



BRAKING

news

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NEWS

From the Museum Director



The Georges Irat on display at the Amelia Island Concours event.

Lane Motor Museum has spent the winter working on finishing projects for the summer. The motorcycle wing has been reorganized; it starts with the oldest bikes first, then moves through time to more modern motorcycles. My friend and motorcycle expert Burt Richmond came down from Chicago in February to lead this reorganization and I want to thank him for his time and expertise.

The museum was invited to bring the 1938 Georges Irat to Amelia Island Concours d'Elegance this year. It received much attention from the crowd since very few people have seen a Georges Irat. A couple of people made the same interesting comment in that they have been to the museum but didn't remember seeing it on display. I attribute this to the fact that the Georges Irat really stands out at Amelia Island because it's different; at Lane Motor Museum it's just one of many unique cars.

The museum had its first event (Vroom...Start Your Engines!) on March 21. Everyone enjoyed a day of open hoods, and a different car being started every half hour. A special treat was being able to see the 1942 Tatra Aeroluge run for the first time!

On April 16th we will open a special exhibit which celebrates the 50th anniversary of the Mini. The museum is proud to have this event sponsored by MINI of Nashville. We will have eleven different



Visitors at "Vroom...Start Your Engines" get a chance to see a demonstration of the Tatra Aeroluge.

Minis and Mini variants on display. This special exhibit will end on September 28th. An interesting fact about the Mini is that it was developed as a "proper car" because the management at Austin did not like the Microcars, particularly the "German bubble cars", becoming so popular. With that in mind, after you tour the Mini exhibit, make sure you stroll through the Microcar exhibit.

I wish everyone a warm and motoring spring, and hope to see you at a car show or on the road.

Jeff Lane
Director





The Peel P-50 enjoys a rest and the view during a ferry ride across the St. John's River in Jacksonville, FL.

The Peel P-50 Does the Amelia Island Road Tour

By Jeff Lane

The Peel P-50 has always been one of the star attractions of the Lane Motor Museum; the fact that it is the smallest car in the collection (and the smallest road-legal car in the world) is a point of interest to many visitors. I have driven the car around the inside of the museum and around the block a couple of times, but the opportunity to do any great distance had not presented itself yet.

Then, Amelia Island Concours d'Elegance 2009 was scheduled for March 13-15, and it looked as though the Peel P-50 would be a good candidate for the road tour. I contacted their office to inquire about the distance, and if any interstates were on the route, to which they replied, "About fifty miles, and there are no interstates on the route". Perfect... my plan was coming together.

The road tour starts on Friday morning at 8:00 a.m. on Amelia Island – I arrived at 7:45 a.m. to register. Although this tour is run in conjunction with

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Who's Having a Birthday?

By David Yando

As Lane Motor Museum celebrated its fifth anniversary last fall, we were busy planning our display and events calendar for the upcoming year. A couple of quite notable anniversaries are occurring in 2009. How much attention either will receive here in the US is anyone's guess...

First and foremost is the 50th anniversary of the Mini. Few cars have had such an impact on what we see on today's roads as the humble little Mini. Designed by Sir Alec Issigonis, Alex Moulton, and many others, what the Mini did was somewhat revolutionary. Issigonis essentially took an earlier design, the Morris Minor, and rearranged the parts to make a smaller car, but with similar usable space.

Turning the engine sideways and pushing the wheels to the very corners of the car allowed the Mini to retain a relatively spacious cabin and small trunk, all the while using far less sheet metal, and returning even better economy. Virtually every modern front-wheel drive car can trace its lineage back to the Mini, and Issigonis' revolutionary design.

Wildly popular across all levels of society, the Mini was also a very popular race and rally vehicle, winning so many events it was, and still is, legendary. Even after the British motoring industry fell on hard times, Mini was saved under new owners BMW, and although it's larger in all respects, it is again at the top of the small car world, with a vigorous aftermarket and support of hundreds of clubs worldwide. The last major anniversary, the

40th, saw over 15,000 cars and 70,000 enthusiasts descend on the Silverstone track in Great Britain to celebrate for a week of track events, rallies, parades, and autojumbles! The 50th should be even bigger – I wonder what sort of attention will be paid here in the US? A large gathering, Mini @ 50, is planned for Townsend, TN in April, and we are sending the Twini Mini to check things out. Look here next issue for a report...

