

HISTORIC AUCTIONS



THE INAUGURAL AUCTION

**COLLECTIBLE CARS &
AUTOMOTIVE ART**



Online Auction - 9th to 20th December 2021

www.historicauctions.com



1963 Toyota FJ43 Land Cruiser

Photo by Armaan Deep Singh @ads.fotografi

(Winning entry of The Inaugural Auction Photography Competition)



Message from the Chairman

Welcome to the Inaugural Auction of Historic Auctions.

We are excited to have our first auction starting on the 9th of December with some wonderful classic & collectible cars and automotive art for sale for every taste and budget.

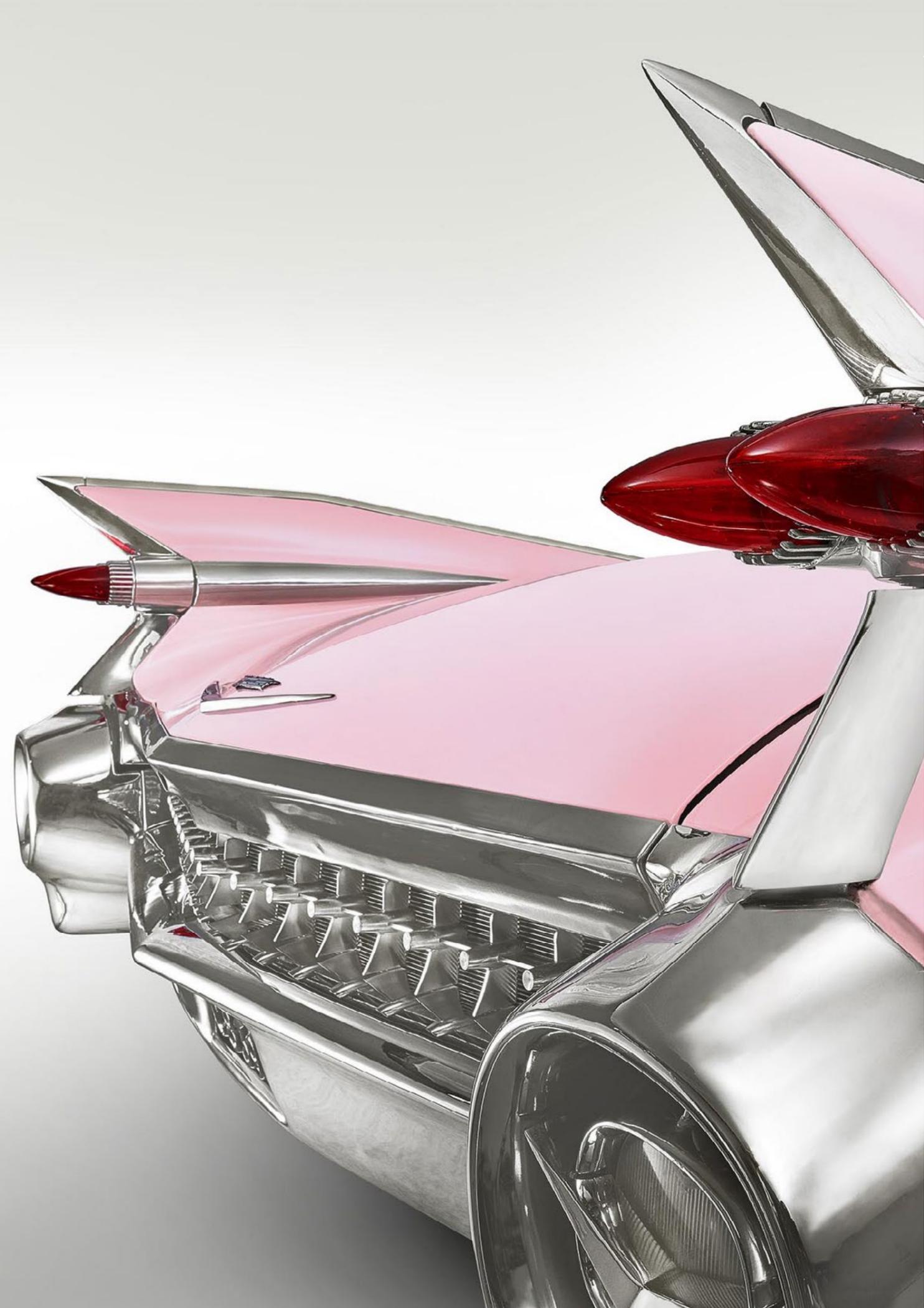
The attraction of classic cars is not limited to those passionate about cars. Like a piece of art, they are appreciated by those who can see the beauty in them and the desire to own one is not only restricted to those nostalgic about certain cars their family may have owned at some point in time, but is steadily increasing among those who were not even born when these cars ruled our roads. The classic car hobby is growing in India but for the busy world of today, for those who do not have the time to find cars or research them, there is a need for specialists who can provide transparency in the buying and selling of these vehicles. Historic Auctions hopes to fill this requirement, with regular auctions of cars, that have been carefully selected and researched, and also guide new entrants to this hobby in the right way to help begin their collection.

