



# Braking News

Volume 5, Issue 2 / April - June, 2008

## A WORD FROM THE PRESIDENT

Since the winter months are not filled with car shows, Lane Motor Museum has seen substantial progress on three of its very important projects.

I traveled to the Czech Republic in February to see the Tatra Aerosled in a completed state. After four lengthy years this vehicle is finally done, and when I arrived to test it I was heartbroken because there was no snow.

Ecorra, being the capable people they are, made a dolly so the Aerosled could be driven on the street! It was wonderful to see it finished and the feelings of excitement were mutual as Mr. Hinner (President of Ecorra Restorations) had invited many Czech reporters to witness the first test drive. There were at least fifty "press people" looking on – ready to document this event, and I had hoped I would not be the one to take the first test drive.

Fortunately, one of Ecorra's employees did the driving and I watched with everyone else in amazement.

The next day I was able to come back and drive it a little by myself. I was quite impressed with the power and steering, although having no brakes was somewhat disconcerting. The Aerosled will

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## **In This Issue:**

- *New Vehicle Arrivals*
- *Upcoming Events*
- *Lancia Dilambda restoration*



*The 1950 Martin Stationette debuts at the Amelia Island Concours d'Elegance.*



*Our "Vroom...Start Your Engines" event gave visitors the chance to look under the hoods!*

## A WORD FROM THE CURATOR

Lane Motor Museum started the year off big by offering free admission on Superbowl Sunday. Over 900 guests stopped by.

The Amelia Island Concours d'Elegance invited the 1950 Martin Stationette to be a part of a class called "Cars You Never Knew Existed." It sat between the 1948 TASCO prototype (part of the ACD Automobile Museum collection) and the 1961 Covington Tiburon. Those three cars caused the Tatra T-77, Rena Phaeton, and 4-door Porsche 928 to seem less unique. The crowd loved this "Woodie" microcar with only three wheels.

Vroom...Start Your Engines! was another great event at the Museum. Guests had the opportunity to view the engines of the collection as all hoods were open. Various vehicles were started throughout the day ranging from the single cylinder BMW Isetta—the propeller driven Helicron—the rotary engine Citroën GS Birotor—to the V-8 engine Caldwell D-7 CAN-AM racecar.

As members of Tatra Freunde International club, Lane Motor Museum was predominantly featured in their club booth at Techno Classica Essen in Germany. The exhibit recreates the Tatra T-12 winning the 1925 Targa Florio race and took 4th place in the Club exhibits with the Targa Florio theme. This was the first

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## Letter from the President

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*The Czech media admire the new Tatra Aerosled replica.*

remain in Europe for the summer and fall, and will be at the Museum in late 2008. I am hoping for some snow next winter so we can do a demonstration.

The Martin Stationette was finished by our excellent staff in time for Amelia Island. As with every big project, the last couple of weeks required in excess of eighty hours per week to complete the car. It turned out beautifully and is worth a visit just

## Letter from the Curator

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*The Tatra Freunde International Club, including Lane Motor Museum's T12 Targa Florio that is shown here, won 4th best club stand at Techno Classica. Photo courtesy Tatra World.*

time the Museum's replica was displayed to the public as it now leaves Europe and heads for "home" in Nashville.

Lane Motor Museum was honored to have been selected the host for the 7<sup>th</sup> Biennial Conference of National

to see this unique vehicle.

The last of the three big projects to make some progress is the Dymaxion. The chassis is finished and running and will be coming back to the Museum for a couple of weeks in April before it goes to the body shop to have the body built.

I am looking forward to seeing everyone this summer at the Museum or on the field of a car show.

**Jeff Lane**  
President



*Michel Têtu is about to give Jeff Lane his first ride in this very rare Ligier JS2. It was a fantastic ride in an incredible car.*

Association of Automobile Museums and Society of Automotive Historians. Over 100 automotive enthusiasts and museum staff will gather for two days of seminars, networking, and professional development. The seminar will conclude with the annual banquet with keynote speaker Sam Posey.

I encourage everyone in the Middle-TN area to come out and support Alan Jackson's Kars4Kids. This annual car/truck/motorcycle show is held on Saturday, April 19, at 1310 Franklin Road, Brentwood. One hundred percent of the net proceeds benefit the Tennessee Baptist Children's Home. Register your vehicle for \$15 and enjoy the music, food, games, rides, and vendors. Lane Motor Museum is a proud sponsor of this event and we will be there with a display of vehicles. For additional information contact Jerry



*The Dymaxion at the museum shop. (Gee, I wonder what's under there?)*



*(L-R) Bill Pryor and Jeff Lane out on a test drive!*

Dryer at 615-376-3190. Hope to see you there.

