



# Braking News

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## A WORD FROM THE PRESIDENT

The summer season is upon us and I hope that everyone has their classic cars on the road and is enjoying them. I started my track season by going down to Sebring to enjoy a track day at Phil Wicks Driving Academy. The chance to drive the 4.0 mile track was too much to resist and the Caterham Blackbird got an early Spring tune-up for the event. The weather was perfect and the track was as I thought it would be - wide and fast with many 5th and 6th gear turns. I had a great time and hope to go back next year.

Our May 6th Microcar Drive was a huge success and the weather was perfect. We had approximately 12 cars participate in the 15-mile drive to Percy Priest Lake. After a leisurely lunch, we headed back to the Museum for the real competition, which was a gymkhana course in the back parking lot. To make the playing field perfectly level, everyone used the 1981 Schmitty (a French micro vehicle that looks like a Jeep). When the dust settled, Museum member Chris Nicholson was the fastest newtimer and Scott Karns was the fastest oldtimer.

Father's Day was another successful event here at the Museum. We were able to give rides and demonstrations for many of the approximately 500 visitors that were here in attendance. I was thrilled when I unwrapped my present this year; a Nissan S-Cargo Van!

Susan and I will be heading to Goodwood in another week to show the McQuay-Norris at the Goodwood Festival of Speed. We are looking forward to that as everyone says it is a great event.

*President continued on pg. 2*

## In This Issue:

*Innovation & Engineering Excellence: Behind the Iron Curtain*

*Spring/Summer Events*

*Rallye des Princesses*



*Above: Eve Hutcherson, Jeff Lane & Susan Lane with the "Prix Special" award from the Rallye des Princesses*

*Below: Susan Lane with the 1956 Ford Thunderbird driven in the Rallye des Princesses*



## A WORD FROM THE CURATOR

Have you had a chance to "Czech" out "Innovation and Engineering Excellence: Behind the Iron Curtain"? Members received a "sneak peak" at a reception hosted in their honor to open this special exhibit. Thirteen Czechoslovakian cars are featured and makes include—Aero, Jawa, Praga, Skoda, and Tatra. If you haven't seen it yet, you have until September 17 to view this piece of automotive history.

Many exciting car activities have been enjoyed this past quarter. Lane Motor Museum exhibited a 2000 Honda Insight as part of Nashville's Earth Day Festival at Centennial Park. The hybrid car was part of the clean air exhibit.

Members joined us to assist in driving Museum cars out to the annual Kars4Kids Car Show benefiting the Tennessee Baptist Childrens Home. What an unusual parade we made traveling down Franklin Road. A BMW 3200, Davis Divan, LuaZ, Panhard Dyna, McQuay-Norris, Tatra T-603, and a Tatra Ambulance!

The Classic Motorsports magazine Mitty presented by Mazda, featured Sports Cars of Japan. Lane Motor Museum was invited to show our 1967 Toyota Sports 800. Its presence on the Hill drew many pointed fingers and dropped jaws.

What an honor to receive an invitation from the Concours d'Elegance at Ault Park to bring our 1939 Fiat 508C Balilla 1100. The featured marque for 2006 was "Italian Beauties." This event showcases a world class exhibition in motoring excellence benefiting the Arthritis Foundation.

*Curator continued on pg. 2*



*Left: LMM vehicles on display at Kars4Kids*

*Top: Microcar Day drivers with their cars at Percy Priest Lake*

***President continued from page 1...***

Saturday, July 29 will be Magic of the Machine Day and we will have car rides and demonstrations, so I hope that some of you will be able to come and join us.

***Jeff Lane  
President***

***Curator continued from page 1...***

We participated in the Tatra Freunde International annual rally. Our Tatra collection continues to grow as every year the Museum purchases a vehicle to be used in a rally. Before the 1935 T-57 Roadster was shipped back to the U.S., Jeff, our daughter Alison, and I traveled to Munich, Germany, to reunite with Tatra friends from around the world. While the Roadster seemed like a practical family car—it has a two passenger Rumble Seat—the weather did not cooperate. Alison found refuge in a warm and roomy T-603 driven by British friends.

