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CONCOURS D'ELEGANCE CLASSIC CAR SPECIAL.

Luxury Investment Index update

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A perfect combination

Welcome to the 14th Americana Manhasset Concours d'Elegance

Douglas Elliman | Knight Frank is delighted to be involved with this fantastic event for the third year running.

Beautiful homes and the world’s most stunning cars are a perfect match. A gorgeous classic or a streamlined hypercar on the driveway is the ideal complement to a historic architectural gem or a piece of cutting-edge modern residential design.

One man who knows all about cutting-edge design is Jason Castriota, the Guest of Honor at this year’s Concours d'Elegance. Jason has worked with some of the biggest names in automotive design and super car development, including Pininfarina and Maserati.

On page 10 he explains why he is so passionate about cars and offers a tantalizing glimpse of what his new role working with electric vehicles at Ford involves.

We also talk to Glenn Simon, one of this year’s judges and a passionate Ferrari

aficionado, about his own collection. Judging by his own success at events around the country he’ll be setting a very high bar for our own Concours competitors.

It has been an interesting year for the classic car market – records have been broken, but a number of auction sales have disappointed. We have all the numbers that matter on page 8.

Luxury property markets in the U.S. and globally are also diverging. Some are consolidating, while others continue to gain ground rapidly. If you are thinking of acquiring a new home, either as somewhere to live or as an investment – or perhaps as a combination of them both – Douglas Elliman | Knight Frank can provide in-depth research and advice to help you make the best decisions.

We hope you enjoy the event and this report. Please do get in touch if we can help in any way.



This 1962 Ferrari 250 GTO became the most expensive car to sell at auction when it fetched US\$48.4m at the 2018 Monterey sales in California. Image courtesy of RM Sotheby’s.

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AMERICANA MANHASSET 14TH ANNUAL CONCOURS D'ELEGANCE Celebrating Innovation, Design and Technology Sunday, October 14, 2018

The Americana Manhasset Concours d'Elegance, a premier luxury automotive event featuring rare pre-war European and American Classics and significant post-war sports cars, takes place on Sunday, October 14. The field for the day showcases historically important automobiles, European and American marks, super-fast racing cars, as well as the new breed of green technology and battery based supercars.

Over 100 cars will compete for Best in Class and Best in Show, with winners receiving customized Tiffany & Co. crystal plaques in recognition of their automotive achievements. Saint-Louis, a division of Hermès, will present a special judges choice award.

Featured cars include a 1964 Ferrari 330 GT 2+2, 1967 Ferrari 275 GTB/4, 1967 Aston Martin DB 6, 1972 Ferrari 365GTB/4 Daytona, and the Scuderia Cameron Glickenhaus SCG 003, a limited edition sports and racing car manufactured by American boutique car maker Scuderia Cameron Glickenhaus.

These magnificent cars are set against the backdrop of Americana Manhasset, a luxury shopping center designed by noted architect Peter Marino. Limestone and glass facades featuring fashions from Gucci, Louis Vuitton, Prada, Chanel, Hermès, Giorgio Armani and more compliment the elegant lines of the show cars.

The Americana Manhasset Concours d'Elegance offers guests a rare glimpse of privately owned automobiles at one place and at one time. The total field is valued at well over \$25 million dollars.

Guests of honor for this year's event include **Jason Castriota**, Global Brand Director for Battery Electric Vehicles for the Ford Motor Company. Twice honored as one of the "World's Most Creative People in Business" by Fast Company (2011 & 2014), Jason brings nearly 20 years of experience working for the world's top brands. Career highlights include Chief Designer at Pininfarina S.p.A where he focused on design and strategy for icons Ferrari and Maserati producing emotive brand defining

products such as the Maserati GranTurismo and Maserati Birdcage 75 prototype, and the heralded one-off Ferrari P4/5, and Executive Design Director of Saab Automobiles.

Joining Jason is **Luca Ciancetti**, Chief Engineer and Head of SCG Racing. Luca holds an MSc degree in Automotive Engineering and a PhD in Mechatronics from the Politecnico di Torino. He has extensive experience in both racing and road vehicle design and development, as well as managing race teams in various series. His collaboration with SCG started in 2011 as battery design leader on P45c, race engineer on 003c chassis 1 in 2015 and technical director of 003c program from 2016. Today, as SCG race team manager, he works side-by-side with Jim Glickenhaus, taking care of race operations and race car development.

Jeffrey Einhorn will once again serve as the Chief of Judges. Jeffrey has enjoyed a lifelong love affair with driving, restoring, collecting and racing vintage cars and in the process, he acquired an encyclopedic knowledge of post-war sporting and specialty vehicles.

The Concours will benefit Ronald McDonald House of Long Island through the purchase of raffle tickets, with an opportunity to win a fabulous 2019 Porsche Targa 4S.