Lane Motor Museum is also preparing an exhibit of both "old" Minis and "new" MINIs, slated to open in April. See elsewhere in this issue for details.

But where did Sir Alec get his idea for the Mini? Perhaps an interview with Alex Moulton,

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New Features!



1942 Tatra Aeroluge- Front View



1942 Tatra Aeroluge- Back View



1984 Honda Motocampo Scooter



2002 PCD Saxon Race Car

1942 Tatra Aeroluge

When Germany invaded Czechoslovakia in 1939, the German military dictated the output of Tatra factories. This is an interesting project that was designed for war use only. The German military wanted Tatra to develop a vehicle that could move people across the vast snowy plains of Russia. Tatra began work on the Aeroluge in 1942. The few records that exist from that era seem to indicate that the Aeroluge was completed and went through some preliminary testing. It's quite possible that initial testing exposed many inadequacies and the war ended before further development could take place. Tatra built only one Aeroluge and it is in the Tatra Museum in Kopřivnice, Czech Republic. This fully functional replica was built by Tatra specialist Ecorra in the Czech Republic over a five-year period; it was completed in 2008.

How it works... The propeller was designed to move the vehicle once it gets up to a certain speed. The drum on the back helps to get the vehicle moving and climb hills. The brakes are very interesting, as when the brake pedal is pushed, the front skis skew inward to a snow plow position. Also, there are pins that push down through each rear ski and a small brake drum on the rear drive drum to assist in the braking. The drum has three speeds at which it will turn, but the propeller is coupled directly to the engine.

How you drive it... Driving the Aeroluge is slightly complicated. First, lower the drive drum by cranking the small inside steering wheel in front of you, then engage first gear and pull away. If you are on level ground, the drive drum can be cranked up at 10 mph and the propeller will push you. If the terrain is hilly, the drive drum can be left down and the three speeds that are available can be used. Top speed is estimated to be about 48 mph. Stopping is quite simple; just push the brake pedal. When Ecorra initially undertook construction of the Aeroluge, the body was believed to be a modified T-87. Further research proved this to be untrue, although the doors and the engine are directly off a T-87 automobile.

1984 Honda Motocampo Scooter

This Honda scooter is designed so the handle bars and the seat can be folded down so it can be loaded into the back of a car. It was originally designed to fit in the back of the Honda City Turbo, a small hatchback car. As Japan has monumental traffic jams, the theory was one could park the City in a convenient parking lot, unload and unfold the MotoCompo, and continue one's commute. Although this sounds like a great idea, the fact is the scooter weighs about 90 lbs., so loading and unloading it from the car is no easy task.

2002 PCD Saxon Race Car

In 2000, Martin Ogilvie designed a car for the British Hillclimb series. This series has one rule - engine size. Martin focused on making the car as light as possible (460 pounds) and took every aspect of this car to the edge. The brakes are from the rear of a Ducati motorcycle, and the brake reservoirs have a small two ounce capacity to minimize the weight of the car. As the Saxon was designed for a 40 second run up a hill, fuel capacity is about ½ gallon. The hundreds of hours Martin spent designing this car has paid off, as this is the lightest race car made to date. The car you see here is the second car produced. You will notice there are no gauges or rear view mirrors. It is similar in design to the first car, except it has an onboard starter (the original has an auxiliary starter).

All of the vehicles featured here are currently on display!



“The Peel P-50 Does Amelia Island” continued from page 2



Parking is rarely a problem with the Peel P-50!

the Amelia Island Concours, participants do not have to drive an old car – in fact, most people drive modern cars. As I pull into the parking lot I am greeted by a mixture of laughs and smiles from the crowd hanging around. No one really believes I am going to drive this Microcar on the tour – after all, it only weighs 220 lbs., and reaches a top speed of just 25 mph. My thought is – it’s only fifty miles, a mere two hours of driving time.

