



Braking News

Volume 5, Issue 1 / January - March, 2008

A WORD FROM THE PRESIDENT

This fall as the show season slowed down, I began focusing on moving ahead with some of Lane Motor Museum's fun projects. The Stationette has been invited to Amelia Island in March 2008 and is now being finished by our fantastic restoration crew in the shop area. It is an extremely interesting and unique car, and if you have a chance to visit the Museum, it's worth peeking in the "busted knuckles" garage to see its progress.

Although I had hoped by now that the Dymaxion chassis would be done, it's just not to be. I went to Pennsylvania in November to visit Chuck Savitske and to check out the progress. After looking around for a couple of hours, I tried to take some pictures but the shop was too small to get a good shot. I said, "Let's roll it outside." And we did just that. The Dymaxion chassis saw the light of day for the first time. Even though at this point the chassis looks pretty spartan, we are making good progress.

I want to thank all the members that were able to come to the members' reception; it was nice to meet everyone. Finally, I want to wish everyone a happy holiday season and look forward to seeing you in 2008.

Jeff Lane
President

In This Issue:
2008 Calendar of Events
New Vehicle Arrivals



Above: Chuck Savitske and Jeff Lane dreaming of driving the Dymaxion.

Below: Jeff Lane and Susan Lane receiving the Palmetto Award at the Hilton Head Concours d'Elegance and Motoring Festival.



A WORD FROM THE CURATOR

The fall season has seen Jeff and I closer to home and more involved in activities at the Museum.

Lane Motor Museum hosted a Citroën Fall Meet in September. Fifty enthusiasts from the Citroën Autoclub of Canada and Citroën Club of North America attended. They were treated to driving activities, the opportunity to see rare Citroën's demonstrated (such as the 1924 Autochenille half track, the two-engine Cogolin, and the DS ice racer), as well as a driving tour to the historic home of President Andrew Jackson.

On October 11, we opened the latest Nissan exhibit featuring cars from the collection of Nissan North America. The "Z Car" exhibit will run through July 28, 2008. Come in and explore Nissan's revolutionary rise in the sports car market from the 1970 240Z to the 2002 350ZX. The heart of the exhibit 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". Don't miss the "signature car" that was part of "The Z Tour"—a ground breaking marketing program for the Nissan brand.

Lane Motor Museum celebrated its 4th Anniversary with a display of four cars that had been featured at various concours in 2007.

Curator continued on page 2...



Right: Susan Lane with the 1965 Peel Trident and the 1965 Peel P50 (both three-wheelers) - part of the Microcar class at the Hilton Head Concours d'Elegance and Motoring Festival.



Bottom left: John Williamson and Greg Coston have been working hard to finish the 1950 Martin Stationette in time for the 2008 Amelia Island Concours d'Elegance -below is a shot of their hard work in progress.



Curator continued from page 1

On display were the 1946 Hewson Rocket, (Amelia Island Concours d'Elegance and winner of the Ford Flat-Head V8 Class at the Goodwood Festival of Speed in England), the 1932 Helicron (awarded Class Runner Up among Vintage Racecars at Keels & Wheels and People's Choice Award at Ault Park Concours d'Elegance), the 1938 Citroën Berline 11 Gazogene (Glenmoor Gathering of Significant Automobiles), and the 1936 Panhard Dynamic X76 (Meadow Brook Concours d'Elegance).

The Peel P50 and Peel Trident were part of the Microcar class at the Hilton Head Concours d'Elegance and Motoring Festival. The Peel Trident brought home a Palmetto Award. The highlight of the weekend for us was driving the Trident on the Low Country Tour from Hilton Head, SC, to Savannah, GA, and back—a roundtrip of about 100 miles. People could not believe Jeff and I traveled that distance in a microcar. Everyone who saw us on the road smiled and waved.

As the year came to an end we honored our Members at our annual reception. Our great team of volunteers were presented with a glass clock to commemorate one year of service.