In this first auction we have for you automotive art by Raja Muzaffar Ali, with proceeds going to the Kotwara Welfare Trust, which works for the upliftment of the underprivileged, with vocation training.

A few patrons have also kindly offered their cars with the entire sale proceeds in aid of charitable causes; a highly original Mercedes with the proceeds going to the CKS Foundation that runs schools for underprivileged children in Delhi and Garhwal, and an ex-Indian Army Mahindra Jeep, with the proceeds being donated to an Army Veteran's Welfare Fund.

We hope you find something that you like, to either add to your existing collection, or to inspire you to start in this wonderful hobby.

Rana Manvendra Singh Barwani
Chairman



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BY ENTHUSIASTS. FOR ENTHUSIASTS.

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ABOUT HISTORIC AUCTIONS

Historic Auctions Pvt. Ltd. is founded by renowned collectors, connoisseurs and automotive historians of international repute with a collective industry experience of over 150 years.

Historic Auctions provides a complete solution for buying and selling a wide variety of classic automobiles and automobilia, across the eras, via online auctions, live auctions and bespoke private sales through a transparent and convenient platform. All sales are backed by credible information and research and a deep understanding of the collector automobile market.

The Historic Auctions team of highly knowledgeable and experienced Directors, Advisors and Specialists offer the best advice with respect to collectability, condition of the automobile and future investment value, across all tastes and budgets for both newcomers and seasoned collectors alike.



Manvendra Singh Barwani - Chairman

Manvendra Singh Barwani belongs to the erstwhile royal family of Barwani. Keenly interested in automobiles from an early age, he successfully combined his passionate hobby with work, starting India's first vintage and classic car restoration workshop in 1978. He is the most well-known and respected authority on vintage and classic cars in India. He has researched and written the histories of many marques and co-authored the book *Automobiles of the Maharajas* with Sharada Dwivedi. A founding member of the Vintage and Classic Car Club of India, Manvendra Singh served as Curator for the Cartier

Travel with Style Concours d'Elegance in India and judges many other Concours events in India and abroad, including the Pebble Beach Concours. He is a member of the Society of Automotive Historians and represents India on the FIA International Historical Commission. He is also on the jury panel of the annual Peninsula's 'Best of the Best' Award, and Autocar India's 'Car of the Year' Award. He received the prestigious Pebble Beach Lorin Tryon Trophy in 2018 for his enormous contribution in preserving India's rich automotive heritage and GQ Magazine's Man of the Year Award for 'Outstanding Achievement' in 2019.



Madan Mohan - Vice Chairman

Madan is the Founder & Managing Trustee of the 21 Gun Salute Heritage & Cultural Trust, and the organizer and promoter of the 21 Gun Salute International Concours d'Elegance. A passionate classic vehicle collector, he has over 300 vehicles including military vehicles and motorcycles, encompassing all eras which he has collected over the past twenty-five years. He is also the Vice-President of the Heritage Motoring Club of India (HMCI) and the President of the MG Owners Club. Madan is the Managing Director of Deneb and Pollux, a major company in the travel and hospitality sector.



Amal Tanna - Chief Executive Officer

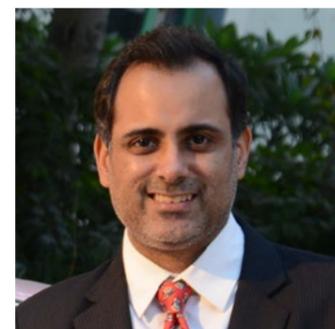
With over 20 years in the financial services industry, Amal has dealt with institutional clients in the equity and commodity markets in India, as well as private investment banking; but his passion lies with classic cars. He is a prolific collector of highly sought after and rare cars and a large collection of die-cast models and automobilia collected the past twenty years. A prominent member of the classic car community, he serves in the Planning & Support Committee of the Vintage and Classic Car Club of India, as well as the Vice President – West of the MG Classic Car Club.



