

# 2<sup>nd</sup> Annual CONCOURS d'ELEGANCE



Saturday, August 26, 2023  
EVENT JOURNAL



**SOUTHAMPTON FRESH AIR HOME**

36 Barkers Island Road  
Southampton, New York  
sfah.org | 631-283-5847

**SERVING YOUTH WITH PHYSICAL DISABILITIES FOR 122 YEARS.**

KIDS + SFAH = JOY

DEAR  
SFAH,



SFAH camper (2009 to present) Sophie  
Dehnert (right) with SFAH Camp  
Coordinator Kiara Esteves

THANKS FOR YOUR HELP.  
MY FAMILY LOVES YOU GUYS.



Sophie Dehnert and the  
Dehnert/Nam Family

## SCHEDULE OF EVENTS

Saturday, August 26, 2023

1pm-5pm

Vintage Automobiles and Motorcycles

Boutique Shopping

Artists' Exhibition Curated by | FORMAH

Children's Activities

Craft Beer Tasting by Other Half

Top Hops Tap Truck 1-3pm

Cocktails & Hors d'Oeuvres by Thyme & Again

People's Choice Award Ceremony

## PEOPLE'S CHOICE AWARDS

*Voting Closes at 4:15pm*

*Award Ceremony at 4:45pm*

Best In Show

Most Likely To Arrive On Time

Speed With Style

Best Fire Truck

Car To Drive To The Oscars

Car That Most Makes You Smile

Best Motorcycle

## Sponsors



### Team Lauda

Lisa and Rome Arnold - The Dehnert Family



### Andretti's Booster

Ann R. Grimm - Tania and Brian Higgins - Maureen and Steve Klinsky  
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Diane and Robert Cornell - Juliet Glennon and Bernard Bailey  
The Cowles Family

## Media Sponsor

**James Lane**

- POST -

(As of August 15, 2023)

Dear Friend of Southampton Fresh Air Home,

We are so happy that you have joined us at the second annual Concours d'Elegance. The magic of today's event is thanks to the dedicated work of a wonderful team: Tom Naro, Patsy Lynch, and Patty Miller under the leadership of Rome Arnold, a vintage car aficionado who delights in sharing with others his passion for classic cars, helped by Rick Carey (an automotive historian), Jeff Allen, Lisa Arnold, Michael Brogard, Nicky and Jamie Grant, Ann Grimm, Tania and Brian Higgins, Isolde O'Hanlon, Cathy and Malcolm Price, Tom Samet and Bronwen Smith with the support and encouragement of many others.

SFAH celebrated our 122nd season of camp this year! During the summer months, our oldest program takes place: our sleep-away camp. In September, SFAH launches its slate of fall programs: retreat weekends, day trips and social gatherings. During the winter and the spring, we transform again, bringing the experience to the doorsteps of the children. Life Skill Lab workshops focusing on relevant topics such as independent living skills, managing personal care needs, job readiness and post-secondary educational options are integrated into all of our programs.

Campers enjoy SFAH's unique sports programs which include swimming, sailing, relays, golf, tennis, basketball, baseball, dodgeball, football, cycling and hockey. They spend time in our arts and crafts workshop where activities include visual arts such as painting, drawing, sculpture and photography. Off -site trips include sailing, beach, sporting events, theater, museums, the aquarium, animal farms, concerts, local golf courses and more.

We could not provide all these wonderful programs with the support of our donors and without events like the Concours.

SFAH is more than just a summer camp. It is a year-round center which works with campers to give them incredible memories to last a lifetime while also planting the seed for a future of independent living. On behalf of the Board of Directors, staff and all of our campers and alumni, I thank you for your generosity and support.

Sincerely,

*Nicky Grant*

Nicky Grant  
President

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Jennifer Powers  
(in formation)

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OTHER HALF

ARGYLE  
DUNDEE OREGON

ESTD 1994  
Wither Hills  
MARLBOROUGH NEW ZEALAND

The Southampton Fresh Air Home 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 Second Concours d' Elegance would not have been possible

**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 cars. His knowledge has been invaluable in writing the Journal

**Patsy Lynch:** Webmaster; Journal Wrangler; All-around Lynch Pin

**Patty Miller:** Public Relations Master and Volunteer Coordinator

IMPORTANT DISCLAIMERS - PLEASE READ

**CONCOURS TROPHIES** representing imagination and quality at its finest, will be awarded based solely on the votes of the people. The vote count will be unavailable for audit (we have declined the offer of Price-WaterhouseCooper [sic] to assist.) We would like to strongly encourage, in fact implore, vehicle owners not to leave early, for the safety of all patrons given the configuration of the SFAH campus. If you are a vehicle winner and not present, your trophy may well be awarded to the runner up which would be sad for you. Protests of any nature will likely be ignored.

**JOURNAL ACCURACY** We note that in your Concours d' Elegance Journal (assembled with great care and unflagging attention to detail, often late at night) there are undoubtedly typos and factual errors. Please email your issues and concerns in that regard to Letters@Wikipedia.com, which is where we got a lot of the stuff we put in the Journal.

**ELECTRIC CARS** The SFAH Concours is about the past not the future. You will note however we have on display the first model Tesla, the Roadster that started it all the second time around. (explanation on Tesla page.) We would have displayed more EVs but we don't have any chargers, yet. We deeply apologize for disappointing anyone hoping to discuss range at the Concours.



**“Our fundraising goal is serious but equally serious is our goal of having fun.”**



*With thanks to our core team, the vehicle owners and so many others. And thank you to all of the supporters of the SFAH who have a passion for cars or don't mind coming to the Concours with someone who does.*

**Lisa and Rome Arnold**



**BIG THANKS TO  
SOUTHAMPTON FRESH AIR HOME**

*For your outstanding work providing programs for youth with physical disabilities.*

**TANIA AND BRIAN HIGGINS & FAMILY**



# MALIBU MEETS THE HAMPTONS

## THIS RARE PROPERTY

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In appreciation of  
**Rome and Lisa Arnold**

for their support of  
Southampton Fresh Air Home  
campers!

*With Thanks,*  
Ann Grimm



**LET'S RAISE ANOTHER CHECKERED  
FLAG IN APPRECIATION OF THE  
ORIGINAL MR. FIX-IT!**



**FOR ROME ARNOLD, HIS PIT STOP PARTNER, LISA AND  
THEIR TREMENDOUS SUPPORT OF SFAH!**

**MAUREEN AND STEVE KLINSKY**



Thank You  
**LISA AND ROME**

**FOR YOUR DEDICATION TO  
SFAH AND OUR CAMPERS!**



With all our appreciation,  
Nicky and Jamie Grant



Southampton Fresh Air Home salutes  
**LIV GOMEZ AND RYAN NAKAMURA**  
 for their fundraising efforts on behalf of  
 Southampton Fresh Air Home



*A little lemonade can go a long way*

**BRAVO**

**ON A SPECTACULAR CONCOURS**



And Congratulations SFAH  
 It was a joyful 122nd season!

With all our love,  
**The Michaelcheck Family**





## **The Nicolosi Law Firm, P.C.**

is proud to support

## **Southampton Fresh Air Home**

Thank you for your outstanding work  
providing programs for youth with  
physical disabilities for more than 120 years.

*Bravo!*

Maura Nicolosi, Esq.  
19 Orchard Street Manhasset, NY 11030  
nicolosilawfirm.com | 516-869-6900

## *The Price Family*

Cathy, Malcolm, Malachi, Camille and Vigo

are proud to support SFAH and the

Concours d'Elegance



Congratulations on another successful  
season and a spectacular event!

# Thank you

*Julie & Tom Crowley  
Beth & Jeff Gardner  
Oz Pearlman, The Mentalist*

For your thoughtful generosity. It was a wonderful and entertaining evening benefiting SFAH



## Proud to support the Southampton Fresh Air Home

For more than 100 years, a commitment to our communities has been one of RBC Wealth Management's core values. We are proud of our reputation for corporate citizenship and believe our most visible imprint is through the great work being done by the organizations we support.



Christopher Drew  
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22-HM-01873 (08/22)





## Joe Frizell and his team

James Ruggiero: Service Advisor

Sarah Rood: Office Administrator

Zbigniew Musial: Lead Tech

Geraldo Jodhan: Tech

Nick Berlin: Tech

Jay Wilson: Tech

John Terlikowski: Tech

Daniel Aliakseyeu: Tech

Barbara Ann Mahoney: Special Ops

## salute the work of the Southampton Fresh Air Home

Joe's Garage, Inc.  
1426 North Sea Road, Southampton, NY 11968  
631.283.2098

[www.joesgarageinc.net](http://www.joesgarageinc.net)



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KIDS + SFAH = JOY

## 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. 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

# RALLY POINT EAST

A members club in The Hamptons, centered around the automotive experience. A home for the drive, and convenient recharge and working space, while heading east or west. We speak directly to the considered car enthusiast, providing a destination to drive to, a stunning physical space, climate controlled car storage, wash and detailing, and exceptional programming.



SCAN HERE



*a home for  
the drive*



FORM<sub>MAH</sub>



Chellis Baird, *Lip II*

42 Allen street, New York, NY 10002  
theFORMah.com | info@theformah.com | @theformah



FORM<sub>MAH</sub>

FORM<sub>MAH</sub> at Concours d'Elegance

features artworks by

Chellis Baird, ML Kirchner, Lara  
Knutson, and Adi Oren

FORM<sub>MAH</sub> showcases curated selection of artworks by Chellis Baird, ML Kirchner, Lara Knutson, and Adi Oren, that freeze fleeting moments through diverse mediums, experience a unique perspective on stillness and motion. Part of the proceeds are donated to Southampton Fresh Air Home.

Lara Knutsen, *Peeled Light*

FORM<sub>MAH</sub>, of the FORM Art House, founded in 2021 by Maryana Kaliner. FORM<sub>MAH</sub> opened it's doors at permanent location in the vibrant Lower East Side of NYC in 2022. FORM<sub>MAH</sub> showcases emerging and mid-career artists from across the globe. Through thoughtful programming and innovative exhibitions, the gallery is committed to providing a platform for female identifying artists.