Again this year we partnered with the Marine Corps Reserve in their "Toys For Tots" toy drive. Museum guests were generous to bring in unwrapped toys in exchange for free admission. We loaded three museum cars—Pinzgauer, BMW Mini, and McQuay-Norris – to deliver all the toys to the Marine Warehouse. Our guests really came through to make this a warm holiday for many children.

We have exciting opportunities ahead for 2008. You will find us busy with Concours', rallying, and special exhibits and event days at the Museum. In the spring, we are honored to be hosting the 2008 National Association of Automobile Museums and Society of Automotive Historians Biennial Conference. This will be a great opportunity to showcase the Museum to our colleagues.

Wishing you a New Year filled with family, friends, good health, and the joy of automobiles.

***Susan Lane
Curator***

Delivery Room - New Arrivals at Lane Motor Museum



1956 Mochet CM-125Y

Charles Mochet was France's best known maker of pedal cars as a practical means of transportation for adults. It was not until after the war that Mochet moved away from pedals. The CM-125Y was offered with a 125cc engine and a modern steel body with proper doors, fixed side window frames and a fabric roof that folded back.



1971 LeGrand Super Vee

Aldin "Red" LeGrand started out building a formula race car for himself and three friends in the late 1950s. Red designed at least fifteen different race cars during his career. The Mk12 Super Vee is powered by a 175hp Volkswagen engine with a top speed of 160 mph. This car was generously donated to the museum by Brian Crombie.



1974 Otis Elevator Company Electric Delivery Van

Otis Elevator Co. is the world's leading manufacturer, installer, and maintainer of elevators, escalators, and moving walkways. Additionally, Otis Elevator developed electric vehicles for a few years in the mid-1970s. This Otis Electric delivery vehicle boasted a range of 40 miles on a charge and a top speed of 43 mph using 16 6-volt lead-acid batteries. This vehicle was generously donated by Carl Ross.



1976 Suzuki RE5

Suzuki presented its first, and only, rotary engine-powered motorcycle at the Tokyo Motor Show in 1974. The engine, originated from NSU, was smooth, quiet, and powerful, with minimal vibrations. Many manufacturers experimented with this engine but Suzuki was the only motorcycle manufacturer that used the rotary engine on a mass-produced bike. The rotary engine project ended in 1977.



1980 Subaru 360 Fastrack

Hardware store tycoon and automotive entrepreneur Malcolm Bricklin hired Bruce Meyers to take a Subaru 360 and design a simple, indestructible body with a roll cage appropriate for off-road racing. The result was the Fastrack. Most fastracks were destroyed on the track. While never intended to be street legal, this is the only one that is.



2007 Snow Hawk Jr. R120

Unique in the world, the Snow Hawk is made from the fusion of three powersports which include the motorcycle, watercraft, and snowmobile. The Hawk Junior 120 is a small snow bike weighing barely 100 pounds for kids, adolescents, and even adults wishing to move and play in the snow.

Hey, We Really Are World Famous!

It hit me the other day, as I was answering an e-mail from Georg in Coburg, Germany – Lane Motor Museum is getting to be more and more well-known all over the world. Georg is in the process of restoring a Citroën Bijou – a rare car even in Europe. A bit of web-searching and he found us – with a description and photo of our Bijou on the LMM website. He needed a few detail pictures – mirrors, headliner (or “sky roof” as he called it) and bumpers. I was happy to oblige, as I have so many times before, and now I have a place to stay if I ever make it to Bavaria!

I have lost track of the number of enthusiasts the Museum has helped over the past several years. There was Joao in Portugal – he was creating a copy of the 1932 Helicron, and needed some pictures and measurements. Last I heard in July of 2007, he already had procured a Rosengart chassis, a Citroën engine, and was in the process of having his propeller fabricated. Can't wait to see what he comes up with!

The internet has certainly changed the world, and the car hobby is no exception. With the free and almost instantaneous ability to contact someone halfway around the world, build a relationship of sorts, and exchange information and photographs, the hobby has exploded. Not long ago, another German, Herr Winkler, contacted us about a Streamliner book he was in the middle of writing.

