



BRAKING *news*

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NEWS

From the Museum Director



Claude Guéniffey and Jeff Lane celebrating on top of one of the many passes on the trip.



Jeff Lane and Claude Guéniffey parked in the town square of Ljubljana.



The Southernmost point of the rally was Brescia, Italy. Here, Jeff Lane stands in the famous square that many Mille Miglia races started from.

The highlight of my summer was the Liège-Brescia-Liège Microcar Rally. Taking place in Europe, I was fortunate enough to have my good friend Claude Guéniffey accompany me on this 10-day, 3,000 km rally. Claude provided the car (a super reliable Heinkel 175) and I provided the entry fee. I will be writing an extensive article about this adventure this winter, but as a synopsis, not only did we manage to finish the rally, we also won our class (under 250 cc). Claude did a great job navigating, and I only had one little crash in Italy.

After the excitement of the microcar rally I thought the rest of the summer might be dull but, to the contrary, the next event I attended was the Meadowbrook Concours, and we were asked to bring the Helicron to pair with Ed Sweeney's Aerocar. Meadowbrook kicks off on Thursday with a hangar party and they specifically asked for a Helicron demonstration on the taxiways outside the hangar. No one at the party was disappointed with the demonstration, and I enjoyed having the opportunity to drive it without contending with other cars on the road. The Helicron also participated in the road tour on Friday – delighting (and scaring) more than a few local residents. The weather during the show was perfect, and many attendees enjoyed seeing and hearing the Helicron.

The museum made its annual September trip to the Glenmoor Concours in Canton, Ohio.



The Helicron and the Aerocar paired together for a display of unusual propeller-powered vehicles.

This year we took the Martin Aerodynamic and were rewarded by winning the People's Choice Award.

I believe we have a great event planned for October 18 to celebrate our 5th Anniversary. Brett Melancon from the Fiat Club has arranged for us to display the only new Fiat 500 in the country on this particular day. We also have some additional exciting cars to unveil, and we hope you can come out and spend part of the day with us.



The Martin Aerodynamic took home the People's Choice Award at this year's Glenmoor Gathering.

Jeff Lane
Director



How Smart?

By James and Sue Green

[James] Could the timing have been better? With the price of gas escalating with each natural disaster, the economy sagging and banks failing, who doesn't need a \$12,000 European-styled, "lifestyle brand," gas sipping, Smart Car? It seems so smart. To see how smart it was, I took the museum's example out and drove it through an entire holiday weekend.

[Sue] What a cute car we have for the weekend! The top can be retracted partially if you want a large sunroof or the side rails can be removed and the top fully retracted, turning it into a full-blown convertible. It has air conditioning and a radio. You can't ask for much more out of a museum car. This has tons of creature comforts. Did I mention how cute it is?

[James] First the basics. For \$12,235 sans air conditioning and a regular steel roof you can have a Smart Car delivered that weighs 1800 pounds and gets 71 horsepower out of a one liter three cylinder engine. The only transmission offered is a 6 speed "automated manual." What does that mean? Badness. And by that I mean not the good kind of bad, but just bad.

[Sue] What is up with the gearing? There's a 'manual' shift, but no clutch. You're prompted to shift up or down by little arrows on the dash, but have your left foot free to do absolutely nothing. There's no gear pattern, just a neutral position and pushing the shifter forward makes you go faster and pulling it backward makes you go slower. It takes a minute to get used to it, but it's something different and if you don't use the 'manual' option, it's slow. Real slow. And jerky.



The egg shape of the Smart Car allows for a surprising amount of passenger space.

[James] The one dominant flaw with the entire car is the transmission. It is so brutally awful when left to its own devices in the fully automatic mode that the car is, in my opinion, undriveable. The short wheel base can also make for a choppy ride over uneven pavement. The car has a low center of gravity so, despite the high seating position, it corners better than expected with minimal roll. However, with a bit of practice shifting, the car becomes reasonably fun.

[Sue] As someone who has a very long daily commute, the 'manual' transmission option became more desirable as I became accustomed to it. It's fun to use and offers quicker acceleration, but you can use the 'automatic' option when you're sitting in bumper to bumper stop and go traffic. Unless you're hauling around a carload of kids or need tons of storage space, this is a viable option as a commuter car.