42 Allen street, New York, NY 10002  
theFORMah.com | info@theformah.com | @theformah



FORM<sub>MAH</sub>

CARS AS OF JOURNAL PRINTING  
(August 15, 2023)

| YEAR | MODEL         | MAKE                              |
|------|---------------|-----------------------------------|
| 1922 | Mack          | Chain Drive Pumper                |
| 1929 | OM            | 665SSMM                           |
| 1931 | Ford          | Sports Coupe                      |
| 1938 | Mercedes-Benz | 540K Special Roadster             |
| 1941 | Mack          | Pumper                            |
| 1948 | Tucker        | coupe                             |
| 1952 | Jaguar        | XK 120 Roadster                   |
| 1952 | Muntz         | Jet                               |
| 1953 | Mercedes-Benz | 220                               |
| 1956 | Austin-Healey | 100-M                             |
| 1956 | Fiat          | Jolly                             |
| 1956 | Jaguar        | XK 140MC Roadster                 |
| 1957 | Mercedes-Benz | 300 SL                            |
| 1957 | MG            | MGA Convertible                   |
| 1958 | BMW           | Isetta                            |
| 1958 | Porsche       | 356A                              |
| 1959 | Alfa Romeo    | Giulietta Spider Veloce           |
| 1959 | Austin-Healey | "Bug-Eye" Sprite                  |
| 1959 | Jaguar        | XK 150S Roadster                  |
| 1959 | Mercedes-Benz | 190 SL Roadster                   |
| 1959 | Porsche       | 356 Convertible D                 |
| 1960 | Mercedes-Benz | 300b Adenauer Four Door Cabriolet |

CARS AS OF JOURNAL PRINTING  
(August 15, 2023)

| YEAR | MODEL         | MAKE            |
|------|---------------|-----------------|
| 1962 | Volkswagen    | Type 2 Cab      |
| 1963 | Jaguar        | XKE             |
| 1963 | Porsche       | 356 Coupe       |
| 1964 | Aston Martin  | DB5 DHC         |
| 1964 | Morris        | Mini            |
| 1964 | Porsche       | 356             |
| 1964 | Studebaker    | Avanti          |
| 1965 | Jaguar        | Mark Two        |
| 1965 | Porsche       | 356 SC          |
| 1965 | Triumph       | Herald          |
| 1965 | Volkswagen    | Off-Road Racer  |
| 1966 | Shelby        | 427 Cobra       |
| 1967 | Austin-Healey | AH 3000         |
| 1967 | Ghia          | 450SS           |
| 1967 | Lotus         | Elan            |
| 1967 | Mercedes-Benz | 250SE           |
| 1967 | Volvo         | P210 Duett      |
| 1969 | Dodge         | Charger         |
| 1969 | Jaguar        | Series II       |
| 1970 | Triumph       | TR6             |
| 1971 | BMW           | E9 3.0 CSI      |
| 1972 | MG            | MGB             |
| 1975 | Fiat          | 500 Giardiniera |

(Cont'd)



## CARS AS OF JOURNAL PRINTING (August 15, 2023)

| YEAR | MODEL                             | MAKE                        |
|------|-----------------------------------|-----------------------------|
| 1986 | Mercedes-Benz                     | 560 SL                      |
| 1988 | Porsche                           | 930 Turbo Flachbau          |
| 1989 | Porsche                           | Speedster                   |
| 1991 | Nissan                            | Figaro Matcha Convertible   |
| 1991 | Suzuki                            | Cappuccino                  |
| 1993 | Autozam (Japan only market Mazda) | AZ-1 Mazdaspeed Edition     |
| 1998 | Ferrari                           | F355                        |
| 2002 | Ferrari                           | 575                         |
| 2008 | Bugatti                           | Veyron                      |
| 2011 | Tesla                             | Roadster Sport              |
| 2014 | Lotus                             | Evora S                     |
| 2019 | Ferrari                           | F12 Berlinetta              |
| 2022 | Aston Martin                      | V12 Vantage S (stick shift) |
| 2022 | Hummer                            | Electric Hummer             |

### MOTORCYCLES

|      |                 |                     |
|------|-----------------|---------------------|
| 1965 | Motobi          | Sprite 200          |
| 1968 | Benelli         | 250 Sport Special   |
| 1970 | Triumph         | T120 Bonneville     |
| 1975 | Harley Davidson | FLH                 |
| 1977 | Triumph         | T140 750 Bonneville |
| 1980 | Honda           | CBX 1000            |
| 2008 | Bimota          | DB6R                |

November 7, 1959



There's nothing like a new car—and no new car like this de luxe Corvair 700.

You can read about Corvair's air-cooled "pancake" Six, its aero-light frameless construction, its remarkable independent suspension at every wheel. But words can only hint at Corvair's thistledown steering, the wonderfully *supple* quality of its ride, the nimble bulk-free precision of its going. You'll have to drive it before you really know how big a revolution in auto design Chevy has touched off—America's only compact car that isn't just a small echo of a big one.

Practically flat floor—Corvair's the only compact car that gives you this kind of 6-passenger comfort.

A magician on mileage—Gets 25 to 40% more miles than conventional 6's on a gallon of regular.

No fussing with antifreeze—Only time it uses water is when you wash it.

Trunk's up front—Lots of luggage space under the hood, where it's convenient to get to.

Unipack power team—Wraps engine, transmission and drive gears into one compact package. Takes less room, leaves you more.

Fold-down rear seat\*—Converts easily for a total of 17.6 cu. ft. of extra storage space behind front seat.

All at a practical kind of price—Check your dealer on the short, sweet details. Chevrolet Division of General Motors, Detroit 2, Michigan.

\*Optional at extra cost.



The revolutionary Corvair . . . with the engine in the rear where it belongs in a compact car.

YOU  
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HOW JOYOUS A  
COMPACT CAR  
CAN BE ★ until  
you've driven the  
REAR-ENGINE  
**Corvair**  
by Chevrolet



**No. 1**  
**1959 Alfa Romeo Giulietta Spider Veloce**  
Owner: Steven Eickelbeck

It's not often that a lottery heralds the introduction of a new car but that was the story behind Alfa Romeo's Giulietta in 1954. Perhaps not unlike today's Kickstarter approach, investors in a stock placement were given a chance (literally) to own one of the first of Alfa's new model, the 1,290cc 4-cylinder aluminum-engined twin cam beauty named Giulietta. The cars were so well-received that Alfa quickly turned to Pinin Farina for a convertible, resulting in the Giulietta Spider which even with only a single carburetor and 80 hp proved to be the best-handling car of its era, a delightful, intuitive, satisfying roadster that inspired a generation of Alfa lovers with more carburetors, ever bigger engines and better performance.

In my opinion, my Giulietta Spider Veloce represents the finest in Italian open top motoring. I decided when I first started my search that I wanted to find a car from the earliest series, the purest form of Giulietta Spider. I bought my car on the West Coast somewhat recklessly agreeing to the purchase without a personal visit. It turned out to be a wonderful decision. After replacing the interior finishes and making some minor cosmetic and mechanical repairs, the car with its upgraded 1600 cc motor. has been an incredibly reliable companion on many adventures. The car has been on rallies in the Mid-Atlantic and Mid-West states and also on the track at Lime Rock and the hill-climb event on Mt. Equinox. We love driving her, everywhere.



**No. 2**  
**2022 Aston Martin V12 Vantage S (stick shift)**  
Owner: Laura Lofaro

The Aston Martin V12 Vantage S may well be the last of its kind, a V12-powered, naturally-aspirated, 565 hp supercar with a 7-speed clutch pedal manual gearbox. Only 100 Vantage S Astons were available to the U.S. market. Customers could, and did, extensively customize their cars, choosing from a long list of options and custom features. Capable, in a competent driver's hands, of 0-60mph in 3.9 seconds, the Vantage S is a tribute to earlier times when speed off the line was directly proportional to skill on the pedals not paddles, when cars were driven, not pointed. This Aston is a treasure which captures the dilemma of owning a rare car: drive it, or put it on a pedestal and flip it for double in five years? Jim and I love driving, which for us means first and foremost a manual stick-shift transmission. Since Jim is no longer racing, we were searching for a car which would be a pleasure to drive on the street but would nevertheless have the feel of a car comfortable on the track. (Jim giving up racing doesn't mean he no longer wants to drive fast.) Given Aston's reputation for cars with acceleration and excellent handling, we limited our search to that marque. We were lucky to find one last year which we have immensely enjoyed driving.





**1964 Aston Martin DB5 DHC**  
**Owner: Auric Enterprises**

Thanks to Bond, James, the Aston Martin DB5 is recognized worldwide much to the consternation of Jaguar, who turned down the request to provide an E-Type for Goldfinger. Starting with that first appearance, the master spy's righthand drive coupe has appeared in Bond movies spanning just under 50 years in spite of being completely destroyed twice ("Spectre" 2015 and "No Time To Die" 2021). Such is the popularity of the car that Aston has recently offered a DB5 Bond recreation with most of the original gadgets simulated at a price Auric would approve.

The DB5 was delivered with Aston Martin's 4.0-liter engine under the bonnet, which produced a reported 283 brake horsepower and helped the DB5 achieve a top speed of 143 mph. The dashboard shape follows the curves of the bonnet and presents the driver with a full complement of instruments including in particular the critical oil pressure gauge. First offered as an option, a five-speed ZF gearbox became standard as was an oil cooler, Select-A-Ride rear shocks controlled by a switch on the metal dashboard, chrome wire wheels, dual external rearview mirrors, power windows, reclining seats, wool pile carpets, full leather trim in the cabin, and a fire extinguisher. Seatbelts and headrests were an option.

The DB5 was priced at £4,490, approximately \$175,000 today and many celebrities owned one, including Peter Sellers, Beryl



Reid and HRH Princess Margaret. Sean Connery for some reason was not so enamored with the car he made famous, only buying his first one at the age of 88.

As for the car on display, on October 16th, 1964, Group Captain H.M. Groves took delivery in Sarasota, FL of this DB5, purported to be one of only 39 factory left-hand-drive convertibles. Captain Groves purchased the optional headrests and seatbelts. The car retains its original colors of silver birch over blue.

In 2018-19, marque specialist Steel Wings uprated the engine from 4.0 to 4.2 liters and replaced the ZF gearbox with a 5-speed Tremec, resulting in a noticeably better driving experience. Since the engine modification is invisible and the SU carburetors remain, the engine changes improve the car's performance without diminishing its market value. The gearbox swap is only evidenced by the different position of "R" on the gear shift knob and value in that regard has been retained by virtue of keeping the original gearbox in storage. The original radio was replaced with a period-correct Aston-Martin-badged unit converted to US radio bands with Bluetooth connectivity and a removable subwoofer in the boot. In all other respects, the car is as delivered from the factory.

We drive the car regularly, including completing a New England Thousand Mile Vintage Rally a few years ago. The front plate matches Bond's plate in Goldfinger; so far, the police in numerous states have indulged this deviation from regulations.



**No. 3**  
**1956 Austin Healey 100-M**  
Owner: Neill Slaughter

This particular Healey is the fifth I've owned spanning more than fifty years. After having owned two Austin-Healey 3000's and two A-H 100-6's I was specifically looking for an earlier Healey 100, which has the original body designed by Donald Healey and Gerry Coker that debuted in 1952, winning the London Auto Show for its design that included a drop-down wind screen. 1956 was the last year of this original body design and was also the first year a four speed transmission was installed, which also included an overdrive switch, essentially making it a five speed.

I bought this Healey 100 in San Diego in the mid 1980's while I was living in southern CA. Interesting to consider that while the car is now 67 years old, I've owned it more than half its life. While living in Los Angeles I joined the Austin-Healey Club and regularly participated in various car rallies and other sports car events up and down the CA coast. When I moved to NY I transported the car myself by trailer across the country and more than once people I met along the way as well as here in Southampton would inquire as to whether I wanted to sell the car. They still do. With all the driving I've done in this particular Healey over nearly four decades, it certainly fits the description "DRIVER" as opposed to show car, although I did win a prize as the People's Choice award at an All British car show in New London CT a few years ago.