While there is no shortage of European aerodynamic designs, he was curious about our Davis, and the story that went along with it. A few photos, and some information, and he was on his way. (Wonder if it'll ever get published?)



Above: The 1964 Tatra T-603 was often the type of car used to transport dignitaries.

The Museum has also tried to help individuals find cars – cars of their dreams, cars from their childhood, cars they think “just sound cool”. One gentleman here in the U.S. wanted some detailed underhood photos of one of our Berkeleys – he had been searching for the car his father had owned, wrecked, repaired, and sold off decades ago. We didn't have “that” car, but he was nice to deal with – I hope he was successful finding that boyhood memory.

Memories – that's what Lane Motor Museum evokes from many of our visitors. Driving a Tatra T-603 to a photo shoot in a nearby town several years ago, I was approached by a family speaking a (very) foreign language and taking pictures with a camera phone. It turns out that the car – a big, black limo-type car, was exactly like the one their native country's president used to be paraded around in. He was so excited; it was one of my earliest experiences with how strong an emotion others felt towards some of our cars.

Yes, the Museum is getting to be “world famous” – and we have a story to tell. A story about the cars, about the times they were conceived in, and most importantly, about the people. And, happily for us, some of those people have stories to tell us!

David Yando
Museum Manager

Guess what it is....and you could win four free passes to the Museum!

What is it? Or more to the point, what is it and what car is it from? The part you see here is approximately 5 and a half feet long; overall the object is 14 feet long, and weighs about 75 pounds! (The part you can't see isn't very exciting - just a long straight piece of pipe that flares horizontally for the last few inches).

Tell us what this part is and what vehicle it is from and you could win four free passes to Lane Motor Museum! First correct response submitted by email will win. Email your response on or after January 31, 2008 (we want to make it fair for our international readers). The first email received on this date with the correct response will win.

Please send to David Yando at info@lanemotormuseum.org.



What's Bugging you?

The museum recently had a Volkswagen Beetle donated. While the car brought back fond memories of riding in my father's Beetle in the 70's, I wondered if my memories of happy times in a Beetle are real or idealistic childhood memories. I remember riding in the backseat and keeping toys in the small storage area behind the rear seat. Looking at the Beetle today there is no way I'd fit in the backseat for any amount of time and most of my toys are now bigger than the Beetle. I had never driven a Beetle and had not ridden in one in at least 25 years, so I was not sure what to expect.

I took the Beetle to Thanksgiving dinner where it was a "star". Everyone had a story to share about a Beetle. The Beetle served as a cousin's first car. An uncle survived a vicious accident in one, the car didn't. An in-law fondly recalled driving one through a particularly cold winter and had to carry an ice scraper in the car because the inside of the windshield would freeze over as he drove because the heat never worked. I had my own problems with the heat. The hot air flow to the passenger compartment is controlled by a lever between the front seats. Pulling the lever towards the back of the car allows the warm air to circulate into the passenger compartment. I pulled the lever back as far as I dared. It had reached a natural stop. Unfortunately, I learned after freezing, the lever would have traveled further, not much, maybe a quarter of an inch. That last 3 percent of the total travel of the lever is crucial and accounts for 95% of the available warm air. The dying cat's breath that was coming from the vent by my left foot kept that foot thawed while the right one froze. Live and learn.

I recall my dad's Beetle as being sporty, but I didn't have other cars for reference. The Beetle is a driver's car. It has decent power, but keep your ego in check and only challenge 2CV's to stoplight drag races. It keeps up with traffic at 70 miles per hour and returns a decent 35 miles per gallon. The brakes are adequate but plan your stops from higher speeds because there is no power assist. I was surprised by the distance required while braking from 70 miles per hour coming off the Interstate. The steering has great feel and is very direct and precise. The upright driving position is comfortable and the simple controls are instantly familiar. It is a charming car on many levels. The shape is instantly recognizable and is disarming. The Beetle is a well sorted machine that exudes a quality that is impressive considering what they cost when new. I guess that is why it is the most popular car of all time.