The 5<sup>th</sup> Annual Microcar Drive is scheduled for Saturday, April 26, 2008. As in the past, there will be a Microcar Show on the museum grounds. Register your Microcar and join me for the Micro drive to and from Percy Priest Lake. Lunch is included in registration as well as a ride **IN** the lake in the Museum's 1964 Amphicar. We look forward to sharing a fun day with other microcar enthusiasts.

The Concours season is about to start and Lane Motor Museum is already receiving numerous invitations from around the country. Keep an eye on our Calendar of Events to see where you might find a Lane Motor Museum vehicle over the summer.

**Susan Lane**  
Curator

# Delivery Room - New Arrivals at Lane Motor Museum



## 1957 NSU Fox Motorcycle

Approximately 50,000 produced between 1949-1957. One cylinder, 4-stroke engine, 98cc, 3 speed. First post WW-II design by Albert Roder who later designed the NSU Prinz.



## 1969 Austin Mini

Peel Engineering made molds for British Motor Cars so the Mini could be made in fiberglass. The molds were then sent to Chile where a number of cars were produced.



## 1939 Crosley Transferable

Powell Crosley had ambitious plans to build a subcompact car. This two-door convertible weighed under 1,000 pounds and was sold for \$250.



## 1939 Hanomag 1.3 Liter Saloon

This German company began producing cars in the 1920s. This model was first introduced in 1939 as a modern, streamlined middle-class family car. Built for one year, it was always referred to as the "1.3 liter."



## 1960 Skoda Octavia

The Octavia is a small family car produced by Czech auto maker Skoda Auto which still exists today. Top speed was 70 mph.



## Windsled

To expand our propeller-powered collection, Lane Motor Museum has acquired this propeller-powered ice sled that was built from parts of a J-3 Piper Cub Airplane.

## "As Seen on TV..."

by David Yando

Did anyone see the return of K.I.T.T. in February? You know, the Knight Rider and all that? Although David Hasselhoff reprised his role as Michael Knight, the Pontiac Trans Am was nowhere to be seen. No, now K.I.T.T. is a Mustang, with nanotechnology and lots of other advanced features. Ooooo! But, the return of this show got me to thinking – how many other shows feature a car as a significant character? Sure, K.I.T.T. was unusual, given its anthropomorphic attributes – voice, sight, hearing – but cars have figured prominently into movies and TV almost as long as they have both been around.

Sure, we're all familiar with some of the iconic cars featured in American shows – made the shows what they were in some cases. Who doesn't

know the General Lee? Magnum's Ferrari 308? Starsky's Torino, or Herbie, the Love Bug!? Yes, cars are real and important characters in some cases. But, you ask, what does that have to do with a European car museum like Lane Motor Museum?

Glad you asked! Already above we've seen the importance of Ferrari and Volkswagen to their respective shows. Would Thomas Magnum have been as dashing in a Pinto? I think not. Cars are a part of our persona – they help define us. But what about Europe? Do they have the same phenomena as we here? Of course they do – in fact, even more so! Whether you know it or not, many American hit series are based on British shows – Sanford and Son, All in the Family, Three's Company, Cosby, and Friends to name several. And it's seen across all national borders – the formula is much the same – we just tend to see only

English-language programming. In Germany, Oberinspektor Stephan Derrick of the Munich Police enjoyed a 24 year run – in a Ford Taunus at first and in later years a Citroën CX. And we haven't even touched on the movies and their mechanical superstars.

Entire books have been written about James Bond's cars – in Ian Fleming's books, Bond was invariably in a 3 litre Bentley, but in the *movies*? No way! Bond practically introduced the world to the Aston Martin DB5 and its bulletproof screen, oil slicks, machine guns – and that *very special* passenger seat. Goldfinger was also one of the first screen appearances of the then-brand-new Ford Mustang – which fell victim to the Aston's tire-shredding wheel centerlocks! What other cars did Bond enjoy? How about the Sunbeam Alpine of Dr. No?

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## My First Car and Our Extraordinary Ride

by Karen Bell

*This article is part of a series about first car experiences submitted by friends of the museum.*

My first car was a 1992 Honda Accord – nothing fancy, vintage, or fast. It wasn't even a racy red, but common dark blue. My first car was not a rare or unique car which might be featured in a newsletter such as this. However, on a memorable muggy spring day, my first car and I went for an extraordinary ride.