**No. 4**  
**1959 Austin Healey "Bug Eye" 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!



**No. 5**  
**1967 Austin Healey AH 3000**  
**Owner: Chuck Scarborough**

All manufacturers continually improve and develop their products but few do so as significantly and importantly as Austin-Healey did with its six-cylinder sports cars. Starting in 1956 with the 100- Six the evolution was continuous with engine, gearbox, suspension and bodywork changes largely to suit the all- important U.S. market. The ultimate evolution came in May 1964 with the BJ8 known as "Phase 2", a 2+ seater with roll-up door windows and increased rear ground clearance. It is the definitive, comfortable, even luxurious Austin-Healey. With 150 hp from its 2,912cc overhead valve 6-cylinder engine it was both a comfortable grand tourer and a lively road car that often acquitted itself well on race tracks.

"The Hee-wee's gone."

I opened my eyes and tried to clear the fog of what had been a good night's sleep. My two-year-old son came into focus, standing by the bed, staring at me with an oddly unnerving toddler expression.

"What?"

"The Hee-wee's gone. It's not in the driveway."

Our house was on a hill with a driveway that wound down to the street so my first alarming thought was the transmission had slipped or the parking brake released and our 300 had rolled down the hill and smashed into something. As it turned out, reality was not far from that fear since in fact sometime during the night thieves had slipped into my little car, given

it a shove and coasted down the driveway far enough to be out of earshot before they hot-wired the ignition and made their getaway. My son had just awakened me with the grim news that my beloved Healey had been stolen.

I was quite upset because this was a car I had rescued. The car had been neglected and maltreated by its previous owner and was a rusted-out mess when I spotted it in a garage in 1977. Since I had owned the first six-cylinder version of the fabled Austin Healey line, the 100/6, when I was in the Air Force I had a real soft spot for the car. Without an intervention, this pathetic 3000 model at which I was looking was clearly headed for the junk yard. That was unthinkable. I bought it.

The body shop replaced all the rusted parts (which included the floor pans and seat frames!), pounded out the dents, filled the mounting holes for the missing badging, gave it a passable paint job, new interior, a tune up and oil change and handed me the keys. It has started and run flawlessly ever since—except for the night it was stolen.

I called the police at 7:30 that morning to report the theft, then morosely called a shop that specialized in British sports cars and asked them to start looking for a replacement. At noon, the police called me back to report that they had spotted my car sitting by the side of the Bronx River Parkway a few miles from my house. The police said it appeared that the engine had quit and unable to restart it, the thieves had abandoned it.

Austin-Healeys have a switch near the battery inside the trunk, a circular knob that disables the electrical system. During the getaway, that switch had somehow activated, shutting the car down, a singular event that has never again happened. My faithful Hee-Wee had simply refused to be stolen.

The car you see today, 44-years later, is still sporting the same paint job and interior. Minor imperfections have popped up over the years. That happens to all of us. But the classic, timeless beauty of its lines, the sensuous sweep of its body flowing from headlight to tail, and the joy of driving it still makes hearts flutter.



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ALVIN

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Concours d'Elegance 2023

Southampton Fresh Air Home



No. 6

1993 Autozam (Japan only market Mazda) AZ-1 Mazdaspeed Edition

Owner: Scotty Gerber

The AZ-1 is a collector's prize, one of the most desirable examples of a Kei car. In the mid '80's Suzuki and Mazda combined their engineering and coachbuilding skills to develop the AutoZam brand. By the early '90's, this successful match produced the lightweight AZ-1, powered by a turbo-charged 657cc engine producing 64hp with 63 ft. lbs. of torque. Like the famous gullwing doors on the early Mercedes 300SL the gullwing doors on the AZ-1 are not a style affectation but an engineering solution related to the structure of the chassis. The AZ-1 was produced for only two years (Oct. 1992-1994) and only for the Japanese market.

Seeing an Autozam on Jay Leno's garage triggered a long search both here and in Japan; fortunately, I found my AZ-1 here. With its mid-engine/short wheel base design, my AZ-1 is delightful to drive and is one of the few cars that feels like my race car on the street as far as the handling and the fact it revs to 11000 rpm. Additionally, I think it's just so minimalist and cool looking with hints of Ferrari F40 and TR, McLaren F1 and Ford RS200 rally car depending on what angle you look from.





**No. 7**  
**1958 BMW Isetta**  
Owner: Igor Ger

The commercial salvation of Bavarian Motor Werks was the improbable BMW Isetta, a 247cc 12 hp motorcycle-engined creation that saved the company. Originally conceived in Italy, BMW undertook a license to build what became known, for obvious reasons, as a “bubble car”. Its success spawned many imitators, but the Isetta is by far the best known. Its curious profile and tandem seating is instantly recognizable even swaddled in a car cover. Say what you will about performance or safety on roads populated with Suburbans, Navigators and Durangos, an Isetta putting through town or down a winding road will put a smile on any bystander’s face. And of course finding a parking spot is rarely a problem.

In spite of its small appearance, the car is remarkably roomy – a 6’ tall person fits comfortably although she may find motoring up a hill to be slow-going.



**No. 8**  
**1971 BMW E9 3.0 CSI**  
Owner: Edward Simioni

By 1970 BMW had reached a high level of sophistication, comfort and performance as personified by the 1971 3.0CSi. With Bosch electronic fuel injection feeding its 2,985cc single overhead camshaft, the straight six engine delivered 200hp. Universally praised for excellent performance and outstanding handling, the 3.0CSi's coachwork by Karmann is both aerodynamically efficient and beautiful, made all the more seductive by the simple design decision to remove the “B” pillar.

You may recall that in the movie “Knives Out”, Daniel Craig drove an E9 BMW 3.0CSi, in Polaris Metallic Grey. Seeing that E9 brought back memories of my childhood in Rome and how I had noticed and admired a 3.0CSi that often appeared in my neighborhood. With Mr. Craig's E9 (not a Bond, James Aston) in mind, I started a focused worldwide search, in that specific color. I found my BMW in Denmark described as fully restored. After it arrived from overseas, I discovered it needed a little work to the interior, the electrical system, the brakes and the engine. (The tires were in good shape.) I sent it to a restorer and then a second time (being a touch fastidious) to get everything working correctly. (A German car deserves no less.) Now it's like new, resplendent, and in good weather I take it regularly for drives, enjoying in particular the delightfully crisp manual transmission. As we would say in my home town, la dolce vita, or perhaps das süße leben in my 3.0CSi.



**2008 Bugatti Veyron**  
Owner: Steve Rostkowski

**Winner: Most Likely to Arrive On Time, SFAH Concours 2022**

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.



**No. 9**  
**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.





**No. 10**  
**1998 Ferrari F355**  
Owner: Jack Hassid

Produced from May 1994 until 1999, the F355 is a heavily revised Ferrari 348 with notable exterior and performance changes. Design emphasis for the F355 was placed on significantly improved performance, as well as drivability across a wider range of speeds and in different environments (such as low-speed city traffic). In addition to the displacement increase from 3.4 L (3,405 cc) to 3.5 L (3,495 cc), the major difference between the longitudinally mounted 90° V8 engine in the 348 and F355 was the introduction of a 5-valve cylinder head. This new head design allowed for better intake permeability and resulted in an engine that was considerably more powerful, generating a maximum power output of 380 PS (279 kW; 375 hp) at 8,250 rpm and 363 N·m (268 lb·ft) of at 6,000 rpm. The F355 also addressed transmission issues that plagued earlier models. A coolant heat-exchanger was installed which upon startup, warmed the gearbox oil quicker. A rod-driven actuation system, which replaces the 348's cable operated system, was also added for precise gear shifts.



**No. 11**  
**2002 Ferrari 575M**  
Owner: Stephen Gelfman

This Ferrari 575M (Maranello) embodies the essence of Enzo's philosophy, as he famously said, "I build engines and then attach wheels to them" in this case a monster naturally-aspirated 5.75-liter V12 capable of delivering 508hp (515PS) and 434lb-ft (588Nm) of head-snapping torque, with the ability to exceed 200mph (preferably on the Nürburgring track). It was also the first time Ferrari offered the F1 paddle-shift transmission in a V12 model. While paddle-shifters were a significant improvement on the track, a few discerning drivers preferred the delightful challenge of a managing the gears using a three-pedal manual instead of playing a video game with paddles.

My six-gear manual is one of only 84 imported to the US. It is fitted with racing seats.



**No. 12**  
**2019 Ferrari F12 Berlinetta**  
Owner: Susan Harder

The F12 Berlinetta is the last Ferrari designed by Pininfarina. It has 730 horsepower from a front 12 Cylinder (12 cylinders were favored by Enzo Ferrari). The color is custom with a full leather interior and many other options on the car. It has been shown at The Bridge. A real stunner, and especially appreciated by the automobile aficionados.

I have a three-car garage with a lift and very much enjoy working on my cars with the assistance of my long-time mechanic and friend. I do find my '67 Corvette to be a little less persnickety than my Berlinetta but knowledge and patience is usually rewarded with the satisfaction of a back-roads cruise.



**No. 13**  
**1956 Fiat Jolly**  
Owner: Jeffrey Vogel

"How I came to own this FIAT/Ferrari 500 Jolly"

In the late 1980's I lived and worked in Modena Italy. I was not a Ferrari employee but knew many of them. When Enzo Ferrari died in 1988, his heir Piero Lardi inherited all the assets that were Enzo's including the assets of Lara Garelo (Enzo's wife). As she was not his mother, he sold off her possessions relatively quickly. This car was Lara's and she kept in Rimini at an apartment where she spent August holiday's with her son Alfredo. I bought it at that sale and I have the original Italian libretto, license plate from Modena and there is a photo of Lara with the car. Car is unmodified from standard f500 spec except Ferrari emblem rear and front.

I imported the car for my Italian wife in 1989 and it's resided in USA ever since. The US DOT required me to change the speedometer to MPH and the lights to sealed beams but I kept the original parts. In 35 years I have put on about 300 miles a year mostly from house to beach.



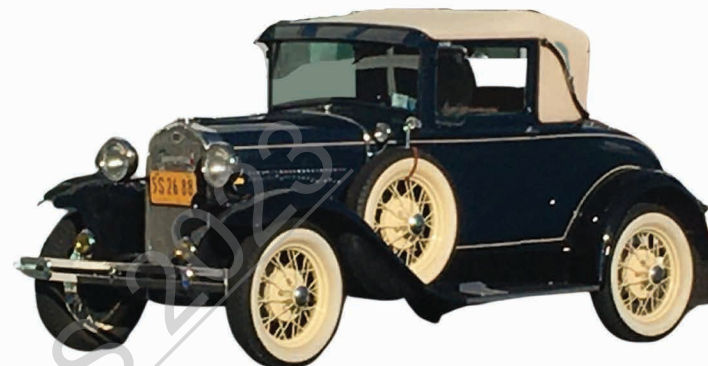


**No. 14**  
**1975 Fiat 500 Giardiniera**  
Owner: Michael Grunberg

There is no car that better evokes la dolce vita than a Jolly 500 Giardiniera, caviar and iced Cristal in the wicker hamper, parked alongside a Riviera beach.

