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Saturday, August 27, 2022
EVENT JOURNAL

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SCHEDULE OF EVENTS

Saturday, August 27, 2022

3pm - 7pm

Boutique Shopping

Craft Beer Tasting by Other Half Brewing

Single Malt Tasting by Glenrothes

Webb Telescope Presentation by

Dr. Mike Inglis, BSc (Hons) MSc PhD FRAS
Professor of Astronomy & Astrophysics

Children's Activities by Southampton Village Fire Department

Cocktails & Hors d'Oeuvres by Thyme & Again

People's Choice Award Ceremony

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Speed With Style

Most Likely To Arrive On Time

Car That Most Makes You Smile

Car To Drive To The Oscars

Best Motorcycle

Best Fire Truck

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Inaugural Concours d'Elegance
Southampton Fresh Air Home

When Rome Arnold approached SFAH with the idea of a classic car show, we all met at the camp on a cold winter Saturday and saw the incredible opportunity of doing a Concours d'Elegance as a fundraiser on the grounds of the campus. The magic of today's event is truly Rome's creation. His hard work and dedication to produce a new, fun and exciting opportunity to bring friends and donors into our mission is unsurpassed. Rome – on behalf of the Board, staff and campers we thank you.

This summer, Southampton Fresh Air Home celebrated our 121st year of programs for children with physical disabilities welcoming 150 campers who enjoyed a sleep away summer camp experience where activities included sports, games, computers, arts, crafts, swimming, sailing, music, gardening, cooking, dancing and numerous off-site field trips. During the off-season, we offer an extensive schedule of on and off-site programs with Life Skill Labs and recreational opportunities.

Today's event would not be possible without the help of many of dedicated supporters. We graciously acknowledge:

Our Sponsors: RM Sotheby's, Autosport Designs, Lisa and Rome Arnold, Saunders & Associates, South Fork Custom Home Development, Ann R. Grimm, Bulovas Restorations Inc., Edrington Brand Management, Maura Nicolosi and Babak Nassirian, Rally Point East, Ann Marie Carr, Diane and Robert Cornell, Nicky and Jamie Grant, Christian Oberbeck, Julie and Emma Phillips, Catherine Kuehn Price and Malcolm K. Price, Juliet Glennon and Bernard Bailey, Tish and Orest Bliss, Michaela and Stephan Keszler, Allison Morrow and Jonathan Cohen

Our boutique vendors: The Pale rose, Other Half Brewing, Edrington Spirits, Underwood, Bask, Kempton & Co., LSC Design, LTD, Glampwear, James Paul Cheung, Tori Brown

Our media partner: The Purist

Our vendors: CM Consulting, Thyme & Again/Delaney Oser, People Pool Valet

Lastly, and most importantly, we thank you for joining us today. As we enter our 122nd season, we salute you!

Sincerely,

Nicky Grant

Nicky Grant
President

Inaugural Concours d'Elegance
Southampton Fresh Air Home

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Inaugural Concours d'Elegance

Southampton Fresh Air Home

The Southampton Fresh Air Home Inaugural Concours Committee

Tom Naro, Executive Director and Rome Arnold, Event Coordinator would like to acknowledge the invaluable assistance provided by the following, without whose knowledge, experience and enthusiasm our Inaugural Concours d' Elegance would not have been possible (at least before Thanksgiving):

Tom Papadopoulos: Autosport Designs: Purveyor of Fine Vintage, Exotic and Historically Significant Automobiles (<https://www.autosportdesigns.com>)
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Rick Carey: Automotive Expert, Advisor to the Valuations Team at Hagerty Insurance Company, Publisher of Rick Carey's Collector Car Auction Reports (RickCarey.com) (highly recommended). Rick has a database of over 300,000 collector car auction transactions so he has a pretty good idea of what your car is worth. He wrote most of what you will be reading.

Patsy Lynch: Webmaster; Journal Publisher; Signage, Decorations and Everything Else Manager

IMPORTANT DISCLAIMERS - PLEASE READ

CONCOURS TROPHIES will be awarded based solely on the votes of the people. The vote count will be unavailable for audit. You must be present to win although for safety reasons you're not allowed to leave early anyway. All awards will be final. Protests are discouraged.

JOURNAL ACCURACY We note that in your Concours d' Elegance Journal (assembled with great care and unflinching attention to detail) there are undoubtedly typos and factual errors. Please direct your issues and concerns in that regard to The Society of Automotive Excellence whose members will review your submission and respond in due course.

Due to the absence of electric sockets outside most of the SFAH buildings, we were unable to invite electric cars to participate in our Inaugural Concours. We deeply apologize for the inconvenience.



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*With Thanks,
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Camper Wish List

The following is a WISH LIST for our campers. Each lot describes an activity or purchase for the camp that your donation will make possible. There can be multiple donations per lot. These WISH LIST donations are 100% tax deductible. Visit the camper wish table to make your gift.

101. Fall/Spring Mini Session \$5,000

Bring up to nine campers to SFAH for a fun-filled and educational weekend where activities range from bowling, pumpkin picking, day trips, movies, and more.

102. Life Skill Labs \$2,500

Life Skill Labs are an important component to our year round programs. The goal is to foster independence, self-care and productivity.

103. Holiday Gift Giving \$1,000

This December SFAH will deliver gifts to over 100 deserving campers. Your donation will support this gift giving program and bring joy to our special children.

104. Day Trips \$1,000

Trips to sporting events, concerts, theater, museums and restaurants are always a special treat

105. iPad \$500

Give the gift of an iPad for the children to learn, play, explore and grow.

106. Make a Donation

Give the gift of your choice

Sponsor a Child at Camp

Your generous donation will support the cost to host a child for a one week or three-week session at camp next summer.

107. For Three Weeks \$5,000

108. For One Week \$1,000

CARS AS OF JOURNAL PRINTING
(August 15, 2022)

YEAR	MAKE	MODEL
1915	Ford	Model T
1930	Bugatti	Type 40 A
1933	Ford	3-Window Coupe
1936	Bugatti	1947 T 57
1941	Mack	Pumper
1948	Plymouth	Convertible
1952	MG	TD
1953	Packard	Caribbean
1953	Corvette	Sting Ray
1954	Jaguar	XK 120 SE
1956	Ford	Thunderbird
1957	Chevrolet	Corvette
1957	MGA	
1958	Porsche	356A
1959	Austin Healey	"Bug-Eye" Sprite
1960	AC	Aceca
1960	AC	Bristol
1961	Morris-Mini	Mark 1
1962	Ferrari	250 GT PF Series II
1963	Chevrolet	Corvette
1963	Jaguar	E-Type
1964	AC Cobra	289
1964	Alfa Romeo	2600 Spider
1964	Studebaker	Avanti
1964	Lotus	Elan S2
1964	Porsche	356C

YEAR	MAKE	MODEL
1965	Alvis	TE21
1965	Aston Martin	DB5 Vantage
1965	Ford	Shelby Mustang GT 350
1965	Aston Martin	DB5 Vantage
1966	Shelby	GT 350 H
1966	AC Cobra	427
1967	Bizzarrini	Strada
1967	Ghia	450 SS
1967	Chevrolet	Corvette Sting Ray
1968	Porsche	SC Cabriolet
1968	Chevrolet	Corvette Sting Ray
1968	Jaguar	E-Type
1969	Jaguar	E-Type
1969	Dodge	Charger
1969	Mercedes	280 SL
1970	Ford	F-250
1970	Citroen	DS21 Pallas
1970	Maserati Ghibli	Spider SS
1971	Mercedes	280 SE 3.5
1971	Fiat	Spider
1972	Ferrari	365 GTC/4
1973	Ferrari	246 GTS Dino
1974	Jaguar	E-Type
1977	Rolls Royce	Camargue
1977	Porsche	Targa
1978	Aston Martin	V8 Volante

(Cont'd)

CARS AS OF JOURNAL PRINTING
(August 15, 2022)

YEAR	MAKE	MODEL
1979	Porsche	935 DP
1981	Ferrari	512 BB (Berlinetta Boxer)
1985	Porsche	959
1989	Porsche	930 Ruf BTR
1991	Nissan	Figaro
1993	Aston Martin	Virage Volante Wide Body
1995	Aston Martin	V550 Vantage
2008	Bugatti	Veron
2008	Porsche	Cayman Design One Edition

MOTORCYCLES

YEAR	MAKE	MODEL
1980	Honda	CBX 1000
1999	Ducati	996
2000	Ducati	900 SS
2005	Honda	RC51
2008	Bimota	DB6R
2011	Ducati	848 EVO
2014	Ducati	Hypermotard SP
2021	Triumph	Thruxton RS



1960 AC Aceca Coupe
Owner: Tom Papadopoulos

Shown on the AC stand at the 1954 London Motor Show held at Earls Court, AC followed the John Tojiero designed Ace roadster with the Aceca coupe a thoroughly modern fastback design that was completely different from the roadster but traced the grille and headlight treatment of the Ace for a common identity. Under the hood power comes from AC's own 1,991cc single overhead camshaft inline six (an engine originally designed in 1919) with three SU carburetors and anywhere from 85hp to 102hp, running through a 4-speed manual with disc brakes all around. With its lightweight aluminum bodywork, hatchback configuration and high-quality interior appointments it became one of the first modern, and comfortable, high-speed sport-touring cars.

Only 151 Acecas first-addition were built and just a third came to the U.S. with lefthand drive. This car left the factory on 21 June 1958 in the same color combination and specification as it sits today. This AC Aceca was shipped to the Hap Dressel's AC Imports Inc, Arlington, VA, the East Coast AC distributor at the time.

Currently in exceptional condition throughout with unusually low mileage, this is likely one of the finest Aceca's in the U.S. It is truly a time-warp car that is user-friendly and as much fun to drive as a modern sportscar.



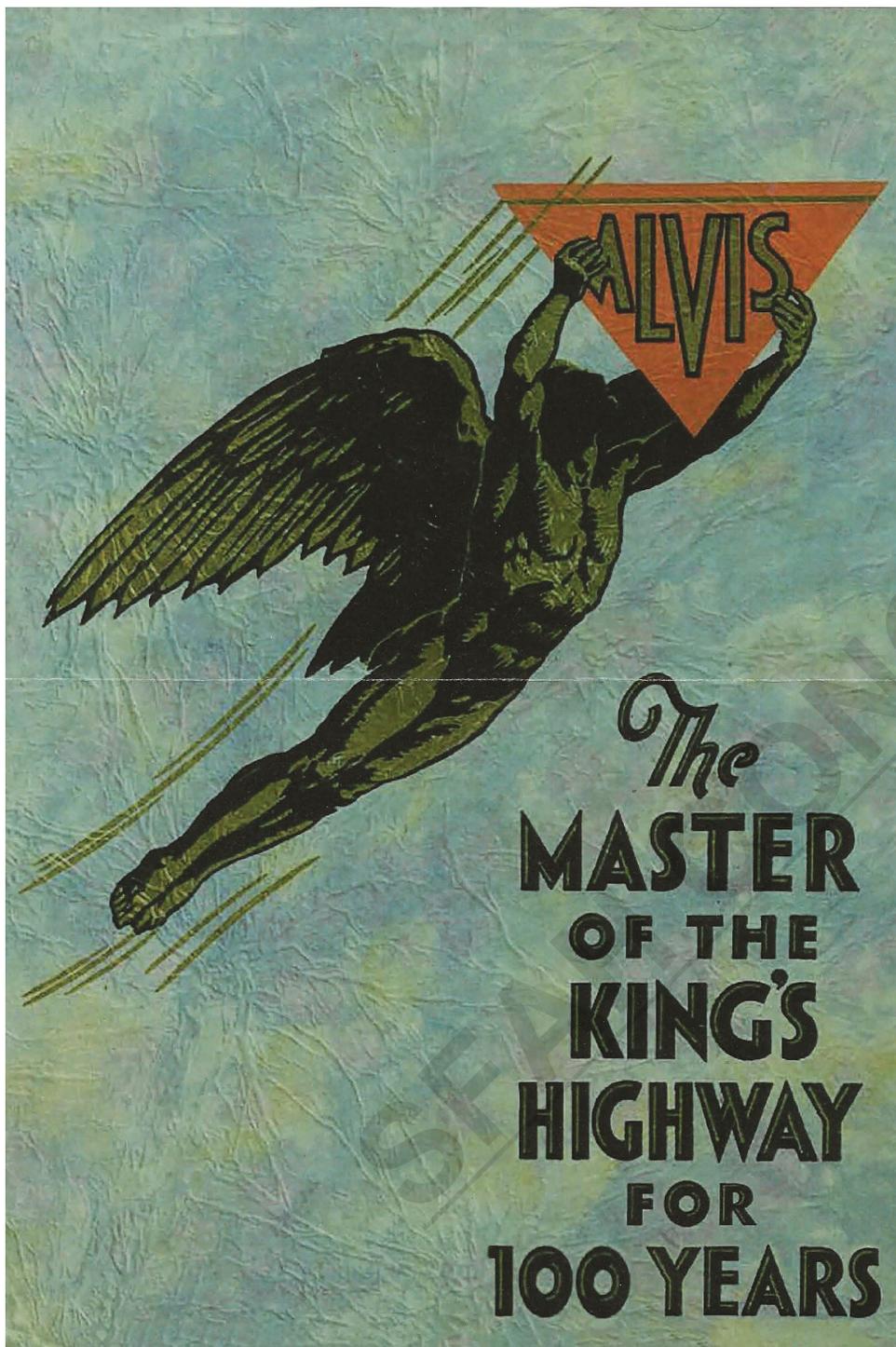
1960 AC Ace Bristol OTS (Open Two Seater)
Owner: Herb Wetanson