It was April 16, 1998, and a tornado reported to be a mile wide and up to



an F3 intensity was spinning like a top towards downtown Nashville. Where was I during this phenomenal event? I was caught in the worst place anyone could possibly be during a twister – in my car! The speed at which it all happened was breathtaking. One minute I was driving down Charlotte Pike and the next minute... I was NOT driving! Although I desperately tried to apply the brakes, I had the sinking realization that my tires were no longer touching the pavement. Instead, my car had been transformed into the puck in a random game of air hockey! As my car was blown down the street towards an 8-passenger van, I went into some form of subconscious shock and my mind flickered with scenes from the "Wizard of Oz." The passengers in the van reported similar thoughts – a vivid image of



"Dorothy" swirling towards them – not in a house, but in a Honda! After my car clipped the passenger van, it spun off at a right angle. Fortunately for me that day, a liquor store stopped my car's wayward flight. My first car and I literally flew right through the front doors of a liquor store, blowing out the glass doors and cracking the exterior of the building. Strangely, I never felt a violent crash – it seemed more like a carnival ride had rolled to a stop. I emerged from my car - relatively unharmed – and heard the owner of the liquor store frantically yell, "get into the store, you're in a tornado!" "Now - that's obvious," I thought to myself as I smiled at the irony of needing to find a good stiff drink.

# Dementia Dilambda

By Dick Buckingham

*The Lane Motor Museum acquired the final restoration of this 1932 Lancia Dilambda at auction about 4 years ago. The car's restorers, Dick & Judy Buckingham, have kindly allowed us to re-print their personal accounts of the lengthy and detailed process of restoring this car to the state in which we enjoy it today. This month's article is Part 1 of a 4 part series.*

In 1985, Judy and I were in Europe on holiday and were visiting Lancia friends in Switzerland. We learned there was going to be an Italian Lancia Club Reunion in Northern Italy the following week-end. Naturally, we altered our plans to attend the event. One of our goals for this particular trip had been to buy a classic era Lancia (either an Astura or a Dilambda). Talk at the meet, of course, centered on Lancia(s). Once we let it be known that we were interested in one of the old cars, someone knew of one. Several inquiries led us to a representative of the owner who took us to an old warehouse where we could see the car parked next to an old FIAT truck. We started the car and drove it back and forth in the confines of the warehouse and right then and there decided that this car would be perfect for us.



*Another pre re-restoration photo.*

The car, a Dilambda, had a recent restoration which had been done by an amateur, talented and motivated to be sure, but an amateur none the less. Many things were done incorrectly, and some weren't done at all. Parts were missing or were incorrect, but the car was stylish and seemed to run well, and we thought that it would be perfect for our needs- a car to take on tours and Classic Car Club caravans. It was a "15 footer" as we are fond of saying- i.e. a car that looks good from 15 feet, but not closer. We weren't interested in a Pebble Beach 100 point car—rather, what we wanted was a nice driver.

We purchased the Dilambda not really knowing much about this particular model except what most Lancia enthusiasts might know: "The Dilambda was a 4-liter V-8 intended to be assembled and sold in the USA as a Classic car. When the US deal fell through, the main market for this type of car was gone (and the stock- market crash didn't help either). Also, it was too big for European tastes (and roads!) so the car was made in very limited production, many, if not most, with custom bodies."

As a matter of fact, we had only seen three Dilambdas prior to this purchase: the first one we had seen was at Harrah's Museum—a Castagna bodied 1931 Convertible Victoria which was dark green



*The Lancia Dilambda as it was received by the Buckinghams.*

with a black accent stripe and yellow wheels; the second, a maroon open 2-door was from England with an English body which we had seen at two previous international Lancia meets, and the third one was a factory built Berlina which was on display at the Lancia factory museum in Torino.

Needless to say, we weren't Dilambda experts, so we decided to leave the car in Italy to have some additional work done and to have some of the "authenticity" defects corrected. The help of a retired FIAT Museum employee was enlisted, and work was begun. However, he needed a hemmorrhoidectomy and, while having that surgical procedure, had a myocardial infarction which led to bypass surgery and a very prolonged recovery. I was getting concerned that nothing was being done on the car, so I went to Italy for the weekend to see the Turin Auto Show in April 1998 and to check on the progress of the car. Things were being done, but at a snail's pace. However, I decided to leave the car there since they knew far more about old Lancias than I did.

