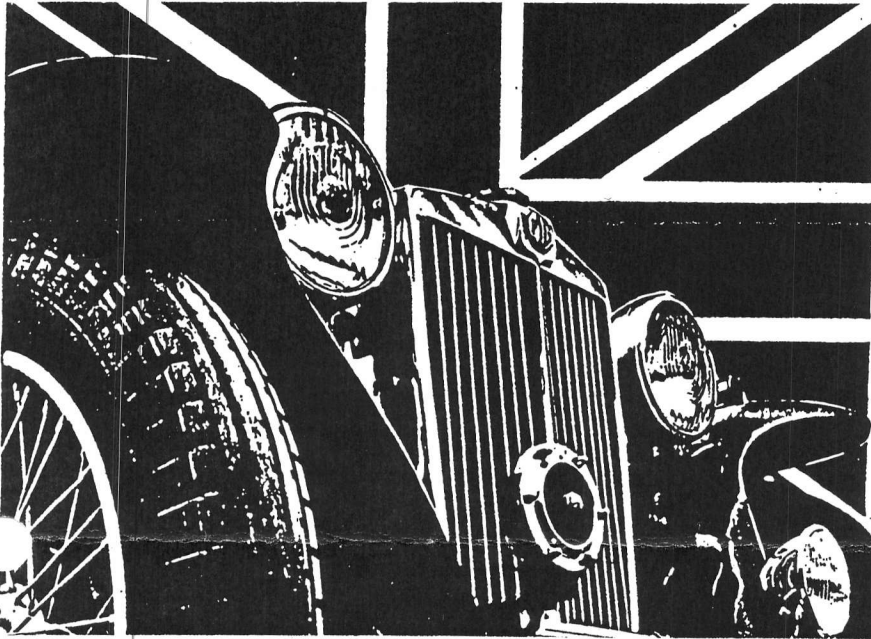


British Motor Club of Utah

June 2000

Volume 12 Number 11



British Field Day 2000

Spiff up the cars! It's time again for the 9th annual British Field Day on Saturday, June 17th at Pioneer Park. Like last year's event, this one will be complete with all the necessary ingredients for a good time: cars, bikes, swap meet, chicane, and of course, club folks who share your insane love for British machinery.

Cars. Bring your car, even if it isn't in showroom condition. Park it on the grass or run it through the chicane (trust me, it's a blast!). Register your car at the park starting at 8:00 am.

Bikes. Like years past, we'll be joined in the event by the Utah British Bike Club. There's usually a great sampling of British bikes such as Nortons, Triumphs, and BSAs. These folks dote on their bikes like we do our cars, and the results are gorgeous machines that you won't see anywhere else.

Swap meet. Looking for that hazard switch or carpet kit? Chances are you'll find it at the swap meet. This is an opportunity to please your spouse and clean out those unneeded items from the garage or just get rid of that bucket of extra parts from your last restoration project (or does that only happen to me?). Bring it down, spread it on the grass, and swap and trade with the rest of the group.

If you don't want to cart all your goodies down to the park, just put up a swap form on the Swap Board (the form is attached to the front of this newsletter) and let the parts sell themselves.

Chicane. One of the best parts of the Field Day is running your car through the chicane. Ever see a Landrover corner on three wheels? Or a Spitfire slide around a tight circle of cones? Not only is it fun, but the sounds and sights of the moving cars help draw in the crowd.

Club folks. This is one of the biggest events we have each year (usually over 80

cars, bikes, and Landrovers), and you'll see many club faces. Ask how the restoration is going or find someone with a similar car and swap stories. Bring your spouse, significant other, kids, grandkids, grandparents, or anyone else who loves cars and bikes.

To top it all off, Tony Caputo's Deli will again offer a discount coupon for lunch with car registration. And what celebration would be complete without a T-shirt to commemorate it? You can get your British Field Day T-shirt while you're there.