[James] With the convertible option, you lose half of the storage space potential

Microcar Exhibit Opening October 9



Join us at the Lane Motor Museum on Thursday October 9 for a first look at our newest exhibit: "Minimal Motor-ing: A Collection of 14 Cars That Will Influence Our Future Transportation Needs".

Lane Motor Museum has developed this exhibit now because we believe it is more timely than ever. In the past, the fuel shortages ended and people moved back to larger vehicles. Recent history suggests that fuel is going to remain an expensive commodity and the demand for it will eventually out-strip supply. This is not going to be a passing phase.

Microcars not only consume less fuel, they require less fuel for their construction and daily maintenance. The microcar also takes up a lot less room on the road and in parking spaces.

Lane Motor Museum has chosen 14 of its smallest and most unique microcars for this exhibit. To give the visitor a better perspective on size, we will arrange them by length, with the shortest car first. Also, the descriptive signs near the cars will include some unique statistics, such as how many cars will fit in a typical 2-car garage.

Continued on page 6



New Arrivals!



1965 Twini Mini Replica



1925 Tatra Targa Florio Race Car



1924 Tatra T-11



1970 Citroën M-35 Monorotor



1939 Crosley

1965 Twini Mini Replica

The Twini Mini is a re-creation of John Cooper's famed twin-engined, four wheel drive Mini Cooper. Several dual-engine cars were borne of BMC products in the mid 1960s, with Cooper's version the best known. While not a true racer due to limited production, it was fearsome – 178 horsepower, four wheel drive, and only 1600 pounds, with performance equalling contemporary Ferraris! Several "twin-mins", as they were also called, were built, all by different fabricators.

Cooper's car met an untimely end in a frightening 1964 crash, almost killing him in the process. Other builders' versions of the Twini Mini did go on to some competition success, many years before Audi Quattros became the dominant force in World Rallying.

1925 Tatra Targa Florio race car

You may remember this vehicle from our April 2008 newsletter when we first showed you the the Tatra T-11 on display at Techno Classica Essen in Germany where it took 4th place in the Club exhibits with the Targa Florio theme.

Lane Motor Museum's recently acquired 1925 Tatra race car is a faithful re-creation of the 1925 Targa Florio class winner. One of the oldest and best-known road races so popular in Europe, Tatra's T-11 based race car won first and second place in the under-1100cc class. These Tatras were the first Czechoslovakian competition cars, driven by Czechoslovakian drivers, to compete in an international event. Their victory proved to the world the soundness of the basic design, and led to increased sales of Tatra vehicles all over Europe.

Pre-dating both the 24 Hours of LeMans and the Mille Miglia races, The Targa Florio was arguably Europe's most important and prestigious race. Consider – the race distance was 10 laps of 45 miles each, with the "course" being laid out through Sicilian towns and mountainous countryside, all lined with rabid race fans. In this era, a winning time was over 7 hours! The prize was a simple golden plate, the "Targa Florio", which was a piece of the sponsoring family's tableware. Run as a professional race from 1906-1977, it is still run today, although as an historic rally due to safety concerns.

1924 Tatra T-11

Hans Ledwinka was one of the most original and logical thinkers ever to work in the motor industry. He believed the automobile was destined to become an object of everyday use to modern man. His creations in such varied areas as engine design, frame and structures, suspension systems, and aerodynamics attracted worldwide attention. He created the first Steyr car in 1918. By 1921, he was the chief engineer at Tatra. He designed the Tatra T-11 which was the first car constructed from the start as a Tatra.

1970 Citroën M-35 Monorotor

The Citroën M-35 began production in 1969 and was based on the Ami 8. Only 267 copies were made in the test production. The engine is a Wankel engine monorotor and had a hydraulic suspension. The engine was found to be unreliable and difficult to start. Still, many found the performance to be superior to the Ami 8.

1939 Crosley

The 1939 Crosley convertibles and sedans were first shown in April of 1939 at Indianapolis Motor Speedway. The cars weighed 925 pounds and could be purchased for \$325 through large department stores and appliance retailers.



NEWS from the Restoration Shop

By Greg Coston & Jeff Lane

The mission of Lane Motor Museum is not only to collect cars but also to preserve and restore them for future generations. Enjoy this look behind the scenes at some of our current projects!

1967 Matra Djet5

While exercising the Matra one day, Jeff Lane pulled away from a stop sign only to discover the drivetrain had stopped driving! Further inspection has shown the rear drive hub has broken and we are having a new one made. Once we make, or have made, a new axle hub the Djet will once again be "as good as new."