The museum's Beetle is a really nice original example. It only has a little over 15,000 miles and is in outstanding condition. The paint is a creamy fluorescent green that is found on the New Beetle. It is a color that takes you back to the early 70's. The color really stands out during fall drives even when the sky is overcast. It almost glows making its own sunshine. The interior is flawless and like new. The seats are two-tone with the center sections covered in fluorescent green to match the exterior. It is striking. The engine compartment only required a brief wipe down to be show ready.

The Beetle does deliver happy times and not just happy memories from childhood. It is a great car that could be driven daily. The museum is fortunate that such a nice example was donated and I'm sure visitors will enjoy seeing it and reminiscing about their own happy times in a Beetle.



Above: Recently donated Volkswagen Beetle set against the backdrop of a beautiful fall day in Tennessee.

James Green
Automotive Prep Manager

The curator adds...

I've been waiting for the Museum to acquire a Volkswagen. Over the years, guests have commented, "You need a VW Beetle." My motive to add one to the collection was purely emotional—my first car was a Beetle. When my older brother left home for the military, I acquired his car. While it wasn't much to look at with each panel a different shade of blue, it was transportation for my last two years of high school. I paid \$50 to have it painted red, and my sister Gail and I, along with our best friends Nancy and Shelly, traveled to school, after school activities, and weekend trips to the ocean in it. After I graduated from high school, I left my Beetle in my parents' backyard and entered the Army. During a leave home one winter, I found "my car" being used as a woodshed. The first sign of spring, I think I'll call Gail, Nancy, and Shelly and see if they are up to a trip to the beach in a Beetle.

Susan Lane
Curator

Calendar of Events
January 2008 to November 2008

Exhibit: Nissan Z Cars Exhibit
Now through July, 2008

Explore Nissan's revolutionary rise in the sports car market from the 1970 240Z 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 are part of the Nissan North America Heritage Collection.

Event: Superbowl Sunday – Free Admission for Everyone!
Date: Sunday, February 3, 2008

Event: Vroom...Start Your Engines!
Date: Saturday, March 15, 2008

Start your engines at Lane Motor Museum as we will feature open hoods on most cars, several cars will be started, and you won't want to miss the basement tour!

Exhibit: Special Microcars Exhibit – Sunbeam Area
Begins April 10, 2008 through September 2008

More details to follow – watch the website- www.lanemotormuseum.org for more information.

Event: 5th 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 5th Annual Microcar Drive. Watch the website 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: 5th Anniversary of Lane Motor Museum
Date: Saturday, October 18, 2008

A special exhibit will be on display as we celebrate the 5th 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).

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

We look forward to hosting the NAAM and the Society of Automotive Historians 7th Biennial Conference of Automotive History, April 2 - April 5, 2008 in Nashville!

The conference will consist of two days of seminars that will cover a wide variety of museum topics including conservation, partnerships, and museum promotion as well as networking with others in the automotive museum industry.

The Nashville Airport Marriott is the preferred hotel for all guests and a room block has been set up for all NAAM and SAH attendees.

A registration form for all interested attendees will be available very soon and will be available on our website or you can contact the museum at 615-742-7445 or email info@lanemotormuseum.org.



Restoring the Stationette

About three years ago a broken down old wooden heap showed up. I'm not kidding, it was in bad shape! On the bright side, most of the original parts were still on it, or in it. So, I figured I'd take all the *go* stuff off and turn what remained over to John Williamson, a local craftsman, who would keep himself warm over the winter burning it in his wood stove! When we showed up to check on it in the spring, I imagined him kicking the last piece of wood into the fire with the reply, "*What car?*" Instead, John pulled off some sort of woodworking miracle and resurrected the old thing. So much for the fantasy...

In reality I had worked, although slowly, towards the idea of making it *go* again. But, it wasn't until a few months before we brought the half-finished carcass back to the museum this fall that I began to truly appreciate the workmanship and the interesting but odd vision of the person who created the Martin Stationette; Captain James V. Martin.