Designed by John Tojiero, the Hurlock brothers who owned AC quickly made a deal to build a car with the company's own single overhead cam inline six engine. In addition to having a chassis designed for a race car Tojiero's early '50's 2-seater had a beautiful, lightweight aluminum body that looked like the best Italian coachwork of the day. The venerable AC six was supplanted in 1956 by the more powerful Bristol six. With up to 128 horsepower from 1,971cc the Ace Bristol was instantly competitive and became even more so when the six was replaced by Ford's thin-wall casting 260 and later 289 cubic inch V-8 by badged by Le Mans winner Carroll Shelby as the Shelby Cobra. It is very easy to see the design influence of the Bristol on these later cars. My first new car was an AC Bristol but not this one. ACs were so rare that the best way to buy one was to fly to Surrey, England which I did in 1958. I met with Jack Henderson, the GM of the company and my AC was delivered later that year at Christmas time, appropriately. (Somewhere I have a picture of that car coming off the boat in a net. This was before container shipping was invented.) I drove my first AC everywhere – to the race track, on the race track, from the race track, to work etc. Everywhere. When it hit 80,000 miles I wisely sold it. Within weeks, I realized that was not so wise and started searching for a replacement. I bought this one a few months later, from a fellow who lived on an island. The car had very few miles on it. It was a small island. It is remarkable to me how long I have owned and enjoyed this car.



1964 Alfa Romeo-2600 Spider Convertible
Owner: Peter Ostrega

The Alfa Romeo 2600 (Tipo 106) was Alfa Romeo's six-cylinder flagship produced from 1962 to 1968. It was the successor to the Alfa Romeo 2000. It has become historically significant as the last Alfa Romeo to have been fitted with an inline six-cylinder engine with twin overhead camshafts. That had been the traditional Alfa Romeo engine configuration since the 1920s, but gave way to four-cylinder engines as the factory oriented its production towards more economical mass-produced car models starting in 1950. The 2600 body by Carrozzeria (my car) was introduced at the 1962 Geneva Motor Show. For whatever reason, it was not a popular car in its day which means they (and parts unfortunately) are relatively rare today. Enjoying vintage cars over the years and owning a few prompted me to join the Classic Car Club in Manhattan. Driving the Club's 1971 Alfa Romeo GTV 1750, with its surprising amount of leg room (I'm 6'3") and more importantly a very seductive exhaust note triggered my search for an Alpha. The search ended in England in February 2022 and we were delighted when she was delivered just in time for the summer driving season. Of course, we have tuned her up for US gasoline, made some adjustments, and for enhanced driving pleasure added a music system (removable). We take her out regularly, perhaps playing Louis Armstrong's version of Summertime a touch too many times.



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1964 Alvis TE-21 Drophead Coupe
Owner: Anonymous

The Alvis Car Company was founded in 1920 and built cars continually until 1967, two years after being taken over by Rover. In the early 1950s, Alvis introduced the TA-21 with a new chassis, suspension and drivetrain built around a dependable 3-liter engine. This platform would provide the underpinnings for all subsequent models until production ceased. Demonstrating remarkable naming creativity, Alvis introduced the TB-21 next, followed by the TC-21 then the TD-21. Next to last was my model, the TE-21, which appeared in 1963 with a distinctive styling change - a stacked quad headlight arrangement, which configuration also appeared on Rolls and Bentleys of that era, all bodies by Park Ward. For the TE-21, 4-wheel disc brakes were a noticeable upgrade. The twin-carb OHV inline six delivers 130bhp at 5,000 rpm and the car can cruise comfortably at 70mph.

What's an Alvis? 33 years ago coming out of the Paris residence of the British Ambassador I noticed a beautiful car I didn't recognize. It was an Alvis, I feel in love but never saw one on the street again. 27 years later while perusing websites, I was delighted to find the same model Alvis as I had seen in Paris. As soon as my schedule allowed, I flew to St. Louis to see and drive what soon became my TE-21. The color of my car is Alvis Alice Blue. It is a graceful and elegant tourer which I love now as much as I did the first time I saw one.



1965 Aston Martin D85 Vantage Coup
Owner: William Sharples

This DB5/2071/L, has never been restored and is maintained in very good running order by Jon Clerk & Lance Evans of Steelwings. Lance maintained the car three generations ago for our grandfather Robert Harrison (AMOC member #5045) as well, when Lance worked for Rex Woodgate at Aston Lagonda Inc. DB5/2071/L is in remarkably good original condition, with no rust or rot on the underside and very minimal touch-ups to the body since its production. The jade green leather interior—and matching luggage—have wear appropriate to their age. The odometer registers 72,000 miles. The dash display features an 8-Day Jaeger Chronoflite Chronograph clock, and, on the glove compartment, a green St Christopher medallion. The original, extraordinary green wire wheels remain on the car. It is one of only 17 LHD Vantages with factory A/C.



1965 Aston Martin DB5 Vantage
Owner: Tom Papadopoulos

This car is one of only seven Vantage specification DB5 Convertibles produced by Aston. The high-performance, rare Vantage-specification DB5 appeared in September 1964 with 40 more horsepower than the standard engine, a significant increase. The Vantage upgrades further included flow-tuned intake manifolds proving a “ram” effect, the cylinder head featured extra-large ports, valve timing was modified, and ignition timing was advanced for extra power and a flatter torque curve. A vacuum reservoir was also added to the power-assisted brake system. As expected, the DB5's performance was sharpened considerably in Vantage tune, particularly with zero-to-60 times dropping to just 6.5 seconds. Completed on April 1, 1965, this matching numbers, factory Vantage convertible is even more rare having been one of only two 2 RHD examples to leave the factory for the home market (now converted to LHD).

Complete with its historically-significant original factory build sheet as well as British Motor Heritage Trust Certificate confirming its original color, serial numbers (which match the car) as well as Vantage specification, this DB5C is also complete with its owner's manual, factory tool roll, jack and knock-off hammer. It is superb in absolutely every respect and ready for the concours circuit as well as road and tour use.



1979 Aston Martin V-8 Volante 7.0L Big Bore ex-Dean Martin

Built in December 1978, this V-8 Volante was originally sold by Hollywood Sports Cars to its first owner, the entertainer Dean Martin. member of Frank Sinatra's famous Rat Pack, Restored with limited mileage since, 68,000 total miles from new-prior to restoration, Uprated by R.S. Williams, LTD. to 7.0 Liter/500+bhp hence the designation V-8 Volante 7.0 liter Big Bore Specification.

In the early 1990s, this V8 was purchased by Mr. Silas M. Ford III through Steel Wings in Pennsylvania. During Mr. Fords ownership, the V-8 was well cared for and previously serviced by Autosport Designs. In 2003, the V-8 was restored by R.S. Williams, LTD in the UK in which is when the engine was uprated to its 7.0 liter specification.

With further previous servicing by Vantage Motors in CT, this V-8 has seen single exceptional ownership since 1993. On a recent road test, it has ample horsepower (over 500bhp) and torque which is well suited to the automatic transmission. It is powerful on the open road, yet docile around town and will not disappoint in any way.

This V-8 includes its instruction manual, tools, jack and spare wheel, service records and build sheet. It is without a doubt one of the finest example of its kind in the world today and surely with excellent provenance from new.



1993 Aston Martin Virage Volante Wide Body
Available from The Autosport Designs Collection

Special Order Rolls Royce Racing Green with Rolls Royce Champagne leather with Spruce Green piping, Rolls Royce Sahara Beige carpeting, Fawn Mohair convertible top, 8,000 miles from new, 4-speed Automatic transmission. This example is 1 of only 13 Wide Body Volantes imported to the USA.

Designed by John Heffernan and Ken Greeley, the Aston Martin Virage (coupe) debuted in 1988. It was the first truly new Aston Martin in nearly 20 years and the new V8 engine was a development of the tried and tested 5.3 liter V8, but with new designed cylinder heads, featuring four valves per cylinder. Sports Car International praised the "eager and quicker revving" nature of the 330hp engine, with its Callaway-designed heads and Weber-Marelli fuel injection. Two years later, the Virage Volante appeared at the Birmingham Motor Show as a strict two-seater, and a 2+2 version followed the next year. Production numbers are estimated to be between 224 and 233 examples by the time production ended in 1996.

The Wide Body (this car) conversion by Aston Martin Works Service became available for the Volante during 1992, which included a larger front air dam and larger OZ Racing split rim wheels among other features. This Virage Volante Wide Body is complete with all books, tools and service records from new.

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1995 Aston Martin Vantage 550
Owner: Henry Cercone

Four years were to pass between the introduction of the Virage, styled by John Heffernan, and its sibling, the high performance Vantage. The Vantage was noticeably different throughout, and only the roof and the doors were carried over from the Virage. It was Ken Greenley together with Project Manager, Mike Booth who improved on the original and thus the 1990's version of the V8 Vantage production. Changes to the Virage based body may be extensive and the interior is both sumptuous and functional but it was the uprated engine that drew the attention of those in-the-know. Twin superchargers were mated to the original 5.3 liter V8 engine and a 6speed transmission, presenting the driver with smooth control of 550bhp and 550 lb.ft of torque. This drive-train was at the time the most powerful street-legal production power-plant in the world. Since a driver would on occasion need to stop the car, the braking system utilized massive 362 mm diameter ventilated discs with four piston AP Racing calipers, the largest brakes fitted to any road car and appropriately, more than sufficient for the task. The V8 Vantage accelerates from 0 to 60 in 4.6 seconds with no more than one gear change if any of its 6-speed box. Conservatively rated by AML to have top speed of 186 mph, testers achieved 200mph several times. I have not been able to confirm the car's capability in that regard. In its day, it was the fastest Aston Martin produced by the factory.

By February 1998, production had topped the 200 over five years of production, and when production ended, a mere 239 'standard' examples had been produced (1/3rd were LHD) making this an exceptionally rare and exclusive automobile.

Inaugural Concours d'Elegance
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1959 Austin Healey Sprite
Owner: Marc and Nancy Troy

The first Sprites were simple, even rudimentary, roadsters with 43 horsepower 948cc four-cylinder engines. As other British cars became more complicated, the Sprites with their distinctive headlights mounted on the hood almost as an afterthought were an entry to sports car driving ... and racing ... that captured imaginations. "Bugeye" here, "Frogeyes" over there are eminently tunable and with an abundance of speed parts, like the MGs that preceded them they were an entry level car for learning to tune and double-clutch downshift a manual gearbox. By the way, legend has it that the headlights were more a reflection of a limited budget compromise, since designer Gerry Coker actually wanted pop-up headlights.