It hardly seemed like work, but Jeff challenged me (as Curator of the Museum) to enter the Rallye des Princesses. A five day, 1500 kilometer, vintage auto rally for women that launched from Paris and ended in Monaco. Fellow Nashvillian Eve Hutcherson and I represented the U.S. in an iconic American car—a beautiful 1956 Ford Thunderbird. We were honored and amazed to be awarded the “Prix Special” for representing the spirit, comradery, and ambiance of the event.

What do you do when you hear Jay Leno will be in Nashville for a fundraising event? Offer a Lane Motor Museum vehicle to transport him around town! How could Leno resist when a stunning 1947 Tatra T-87 was waiting at the airport to pick him up? He jumped at the chance to drive. Rumor has it that he is looking for a T-87 to add to his fantastic collection.

We are now preparing to travel to Great Britain as our 1936 McQuay-Norris accepted an invitation by the Earl of Mark to be a part of the Cartier “Style et Luxe” at the Goodwood Festival of Speed. The McQuay-Norris traveled across the U.S. in 2005 as part of the Great Race. Many have seen this vehicle as it went from Washington, DC, to Tacoma, Washington or in Vermont when it was a part of Hemmings Garage. We are proud for the opportunity that it will be seen for the first time outside North America.

We have a special Family Day planned for July 14. “Can Cars Really Fold in Half?” will include a special children’s tour of some of our unique cars including a pedal car and a vehicle that can fold in half. Coloring contests and car crafts will be included in this fun day.

Hope to see you out this summer.

***Susan Lane  
Curator***

## Delivery Room - New Arrivals at Lane Motor Museum



### 2001 Dallara "Red Bull" IRL Car

Owned by Cheever Racing and driven by Bobby McGehee. McGehee won the Indianapolis 500 Rookie of the Year award in 1999. This vehicle has 680 hp and a top-speed of 220.



### 1936 Panhard Dynamic X76

French manufacturer Panhard was founded in 1889 and built its first motorcar in 1891. In the early days of the automobile the Panhard company led the way in French car design and motor racing. By the 1930s Panhard had become known for its medium sized and touring cars, particularly the Dynamic. (The Dynamic is currently in the hands of our Museum Restorer).



### 1958 Tatra T-603

The T-603 above is a three headlight unit; most were four headlight vehicles. The body is an all steel monocoque construction and is roomy enough for six. The front bench seat can be folded down to make a temporary bed.



### 1956 Ford Thunderbird

This iconic American car was specifically purchased to participate in the 2006 Rallye des Princesses—a vintage auto rally for women that launches from Paris and ends in Monaco. Lane Motor Museum represented the only U.S. team.



### 1931 Trojan RE

An unconventional, and in many ways old-fashioned design, which sold well and had a loyal following in Great Britain. Over a 7 year period, more than 16,800 Trojan passenger cars and vans were produced.



### 1956 Zundapp Janus

Named Janus for the Roman god who faced both ways, this German car features Isetta-style doors at the front and rear. It has two passenger seats—one facing the front and the other facing the rear. (The Zundapp Janus is currently undergoing mechanical restoration).

**Calendar of Events**  
**July - December, 2006**

<b>Now through Sunday, Sept. 17</b>	<b>"Innovation &amp; Engineering Excellence: Behind The Iron Curtain"</b> 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.
<b>Friday, July 14</b>	<b>Family Fun at Lane Motor Museum!</b> Special children's tour, coloring contest, demonstrations, and car crafts on this fun day!
<b>Saturday, July 29</b>	<b>Magic of the Machine!</b> Celebrate the magic of the automobile with open hoods, behind the scenes tours, and demonstrations.
<b>*Saturday, Sept. 23</b>	<b>Race Car Day!</b> Special activities around our competition cars. Demonstrations by SCCA driver Jeff Lane. Sit in an actual race car. A newly acquired IRL car will be featured. <i>* Please note that this date has changed.</i>
<b>Saturday, Nov. 11</b>	<b>Free Admission for Veterans and Active Military!</b>
<b>Friday, Nov 24 to Thursday, Dec. 14</b>	<b>Toys For Tots Drive II.</b> Lane Motor Museum will collect toys for Toys For Tots and deliver them to the Marines in our special vehicles on Dec. 15, 2006.
<b>Saturday, Dec. 9</b>	<b>Member Holiday Reception.</b> Refreshments provided.