This gem of a micro-car was first used by a Fiat dealership as a courtesy vehicle beginning in 1975. In 2021, it was converted in Italy to Ghia Jolly specification and carefully and extensively restored. The little runabout now sports an interior of Venetian Midollino woven wood and is equipped with an ashtray (of course), electric wipers, grab handle, indicators, jack, front and rear lights, spare wheel, a speedometer (why?), color-matched steel wheels and a matching woven purse. As for when it's time to leave the beach, the car is powered by a 499.5-cc, twin-cylinder engine mated to a four-speed manual transmission.

About that woven purse. My wife spotted the purse in a picture and asked if I would buy it for her. I said I would be delighted to do so and I did so. All was fine when I later told her I had to buy the car to get the purse.



**No. 15**  
**1931 Ford Sports Coupe**  
Owner: Bob Beck

Henry Ford was devoted to his Model T with its rugged 4-cylinder engine and 2-speed epicyclic gearbox. The T changed throughout its long life while remaining true to its original layout. By 1928, however, it was clear that competitors like Chevrolet and Dodge were building better, more modern cars. The Model T needed a refresh and it got it with the Model A, a concept so different that Ford reverted to the beginning of the alphabet. The Model A's design was fresh and more modern. Its 4-cylinder engine was now 201 cubic inches and twice as powerful as the T. Notably it offered a "conventional" 3-speed sliding gear transmission. It sold in the millions and paved the way for Ford's groundbreaking 1932 V-8 engine.



**No. 16**  
**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.



**No. 17**  
**2022 Hummer Electric**  
Owner: Gregg and Lisa Schneker

Electric vehicles fill the news these days, both popular and financial, as companies large and small, established and nascent, rush to fill the hoped-for demand for electric-powered vehicles. Although the industry serving internal combustion engines generates annual revenues of trillions of dollars in the US, large manufacturers like General Motors have stated they intend to eliminate the internal combustion engine, in GM's case by 2035. Specific to that goal, GM has revealed new EVs across their product slate, including a GMC Hummer EV Pickup and an SUV with up to 1,000hp. It is an audacious jump, transforming a famously massive gas guzzler into a with-the-times EV.

On a smaller scale the British company MEV (My Electric Vehicle) has produced a small electric vehicle patterned after the original Hummer. Designed for off road recreation and low speed city and resort driving, the MEV Hummer is a nod-and-wink recognition of the changes underway with practicality and charm.





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**No. 18**  
**1952 Jaguar XK-120 Roadster**  
Owner: Peter Ostrega and Samantha Angelilli

The XK120 OTS (Open Two-Seater or Roadster in the US) introduced at the 1948 London Motor Show caused such a sensation that Jaguar founder and Chairman William Lyons quickly put the little sports car into production. However, before delivering the first production XK120 to Clark Gable, Jaguar proved in May 1949 that "120" was not an exaggeration when a prototype XK120 achieved an official timed run of 132.6 mph, making it the world's fastest production car at the time. Clark was happy.

The XK120 was eventually available in left- or right-hand drive configuration in three body styles: the OTS (Roadster), a Drophead (Convertible), or a Fixed Head (Hard-Top). Auction values suggest that collectors gravitate toward the sleek look of the Roadster in spite of a cockpit design that is not the most waterproof when you're caught out in the rain.

I was delighted when the NY DMV confirmed that "SAG JAG" was available but I hadn't anticipated how many people would smile at my custom plate. The SAG JAG was my first classic car, which I bought in 2019, motivated by the many beautiful classic cars we all see driving around the Hamptons. Having bought it from a gentleman who had owned it since the 60's, I am only the second or third owner. She is a delight to drive which I do regularly.



**No. 19**  
**1956 Jaguar XK 140MC**  
Owner: Dwight Marriman

The Jaguar XK140, the successor to the XK 120, was sold from 1955 through 1957. The body was essentially the same although in response to complaints from the US, Jaguar replaced the delicate XK120 bumpers with heavier front and rear bumpers sporting overriders, substantially reducing damage from parking-by-feel. Other upgrades included more interior space, improved drum brakes, rack and pinion steering, increased suspension travel, and telescopic shock absorbers. The XK140 is powered by a 3.4-liter double overhead cam inline-6. The optional C-Type head with 2-inch H8 carburetors, produces 210 bhp gross at 5750 rpm. Along with heavier torsion bars and twin exhaust pipes, this uprated version was designated the XK140 "MC" in North America. The Roadster has a delicate canvas top which folds out of sight behind the seats, enhancing the beautiful lines of the car. (The Drophead version traded the sleek look of the Roadster for a quieter ride when the double-fabric top was up.) The interior was trimmed in leather and leatherette throughout. The Roadster has removable canvas and plastic side curtains and a tonneau cover (which, when it starts raining, is far easier to put in place than the persnickety fabric top although not providing rain protection for the driver.)

When riding on modern radial tires, the power of the engine, the well-balanced set-up and the lightweight roadster body combine to deliver a head-turning driving experience far more fun than might be expected from a nearly 70-year-old car.



**1959 Jaguar XK 150S Roadster**  
Owner: Little Plains Lisa

Built for a decade, Jaguar's XK series were reaching their highest stage of development by 1959 when Jaguar introduced the "S" series version of the XK 150 model, a high-performance engine with three carburetors punched its weight with 250 horsepower (265hp in the later 3.8 litre XK 150 S) and previewed what would power the 1961 XKE. This is a Le Mans 24 Hour race winning engine in a sophisticated, and road-worthy Jaguar.

This car was a proverbial "barn find" put into a garage in 1969 as was determined from the Michigan license plates on the car when it was pulled into the sun over 40 years later. The reason for its hibernation was easy to see – the original owner, Robert West of Athens, GA or a friend of his, had likely over-revved the engine causing a connecting rod to fail which in turn blew a hole through the side of the block.

In 2011, JK Restorations in Oswego, IL undertook a complete restoration. The car was in remarkably good condition. Every panel on the restored car is original, with only minor repairs required to correct some light corrosion. In consultation with the owner, JK replaced the damaged original 3.4-liter with a 3.8-liter block and the transmission with a five-speed Tremec gearbox. The car is finished in its original factory color scheme of Old English White over red. The restoration was completed in 2017, and purchased by its current owner in 2019 who promptly drove it from Oswego via Nashville to its new home in Southampton.





**No. 20**  
**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.



**No. 21**  
**1965 Jaguar Mark II**  
Owner: Tony Dutton

The advent of the Jaguar Mark One and Mark Two cars was quite significant because it heralded the construction form which Jaguar Cars were to follow in many ways to the present day. Starting with the Mark One, which was originally envisaged with a 4-cylinder version of the XK Engine, it was launched with two engine options: 2.4 liter or 3.4 liter and for the Mark Two the options were 3.4 Liter and 3.8 liter. The two models had an incredibly successful production life of just over 10 years. The new unitary body construction made the car very rigid which, with the re-designed suspension system, gave it outstanding handling in all weather. This particular model is a Mark Two 3.8 Liter with optional overdrive. The second owner uses it as everyday transport and it delivers the Jaguar "Grace, Space and Pace " on every outing. The top speed is a genuine 130 mph and the engine, with its incredible low-end torque is quite happy in traffic at twenty mph in top gear and will smoothly pull away without having to change down in gears.



**Concours d'Elegance 2023**  
Southampton Fresh Air Home



**1969 Jaguar Series II**  
Owner: Donald Scott

**Winner: Car to Drive to the Oscars, SFAH Concours 2022**

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.

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**No. 22**  
**1967 Lotus Elan**  
Owner: Jim Freeman

The Lotus Elan attracted widespread attention at the 1962 Earl's Court Motor Show. Accurately considered to be one of the best handling sports cars, the Elan was a car to own during the U.K. Swinging Sixties. Lotus produced 12,224 cars in four Series from 1962 through 1973. Originally developed with Fords 1500 engine, Lotus quickly adopted the robust 116E Ford Cortina 1558 ccs. Harry Mundy, the ex-BRM race engine designer who also developed the Coventry Climax engines designed the all-alloy cylinder head with its twin camshafts, free flow exhaust and twin Weber carburetors, turning the engine into a potent and very reliable power plant. The all-fiberglass body with its "pop-up" headlamps was sleek, stylish and attention-getting. Special equipment models were produced with 115 BHP engines, close ratio gearboxes and servo brakes. Elans have been the favorite sports cars of Formula One drivers including the great Jim Clark but were once better known to teenage boys as the car driven by Emma Peel, the leather-clad, martial arts expert in the TV Series "The Avengers".

I have owned my Lotus for over 40 years; everyone in my family learned to drive in the car. The Lotus's reputation for outstanding performance while not being exhausting to drive is very well deserved. I've taken it on the track, on pleasure drives, to the grocery store, and more than once to the dump albeit with a small load.



**No. 23**  
**2014 Lotus Evora S**  
Owner: Joseph Frizell

Consistent with Lotus's reputation over many years for building outstanding and beautiful cars, the 2014 Lotus Evora S is a lightweight perfectly balanced & beautifully proportioned machine. Below the sleek body work of the Evora S is a transversely mounted Toyota 3.5 liter 24 valve V6 supercharged motor pushing 345 horsepower.

Purchased in February of 2021 from Secor Lotus of New London Ct, the car is famous, described in a Road And Track article as "The Oldest New Car Sold in American, Purchased by a Lotus Enthusiast on Long Island" :-> ) That would be me.



**No. 24**  
**Mack 1922 Pumper Class A**  
**Bridgehampton Fire Department**

Mack trucks, long associated with Allentown, Pennsylvania, were actually first built in Brooklyn, New York. After moving the factory to Allentown, Mack built its first fire truck in 1911 (a “pumper”) and subsequently developed a well-deserved reputation for designing and manufacturing powerful engines and pumps mated to rugged and reliably-constructed bodies. Not surprisingly, it was Gus Mack who made a contribution (little-known) to the development of both trucks and cars by designing and patenting the first selective-shift transmission. Remarkably, variations of this “standard” shift transmission with constant mesh gears are still in use today, direct descendants of Gus’s design.

This chain drive AB model – known in the trade as a “Baby Mack” when compared to the larger “Bulldog” AC Mack – has a 350-gpm pump built by the Northern Pump Company to Mack specifications. First purchased by the Bridgehampton Fire Department in 1922, this Mack remained with them until 1955 when the North Sea Fire Department acquired it. At some point in the late ‘50’s or early ‘60’s the NSFD offered the truck back to the BFD, who declined. Instead, the Henry Austin Clark Jr. museum bought it for its “Sandy Hollow Fire Department” collection. In 1973, the BFD repurchased what had become a sadly neglected truck. Over the next 20 years, the BFD vintage team gradually and lovingly restored it to the showpiece it is today.



**1941 Mack Pumper Truck**  
**Southampton Fire Department**

**Winner: Best Fire Truck, SFAH Concours 2022**

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.