We became the caretakers of this 1959 Austin Healey Sprite in 2019 after a comprehensive restoration. Most of the restoration and subsequent work was performed in the spirit of originality, safety, performance and comfort while retaining the personality of the original car. The body was media blasted, rust repaired and painted in Guard's Red. The original 948cc/49HP engine was replaced with a modified 1275cc unit producing approximately 80 HP and an upgraded transmission and disc brakes were installed, among other period accessories. We shod our Sprite with Minilite alloy wheels as a homage to the original Sprites which are still competitive cars racing in the SCCA's H Production class to this day. Sprites are known for being the "most driving fun you can have under 70 MPH." We agree!



1967 Bizzarrini 3500 GT Strada
Owner: Jim Freeman

Giotto Bizzarrini defected from Maranello in 1962 along with much of the rest of Ferrari's brain trust in a dispute over management. Bizzarrini allied himself with Count Giovanni Volpi at Scuderia Serenissima and developed Volpi's 250 GT SWB competition car into the "Breadvan", a car faster than Ferrari's own 250 GTO which Bizzarrini knew intimately as its designer. After a stint with ATS, Bizzarrini worked with Piero Rivolta and designed the Iso Grifo which later became the Bizzarrini 3500 GT. This convoluted and conflicted history begat one of the most famous and beautiful cars of the 1960's. Powered by a carbureted 327 cubic inch 365hp Chevy Corvette V-8, it was a front- mid-engined car with the engine placed back by the driver's knees. Bertone built the gorgeous bodywork, still regarded as one of the best of its, or any, era and the interior is beautiful to match. Serious, aggressive and low, it looks ready to leave its competitors in the dust, and it does.

I have wanted to add a Bizzarrini to my collection for many years but was repeatedly discouraged by the condition of those I examined to buy. I looked at 16 cars over the years and being a touch fastidious, found every one lacking in some way or another. (I have logged each one on the inside cover of a book I have about the marque.) This one is the 17th and as you might guess, it is impeccable.



1930 Bugatti Type 40 A
Anonymous

Roadster body with bodywork by Jean Bugatti. Engine from Bugatti Type 37 GP car. Originally sold to a British diplomat living in Paris in 1930, it was delivered there by famed Bugatti race driver Louis Chiron. It was first seen in the US in Los Angeles in 1954 and remained there until 2016 when it moved to eastern Long Island.

Only 4 owners since new.

I purchased it from the previous owner who had owned the car since 1959, it had already had some restoration work done to it, although it was never in a state of bad repair. I had known the owners and the car for many years and we had discussed my purchase in the past so when we finally agreed to a price it happened very quickly.

The previous owner was one of the oldest and most notable collectors of Bugatti's in the US and had several other important cars in his collection besides this one.



1936/1947 Bugatti T 57
Owners: Pegasus Classic Cars LLC.

This Bugatti Type 57 was originally delivered to Paul Worth of the famed French perfume family in 1936. It was a faux cabriolet constructed by Fernandez & Darrin. In 1947 a new body was conceived by Paul Nee, a Parisian coach builder, hence the 36/47 designation. The coupe featured unique characteristics such as a large sunroof, chrome fender flashings, a hidden spare tire, and rear-hinged doors. The car arrived in Los Angeles in 1962.

My passion for vintage cars started with an impulse purchase of a Jaguar XK 150 OTS (Roadster). In gray over red with chrome wire wheels, the Jag was a marvelous driver, so long as you didn't need to put up the top, which is a two-person job. Unfortunately, someone (not to be named and not me) over-revved the engine with deleterious effect. So, I moved on, and over the years have been able to build a stable of vintage cars. This Bugatti coincidentally was also another impulse purchase (at auction) and is a car that gives me great pleasure to share with the Fresh Air Home Concours patrons.



2008 Bugatti Veyron
Owner: Steve Rostkowski

When talking about the Bugatti Veyron superlatives flow. Built under the auspices of the Volkswagen Group which acquired the assets of Romano Artioli's failed attempt to bring the Bugatti marque back to life with the EB110 in the 1990's, the Veyron has a beyond powerful quad turbocharged 4-cam 7,993cc W-16 engine with 987 horsepower and 922 lb-ft of torque. With full time all wheel drive it has a rated top speed of 213 miles per hour. At that speed the W-16 consumes 1.4 gallons of fuel every mile, creating range anxiety before that was a thing. It takes ten radiators to cool down this performance. At 137 mph the stance lowers to just 3.5 inches off the road while the wing and spoiler automatically deploy for increased aerodynamic downforce. Introduced in 2005 after several iterations of prototypes, it remains state-of-the-art in both design and technique.

I was drawn to this specific automobile due to the extreme attention to detail and the extraordinary design engineering it represents. As you would guess the research and aerodynamics inherent in its performance derive directly from aerospace technologies I believe the design/style is timeless and because of this she will never age. It is a wonderful car to drive, in my opinion with unmatched all-around performance.



1953 Chevrolet Corvette Convertible
Owner: Louis Celi

Along with several other concept cars that had been displayed at the GM Motorama, Chevrolet debuted its Corvette 2-seat sport car as a 1953 model. It was powered by a 3-carburetor version of Chevy's 235 cubic inch six-cylinder engine making 150hp and drove through a 2-speed Powerglide automatic transmission. Suspension is independent with coil springs at the front. The rear utilizes a live axle with leaf springs. The body is fiberglass composite, setting the standard for subsequent Corvettes. '53 Corvettes come only in Polo White with red upholstery and black cloth soft tops. Only 300 were hand assembled in Flint, Michigan and stand proudly as the foundation of all subsequent Corvettes.

This rebuilt 1953 Corvette has a 1991 engine.



1957 Chevrolet Corvette Roadster
Owner: Bruce Wilcox

In 1957 the Corvette matured, gaining features like drivetrain and suspension options that allowed it to be configured precisely as a purchaser wanted. Body styling was a little different from 1956, but the possibilities were seemingly endless. The standard engine was the full-size Chevrolet's Power Pack 283/220hp V8 with a close-ratio 3-speed manual transmission. The big news was the arrival of Rochester mechanical fuel injection combined with a high-performance solid valve lifter camshaft which achieved 283hp. Only 713 of the 6,339 1957 Corvette buyers ticked the box for the FI engine combined with a 4:11 positraction differential. Early '57 Corvettes had the close ratio 3-speed: the Borg-Warner T-10 4-speed arrived in April of '57.

I have been in love with Corvettes since I was ten and first saw and heard a 1960 fuelie. So many years later, I was on a very specific hunt for one of those rare first-year fuelies. It took me five years to find my '57 and then another five years to restore it to its impeccable condition. This is a Triple Crown Car, meaning it has earned Bloomington Gold, NCRS Top Flight, and several other important awards.



1963 Chevrolet Corvette Split-Window Coupe
Owner: Bob Stokvis

This car's not-particularly-creative nickname is "Split-Window". It came into being because Harley Earl, GM's Designer-in-Chief liked the look. However, Zora Arkus-Duntov, (the Corvette's godfather) did not, nor did many buyers as the superfluous design feature restricted rear vision. In fact, some owners replaced the window with a single pane with unfortunate impact on future value. Arkus-Duntov won the debate and the Split-Window was gone in 1964. Since that model was a one-and-done, of course it is has become one of the most valuable Corvettes, a rare model more valuable than a convertible version of the marque.

The 1967 was the first year for the C2 Series – 327 high performance engine with mechanical lifters, 340 hp, knock-off wheels, and other details correct for the model.

I've owned this car for 34 years.



1967 Chevrolet Corvette Sting Ray
Owner: Susan Harder

1967 was the end of the "mid-year" series of Corvettes, known today as the C2. It had all the upgrades the Corvette team could think of including 4-wheel disc brakes and an array of six different engines from 327/300hp to the legendary 427/430hp L88 (making easily 500 real horsepower but disguised and expensive so mere mortals wouldn't want it.) This Corvette, though, is even more extreme having been upgraded with a 454 cubic inch (7.4 litre) engine. One of the advantages of the 454 is that it weighs no more than a 427, but has 27 more cubic inches and more torque.

My first Corvette (in high school) was a 1964 Sting Ray. Sadly, that car was destroyed in a cloud of fiberglass by some fellow running a stop sign. (I was not hurt but I was very annoyed.) My beau bought this Corvette for me as a surprise after I asked him while sitting in his new Ferrari, "well, what are you going to get me?" I adore the color: Lyndale Blue, which is a color named after a race track. My Corvette has a souped up 454 ci engine which a prior owner installed to replace the original 427. It's a touch loud; I'm not sure if it's the engine or the muffler which sets off other car alarms. Just as much as I like driving it so do I like maintaining it, with the assistance of my 83-year-old mechanic. We work together in my outfitted 3 car garage with a lift and have... (yes, it is a vintage car)...redone the brakes, distributor, plugs, installed power steering, refurbished the carbs, replaced the steering wheel and horn, all told probably a delightful hundred hours or so.



1968 Chevrolet Corvette Coupe
Owner: Mitch Kates

What Chevrolet marketing didn't seem to appreciate at the time but no enthusiast missed was the important connection between the dramatic restyling of the Corvette in 1968 and Bill Mitchell's 1959 XP-87 Sting Ray (one word, "Stingray", or two, that car was known by both but in the 60's the name evolved from two words to only one.) It took the marketing mavens a year to catch up with the public and attach chromium plated letters to the sides calling it "Stingray". It may have looked more like Larry Shinoda's Mako Shark, but it was Stingray to consumers and its smoothly proportioned "Coke bottle" shape made it look like the sleek sea creatures its name called to mind.

My 1968 Corvette was the first year of the C3 platform. The 427 'Big Block' engine represents American Muscle at its finest. This car is all original with its 4 speed transmission and 3:70 positraction limited slip differential, as recently made more famous in the climactic scene of My Cousin Vinny. My car was an emotional impulsive (and happy) purchase at auction when I realized it was identical to the car my father bought when I was 13, in the exact same Silverstone Silver. I was ecstatic especially as you might imagine those days when he picked me up at school. Sadly, my dad passed away before he could see the car in person but I knew how very special this purchase was when looking through the car's build sheet I noticed my silver Corvette was manufactured on my Dads birthday August 1.



1970 Citroen DS21 Pallas
Owner: Jamie Grant

Andre Citroën started cutting precision gears in the early 20th century then began making cars a few years later. From the front wheel drive Traction Avant of the Thirties to the utilitarian and famous-for-its-looks Deux Chevaux, Citroën has never built a conventional car. The DS19 of 1955 was a particular engineering masterpiece with hydropneumatic self-leveling suspension, power disc brakes and a semi-automatic gearbox. Remarkably, the DS's unique ability to raise a single wheel (to replace a flat tire) allowed President de Gaulle to escape a 1962 assassination attempt by driving away on just three tires. Reflecting the importance of its design, the MoMA has a DS in its permanent collection.

I searched off and on until I found my DS21 in California. Upon its arrival on the east coast, I arranged for a restoration shop to add back iconic features like the covered headlights and the rear roof-level indicator lights which had been removed to comply with unfathomable US import rules. Of course, all of the parts had to be patiently sourced from Europe. Up and running my car with its 2,175cc inline four and unique suspension gives the smoothest of rides, in French "le tapis magique" the flying carpet. I have found my DS21 to be true to its reputation as an "armchair on wheels". In 2009, MotorTrend magazine's Designers' Survey voted the DS "the most beautiful car ever made". (By the way, DS, deesse, means goddess in French.) I agree, I love her and I drive her all the time.



1969 Dodge Charger
Owner: Thomas Rosko

Let's face it, in the late 60's Mustang, Camaro, Challenger, AMC and 'Cuda were fighting it out on Trans Am road racing circuits but for most it was drag strips and stoplights. That's when Dodge created the "Scat Pack" to promote their wide range of stripped down, big engine coupes and hard-tops. Prominent among them was the Charger, a beautifully styled mid-size coupe that came with every thing from a Slant Six to a 426 Hemi. Midway in the range was the 383 Magnum with 335 horsepower that was only \$137.55 more than the standard Slant Six, even less than the \$227.05 it cost to get the TorqueFlite automatic. Having been restyled only a year before their smooth-sided body design was one of Mopar's best and they performed as well as they appeared. This one has its original drivetrain and only an older professional repaint, a star from a time when most cars have been changed, modified or neglected.



