



Braking News

Volume 4, Issue 1 / January - March, 2007

A WORD FROM THE PRESIDENT

Fall has rolled into winter and we are busy at the Museum working on a variety of projects for this spring.

Susan and I competed in the Coker Tire Challenge November 10-12 in Chattanooga, TN. This is a regional Great Race event that is much more relaxed than the summer 2-week rally across the U.S. The Tatra T-87 was put back in service for this event. At the end of the first day, I'm sure the entire 40-car field was surprised by the fact that we were in 1st place. Susan and I backed that up with two more solid days of rallying to finish a very respectable 4th place. Corky Coker hosted a terrific event and we enjoyed seeing a lot of people we missed this summer. Coker has promised to do the event next year and if you have always wanted to be a part of the Great Race, this is a close and convenient way to do it.

Speaking of the Great Race, this is the perfect time to let everyone know that Lane Motor Museum will be an overnight stop on next summer's cross-country GREAT AMERICAN RACE 2007. The date is July 2, so put that date on your calendar so you can join us for an evening of automotive fun. More details will follow.

The Museum is making progress on several of its ongoing restorations. The Hewson Rocket has been invited to the Amelia Island Concours d'Elegance in March to compete with a class of cars made by Coachcraft. We have started to tune up the motor and rebuild the brakes, as the car has not been roadworthy for thirty years. The interior is also going to be redone to be restored to its original state.

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Above: Susan Lane and the Tatra T-87 at the Coker Tire Challenge in Chattanooga.

Below: Driver Denise McCluggage and Navigator Susan Lane rallying the 1973 Citroën SM at EuroAuto Fest.



A WORD FROM THE CURATOR

We have completed the "Car Show" calendar for the year. In October, Lane Motor Museum participated in the Nashville British Car Club All British Car Show. A select group of Museum members were invited to assist in moving cars to the show in Franklin, TN. The Museum display included an MGB GT, Midas Bronze, Reliant Regal, Austin Mini Moke, and two Minis. We joined 100 other British cars on the showfield.

An annual event for the Museum is EuroAuto Fest held at the BMW factory. Museum staff typically selects three vehicles and drives them to South Carolina. Selected this year was the BMW 3200S, Citroën SM, and Tatra T-603. Saturday's show featured one of the largest displays of European automotive excellence offered in the U.S. The 3200 took Crowd Pleaser in the BMW class and the Tatra took first place in Foreign Sedans. The highlight of the event was the Fun Rally held on Sunday. As part of a silent auction event to raise money for the American Red Cross, famed racer and writer Denise McCluggage offered herself as a driver for the Rally, and we were fortunate to be the high bidder. Ms. McCluggage was familiar with the Citroën SM although she had never driven one. She certainly gave us a ride we will never forget.

The Museum took part in Celebrate Nashville by entering a float in the 54th annual Nashville Gas Christmas Parade. This year's theme was "A Magical Blast of Christmas Past." Entrants selected a theme from a past year, and we chose "Christmas Toys for Girls and Boys." Our float represented a living room scene on Christmas morning with tiny car presents under the tree.

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Top Left: The Martin Stationette prior to initial restoration work.

Top Right: Recent photo of the Stationette during restoration.

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The Stationette has been completely disassembled and Greg has rebuilt the motor and many of the other metal parts. Great Race navigator/musician/ace woodworker John Williamson is re-doing the body and it is coming along very well. We have also started to disassemble the L'Éclair, a one-of-a-kind propeller-powered car. An Indian motor has been purchased and we have an approved plan of reconstruction from the Musée Régional de l'Air in Angers, France.

On November 11, Lane Motor Museum honored Veterans by providing them with free admission to the Museum. We had a great response to this event and it is only a small way in which we can show our appreciation to Veterans who spend much of their lives protecting our country.

Lane Motor Museum had another very successful Toys for Tots drive in an effort to brighten the Christmas season for the youngsters. Guests brought in toys which filled four cars. Marines joined us when we drove them to the warehouse in a 1948 Crosley CC4 pick-up, a 1969 Austin MINI convertible, a 1964 Amphicar, and a 1956 Ford Thunderbird.

I want to wish everyone a happy holiday season and hope to see you at the Museum sometime this winter.

***Jeff Lane
President***

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Many of you were able to join us for the Members Reception held on December 9. It was a time for us to thank our members for their support over the year.

We have taken advantage of this quieter time of the year to refresh a number of our exhibits. The motorcycle wing now features several bikes that have not previously been on display. The Alternative Power area now includes a 1999 Nissan Hypermini on loan from the Nissan Heritage Collection. New on the floor are a 1938 Steyr 50, a 1951 Hotchkiss-Gregoire, and a 1934 Goliath Atlas.