I receive my route instructions and of course, the first issue I have since the Peel is a one-seater is that I am both navigator *and* driver. It should not be that difficult though, at just 25 mph. I allowed most of the other tour cars to go ahead of me so I would not hold anyone up. The route basically takes us south on A1A along the coast to Jacksonville, and then back to Amelia Island. The two-lane road has a speed limit of 45-55 mph, which I think might be a slight problem. As I drive along though, there is very little traffic this

early in the morning, and the few cars that come up behind me can easily pass.

After about three miles there is a very wide bike lane and I decide that I am better off in this lane; it keeps me out of the way of traffic and I can easily see any bike riders I may come upon. (I never saw one bike on the entire tour). The directions state to go nine miles and then turn left to cross the Napoleon Bridge. After driving a half hour it seems that I should be near the bridge, but it’s nowhere in sight, and I figure I could not

have missed it at this slow speed. After driving another half hour I see the sign for the bridge, turn left, and start over the bridge only to realize I am on the FREEWAY! I stop to ponder my choices. It appears I have to go across the bridge because it’s the only way to stay on track and not get lost, plus I am already on the freeway and could not go in reverse. The fact that the Peel P-50 has no reverse gear makes this an easy choice. The instructions indicate that a right turn is made immediately after the bridge ends, which is good – the bad part is, from my estimation, I would have to travel this long bridge for another 2-3 miles. The bridge is three lanes each way though, and fortunately the right lane is barreled off for construction, so I am able to stay to the right of the barrels as it appears there is no activity, and this keeps me out of traffic. With the steepness of the bridge, I have to switch down into second gear, probably going about 15 mph.

As I reach the crest of the bridge, there are workers painting up ahead so I have to get in the traffic lanes. I take a quick glance back and it’s clear, so I go for it. Traffic zips by in the left lane, but at a fairly slow pace, and I wonder why. Upon looking back, a sheriff is following me, which makes the other drivers cautious. The construction zone where the paint crew was working is only about half a mile, and I duck back on the right side of the barrels as soon as I can. Going downhill is faster and in no time I’m off the freeway, and I stop at the first checkpoint to get my second card. (The tour is a poker rally where you receive seven cards – one at the beginning of the tour and one at each of six stops along the tour).

It’s time to stretch and let my ears rest from the booming ring ding I hear inside the car. I ask the people at the checkpoint how far we are from the start of the tour and they say about 25 miles. That sounds good, meaning half the distance has been covered. The instructions were a little misleading as they seemed to indicate it was nine miles to the first checkpoint. After a five-minute rest, I head to the next checkpoint, which is only a mile down the road. Since I am now seeing other rally cars it does not seem that I am too far behind. (Thought I would check the gas level and it looks a little low, so I add a half gallon).

The next stop is an autocross on the Navy base where rally drivers enter the base and tour around the outside before coming to the autocross. Porsche has set up a short course where we are allowed to drive a new Cayman – first gear only. Rally participants and others come by to see the Peel and are amazed that I have driven this far. The next stop is a delicious lunch at the Navy base. Everyone is having a good time and the weather is very pleasant. Many people ask me if I went across the bridge and I tell them yes. Some who have been on this tour before told me that on the way back I would be taking the ferry and would not have to cross the bridge



again. That was good news! After lunch, we are given a 150-mph ride down the runway in the Porsche Cayman with Hurley Haywood driving. It's a fairly thrilling ride, but not as thrilling as driving the Peel! Next, we take the ferry back to A1A. One of the workers on the ferry (speaking for himself, as well as co-workers) comments that this is the best two days of the year because they get to see a lot of interesting cars.

Now I'm back on A1A driving north. It's about twelve miles to the finish and I cruise along at 25 mph. The traffic has picked up, and I stay in the bike lane as much as possible. The car is still running well, and all of a sudden, it dies. I crank it a couple of times with no response. I get out thinking that maybe I am out of gas, so I add a little – still no luck getting it started. I take off the engine cover and everything looks okay. Someone on the tour stops to see if I need help, and I ask if they can take me to my van – they say no problem. It seems I am only one mile from the finish.

I return with the van and some tools. One of the great features of the Peel P-50 is it fits in the back of the van, so if I can't get it going, I can put it in the van. A quick check of the plug reveals it is fouled, so I change the spark plug and it starts right back up. Now I have a real dilemma – do I drive the last mile, or put it in the van? Since the van is parked in the grass beside the road, I don't think it is a good idea to leave it there long. I find a small mound to roll the Peel up on and back the

van up to the mound. I roll the Peel right in, tie it down, and head to the finish driving the van.