2018 EVENT SPONSORS

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AMERICANA MANHASSET CONCOURS D'ELEGANCE



2018 EVENT SCHEDULE

8am – 9:15am: Judges Breakfast

8am – 9:30am: Vehicle Registration for Concours Participants

9:30am – 1pm: Judging of Vehicles

2pm: Awards Presentation



Art remains ahead of two-speed classic car market

World records continue to tumble for the most sought after vehicles, but buyers remain cautious

At the beginning of 2018 we reported that art had surged to the front of the Knight Frank Luxury Investment Index (KFLII), which tracks the performance of 10 luxury asset classes. Six months later and it was still holding its own with annual growth of 25% to the end of June.

Given the US\$450m sale of Salvador Mundi by Leonardo da Vinci last year, it is unlikely that a new record price for a painting is going to be set any time soon, but Sotheby's did manage to set a new company benchmark earlier this year when it achieved an impressive US\$157m for one of Amedeo Modigliani's sumptuous nudes Nu couché (sur le côté gauche).

Wine remains in second place in the KFLII rankings. The Knight Frank Fine Wine Icons Index, compiled by Wine Owners, recorded annual growth of 7% over the same period. "This year has been one of market consolidation so far," says the firm's Nick Martin.

"Some of the more expensive, older vintages are coming off their peaks, but others continue to power ahead. Burgundy continues to defy gravity as it adds another 14% year to date, compared with Bordeaux First Growths that managed less than 3% overall. Looking at the three-year view, Burgundy has risen 85% versus First Growths that are up 45%."

After a shaky start to the year, classic cars have raced back to third place in KFLII. Annual growth at the end of Q2 2018 was a respectable 6%, according to the HAGI Top Index, which we use to track values. However,

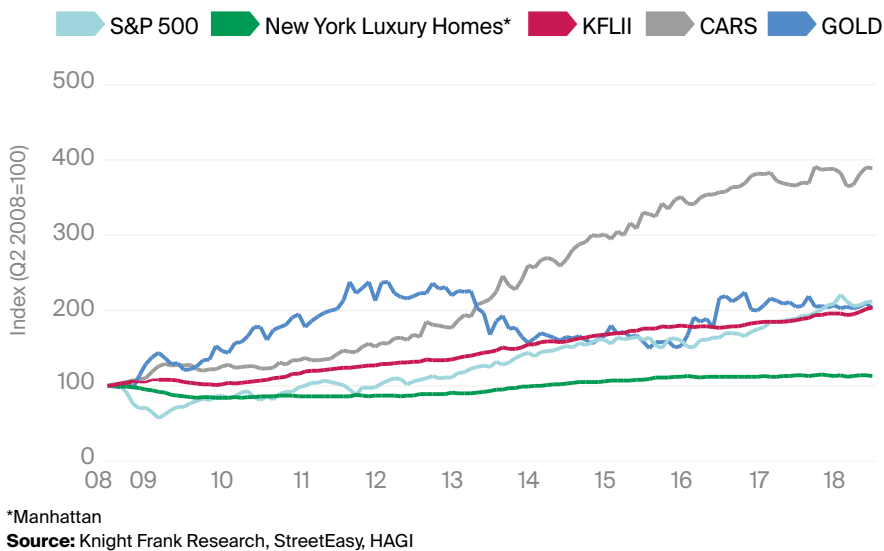
HAGI's Dietrich Hatlapa says this doesn't presage the beginning of another classic car bull run and growth has been flat since the beginning of the year. "The market is still very cautious."

Really rare cars are still making good money though. A Ferrari 250 GTO, sold privately, is reported to have made US\$70m, while auctioneer Bonham's set a new record for a British car sold in Europe when it hammered an Aston Martin DB4GT Zagato for just over £10m at the Goodwood Festival of Speed in July.

But it wasn't until the benchmark Monterey auctions held in California at the end of August that the market really got going with seven cars sold for over US\$5m. These included another Ferrari 250GTO that broke the record for the most expensive vehicle to sell at auction when it made US\$48.4m with RM Sotheby's.

Other notable sales included an Aston Martin 1963 DP215 that sold for US\$21.5m – narrowly missing the previous record price for the marque – and a 1966 Ford GT40 Mk II for US\$9.8m, again close to a model record.

Luxury investment performance versus other asset classes (to Q2 2018)



This 1963 Aston Martin DP215GT prototype sold for US\$21.5m – the third-most expensive car of the sales – at Monterey 2018. Image courtesy RM Sotheby's

Maserati broke into the US\$5m+ ranks for the first time with the sale of a 1955 A6GCS/53 Spyder for US\$5.2m.

However, it was our cover star, a 1935 SSJ Duesenberg, one of only two built and owned by the Hollywood legend Cary Grant, that hogged the Monterey limelight. Selling for US\$22m with Gooding & Co it not only doubled the previous top auction price for the marque – not to mention its pre-auction estimate – but set a new record for a car built in the U.S. and also for any pre-war car.

