



Braking News

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A WORD FROM THE PRESIDENT

The summer show season is upon us and I know if you do not have your classic on the road by now, you are working extra hours to get it going.

Lane Motor Museum started its local show season off by taking six cars (Honda 600 Van, Nissan S Cargo, Renault 4TL, Tatra T-97 and Citroën 2CV) to the Kars 4 Kids show at the Tennessee Baptist Children's Home in Brentwood, Tennessee on April 21. The weather was fantastic and I drove the Helicron (our 1932 propeller-powered car) to the show and back. This is the most I have driven the car, except on the Amelia Island road tour last March.

Our next event was the Microcar Drive on April 28. The weather was looking marginal but when the day arrived it turned out very nice. We had twenty-five microcars go on the tour with Bill Paul coming all the way from Florida to participate. As a special feature, we took the Amphicar on the tour and gave rides at the lake during lunchtime. When all the splashing and eating was over, we motored back to the Museum for the gymkhana in the back parking lot. Four awards were given after the Gymkhana. Kevin George, in a 1961 Vespa was the Gymkhana winner; Kenneth Winter in a 1956 BMW Isetta was the Gymkhana "Style" Award winner; Lloyd and Donald Mathis won the "I Drove It Here Myself" Award as they traveled from St. Louis, Missouri in their 1964 Renault Dauphine; and Billy and Sue Paul won the "Farthest Distance Traveled" Award as they trailered their 1958 Goggomobil all the way from Longwood, Florida. The day was topped off by a basement tour and I believe a good time was had by all.

President continued on page 4

In This Issue:
Goodwood Festival of Speed
12th Annual Keels & Wheels
New Arrivals at LMM



Above: Leslie Kendall, curator of the Petersen Automotive Museum and Susan Lane at Micros in Madison.

Below: The 1932 Helicron won the Class Runner Up Vintage Racecars award at Keels & Wheels.



A WORD FROM THE CURATOR

The Summer Car Show Season has begun, and we are having fun showing the collection!

Lane Motor Museum was represented by the Helicron at the 12th Annual Keels and Wheels Concours d'Elegance held in May in Texas. This event is billed as the "One Occasion Where Oil & Water Mix Beautifully." Over 50 vintage wood boats and 150 antique cars were displayed. The wood-bodied Helicron was a great "mix" of wood and auto.

Micros in Madison, the biennial microcar meet hosted by The Bruce Weiner Microcar Museum over Memorial Day Weekend, was a great success. Hundreds of microcars were in attendance. In addition to viewing Weiner's collection and socializing with other microcar owners, two drives were offered. Imagine seeing King Midgets, Cushman scooters, and assorted other microcars traveling through the countryside of Madison, Georgia! Lane Motor Museum successfully completed each 40 mile drive—one in the Scootacar and the other in the New Map Solyto. What a way to compare two very different vehicles. The Scootacar was very peppy and kept up with the pack, while the New Map topped out about 30 MPH and was extremely underpowered on hills. We also displayed the Ligier JS4 and the Peel P50—which is always a crowd favorite.

The Ault Park Concours d'Elegance was held in June in Cincinnati, Ohio. The 1932 Helicron was part of the special display of Alternative Power Vehicles. On Saturday, it was driven from the host hotel to Zakira's Garage Party. The Helicron stole the show and brought home the "People's Choice Award".

Curator continued on page 2



Above: 1952 Citroën Cogolin replica debuted at the 2007 Citroën Rendezvous in Saratoga Springs, NY.

Above right: Various Lane Motor Museum vehicles on display during the Richland - West End Neighborhood Association 2007 Home Tour in Nashville, TN.

Right: Ault Concours trophy and ribbon.



Citroën Rendezvous was held in Saratoga Springs, NY. Lane Motor Museum had been working for the past year to debut a unique Citroën vehicle to this large group of Citroën enthusiasts. Dave Burnham Citroën Repairs had built a replica of a "two-headed" 2CV used by the town of Cogolin, France, as part of their Fire and Rescue Service. Each "front" has an engine independent of the other. This was the first chance for many to see a vehicle they had only read about. We demonstrated driving the Cogolin in each direction. The attendees awarded it "Best of Show".

