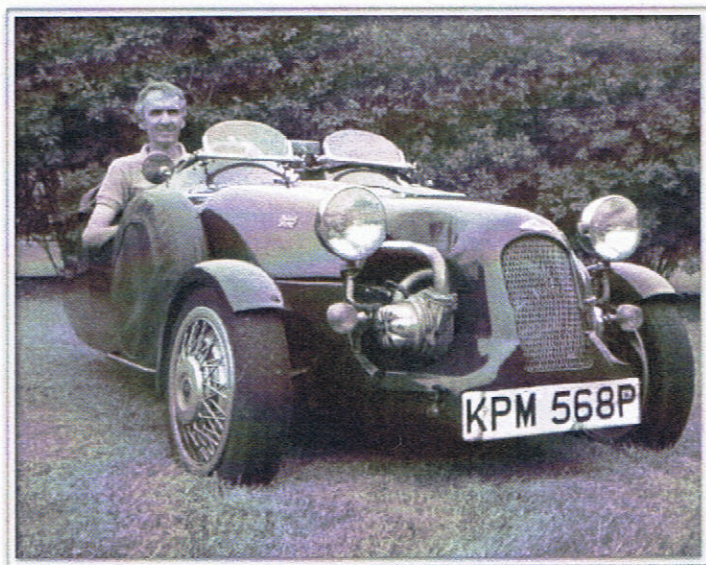


Lomax Insurance Challenge

by Harry Kramer

With a passion for British and European vehicles, I found the Lomax a perfect addition to my collection. Little did I know that obtaining insurance would be an issue. So after I purchased it and got it home, my first call was to my current insurance agent with whom I have insured six other vehicles, including two motorcycles. The current insured vehicles also include a motor home (that my company owns and is insured for commercial use), a 1969 URAL motorcycle with a sidecar, a 1952 MGTD kit car, and two everyday use family cars. Needless to say I was already well established with this agent. So when



Harry Kramer in his Lomax 223

I called him and asked to add the Lomax, I was a little surprised when he said no after several days of trying to secure me a policy. So I decided that I would give it a try on my own. My first call was to Hagerty, the collector car folks, and they too turned me down. My next call was to a local Boss Hoss dealer (Boss Hoss is the motorcycle manufacturer that makes the Chevy-powered motorcycles and trikes). I figured that they would have a resource to send their clients to. As it turns out their resource is Geico. Geico too decided not to insure it. I asked the Geico rep about the Boss Hoss cycles. They will insure a Boss Hoss trike with a Chevy LS3 big block engine with 425 horsepower or a Boss Hoss motorcycle (two wheels) with a Chevy LS3 and 445 horsepower, but not a little old 20 horsepower Lomax.

Before I continue, I need to mention that my Lomax was already titled in the United States as a motorcycle.

When I purchased it the owner had motorcycle tags on it. Now here is what I was up against in my little insurance dilemma. As I would explain to the insurance folks what the vehicle was – a three-wheeled car tagged and titled as a motorcycle – their response was that it was not a car, it was a motorcycle. And then they would go down a list of criteria of what a motorcycle was or had to have (*or could not have*), and you guessed it, the Lomax did not fit into the motorcycle category. So then they would tell me that it was a trike. And when they would run through the list of what a trike was or needed to have, the Lomax did not fit. I was also told that it was not a car. I am an aircraft dealer, and for a moment I thought well, if it is not a car, motorcycle, or trike, maybe I can insure it as an aeroplane. This was with all of the major car/motorcycle insurance companies as well as with the collector car/motorcycle companies. I do not understand the insurance companies. I can easily get insurance for a dirt bike to go out and jump hills, go off-roading, and climb rocks, but no one wants to insure a little Lomax to take a leisurely drive in the Maryland countryside on a Sunday afternoon. And after all, this was going to be the seventh car I would have tagged and insured, so the exposure or risk to the insurance company was at a minimum.

So my next step was to Google “trike insurance” and “antique motorcycle insurance.” I found numerous lists of insurance companies. After hours of emailing and calling agencies, I had luck with a company called American Collectors Insurance at www.americancollectors.com. The cost is just over \$200.00 per year. Now I am enjoying those leisurely drives to the local homemade ice cream store for a Sunday treat.