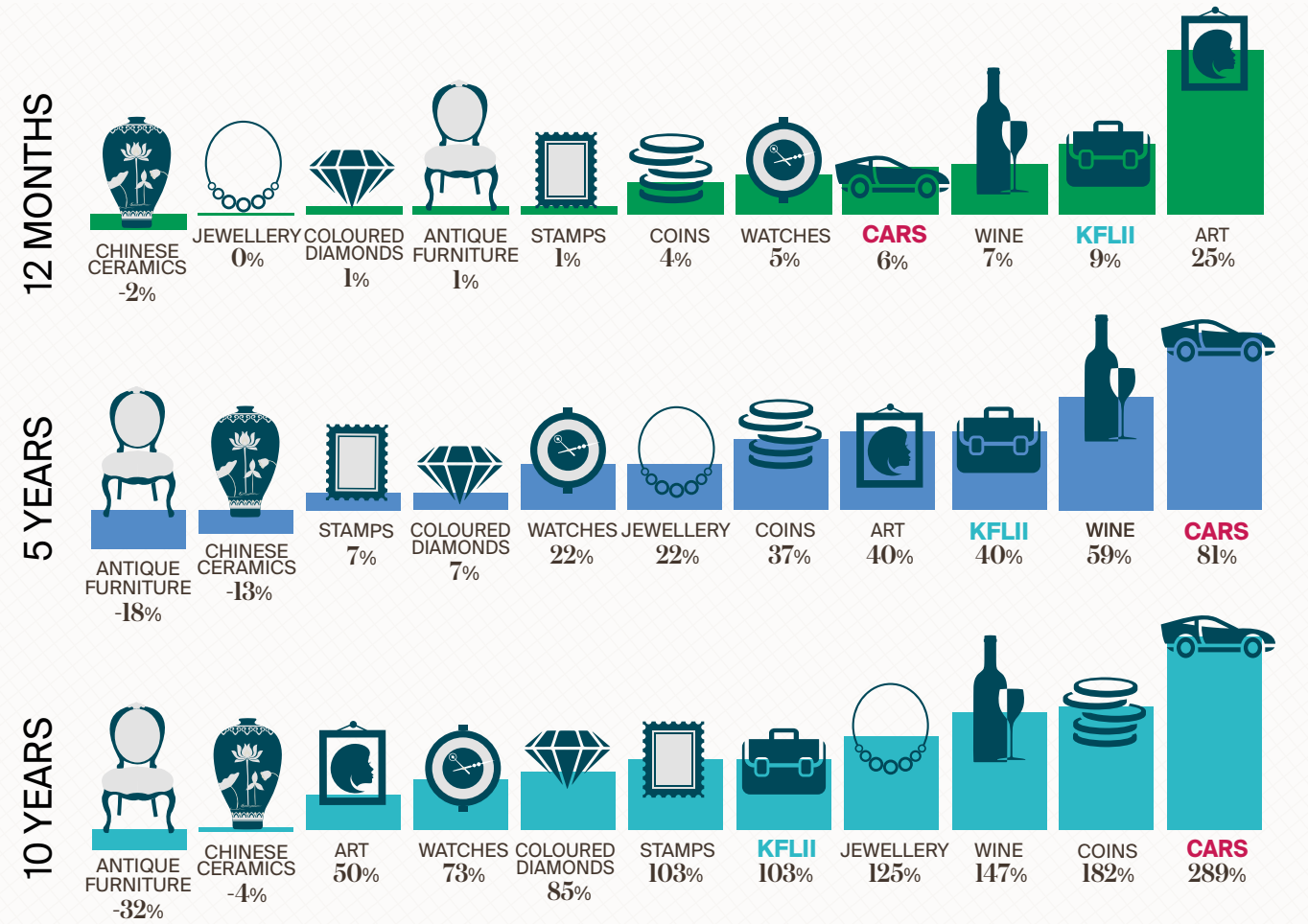
But the stardust associated with a celebrity owner doesn't always guarantee auction success. At RM Sotheby's London sale just a week or so later, a sleek Lamborghini Miura owned by the pop star Rod Stewart failed to sell as did an Aston Martin DB4GT owned by the actor Peter Sellers.

With several high-profile sales remaining this year, there could be room for a few more surprises, but 2018 has in general been a year where the top sales have masked a swing back in favour of buyers rather than sellers.



The first Maserati – a 1955 A6GCS-53 Spider – to break the US\$5m mark at auction. Image courtesy of Gooding & Co

KFLII performance by asset class (to Q2 2018*)



*Stamps, coins and Chinese ceramics to Q4 2017

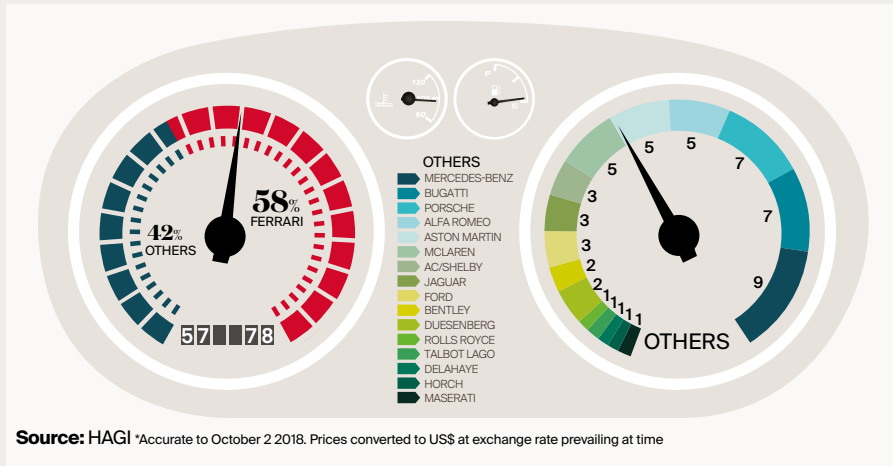
Source: Knight Frank Research, Art Market Research, HAGI, Wine Owners, Fancy Color Research Foundation, Stanley Gibbons