No. 25  
1938 Mercedes-Benz 540K Special Roadster  
Owner: Anonymous

**The SFAH Concours is honored to have been chosen as the venue during which this stunning jewel of automotive history will be unveiled for the first time in decades.**

In the late '30's the Mercedes-Benz 540K was the master of the road. There were 540K cabriolets and then there were the most exclusive of all, the Spezial [sic] Roadster. All were built by Mercedes-Benz's finest craftsmen using the best available materials and techniques. Of the estimated 406 540Ks which left the Mercedes-Benz main factory in Stuttgart, only 26 were Spezial Roadsters.

This particular Mercedes-Benz is simply extraordinary, above and beyond its 25 sister cars. More remarkable than its unaltered and stunning original condition is the rumble seat, not mentioned in any database of 540Ks, meaning most likely this car is a one-of-a-kind custom-ordered Spezial Roadster, worthy without question of being invited to Pebble Beach or being displayed at the Mercedes-Benz Museum in Stuttgart. This Roadster has never been shown in the last 50 years, if ever.

The core of the 540K's reputation for performance is its 5,401cc supercharged overhead valve inline 8-cylinder engine. It produced 115hp in normal operation giving the Emperor of the Highway a cruising speed of 85 mph. But when the throttle was fully opened the supercharger



engaged with a shriek of gears and tortured 7psi compressed air pushing the output in short bursts to 180hp which in turn would rocket the two tons of 540K forward in a lunge. It is one of the automobile's most memorable moments. The 540K's chassis is equally impressive and up to the task with four-wheel coil spring independent suspension (parallel wishbones at the front, swing axles with a compensator spring at the rear) and gigantic vacuum-assisted four-wheel drum brakes. The engine and radiator were set back in the chassis with the radiator behind the front axle. In spite of the 130-inch wheelbase, the car surprisingly seats only two, unless you have a rumble seat! The 540K's size dwarfs the driver and passenger yet Sindelfingen's body designers created a harmonious, sleek and balanced body with sweeping front fenders and a soft top that fully retracts below a sloping rear deck. The uninterrupted flow from radiator to rear bumper is in sharp contrast to the more common 540K cabriolets.

I came to own this rare Mercedes in a rather circuitous way. At one point, I had accumulated a collection of four Mercedes-Benz Gullwings. Deciding to sell one, I ran an ad in a local newspaper, as one would do about 50 years ago. A fellow in the process of buying my Gullwing mentioned he had two Spezial Roadsters and wanted to sell one of them. I delivered his new Gullwing to his appliance factory so that I could inspect his two Roadsters. Telling me he was indifferent as to which one he sold, I picked the car with a rumble seat, because I fondly remember riding in the rumble seat of my grandfather's car.

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**Concours d'Elegance 2023**  
Southampton Fresh Air Home



**No. 26**  
**1953 Mercedes-Benz 220**  
Owner: Juan Rueda

1953 Mercedes-Benz 220 Sedan.....Six Cylinder carbureted over-head camshaft engine.....4 speed manual transmission; shifter on the column.....4 wheel independent suspension.....Advanced for the times....Car has been in the family for 70 years.....The car lived in Bogota, Colombia most of its life.....We brought to the United States in 1990





**No. 27**  
**1957 Mercedes-Benz 300 SL**  
Owner: Jack Bart

Mercedes-Benz turned its attention to racing competition in the early Fifties when it supplemented its grand prix stable with the 300 SLR sports car. Max Hoffman on Park Avenue in NYC convinced M-B to build a series of road going coupes, the famed 300 SL "Gullwing". It was a commercial success and was followed in 1957 by a further developed Roadster convertible. Powered by the same single overhead camshaft, fuel injected 2,996cc inline six engine with 240hp, it had four-wheel independent suspension which was improved by adopting a "low pivot" swing axle setup at the rear. 1,858 were built from 1957- 1963. Always cherished for their performance, quality and design, 300 SL Roadsters were immediately recognized as "classics" beginning in the late 60's when only a few years old.

When a friend told me about a 300 SL Roadster owned by a fellow who was a little pinched, I was interested. However, I was in New York; the car was in Los Angeles so I asked my friend to inspect it for me. Several days later he reported that in his opinion the car was in excellent shape and drop-dead gorgeous. I was too busy to go to California, so I handed some certified checks, and a plane ticket, to a young man working for me with instructions to return with the title, which he did.

I very much enjoy driving the car but mostly on day trips hence I've never used the original fitted luggage that came with the car.



**No. 28**  
**1959 Mercedes-Benz 190 SL Roadster**  
Owner: Jeff Allen

Smaller, much less expensive and based on the entry-level Mercedes-Benz 190 sedan, the 190SL Roadster enjoyed a run of 25,881 units during its nine-years in production from 1955-1963. Powered by a 1,897cc single overhead camshaft four-cylinder engine with a pair of dual choke carburetors it had 120 horsepower, a 4-speed transmission and 4-wheel independent suspension. With a top speed of some 113 mph, the 190SL was fast enough to be challenging but also sedate enough to be driven daily with its roll up windows, tight convertible top and standard heater protecting its occupants in all kinds of weather. It couldn't match the 300SL's performance, but it cost far less.

I had never owned a vintage car nor was I looking for one when about twenty years ago on my way to Goldberg's Bagels I noticed a pretty car (I didn't know what it was) parked at a local dealership. Having recently staged a successful concert for King Mohammed of Morocco starring James Brown (you know, the hardest working guy), I was fairly certain that my credit score had gone up. I pulled into the dealer's lot, walked around the car a few times then asked if I could buy it on my American Express. 30 minutes later I was on my way home in a 190 with fitted luggage for the car and a dozen bagels for my family. (I left the car I was driving at the dealer for later pickup.)

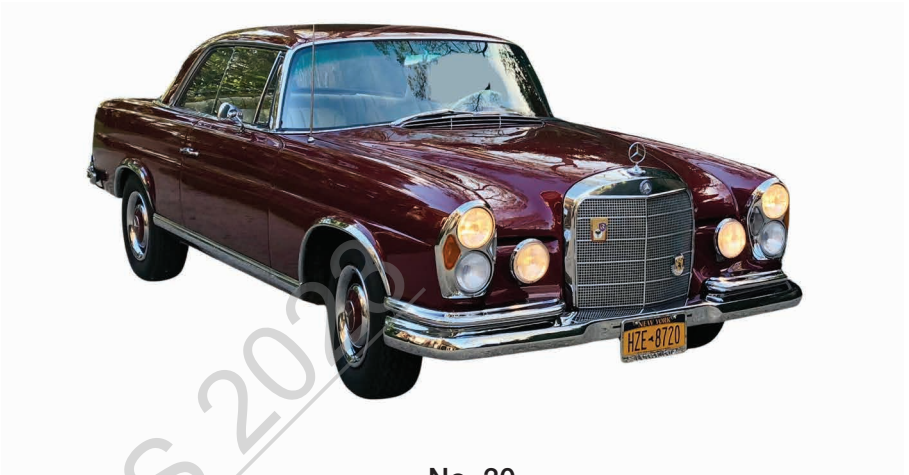


**No. 29**  
**1960 Mercedes-Benz 300b Adenauer Four Door Cabriolet**  
Owner: Michael Grunberg

The Mercedes-Benz 300d was a four-door luxury tourer essentially hand-built between 1957 and 1962. It was the company's flagship model at the time, equal in features and price but superior in performance to the rival Rolls-Royce Silver Cloud. Favored by statesmen and business leaders, it offered options such as a glass partition, VHF mobile telephone, and dictation machine. Technologically advanced, the fuel injected 3.0 L inline-6 "Type 300" shared numerous design innovations and mechanical components with the iconic Mercedes-Benz 300 SL "Gullwing", including engine, suspension, and chassis. The cabriolet version is rare not just because only 65 were built but also because it is one of the very few four-door convertibles from any manufacturer.

Konrad Adenauer, the first Chancellor of Germany (then West Germany) had a fleet of six, hence the reference in the name.

I originally saw my 300d Cabriolet at a Mercedes "300 Club" meeting in New Hampshire around 2003. The car was an absolute gem, fully restored and with some exquisite and modern upgrades. 17 years later, the car came up for auction on BAT and I scoop it up. Unfortunately for the car and my wallet, it had been abused, so it took some time to return it to its former glory, I've enjoyed it since.



**No. 30**  
**1967 Mercedes-Benz 250SE**  
Owner: Siamak Samii

The Mercedes-Benz 250SE is universally respected as one of the most refined and comfortable cars M-B built during the 1960's. Its 2,496cc single overhead camshaft six-cylinder engine was lightweight and when fuel injected in the SE (Sport Einspritzer) model got 170 horsepower. M-B didn't scrimp on driver and passenger accommodations, either, nor did the four-wheel independent suspension and front disc brakes disappoint on the highway or back roads. Most in the U.S. are equipped with automatic transmissions making the few with fully-synchronized 4-speed manual gearboxes (usually from Europe) rare and sought after by drivers who care.

The 250SE Coupe body style is a true two-door hardtop which is not only an example of refined body design but also takes advantage of the extra chassis stiffness added by the roof to enhance its superb driving dynamics. It is a serious driver's car cherished by informed drivers who know it by its model number, "one eleven".

My 250SE is the Euro model with a manual 4 speed transmission, fully restored to original specifications.





**No. 31**  
**1986 Mercedes-Benz 560 SL**  
Owner: Jay Diesing

In 1986, Mercedes-Benz shipped its most powerful SL of the decade to the U.S. in the 560SL. The car was also the heaviest of the 1971-89 R107 SLs that Mercedes produced, but the new 5.5-liter V-8 engine's 227 hp did a fine job of mitigating that fact. Top speed was much improved (from 110 mph in the 380SL to 130 mph), and the car was quicker from a standstill to 60 mph by about 4 full seconds.

The engine was much torquier, too, which greatly improved the cars' dynamics. Likewise, the car received a new rear suspension and a limited-slip differential to better handle the added torque and power. Mercedes-Benz also added anti-lock brakes, leather upholstery, an alarm system, and an air bag, all of which better suited the car's \$48,000 price tag.

The 560SL sold well with average annual sales exceeding 12,000 units, which outpaced the 450SL and 380SL. Nonetheless, Mercedes retired the R107 chassis in 1990, introducing the first all-new SL in 18 years. Today, many enthusiasts gravitate towards the 560SL as it retains some of the original lines of the pagoda SLs while carrying with it all of the R107's advances. It remains a popular choice for those enthusiasts who value verve and build quality for a low price of entry.



**No. 32**  
**1957 MG MGA Convertible**  
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.



**No. 33**  
**1972 MG MGB**  
Owner: Patrick Vicari

The MGB is a two-door sports car manufactured and marketed from 1962 until 1980 by the British Motor Corporation (BMC), later the Austin-Morris division of British Leyland. Beginning in 1962, production of the MGB and its variants continued until 1980. The two-seat roadster was the first of the MGB range to be produced. The suspension was also softer, giving a smoother ride, and the larger engine gave a slightly higher top speed. The four-speed all-synchromesh gearbox a new rear axle, and an alternator in place of the dynamo with a change to a negative earth system.

