ran flawlessly. The Adirondack Motor Enthusiast Club put on a great event. By the end of April, the Citroën ice racer should be here at the Museum and on display in the competition car section.

We have a great summer planned for the Museum, so I encourage you to come by and enjoy some of our activities.

***Jeff Lane
President***

Delivery Room - New Arrivals at Lane Motor Museum



1945 Lancia Aprilia

One of Lancia's first mass produced family cars. The Aprilia sold better than any previous Lancia.



1931 Aero 18

Aero produced innovative and elegant cars beginning with the basic Aero 10 and 18 which had 2-stroke engines with rear wheel drive.



1926 Hanomag

This company began building steam engines in the 1830s. When they began looking for an alternative market, they turned to this small 1-cylinder, water cooled, economy car.



1938 Georges Irat

Automobiles Georges Irat SA partnered with engine makers Godefroy and Leveque to produce this stylish sports car.



1959 Weidner Condor

Before Hans Trippell designed his famous Amphicar, he designed this 2-stroke, fiberglass, streamline Condor.



1939 Fiat 508 C

A one-of-a-kind, special bodied, Balilla 1100. Racing Balillas were competitive for the 2 seasons they ran before the outbreak of WWII.

Calendar of Events April - December, 2006

- Saturday, May 6** **Microcar Drive at Lane Motor Museum.** 30-mile drive to Seven Points Park on Percy Priest Lake. Microcar show on Museum grounds will begin at 10 a.m. Drive will begin at 11:30 a.m. Gymkhana course. All vehicles must be registered. Please log on to www.lanemotormuseum.org to download the registration form and for more information.
- Wednesday, May 17** **Autos & Arias. Nashville Opera fundraiser held at Lane Motor Museum.** Sponsored by IJ Company, Nashville Independent Restaurant Association, Lipman Bros. Distributing and Lane Motor Museum. Come out and show your support for the Nashville Opera. Opera Patron tickets \$150. General admission tickets \$75. Live entertainment, great food, and fabulous cars will be featured. Visit www.nashvilleopera.org or call Nashville Opera at 615-832-5242 for more information regarding Autos & Arias.
- Friday, May 19 to Sunday, Sept. 17** **"Innovation & Engineering Excellence: Behind The Iron Curtain"** Special Lane Motor Museum exhibit featuring Czechoslovakian cars. Aero, Jawa, Praga, Skoda, and Tatra makes will be featured. Discover the history of these unique and advanced vehicles rarely heard of outside of the Iron Curtain.
- Saturday, May 20 5:30 pm** **Member Reception.** Reception to honor members of Lane Motor Museum. Refreshments will be provided.
- Friday, June 9** **Family Fun at Lane Motor Museum!** Special children's tour, coloring contest, demonstrations, and car crafts on this fun day!
- Sunday, June 18** **Dads Get In Free On Father's Day!** Special vehicle rides and demonstrations celebrating Dads! Vehicle rides available to those 18 and older.
- Friday, July 14** **Family Fun at Lane Motor Museum!** Special children's tour, coloring contest, demonstrations, and car crafts on this fun day!
- Saturday, July 29** **Magic of the Machine!** Celebrate the magic of the automobile with open hoods, behind the scenes tours, and demonstrations.
- Saturday, Sept. 9** **Race Car Day!** Special activities around our competition cars. Demonstrations by SCCA driver Jeff Lane. Sit in an actual race car. An newly acquired IRL car will be featured.
- Saturday, Nov. 11** **Free Admission for Veterans and Active Military!**
- Friday, Nov 24 to Thursday, Dec. 14** **Toys For Tots Drive II.** Lane Motor Museum will collect toys for Toys For Tots and deliver them to the Marines in our special vehicles on Dec. 15, 2006.
- Saturday, Dec. 9 1:00 p.m. to 3:00 p.m.** **Member Holiday Reception.** Refreshments provided.

Sites To Behold

As part of my (almost) daily routine, I staff the gift shop and ticket sales area while Jimmy is gone to lunch. I generally pick up a magazine from the library to look through if we're not too busy. The Museum subscribes to over 25 magazines, from the US, the UK, and France, so I never want for fresh reading material. One of the things I do is scan the advertisements and articles for any websites that might give good ideas for gift shop items, decorative or educational pieces for the Museum, or just "cool stuff" that I wasn't aware of. Here are a few I have recently come across, and a little bit about why I like them...

www.rmauctions.com - Home of RM Auctions, "Home of the World's Finest Motor Cars". It's not Barrett-Jackson, which means purple 'Cudas are few and far between. What they ARE, however, is one of the finest purveyors of the real classics - from The Aston Martin DB5 Coupe used in "Goldfinger" to a 1960 Ferrari 250 SWB alloy Competition Berlinetta. There are also more affordable classics - like MGAs and even a Karmann Ghia convertible. An upcoming auction to be held in Los Angeles in May will feature a collection of iconic American hot rods, with cars by Von Dutch, "Big Daddy" Roth, and others. Good to keep an eye on for you lottery players.