Under the bonnet

With the help of data provided by our friends at HAGI and Hagerty we look at the nuts and bolts of the classic car market

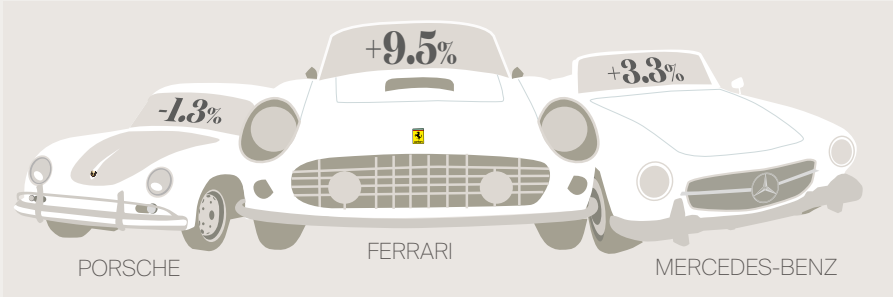
Top marques

Number of cars sold at auction for over \$5m*



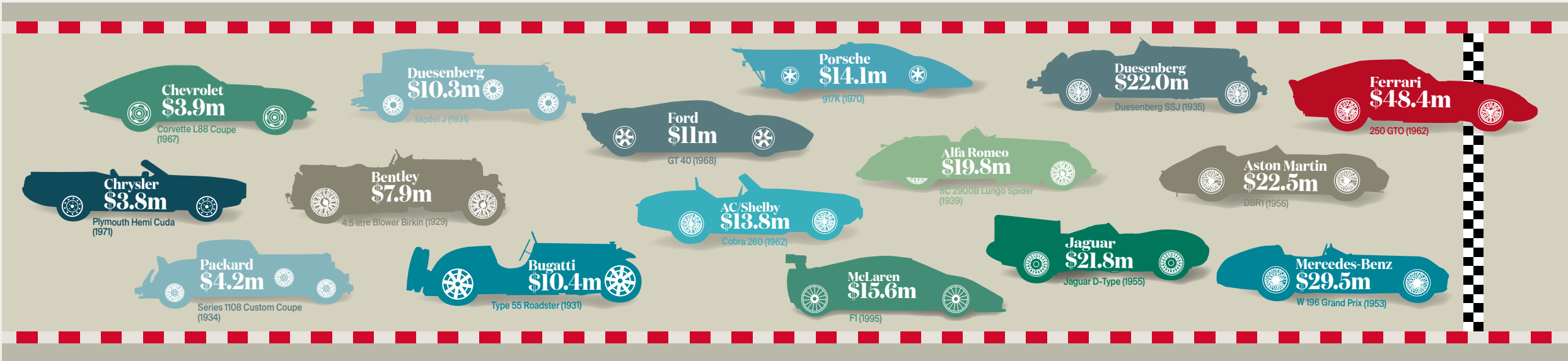
Podium finish

Annual price change by marque (12 months to August 2018)



Chequered flag

Best selling models sold at auction from key US and European collectors' marques*



Source: HAGI *Accurate to 2 October 2018. Prices converted to US\$ at exchange rate prevailing at time