1962 Ferrari 250 GT PF Series II Cabriolet
Owner: Tom Papadopoulos

The 250 GT Pinin Farina Coupé was the first real "production" Ferrari, assembled at the new Pinin Farina facility in Grugliasco as the design and coachbuilding firm changed its name, officially, to Pininfarina. With the decision to put the Pinin Farina designed notchback coupé into what amounted for Ferrari to series production the same steps were taken with the cabriolet. Visually, the Series II coachwork paralleled the PF Coupé and the Pinin Farina cabriolets were equipped to the same high standards of luxury which characterized the coupés. The first Series II Pinin Farina cabriolet was introduced on Ferrari's stand at the Paris Show in 1959, sharing the display with a coupé as it also shared the same 2,600mm wheelbase chassis and 2,953cc 240hp V-12 engine. Undeniably beautiful, but also comfortable in both good and nasty weather, a 250 GT Cabriolet Series II handles well and sounds sublime.

3.0 liter Colombo V12 engine, 4-speed with factory overdrive, Original colors, Matching numbers, Factory hardtop, Documented by Marcel Massini, the 157th of 200 originally manufactured.

This particular Ferrari 250 GT Pininfarina Cabriolet was delivered through legendary Ferrari importer, Luigi Chinetti Motors, New York, NY/USA. Its first registered owner was a Mr. Chalik, a United States resident.

In 2016, a two-and-a-half restoration began during which time the 250 was completely disassembled, stripped to bare metal and then returned to its original color of Oro Longchamps, the same way in which it left the Pininfarina works in 1961.



1972 Ferrari 365 GTC-4
Owner: Fred Pignataro

The 1971 introduction of the 365 GTC/4 filled a blank spot in Ferrari's model range as well as serving an increasingly important group of Ferrari's customers, those looking for a powerful and attractive but also comfortable and luxurious coupe. The C/4, as it is known today, filled that niche. The 4,390cc engine, the same displacement as the 365 GTB/4 "Daytona" but substantially revised, had wet sump lubrication and breathed through a sextet of 38 DCOE side draft Weber carburetors. Output was about 10% less than the Daytona but a still healthy 320 horsepower. All C/4s came with self-leveling rear suspension, power assist for the 4-wheel disc brakes and power steering. Provision was made from inception for air conditioning and most of the C/4s destined for the U.S. were so equipped. It is a Ferrari gentleman's express with all the modern conveniences but also Ferrari's famed "ripping velvet" sound when its naturally aspirated V-12 engine is turned loose. Only 500 were built between 1971 and 1972.



1973 Ferrari Dino 246 GTS
Owner: Peter Williams

Enzo gave credit for the V-6 concept to his son Alfredo, "Dino", who in the final months of his much too short life worked with engine genius Vittorio Jano on the V-6 engine. The first Dino GT, with a 2-litre V6, appeared in 1966, but long before that the Dino V-6 was successfully powering Formula 1, Formula 2 and sports-racing cars bearing the Dino name. The engine has one very unusual feature in that the two banks of the vee are at an angle of 65 degrees which makes for a somewhat complicated firing order and crankshaft design but leaves room for free-flowing induction manifolds between the overhead camshafts.

A few years ago, I started looking for "the most beautiful car" or "the most beautiful Ferrari". I didn't know much about the Dino but it was near the top of every list so I decided that Ferrari was going to be my first vintage car. Autosport Designs lent me one for a few days of test driving after which I decided I was not quite ready for such an important classic to be my first. Instead, (on the advice of Autosport) I bought a more modern '05 GT 40. But eventually I was ready for a Dino and here it is.

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1981 Ferrari 512 BB
Owner: Glenn Shapiro

Ferrari finally adopted mid-engined cars, moving progressively from F1 and competition sports cars to production, first with the Dinos and ultimately with the 365 GT4BB with a horizontally opposed 12-cylinder engine, Ferrari's first flat motor in a road car. A few years later the 365 GT4BB grew into the 512 Berlinetta Boxer, now with a new model designation of 512 (five litres, 12 cylinders) like the 246 GT Dino (2.4 litres, 6 cylinders). With the engine sitting low in the chassis behind the driver and four 3-barrel Weber carburetors delivering 360 horsepower handling was a revelation, as was performance. The 512 BB was so successful that the basic layout continued through many evolutions and new names until ending in 1995 with the 512M Testarossa derivative.

My long vintage car journey to this Boxer started about 12 years ago. Early on, I acquired a 512BB which hadn't been serviced in a while, with deleterious effect on my bank account. The constant back-firing even when properly tuned put an end to our relationship. A new search commenced. Although not a sophisticated criteria, any blue over tan car gets a second look. My Boxer? A gorgeous body to my eye, musical exhaust notes, a three-pedal manual, an engine that doesn't overheat and a/c that works. Nothing gets between me and my Boxer.

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1971 Fiat 124 Sport Spider
Owner: Scott Simon

The Fiat 124 Sport Spider compares favorably with its contemporaries from Alfa Romeo and even Porsche. The body was designed by Tom Tjaarda, one of the leading designers in Italy (despite being born in Detroit), for Pininfarina and is simple, balanced and free from fussy details. The 4-cylinder engine was laid out by another legend, Aurelio Lampredi, whose other work included the "long block" Ferrari V-12 and a series of successful racing 4- and 6-cylinder Ferraris. It was one of the first engines to employ a toothed belt to drive the dual overhead camshafts. 4-wheel disc brakes and a 5-speed transmission also were fully up to date. The owner of this Fiat 124 Sport Spider has upgraded it with wider Panasport alloy wheels, firmer shocks, mild performance camshafts and has lowered it. He calls it, "a very reliable and fun driver." And it looks great, too.

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1915 Ford Model T Roadster
Fire Chief's Car
Southampton Fire Department

Henry Ford's Model T put the world on wheels. It was tough, rugged, simple and inexpensive. By 1915 it had been in production for six years and steadily refined and improved while dropping in price to under \$400. Ford built over 300,000 Model Ts in 1915. The engine delivered 20hp and had a top speed of 45mph.

This Southampton Volunteer Fire Department Chief's car is one of those special cars, with an important purpose, getting the Chief quickly to fire locations in advance of slower-moving fire apparatus.

Southampton Fire Department's 1915 Model T was a gift from Henry Austin Clark, Jr. in the late 1980's. This car was the first car purchased by the renowned collector and he used it daily. Although this Model T was never used in the fire service, he had it painted to match our 1912 American La France Hook and Ladder truck, which was in his collection. This car is currently maintained by the men of the fire department.

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1933 Ford 3 Window Salts Flat Coupe
Owner: David Silverstein

American hot-rodding traces its roots to Henry Ford's success in creating the mass-produced, powerful and smooth-running "Flathead" V8 Ford, introduced in 1932. These "modern" power plants, soon found their way into the hands of young and creative automobile modifiers who dropped them in to virtually anything with four wheels. Builders realized the obvious, that the least weight and the most power makes a winning (and fun) ride. Soon, heavily modified cars began to appear drag racing down Detroit's Woodward Ave, or running moonshine through the backwoods of Appalachia. Even the infamous Clyde Barrow hand penned a letter to Henry Ford, complimenting him on producing an engine so fit for his purposes. Although stop-light racing or evading the authorities were the attraction to many, others soon became interested in just how fast their cars could go, straight-line. The ideal venue for this was the Utah Bonneville Salt Flats, where speed trials have been held since 1914.

Our 1933 Ford 3-window coupe was originally sold in upstate New York, and since has been heavily modified as a tribute to the art of hot-rodding. A supercharged 1951 Mercury 8BA flathead engine is mated to a 5 speed overdrive manual transmission. The upgraded chassis features a multi-link suspension, Lokar front axle and four wheel disk brakes. This car has been a passion project for my son Dylan, now 9, and me, and we enjoy finding the time to spend tuning, driving and showing the coupe.

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1956 Ford Thunderbird
Owner: Sonny Paci

Although it was in production for only three years, from 1955 through 1957, the 2-seater Thunderbird convertible has become one of Ford's most memorable models, so popular as to inspire the creation of a retro 2-seater in 2002. Styling and V-8 horsepower made the original Thunderbirds both comfortable and sporting. In 1956 Ford added the "continental" spare tire (so there was room in the trunk for luggage, or golf clubs) and wind wings on the windshield for ventilation. A '56 T-bird is as much fun in 2022 as it was 66 years ago when it was new.

In 2010, a comprehensive restoration was undertaken of the engine, transmission and rear end. The car was then painted in 2011. Won First Place in numerous local shows as well as Best in Show. Power steering and front power disk brakes were added. I have driven her 2,200 miles since the restoration.

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1970 Ford F-250 4x4 Pickup
Owner: Anonymous

The most popular vehicle in the world is the pickup truck, and the most popular pickup truck for a generation or so has been a Ford. (The Ford F-150 is currently the number one selling ICE car and truck combined.) The Ford F-Series pickups come in a wide variety of sizes and capabilities and are known for their rugged dependability.

My largely original F-250 ¾-ton 4x4 with 75,000 miles comes from a farm in Idaho. Based on shavings in the bed when I first acquired it, the truck was used (not surprisingly) to transport potatoes (not pigs, fortunately.) Whenever I drive my 250 in the Hamptons, I am reminded of the history of South Fork farms, when in the '70's Suffolk County was the third largest potato growing county in America behind Kern County in California and Aroostook County in Maine. My Ford 250 has a 34 gallon tank which I can fill in 7 minutes. It will take me 620 miles before I need to refill.

There is nothing better for barreling down a rutted farm road or across a beach than a classic Ford pickup like mine, with 4-wheel drive to get out of Long Island sand traps.

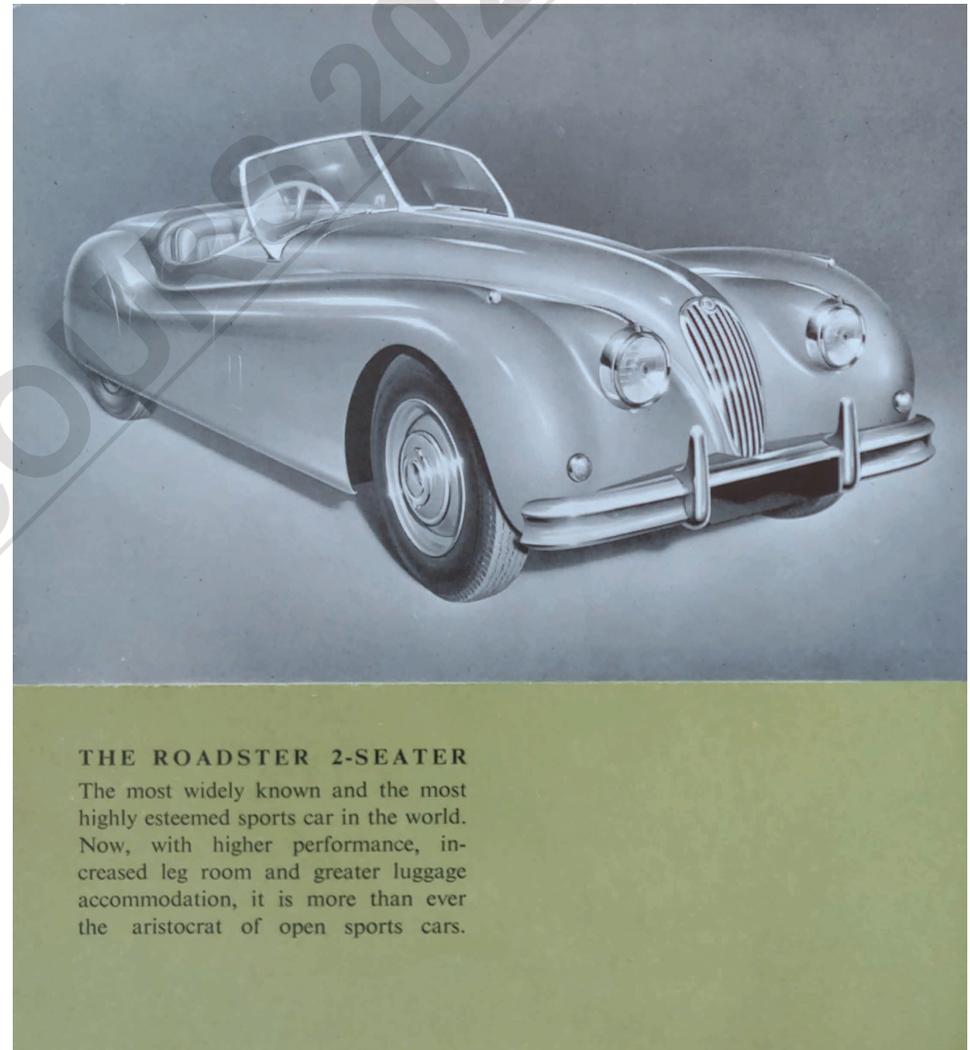
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1967 GHIA 450SS
Owner: Jeff Allen