We still need help in setting up, putting up signs, setting up sun shades, hanging flags, directing traffic, etc., so if you can help please show up Friday night June 16th about 7:00 PM, and plan to stay to help Saturday after 3:00. The more help the better the event will be.

If you don't know, Pioneer Park is located on the corner of 300 West and 300 South. The Field Day will start at 9:00 AM for spectators and we will start registration by 8:00 AM. The event will run until 3:00. In years past, we've joined the Olde English Festival at St. Paul's Cathedral after the Field Day events, but we understand that the Olde English Festival will not be held this year. Also, please remember that the park policy is no beer, *so please hide it well.*

Don't forget that this event is more than an opportunity to show off our cars—last year we donated over \$1,000.00 to the Center for Family Development, a charity for children who are victims of sexual abuse.

Let's all get our cars out and make this the best Field Day ever and help the Center for Family Development at the same time.

If you need more information, call Bruce Schilling at 801-486-0425.

A great run to the island

By Andy Lindeman

It was a lovely day as we meet on Capitol Hill for the drive to Antelope Island. You couldn't have asked for a more beautiful day.

All those that could lower their tops (car tops, that is) did so as we traveled up I-80 to the second meeting point in Layton. We arrived a little late at the meeting point, because I spent too much time gabbing with my passenger and not enough on my speed. Oh, well, no one got lost. Several cars from Salt Lake beat us to the meeting point in Layton. There were as many cars waiting in Layton as there were cars from the Capital Hill group. We even picked up a curious passer-by in an MGB who just had to know what was up. He wasn't a BMCU member, and already had plans for the day, but he's on the mailing list now.

Attendance was much greater than last year. We had over thirty cars show up.

After a quick drive across the causeway and onto the Antelope Island, we drove to the beach and stopped for lunch. After lunch, we drove to the Field Garr ranch house on the east side of the island. The ranch house is open regularly now, and the paved road out to it is about 10 miles of up and down, twisty two-lane. We toured the ranch house and surrounding buildings, then a few in the group continued on the the Hill Air Force Museum in Roy.

Unfortunately, the beautiful day was marred with an accident. Brent Anderson and his companion, Jackie Cornelius, were riding with the group on Brent's Harley (his MG TD is under restoration). The bike went down in a patch of gravel as they were leaving the island. Brent escaped with minor cuts and bruises, but Jackie didn't fare as well. She spent several days in the hospital, but made a full recovery. I'm sure I speak for the whole club when I say I feel terrible about the accident.

Sandy City 4th of July Car Show

By Bill Robinson

Every year, the Sandy City 4th of July celebration has included a car show. Last year, we took home a number of awards, including the Mayor's Choice award that went to Bill Van Moorhem. The car show has, until this year, been held on the 3rd. This year, the whole celebration has been overhauled and consolidated into one day, including the car show.

The car show is almost an all-day event. Registration is from 8:00 AM to 10:30 AM. Judging begins at 10:30 AM and goes through 1:00 PM. Awards will be presented at 2:30 PM. The registration cost is \$20 for the first car, \$15 for the second or third. This is up from only 10 bucks last year. We called and asked why and were told that the number of trophies had been greatly increased. And you also get a t-shirt and dash plaque.

OK, so here's the bottom line. This show is traditionally a hot rod, old American car kind of event, but the event coordinator, Willy Martinez, told us that if the club can guarantee at least 4 entries, *he will give us our own division*. It gets better. If we can come up with 8 or more cars, depending on the year models, we can get 2 divisions, such as pre 1960 and post 1960 British Vehicle (in case someone brings a tractor). Each division is guaranteed 3 awards.

Are you in? If so, call Bill Robinson (801-947-9480) and he will get you the registration form. Last year, we had 5 cars. Why not make it an even dozen this year?

Got insurance?

It's a fact of life: you have to have insurance. Not only do most states' Department of Motor Vehicles require proof of insurance before you can register your car, but you will want insurance both for your own liability protection as well as the protection of your car.