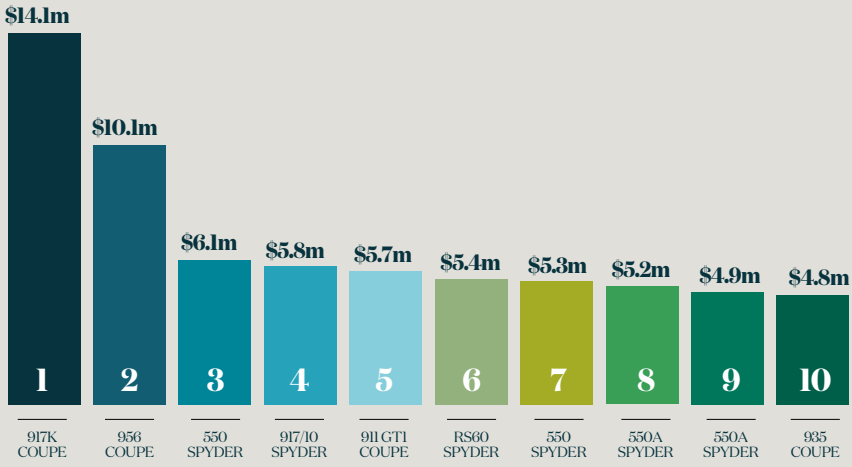
Leaderboard

Top 10 most collected Porsches in US UHNW collections*

	MODEL	VALUE**	SIX-YEAR PRICE CHANGE***
1	1968-1973 Porsche 911 LWB	\$62,450	74%
2	1955-1959 Porsche 356A	\$119,000	44%
3	1984-1989 Porsche 911 Carrera 3.2	\$40,200	83%
4	1960-1963 Porsche 356B	\$102,000	61%
5	1975-1989 Porsche 911 Carrera Turbo (930)	\$121,500	234%
6	1995-1998 Porsche 911 (993)	\$48,750	43%
7	1964-1965 Porsche 356C	\$93,150	57%
8	1967-1973 Porsche 911 S	\$122,500	171%
9	1978-1983 Porsche 911SC	\$41,500	123%
10	1974-1977 Porsche 911 Carrera 2.7 CIS	\$28,550	70%

*Hagerty's top 1,000 clients ** Hagerty Price Guide "Excellent" condition *** To September 2018

Top 10 most expensive Porsches to sell at auction



Source: Hagerty

Seventy years of the Aston Martin "DB"

Highest auction price of selected models



Source: HAGI
*Used in Bond film **used in Persuaders series

Fifty years of the Daytona

Ferrari 365 GTB/4, "Daytona": price examples*



Source: HAGI
*rounded example transactions, not averages

Powering ahead

Jason Castriota, Guest of Honor at the 2018 Manhasset Concours d'Elegance, shares the highlights of his illustrious design career with Knight Frank's Andrew Shirley

For any petrol head, talking to Jason Castriota is a chance to wallow in some of the greatest names of the performance car world. Ferrari, Maserati, SSC to name but a few – the list of the marques he's been involved with is a roll call of supercar royalty.

Given his upbringing, it's perhaps not surprising. "I was enamored with cars from the time I was five," Jason explains as we chat to each other. "My father, who as an Italian worshipped the religion of Ferrari, further fueled this passion. I split my time drawing Ferraris and dreaming of racing them. This allowed me to connect with my father, my heritage and fostered my love for speed and design.

"Now that I am nearly 20 years in the business of design, I can tell you there is not another industry that deals with such a complex product that has to fulfill both emotional and pragmatic needs. It is the ultimate design challenge," he adds.

During that time I wonder if there's been a favorite car that he's worked on. Diplomatic, Jason refuses to be drawn. "I really don't have a favorite, it would be like picking between children," he jokes.

But he does admit that the time he spent working in Italy, much of it with the legendary design house Pininfarina, was an amazing and perhaps career-defining period of his life. Hardly surprising considering the cars he worked on. "The Maserati Birdcage 75 Concept will always

remain a special memory," says Jason. "It was my moment to create a dream car that would go on to inspire others the way I was inspired when I was a small child attending motor shows."

Another Maserati, the Granturismo, was an opportunity to deliver that level of emotion to the road, he explains. "Everyone that worked on the project within Pininfarina and Maserati gave their heart and soul to that project. We suffered setbacks and the car was even canceled for a time, but we always believed that a design so strong would make it on the road somehow.

"Eleven years after its launch – and nearly 15 years on from my first sketch – I am proud to say that not only is it still on the road – it still looks as dramatic as ever," points out Jason proudly.

Not all of his most eye-catching designs were born in Italy of course. The SSC Tuatara – created by his own firm Castriota Design and named after a lizard found in New Zealand, known for having the fastest molecular evolution for any living animal – was a dream project, despite its long gestation from concept to road, he tells me. "Not only was I given a blank sheet of paper to create a brand-defining, speed-record challenging hypercar – but I was responsible for the design of the mechanical layout, the chassis, the thermal dynamics, the aerodynamics – and of course the interior and exterior designs."

Given that his career designing cars has largely been split between Italy and the US, it perhaps shouldn't come as a surprise that the contents of his own garage at home has a North American and European feel to it.

"My daily is a Ford Mustang GT, and we also have an Alfa Stelvio. You can take the kid out of Italy, but..." he laughs.

Jason's passion for Ferrari remains, and while his automotive stable is without a prancing horse at the moment he says, nothing quite compares to driving a Ferrari in Italy. "It's really as good as it gets. I had some great sports cars when I lived there – but my favorite was the Ferrari 360 Challenge Stradale. The Italian police don't seem worried about speeding if you're in a Ferrari, they're more likely to ask for a lift."

I'm also curious as to whether the design ethos differs between the two countries as much as the attitude of the traffic police. The Italians, it turns out, do have a unique approach to creating their cars.

"There are quite a few differences beginning with the manner in which we actually speak and approach design. In the US, and many other car cultures, the overall form of a vehicle is traditionally dictated by the engineering package – so designers will often speak about adding lines and sculpture to make the body look more dynamic.

"However, in Italy the overall form desired by designers was often driving

a lot of what was happening beneath the skin, because fortunately the engineers there were always equally passionate about delivering a beautiful car so we always found a way to make some changes that would make a significant difference.