To meet US safety regulations for the 1968 model year, the MGB received dual circuit brakes, a plastic and foam rubber covered “safety” dashboard, dubbed the “Abingdon pillow”, high seat backs with head restraints, side marker lamps and three windshield wipers instead of two (does it rain more in the US?). Later US models had large bumper overrides made of rubber, nicknamed “Sabrinas” after the British actress Sabrina. Exactly why has been lost to history.

In March 1979 British Leyland started the production of black painted limited edition MGB roadsters for the US market, meant for a total of 500 examples. Due to a high demand for the limited-edition model, production ended with 6,682 examples.

The MGB reappeared again in late 1992 as the MG RV8.



**No. 34**  
**1964 Morris Mini Targa**  
Owner: Nick and Toni Hartmann

The Morris Mini Minor and its Austin Seven (Mini) sibling established the template for generations of family sedans with transversely mounted engines and front wheel drive. Its importance as well as the contribution of its groundbreaking designer, Alec Issigonis, cannot be overlooked. It is, in its own way, as important as Ford's Model T. The Mini's initial 848cc 37 hp engine provided scintillating performance in the tiny 1,294 pound two-door sedan, performance that was quickly enhanced with ever-larger and more powerful engines in Cooper and Cooper S variants. The Mini Minor combined family-size accommodations with acceleration and handling that frequently humbled larger and vastly more powerful sedans.

Over 20 years ago, we purchased our Mini on eBay from a collector of Minis in Georgia. We decided it would be wiser to ship the car to New York than try to drive it north among the trucks and SUVs. Our Mini is a perfect to-the-beach-and-grocery-store car which makes many people smile.





**No. 35**  
**1952 Muntz Jet**  
Owner: David Cooper

Earl "Madman" Muntz was a used car dealer (among other professions) who manufactured his cars from 1951 to 1954 first in California and then in Evanston Illinois. As jet airplanes were just appearing, Earl called his car the Jet to associate the car with the future and speed. He bought the tooling which had been used to build the failed two-seater Kurtis and extended the wheelbase to accommodate the addition of a back seat. The padded dashboard and seatbelts were safety features ahead of their time. Flamboyant pastel colors were "standard" including "Mars Red", "Stratosphere Blue", and "Lime Mist" and interior options included synthetic alligator or snake skin, and Spanish leatherette. (Corinthian leather had not yet been discovered.) To make sure his passengers were properly lubricated Earl installed on some cars a liquor cabinet on one side of the back seat and an ice chest on the other, or in other cars everything in the rear armrest. Muntz claimed he built 400 Jets and that the car was capable of a top speed of 125 miles per hour. Subsequent research suggests he actually built about 200.

Muntz Jets like the Facel Vega were perfect for early 1950's Hollywood stars owned by many as well as appearing in several major movies. Grace Kelly and Vic Damone were notable owners. The Muntz Jet was marketed as America's first post-war "personal luxury car" although in 1953 Muntz faced intense competition from four other luxury convertibles: the limited



edition, factory customized Buick Skylark, Cadillac Eldorado, Oldsmobile Fiesta, and Packard Caribbean.

Earl "Madman" Muntz deserved his nickname, creating and selling many items besides the Jet, often in a style on television which Crazy Eddie imitated many years later. At various times, Earl sold used cars and new cars, a four-track tape, Betamax and VHS tapes and recorders, satellite dishes and eventually motorhomes. With that career in mind, no one would be surprised to learn that Earl was inducted posthumously into the Consumer Electronics Hall of Fame. Earl was also married 7 times.

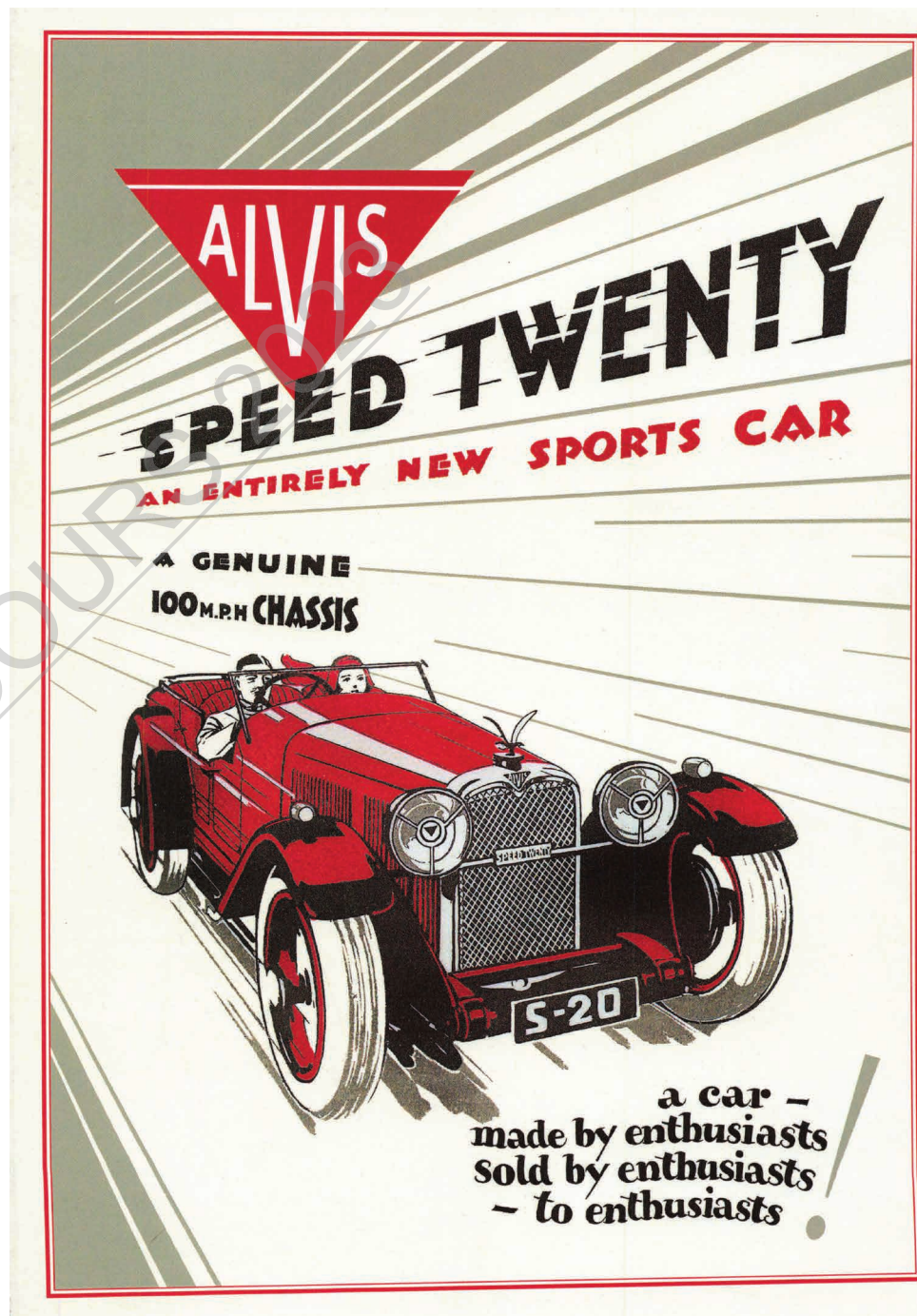
My Muntz Jet is configured just as it came from the factory, with its original Lincoln engine, hydromatic (automatic) transmission and original gauges. The car has a Carson removable hardtop which either goes on the car or stays in the garage, so we need to check the weather before taking any top-down drives around the Hamptons.



1991 Nissan Figaro Matcha Convertible  
Owner: Parker O'Brien

**Winner: Car That Most Makes You Smile, SFAH Concours 2022**

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.







**No. 36**  
**1929 OM (Officine Meccaniche) 665SSMM**  
Owner: Dr. Richard Lisman

The OM (Officine Meccaniche) Company was a storied builder who from 1924-1933 entered 194 cars into 68 Grand Prix events, recording 38 "podiums" (11 wins, 12 seconds, 15 thirds). The OM 665s were early supercharged large six-cylinder racers driven by the best Italian drivers (Miranda, Rosa, Minoia, and Ramponi) in Italian and English Grand Prix. The outstanding capabilities of the OMs as a rally car were emphatically proven when OMs finished first, second and third in the 1927 inaugural Mille Miglia.

This car is a factory works team car imported into the UK and driven by Giulio Ramponi in the 1930 Irish Grand Prix and Tourist Trophy. Over the years, several owners (including me) have driven this bullet-proof OM in 17 Mille Miglia Retrospectives, more than any other car entered in its class.



**No. 37**  
**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.



**No. 38**  
**1959 Porsche 356 Convertible D**  
Owner: Rudy Campagnola

Porsche's Speedster, introduced in 1954 as a 356 "Pre-A" to cater to the American market for stripped down, less expensive and lighter open top cars, built an enviable and very well-deserved reputation as fast road and road-racing car. Superseded in 1956 by the 356A which was in turn replaced in 1958 by the Convertible D. It was notable for having a higher windshield and top providing more headroom and comfort but at the expense of speed – the larger frontal area taxed the top speed which its 70 SAE horsepower engine could achieve, a minor detraction very much offset by the delight in driving it.

I've owned this Porsche for 40 years. It's been truly enjoyed and loved ...



**No. 39**  
**1963 Porsche 356 Coupe**  
Owner: Victor Rugg

Porsche has never stopped innovating and developing its cars. By 1963 when the fourth generation Porsche 356C was introduced the standard engine had grown to 1,582cc and 88 horsepower (using the American SAE gross horsepower metric) from the first 356's 1,088cc and 46 SAE hp in 1948. The 356C weighed just under a ton (i.e. 2,000 pounds which is light) and that 88hp, aided by 4-wheel disc brakes, was more than enough to continue the reputation of the 356 series as a consummate driver's car. Porsche continually improved the chassis to mitigate – and even to take advantage of – the signature rear-mounted engine and swing axle rear suspension. The sound of the Porsche engine is unique, identifiable at speed from a long distance.

Although I currently own (only) two modern Porsche 911s. I have owned 26 Porsches over the years, out of a total of 131 cars. (That's not a typo – I obviously love automobiles). Given the experience, I can attest that the best way to fully appreciate my 356C is to drive it. Although the 75 (DIN) horsepower engine it is by no means fast (0-60mph in 12 seconds), the box is crisp and the handling superb. My 356C is a top choice when I head out for a cruise, or sometimes just to go grocery shopping.





**No. 40**  
**1964 Porsche 356C Rally Car**  
Owner: Robert Schmitter

After decades building the rear-engine Porsche 356 in multiple series, Porsche had steadily refined it to minimize its drawbacks and accentuate its advantages. The horizontally opposed all aluminum four-cylinder engine had been developed through many iterations and in standard trim offered 88 SAE horsepower from 1,582cc displacement. Many redesigns and revisions updated the swing axle independent rear suspension. Finally, Porsche adopted four-wheel disc brakes so stopping power matched or exceeded the car's power, suspension and minimal one ton mass. The 356C was an all-purpose driver's car with unusually roomy interior not encumbered by a driveshaft tunnel.