Everyone is glad to see me even though I didn't make the last mile. Someone at the bar offers me a chair and I decline since I have spent 3-4 hours today sitting in the Peel; I need to stand for awhile. Of course I am very happy the Peel went as far as it did, and I'm sure that everyone who saw it on the road has a smile on their face.

*To be continued next issue:
Peel Antics at Amelia Island on Saturday*



Is that Porsche 911 drafting me or tailgating me?

50 Years of the Mini

Presented by
MINI of Nashville



We are excited to announce that our newest exhibit, "50 Years of the MINI- Presented by MINI of Nashville" will open on Thursday, April 16. This exhibit will focus on the history of the Mini and will feature the following vehicles from our collection:

- 1965 Austin Twini Mini Replica
- 1967 Morris Mini Minor Traveller
- 1971 Morris Mini
- 1969 Austin Mini Convertible
- 1969 Austin Mini (Fiberglass Body)
- 2006 BMW MINI Cooper S Works GP
- 1967 Austin Mini Moke
- 1964 Peel Viking
- 1980 Midas Bronze
- 1960 Morris Mini Mini
- 1973 Morris Mini 2/3 Scale

We would like to thank MINI of Nashville for partnering with us in the creation and promotion of this event! In addition to the exhibit, their support will allow us to host a celebration of the 50th Anniversary of Mini in late August...a specific date along with more details coming soon!

We hope to make this one of the most exciting and in-depth exhibits that we've offered to date! More information about the contents of the exhibit is available now online at: www.lanemotormuseum.org/mini

A Dent in the MG?

Submitted by Michael Henk

This story happened near Romeo, MI, ironically, the same town Jeff Lane grew up in. Everyone knows the story of how Jeff restored a MG TF and drove it for his driver's road test, but do they know what happened when his buddy Tim Fisher took Jeff's MG TC for a spin around the house? (Yes, people drive on the grass in Jeff's world). As he came around the corner, Tim didn't recall the pumphead sticking up out of the grass and, BANG! the TC stopped in its tracks! Jeff, being the easy-going person we all know and love, said "Awww, Tim" and that was about it. The car was repaired, but check closely next time you're in the museum to see if you can see the remnants of pumphead dents in the front valance.



“Who’s Having a Birthday?”
Continued from page 2

suspension engineer for the Mini, sheds some light on the subject and directs us to another significant automotive anniversary. Mr. Moulton recounted in the 1990s that he and Alec had acquired and disassembled a Citroën 2CV to study its suspension in the early 1950s, prior to designing the Mini. While the actual parts are not at all similar, the philosophy of a soft but compliant suspension was certainly carried over.

Citroën celebrates their 90th anniversary this year. With no commercial presence on these shores since 1974, my guess is that this is an anniversary that will pass by with very few Americans’ knowledge. Why should we care, what influence did Citroën have on modern cars? Well, let’s see..

1928 – Europe’s first all-steel bodied car.

1933 – The first passenger diesel-engined car, the Rosalie.

1934 – The first successful unibody front-wheel drive car, the Traction Avant.

1948 – The 2CV, France’s “people’s car” – derided by the press, beloved by millions, the 2CV outlived many replacement models, and ceased production after 42 years.

1955 - The DS-series. Space-age design, unlike anything seen before, paired with aerodynamics, continental Europe’s first 4-wheel disc brakes, hydropneumatic suspension, and the single-spoke safety steering wheel combined to place the DS and ID sedans at the top of many auto magazines’ “most influential” lists for the 20th century.

Certainly one can see the influence Citroën has had on contemporary vehicle design. The Scion xB and Honda Element are clearly modern iterations of the 2CV design. Likewise, Citroën’s influence on almost all modern FWD cars may be easily seen, if one knows to look. Will any notice be paid this year to Citroën in this country? Doubtful. But without the Tin Snail and Traction Avant, the American automotive landscape might look far different...