The northern Italy coachbuilders were on a roll in the late 60's, building concept cars in hopes of seeing their dreams converted into reality and lira by going into production. Ghia, then one of the most forward-looking of the carrozzieri, bodied a Fiat 2100 sedan with futuristic coachwork in 1960's Turin Motor Show and while Fiat didn't take the bait California Bert Sugarman did. The Ghia coachwork was easily adapted to Plymouth's Barracuda chassis, its performance substantially enhanced by the 'Cuda's 273 cubic inch 235 horsepower V-8 to create the Ghia 450 SS (4.5 litres being the approximate equivalent of 273 cubic inches.) It was, and remains, a stylish combination of Detroit power, reliability, accessories, readily available service parts and advanced design. The substance is American, but the seasoning is Italian.

I bought this Ghia on impulse after casually asking an old friend if he would consider selling it. Somewhat to my surprise, he said yes and at a price I happened to know was reasonable. I didn't quite make it home from his house, and Google tells me the picture I posted of the Ghia being loaded onto a flatbed for the remainder of that trip has been viewed over 10,000 times as of this writing.



THE ROADSTER 2-SEATER

The most widely known and the most highly esteemed sports car in the world. Now, with higher performance, increased leg room and greater luggage accommodation, it is more than ever the aristocrat of open sports cars.



1954 Jaguar XK 120 SE Roadster
Available from The Autosport Designs Collection

3.4 Liter DOHC Inline 6-Cylinder engine with Twin SU Carburetors producing 160 HP at 5,000 RPM, 4-speed manual, Fully restored throughout from what is was purported to be a 62,000 mile original example, Long term well-known California collector ownership, Matching Numbers. Jaguar Heritage Trust Certificate.

This left hand drive example has been collector owned throughout its life, it dates towards the end of the 1954 production run and is built to the higher power SE specification, which is perhaps the purest form of the XK. Jaguars' postwar styling language is derived from the XK120, the graceful shape of this gorgeous roadster is timeless.

In 2004, a full restoration was carried out, since this XK-120 Roadster has been enjoyed a few hundred miles use, yearly. It has less than 4,000 miles since restoration and shows service records for regular maintenance regardless of use to keep in superb, ready to use condition.

This Jaguar XK-120 SE is among the finest on the market, complete with all books, records, and tools. It is ready for immediate enjoyment and would make a fine addition to any collection.



1963 Jaguar XKE coupe
Owner: Anonymous

Jaguar, already highly-regarded for its XK series of coupes, roadsters and drophead coupes, set the car world on its ear when the E-type (marketed in the States as the XKE) appeared at the Geneve Motor Show in 1961. It was completely new with 4-wheel independent suspension but relied on the proven XK six cylinder engine. The sleek, streamlined, low bodywork designed by aerodynamicist Malcolm Sayer and Jaguar founder William Lyons was drop-dead gorgeous and the 3.8 litre engine's 265 horsepower gave it performance to back up its looks. Even Enzo Ferrari was impressed although at a U.S. price of under \$6,000 he had nothing that would compete with it for performance, beauty and value.



1968 Jaguar E-Type 4.2 Roadster
Owner: Ron Jacobs

Changing regulations particularly in the U.S., Jaguar's biggest market by far, led to an interim series of E-types in 1968. Known today by the unofficial name "Series 1½" it was distinctly different from a Series I, but not quite the Series II that would debut in 1969. Still powered by Jag's famous 4.2 litre XK six now with a pair of Stromberg carburetors, the headlights no longer nestled in the front fenders under clear covers but were raised to meet U.S. headlight height requirements. There were bigger taillights and front parking lights although it can truly be said that no specification was constant and the E-type continued to evolve throughout the year. This is the owner's 8th 4.2 litre E-type dating back to his high school graduation.

This is my 8th Jaguar XKE 4.2. My first was a high school graduation present from my parents, approximately 50 years ago. The family tradition was that upon graduation, my father would buy us the least expensive new car available or we had the option to use the equivalent dollar amount to buy anything we wanted. I chose to take the money, and bought a '69 XKE 4.2. And my love affair has continued ever since. I currently own this red 1968-69 along with a metallic silver 1969 XKE 4.2.



1969 Jaguar E-Type Series II Roadster
Owner: Donald Scott

Evolving regulations in the U.S., Jaguar's most important market, resulted in the creation of the Series II E-type in 1969. Although the engine remained the steadfast XK six with 4.2 litres (and with the all-synchromesh gearbox introduced a few years before), there were significant changes, most obviously the headlights raised out of their fender recesses with no covers, revised marker lights and a larger radiator air intake. Jaguar cut back to two Stromberg carburetors to meet U.S. smog regulations reducing horsepower from 265 hp to 246hp, all things considered a remarkably modest outcome. Other than those very-visible changes, the sublime XKE roadster shape remained an object of joy to its owners.

A Jaguar XKE has been my *Dream Car* since I was a little boy. About 20 years ago, it was time to act. I had the appropriate discretionary funds and unwavering focus. Unfortunately for the hunt, responsibility intervened and I moved to New York City, clearly not a hospitable place for a rolling work of art worthy of the MoMA. A few years later, I found a place on Long Island. (No the size of the garage was not a primary criteria.) A new search commenced but by then I was more knowledgeable and discerning and so passed up a few once or twice, was outbid. Finally, a red '69 XKE was mine. Silly as it may sound but true, every time my garage door opens and I see her, I get a fuzzy feeling and fall in love all over again.



1974 Jaguar E-Type Series III V-12 Convertible
Owner: Anonymous

Even though it was a smashing success, after being in production since 1961 the E-type needed updating to be fresh in the market and meet evolving safety and emissions constraints. Jaguar rolled out a Series III E-type in 1970. It was completely new including a magnificent 5,343cc overhead camshaft V-12 engine. The chassis was much changed including wider wheels and tires, vented disc brakes and a larger and more comfortable interior. Even at almost \$7,000 before options it was a tremendous value that made competing V-12 powered cars from Ferrari and Lamborghini look as expensive as they were.

My Jaguar Series III E-Type roadster is finished in metallic gold and powered by a numbers-matching 5.3-liter V12, with quad Zenith carburetors, paired with a four-speed manual transmission. Chrome 15" knock-off wire wheels are wrapped in Dunlop tires. The seats are upholstered in black leather.



1964 Lotus Elan S2 Convertible
Owner: Jeffrey Vogel

The Lotus Elan, introduced in 1962 as successor to the Elite coupe was based upon a remarkable fabricated sheet steel backbone chassis supporting four-wheel independent suspension with coil springs around tubular shock absorbers and 4-wheel disc brakes. The engine was a Lotus original. Based upon the Ford 116E four it was topped with a classic twin cam hemispherical combustion chamber head designed specifically for Lotus by Harry Mundy. Fitted with two side-draft Weber carburetors its 1,558cc produced 105hp. Lotus Elans are revered for their light weight (under a ton) and exhilarating handling. Built in Norfolk, England, a Lotus Elan is about as far from a classic British sports car (like an MG TD) as might be imagined. Mine has never leaked oil.

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1941 Mack Pumper Truck
Southampton Fire Department

By 1941 when this Mack was built, the Mack company was America's largest truck producer. The company was already hard at work building military trucks, but everyone had requirements for fire equipment which continued to be built by Mack throughout World War II for both military and civilian fire departments. Recognizable by its bulldog mascot, it was tough as a bulldog, too, ideally suited for the variable quality of Eastern Long Island roads in the 1940s.

This truck was put into service by Southampton Fire Department in 1941 and is original to the department. It has remained with the department ever since. The maintenance and upkeep is provided by the Southampton Fire Department membership. It's housed in the fire house on Flying Point Rd along with their other antique trucks.

Inaugural Concours d'Elegance
Southampton Fresh Air Home



1970 Maserati Ghibli SS Spider
Owner: Adam Levine

This Maserati Ghibli SS Spider. Designed by Giorgetto Giugiaro for Bertone it ticks every box of 60's efficient, elegant, flowing Italian design. First presented at the Turin Motor Show in 1966, the automobile was the ultimate development of the front-engined V8 Maserati. Power in this Ghibli SS comes from the larger 4,930cc 4-cam V-8 with a quartet of Weber dual choke downdraft carburetors that results in 335 hp.

The Spider version, unveiled at the 1968 Turin Motor Show, was even more striking with a hood that disappeared beneath a special panel to give the car a beautifully clean, pure line. Maseratis are renowned for their build quality (if not simplicity) and the Ghibli is both luxurious and reliable. It may concede 17 horsepower and four cylinders to the Ferrari Daytona, but it gives away nothing in terms of styling, design and comfort.

This numbers matching Ghibli has power steering, a/c, a 5-speed manual and factory wires. It is one of 37 4.9 liter SS Spydres produced and 1 of only 20 imported to the USA. In total, only 125 4.7 and 4.9 liter Ghibli Spydres were produced.

Inaugural Concours d'Elegance
Southampton Fresh Air Home



1969 Mercedes Benz 280SL
Owner: Alex Roepers

If there was ever a sublimely comfortable, fun to drive, two-seat cruiser it was the 280SL, but it would be wrong to characterize it as an evolution of the prior 230SL and 250SL since it has a completely new 2,778cc single overhead camshaft inline six-cylinder engine that dealt effectively with new U.S. emission requirements and could produce 180 horsepower. Built to uncompromising Mercedes-Benz standards it combined advanced engineering and the techniques that made "SL" or "Sports Leicht", a hallmark of Mercedes-Benz engineering prowess.

I started looking for this exact model and color on Ebay Motors, before there was Bring a Trailer. As it turned out, I didn't buy my 280 online but from a dealer in Southampton in 2003, after a car-fanatic friend checked it over and gave me the go-ahead. The car was in very good shape, but it's a vintage car and I care about keeping it in top shape, hence it has required a fair amount of TLC over the years. I particularly enjoy driving it on the backroads of the Hamptons frequently, of course at the right time of day to avoid the traffic. My 1969 Mercedes 280SL is as good as ever as it approaches 53 years on the road!

Inaugural Concours d'Elegance
Southampton Fresh Air Home



1971 Mercedes-Benz 280 SE Cabriolet
Anonymous

Before Mercedes-Benz teamed up with AMG to build limited production vehicles in the 21st century the 280SE 3.5 Cabriolet marked the end of a long history of specialist, limited production, exquisitely finished models for a discerning group of buyers. Built in passionately small number and egregiously priced in the U.S. at nearly \$15,000 on the dock (enough to put a Cadillac Eldorado convertible and a new Corvette in your 1971 garage) the 280SE 3.5 was powered by a sophisticated single overhead camshaft 3,499cc V8 which delivered 230 horsepower. Fit, finish, accoutrements and trim were to the highest Mercedes-Benz standards, and those standards were very high, indeed.