Buying insurance for the family minivan is one thing. Buying for your classic car will probably be more difficult. However, it's

The Lucas Calendar

This calendar works about as well as its namesake, so use it with care. Club events have **bold** dates. The others you may find interesting. All events are subject to change.

June 15-18. Annual International NAMGBR Convention in Cleveland, OH. Go to www.mgcleveland.com or call Lynne Burgess at 614-899-2394.

June 17. Annual British Field Day. See the article in this newsletter. We need lots of volunteers to help. Bruce Schilling, 486-0425.

July 3. Sandy 4th of July parade. Bill Robinson, 947-9480.

July 11. Club 90 night. This event is not confirmed. It's a car show/dinner social at Club 90, perhaps in conjunction with another car club. Bill Robinson, 947-9480.

July 15. Wolf Creek Pass-Tabiona run. This road was paved last year and is a spectacular drive. Doug Wimer.

July 24-28. Austin-Healey 2000 Rendezvous in Ocean Shores, WA. Contact is stevenft@aol.com or 360-876-8236.

August 2-6. VTR 2000 National Convention in Portland, Oregon. Go to www.PortlandTriumph.com for info, or call Ray Marty at 503-357-5640.

August 5. Social at Bruce's house. This is confirmed! Bruce Schilling, 486-0425.

August 19. Annual Alpine Loop drive/raffle. This is the event that started it all, and a club favorite. Karen Bradakis (364-3251) and Andy Lindeman (486-8194).

August 31-September 3. "Moonlight in the Mountains" for Jensen owners, Lake Chatuge, GA. Rally, tech sessions, gymkhana, car show, and local interest tours. Contact Marv or Sheree Marcus,

September 4. Miner's Day parade in Park City. Fun, cool, down-hill drive. Floyd Inman.

September 23 or 30. Mt. Nebo fall color run. Final date to be determined. Gary Lindstrom.

October 19-22. Triumphest 2000 in San Diego, CA. 858-484-1634.

October 21. Fall Tinker Day, Fat Chance Garage. Mark Bradakis, 364-3251.

September 28. End of the Season dinner. Sharon Bailey, 262-9361.

November 11. Rolling garage tour. We need a volunteer for this event.

December. No event.

January 13, 2001. Tour or drive in Ogden area. Nathan Massie, 486-2935.

February 17, 2001. Pot-luck dinner/business meeting. We need a volunteer for this event.

worth the effort to shop around—you may be able to save a lot and get superior coverage.

You drive a what? One compelling reason to shop around for insurance is that some companies just don't know collectable cars. In fact, some companies may not even want to insure older, collectible, or rare cars because they deal with such cars enough to price the policy. Years ago, an agent told me their insurer wouldn't even consider my MGB because they just didn't insure "young people in convertible sports cars."

Many "regular" insurers do have special classifications for collectable cars, and there are several specialty insurers who only deal with collectable cars.

Where do I begin? Start by looking at how you drive the car. Is it your daily driver? Or is it trailered to shows a few times per year? Do you just drive it a couple of weekends during warm weather?

You'll also need to consider any other drivers (especially younger drivers) in the family, and of course, the value of the car.

Find out what it's worth. All policies boil down to one thing: what would the car cost to repair or replace? Make sure the

value is based on the true value of the car, not the typical "year, make, and model" that many companies use for valuation—after all, there are some unique features in collector cars, such as a different engine for that year or model, that may make the car more rare or desirable and thus, more valuable.

Some companies may allow you to set a value (called agreed or stated value), while others may require you to get a professional appraisal (appraised value). In some instances, you may want to get an appraisal every three years to show the consistent value of the car, and to supply photographs to prove the car's condition.

If you restore a car, document the costs of the restoration and keep up-to-date photos in case the worst happens.

The costs. The costs can vary, but expect to pay from \$100-\$150 per year depending upon the value of the car and any add-ons, such as towing coverage, that you include in the policy. These average costs usually include both collision damage and comprehensive with zero deductible, but it can vary from one insurer to another.