"Hold Your Horses: The History of the Deux Chevaux" exhibit has opened and runs through October 29. Twelve vehicles all built on a production Citroën 2CV chassis but with various body styles are on display. What an interesting gathering - from the stock 1954 "ripple bonnet" to the 2002 Burton.

The 1946 Hewson Rocket was such a hit at the 12th Annual Amelia Island Concours d'Elegance, it received a prestigious invitation from the Earl of March to participate in the Goodwood Festival of Speed as part of the Cartier Style et Luxe—the world's most coveted automobile design competition. This show celebrates the beauty, imagination, and innovation in automotive design. This is the second year a Lane Motor Museum vehicle has been extended such an invitation. The Hewson was the winner of the Class - 75th Anniversary of the Ubiquitous Ford Flat-Head V8.

Lane Motor Museum was recently honored with an Architectural Award from the City of Nashville's Metropolitan Historical Committee. The plaque represents our dedication to preserving the former Sunbeam Bakery.

As you are working on your calendar of fun events for the summer, be sure to add "Three-Wheel Wonders!" - a special event day at Lane Motor Museum on Saturday, August 11. Join us and learn more about why cars were built with 3 wheels.

Live Large, Drive Small!
Susan Lane
Curator

Delivery Room - New Arrivals at Lane Motor Museum



1973 Honda Life Van

The only front-wheel drive K-class mini van made in Japan. The 4 door van seats four. This right-hand drive vehicle was built from 1972-1974.



1980 Ligier JS4

France's most popular microcar! This particular vehicle was used in the Formula 1 pits and has been signed by racing legends. This square two-seater has an all metal body.



1977 Citroen 2CV (amphibious)

This car started as a stock 2CV and after thousands of hours of work, this roadworthy 2CV became amphibious. This 4-wheel drive vehicle has a propeller found under the car that can be retracted to avoid damage.



1978 Citroen 2CV (4x4 Voisin)

In the early 1970s, Mr. Voisin believed there was a demand for a 4-wheel drive 2CV. He formed a company to retro fit existing 2CVs by adding a rear differential. About 200 vehicles were made within a 12 year time frame.



1934 Goliath Atlas

Produced from 1932-1935, this two-seater is an early example of a 4-wheeled Goliath Atlas. The company, Goliath Werke, actually specialized in three-wheeled cars and delivery trucks.



19XX Honda Beat

The Beat was produced from 1991-1996. Approximately 33,000 were built for the Japanese market. This right hand drive, mid-engine convertible is a K- car, which means it is exempt from the need for the owner to certify adequate parking is available for the vehicle.

Spring at the Shop

It has been a busy Spring around the shop and I've been engaged in a little Spring cleaning trying to wrap up some projects that have seemed to stall over the last few years.

The 1958 Martin Stationette came to us about two years ago in really bad shape. I stripped the wooden framed and bodied three-wheel affair of all its mechanical parts over a year ago and turned what was left over to John Williamson, who is restoring the wooden frame and body. While John's progress has been steady, mine has been spotty at best. So I've tried to get the process started again by first finishing the components that have been scattered around my shop, like the gearbox and the engine. I've stripped the chrome details to have the plating done, worked on finding the replacement glass, and I've sent the instruments out for repair. I'm feeling really good about moving some of the components along on this project and having my work bench back, or at least the anticipation of having it back.



Above: 1950 Martin Stationette - currently undergoing restoration by John Williamson.

The 1932 Lancia DiLambda was to be used on Father's Day, and last year about this time it was overheating. I'd planned on having a new radiator built for it but instead found that the original radiator could be cleaned and put back into service. I then attended to a few tuning issues and a brake adjustment. It provided for a fun ride for the Father's Day crowd.

*Below left: Working on the 1985 MG 6R4.
Right: 1936 Fiat Topolino engine.*



The 1985 MG 6R4 Metro suffered from engine and gearbox problems and I started well over a year ago, maybe two years? When the parts were delayed, the project stalled, and once I'd received all the parts, other projects got in the way. I've managed to make the time to get the gear box back together, now I'm hopeful of making the time to finish the engine and button it up.