My 1964 356C Porsche is mostly original, and continues a family tradition of Porsche ownership since 1955. It has been in various car shows through the East Coast and was shown at The Bridge where it took a People's Choice, and at a Pindar Winery show, where it took First Place. It lives with my other Porsches in East Hampton and runs perfectly. We have had a lot of fun with this rally car. It's not old, it's experienced, and it has many more years of delightful driving to go.



**No. 41**  
**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.....



No. 42  
1988 Porsche 930 Turbo Flachbau  
Owner: Paul Alessandrini

Porsche ventured into turbocharging first and most significantly with the all-conquering Can Am 917K Spyder, a race-dominating car that conclusively demonstrated the effectiveness of turbocharging. Porsche, never reticent about applying its racing lessons to its road cars, soon turned to turbocharging the road-going 911, creating the 930 series. Still a 911 in chassis and appearance, a turbo turned it into a new beast with such power, and particularly torque, as it had never experienced before. Its ultimate expression in air-cooled form was the 1988 930 Turbo. It featured brakes derived from the 917 and, as an expensive (over \$20,000) option, a flat nose, hidden headlight "Slantnose" ("Flachbau" in German) body. The 3,299cc horizontally opposed six-cylinder engine built to U.S. regulations made 282hp and 278ft-lb torque. In other words, ein Raketenschiff auf Rädern, a rocket ship on wheels.

This 1988 Porsche 930 Turbo is a true factory M505 option Slantnose with matching red center Fuchs alloy wheels, a biplane rear wing and a sunroof. It is one of only 145 built for the U.S. in 1988, a rare and cherished milestone in Porsche's continuous development and improvement.

I've owned and enjoyed this extraordinary car since 1989.

## THURSDAY

JANUARY 3

- 10 FLIPPO'S GANG—Kids**  
Flippo the Clown shows Our Gang Comedys for his young viewers.
- 12 EDGE OF NIGHT—Serial**
- 4:45 **2 4 5 MODERN ROMANCES**  
Terry is arrested. Sloan Simpson.
- 4:50 **6 PLAY KLUB—Kids**
- 5:00 **2 6 9 MICKEY MOUSE CLUB**  
1. English Foreign Correspondent: "First Class Hike." 2. Mouseketeers: Guests are the Platos, acrobats on horseback. 3. Sierra Pack Trip: "Boots, Planes and Mules." 4. Cartoon: "The Fox Hunt."
- 4 MR. WIDGETT—Kids**
- 5 MOVIE—Western**  
Headin' West: "The Old Barn Dance," with Gene Autry and Champion.
- 7 MOVIE—Western**  
Wild West Show: "Belles of Capistrano," with Gene Autry and Champion.
- 10 MOVIE—Western**  
Western Roundup: The first episode of "The Oregon Trail." Johnny M. Brown.
- 12 MOVIE—Melodrama**  
Ladies' Home Theater: See Wed. 11:15 P.M. Ch. 12 for details.
- 5:30 **4 THIS IS COLUMBUS—Civic**

## EVENING

- 6:00 **2 CAPT. MIDNIGHT—Adventure**  
Capt. Midnight seeks to save crops from destruction by a man-made storm.
- 4 BREAK THE \$250,000 BANK**
- 5 RANGE RIDER—Western**  
A code between a youngster and her uncle reveals the whereabouts of a gold mine.

## 6 SHEENA QUEEN OF THE JUNGLE—Adventure

A Kiyuya Tribe find their village burned and their women and children taken hostage. Irish McCalla stars.

## 7 RANGE RIDER—Western

A group of outlaws force Range Rider to lead them to a fabulous mine.

## 9 SKY KING—Adventure

Sky learns of a mysterious situation when his niece discovers a prospector struggling through the desert with gold.

## 10 ANNIE OAKLEY—Western

Tagg tries his hand at magic, while Annie and Lofty chase counterfeiters.

6:15 **12 NEWS—George Palmer**

6:25 **12 WEATHER—Daryl Parks**

6:30 **2 4 SALLY FLOWERS—Variety**

## 5 PLAYHOUSE—Drama

A devoted husband is disturbed by his wife's desire to live the life of a recluse.

## 6 7 NEWS

## 9 PANTOMIME HIT PARADE

**10 12 SGT. PRESTON—Adventure**  
See 7:30 P.M. Ch. 7 for details.

6:40 **7 SPORTS—Hinkle**

6:45 **6 WEATHER—Earl Green**

6:50 **6 SPORTS—Joe Hill**

7:00 **2 CRUNCH AND DES—Adventure**  
Crunch is chartered by the head of an orphanage to take the best athlete and the best student out fishing. (Film)

## 4 5 10 NEWS

## 6 CROSSCURRENT—Drama

Tonight...watch **GROUCHO MARX**



8 PM . . . CHANNEL 4, 5

PRESENTED BY YOUR NEARBY  
**DE SOTO-PLYMOUTH DEALER**

A-32

TV GUIDE





**No. 43**  
**1989 Porsche 911 Speedster**  
Owner: Michael Matus

Among Porsche fans "Speedster" has a magical allure. Despite being replaced by the slightly taller Convertible D in 1959 the fascination remained, attaching itself in the form of dollar signs to the original 356 Speedsters. Porsche product planners couldn't resist and thirty years later resurrected the Speedster name in 1989 for a special limited one year only edition. Based on the standard Carrera body, 3.2 liter 214hp engine and chassis, it emulated the original Speedster's cutdown windshield and matching low top made of a single layer of cloth. The top manually folds under a hard boot cover with distinctive fairings behind the driver's and passenger's heads. Only a few were built of which just 824 are believed to have been delivered in the U.S. They have inspired similar loyalty among the 911 generation.

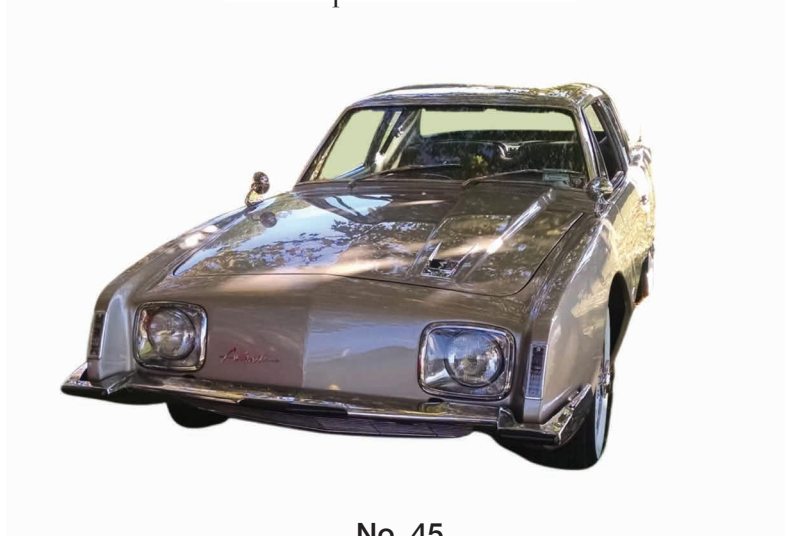
This 1989 Porsche 911 Speedster is a one-owner car with just 20,000 miles. It is all original and as-delivered.



**No. 44**  
**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 mint". 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.



**No. 45**  
**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.



**No. 46**  
**1991 Suzuki Cappuccino**  
Owner: Juan Jose Ballarin

This 1991 Suzuki Cappuccino dates to the first year of production. It is a base model originally equipped with the factory "Winter package" which included a CAXF-W heavy-duty battery and "snow-shoveling" windshield wipers. In addition, other from-the-factory upgrades include the wheels (3-spoke Suzuki Sport Type C), a Nardi shift knob and steering wheel, as well as Suzuki design sill plates.

In April 2019, I purchased my Cappuccino from USS Tokyo, a Japanese specialist auto auction company based in Noda, Japan. My car was graded a 4.5B, on a scale of 1 to 6 where 4.5 is the only fraction between 4 and 6, and 6 means nearly new. Regarding the car's condition, it's in amazing shape and drives beautifully. We were interested in buying a low-mileage, unmodified, beautifully preserved example, and I'm super happy with this one!





**No. 47**  
**2011 Tesla Roadster Sport**  
Owner: Kevin Toner

When Tesla introduced its all-electric Roadster in 2006 few recognized its significance. Based upon the Lotus Elise chassis renowned for its handling, the Tesla Roadster's performance – 0-60mph in under 4 seconds – rivalled the very best combustion engine supercars for a fraction of the price. The Ferrari F430's 0-60mph was just over 4 seconds, a Lamborghini Gallardo did 0-60mph in about 3.5 seconds. After a delayed rollout (a common problem with Tesla it seems), some 2,400 Roadsters were built during a production run of five years, from 2008-2012.

At the beginning of the 20th century, Baker Electric was one of the largest car manufacturers in the world. Tom Edison's first car was reputed to be a Baker EV. In 1910, Emil Gruenfeldt the chief engineer for the company set a record for distance driven on a single charge, taking a Baker Victoria on a 201-mile trip, a range not dissimilar from a Tesla today. However, his average speed was somewhat less than the Roadster, recorded at just over 12 mph.

Baker ceased producing electric cars in 1915, due in part to the lack of charging locations and the perceived convenience of the internal combustion engine. Decades later, perhaps Tesla and other EV manufacturers will take much-delayed and cold revenge on the ICE builders and kill the \$3 trillion (annually) ICE industry in the US.



**No. 48**  
**1965 Triumph Herald**  
Owner: Aaron Cummings

**The SFAH Concours Committee would like to thank Aaron once again for his quick thinking at last year's Concours, preventing a rolling car from doing extensive damage.**

The Triumph Herald is a small two-door car introduced by Standard-Triumph of Coventry in 1959 and made through to 1971. The body design was by the Italian stylist Giovanni Michelotti, and the car was offered in saloon, convertible, coupé, estate and van models. Total Herald sales numbered well over half a million.

Standard-Triumph experienced financial difficulties at the beginning of the 1960s and was taken over by Leyland Motors in 1961. This released new resources to develop the Herald and the car was upgraded in April 1961 with a 1147 cc engine as the Herald 1200. The new model featured a 1147cc engine with single down-draught Solex carburetor (twin carburetors was an option), rubber-covered bumpers, a wooden laminate dashboard and improved seating. Quality control was also tightened up. Disc brakes became an option from 1962. Claimed maximum power of the Herald 1200 was 39 bhp (29 kW).