1968 Citroën Type 350 Truck

This workhorse truck is receiving a new radiator and some repairs to its aging headlight assemblies.

1932 Dymaxion Reproduction

The frame and mechanicals were fabricated by Chuck Savitske Automotive in Pennsylvania. We are modifying the steering and control pedals to improve their function. Then it will be disassembled and painted before being shipped to a coachbuilder to have a body fitted.



1936 Voisin C28

This Voisin awaits the return of the engine which was sent out to be refurbished. The sleeve-valve six cylinder engine in this car ran, but rather poorly. Since the sleeve-valve is a complicated and unique engine we sought out a specialist to do the re-build for us. When the motor comes back in early 2009 we will reinstall it and have the Voisin back on the display floor.



1935 Adler Trumpf Junior

Although this car came to us in fine looking condition, driving the car revealed, shall we say, shortcomings in the brake and suspension departments! Further inspection revealed all the suspension bushings were worn out. To our pleasant surprise, Adler parts are still readily available in Europe, but delivery time is measured in months and not days. The parts are here now and it's time to put it back together.



1930 BMW Dixi

Every shop needs a project that just sits and this is the one! Someday we will get this on a schedule and back on the road. (Proof that things do not fix themselves! "Monday...")

2008 Keeneland Concours d'Elegance

Lexington, KY

By David Yando, Manager

A face only a mother could love? Apparently not, as this 1947 Talbot-Lago T26 won Best of Show, People's Choice, Judges' Choice and its class – Pre-War Classics - the same class the museum's 1938 BMW 320 Cabriolet was entered in. Oh well, any more big trophies and we'd need a new trophy case anyway!

It was hot, but not as hot as last year! The judges really liked the BMW, 'cause it's obviously had a lot of miles put on it since a long-ago restoration. But, with a spotless Talbot-Lago and a Duesenberg SJ in the class, the decision was moot. Judging is undertaken by a select group of automotive experts and enthusiasts – to hear them tell it, they study up on their group of cars prior to the event, and know “every nut, bolt, screw, and piece of leather” that is supposed on be on each vehicle. Maybe, but the BMW's Trafficator turn signals surprisingly had all of them stumped!

This year, for the first time, a Motorcycle and Scooter class was created, and the museum also sent up the 1947 Salsbury Superscooter. It was a real hit with several of the Keeneland volunteers that had had one of these unusual American scooters in their past.

Sunday's Tour d'Elegance saw the BMW among a select group of automotive thoroughbreds, lined up for a country drive, culminating in a lunch stop at Shaker Village. The Bimmer didn't miss a beat, and the drive took us through some truly beautiful countryside. Dark clouds on the horizon stayed there, thankfully, and the entire trip was fun and trouble free.

One of the interesting things about the Keeneland show is the huge variety of cars

on display. Of course, there are the brass-era cars – Locomobiles, Detroit, and Maxwells, but there are also many European classics, competition cars, and Future Classics such as the BMW Z1 and Audi's new R8. Even American Muscle cars are represented with a popular class. Only 6 to 8 cars are included per class, so it is a cream-of-the-crop type of event. You won't see 4 Hemi 'Cudas here! (at least, not being judged)

And the parking lots! Oh, Keeneland does a great job inviting all local car clubs to attend en masse, and it works! Dozens of 911s; herds of Mustangs; hundreds (really!) of Corvettes; even a fair representation of Italian supercars, such as Maserati, Lamborghini, and Ferrari are parked casually in the spectator parking areas. The show also included a couple of fan favorites – an Oscar Meyer Wienermobile and a Batmobile clone, complete with a caped uhh, attendant. Big hit with the kids, for sure!

Less than 4 hours from Nashville, the Keeneland show promises to grow, and the number and quality of the cars on display are on par with many other major concours. Highly recommended – look for it next July!



This Talbot-Lago T26 was the big winner at this year's event.



The museum's 1938 BMW 320 Cabriolet on display at Keeneland.



The 1947 Salsbury Superscooter was a hit with some of the event volunteers!



How Smart?- continued from page 2



Since it weighs less than 1800 pounds you don't have worry about crossing a rusty old bridge.

which is the difference between luggage for a week, or luggage for the weekend. The convertible top, which can be positioned both as a sunroof or a full convertible is a fun feature for a commuter or as a daily driver.

