



This 1934 McQuay-Norris Streamliner is one of six built by the eponymous St. Louis company; 85hp Ford flathead V-8 lets it hit 80 mph



A removable hardtop, hidden headlamps and one front wheel are hallmarks of this Henry J-powered 1948 Davis Divan, one of 16 built

10-mile radius of where we live. We had no marketing plan or business agenda, and it just happens that Nashville is a great tourist market."

Jeff and Susan were able to bring these cars together in the old bakery, and add still more, when they formed the family-oriented Lane Motor Museum in 2002. As the director, Jeff continues to collect "Unique Cars from A to Z" ("We are missing E and Q. But we're working on those," he quips.), and maintain the vehicles, while Susan is the curator. "Jeff focuses on the searching for unique autos, purchasing and overseeing restoration—'Buying and driving' is what he says," she enthusiastically tells us. "I was a legal secretary for 20 years, so it was easy to transition legal research and writing to automotive research and writing. I focus on the administrative aspect of the museum—what vehicles go on the floor, how they are grouped, writing the display signs."

The Lane Motor Museum features micro cars, military and amphibious vehicles, prototypes, one-of-a-kind vehicles and motorcycles. Although the majority of the museum's collection is European

and Japanese in origin, Jeff and Susan seek to show that American automakers have been as adventurous and creative as automakers from other nations; roughly 10 percent of the vehicles in the collection are significant American automobiles that most people are probably not even aware ever existed.

Their collection of American vehicles includes special cars like a one-of-one 1928 Martin Aerodynamic Car that was recently shown at the Amelia Island Concours d'Elegance; a prototype 1948 Davis Divan; a California coach-built 1946 Hewson Rocket; a 62-foot-long 1959 L.A.R.C. LX military amphibious cargo vehicle; a Corvair-based 1960 Ultra Van RV and a 1934 McQuay-Norris with Ford underpinnings. They also have American microcars in the forms of a King Midget and various Crosleys. "Jeff was first interested in the streamlined Tatra cars; the McQuay-Norris and Martin fit that mold," Susan explains. "We have three-wheeled microcars from Europe, and the Davis is a full-sized three-wheeler that seats four across. We've searched for obscure vehicles that fit our collection and show

that America and Europe were doing the same thing."

The Lanes are proud that their museum is a "working" collection; Jeff says that they all run on a good day; "Seriously, I would say 95-percent of our collection runs. A few cars are going through major restoration... our goal is to keep all the cars in a condition to use them." Many of the vehicles are licensed for the road, and because they are positioned with plenty of access on the museum floor, he and Susan can take them out at any time.

This willingness to drive their cars has given the Lane Motor Museum some unusual international publicity. The Lanes decided to share their passion for unusual cars by participating in the Great Race, a cross-country vintage automobile rally. Jeff drove, and Susan navigated; "Jeff loves the technical and mechanical aspects," she explains. "He notices how a car is running, the sounds and smells if it isn't working at peak performance. If he is in a car, he wants to drive. I am more a paperwork person, I've always been a map-reader. I try to pay attention to the details, and it doesn't bother me to read in a moving car. We both recognize the other's strength, and let each other do the job assigned... this works for us."

Their first Great Race attempt was in 2002 in one of their Czech Tatras, although this ended abruptly when the car's transmission input shaft failed; "I was pretty naïve, thinking it would be a nice drive across the country," Susan chuckles. "Four thousand miles in an old car is always a risk, no matter," Jeff interjects. "The breakdown was disappointing, but not a shock. We learned why some racers spend a whole year preparing a car to run—we weren't trying to win, we did it for sheer fun and publicity, and to spend a



Hailing from Athens, Ohio, is this 1963 King Midget Series III microcar; its matching fiberglass boat and trailer were custom-made