To greet the new year, we will rotate the Nissan Heritage Collection. You have until the end of the month to view the race car exhibit. Beginning January 5 through June 25, we will feature Historic Nissan Cars from a rare, pre-war Datsun Konut roadster to Nissan's first utility vehicle—the Patrol.

The new year will find new exhibits and many special event days at Lane Motor Museum. We hope to see you often in 2007.

Wishing you a happy and healthy New Year filled with automotive fun.

***Susan Lane
Curator***

Delivery Room - New Arrivals at Lane Motor Museum



1998 McLean Wheel

A monowheel is one big wheel with a rider and engine inside the circumference. Kerry McLean began experimenting with single-wheeled motorcycles in the mid-1970s and has spent over 30 years perfecting his monowheel. At 15 mph, you can put your feet on the footpegs. Turning is accomplished by leaning.



1960 Goggomobil Dart

Bill Buckle of Sydney, Australia was the distributor of the German Goggomobil in the late 1950s. This model is a 239cc, 2-stroke, air cooled vehicle. The company produced a total of 5,000 cars over its span of business before closing in 1962.



1938 Steyr 50

The Type 50 you see here is said to resemble a FIAT 500. This model was the best selling of all Steyrs and was offered in one body style – the 2-door coupe which seats four people.



1985 Sinclair C5

The low top speed of this vehicle allowed it to be driven in Great Britain without a license. Impractical for the climate and possibly dangerous on busy roads, sales never took off and the company quickly closed.



1934 Goliath Atlas

The company, known as Goliath-Werke, specialized in three-wheeled cars and until 1933, three-wheelers were exempt from annual tax and the requirement of a drivers license. This is an early example of a 4-wheeled model and was produced from 1932 to 1935.



1949 Peugeot Triporteur (3-wheel)

This car began as a one passenger Trimoteur – a three-wheeled delivery motorcycle. The body was removed and custom coach work was done in metal. It was approved for use on public roads in 1949.

The EuroAuto Fest

Dear Dr. GreatWrench,

The brakes on my fancy German car are feeling a little spongy – fresh fluid, new pads, and repeated bleeding hasn't helped. How can I regain that confident feeling? Whatever shall I do?

Concerned in Nashville

Dear Concerned,

It's simple – take a Tatra 603 from the Lane Motor Museum to the EuroAuto Fest in Spartanburg, SC. After a few days of driving through the mountains there and back, you'll hop in your car and think the BMW Sauber Formula One team made a mistake and put carbon-carbon brakes on your car!

Dr. GreatWrench

Dear Dr. GreatWrench,

You're right! I got in my car to go home after returning the Tatra to the museum, and guess what? Yep, I almost threw myself right through the windshield! Thanks for the advice, Doc – you're always right!

No Longer Concerned

The Euro, as it's known, is one of the largest European-only car shows in the country, if not the largest. It is also a benefactor of the Disaster Relief Fund of the American Red Cross. In this, the 11th year, the show continues to grow in both size and quality. It's not a Concours, in that many of the cars are daily drivers – showing the chips and scratches of a "real" car. That's not to say, though, that you won't see cars capable of winning at Amelia Island or Pebble Beach, because you will. In addition to the show, there are (usually) BMW plant tours available, a nice banquet with a "big name" speaker – this year was Janet Guthrie – and a Sunday rally through the foothills of South Carolina.

Held on the grounds of The Zentrum, BMW Manufacturing's on-site museum, the grounds are perfectly suited to a show like this – firm grassy lawns, a bit of shade here and there, vendor areas, and of course the Zentrum itself, housing a rotating collection of significant BMWs, including aero, marine, and street and race cars and motorcycles. I have been fortunate enough to have represented the Museum several times, and each time has been better than the last.