The 1936 Fiat Topolino -over three years ago I removed the engine and trans for overhaul, most of the work is done to the engine, but the trans sits on the work bench waiting for attention. So I've organized all the parts, but I need to free up bench space to finish it- something has to go. (Something **has** to go as Jeff & Susan Lane plan on competing with the Fiat Topolino in the Great Race regional "Coker Tire Challenge" in September).

I have three or four other projects that I'd like to call "Spring projects," but I think I'm already looking at Summer/Fall completions for what I'm calling Spring projects. For sure, I'll have them all done by Monday! I hope your Spring projects have been as fun and plentiful as mine!

Greg Coston
Museum Restorer

President continued from page 1.....

Susan and I both enjoyed a nice Memorial Day Weekend at Bruce Weiner's Microcar Show in Madison, Georgia. We were surprised to see Leslie Kendall (curator of the Petersen Automotive Museum) there. Since the Petersen is opening a microcar exhibit, we thought it would be appropriate for Leslie to drive the Peel P-50 and the Scootacar. Leslie was more than up for the challenge and enjoyed his experience with both cars.

Father's Day was another busy and fun day at the Museum. I gave rides all day in luxury cars through the decades. The cars we used were: 1932 Lancia DiLambda, 1948 Tatra T-87, 1956 Citroën ID 19, 1964 BMW 3200S and 1970 NSU Ro80. Although the 1932 Lancia DiLambda might have been the most elegant car of the group, the 1959 Citroën ID 19 was the car people enjoyed riding in the most. The Citroën's plush interior and soft ride offers a combination of comfort that most modern cars cannot match. It really was nice to see children bring their dads out for a day of fun.

Our next big event will be the Magic of the Machine on July 28. We have a great line up of demonstrations planned which include the LARC crushing a car in the back parking lot. This will be another fun day at the Museum and I hope you will have a chance to join us.

Jeff Lane
President

A Week With Girls in Their Thirties...

First off, if you have not been in to see the "Hold your Horses..." exhibit I strongly suggest you pay us a visit. On display are twelve variants of the Citroën 2CV. I never realized how cool the 2CV and its offspring would look displayed together and I see them on a regular basis. When grouped, the variety of colors and the different styling of the vehicles is a sight to behold. Some of the cars have spent time on the main floor and some have never been displayed before.

Preparing the cars for display was a two week immersion in France's odd little gift to the world. To their credit, all of the cars started and ran great with very little attention. One needed a new battery and another needed to have the old gas drained and replaced, but that was it. I'm always impressed if a car that doesn't get driven often starts at just the turn a key and nearly all twelve did. What great cars! And they are easy to push, so you've got to love them. The real beauty of the 2CV is the simplicity. They have small two cylinder engines and no extraneous electrical devices, so they are easy to repair and cheap to run. And generally, simple things work better and more reliably than complex things.

One car in the display is a 1978 Dyane 6. "Diane" has long been a favorite of mine. She has been on display before but it has been awhile. She's spent time in the basement with me and several dozen other Citroëns. She has always been an eager runner so she gets exercised regularly. She has a cheerful and friendly face and a great interior. Her seats are covered in a great fabric that is lined with three shades of orange and one very dark brown. It is a great color scheme, straight from the 1970s. Continuing the scheme from the interior to the exterior she is painted in the absolute perfect shade of Volunteer Orange. Any Volunteer fan would be proud to drive down Cumberland Avenue in Knoxville on a game day in the lovely Diane.



"Amy" (1969 Citroën Ami 6) has been in the basement for some time also. I'm glad the girl has been called up because she is a beautifully preserved example of a 1969 Ami 6. Amy has a homely face with rectangular headlamp eyes and odd brightwork whiskers surrounding a gaping mouth. She has a brooding brow caused by the overlap of the hood and fenders. She makes up for her face with a great body. Gone are the bulbulous curves of the old 2CV, Amy has athletic angular lines which are brought to the forefront with the treatment of the C-pillar and rear glass. On nearly all cars the C-pillar naturally flows back continuing the roof line to the trunk, but this is not so with Amy. Amy's C-pillar rakes backwards following the line of the A-pillar. The rear window slopes the same as the windshield also. It is a unique look, almost cartoonish. The uniqueness continues to Amy's paint color. The roof cap is bright white and the rest is a color that is almost disturbing. The color is like caramel brown with the slightest hint of green. I've seen this color somewhere else. Melt one pound of caramel until it starts to darken just the slightest and then put in one melted plastic Army man and stir. I'm sure the mixture wouldn't taste good but the color would be spot on. Amy may not be the prettiest, but she is a great representative of an important model for Citroën.