Two years later, we had gotten much more involved in vintage racing and arranged to purchase a Ginetta G4 in England. While looking into

# Calendar of Events

April 2008 - November 2008

## **Exhibit: Nissan Z Cars Exhibit**

**Now through July, 2008**

Explore Nissan's revolutionary rise in the sports car market from the 1970 240X to a 2002 350ZX. Included is the 1974 260Z formerly owned by Mr. Yutaka Katayama, President of Nissan Motors North America and known as "The Father of the Z Car." The Nissan Z Cars exhibit is part of the North American Heritage Collection.

## **Event: 5<sup>th</sup> Annual Microcar Drive**

**Date: Saturday, April 26, 2008**

Join us for a Microcar Show on the Museum grounds and a Microcar Drive to and from Percy Priest Lake. A picnic lunch will be included with each registration. An additional cost is required to participate in the 5<sup>th</sup> Annual Microcar Drive. Watch the website [www.lanemotormuseum.org](http://www.lanemotormuseum.org) event calendar page for more information.

## **Event: Family Fun Day I**

**Date: Friday, June 6, 2008**

Join us for the first Family Day of the season with children's tours, demonstrations, and activities for children.

## **Event: Special Day for Dads – All Fathers Get In Free!!**

**Date: Sunday, June 15, 2008**

Dads get in free on this special day. Let Dad take a ride in a rare museum vehicle! All rides are for adults only and weather permitting.

## **Event: Family Fun Day II**

**Date: Friday, July 11, 2008**

Join us for the second Family Day of the season! Activities will include children's tours, car demonstrations and more!

## **Event: Magic of the Machine!**

**Date: Saturday, July 26, 2008**

Enjoy motoring madness at Lane Motor Museum with vehicle demonstrations, a LARC demonstration, vehicle rides for adults and don't forget the basement tour!

## **Event: 5<sup>th</sup> Anniversary of Lane Motor Museum**

**Date: Saturday, October 18, 2008**

A special exhibit will be on display as we celebrate the 5<sup>th</sup> Anniversary of the Museum!

## **Event: Free Day for Veterans and Active Military**

**Date: Monday, November 10, 2008**

All veterans and active military get in free on Veterans Day! Don't miss the 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 28, 2008**

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

## **"As seen on TV..."**

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The submersible Lotus Esprit and plucky little yellow 2CV of [For Your Eyes Only?](#) Product placement became more and more important to this franchise – witness the world's introduction to BMW's Z3 Roadster and the fabulous Z8 in later Bond films.

So many movies and TV shows would have been less exciting without their automotive components: John Steed and Emma Peel of [The Avengers](#) in their Bentley and Lotus, respectively. [The Prisoner's](#) Patrick McGoochan racing about British streets in his British Racing Green Super 7. Even today, cars still help define their characters. Take Austin Powers driving his "Shaguar", baby! Do we have a "Bond car" here at the museum? I am asked that all the time, especially when giving children's tours. Sure, there are cars here that appeared in Bond films; some, like the 2CV, even played a prominent role. But no, we don't have an Aston Martin, an Esprit, or a Z8. The Citroën SM is often singled out as a Bond car, but the only prominent role I can find for the SM in the US is as Burt Reynold's car in [The Longest Yard](#).

Curious to see if your car had a famous movie or TV role? A great website for that is [www.imcdb.org](http://www.imcdb.org). How else would you ever find out all the famous roles played by Tatra's, such as in 1974's classic, [Czterdziestolatek](#)... (wonder if that translates to *A Man and His Truck?*)

Happy channel surfing...

David Yando

**[Answer to Last Newsletter's  
Guessing Game is:](#)**

1936 Voisin C28 Exhaust System

## Dementia Dilambda

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shipping, it suddenly became obvious that we could get a 40ft. container for much less than twice the cost of a 20ft., and the larger container would hold both the Ginetta and the Dilambda at a considerable savings over shipping each separately. Arrangements complicated enough to warrant a whole article for Lanciana ensued, and subsequently both cars were shipped to Amsterdam (by truck) and were then loaded into a single 40 foot container for shipment directly to Seattle.

Once here, the Dilambda was noted to have made little progress in its re-restoration even though the work was supposedly ongoing for the last four years. The Dilambda was stuck in the corner of our “dead storage” garage and added to our “some day” list of projects.

We subsequently acquired a third vintage racing car and got even more involved in this activity—I became (and still am) the president of SOVREN (the Society of Vintage



A look inside the Buckingham's original Lancia Dilambda.