"We were taught from day one that the car must have purity of form to communicate a gesture or a feeling. Thus, Italians always speak about creating a holistic form through the use of volumes and gesture. It may seem like semantics – but it is a significant difference in approach."

This approach, epitomized throughout his career, also helps to explain the classic vehicles that Jason says have most influenced his own designs and the contemporary cars that he admires.

"The cars that really moved me as a young man in pursuit of my career in design were concepts and race cars. I loved the 1970 Ferrari Modulo and 1989 Mythos concepts by Pininfarina for their avant-garde forms – those are two of the cars that I look at and think, wow I wish I'd designed them. I love the 1967 Ferrari P/4 and 1990 641 race cars for their functional beauty.

"In terms of real world cars you can buy, I am most impressed when I see a vehicle that is successful at pushing forward a new visual aesthetic in a very mature market segment. Today I look at the Range Rover Velar as an excellent example of a very

emotive and futuristic looking CUV, and I am looking forward to seeing how faithful the Porsche Taycan (their upcoming electric sports sedan) will be to the Mission E concept they showed a couple of years ago."

"In the end, my passion lies with creating functional driven beauty and my own brand of timeless futurism – a design that pushes the viewer into the future while still having a timeless beauty. I feel that my favorite personal works, particularly the Maserati Birdcage and the SSC Tuatara, really capture this feel."

Safe and sensible, rather than timeless beauty, are perhaps the words many people would associate, albeit a little unfairly, with cars from Scandinavia. But things could have been very different if the tide of globalization hadn't swept away the iconic Swedish car and plane manufacturer Saab in 2012.

As Executive Design Director at the time, Jason was busy reinvigorating the brand. Personally, as somebody married to a Swede whose family almost exclusively drove Saabs, I share my disappointment with him that I never got to experience first-hand one of his cars.

"The closure of Saab was a great loss for the industry," he agrees. "We live in an age of increased consolidation and globalization that has led to many brands growing more similar – and

everyone is wringing their hands and pulling out their hair to define how they can be unique and different to ensure market success."

"Saab was a 60-year icon that had remained scrappy, quirky and was quite differentiated, so it is hard to believe that it no longer exists. Personally, I was all in and was so excited to help reboot the historic marque. The entire leadership team was willing to be bold and unorthodox and I still believe the new products were a winning proposition."

"While it was disappointing to see it wind down, I can say in earnest that it was a fantastic experience and I remain exceptionally proud of what we did while we were there. It was quite a learning experience."

One of Jason's designs that will endure for many years is the Ferrari-inspired P4/5 that he designed for the classic car collector and super car manufacturer Jim Glickenhaus. How different is it designing for a single enthusiast than for a corporation, I ask. The answer is, quite a bit.

"Working directly with an end user has its advantages in that you can really build a trusting relationship with the individual, and help take them along on your creative journey. This is a far less taxing exercise than designing for a corporation that has to produce and sell a vehicle to a much larger audience.





Jason Castriota with the SSC Tuatara

“Even if you happen to know some of the customers – or even be the potential customer yourself for such a vehicle – you still have to gain alignment with a lot of people with different opinions, and that presents a much larger challenge. It should come as no shock that the best mainstream cars are most often the ones that were designed with fewer people involved.”

Our conversation now turns to Jason’s newest role, Global Brand Director for Battery Electric Vehicles for the Ford Motor Company. It sounds a big departure from his previous roles, and as we discuss what it involves it becomes clear that his work could have an impact on the future of motoring that goes beyond the creation of individual cars.

“As a member of Team Edison – Ford’s dedicated electrification team – I’ve moved out of the design department and into a cross-functional strategic role that sees me as the owner of the brand point of view for our Battery Electric Vehicles,” he explains.

His official job description includes lots of complicated marketing jargon, but translated into my kind of language Jason plays a vital role in how Ford brand will deliver electric vehicles – from the type of vehicle to how they will be promoted, and even the customer sales experience. That’s an awful lot of touch points, I venture. “It is exciting and stimulating to be so deeply involved in the strategic direction of such an iconic company,” is his modest response.

Sadly, Jason is unable to give any pointers as to what the new cars might look like – the work of Ford Design is top secret for obvious commercial reasons – but in the future I’m certain, given his track record, that it won’t just be petrol heads admiring his work, he’ll be inspiring a new generation of designers and drivers who may never need to go near a gas station.



The Maserati Birdcage 75 Concept



A Maserati Granturismo

An Italian love affair

Sixty seconds with Ferrari aficionado and Americana Manhasset Concours d’Elegance judge Glenn Simon



How did you get into collecting classic cars and what was the first vehicle you bought?

It started about 20 years ago. In just six months three members of my close family were diagnosed with cancer, which made me feel like I needed to make the most of my time here. I’d always wanted a Ferrari so I bought a 360 red and tan Spyder. It’s the iconic first Ferrari to own.

How did the collection grow and what’s in your garage now?