On a whim and of course attracted by the beauty and rarity of the car, I bought my 280SE in 1990 from the first owner and founder of a Hamptons golf course. Although I paid what I thought was a rather princely sum at the time, a comprehensive renovation several years later put that price in perspective. I sent my 280 to Robert Hatch and Sons in Wayland Mass. (I lived in Boston at the time.) 18 months later the work was completed and subsequently proven to be a high-quality job; I have not needed more than routine maintenance since then. I did drive it without incident from Boston to Florida once but now use it mostly for short trips. I find the car's visual appeal, dependability and general comfort delightful.

Inaugural Concours d'Elegance
Southampton Fresh Air Home



1961 Morris Mini Cooper MK1
Owner: Carlos Guimaraes

A design shared with the revolutionary Austin Mini, conceived and developed by Alec Issigonis. BMC (British Motors Corporation) called it “an entirely new concept in motoring”, and so it was. Usually, the engine was an 848cc version of the BMC A-series 4-cylinder. Its revolutionary feature, though, was that it mounted transversely and drove the front wheels thus leaving the rest of the car’s 120 inch overall length for passengers. Two doors and a rear hatch provided access to the nearly wide open interior while the roof stood 53 inches off the road; proper drivers could wear hats while seated in their Mini-Minor. Although it made only some 37 horsepower it had less than 1,300 pounds to haul around. It is suspended not on springs but on inverted rubber cones that took up very little space. The Mini-Minor and its Austin Mini cousin were so successful that they inspired generations of compact family sedans including many being built today. My Mini had been stored covered on blocks for 22 years until I bought it and entrusted the restoration to Mike Ehrlich in Westhampton, which began a labor of love and true friendship. The 1275cc engine, which came from an Austin America (ADO16), was rebuilt with re-ringed standard bore pistons with a 731 cam, new center oil pick-up, new high-capacity oil pump and a single SU HIF44 carburetor. A twin-box RC40 connects to a Manifold exhaust manifold. The Cooper S brakes were rebuilt. The ‘Actual Size’ sticker on the back window especially makes people smile.

Inaugural Concours d'Elegance
Southampton Fresh Air Home



1957 MGA
Owner: Parker O'Brien

The MGA Roadster was what MG fans had been waiting for. Their competitors like Triumph had updated their designs and MG finally followed in late 1955 with the lowered and restyled MGA. Its full envelope body had scant resemblance to earlier MGs, save for the squared-off and divided steeply sloping grille. Underneath was a new chassis that dropped the floors below the frame rails. The engine was derived from a BMC (British Motors Corporation) 1,496cc four with dual carburetors and 68 horsepower. With help from its streamlined, low bodywork (and perhaps a tail wind) a stock MGA could exceed 100mph, with handling to match.

We stumbled on an MGA randomly at a car show while visiting my mother one Saturday afternoon. We didn't even know there was going to be a car show in her neighborhood. And so the research started. We fell in love with our fully restored frame-off MGA the second we found her online. My husband booked the first flight he could to Atlanta to see her in person, and she was delivered shortly after. Her color so blew us away that we named her “SEAGLASS”. She is a delight to drive and we do so regularly.

Inaugural Concours d'Elegance
Southampton Fresh Air Home



1952 MG TD
Owner: Philip Crawford

Millions of American GIs were exposed to something new when they arrived in England during World War II: Lightweight, responsive, nimble little vehicles called “sports cars.” Soon they began appearing in the U.S., led by MG’s TC roadster with tall 19” wire wheels. It was succeeded in 1950 by the much-improved TD, which rode on 15” wheels, had independent front suspension, and a more modern streamlined design. And, unlike the TC, which came only with righthand drive, the TD was specifically aimed at the American market with the steering wheel on the left. Of the 29,664 MG TDs built from 1950-1953, 23,488 were exported to the U.S., where they made a lasting impression and still do.

My TD was the last item to be offered at an auction to benefit the Southampton Animal Shelter. To be helpful and get things rolling, I placed the first bid. Not so helpfully, my bid turned out to be the last bid. I was not particularly happy. But now I would not sell the TD for twice what I paid. I LOVE MY MG TD!!!

Inaugural Concours d'Elegance
Southampton Fresh Air Home



1991 Nissan Figaro Convertible
Owner: Parker O'Brien

If nothing else, the Nissan Figaro proves that the Japanese have a wry sense of humor. The engine is a 987cc 75 horsepower turbocharged 4-cylinder. The only available transmission is an automatic. The only body style is a “fixed-profile convertible” with permanent side window frames (like the Morris Minor of 70 years ago). Figaros were built for only one year. All were righthand drive for use in Japan where their tiny dimensions and quirky functionality saw all 20,073 of them sold within minutes of being offered in a lottery. But it is the interior and dashboard where Nissan’s Pike Factory exceeded its remit with gorgeous retro-styled instruments, radio, controls and leather seats. It has air conditioning and a CD player. The Figaro is an anime creature with an expressive face rendered in steel and resin but capable of over 100 miles per hour. And it’s cute, too. While looking for an MGA to buy, we happened upon a Figaro. What’s a Figaro? We didn’t know either. We were very focused on finding an MGA and certainly weren’t planning on owning two classic cars. But a year later while at the NY Car Show in NYC, we decided to head upstairs to take a quick look at all of the silly things they sell there (wax, polishers, novelty items). At the top of the stairs smack in front of us was a Figaro. The only car upstairs. That was it. We got the owner’s number, and the next month, our MGA “SEAGLASS” had her new sister “MATCHA” for my 50th birthday! It’s fun having a sexy and cute car unlike any most in this country have ever seen.

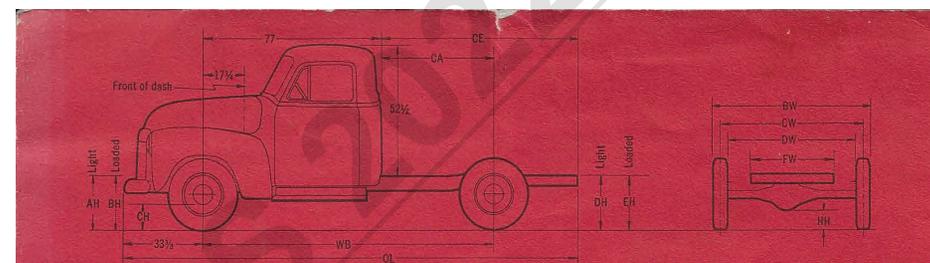
KROBLER GMC TRUCK SALES, Inc.
 —205 MARKET AVENUE, S. W.—
 GRAND RAPIDS 3, MICHIGAN
 PHONE 8-1148

GMC

100-24

GASOLINE POWERED TRUCKS

DELIVERY ENTR



Drawing is for dimensions only and does not show details of design for any particular model.

MODEL	LENGTH (All Tire Sizes)				TURNING RADIUS (Ft.)		AW LW 72% 26%	Tread Front Tires Chain Clearance—Tire & Spring Clip Width Over Front Fenders Front Spring Centers Rear Spring Centers
	WB	CA	CE	OL	RH	LH		
101-24	116	39	75 1/2	185 1/2	20 1/2	20 1/2		
102-24	125 1/4	48 1/4	87 3/4	198 3/4	22	22		

TIRES	WHEELS	WIDTH (All Wheelbases)						HEIGHT AT AXLE (All Wheelbases) (c)											
		Size	(a) PR	Rear	(b) Cap.	Rim	Off- set	AW	BW	CW	DW	FW	LW	AH	BH	CH	DH	EH	HH
6.00/16	4	Single	915	4 1/2 K	3/8	56 1/2	67 1/2	61	54 1/2	46	4 1/4	21	21	8 3/4	23 3/4	20 1/2	8		
6.00/16	6	Single	1065	4 1/2 K	3/8	56 1/2	67 1/2	61	54 1/2	46	4 1/4	21	21	8 3/4	23 3/4	20 1/2	8		
6.50/16	6	Single	1215	4 1/2 K	3/8	56 1/2	67 1/2	61	54 1/2	46	4	21 1/2	21 1/2	8 3/4	24	21 1/4	8 1/2		
15"	6	Single	1500	5.50 F	0	57 1/2	70	62 1/2	54 1/4	46	4	21 1/2	21 1/2	8 3/4	24 1/4	21 1/4	8 1/2		
15"	8	Single	1700	5.50 F	0	57 1/2	70	62 1/2	54 1/4	46	4	21 1/2	21 1/2	8 3/4	24 1/4	21 1/4	8 1/2		

(a) Ply rating . . . (b) Tire and Rim Association rated capacity, lbs. per tire . . . (c) Light heights shown are for chassis plus 1000 lbs. allowance for cab, body and equipment.

STANDARD CHASSIS SPECIFICATIONS

GVW RATING—4800 lbs.
CAB: Type 1654.
TIRES: 6.00/16 6-ply rating. Front, single rear and spare.
WHEELS: Stamped spoke steel disc. Malleable iron front hubs, forged rear axle drive flange.
ENGINE: GMC 248 gasoline. 3 3/4 in. bore, 3 1/4 in. stroke. Displacement, 248.5 cu. in. Max. Gross B.H.P., 125 @ 3600 r.p.m.; Max. Net B.H.P., 115 @ 3400 r.p.m. Max. Gross Torque (lbs.-ft.), 210 @ 1200-2400 r.p.m.; Max. Net Torque (lbs.-ft.), 206 @ 1200-1400 r.p.m.
CLUTCH: 10 1/2 in., 115 sq. in. friction area. Single cushion disc type.
TRANSMISSION: GMC SM-318, Three-speed synchromesh. Steering column gear shift.
FRONT AXLE: GMC F-022. Rated capacity, 2200 lbs. Heat-treated, forged-steel I-beam center.
REAR AXLE: GMC H-033. Hypoid, single reduction, semi-floating. Rated capacity, 3300 lbs. Ratio, 3.90 to 1. Banjo housing, Hotchkiss Drive with torque tube.
SERVICE BRAKES: Hydraulic, two-shoe type. Front, 11 x 2; Rear, 11 x 1 1/4. Steel-backed cast-iron drums.
PARKING BRAKE: Mechanical application of rear brakes. Foot-pedal operated.
STEERING GEAR: Recirculating ball, nut and sector type; semi-reversible. Adjustable. 18-in. wheel. Ratio, 26.24 to 1.
FRAME: 116 in. wheelbase: 5 1/4 x 2 1/4 x 3/4, Section Modulus 2.46. 125 1/4 in. wheelbase: 5 3/4 x 2 1/4 x 3/2, Section Modulus 2.70.
FRONT SPRINGS: Semi-elliptic, alloy spring steel. 38 x 1 3/4, 8-leaf.
REAR SPRINGS: Semi-elliptic, alloy spring steel. 54 1/2 x 1 3/4, 8-leaf.
SHOCK ABSORBERS: Direct double-acting, front and rear.
GENERATOR: 6-8 volt, 45-ampere, ventilated. Voltage and current regulated.
BATTERY: 15-plate, 6-volt, 100-amp.-hr. capacity.
COOLING SYSTEM: Capacity, 17 qts. Cellular-type core; thickness, 2-in.; frontal area, 407 sq. in. Spring-mounted protective frame, built-in expansion tank, 4-blade, 17 1/2 in. fan.
PROPELLER SHAFT: 116 in. wheelbase: One tubular shaft enclosed in torque tube, with enclosed universal joint at front end. 125 1/4 in. wheelbase: Solid front shaft enclosed in tubular housing; tubular rear shaft enclosed in torque tube; enclosed universal joint at forward end of each shaft; center joint supported by ball bearing and attached to frame cross member.
FUEL TANK: 17 1/2 gal. back of cab seat. Cowl or unit bodies; 16 gal. on frame side rail.
MISCELLANEOUS STANDARD EQUIPMENT
 Front bumper, spring type . . . Illuminated instrument panel, ammeter, speedometer, gauges for oil pressure, fuel level, water temperature . . . Oil-wetted type air cleaner . . . Controls: foot throttle, hand throttle, carburetor choke, key-locked ignition switch . . . Electric air tone horn . . . Spare wheel and tire . . . Tire carrier . . . Jack and wheel nut wrench.
MAJOR OPTIONS (at extra cost)
 Air cleaner: Oil bath, 1-pt. or 1-qt. . . Bodies: Deluxe panel, panel, canopy express and pickup . . . Cab: Deluxe, includes deluxe chassis equipment; corner windows, std. cab . . . Carburetor: Economy . . . Cowl: Flat-back . . . Filter, oil: AC, type L-1 . . . Generator: 40-ampere, low cut-in; 55-ampere . . . Glass: E-Z Eye, tinted . . . Governor: Velocity type . . . Seats: Bucket type . . . Transmissions: Four-speed Synchromesh Hydra-matic* . . . (See chart above for tire options.)
 *Not available on chassis with cowl.