By James Green

Consider myself lucky. Thinking back about all of the decrepit and fragile cars that I have driven, I have been stranded very few times. And being stranded, while generally not fun, is certainly not the end of the world. Getting stranded will give you a little down time that you were not expecting that you can use to:

- A. Beat yourself up for driving such a pile *or*
- B. Think about how all the bad choices you’ve made in your life have led to you sitting on the side of a desolate piece of highway in the middle of nowhere.

It is actually somewhat of a relief when the damn thing does go ahead and break. You’ve been dreading it, anticipating it, and hearing it coming for miles. So when it does happen it is over and done with and now you can cope with it and then continue without the worry hanging over your head.

I am so lucky, in fact, that until very recently I had never changed a tire on the side of the road. I’ve always noticed if a tire was getting low before driving and aired it up and I had never had a blow out. But the miles and odds have a way of catching up to you.

On a recent lovely Saturday in February it seemed like a brilliant idea to take an English roadster for a run to East Tennessee to retrieve some fine pork products from a famous purveyor of pig. I mapped a brilliant route and set off for some porcine produce on a beautifully crisp winter morn. After a couple of hours the temperature rose enough for top-down motoring. The day was going very well. Then, somewhere south of Knoxville- a loud pop followed by thwack, thwack, thwack. What the heck was that? The car seems to be handling odd. Hmmm? A flat? Couldn’t be, I’ve never had a flat. I pull over and the badly shredded carcass of the low profile Goodyear looked horrible. The tire was exposing all of its parts and bits. Apparently, besides the usually seen rubber, there is also some cloth in a tire. As well as some wire. Who knew?

I had aired up the tires before leaving the museum. While doing this I actually looked at the spare. I didn’t check the air in it, though I did think about doing it. Why bother? Sometimes regret is a powerful emotion. Regret can make you cry and curse. Loudly sometimes. The spare, while not technically “flat”, was certainly “pneumatically challenged” but much less



so than the shrapnel-flinging Goodyear. This worrying fact was quickly replaced with mild terror when I realized that the car had anti-theft lugs installed. I sometimes curse entire continents. This was one of those times. Are stock alloy wheels really a magnet for thieves? Maybe in parts of Europe they are. Curse, curse, CURSE! These type of lugs require an adaptor that fits into the lug wrench, according to the pictures in the French-only owner's manual. After looking in all of what I assumed to be logical places to keep a small vital tool and much more cursing a certain geographic region, I happened upon the gem in the bag with the lug wrench and the jack. To all our Gallic friends: Pardonnez moi.

The spare wasn't all that flat and I found a gas station less than a half a mile down the road. I was quickly on my way, but feeling a bit apprehensive about the other rear tire. If the one side had given up the ghost because it was worn through what did the other side look like? Not good, that's how I would call it. But what are the odds that two tires that had collectively covered thousands of miles would completely wear through within 100 miles of each other? The odds have to be astronomical. Yet somehow, somebody wins the lottery.

Having a flat while your spare is on the car and it is dark and you're a hundred miles from home gives you time to contemplate and curse. An English car with a French owner's manual and tires made in Germany; what an odd combination. Cursing currency seems odd but the profanity-laced rant I let loose about the Euro sure made me feel better.

The other tire gave up its life while crossing the Caney Fork River on I-40 near Carthage. Luckily my parents didn't live too far away and my father had nothing better to do on a Saturday night than to rescue me from my own stupidity. I left the MG at a 24 hour-a-day McDonalds overnight and towed it back to the museum the next day after a most delicious bacon sandwich, the likes of which will never be available for a few Euros, because it's only made in Tennessee.

"ALLIGATOR MAN" AND HIS HUDSON

By Ric Sitler

When you hail from St. Petersburg, Florida, raise alligators and want to make a buck, what do you do?

Well, in 1916 entrepreneur William Carpenter sold his downtown movie theater—the city's first—and went on a 14,000 mile road trip displaying and hypnotizing "Trouble" a six-foot alligator.

Carpenter and his pal Joe Honey loaded up Carpenter's Hudson touring car and headed north showing off Trouble, promoting the Sunshine City and taking orders for baby alligators at \$1.50 each. The late Scott Hartzell, a Florida historian, noted that Bill claimed an inventory of nearly a thousand of the prehistoric critters.