www.klemcoll.com - Widely regarded as one of the world's best collections of vintage and historic motorsports photographs. With over 400,000 images available, only a small portion are available for viewing on the website, while many more are available for sale. If you weren't around to see Nuvolari wheel his Auto Union around Donington in 1938, at least you can see an image of him here. Find your favorite driver, manufacturer, or track in the "Gallery" and chances are they'll have something, although the gallery shows only a very small portion of their holdings. Their links to other websites are worth exploring, too.

www.style-e-auto.com - Not very flashy, and the thumbnails are kinda small, but where else can you find a 1911 DeLaunay Belleville HB6 Rothschild Laundaulette? I rather like the Chapron-bodied Talbot Lago T26.

www.mirbach.de - Select your language and scroll through hundreds of Europe's finest autos. Good way to daydream through a rainy Sunday afternoon.

www.racingdeal.com - over 2000 classifieds, mostly European. Street cars, race cars; modern, classic, and vintage - another good place to while away time.

www.vintageautoposters.com - It's a good thing I don't have an unlimited budget and a bigger garage! Not only authentic vintage race posters from the early days of racing, but also race programs, tin signs, lapel pins, and more. Great stuff.

www.wirewheel.com - A Florida-based company, heavy on British sportscars and racers. They currently have one of my favorites for sale, the "Angry Catfish" Daimler SP250.

www.artauto.com - Another great place offering enough automotive art and memorabilia to refurnish your home, this site currently has on offer an enameled grille badge from the Queen Mum's car - only \$6500! Out-of-print books, race programs, trophies, and yes, posters and prints. You've gotta see the 1958 Santa Barbara Road Race Trophy - an inscribed copper tea kettle - a steal at \$450!

David Yando
Museum Manager

Down History Lane

On the coast of Palestine around 5000 B.C., seafaring Phoenician merchants landed on the beach and began preparations for their evening meal. Since there were no stones around to set their cooking pots on, they took cakes of saltpeter from the ship's cargo and placed them around the fire pit to use as a substitute. Once lit, the heat from the flames caused the saltpeter and the quartz sand to melt into streams of an unknown fluid, which, when cooled, hardened into a translucent substance. What they had accidentally discovered later became known as glass.

Glassmaking became an ancient art and some societies guarded knowledge of it with great secrecy. Many centuries later the automobile came rolling down the road and motorists had to use goggles and clothing to protect themselves from the elements. Around 1903 an enclosed car with a glass windshield debuted, and not long after that, people began to suffer serious injuries from shattered glass windshields, due to increasing numbers of auto accidents.

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Down History Lane continued...

The idea for a safer type of glass goes back to 1905 when Englishman John C. Wood received the first patent for safety glass, but it was Edouard Benedictus, a French scientist, who accidentally discovered what became known as TRIPLEX safety glass, which he patented in 1910. Benedictus had climbed a ladder in his laboratory to acquire reagents from a shelf and accidentally knocked a glass flask to the floor. When he glanced down he was amazed to see that the broken pieces of glass were still clinging together in the original shape of the flask. After questioning an assistant, he learned that the broken flask had recently held a solution of cellulose nitrate, a liquid plastic, which had evaporated leaving a thin coating of plastic on the flasks' interior.

He knew he was onto something but didn't realize what application this discovery was leading to. The very week that Benedictus broke the flask, a Paris newspaper ran a feature article on the increasing number of automobile accidents that were resulting in serious injuries to motorists due to cuts from shattered glass windshields. He immediately realized that his accidental discovery could save lives and prevent injuries suffered in car accidents. He hastily returned to his lab and began experimenting with coating glass with liquid plastic and then breaking it. He worked for 24 hours straight and by the next evening he had produced his first piece of TRIPLEX. His vision was for safety glass to become the primary product for use as auto glass. Unfortunately, automobile windshields were considered a luxury and automakers were not interested in costly safety glass for windshields.

During the first World War safety glass was used in gas masks, goggles, and airplane windshields. After proving itself in the extreme conditions of battle, automakers were finally convinced that safety glass was no longer too expensive for use, and at that time the major application became car windshields. Like the old saying goes, "accidents will happen", and sometimes, as in the case of the discovery of safety glass, thank goodness they do!

RESOURCES: www.glasslinks.com / www.glassonline.com / www.ideafinder.com / www.edmunds.com

Jimmy Carter
Gift Shop Manager

Beware-Propeller Blast!

I think I was as amazed as those seeing it for the first time as it passed along the small streets and highways of the island with its whirling wind, the sound of the engine, and propeller piercing the air. I don't know what they were thinking as they smiled and pointed. Maybe like me, they just laughed for the sheer craziness of it.