Oh sure, you'll see lots of LBCs (little British cars) there – the Foothills British Car Club is a big supporter of this show. But you'll also see quite a few Italian supercars, lots of Rolls-Royces and Bentleys, a smattering of Scandinavian rides, and dozens upon dozens of whatever the featured marque for the year is – this year it was Triumph. As you can imagine, the field was just lousy with TR-3s, TR-6s,

Spitfires, and everything in between. Also as expected, there were the unexpected Triumphs – a couple of Italia 2000 coupes were in attendance. Designed by Michelotti and built by Vignale, these distinctive Triumphs are at once familiar and unfamiliar, with the slab sides of a TR, and the "mouth" of an Italian exotic. This year, the museum drove 3 cars there and back, with the intention of showing the cars on Saturday and rallying them on Sunday, and of course, the "getting there and back" was important, too! I was lucky enough to draw the 1958 Tatra 603-1, believed to be the oldest extant 603, and the car Tatra displayed at the Geneva Auto Show that year. For being a big (BIG!) car, it drove great all the way there and back. The small rear mounted V-8 made nice sounds, visibility was much better than in the earlier T-87, and, other than the heater not working, it was a great car for such a glorious weekend. The weather was cool but clear, and the fall color was the best I can remember. There was a particular stretch along I-40 east of Crossville that should have been on a National Geographic special!

Above: An Italia 2000 Coupe.

The museum also brought its 1963 BMW 3200S "Baroque Angel" sedan, and the 1973 Citroën SM – the only French car there, I believe. The BMW was given a place of honor, one of the very first cars seen by the visitors as they entered the grounds.

I suppose being a stunning and rarely seen BMW on the BMW

museums' grounds had its advantages! The SM and Tatra were relegated to the back of the field, where smaller marques like Alvis, Sunbeam, and the like were placed. That did not keep the crowds away from the 603, though. How many times did I hear "I've never even *heard* of a Tatra" or "Hey, the engine is in the back. Is that a V-8?"

Left: Is that a V-8?? The Tatra T-603.



Above: LMM vehicles on the drive to EuroAuto Fest.



Above: Triumphs were the featured marque.



Above: The 1963 BMW 3200S - in its place of honor.





It was certainly one of the most popular and unusual cars in attendance that weekend.

Typically held in mid-October, if you can fit it in, the EuroAuto Fest makes for a really nice weekend, and I highly recommend it. Next year, the featured marque is Austin-Healey. Perhaps they will outnumber the Volvos next year...

David Yando
Museum Manager

Above left : The Greens and the Yandos in the BMW 3200S accepting the "Crowd Pleaser" Award at EuroAuto Fest.

The Dark Side of Paradise

Even Eden had the serpent. So how could I complain about exercising rare, beautiful, and fast European autos? I know when I retire there will be a long line of anxious, even begging, candidates dreaming of powering around a racetrack behind the wheel of the Maserati Bora. But there are few things about the perfect job that may not appeal to everyone. Sure, rolling up in an Italian super car makes you an instant rock star, but that is only 5 minutes of a long work week.

My primary duty is to exercise the collection. So what vehicle do I drive the most? Lamborghini? Porsche? Maybe a Lotus? BMWs are nice? No, no, no, no. What I drive the most is a rare mid-engine single seater with an open top. The LOHR Fardier FL500. What's that? It is my French mule and I love it. This great little four-wheel drive vehicle has Citroën running gear boasting 28 horsepower. I use it to haul stuff and to pull unhappy vehicles around the museum grounds. It always starts, runs great, and it doesn't need a key. I love it but few others would give my homely mule a second look when surrounded by the rest of the collection.



When I was younger it was always hard to sleep on Christmas Eve, and Christmas (and some of the collection) arrives several times a year at the Museum in the form of sealed containers delivered by truck drivers instead of Santa. The truck drivers cut off the seals and reveal the contents. Excitement comes in a container with lots of straps, nails and the smell of old gasoline. The unloading begins. It is dirty work and it is hot work in tight confines. All of the tire chocks are nailed to the floor of the container. If I was going to nail down a chock I would use 2, maybe 3 nails. Seems sufficient. But I do not own a nail gun. If I had a nail gun I might use 10 nails, just to be safe and because it is fun to shoot nails with a nail gun. Once the puzzle is solved on how to extract the vehicles intact from the container, all that is left inside are a couple of dozen nails with broken off heads and oil spills. Outside is usually 3 or 4 cars, a stack of broken lumber, and a pile of tie down straps. I always sleep well at night *after* unloading a container.

Above: The Lohr...my beautiful, French mule!

I am 6'4" and wear a size 13 shoe. I guess I'm a bit larger than the average American and I am much larger than the average European. The French must have particularly small feet judging by pedal placement on Renaults. I use a pair of rock climbing shoes which are very tight and give excellent traction on the snugly placed tiny French pedals, but I often end up driving in socks with shoes sitting on the passenger seat. The short-legged English of the 1950s also haunt me with their no-leg-space-whatsoever MG's. I limped for two days after driving the gorgeous cream with red MG TC home for the night. The door latch hits the side of my knee in just the right spot that makes standing or walking later difficult. Being bigger may make driving some vehicles less than comfortable, but it helps with other aspects of the job, like pushing cars.