Above: "Amy", a 1969 Citroën Ami 6 - featured during Hold Your Horses: The History of the Deux Chevaux.

Below: "Diane", a 1978 Citroën Dyane 6 - also featured during the 2CV exhibit - Hold Your Horses: The History of the Deux Chevaux.

"Justine" got her name from a previous owner and seems to fit this crazy girl. While Diane and Amy could be labeled wallflowers, Justine is the party girl. Justine will make you shake your head with confusion and smile with delight. She is loud and over the top. She eschews the simple beauty of a normal 2CV. She has sixteen electrical switches, sixteen indicator lights, ten gauges, a radio, and a clock on her dash. She has giant silver foam filled bumpers all around her body. She also sports a propeller! Justine is an amphibious 2CV. Converting a 2CV for use in the water is apparently more complicated than one might initially think. Why one would even think of making an amphibious 2CV is beyond me, but that is Justine. If her swimming skills are not enough, she also boasts adjustable air suspension, a 4x4 drive system, and a matching trailer if you need to carry any luggage. The creator of Justine wisely chose an almost glowing orange for paint. It is an orange that could be easily spotted at the bottom of a lake. Her interior is finished in a very bright white with some wood bits here and there. It all comes together to make a very strange, lovable package.



A week with the 30-something-year-old-girls was good for the soul. They all look very different and appeal in different ways. They are not fast racy girls, but girls you want to spend time with and enjoy in the slow lane. So come in and do some "girl" watching before they go back to the basement, and be on the lookout for a two-headed girl!

James Green
Automotive Prep Manager

Calendar of Events July 2007 through December 2007

Exhibit: Historic Nissan North America Exhibit

Dates: Extended through October 8, 2007

Historic Nissan exhibit will feature vehicles on loan to the Museum from the Nissan North America Heritage Collection. Vehicles will be on display for a limited time and will document Nissan's rebirth after World War II and the company's entry into the American market.

Exhibit: Hold Your Horses: The History of the Deux Chevaux

Dates: Now through October 29, 2007

Featuring France's most popular car - the Citroën 2CV. View various 2CV chassis from a stock 1954 Ripple Bonnet 2CV, a 2-engine Sahara, a rare Hoffmann convertible, up to a present day 2CV chassis based Burton.

Event: Family Fun Day II

Date: Friday, July 13, 2007

Join us for another fun-filled day with children's tours, a Citroen Cogolin replica demonstration, and rides in a Lane Motor Museum vehicle.

Event: Magic of the Machine!

Date: Saturday, July 28, 2007

Enjoy motoring madness at Lane Motor Museum with vehicle demonstrations, special tours and vehicle rides (vehicle rides for adults only).

Event: Three-Wheel Wonders!

Date: Saturday, August 11, 2007

Ever wonder why cars were built with 3 wheels? Join us and learn more about these 3-wheel wonders. From the tiny 1 passenger Peel P50 to the 4 passenger (on one bench seat) American-made Davis Divan.

Event: Citroën Fall Meet

Dates: September 28 through September 30, 2007

Lane Motor Museum is delighted to host Citroën drivers and enthusiasts from across the country for a fun-filled three day meet. All participants must pre-register as there is a fee to participate.

Exhibit: Nissan Z Cars Exhibit

Dates: October 11 through July, 2008

Explore Nissan's revolutionary rise in the sports car market from the 1969 240Z to the 25th Anniversary 300ZX. Included is the 1974 260Z owned by Mr. Yutaka Katayama, President of Nissan Motors North America and known as "The Father of the Z Car." Nissan Z Cars are part of the Nissan North America Heritage Collection.