On the streets of Amelia Island, Florida, our 1932 Helicron made an appearance, the second week of March, 2006. In preparation for this years' Amelia Island Concours d' Elegance, we attended a 50 mile pre-show motoring tour of the Island that lasted about six hours. I followed Jeff and Susan Lane who were in the Helicron. I was enjoying the tour in another pre-war car and trying to keep other cars from unexpectedly getting blasted by the propeller exhaust. From that point of view, I was able to see the reactions of the people we passed. Joining me in our Citroen Gazogene Traction Avant was Jack and Barbara McCormack, Sam Posey's former crew chief and his lovely wife. It was a real show. Ahead of us, the Helicron literally blasting about town, the spectators were walking, riding, or driving, and everywhere we went the Helicron turned heads and seemed to create friends out of strangers as they lit up with curiosity, smiled, and waved. Jeff and Susan both adorned in leather flight jackets, flying glasses and white silk scarfs blowing in the wind. Susan was waving to people, while Jeff was busy keeping the machine going straight. The three of us in the Traction out for an afternoon drive behind a propeller powered car! I kept hearing in my head: Ladies and gentlemen and children of all ages...

It's funny that it was not until about half-way through the tour that I finally looked ahead at the Helicron out in front and laughed. It was then that I really saw it in all its glory, with its long wooden body, steering from the rear, the propeller at full speed blasting its passengers; people stopping to take notice of it. It was as if I saw it for the first time, not looking at it for how it was running or what other attention it might need, but rather looking at it in its surroundings. It was then that I realized what the smiles and pointing were all about. Although, I wonder what would have happened to the smiles if there had been, lets say, ten or twenty prop jobs running around that day?

Greg Coston
Museum Restorer

Favorites

I have the best job in the world. I drive the Museum's cars and I'm often asked which is my favorite. It is impossible to give just one answer. The cars have so many different personalities and each one brings something unique to the table. My friends, the cars, have become like clothes. Some are like swimming trunks and only suitable during warm sunny weather and some are like a tuxedo and are meant for special occasions, while others are like an old pair of jeans and just feel good no matter the weather or the situation.

Wearing something casual, maybe a beret, and going on a picnic? Take a Citroën 2CV. It is a perfect car for a meal by a creek in the country with someone special. It might take you a while to get to the stream because a 2CV is leisurely transport. The ride is cushier than a Caddy, it rolls like a ship during a tsunami and it is agonizingly slow. Despite these traits, it is very French and to me French is as romantic as champagne. You've just got to love it. So grab a wicker basket, chill a bottle of France's finest and take off in a French legend.

If all went well on the picnic and you soon find yourself in a tuxedo you will need a ride that will complement. Grab the keys to the Citroën 15-Six Traction Avant. In its former life, the Museum's 15-Six transported happy couples from weddings and it is perfect for this service. It has a large backseat to handle those giant gowns. The black exterior is simple and elegant with beautiful chrome headlights and grille. The car drips class and formality, ideal for wedding photos.



If you continue down life's typical path you'll find yourself in your swimming trunks and carting the kids to the lake. What to drive? Fire up the giant Rolls-Royce straight-eight engine in the Alvis Stalwart, throw the kids in the back, slide down into the cockpit and drive straight into the lake. The Stalwart is large enough to handle even an ambitious Catholic family. Since it is an ex-military vehicle, everything is over-engineered and will hold up to youngsters' destructive ways. Once floating with the family, extend the crane and swing into the lake. It is like an amusement park on wheels.

Time sprints by, the kids are gone, and you are wearing sweater vests. What happened? Need some excitement and freedom? You've worked hard and the lil' dears are not draining your bank accounts anymore. You need a "reward car." It has got to be a convertible and it must be gorgeous. The kind of car that makes you turn around to get another peak and smile. You want to feel conspicuous. You want that pretty co-ed to do a double take, even if she is only checking out your ride. Step right up and behold the 1938 BMW 320 cabriolet. Finished in silver with a blue interior, it looks just right. There are much flashier cars at the museum, but not many attract more attention on the streets. It is not fast, but it is fast enough to keep you from being run over. It is rewarding to drive with a precise shifting transmission and a sweet sounding engine, and with just enough room for two with luggage for a long weekend; you can ride off into the sunset with your mate.

Each car has a reason for its creation. Some were created by young men with too much time on their hands. Some were created by large corporations that were cost engineered to minimal standards. Some were created in response to a government's need. They will often make me scratch my head and wonder "what were they thinking?" But once created and put out into the real world, their hearts shine for many different reasons and occasions. I can't have just one favorite, every Museum car shines at different times.

Above: 1952 Citroën 15-Six at the Carriage House, Murfreesboro, Tennessee.

***James Green
Automotive Preparation Manager***

Car Clubs At Lane Motor Museum



Left: Car Show at Lane Motor Museum. Below: Meeting room set-up. Meeting room available for car clubs on Monday evenings from 6 p.m. to 9 p.m.

Special rental packages are available just for car clubs!

Host your car club in our meeting room and tour the Museum's unique collection of vehicles, or hold a gathering in the reserved parking area in front of the Museum. We also have parking space behind the main building which is an ideal setting for car shows. For more information and rental rates, contact Joan Williams, Marketing Director, at (615) 742-7445.

Do you need a more intimate setting for groups of 60 guests or less? Discover the 1,100 sq. ft. meeting room just off of the main exhibit area which offers an intimate setting for your car club meeting or private function. Tables and chairs are provided.



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In Our Next Issue: Highlights of the May 6, 2006 Microcar Drive at Lane Motor Museum!