I drive a lot of cars, but I also push lots of cars. Sometimes because a car is not happy and is refusing to behave, but many times it is just easier than going to get keys, a jumper box, and a can of ether. My feelings towards a car are largely influenced by how easy or difficult it is to push. I hate that beautiful little red Honda S600 sitting on the exhibit floor. It is a tiny car, but it is HARD to push. Sitting across the floor from it is the goofy propeller-powered, wooden-bodied Helicron. It doesn't go fast, it is loud, it rides like a wagon, but I love it because you can push it with one hand.

There are other little things that makes the job challenging. I always have pockets full of keys. Do you have trouble remembering to keep a current insurance card in your ride? I have a stack of more than 200 to carry around. There are other annoyances, but at the end of the day I'm driving home in a cool car acting like a rock star. What a "job!"

Thanks for letting me drive your Maserati, Alison. It was fun!

James Green
Automotive Preparation Manager

Lane Motor Museum Vehicles on Loan to Other Museums

Lane Motor Museum is proud to be sharing its collection with other museums across the country.

The Missouri Historical Institute is featuring "Shifting Gears: The Automobile Industry in St. Louis, 1890-1930." This exhibit features automobiles, photos, documents, and other artifacts chronicling the ascent and decline of the major car companies in the St. Louis area. That display includes the 1934 McQuay-Norris Streamliner from the Lane Motor Museum collection. McQuay-Norris was a company in St. Louis that manufactured pistons, rings, bearings, and other automotive parts. The company built 6 vehicles in 1934 that were used to travel North America to promote its products.

The Petersen Automotive Museum recently featured "Alternative Power: Propulsion After Petroleum." On display were vehicles powered by steam, electricity, petroleum, turbine, and fuel cell. Featured from the Lane Motor Museum collection was the 1938 Citroën Berline 11 Gazogene. This car was fitted with a coal gas generator so it could be driven despite gas shortages that plagued European motorists during World War II. This display will re-open in 2007.

**Susan Lane
Curator**

Right: 1934 McQuay-Norris Streamliner on display at the Missouri Historical Institute - St. Louis, MO.



Calendar of Events - January 2007 through July 2007

Historic Nissan Heritage Exhibit January 4 through June 25, 2007	View up to 8 historic vehicles from the Nissan North America Heritage Collection on loan to Lane Motor Museum for a limited time.
Free Admission Super Bowl Sunday Sunday, February 4, 2007	Everyone gets in free to the Museum!
Start Your Engines event Saturday, March 3, 2007	Experience the sights, sounds, and smells of the engine! Select vehicles will be started and special tours offered.
4th Annual Microcar Drive Saturday, April 28, 2007	Join us for a microcar drive to Percy Priest Lake and back. Microcar show on Museum grounds and Gymkhana course offered for all participants.
Citroën 2CV Exhibit May 24 through October 29, 2007	Featuring 2CVs in the Museum collection including never-before-seen vehicles!
Family Fun Day - 1 Friday, June 1, 2007	Join us for special children's tours, demonstrations, and other activities!
Special Day for Dads on Father's Day Sunday, June 17, 2007	Let Dad take a vehicle ride as we celebrate <i>Luxurious Vehicles Through the Decades!</i>
GREAT AMERICAN RACE 2007 July 2, 2007	Mark your calendars! Lane Motor Museum is happy to announce that we will be an overnight stop and event venue during the GREAT AMERICAN RACE 2007 . Arrival of vehicles will take place early evening on this date. More details to follow.
Nissan Z Cars Exhibit July 5 through December 31, 2007	View select Z Cars from the Nissan North America Heritage Collection on display for a limited time. Vehicles are on loan to Lane Motor Museum.
Family Fun Day - 2 Friday, July 13, 2007	Join us for another fun-filled day "geared" towards families!

Microcar for the Family

Microcars are always so much fun. You drive them down the street and people do a double-take, wave, and smile. You stop at the gas station and people come over to look. The most common question is, "You don't drive that on the road, do you?" I tell them, "Of course I drive it on the road and enjoy finding a parking space where larger cars will not fit." Taking people for a ride in a microcar only enhances the fun as the passengers can wave to all the people who are waving at you.

The problem with most microcars is that they often hold only two people (sometimes in an uncomfortable way) and are difficult to get in and out of. Let me tell you about a microcar that eliminates these problems.

After a couple of years of looking, Lane Motor Museum finally found a Zündapp Janus. I was always attracted to the Janus' unique styling with the two doors, one facing rearward and one facing forward; it's hard to tell the front from the back.