Siddhraj Singh Barwani - Chief Operating Officer

Born in a family that is extremely passionate about cars, Siddhraj was drawn to automobiles from infancy. He started his career with a role at Porsche when they first entered India. As an Automobile Journalist and automotive historian with over twenty years of experience, he has worked for Autocar India, Auto India and Autobild Magazines, as well as contributed to Forbes, Robb Report and The Hindu amongst various other publications.

He has also served as the coordinator and media consultant for the Cartier 'Travel with Style' Concours d'Elegance since its inception in 2008.



Avijit Singh Badnore - Chief Marketing Officer

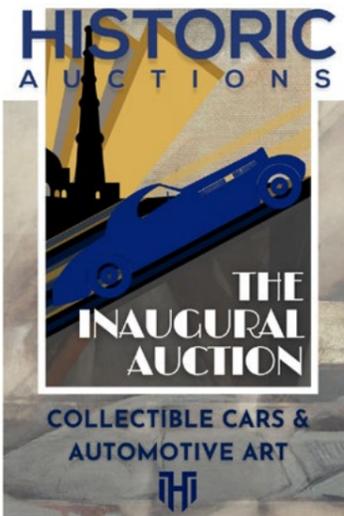
A hotelier by profession, Avijit is a keen classic car and motorcycle collector and a major proponent of the movement in Rajasthan. Hailing from the royal family of Badnore, Avijit caught the classic car bug early from his father – a collector and a major advocate of the hobby in India.

Avijit serves as the Secretary of the Rajputana Automotive Sports Car Club, based out of Jaipur and is a key figure in organising the annual Jaipur Vintage Car Rally. He also serves as an Executive Committee Member of the Heritage Motoring Club of India (HMCI) and works extensively towards the rights of vintage and classic vehicle owners.



Diljeet Titus - Advisor – Governance

Diljeet is the Founder and Managing Partner of Titus & Co., Advocates; a Star Export House in Legal Services representing multinational corporations and Foreign Governments in India. Diljeet founded 'The Titus Museum' which houses his private collection of vintage cars, motorcycles, as well as other antiques and collectables, collected the past over twenty years. He is also the Secretary and Founding Member of the Heritage Motoring Club of India and Vice President – North of the MG Classic Car Club. He is a key figure in working with the government on policy decisions regarding classic cars, securing their future and advises Historic Auctions on Governance matters.



THE INAUGURAL AUCTION PREVIEW EVENING

at Museo Camera, Gurugram, 23rd November 2021 to preview the automobiles & automotive art on auction.



Mr K.T.S. Tulsi, Member, Rajya Sabha with actor and auto enthusiast Ms Gul Panag



The cars on auction displayed outside Museo Camera for the preview. (L to R) 1947 Chrysler Windsor, 1963 Toyota FJ43 and 1959 Cadillac Sedan de Ville



Chief Guest H.H. Maharaja Gaj Singhji of Marwar-Jodhpur



H.E. Mr. Emmanuel Lenain, Ambassador of France and Mrs Geraldine Lenain



1934 Cadillac 7-passenger Imperial Sedan



1958 Mercedes Benz 180 Ponton & 1982 Mercedes Benz 200



M.K. Lakshyaraj Singh Mewar and Mr V.P. Singh Badnore, Former Governor of Punjab



Mr Amal Tanna, Mr Arjun Oberoi, Mr Madan Mohan and Mr Harsh Pati Singhania



H.E. Mr. Andre Aranha Correa do Lago, Ambassador of Brazil and Mrs Correa do Lago



(L to R) Mr Amal Tanna, Mr Diljeet Titus, Mr Madan Mohan, Raja Muzaffar Ali Kotwara, Rana Manvendra Singh Barwani, Mr Siddhraj Singh Barwani and Mr Avijit Singh Badnore



Mr. Amitabh Kant CEO of NITI Aayog, Raja Muzaffar Ali and H.H. Maharaja Gaj Singhji