Event: 4th Anniversary of Lane Motor Museum

Date: Thursday, October 18, 2007

Help us celebrate the 4th Anniversary of the Museum as we feature 4 concours Lane Motor Museum vehicles!

Event: Free Day for Veterans and Active Military

Date: Sunday, November 11, 2007

All veterans and active military get in free on Veterans Day! Don't miss our display of military vehicles representing the U.S., Austria, Czechoslovakia, Germany, Switzerland, and the U.S.S.R.

Event: Day After Thanksgiving

Date: Friday, November 23, 2007

Join us for special tours and vintage vehicle rides (vehicle rides for adults only).

Event: Member Holiday Reception

Date: Will take place in December. Date and time: TBD.

Join us for a fun-filled day celebrating our members.

Event: Toys For Tots "Drive" III

Friday, November 23 through Thursday, December 13, 2007

Bring in an unwrapped, new toy and receive one free adult admission pass good through the end of the year. This is the third year that Lane Motor Museum will be involved with the Marine Toys For Tots foundation.

Hold Your Horses:

The History of the Deux Chevaux

2CV Exhibit

Now through

October 29, 2007



Above: 1977 Citroën 2CV (amphibious) and a 1975 Citroën 2CV Hoffmann on display during Hold Your Horses: The History of the Deux Chevaux.

Below: Come watch us demonstrate the LARC during our Magic of the Machine event!



Lane Motor Museum is proud to be a member of NAAM (National Association of Automobile Museums).

We look forward to hosting the 2008 NAAM/SAH (Society of Automotive Historians) Conference, April 2 - April 5, 2008 in Nashville!



Adventures of a 50-year old Isetta

In the last issue of Braking News, Einer Andersen relayed his first experience with an Isetta and the challenges of driving one in the New York area. Included is part 2 of his story.

A few times, while the Isetta was parked unattended at the curb, some friends thought it would be great fun to lift the car and place the front against the rear of the car in front. With the front door being the only door, it would be impossible to enter the car. But I became proficient at unlatching the sunroof from the outside and climbing in through the roof. That soon knocked the fun out of their prank.

With four years of daily commuting the Isetta, it never stranded me. There were a few component failures along the way, such as the throttle cable and the clutch cable breaking, the rear shocks giving out, and the rubber “donuts” in the drive train disintegrating, but there was usually a warning that something was failing and I was always able to drive home to make the repairs. But one day while cruising down the road, there was a loud bang and a complete loss of power. The little 300 cc, single cylinder engine had swallowed a valve and made a hole in the top of the piston. I called my wife and told her of my breakdown. She came with a tow rope in our Peugeot 403. We had said good-bye to the XK140 when our first son was born as it only had two seats. I had managed to push the Isetta onto an empty lot next to the road. The lot was deep enough to hook up the two ropes from the rear bumper of the Peugeot to the front bumper bar of the Isetta with the Peugeot facing the road. I waved the OK signal to my wife and she slowly pulled out onto the road to turn left. The road was in the middle of a sweeping curve and one could not see if any cars were coming around the curve from the left. At the very moment my wife entered the roadway, a car came around the curve. It was too late to stop so my wife floored it and the Isetta came whipping around her like a ball attached to the end of a string. I could see the surprised and panicked look on the face of the other driver to first see a car pullout and then a little ball of a car being flung around behind it. I'm sure he saw the panicked expression on my face as well. Fortunately, I was whipped over to the right lane and we avoided a collision. One would not want to be in a collision in an Isetta. By today's standards, it would be declared unsafe. There were no seat belts, no front crush zone, and of course, no air bags. When our first son was just a couple of months old, he sat in a plastic tray in my wife's lap. Today that would be unthinkable.

Below: Einer Andersen with his 1957 Isetta.