[Sue] How fun is this? It's like being homecoming queen. People are taking my picture on the interstate! They're speeding up to catch me, only to pull even and snap a photo. I lose count of the number of 'thumbs up' I get. It's crazy. I'm used to riding in museum cars, but this one gets more than its share of attention. People follow you to your destination to ask questions. Number one question- What is it? I don't know how Smart missed the marketing boat, but they did. Way too many people have never seen or heard about this car.

[James] One common question is about the size of the car. People have grown so used to huge SUV's that they can't understand how to live with something smaller, much smaller. At 6' 4", the car was well equipped for someone my size, with more than adequate head and leg room.

Everyone asks the same questions- How many miles per gallon? I had no idea until after the weekend, I usually just answer, 'lots'. I base this on theory and experience, and also from meeting a couple traveling from Canada to Key West in a diesel Smart (an engine option not available in the U.S. yet.) They reported getting 80 mpg on their

trip, so my assumption was 'lots'. The gas gauge fell slowly over the weekend, and I honestly thought I was getting around 60 mpg. I drove the car as I would any other (as fast as possible) and it returned a disappointing 40 mpg. Not bad, but not 'lots'.

After a long weekend and a tank of high test how smart a choice is the Smart car? Several diesel and hybrid cars make better use of the fuel and all are bigger cars so for some they would seem like a better choice. However bigger is not better in my opinion. I like little cars. I regularly drive museum cars that are much smaller than the Smart and I am comfortable with them, so getting into the Smart seems like driving a normal sized car. The fuel economy is good enough, however the diesel version would be great. Overall the car is fun to drive and a good value. But some people can't get past the tiny outer dimensions.

[Sue] On a trip to the grocery store, we were approached by an elderly gentleman who suggested we be very careful driving something that small. I rolled my eyes and questioned him as to, 'Why?' I fully expected a lecture on vehicle safety, instead he quipped, 'I was hit with one of them once and it took the doctor 3 hours to extract it.'

Smart and clever.



The air conditioning keeps passengers refreshed.

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 3 of a 4 part series. If you would like to read the previous installments of this article, past issues of this newsletter can be viewed online at: www.lanemotormuseum.org/archive.htm

While working on problems with maintaining originality and locating parts, we mechanically disassembled the car and took the body into Mark Burke's metal fabrication shop to get the fenders, body, and grill unit squared away. The latter had to be fabricated as the original was missing. The car then went to Murray Motorcar in Monroe, WA for prep and paint. The original plan was to leave the body on the frame, but it soon became obvious that a proper job couldn't be done on the frame while the body was still attached.

A big problem at this stage of the restoration was the picking of the proper colors. When we acquired the car it was black with a muddy rust colored cove inset. Noel wanted to paint the car red and orange. I was opposed to that feeling that it would not have been a likely color combination for Italy in 1932. So the color choosing process began—we would pick out color combinations and spray them on pieces of metal and send them to Noel while he was doing the same thing in New Jersey sending his picks to us. The problem was that we didn't like



anything he picked and he didn't like anything from this coast. Finally, Noel decided on a dark green with a pumpkin colored insert which everyone on this end thought was terrible. In order to convince Noel, we finally painted one of the cars in this combination so that we could document how bad it looked. Now we had to start over.

Al Murray had a car in his shop that was dark maroon, I thought that it would be a wonderful color, and we could take the same paint formula and lighten it up- i.e. replace black in the mix with white, ending up with two colors of maroon from exactly the same family. We did this and sent metal samples off to Noel who approved this last suggestion, which was great as we needed to be painting. The color choice had taken three months, and we still hadn't picked the interior leather color, the top color or the finish for the wood trim around the cockpits. However these went fast, at least by comparison to the exterior color selection.

During this time, I felt like a juggler. Parts were being acquired from Italy, England, Australia, as well as from at least 10 of these United States. The chassis and body were in Monroe 40 miles northeast while the seats and door panels and other upholstery parts were in Federal Way 30 miles south. One machine shop was in downtown Seattle while another was 20 miles south. Two sheet metal shops were used; one in downtown Seattle and one in north Seattle. The polisher was in Marysville 45 miles to the north, and the plater was in Mukilteo 35 miles to the northwest. Judy put several thousand miles on her car running parts from one of these locations to another; a daily occurrence.