Racing Enthusiasts). The Dilambda was forgotten and languished, collecting dust for the next five years—we had never even started it once it got to this country! The only time that we even thought about the car was when the organizers of Pebble Beach, Jay Heumann

(a Lancia owner) or Lorin Tryon would ask us when the car was going to be ready to show at their event. Privately, Judy & I would laugh as we knew how very far away from a Pebble Beach quality car the Dilambda was. We also knew that we didn't have either the time or the money to get it in that shape, and plus, we didn't intend to make a show car out of it. When we thought about the car at all, we still intended to make a “tour” car out of it. So we would say to Jay and Lorin, “Maybe next year.” However we did feel guilty as we thought that this was one of the few Lancias in the USA which was a candidate to be shown at that very prestigious event where, Lord only knows, classic Lancias have certainly been under represented! Kent Wakeford's Lambda and the Guttman's Lambda “boat tailed” racer being the only ones in recent memory. Newer Lancias have fared better being shown in the Italian custom coachwork class (Mrs. Kjell “Kay” Qvale's PF200 coupe, Jim Simpson's Blue Rays, our PininFarina Flaminia Turin showcar, Iggy Franciamore's PF 200 convertible and Jan Voboril's “Florida” and, in the race car class, our Aurelia B-20.)

In the fall of 1993, a friend from the Classic Car Club called to ask if we might be interested in selling the



The Lancia with its top from the first restoration.

Dilambda. He said that he had an east coast friend who collected rare and unusual classics and that this would be “right up his alley”. To make a long story short, the car was sold to well-known car collector Noel Thompson of New Jersey, on the proviso that I would act as the “general contractor” on the restoration which was to be of “Pebble Beach” quality. Well, I had no problem with that at all; what I did have a problem with was the time table (Noel wanted the car for the 1994 August show—10 months after our deal had been finalized). Judy and I talked about it and decided that if we ate, lived and breathed Dilambda for the next ten months, it would be possible. Our biggest fear was that we would get everyone fired up and busting their butts, only to come sooo close but not make it. Then there would be a huge “let down” that would make it that much more difficult to finish the car for next year. My idea was to “go to hell” and then make the final decision on June 1<sup>st</sup>. If on that date there appeared to be a good chance of finishing on time, we would all out in the final push for Pebble Beach—this is what happened, and we did it!

*Part 2 of "Dementia Dilambda" will be continued in the July newsletter.*

# 5th Annual Microcar Drive- April 26, 2008



*Microcars lined up at Lane Motor Museum for the 2007 Microcar Drive event.*

It's that time of year when Lane Motor Museum in Nashville will hold its 5th Annual Microcar Drive and Microcar Show! On Saturday, April 26, the Microcar Drive will begin with a Microcar Show on Museum grounds at 10 a.m. followed by a 30-mile drive to and from Seven Points Park on Percy Priest Lake at 11:30 a.m. Amphicar rides will be available at the lake during lunch. Registered guests will enjoy a boxed lunch at the lake and then will return to Lane Motor Museum to participate in a Gymkhana course.

A special "behind the scenes" tour will be included for all registered participants. All vehicles must pre-register with Lane Motor Museum. Cost to register the microcar and driver is \$25.00 and includes a boxed lunch, participation in the Gymkhana course, and admission to Lane Motor Museum. Additional guests in each microcar are \$15.00 per person and will include lunch and Museum admission.

Register by April 14, 2008 and receive a complimentary goody bag! All participants must register by Monday, April 21, 2008.

**For more information or to download a registration form, visit us online at [www.lanemotormuseum.org](http://www.lanemotormuseum.org) or call (615) 742-7445!**

## ***5th Annual Microcar Drive Activity Schedule***

***10:00 AM-*** Microcar Show opens. Cars displayed on grassy area to the left of the parking garage.

***11:30 AM-*** Drive begins- 26 mile drive to Percy Priest Lake and back to Lane Motor Museum. Picnic lunch served at lake. Amphicar rides will be available at the lake during lunch.

***2:00 PM-*** Gymkhana course at Lane Motor Museum

***3:00 PM-*** Behind-the-Scenes tour to include a basement tour.

### **Location:**

Lane Motor Museum  
702 Murfreesboro Pike  
Nashville, TN 37210

### **Cost:**

\$25.00 per vehicle including driver.  
\$15.00 per additional person per car.

***Event open to registered guests only as lunch is included.***



702 Murfreesboro Pike  
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[www.lanemotormuseum.org](http://www.lanemotormuseum.org)

***In the next issue:  
The Continued Story of the Lancia  
Dilambda Restoration***