So after 33,000 miles, the Isetta was trailered to my father's garage and put into storage. It was replaced with a NSU Sport Prinz. Other cars were subsequently bought and replaced through the years. Then came the gas crisis of the early 70s and I decided that the Isetta would be the perfect car to drive with its 50+ mpg. I rebuilt the top end with new valves, a rebore and new piston. All the brake components were also redone. The Isetta was then returned to duty as a commuter car for the next couple of years. The two gas crises of the 70s were soon over and gasoline conservation was no longer a high priority. Automobile performance of most cars had improved and acceleration and the overall average speed were higher than in the late 50s and early 60s. It became more difficult for the 300cc engine of the Isetta to keep up with the flow of traffic, so in the early 80s, I registered the car as an antique. From then on, it has been used for an occasional Sunday drive. It still creates many smiles and friendly waves as we motor on down the road.

So after all these years, my wife and I still enjoy the Isetta. The Isetta is in its 50th year and its original paint still shines. Its interior still looks good and all in all, it has aged well. It has been a part of our lives for so many years that I expect that we shall continue to grow old together.

Einer Andersen

Mr. Andersen visited the Museum recently and when I learned that he has owned the same Isetta for almost 50 years. I asked if he could share his experience with everyone. He has done just that, and I want to thank him very much for his article.

Jeff Lane

Become a Lane Motor Museum member and help share in our mission of collecting and preserving automotive history for future generations. Museum membership entitles you to:

- " Unlimited free admission for you and one guest for one full year.**
- " Subscription to this newsletter and monthly e-newsletter.**
- " 10% discount in the Lane Motor Museum gift shop.**

Annual membership dues are \$50. Membership expires at the end of one full year from the initial membership start date. Downloadable membership forms are found on the website at www.lanemotormuseum.org Join today!

Down History Lane – Post War Era

In the last issue of Braking News, Jimmy took us down history lane through the Pre-War Automotive Eras. His article this month brings us from the Post War Era to the Modern Era.

The Post–War era began in 1949 following World War Two and continued into the 1980s. High compression V8s and modern bodies were introduced. Vehicle speeds rose and cars had achieved massive worldwide sales. The Morris Minor came along in 1948, the Rover P4 in 1949, and Enzo Ferrari began his 250 series as Lancia offered the revolutionary V6 Aurelia. Alec Issigonis' Mini and Fiat's 500 sold like hotcakes, and Japan got rolling in the auto industry creating a move towards smaller cars in the United States. Muscle cars became legendary in the 1960s and then everything began to change drastically after the 1973 oil crisis. Independent suspension, fuel injection, and new safety designs were the big developments. America began to lose significant market share to imports and the domestic industry started its fall to where it is today.

Preceding all of these eras there were the ERAS OF INVENTIONS. A time when the first self-propelled vehicles were built including Ferdinand Verbiest's steam car of 1678, Nicolas-Joseph Cugnot's steam machine in 1769, and Richard Trevithick's steam carriage of 1801. Siegfried Marcus built the first gasoline powered handcart about 1870 and Oliver Evans was granted the first United States automobile patent in 1789. In 1804, he built his first self-propelled steam vehicle which was the first automobile in the USA. It was also the first amphibious vehicle as it had wheels for land use and a paddle wheel for use in water. In 1885, Karl Benz built the first car with a gasoline-powered internal combustion engine and Gottlieb Daimler and Wilhelm Maybach invented the first motorbike in 1886, as well as the first vehicle designed to be an automobile, rather than a carriage with an engine attached, in 1889.

Any era you look at down history lane has seen hundreds of accomplishments that define each period, and as we go forward in this Modern era, this will continue as the desire to continually improve the automobile remains. The use of these confounded contraptions has changed the world forever. And although there are a number of negatives aspects to the automobile, the positive ones far outweigh the negatives

The automobile personifies freedom and we are all lucky to be a part of this incredible Modern era we are living in. Who knows what lies ahead as we cruise down history lane!? Change – that's for certain!

Resource for this article: Wikipedia, the free encyclopedia.

***Jimmy Carter
Gift Shop Manager***

Don't miss the October 2007 issue with highlights from the Great American Race event - held on July 2, 2007! Lane Motor Museum would like to thank Eric Heatherly, the Nashville Make-A-Wish organization, and the Nashville Area Ford Dealers for participating in our event.



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In the next issue: Highlights from Magic of the Machine and Three-Wheeled Wonders events!