### **Down History Lane**

It's hard to deny that in today's automotive marketplace, the color of a car is an influential factor in a car buyer's decision making. Paint originated back in prehistoric times, and archaeologists have found pigment and paint grinding equipment in southern Africa that is thought to be 350,000 to 400,000 years old. Cave dwellers used paints based on animal fat or water and colored earth, as well as natural pigments obtained from berries, blood, eggs, milk, dandelion, and milkwood sap.

These earliest types of paint had great value and were vital to daily life even in those days. When the automobile was invented many thousands of years later, the same type of paint used for machinery and carriages was utilized and you had one choice of color - BLACK! This type of air dry varnish had a major drawback other than just one color. It required tedious application by brush, with as many as sixteen coats, and several weeks of time to finish the process.

Obviously, this time consuming process created a major problem for auto production. It became critical for automakers to find a better paint process in order to increase production speed, and decrease the excessive labor involved in finishing a vehicle. With the future of the car so bright, they also realized that they needed to brighten things up with another color or two as well. Heck, Plato discovered that by mixing two colors a third color is produced. Why couldn't car guys come up with something? Well they did; or at least DuPont did.

Three young DuPont cousins bought the company from older relatives and began to transform the company from a gigantic explosives manufacturer into a broad science based chemical company producing paints, plastics, and dyes. In 1914, Pierre S. DuPont began investing large amounts of money into General Motors stock as he saw tremendous potential for DuPont products in the auto industry. By 1920, the DuPont Company held 37% of GM stock. Unfortunately, GM was facing bankruptcy in 1920 which prompted Pierre DuPont to take over GM and set up a management structure that turned GM around. By the time he retired in 1928, GM had become the largest corporation in the world.

The diversification of DuPont set in motion by Pierre DuPont and his cousins, aligned DuPont with the auto industry. Still, the problem of painting a car remained the biggest challenge as the process had not been significantly improved, and the time involved was still hampering production. It was at this time that two unrelated events occurred; chemists at DuPont produced a quick drying lacquer that could be colored, and a dentist invented the paint spray gun for application. GM engineers and DuPont chemists refined the new paint and it was given the name of DUCO. Used up until the late 1960's, this product, along with the spray gun, brought about a paint process that allowed mass production to go into overdrive, and it eliminated the biggest bottleneck the auto industry had been suffering since the wagon days. The close relationship DuPont and GM shared brought about Federal antitrust prosecution in 1949 for monopolizing the auto industry. Eight years later the U.S. Supreme Court ruled against DuPont, which forced them to sell all of their GM stock.

Today, paint technology continues to improve, and the process of basecoat/clearcoat finishes has become the norm although the future holds promise of completely new ways of coloring a car, such as impregnating the body part with color, something pioneered by Saturn, and vacuum film shrinking where the body part is wrapped in a colored film which is heated and shrunk onto the part. You never know what they'll come up with next, but you can count on paint being friendlier to our environment and more beautiful to behold.

**Sources:** [Wikipedia.org/wiki/DuPont](http://Wikipedia.org/wiki/DuPont); [heritage.dupont.com](http://heritage.dupont.com); [protectall.com/artpaints](http://protectall.com/artpaints)

**Jimmy Carter**  
**Gift Shop Manager**

## 29<sup>th</sup> Annual Ault Park Concours Cincinnati, OH

Lora, my wife, and I were asked to take the 1939 Fiat 508C Ballila to the 29th Annual Ault Park Concours. I am certainly glad that the worst thing that occurred on the trip to Cincinnati was that one of the towing mirrors fell off of the van in a construction zone in Bowling Green, KY!



**Above: View through our windshield of a Jaguar E-Type and a Lotus Elise prior to the start of the Countryside Tour on Saturday**

The host hotel, the Mariemont Inn, is a very interesting little boutique hotel in the center of a 1930s planned community, and seems very European in feel. Built in the 1920s, the hotel sits near the center of an English Tudor-style town center, surrounded by beautiful small homes with cottage gardens. It was refreshing to be able to walk to dinner and shops after being in the van all day. Of course, it was raining and cold...which wasn't so nice.

Weather forecasts had a 50% chance of rain on Saturday and then on Sunday it was supposed to be clear. Oh well, they had a 50-50 chance of getting it right.