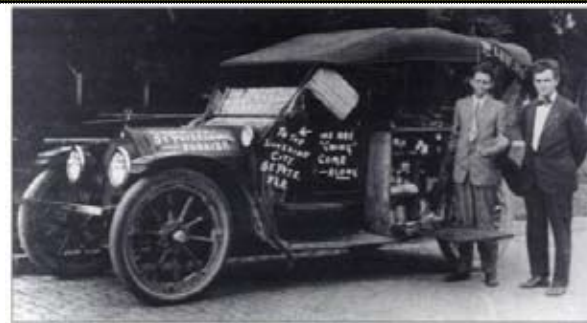
From the doghouse shape of the hood and grille and the slightly hooked front fenders, it appears this Hudson is a 1912 or 1913 model, and probably was powered by the Detroit-based company's early 4-cylinder engine. By the end of 1909, their first year in business, the Hudson Motor Car Company had sold an impressive 4,000 cars and in its second year ranked eleventh in American automobile production.

Carpenter's rolling billboard urged crowds of onlookers from New England, Canada and the far West to "Come along to the Sunshine City," handing out pamphlets after each gator show.

His Hudson reportedly cost \$1,700.

If that price is correct, that means "Alligator Man," as he was known, either paid too much for the touring car or that it was equipped with the new straight six-cylinder engine which Hudson introduced in 1913.

Like many early car owners and especially the hordes of "Tin Can Tourists" who would soon flood into Florida, Carpenter obviously modified his Hudson with a running board storage chest to hold travel gear and presumably assorted alligator treats.



William Carpenter (left) and Joe Honey drove this Hudson touring car on a 14,000 mile, four-month road trip with a 6-foot alligator as their traveling companion. (Photo courtesy St. Petersburg Museum of History)

With a number of industry 'firsts' to its credit—dual brakes, fluid clutch, balanced crankshaft, and dashboard oil-pressure warning lights—Hudson reached its peak in 1929 with annual production of 300,000 cars. Like other manufacturers during World War II, Hudson suspended auto production from 1942 to 1945 and built huge Invader engines for the Navy as well as various airplane parts.

In the early '50s Hudson introduced the Hornet, available with a 308-cubic inch, 6-cylinder, dual-carb engine. The hot 7-X racing engine increased output to 210-horsepower and was popular on the racing circuit, dominating NASCAR and other tracks for three or four years. But sales figures would never again match pre-war numbers and the end was in sight.

In 1954 Hudson merged with Nash, eventually evolving into American Motors Corporation (AMC). By 1957 the Hudson badge was discontinued.

As for William Carpenter?

He returned home, with a reported \$2,000 profit in his wallet, sold the touring car and devoted the remainder of his 90+ years to the real estate business.

And Trouble? Well, reports vary, but he probably had something to do with wallets too... ending up as one.

Thank you to Ric Sitler for submitting this great article!

Upcoming Events



50 Years of the Mini *Presented by MINI of Nashville*

The Lane Motor Museum is excited to be partnering with MINI of Nashville to create an exciting new exhibit that will celebrate 50 years of the Mini brand! The new exhibit will open Thursday, April 16 and will run through Monday, September 28, 2009.

Read more on page 5 of this newsletter or visit us online at www.lanemotormuseum.org/mini for more information!

6th Annual Microcar Drive

Saturday, May 2, 2009; 10am - 4pm

Join us for a Microcar Show on the Museum grounds and a Microcar Drive to and from Percy Priest Lake. Enjoy a picnic lunch and rides in the Amphicar! (weather permitting). An additional cost is required to participate in the 5th Annual Microcar Drive. Visit www.lanemotormuseum.org for more information.

Family Fun Day!

Friday, June 12, 2009; 11am-3pm

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

Special Day for Dads!

Sunday, June 21, 2009; 10am-5pm

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

Music City Motor Jam

Saturday, June 27, 2009

There's still time to register for this one day music and motor sports festival. Don't miss the scenic driving tour, show and shine, and live music from both the Jody Nardone jazz quartet, rising Nashville star Nikki Williams, and the All Star Motor Jam Band. Tickets are required to participate. More information & a link to purchase tickets at:

<http://astormotorproductions.com/673>

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