GMC Truck & Coach Division reserves the right to make changes at any time without notice in prices, colors, materials, equipment, specifications and models and also to discontinue models.

Data shown above is basic information for the prospective buyer. Dealer will provide complete information on options, specifications, etc., not shown here.

GMC TRUCK & COACH DIVISION, GENERAL MOTORS CORPORATION . . . PONTIAC, MICHIGAN

LITHO IN U.S.A.—ADV 148—10-53—200M

Inaugural Concours d'Elegance
Southampton Fresh Air Home



1953 Packard Convertible
Owner: Rome Arnold

Packard was one of America's premier luxury cars in 1953, a reputation and standing reinforced when mid-year it introduced the Caribbean convertible. Dick Teague (later known for the AMC Pacer) was Chief Stylist for Packard at the time. He designed a limited production model based on the Cavalier convertible. It was lowered and subtly refined by removing almost all its chrome trim, fitting a special hood with full width hood scoop, radiused wheel wells and finned rear fenders, and a continental kit, completed with specially-designed chrome embellishments unique to the Caribbean. In a significant break from tradition, he chose to forgo a hood ornament. The '53 Caribbean was delivered with nearly every option as standard i.e. power steering, brakes, top, seats, windows, and antenna. One option was a signal seeking radio (as on this Caribbean) and an automatic ("Ultramatic") transmission. This car is equipped with the three-speed plus overdrive manual transmission, perhaps a long ago conversion as the Ultramatic was problematic. Powered by a 327 cubic inch 180 horsepower straight 8, the Caribbean cruises easily at 70mph eventually. It tends to roll through curves like a Chris-Craft but tracks on the straightaways. The drum brakes work as well as would be expected given the weight of the car. In the mid '80s after a two-year search for this particular model and only in Matador Maroon, I flew to Minneapolis to drive my new purchase back to NYC (being young and confident). The trip went smoothly until I arrived and discovered that the car was longer than the garage I had previously rented. Some end-of-trip scrambling ensued.

Inaugural Concours d'Elegance
Southampton Fresh Air Home



1948 Plymouth Restomod
Owner: Louis Celi

This car is a great example of American Automotive Folk Art. Chopped and channeled "hotrods" were frequently built out of multiple wrecks salvaged from junk yards. Unlike the careful restorer of a vintage car, the hot rod builder had no rules other than the car had to run and drive (and stop). George Barris set the standard that inspired many – the Monkey Mobile, The Munster Mobile, perhaps the Batmobile (there is some disagreement about his contribution to that famous car) and others with no particular association.

This Plymouth demonstrates an observation that although form follows function, the hot-rodder can bend, chrome, porcelainize and make beautiful in other ways parts but he must not degrade their function. The creation revolves purely and simply around the love of the internal combustion engine and the body, art for the sake of art constrained only by the desire to go fast with not much regard for safety. Saturday nights on a street turned into a drag strip with a stop-light starting line were the culmination of work and a test of skill, with the admiration of friends and Peggy Sue's affection being the reward. You've seen the movie

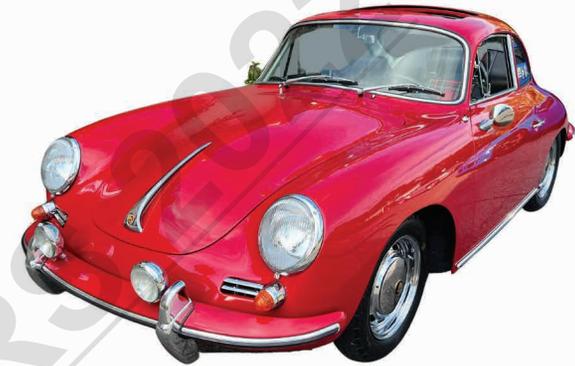
No two hot rods are alike, and each one like this Plymouth is an individual expression of the owner's vision and technical skills.



1958 Porsche 356A
Owner: Kenneth Meszkat

No automobile marque has so successfully exploited the concept of a sports car then has Porsche. Begun as Porsche's engineering project 356 in the days after World War II, the lightweight, sparsely equipped Porsche excelled not only as practical transportation but also as a race car. Powered by a rear-mounted (all the way behind the rear wheels) air cooled opposed four-cylinder engine, the first major development came in 1956 with the 356A which, among many improvements, featured a graceful one-piece curved windshield while competitors like the Jaguar XK 140 still came with a fuddy-duddy two-piece flat glass windshield (windscreen in England). Renowned for punching above their weight (or engine size) 356A Porsches combine light weight and exemplary handling and are a legend.

I purchased my 356A in 2002. It came from California and underwent a detailed restoration between 2002 and 2009 with certain details added to make it similar in appearance to a Carrera 365 Racer. It is a pleasure to drive for both short and long trips, both of which I do regularly.



1964 Porsche 356C Sunroof Coupe
Available from The Autosport Designs Collection

This 356C Sunroof Coupe has enjoyed enthusiast-collector-PCA Club member ownership for many, many years. It was previously owned by President of the New England chapter of the 356 Club.

This 356C is in its original colors as delivered from the factory when new. It is equipped with a non-matching engine although the engine is a 356SC specification unit only 200 numbers from the original engine as stated on the original Kardex. The engine has been rebuilt to big-bore specifications with Solex carburetors. The gearbox is original. As is the factory sunroof, 5.5" Chrome wheels and factory headrests.

This 356 runs exceptionally well. Everything is beautifully sorted, zero signs of rust or accidents, the body's straight with perfect panel fit. All panels are original and matching and the tub/undercarriage is concours clean.

This 356C Coupe was previously sold by Autosport Designs several years ago to its current owner, a collector from Virginia. Since that time, it has been cared for with correct and timely yearly servicing, and shows limited mileage since restoration.

This pristine restored 356C Sunroof Coupe is exceptional throughout and ready for immediate use, enjoyment and a new enthusiast's garage.



1965 Porsche 356 SC Cabriolet
Owner: Laura Lofaro

The 1965 356 Cabriolet was the final 356 Porsche made with disk brakes and the largest engine in the SC group. It performed extremely well in SCAA racing competition. This particular car was totally restored in Switzerland 2003.

Though this car was a wonder when it was made, this is not what made it special to me. When I was a 5 year old little girl, my mother read me bedtime stories from the Golden Books. I loved listening to her loving voice, the stories and especially the illustrations. One of my favorite stories was about Mickey and Minnie Mouse. I cannot recall exact details of their madcap adventure, I do know they were close to disaster. However they escaped in this hot little red convertible. The last illustration in the storybook was of Mickey and Minnie smiling and waving in happiness, driving toward a Big Rainbow. Happily Ever After... I never forgot that image. I loved that car and all it depicted for me. I did not know what it was, Until.. 50 years later I realized it was the exact image of this 356 Porsche SC Convertible. Only difference, mine is Green.. When I saw this car, it brought up incredibly happy , joyous emotions of a 5 year old girl. I had to have it.. Happily Ever After.....



1977 Porsche 911S Targa R1
Owner: Randy Stern

By 1977 Porsche's 911 had come a long way since its 1965 introduction. It had been continuously refined and improved for better performance, comfort, ride and handling. The flat six engine now met U.S. emission standards with Bosch fuel injection and 157 horsepower from 2.7 litres (2,687cc). Porsche insisted on calling its naturally aspirated 1977s the 911S, differentiating them using an older model name from the 930 Turbo Carreras that topped the 911 model range. Comfortable and even posh, the 911S Targa is a satisfying combination of great handling and sporting flair.

I am the original owner. I ordered and purchased my Ice Green Metallic 911 S in 1977 from a dealer in St. Louis although I was living in Portland at the time. That resulted in a very pleasant new-car cruise with my girlfriend. (I don't remember if I let her drive.) My car has a 5 speed manual. The car has never been repainted, the engine is original and the leather is like new. I've put a pleasant 78,500 miles on the odometer, and drive her regularly. Other cars have come and gone but my Porsche will always have a place in my garage.

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Southampton Fresh Air Home



1979 Porsche 935 DP Coupe
Owner: Tom Papadopoulos

55,000 Kilometers-34,000 Miles from new, RUF 5-speed gearbox, DP Motorsport DP I conversion, 3.3 liter Flat Six Cylinder Turbocharged, Excellent condition and provenance from new, Original Porsche Certificate of Authenticity, DP Motorsport Correspondence, Period photos as well as factory tool kit.

This 911/930 Turbo left Porsche's facilities in late 1978. It was sent immediately to Ekkehard Zimmerman of DP Motorsport in Overath, Germany for conversion to DP I specifications. The fiberglass "flat-nose" front and rear fenders were widened to accommodate 15x9 and 15x11 Fuchs wheels. The European-spec DP 935 I conversion kit included flat-front fenders as well as a 930S-style bumper with integrated headlights, reminiscent of the 935, but for the street.

The power comes from a RUF-modified turbocharged 3.3-liter flat-six paired with a RUF five-speed manual transaxle. Various options included: Modified RUF Turbocharged 3.3-Liter Flat-Six, Interior Mounted Adjustable Boost Knob (this set a .09 bar boost to allow ample power, but allowing engine longevity), Factory LED Boost Gauge, Larger RUF Intercooler, Modified RUF Airbox, Oil Cooler, RUF 5-Speed Manual Transaxle, Limited-Slip Differential, DP Motorsport 935 DP I Body Conversion, Drivers Side Fixed Back Racing Seat, Matter Roll Bar, Blaupunkt Bamberg Stereo, Large Diameter Fuchs Wheels, Bilstein dampers, Dual Racing Mirrors as well as a period Momo sport steering wheel.

An outstanding example of automotive design and engineering.

Inaugural Concours d'Elegance
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1985 Porsche 959 Coupe
Owner: James Freeman

The 959 is one of the most important Porsches ever built. At a time when Porsche was recognized for building some of the finest sports cars on the planet the 959's introduction was earth-shaking. It had full-time 4-wheel drive and a 444hp 2,849cc sequential twin turbo flat six engine. Porsche had achieved its objectives in sports car racing: the 959 would make it a success in rallying where a 959 won the famously difficult Paris-Dakar rally in 1986. Built in various versions, only 337 were constructed. The 959 is so rare and coveted that three 959 owners (LA Times owner Otis Chandler and Microsoft founders Paul Allen and Bill Gates) successfully lobbied the U.S. DOT to implement its "Show and Display" exemption to allow their cars and others to be imported and driven in the U.S.

Fast and furious is an understatement. This car is a joy to drive.



1989 Porsche RUF BTR Coupe
Owner: Henry Cercone

Alois Ruf proved that it was possible to improve upon the Porsche Turbo, building cars so completely different that they were designated in Germany by their own Ruf-specific chassis numbers. They set records in magazine shootouts, yet were sufficiently reliable to be driven over two hundred thousand miles ... and then do it again. Stripped to the bare body shell, they were reinforced and meticulously rebuilt including the 3,367cc flat six engine with a larger KKK turbo and twin plug heads, new transmission and even Ruf-specific alloy wheels. The interior is Ruf-specific also, with bespoke instruments, steering wheel and Recaro seats. Even three plus decades after it was built the Ruf BTR is still a force to be reckoned with.