The weather was intermittent rain and unseasonably cold at the start of the Countryside Tour, so we elected to use the van rather than the open Fiat. We could sense right away the tour may be challenging - the organizer had not confirmed with the police to cordon off the square, so there was no meeting point. He also thought we were leaving at 4pm instead of 3pm, so he was a bit harried. We dutifully fell in line with the other

participants, and were quickly scattered by traffic and the weather. It didn't matter, though. By the time we reached the third instruction on the route sheet, it was evident that the roads and the directions were in disagreement! We were supposed to be at a traffic light turning on to Highway 50, but we found ourselves at a "T" on Roundbottom Road. Totally at a loss, we waited and followed another car which we recognized - right to a gas station where they were going for gas. They were lost too, so we gave up and just went to the final destination - an inwardly stunning, yet outwardly ho-hum, restoration facility about half a mile from the hotel. And it only took us an hour and a half to get there!

Zakira's Garage was the host for the reception that evening, and what a facility! Built in the 1950s as a Bell Systems truck maintenance facility, it was big, open, well lit, and built to bomb shelter standards - thick walls covered with porcelain tile, high windows, and a reinforced roof. Did I mention it was also packed with machine tools, metal shaping devices, and a dozen or so examples of before, during, and after restorations performed by the shop? Cars under restoration ranged from a former 1920s-era Indianapolis 500 winner to a Mustang GT. The level of cleanliness and organization was amazing - each car had its own bay, and in each bay was a set of industrial shelves and a buck or jig for the body and frame to rest on. Each and every part, from smallest to largest, was catalogued and tagged, and grouped together on the shelves. Seeing the valve train of a Miller V-16 marine racing engine was stunning - each valve, spring, and retainer was in order and tagged, not to be mixed up with each other.



**Reception at Zakira's Garage**

The hors d'oeuvres prepared by chefs from Philadelphia and Asheville were a welcome change from the local Skyline Chili, which we had sampled earlier in the day, and were a big hit with the participants and sponsors, who had finally started arriving well after we had - perhaps they were able to follow the directions, or they had just gotten even more lost than we had! Dozens of silent auction items were offered in addition to the food and drink. I was unsuccessful in any of my bids - OK since I really don't have any more wall space for automotive art!



**Above: What a Difference a Day Makes!**

Sunday morning dawned wet and cold, but not raining. We were keeping our fingers crossed that the weather would hold, and it did - all day long, it stayed just like that. The only "rain" was when the wind disturbed the droplets left in the tall trees surrounding the Concours grounds. Ault Park is one of the crown jewels of the city park system, and was the perfect setting for the event. A large rectangular lawn held the majority of the display vehicles, including all of the featured Italian marques.

We found an empty spot next to the curb and started to unload. I then went to find our assigned space while Lora parked the trailer waaay down in a wet, grassy field. My first view of the Concours grounds was that of "our" 1939 Fiat 508C parked between 1951 Alfa Romeo and 1919 Isotta Fraschini race cars.

**continued on page 6...**

## 29th Annual Ault Park Concours continued...



**Above: 1939 Fiat Balilla on the show grounds**

Nice company to keep! Our class, Pre-War Italian, had only one other entrant, a 1928 Isotta Fraschini Laundaulette, which was enormous and apparently perfect. It turned out that the Alfa belonged to a lady who drove and competed the car actively - it was one of many European racers in her collection. The small IF race car belonged to the brother of the owner of Zakira's Garage, and was not to be judged. The big IF belonged to an 84 year old gentleman whose failing health prevented him from showing the car, so the restorer and his wife did the honors. They said this was its last show, as it had already been all over the country to every major show, and it was being "retired". It did go out with a bang, making both a big hit with the Mayor and his staff, and going on to win Best of Show! It really was an amazing car.



**Above: Best of Show Isotta Fraschini takes its drive of honor**

The rest of the show was equally amazing. As an invitation only show, the organizers are able to ensure not only the quality of the vehicles on display, they are also able to keep the show fresh, so visitors are not seeing the 'same old cars' year after year. Italian Marques were featured this year, and I have to admit I saw plenty of cars I had never seen before - Sure, there were modern Ferraris and Lamborghinis, but there was also a Zagato-bodied Ferrari racer, an OSCA, a Touring-bodied Hudson, a Dino-based sports racer, and a Maserati Indianapolis racer from the 1950s. Venturing out of the Italian area, there were great offerings from the Toyota Museum - a 2000GT, a Crown, and even a Toyopet!