Normally, there would be a logical progression of the work in a major league restoration such as this but, in this project, everything had been going on simultaneously. This was especially hard for the upholsterer whose job was not only complicated by finding the seats stuffed with straw, but he also

had to drive 100 miles to fit door panels and seats as the car HAD to be elsewhere to keep the project moving.

The final "push" was done at our house. For the last month, we had between 2 and 6 people working every day for 9-12 hours (some days more).

Judy was not only making all of the "runs" each day but was also feeding an extended family two meals a day. She was supposed to leave with the car in our enclosed trailer on the Tuesday morning before Pebble Beach for the two day trip. On Monday, it became obvious that we weren't going to make our Tuesday deadline so we knocked off at 10:00 pm figuring that instead of flying me and Judy down there, I would leave with Judy on Wednesday morning at 5:00 AM, and we would drive non-stop to Monterey—an 18 hour drive. Well, five of us worked all day Tuesday and all of Tuesday night (finally sending Judy to bed at midnight—so she would fresh for the first part of the drive to California). At 6:00 AM, we were ready for the last stage of the assembly—the installation of the hood.

Well, this hood is a nightmare! It is made of aluminum, is quite long and is in four separate pieces. It had been fitted to the car in primer, but when we installed it on the car for the final time, the additional maroon paint caused the hinges to bind up which pulled all of the rivets into the paint making a big row of dimples down each side of the hood. We couldn't believe it! Everyone was dead tired and sick at their stomachs—here we had come so close and now, at the very last minute, we weren't going to make it. We took a breather and decided that if Judy



The finished product. The 1932 Lancia Dilambda as it is seen today on display at Lane Motor Museum.

and I took off with the car, leaving the hood behind for Al Murray and his troops to work on, it could come down with another Seattle-based car that wasn't leaving until Thursday afternoon. This is what we did. Judy and I finally got away at 10:00 AM instead of the 5:00 AM we had planned, and we arrived at Pebble Beach at 4:00 AM on Thursday morning. The next morning we met Larry Menser who had arranged for us to rent a warehouse near his car shop so that we could do the final detailing and finish work which hadn't been finished in Seattle. Friends from Hong Kong, Seattle and Portland pitched in. The hood arrived from Seattle with its hasty repair, but it looked good. Even though we felt that the car was almost ready to go when it left Seattle (except for the hood), we still managed to keep 3 to 5 people busy on Friday and Saturday doing the last minute detailing. At 7:00 PM on Saturday night before the Pebble Beach Concours, the hood was attached and rubbed out. The car was loaded in the trailer, taken to the Lodge at Pebble Beach's Polo Field for the night, and Judy and I were in bed by 11:00 PM figuring we had a sure-fire winner come next day.



5th Anniversary Celebration!

Saturday, October 18th 10am-5pm

Join us on Saturday October 18th from 10am-5pm as we celebrate 5 years in Nashville!

Don't miss this chance to enjoy an exclusive look at the **only 2008 Fiat in the United States**. Also on display will be the museum's newest arrivals from abroad including the **1965 Twini Mini** and the **1925 Tatra Targa Florio race car!**

A full day of events is planned for the celebration that will include vehicle rides, demonstrations, and multiple tours of the basement collection!

Schedule of Activities for 5th Anniversary- Saturday, October 18th

10:30 am-4:00 pm	Rides in the Modern Fiat 500
11:00 am	Adult Rides- 1966 Fiat 500
11:30 am	Kids Rides- 1963 Fiat 500
11:30 am	Adult Rides- 1963 Fiat Multipla
12:30 pm	Demonstrations: 1925 Tatra Targa Florio race car and Twini Mini
1:00 pm	Adult Rides- 1966 Fiat 500
1:00 pm	Basement Tour- Group 1 (limit to 50 people)
2:00 pm	Adult Rides- 1966 Fiat 500
2:00 pm	Basement Tour- Group 2 (limit to 50 people)
2:30 pm	Kids Rides- 1963 Fiat Multipla
3:00 pm	Demonstrations: 1925 Tatra Targa Florio race car and Twini Mini
3:30 pm	Adult Rides- Fiat 500
3:30 pm	Basement Tour- Group 1 (limit to 50 people)
4:00 pm	Basement Tour- Group 2 (limit to 50 people)

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