2008 Porsche Cayman Design One Edition
Owner: Anonymous

2008 Porsche Cayman Design One Edition. #537 of 777 produced and about 350 imported to US of which 60-70 were manual. My auto broker friend found the car in Baltimore suburb and I purchased it 4 1/2 half years ago. I'm the third owner starting at 39,000 miles it now has 49,000 miles. Previous owner added a short shifter kit and a Fabspeed exhaust. First owner kept the briefcase, Porsche watch and pocket knife. It comes 1/2 in lower than the S model and 19 in 911 turbo wheels. Plus upgraded interior, black instruments, solid red taillights with red rear fog lights.



1977 Rolls Royce Camargue ex-Sammy Davis Jr.
Owner: Anonymous

This Rolls Royce belonged to Sammy Davis Jr. It's a remarkable car known to have been ordered by Frank Sinatra as a gift for his Rat-Pack buddy (who in turn ordered the same model for Frank). With a Pininfarina design and a sticker price of \$148,000 — nearly \$725,000 in today's money — the Camargue was an exclusive coupe. Both Sammy and Frank's Rolls Royces were ordered in January 1977 through Bill Harrah's Modern Classic Motors dealership in Reno, Nevada, but not delivered until August 25th as it took Rolls Royce that long to build the cars. Sammy's car was delivered with a two-tone red and black paint job but was subsequently repainted to its current black-on-black, with blacked out windows, according to legend by a Mafia boss from New York. The car is equipped with a 6,750cc OHV V8 Engine which delivers 220bhp at 4,000rpm, a 3-Speed GM400 Automatic Transmission, 4-Wheel Independent Suspension and Disc Brakes all around.

I have long had an admiration for the beauty and elegance of coach-built cars. I found this car's unique and important provenance combined with Pininfarina's remarkably forward and timeless design to be irresistible. For several years now, Sammy's car has been my daily driver here in the Hamptons. The vanity plate pays homage to its original owner's nickname: Mr Show Business.



1964 289 Shelby Cobra
Owner: David Hidalgo

The 1960 AC Aceca and AC Bristol described elsewhere in this Journal were clear predecessors to the 1966 "289". This car is an authentic Cobra, a model so popular that many re-creations have been built over the years.

I have always admired Carrol Shelby's entrepreneurial spirit, competitiveness, and grit determination to win at any cost. Buying one of the cars he made solely to pay for his racing enterprise was a dream come true for me. When I first purchase this car, it was a worn out example which I sent to Cobra expert Mike McCluskey in California for a two-year restoration. The first day back a pick-up truck driver next to me at the light rolled down his window and tossed me a pristine copy of the September 1963 Sports Car Graphic magazine which featured a road test of a 289 red Cobra just like mine. What a coincidence! This car is the most pleasurable to drive in my collection and the last one I will ever sell.



1966 Shelby 427 Cobra
Owner: David Hidalgo

There are very few cars where just three numbers are all that are needed for a car enthusiast to know which automobile you are discussing. The "427" is one.

I bought this "big brother" of the 289 Cobra to complete my Shelby collection. Of the approximately 260 made only 26 were made in this distinctive color called "silver mink". During production many of these cars had the less desirable "428" engine because it was cheaper. This one has the more desirable 427 engine and has never been modified with a roll bar or side pipes as so many were. The cleaner design and rare "Sunburst" wheels makes for an elegant presentation of arguably the most iconic sports car of its time. As a curious side note the original owner only lived a half mile from my home in Arlington, Virginia when I was 15, but I never saw it! This car delivers a smooth, effortless ride with gobs of power waiting in reserve.



1966 Shelby Mustang GT 350 Fastback
Owner: Anonymous

Having turned AC's roadster into the race-winning Cobra Carroll Shelby next turned his attention to Ford's pioneering Mustang, the car that introduced "pony car" to the public. Ford didn't mess about with the Mustang's powertrain, making the 271 horsepower "K-code" engine available almost from the beginning. It was up to Shelby to convince Ford that he and his Southern California hot rodders could make it a race winner which they did in 1965 with a stripped down, race-prepared version developed by Ken Miles and a high output 306 horsepower 289 cubic inch V-8. It ran with Corvettes in SCCA competition, and don't be kidded into thinking it's a Ford. The chassis number is pure Shelby and the Ford number is hidden under a pop-riveted plate on top of the left front wheel well.

In 1966 Shelby American received a demand letter from Hertz rental car company for 1000 Hertz only GT 350 Mustang fastbacks, Ford had already replaced Chevrolet as the supplier to Hertz in the early 60s. Shelys General manager Payton Cramer had recently pitched the idea to Hertz, 1000 black gold GT 350s representing Hertz corporate colors. Hertz Sports Car Club would rent the Shelby fleet at specified airports across the US. This 1966 GT 350 H is a rare Red with Gold strips, less than fifty Hertz cars were produced, the large majority were black and gold. Restored to factory correct condition with 6,900 miles since the project was completed.



1964 Studebaker Avanti
Owner: James Mitchell

The Avanti was Studebaker's final attempt to grab the auto consumer's attention as the company, which had its roots making horse-drawn wagons in the Civil War, struggled to remain viable after an ill-conceived merger with Packard in the mid-50's. A clean sheet of paper design exercise by Raymond Loewy with assistance from the famous race driver Andy Granatelli, the Avanti represented as much of a departure from conventional thinking as had Studebaker's dramatic, streamlined Champions and Commanders in 1953. With power from the R2 Paxton Supercharge 289cc engine, the "Luxury Sports Car" as Studebaker called it, could cruise comfortably with four passengers at 100mph. Alternatively, without modification, and with the factory installed roll bar and Bendix disc brakes in mind, it could be raced, as some did. Its unique dashboard is reminiscent of a fighter jet and dramatic and different bodywork, it is a rare production car with unmistakable and distinctive looks.

My father first saw an Avanti in Grand Central Station, displayed on a giant rotating table. A few weeks later, he bought our car, this car, from the Helms Brothers Dealership in Bayside Queens for \$4,450.

My automatic-transmission Avanti sporting the factory color "Avanti Gold" has never been restored and remains completely original in all respects.

I have loved this car since my dad brought it home and have taken care of it as if it is a member of the family.



2008 Bimota DB6R
Owner: James Quilliam

Bimota production took place in a small plant in Rimini Italy which had only 25 employees including the owner, Roberto Comini, and the janitor. Only 8 Bimota DB6R motorcycles were imported and the technical specifications are remarkable. My Bimota has the Dual Spark 1100 Ducati DesmoDue power plant with Walbro fuel injection enhanced by a Desmodromic valve actuation system (which utilizes not one but two cams and two actuators) mated to a Dry Slipper clutch and a ZARD Penta Exhaust all together delivering 95 HP with 87 ft. lb. of torque on a platform that weighs only 368 lbs. To enhance the Bimota's performance it has the Extreme tech rear shock and Extreme tech steering damper.

I started riding motorcycles at the age of 5 when my dad bought me a 70's era Indian 50cc mini bike. Motorcycles became a passion and when I first learned about Bimota's many years ago, I dreamed about owning the famed Bimota Tesi 1DSR. It is the world's first forkless center hub steering motorcycle. But I had never seen a Bimota until visiting my good friend Joe's shop, Super Moto Italia of St. James. Some time later Joe introduced me to a motorcycle collector who had a non-registered 2008 Bimota DB6R in his collection, and soon thereafter I bought it. This was my introduction to the Bimota family. One step closer to owning my childhood dream motorcycle.....Tesi 1DSR.

By the way, back then, Indian sourced its 50cc engine from an Italian motorcycle manufacturer, Benelli. So it seems only fitting that in my 50's I became the proud owner of not one but two exotic Italian motorcycles. They are such amazing machines, they're quirky and temperamental which only adds to their character.



1999 Ducati 996
Owner: James Mansour

It took me six years to convince the original owner to let it go. The bike had not been started in almost 10 years. With a little love and elbow grease it is now ready to be ridden!



2000 Ducati 900 SS
Owner: Anonymous

I took this bike to the race track at 1200 miles on the odometer , up and down the east coast to all the best motorcycle tracks. It's got some nicks but never crashed and has a really strong motor . Love this bike and I've had 6 or 7 over the years.



2011 Ducati 848 EVO
Owner: James Mansour

I bought this bike right off the showroom floor. I had stopped in just to look around and fell in love! Proved to be just as much fun on the track as it was on the street.



2014 Ducati Hypermotard SP
Owner: Lance Krasner

821cc Testastretta 11° L-Twin, liquid cooled 376 lbs. – 171 kg 110 hp – 81 kw at 9,250 rpm 65.8 lb. ft of torque – 89 nm at 7,750 rpm Mounted on a tubular steel trellis frame DSP (Ducati Safety Pack): - Ducati traction control adjustability over 8 levels - 3 Riding Modes (Race | Sport | Wet) Forged Marchesini rims Fully adjustable suspension with an ultralight Marzocchi aluminium yoke / forks Öhlins rear shock absorber Bosch-Brembo braking system Slipper and self-servo wet clutch paired with a 6 speed gearbox Extras: Akrapovič exhaust, Corbin seat, Woodcraft rear sets, LED tail fender eliminator kit, Motivation frame and wheel sliders and CRG bar ends with folding mirrors.

Growing up I started riding BMX bicycles, then progressed to mini bikes and shortly after found myself enthralled in the world of dirt bikes. For years I would eagerly wait until school was out, so I could grab my bike and get lost in the woods. Trails were endless and it seemed like time stood still, as a kid, it kind of did. Next up were motorcycles, I fell deeply in love with being on two wheels - riding pretty much took precedence over all else. Even sports took second place unless I could ride a bike to the event. Cruisers, sport bikes, dirt bikes...really didn't matter, as long as I could ride. I own a commercial printing company (Print Design), while out on an appointment in Long Island City I wandered into New York Honda/ Yamaha, just looking, of course. It was a very snowy cold day in December. Tucked away in the corner, there it was....a Ducati Hypermotard SP. It was as if it was waiting for me, a high-powered dirt bike in the body of a motorcycle – maybe the other way around?? Inside of that week, it was at my shop standing proud and looking very happy while I added all the extra's, just waiting and anticipating for that first dry day.



1980 Honda CBX 1000
Owner: Michel Brogard

The Honda CBX 1000 sports motorcycle was manufactured by Honda from 1978 to 1982. It was the flagship of the Honda range when first introduced and was well-received by the press not just for its looks, handling and speed but also its remarkable engine. It was a minor marvel of engineering when unveiled in 1978 (as a 1979 model). Six cylinders, six carburetors, 24 valves, two overhead camshafts. Yes, those are the numbers all together resulting in more than 100 crankshaft horsepower—the CBX Super Sport was going to, and did, dominate the sport bike scene until Honda outdid itself with a sibling, the Honda CB900F introduced in late 1979. Harley Davidson was not happy.

Total production numbers of the Honda CBX 1000 by this time were low, with 38,079 built in Japan and only 3,150 built in America at their Ohio factory.



2005 Honda RC51
Owner: James Mansour

With 4400 miles from new. This bike was always the Honda I wanted but never could find. After many years of searching I found it listed from its second owner in Maine.

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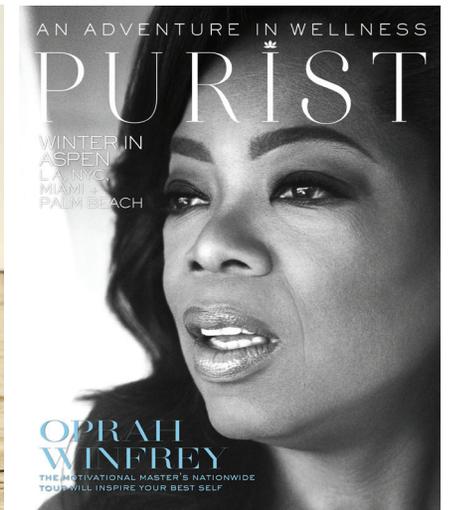


2021 Triumph Thruxton RS
Owner: James Mansour

2021 triumph Thruxton RS with 1200 miles from new. I bought this bike on a whim. I had no idea it would ride 10X better then it looks. Tons of power, handles like a sport bike, and stops on a dime! No doubt one of the most fun bikes I've ever ridden.

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