When the car arrived from Germany it looked to be in fairly good condition, and after a week of Greg Coston's (our chief restorer) magic, it was up and running. I noticed that the Janus is one of the few microcars that has seating for four people, and it looked to have easy loading and unloading capabilities.

Most of the literature I have read about the Janus states that the car was severely underpowered and not very successful in the marketplace. I was not expecting much when I first drove the car. After the first test drive, I was pleasantly surprised. Although the car was not fast, by microcar standards it was more than adequate. The car cruised at 40-45 mph, no problem. The brakes are very good, and the car handles better than any microcar I have ever driven. This becomes pretty clear when you study the car – long wheel base for good stability, 4-wheel independent suspension, again helping stability and handling. The motor is located in the middle of the car and is low in the chassis. The passengers' weight is concentrated on the wheels, again making the weight distribution of the car ideal and enhancing the handling.



Above: Jeff Lane reclining in the 1956 Zündapp Janus 250.

Recently, a couple from Holland was visiting the Museum and they wanted to see a car that was being restored about five miles from the Museum. Since the couple were microcar enthusiasts, I asked if they would like a ride in the Janus. Of course they were thrilled. This would be the first test with four passengers. I wondered how powerful the car would be. Again, another pleasant surprise. Even with four people in the car, it is no problem to pull a decent hill in third gear at 35 mph. I am amazed at how powerful the single cylinder 250cc engine is, and so is everyone who rides in the car. Many people believe it's a 2-cylinder 500cc motor.

I was so impressed with the car that Susan and I took it to the Microcar & Minicar Club 15th National Meet in Crystal Lake, Illinois, this year. Many people enjoyed seeing the car. I had the opportunity to meet Lou Hudgins who has owned a Janus for years and is restoring it. I gave Lou and his family a ride, much to their delight.

On Sunday afternoon, Ken Weger invited everyone over to his house for a party. Susan and I drove the Janus, and Lou Hudgins came over to take some more pictures of the car. In our discussion he asked if I had ever folded the seats down to make a bed. I had not done that so I said, "Let's try it now and see how it works." When both seats are folded down, it makes a small bed inside the car. I thought I would see if I could lie down and close both doors, and I could. Another great selling point for the car; it's the world's smallest camper.

The fact that I have made all of these great claims about the Janus, you would think I'm selling them.

Bad points? I could only find one – the lack of ventilation on hot days. Since there are only four small vent windows that open, it is quite warm inside. You have to remember though, it is a microcar and to love them, discomfort is part of the package.

**Jeff Lane
President**

We thank all of our members and would like to invite those who are receiving this newsletter to become a member if you have not already done so. Museum members receive access to the Museum for you and one guest for one full year, receipt of our quarterly newsletter, and a 10% discount in the Lane Motor Museum gift shop - all for just \$50.00 per year! Your membership helps share in the our misson of collecting and preserving automotive history for future generations. A membership form may be found on the website at www.lanemotormuseum.org - under the LMM column or call (615) 742-7445 for more information.

Bugatti Type 13 Donated to Lane Motor Museum

Lane Motor Museum is honored to have added Fred Storer's 9/16 scale Bugatti child's car to its collection. Mr. Storer spent countless hours constructing the replica Bugatti for his grandchildren to drive. Unfortunately, after the car was completed, he realized it was really too difficult for the children to drive safely. The car is an exquisite piece of craftsmanship with its handmade spoke wheels and custom cast brass radiator. "I was absolutely astounded by the fantastic detail of the car when I first saw pictures of it," said Museum Director Jeff Lane.



The Museum would like to thank Fred Storer for allowing us to care for his creation and display it to the public for their benefit and enjoyment.

Above left: 9/16 scale Bugatti Type 13 child's car donated to LMM by member Fred Storer.

Nissan Heritage Collection Cars Exhibit To Open January 2007

Lane Motor Museum is proud to exhibit a collection of cars on loan from Nissan North America. A special grouping of Nissan Heritage Cars will be on display from January to June 2007. The cars will document Nissan's rebirth after World War II and the company's entry into the American market. Featured will be rare examples of a: 1937 Konut roadster, 1958 1000 sedan, 1960 1200 sedan, 1961 Fairlady, 1967 Patrol, 1960 1200 pickup, 1970 1600 roadster, and 1971 1200 coupe.

Right: 1967 Patrol - part of the Historic Nissan Heritage Collection on display January 4 through June 25, 2007.



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In the next issue: More information about the 4th Annual Microcar Drive - to be held April 28, 2007.