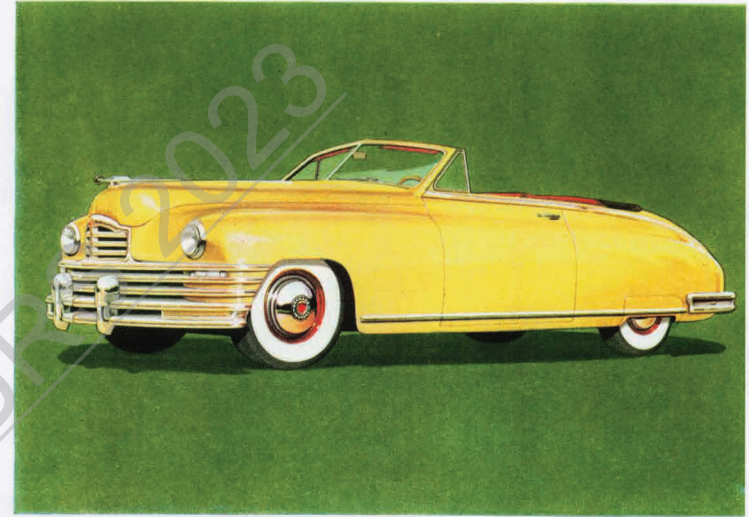


No. 49  
1970 Triumph TR6  
Owner: Jamie Grant

The English Triumph TR6 was introduced in 1969; the last TR6 was produced on July 1976. Of the 91,850 TR6s built, 83,480 were exported, almost all of them to the United States. Styling of the body was done by Karmann of Germany and construction was traditional body-on-frame with four-wheel independent suspension, front disc brakes and rear drum brakes. All TR6s were powered by Triumph's 2.5-litre straight-6 engine mated to a four-speed manual transmission. An electrically switched overdrive made by Laycock de Normanville was available as an option. The car was outfitted with aluminum semi-trailing arm independent rear suspension, rack and pinion steering, full instrumentation, 15-inch wheels. The dashboard was a light shade of flat cut walnut veneer over plywood with a thick coating. All in all, a fun-to-drive pocket rocket.

One previous owner. 91,000 miles later. Untouched, warts and all, but loved by everyone who travels in her. She is the definition of showing ageless user "patina" ...and we love her.

*Top up...top down...it's tops!*



Even standing still, it makes an action picture!

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ASK THE MAN WHO OWNS ONE

THE NEW PACKARD  CONVERTIBLE



**No. 50**  
**1948 Tucker Coupe**  
**Owner: Howard Kroplick**

The Tucker'48 was designed by Alex Tremulis, who was honored many years later (in 1987) by the Society of Automotive Engineers for the design of one of the "significant automobiles of the past half century." Trademark features of the Tucker included an aerodynamic design promoted as "the first completely new car in 50 years" a center-mounted "Cyclops" third headlight which turns with the steering wheel, a rear-mounted six-cylinder Franklin helicopter engine (converted from air-cooled to water-cooled) with an electric shift transmission, "suicide" (rear-hinged) doors, seat belts, a padded dash and doors, a safety zone and a pop-out safety glass windshield. The trunk ("frunk"! ) is topped by a hood ornament shaped like a stylized torpedo.

Tucker read-engine 335-74,166 BHP, 335 cu. in. OHV horizontally opposed six-cylinder engine. 0-to-60 mph in 10 seconds. Top Speed of 130 MPH. Four-speed Cord 810 pre-selector transmission, four-wheeled independent suspension, and four-wheel hydraulic drum brakes. Wheelbase:130 in. Weight: 4,235 pounds. 60" high, 79" wide and 18 ¼ feet long. Original price: \$2,450

A total of 47 Tuckers survive today with the 18 owned by museums including: Smithsonian Institution, Henry Ford Museum, AACA Museum, Peterson Automotive Museum, Swigart Antique Auto Museum (Tin Goose prototype), and Gilmore Car Museum. The 29 private owners include George Lucas (Executive Producer of the movie) and Francis Ford Coppola (Director).

This Tucker #1044, as one might guess, was the 44th built of the 50 production cars not counting the "Tin Goose" prototype. After the Tucker factory ceased operations on October 28, 1948, it was one of eight Tuckers assembled by designer Alex Trumulis and a handful of Tucker workers on their own time. In addition, Tucker 1044 was one of eight originally finished in Andante Green with a green wool broadcloth interior. It was repainted brown in 1973.

Preston Tucker's story was captured in the 1988 film "Tucker: A Man and his Dream" starring Jeff Bridges.

In 2016, I fell in love with Tuckers during a visit to the Hershey Museum, which has three of them. To my delight a Tucker came up for auction the following year. After buying it, I decided to repaint it to its original color, which process revealed a rather remarkable amount of lead, some weak steel areas but not much rust. I was pleased that the bodywork was relatively straightforward for such a custom car, and that the drivetrain needed only minor attention.

My Tucker is delightful in many ways and without a doubt a crowd pleaser. Winning 2nd in Class at Pebble Beach was a wonderful acknowledgment of the quality of the restoration but what I have enjoyed the most was getting to know Tucker's grandson and great grandson, both of whom helped me with family records and knowledge as we brought #1044 to Concours standards.





**No. 51**  
**1962 Volkswagen Type 2 Cab**  
Owner: Lee Stahl

Volkswagen maximized the utility of its rear-engine, rear wheel drive system when it introduced the boxy cab-forward Transporter. The engine and all its hot, noisy bits fit under the rear floor leaving the bulk of the 168.9-inch overall length for passengers and baggage. It was a stark and efficient contrast to American station wagons of the period where much of the length (a 1962 Chevy station wagon stretched for 209.6 inches) was taken up by the front-mounted engine. The interior layout was nearly infinitely variable serving as a family hauler, a taxi, a cargo van and even a camper.

This 1962 Type 2 Bus is fully restored to its original splendor. I have owned over 50 cars in my life and this is the only one that gets smiles and waves from both children and adults wherever it goes.



**No. 52**  
**1965 Volkswagen Off Road Racer**  
Owner: Scott Schleicher

Purpose-built off-road race car built on a 1965 Volkswagen chassis and drive train, raced in New Mexico, last raced in 1995, restored to race-ready condition (for fun and show), retired to street rod, owned and driven regularly. Delightful!



**No. 53**  
**1967 Volvo P210 Duett**  
Owner: Kai Stürmann

This is a 1967 Volvo P210, embellished to give it a 1950's era appearance. The model is historically significant as Volvo's first-generation station wagon. It is the wagon version of the 2 door 444 / 544 sport coupe which introduced Volvo to the USA. Since at the time Volvo used the same drivetrain across all its platforms, my car shares most of its components with the Guinness Book of World Records-holding 3 million-mile 1966 Volvo P1800 (!)

20 years ago after looking specifically for this make and model, I was delighted to buy it from its original owner in Colorado. Not surprisingly coming from an area of snow and salt, the car had significant rust in the lower body. A good friend repaired the body panels and painted the car after I had completed the mechanical, interior and wood work. I drive her regularly, to work, to the beach, on other assorted errands and to the amusement of many, hauling Christmas trees. The car has twice been awarded 'Editors' Choice' by Hemmings - at Lyme Rock Park Sports and Exotic Concourse (2005) and at the Hemmings Cruise-In in Vermont (2014).

For more information, you can scan the 'AutoBioTag' on the windshield!



**No. 101**  
**1968 Benelli 250 Sport Special**  
Owner: Gerald Schwenk

This is a 1968 Benelli 250 Sport Special. I bought it on ebay around 10 years ago, it came from Minnesota. It was in pretty rough shape, I restored it fully, and also converted it to European trim. This involved replacing numerous parts with the corresponding Euro pieces, ie fuel tank, seat, fenders, etc. It's also in pristine shape, and hardly ever ridden.



**No. 102**  
**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 child hood 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.



**No. 103**  
**1975 Harley Davidson FLH**  
Owner: Mike and Tracy Philips

"It's a Harley"

There is probably no car or motorcycle which stirs the passion of its owners more than a Harley. There's no need to bother appending the words "Davidson motorcycle". Founded in 1903, the company is synonymous with big and customized motorcycles especially the former police Hydra-Glide "Chopper" which Peter Fonda rode in "Easy Rider". As the CEO and owner of Harley supposedly once said, "Mine is the only company whose logo people tattoo on their body" (or something like that).

The unfortunate saga of Harley Davidson over the last several decades is a classic business school case about competition. The Japanese strategy for entering the US market was not to take on Harley directly but to slip into the market by offering (at first) small engine motorcycles. Dubbed "Rice Burners" with derision, the small Japanese bikes were in fact well built, inexpensive, and fun. As the Japanese offered bigger and bigger bikes, Harley was forced to retreat into the largest engine bikes for the road.

This is my parents' motorcycle which underwent a ground up, full restoration after being submerged in Hurricane Sandy. "FLH"? "F" = "Big Twin" Overhead Valve. "L" = wide front tires and Hydra-Glide style front forks. "H" = Highway frame.

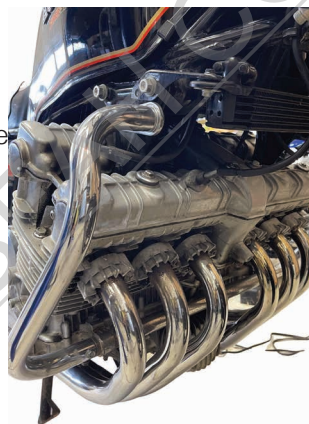




**No. 104**  
**1980 Honda CBX 1000**  
Owner: Michel Brogard

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.



**No. 105**  
**1965 Motobi Sprite 200**  
Owner: Gerald Schwenk

Motobi was founded in 1949 by Giuseppe Benelli. He and his designer, Piero Prampolini, created the four-stroke 'egg' single-cylinder engine. So technically, any bike with this engine type is a Motobi, even if it has Benelli decals on the tank! I inherited this particular bike from my uncle Bill, its second owner. It hadn't been ridden for many years and the piston was seized in the cylinder, but fortunately only lightly. I got it un-stuck, had the cylinder honed, and installed a new piston. After that, all that was needed was a carb cleaning and re-gapping of the ignition points, and it was running.

As was typical for a foreign bike sold in the US in the mid '60's, the bike was equipped when new with high handlebars and a wide, flat seat. I decided to convert the bike to European specs, which involved retrofitting the corresponding parts, all sourced from eBay Italy and Germany. The seat was especially difficult to find, it came from Sicily. The frame and fuel tank were blasted to bare metal as part of the restoration. I did all the paintwork myself, except for the pinstriping on the tank. Luckily, I was able to mask off the original hand-painted pinstripes on the front fender and side covers.

Since acquiring this bike, I've become a little obsessed with Motobis, I restored a 250 Sport Special also, and have another 3 bikes in the 'project' stage."



**1970 Trimuph Bonneville**  
Owner: Bruce Simpson

**Winner: Best Motorcycle, SFAH Concours 2022**

This marvel of a motorcycle has a 650cc motor, dual carburetors, a 4-speed transmission, with a comfortable seat and well-balanced riding position. It was manufactured in England.

Back in the 1970's I repaired and tuned many Triumph motorcycles working as a mechanic and technician in a Triumph dealership in Westchester NY. Of all of the different Triumphs I have fixed and ridden, the T120 is the model with the speed, stability and road-hugging capabilities which I enjoy the most. That's why I own one!



**No. 106**  
**1977 Trimuph T140 750 Bonneville**  
Owner: Nicholas Genender

1977 Bonneville T140 modified Cafe style racer, Lester mags, Mukini dual carburetors. Imron paint, 4200 original miles.

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Thank you

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