AUTOMOBILES EN VOYAGE - Metaphors in Metal, automotive art by Raja Muzaffar Ali of Kotwara to benefit the Kotwara Welfare Trust

THANK YOU

Abhishek Raniwala
Adil Jal Darukhanawala
Aditya Arya
Allan Almeida
Amir Ali Jetha
Amitabh Kant
Aniruddh Kasliwal
Anshu Arora
Anshu Khanna
Arjun Oberoi
Chetan Vohra
Cyrus Dhabhar
Dinesh Lal
Gul Panag
H.E. Andre Aranha Correa do Logo
- Ambassador of Brazil
H.E. Emmanuel Lenain
- Ambassador of France
Harsh Pati Singhania
Harshvardhan Singh Dungarpur
HH Maharaja Gaj Singhji of Jodhpur
Hormazd Sorabjee
K.T.S. Tulsi
Kaizad Engineer
Karl Bhote

Makarand Baokar
Manoj Sadarangani
Marespand Dadachandji
Meera Ali
MK Lakshyaraj Singh Mewar
Naina Singh
Nekzad Engineer
Nikitin Dheer
Nitin Dossa
Perry Chaturvedi
Perseus Bandrawalla
Rakesh Mehta
Rayomand Patell
S.B. Jatti
Sahil Anand
Shilpa Shetty
Shoyeb Farooqui
Shubhaavi Choksey
Sudhir Kasliwal
Urvashi Rautela
V P Singh Badnore
Viveck Goenka
Xerxes Master
Yash Ruia
Zavareh Daroga

THANK YOU

Aaj Tak Gurgaon
Amar Ujala
AP Direct
APN News
Auto X
Autobala
Autocar India
Bloom News
Business Standard
Classic Auction News
Danik Jagran
Danik Tribune
EVO India
Flipboard
Flywheel
GCNews TV
Harsh Chauhan
Hindustan
Hindustan News India
Hot and Viral News
IANS Life
IBC 24
India News
Khabar Haryana
King Indian
Live Today
Lokmat Hindi
Motor Scribes
Nabeen Bharat
Navodya Times
NDTV
News 20 Gurugram
News WWC

Online Wiki
Pehal News
PowerDrift
Press Note
Punjab Kesri
Rann Times News
Republic World
Runn Times
RVPG Media
Team-BHP
Tech4tubers
Techno Minister
Telugu Stop
The Daily Guardian
The Economic Times
The Free Press Journal
The Hindu
The Hindustan Times
The Live India
The Morning Standard
The New Indian Express
The Times of India
The US Express News
The Week
Times Drive
Times Now News
Today 24x7
Trending Space
Turbocharged
Udaya Vani
Under the Hood

Buyers Guidelines

1. Registration and Verification.

- 1.1. Prospective buyers should be registered and verified by Historic Auctions in order to bid.
- 1.2. If you are a registered bidder, you will still need to renew your KYC for subsequent auctions.
- 1.3. Once your bidding access has been accepted you will receive an email confirming bidding access.

2. Estimates

- 2.1. Estimates are based on an average market value of the Lot, determined at Historic Auctions discretion.
- 2.2. Estimates are only a guide for Buyers.
- 2.3. Buyers should not rely on estimates as a prediction of actual price. Buyers are advised to carry out independent research.
- 2.4. Estimates do not include buyers premium, packing, insurance, shipping, handling charges and any taxes.

3. Reserves

- 3.1. The Reserve price is the minimum price at which the lot will be sold.
- 3.2. The Reserve price is confidential and will not be disclosed.

4. Absentee Bids

- 4.1. You may place an absentee bid, by emailing the signed bid form available online and/or in the catalogue.
- 4.2. Absentee Bids will be activated after acknowledgement by Historic Auctions.

5. Proxy Bids

- 5.1. Proxy bids can be placed on the website once the auction catalogue goes live and will be available until the end of the auction.
- 5.2. To bid on a Lot, click on "Proxy bid" and enter desired amount (more than the "next valid" bid) and confirm your bid at the value submitted.
- 5.3. Proxy bid placed on a lot before an auction. Bidders can update such proxy bids by submitting a proxy bid higher than the one already submitted.
- 5.4. Historic Auctions reserves the right to reject any proxy bid at its discretion without providing any explanation.

6. Opening Bid

- 6.1. Opening Bid is the value at which Historic Auctions starts the bidding of each Lot.
- 6.2. Opening bid is lower than or equal to the value of the lower estimate.