Restrictions, restrictions... Now, before you get overly excited about your savings, you must understand that policies for collectable cars usually have considerable restrictions. In most cases, you'll be restricted in the number of miles you can drive. Typically, the number is 2,500 or less per year, which gives you enough mileage to drive to club events, parades, the mechanic, and a bit of weekend driving. You may have to show that you keep the car in a locked garage or storage unit except when it's driven for club or show events that include an overnight stay. Finally, unlike daily driver insurance which may cover you while you're driving a rental car while on vacation or a friend's pickup when you move, collector car insurance is usually "one person, one car." This means the car is only covered if you are driving it; in fact, you may be required to sign an affidavit attesting to the fact that the car will not be covered if driven by another driver. This is more likely to happen if you have teenage or younger drivers in your household.

Read the fine print. One final word of caution: Read the fine print. If it isn't on the policy, it isn't covered. And it's too late to change the policy when you've just hit another car or it bounces off the trailer on the way to the GoF. In other words, keep in mind the way you use the car and tailor your basic policy, and any add-ons, accordingly.

Sources. Here's some of the companies that club members have recommended, plus some I've seen advertised in British car publications. Of course, if you have a good relationship with your current insurer, talk to your agent to determine if the company offers any collector or specialty-class insurance. Otherwise, I'm sure you can get a policy with one of these sources.

Insurance

American Collectors Insurance, Inc.,
Cherry Hill, NJ. (800) 360-2277 or
www.americancollectorsins.com

American National Property and
Casualties Companies, Springfield, MO
(417) 887-4990

Classic Auto Insurance, Indianapolis, IN
(800) 397-0765

Classic Collectors Insurance, Cincinnati,
OH (800) 252-5233

Haggerty Insurance, Traverse City, MI
(800) 922-4050

Heacock Insurance Group, Inc, Lakeland,
FL (800) 678-5173

J.C. Taylor Insurance, Upper Darby, PA
(800) 345-8290

K & K Insurance, Ft. Wayne, IN (800)
552-9253 or www.kandkinsurance.com

Statewide Insurance Agency, LLC, Salt
Lake City, UT (801) 968-1172 (Jim
Welch is an independent agent and a
BMCU member)

Appraisals

Petersen Historic Automobile Appraisals,
browniepet@aol.com (Brownie Petersen
is an appraiser and a BMCU member)

Autojumble

For sale: '61 MGA coupe, needs complete restoration. Drove it into storage 10 years ago, turned it off, and it's been there since. The car is complete. Call Kent Thomas, 485-5474.

For Sale: I am selling and/or parting out my 1980 TR7. It has 120,000 miles on it. Clutch is bad, fuel pump is on the way out, the seats are torn up, rust here and there. Other than that, most of the rest is in good shape. I am asking \$500 for it. Contact Joseph Shaffer, (w) 435 781 5475 or (h) 435 789 1278, or email at jbschaffer@hotmail.com.

Exchequer report

Begining Balance	\$2119.22
Interest earned	+3.45
Ending Balance	\$2122.67

Board of Governors:

Andy Lindeman, Governor General; 801-486-8194, email: andyl@crosswinds.net.

Bill Robinson, 947-9480, email: brobinson@redwoodmusic.com

Marty Van Nood, Chancellor of the Exchequer; 467-0525 (H)

Gary Lindstrom, 532-1259

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Associate Editors: Mark and Karen Bradakis, 364-3251 (H)

Membership director: Bruce Schilling, 486-0425 email: partsmaster@sisna.com

This Newsletter is published by the British Motor Club of Utah, Ltd., a non-profit corporation of British automobile owners. The group holds monthly events such as drives, picnics, technical sessions, and more. We welcome owners (or potential owners) of British cars, in any condition, to the group. Membership is free, but we ask for a donation at events to support the Newsletter and other activities. If you would like to join the group, send your name, address, and a list of British cars owned to Bruce Schilling, 917 East Mill Creek Way, Salt Lake City, Utah 84106, or to Bruce's email address shown above.

British Motor Club of Utah

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