Built in the 1950s, the Stationette's relatively small wooden body is made of maple with mahogany panels and has somewhat of a teardrop shape. To accommodate the aerodynamic shape, it has two front wheels and one rear wheel. For the suspension, Martin's choice was to utilize aircraft type shock cord, like bungee cord, as both spring and shock absorber on all three wheels. Another interesting feature of the Stationette is the construction of the frame which utilized what the designers call "Metal Wood," 3/4" plywood sandwiched between two pieces of 3/64th sheet metal. This rather odd frame is then strengthened by adding stringers between the two main frame members and covering the entire bottom of the machine in sheet metal backed with 1/4" plywood. With the floor of the cab treated in the same manner as the bottom, the result is a fairly strong structure similar to that of an aircraft wing.

While the body, frame, and some mechanical components - like the suspension system - were designed and produced specifically for the Stationette, many of the mechanical components were robbed from something else; a Hercules four cylinder industrial engine powers the machine through a Harley Davidson motorcycle gear box; the windshield is from a 50's Studebaker; the instrument cluster is a Stewart Warner marine unit, and there are additional contributions from other sources; picked up at a hardware store, or maybe donated from the remains of a machine no longer street worthy?

Wherever the parts came from, they were combined with some exceptional woodworking culminating into what, at the time, would have been a stark contrast to the automobiles of the day. When the Stationette was produced, U.S. auto manufacturers were creating enormous cars with increasing complexity to feed "*the need for speed.*" Martin's Stationette was small and relatively simple in design, and I'm guessing not fast. This contrast may in some part account for its lack of success as this is the only Stationette ever produced.

Above: A recent photo that shows the progress made by Greg and his team as they restore the 1950 Stationette.

Below: Interior restoration of the Stationette and its steering column.

With a little over two months until the completed Stationette debuts at the 2008 Amelia Island Concourse d' Elegance, John Williamson, Michael Huby, and I are going to be busy completing the restoration. The machine is visible to the public in the restoration area, so if you're interested, have a look at the progress, or see it on the floor of the Museum this spring... hopefully?



**Greg Coston
Museum Restorer**

Volunteer Corner

Volunteer Aaron Amstutz, rallying his BMW this past October 2007, had this to say about this car, "This car is a 1973 BMW 2002; I have had it for 16 1/2 years. It is my 1st car and it is also the reason for the passion I have for cars. It desperately needs to be restored (donations welcome). I have lots of memories with the car as my wife Suzanne and I drove away from our wedding in it, and we drove it to the hospital to have our children Lily and David. We also drove it to close on our house. I have gone to the Eurofest car show a couple of times with it. Also, I have auto-crossed it several times. The latest adventures have been the rally-cross. The rally-cross is very similar to an auto-cross with one big difference, its off road. I have only rally-crossed 2 times, once in September and once in October. I was second to last overall,

but 1st in class in September. In October I placed last overall and 1st in class. The 1st in class is due to no other entries in my class, so it's hard to be last when you're the only one! Actually I was the *only* person in a rear-wheel drive car. Apparently that is a big disadvantage in rally-cross! Oh well, it was probably the most fun I have ever had in the car. Here is a link to the local SCCA chapter for more info and schedules on auto and rally cross: <http://www.trscga.org/>."



Volunteer Andrew Duthie sent in these great photos and information about his 1967 MGB GT. These shots were taken during a recent trip out west heading back from California after purchasing the car. As Andrew states, "To me the interior and road views are what it's about, because the car is in motion, serving its purpose. It may not look that great and might have a mechanical problem or five, but it made the trip home from California in one piece and gave me a new perspective on parts of the American west. I bought it from a friend (who had it maybe 3 months) in California in late July. Best time of the year to cross the desert in a car with no A/C!"



702 Murfreesboro Pike
Nashville, TN 37210
(615) 742-7445
www.lanemotormuseum.org

In the next issue: Highlights from
Vroom...Start Your Engines - to be held
on Saturday, March 15, 2008.