**Above: The 1960/61 LeMans Index of Performance winning Deutsch-Bonnet was there, looking stunning in its French Blue**

I could go on and on about how nice a show it was, the appropriateness of the facility, and how genuinely appreciative the public, the other participants, and the organizers were. Truly a classy event! Best part was the surprise we got as we were watching the winners accept their trophies, when the announcer asked for a representative of the Lane Motor Museum to please bring the Fiat to the awards stand for presentation of the Preservation award, one of the Concours' Awards of Distinction. It was my first time to go through an award ceremony like that, in front of a crowd and with an interviewer and microphone asking lots of questions! I hope I am asked to represent the Museum again next year, when the featured cars will be The Legends of British Motoring. I am already thinking of what to take that would be as well received as the Fiat...

**David Yando  
Museum Manager**

## Marketing Update

Hello! We have been quite busy this spring and summer promoting the Museum at various events. We were delighted that four "unique" Musuem vehicles were invited to display at the Food Lion AutoFair in Charlotte, N.C. in April. The AutoFair is one of the largest auto events in the U.S. attracting over 100,000 people over 4 days. The Museum had some great write-ups and promotion all over the country!

As far as local events, we displayed vehicles at Nashville's Earth Day, Nashville Shores, Trevecca University, BMW-Nashville and at the Tennessee Cruzin' event. Upcoming promotion will include vehicles on display July 16, 2006 at the Belle Meade Ice Cream Sunday and we have been invited to demonstrate the Amphicar at Nashville Shores one day in August, 2006. (Date: TBD).

The first Lane Motor Museum Family Day of the summer was held on June 9, 2006 and included a fun day filled with children's tours, coloring contests and vehicle demonstrations. Our next Family Day will be held on Friday, July 14, 2006.

We also have been delighted to host several special events at the Museum this year. The Nashville Opera held their fundraiser "Autos & Arias" on May 17, 2006, here at the Musuem, and the International Academy of Design & Technology also held their fashion show/fundraiser here on June 17, 2006.

We hope to see you all soon at the Museum. Please be sure to introduce yourself to the Museum staff. We enjoy meeting all of our members and special visitors!

**Joan Williams  
Marketing Manager**

## Reality Bites...

After an initial drive in the S800 Honda, I thought this column would be about how the S800 is the greatest microcar ever made. Most microcars aren't rewarding drives, but they are interesting drives. I have no desire to drive an Isetta the 60 mile roundtrip to home, but up and down Murfreesboro Pike on a pleasant afternoon creates a fun spectacle for everyone. The S800, unlike some micros, really has a lot going for it. Great looks, enough power to be fun on a desolate curvy road, and all the controls feel precise and well weighted, including a gear change that is marvelous. After the initial drive from the basement to the restoration shop I was very hopeful and anticipated great moments for us between the Museum and home, but alas, reality is never so kind.



**Above: 1968 Honda S800**

The gorgeous bright red little Honda sat up on jack stands in the corner of the shop for quite a while. It collected dust from other projects while the parts that would bring it back to life arrived from around the globe. A piece of stainless steel that had been molded into an artful exhaust system came in a large box one day from some far away land. The little tires that fit onto the freshly powder coated wheels arrived wrapped in plastic and tape from somewhere else. The little box of rubber o-rings and seals came in another day. Slowly, oh so slowly, all the pieces came together and Greg was able to begin assembling and tuning. Then one Friday, I arrived to find the dirty little thing in the wash bay. Woohoo! I got a new toy! After a wash and wax the Honda was gleaming and ready for a nice weekend of blasting down country roads.

I left the Museum bound for Murfreesboro and found the typical gridlock on the interstate, which was just as well because the little Honda was turning 6000 rpm keeping up with traffic at 70 mph in the brief spurts that traffic was moving. The S800 essentially has a motorcycle engine that will rev up to an 8500 rpm redline, so 6000 rpm shouldn't kill it, but this was its first outing so I changed my route and took some back roads where the engine could relax a bit. The drive home became magical after finding some twisty asphalt. The weather was perfect, the car was singing along happily, even the radio was putting out some decent tunes, but the best noises came from that lovely stainless steel exhaust as the throttle was blipped for a quick up shift just before turning into another corner. I could tell the little guy was happy to be playing again and I was happy to be along for the ride.