I just kept going to auctions buying one car then another. Over the years I’ve owned around 25 Ferraris – at the peak I had 14 cars at once in different garages around town. But when my wife found out I had so many I thought I’d better sell some. At the moment I’ve got a 1970 246GT L-Series Dino, a 1972 Daytona, a rare 365BB Boxer in yellow, a 360 and a 355. I’m also waiting for an 812 Superfast to arrive and I’m looking at an F40 to add to the collection.

Which has been your favorite car?

I think it has to be the Dino. It’s such fun to drive and so easy, it’s like driving a golf cart.

Have all your cars been Ferraris?

All except one, which was an ISO Grifo. I was actually looking for a Ferrari, but

saw this car in a showroom and it looked so beautiful. It was designed and built in Italy, but had a big 7-litre American engine. I think it was the fastest car in the world at the time. I sold it at Pebble Beach (where it won its class) with Gooding & Co a few years ago and it went for a world record price.

Do you view your collection as an investment or just as something that gives you pleasure?

I do it for the pleasure, but at the same time I hope it’s a good investment.

What aspect of your collection makes you happiest?

I take my cars to a lot of concours events and shows, I probably enter six to eight events every year. I love it when they win a trophy and it’s nice talking to people who admire your cars. Every car that I own is a concours car – I really enjoy turning a good car into a great car and trying to make it one of the best examples of its kind.

What is your favorite classic car-related memory?

It was when I took an F512M (the last version of the Testarossa) to a concours and scored 99.5 out of 100. That really thrilled me. The judges said they had to try very hard to find something wrong because they didn’t want to give a car a perfect score.

What do you look for when you are judging at Concours events?

The originality of the car. Is it a matching numbers car? Does it have all its tools and books? Are all parts correct? The quality of the paint and interior.

Do you have any big car plans for the future?

Apart from trying to buy the F40 I’m going to be working with Jim Glickenhaus to help sell his SCG super cars. That’s pretty exciting.

Concours judge Glenn with his award-winning Dino



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New York



87 Old House Ln – Sands Point, New York
US \$15,000,000 | Web # 2954191

This 7 bedroom home will take your breath away. Interiors designed to capitalize on panoramic water views. Rooms flow seamlessly to one another transitioning inside to out. Pool with spa, roof deck, basketball court and elevator. Your every wish fulfilled.

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Jill Berman, Licensed Real Estate Salesperson | O: 516.944.2852
M: 516.375.9101 | jill.berman@elliman.com



12 Hicks Ln – Sands Point, New York
US \$9,850,000 | Web# 3047138

Extraordinary 2.6-acre waterfront estate with deep-water dock and sandy beach. Main house has 6 bedrooms and 5 bathrooms, sprawling loggia and upper balcony to enjoy western sunsets and NYC skyline views. Surrounded by perennial gardens that will take your breath away.

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Sands Point, New York
US \$9,900,000 | Web# 2868201

This secluded waterview gated property has 7 bedrooms, 8.5 bathrooms, 4 kitchens plus 2 exterior entertainment cooks kitchens. A refuge to indulge all your senses. Views, ambiance, privacy, nature trails; this is the dream home for entertaining, whether on a large or intimate scale.

Maria Rovegno, Licensed Associate Real Estate Broker
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181 Cedar Knoll Dr – Sands Point, New York
US \$4,850,000 | Web#3054522~

Your own deep water dock, sandy beach and the best of the NYC skyline await. 771 sq ft contemporary home positioned to take in the views. In-ground pool & tennis. Opportunities are endless.

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27 Knollwood Rd – Roslyn, New York
US \$2,188,000 | Web# 3063270

Stunning custom built 5 bedroom, Flower Hill colonial with state-of-the-art amenities, gourmet kitchen, magnificent master en-suite with fireplace, formal living room with fireplace and French doors, family room with coffered ceiling, large oversized rear yard with stone patio, soaring entry foyer and exquisite millwork and intricate detail throughout.

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8 Clover Ct – Muttontown, New York
US \$5,390,000 | Web# 3035296

This custom built colonial is unquestionably one of the most beautiful settings in the village of Muttontown. The 2.88-acre property is spectacularly landscaped with imported palm trees throughout the entire resort-style backyard. A blue stone and travertine patio leads to a new heated infinity pool, pool house/cabana with built-in BBQ and fire pit.

The Stanco Misiti Team | Licensed Real Estate Brokers
O: 516.945.0261 M: 917.293.0915 | michael.stanco@elliman.com



75 Post Rd – Old Westbury, New York
US \$29,995,000 | Web# 3031547

This 93-acre Georgian colonial-style master residence was constructed in 1936 and features 15 Bedrooms and 12 bathrooms. There are additional buildings and structures which include 2 bath houses, a horse stable and a farm barn.

Maria Babaev, Licensed Associate Real Estate Broker
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107 Colonial Parkway – Manhasset, New York
US \$4,495,000 | Web# 3036461

This stunning and grand newly constructed 6 bedroom brick centre hall colonial is set on one of the prettiest tree-lined streets in Manhasset. 5200 sq ft of luxury on approximately half an acre of beautiful grounds. Bespoke woodwork and cabinetry with incredible attention to detail with select custom finishes throughout.

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U.S. New Developments



196 Orchard – Manhattan, New York
Prices from US\$1,435,000

196 Orchard is a limited collection of beautifully appointed condominium residences. It offers a refreshing approach to contemporary living. Interiors with artistic license. Indoor and outdoor amenities that raise the bar on comfort, fitness and socializing.



75 Kenmare – Manhattan, New York
Prices from US\$1,695,000

The curated collection of residences at 75 Kenmare, born out of the collective vision of Lenny Kravitz's design firm – Kravitz Design – architect Andre Kikoski and developer DHA Capital, introduces the new look of luxury in the heart of Downtown Manhattan.



Eighty Seven Park – Miami Beach, Florida
Prices from US\$2,650,000

Eighty Seven Park is a selection of private, ocean front homes designed to seamlessly embrace both park and ocean. Located in Miami Beach's newest neighbourhood, it is the first residential project by Pritzker Prize-winning architect Renzo Piano in the USA.



Monad Terrace - Miami Beach, Florida
Prices from US\$1,800,00

Composed of 59 bayfront condominium residences surrounding a glittering lagoon, Monad Terrace provides expansive private outdoor space sheltered by climbing gardens. The signature water garden draws the sparkling bay into the heart of the property.



111 West 57th Street – Manhattan, New York
Prices from US\$18,000,000

111 West 57th Street addresses Central Park and Manhattan like no other. Positioned between 6th and 7th Avenues, and 57th and 58th Streets, 111 is centred on Central Park, and places the park's natural beauty into the kind of linear perspective celebrated by the great artists and architects of the Renaissance. With graceful central entrance galleries featuring horizon-deep views north and south, and monumental ceiling heights, each full-floor tower residence combines a grand scale with comfortable, private settings for contemporary living.



International Property



Mayfair, London
Guide Price £70,000,000

Who would have thought you could have an underground, private showroom for 5 cars in a mansion 10 minutes from Mayfair. This newly built house fuses the very best of past and present; the impeccably finished, contemporary interior complements the classical detailing to create a home that offers an unrivalled array of facilities.

Daniel Daggers | O: +44 20 7861 1758
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Tuscany, Italy
Asking price €5,900,000

This beautiful villa, dating back to 17th century, is located a few km from the ancient city of Volterra, surrounded by vineyards and olive trees, is situated in an elevated position with 360° views of the unspoiled countryside. This impressive villa was designed by the Florentine architect Silvani.

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New Providence, Bahamas
Price on Application

This contemporary apartment, Orchid Apartment V, has been interior-designed by Finchatton and is exclusively positioned within the super-yacht marina at Albany – the luxury resort community on Providence Island in The Bahamas.

Edward de Mallet Morgan | O: 44 20 7861 1553
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Lake Geneva, Switzerland
Prices from CHF 950'000

This unique property is set within 22 hectares of private, unspoiled and natural land, far from the hustle and bustle of the town and overlooking the exceptional beauty the Lavaux vineyards and a breath-taking panorama of the lake with the Alpine peaks beyond.

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Data digest

The Knight Frank Luxury Investment Index (KFLII) tracks the performance of a theoretical basket of selected collectable asset classes using existing third-party indices (see below). Each asset class is weighted to reflect its relative importance and value within the basket. The third-party indices selected are widely used by the media and analysts to track the performance of each asset class, but Knight Frank can take no responsibility for their accuracy or independence and methodological differences may affect like-for-like comparisons. The index does not take into account any dealing, storage or management costs. Methodological differences could impact like-for-like comparisons.

The Knight Frank Luxury Investment Index

	Index change	12-month change	Five-year change	10-year change
Jun-08	100			
Dec-08	105			
Jun-09	105	5%		
Dec-09	102	-2%		
Jun-10	107	2%		
Dec-10	116	14%		
Jun-11	123	15%		
Dec-11	127	9%		
Jun-12	132	7%		
Dec-12	135	6%		
Jun-13	145	10%	45%	
Dec-13	155	15%	47%	
Jun-14	159	10%	51%	
Dec-14	168	9%	64%	
Jun-15	176	11%	64%	
Dec-15	180	7%	55%	
Jun-16	177	1%	44%	
Dec-16	184	2%	45%	
Jun-17	187	5%	42%	
Dec-18	196	7%	46%	
Jun-18	204	9%	41%	104%

INDEX SOURCES

Art	AMR
Chinese ceramics	AMR
Antique furniture	AMR
Jewellery	AMR
Watches	AMR
Wine	Wine Owners
Classic cars	Historic Automobile Group International (HAGI)
Stamps	Stanley Gibbons
Coins	Stanley Gibbons
Coloured diamonds	Fancy Color Research Foundation

Please contact andrew.shirley@knightfrank.com for more details of each index

Front cover: A 1935 Duesenberg SSJ sold at the Monterey 2018 auctions for US\$22m. Courtesy of Gooding & Co.



The Wealth Report 2018

The Luxury Investment Index is part of The Wealth Report, which is published annually in March by Knight Frank.

For more details please go to www.knightfrank.com/wealthreport

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