When I got home, I was stupid with excitement. "I have a new favorite," I said to my wife. We ended up going for a late afternoon drive just before a thunderstorm. The winds were howling and the air smelled of ozone and rain. The sky alternated from a beautiful orange and red sunset to frightening black clouds with lightening streaking to the ground, it just depended on which way you turned. We drove one of my favorite routes on a tiny one lane road winding through giant trees. It was a perfect drive in a great car. I was giddy, until the little guy died at a red light. The Honda quickly restarted but I had to keep my foot on the throttle at stops. The diamond had lost a bit of its brilliance but I still loved it and I still wanted to play.

The reality of driving a 40 year old car: The next day while running an errand the little Honda decided it had enough of my antics and wanted to be back in the nice confines of the shop, so it died. And it wouldn't restart until I used the appropriate threatening language. It grudgingly started but would not run for more than a minute. The short mile and a half to home included eight unplanned stops. The rascal wouldn't go a quarter of a mile without stopping to take a five minute break. I was crestfallen, my little playmate who had been so willing the day before had vanished and left me with an unwilling shrew.

I towed the Honda back to the restoration shop. I hate towing broken cars back, but maybe another little box from somewhere in the world will cure all of the S800's ails. I hope so, because when running well it is the best microcar in the world.



**Above: 1968 Honda S800- Pre-towed photo**

**James Green**  
**Automotive Preparation Manager**

## The Monday Report

I had a teacher in high school who would ramble on about the future, or should I say, about futuristic things, and how life would change because of those things. Thinking about the utopian view that some had in the 70's for what we could do to our surroundings to improve the quality of life, I'm struck by the reality that some of those predictions may have come true.

It was while David Yando and I were working on the new video game, now in the children's play area, that I began to think about my high school teacher and his predictions. He was a tall lanky man, with deeply inset eyes. He scribbled numbers and Greek letters on the chalk board while talking matter-of-factly about the future. At the time I was sure he was a distant cousin of George Jetson.

Habitats. (I think he called them "bubbles"). We would live in them and there would be no need to travel to far off places. Those places would come to us instantaneously with changes to the "bubble" and with video screens. When you did need to actually travel, silent capsules would take you from place to place with the greatest of safety, efficiency, and comfort. I was bothered by the idea that I wouldn't feel the sand between my toes at the beach or the steering wheel between my fingers getting there. He assured us that it would be better, all the benefits and excitement without the risk or discomfort.

Soon after we had the video game wired up and turned all the power on, David and I took a turn at driving it, simulated driving of course! You start by choosing a car to drive, with lots of choices, from everyday to high performance race cars. Then you chose a track, again, with lots of choices from all over the world. While our game may not be the most sophisticated, the steering wheel does simulate the road and the video screen gives an odd sense of movement once you're immersed in the game, and it's pretty amazing how much detail there is to the handling characteristics of each car and the road course. I really found this to be true by driving cars that I am familiar with and compared that to those in the game. I tried the Renault R5 and the Jaguar XKE and was surprised how like the real car they are, save that you're looking at a video screen and not getting that sand between your toes feeling, of course.

It was then that I began to think about my math teacher. I'm not sure why it came to me then - maybe it was because of how simple the contraption is; a TV screen, some speakers and a small processor. It's not a big room sized simulator so it could easily be put in a home "bubble". Of course, our version with its brightly painted race car base, thanks to David's fine paint job, would need a special home for it to fit in, but what do I know about "bubble" design?

Well, after playing a little and pondering the future for some time, and of course putting our twist on the thing, the game has made its way out to the machine pack and I think it is worthwhile to give it a try. For the young and the mature alike, I hope you'll take the opportunity to drive some of the great race courses of the world in an unimaginable array of cars, simulated of course!

**Greg Coston**  
**Museum Restorer**



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***In the next issue: Highlights from  
Magic of the Machine and  
Race Car Day!***