7. Buyer's Premium

- 7.1. In addition to the hammer price, the buyer agrees to pay Historic Auctions a Buyer's Premium calculated at 10% of the winning bid.
- 7.2. For all lots, taxes are payable on the final price which includes the Buyer's Premium at the applicable rate.

8. Bidding Online

- 8.1. Click on "Bid" to confirm your bid at the value entered.
- 8.2. If a bid is placed under 5 minutes from the closing schedule of the Lot, the closing time for that particular Lot will be extended by 5 minutes. The extension will continue until such time that the last bid is not placed under 5 minutes from the closing time.
- 8.3. Online bidding access, through Historic Auctions Mobile App and telephone bidding facility, will be given at our discretion.
- 8.4. Bidders will be informed of their bidding limits if applicable.
- 8.5. Bidders are advised to click on the 'Refresh'

button icon on Historic Auctions website page at regular intervals to ensure updates on the latest bids and time extensions.

9. Bid Increments

- 9.1 All bids will have a bid increment at the discretion of Historic Auctions.

10. Bid Notifications

- 10.1. By clicking 'My Bids', you may check your bid status.
- 10.2. You may also be notified on your registered email address and mobile number

11. Currency

- 11.1. Bids are placed in Indian Rupees (INR).
- 11.2. Buyers must pay in INR

12. Closing and Winning Bid

- 12.1. Winning bid is the last and highest bid at which the Lot has closed.
- 12.2. No new bids can be placed after the Winning Bid
- 12.3. The closing bid is considered the winning bid only if such bid exceeds the reserve price.
- 12.4. All winning bids will be posted on the website after the close of the Auction.

13. Bid Cancellation

- 13.1 Once a bid / proxy bid has been placed, the Bidder cannot cancel it. Historic Auctions reserves the rights to cancel any bid, as determined in its discretion.

14. Invoicing

- 14.1. All details for the invoice are to be provided prior to the auction accurately, in the online registration form.
- 14.2. After the sale, the Buyer as invoiced is required to pay the final purchase price in full (including additional charges as may be applicable).
- 14.3. No Lots will be dispatched to the Buyer with-

out receipt of payment in full by Historic Auctions.

15. After Sales

- 15.1. The winning Bidder will be informed via email after the auction has closed.
- 15.2. You will thereafter receive an email with the invoice stating the final purchase price payable for the Lot.
- 15.3. The winning bidder, is legally bound to purchase the Lot from Historic Auctions.
- 15.4. No Lots will be released for dispatch until full payment has been received and cleared by Historic Auctions.

16. Shipping and Insurance

- 16.1. All packing, insurance, shipping or handling arrangements and charges will be borne by the buyer.

17. Duties & Taxes

- 17.1. All duties and taxes will be borne by the buyer.

18. Payment

- 18.1. Buyers will be required to complete payment of the final purchase price within a period of 15 business days from the conclusion of the auction.
- 18.2. Any delay in payment will be liable for a 2% interest charged per month and any additional charges that Historic Auctions may incur.

19. Delivery/Collection

- 19.1. Buyers must collect their purchase from the address provided by Historic Auctions within 5 days from date of the payment being cleared.
- 19.2. Buyers who have duly completed payment formalities, but have not taken delivery of their purchased lots from Historic Auctions within 6 days of the date of payment will be charged interest 2% per month on the value of the lot.

For detailed Terms & Conditions please refer to the Bidders Terms & Conditions.

RECENTLY SOLD

VIA
PRIVATE TREATY SALE



1928 Gardner Model 85
Roadster



1935 Rolls Royce 20/25 Seven
Passenger Sedan by Kellner



HISTORIC
AUCTIONS
PRIVATE SALES

DUE TO CLIENT CONFIDENTIALITY, NOT ALL CARS MAY BE SHOWN



Index of Lots AUTOMOTIVE ART:

A Goddess In Awadh
A Raja's Voyage - 1
A Raja's Voyage - 2
A Tribute To Bobby
Adventures Of A Nawab
Birds Of A Feather
Flight Of Fantasy
From Ayodhya In Purdah
From Seine To Narbada
Knight Of The Mountains
Lady From The Alps
Mehrangarh Muse
Terra Firma - 1
The Holkar Fantasy - 1
The Holkar Fantasy - 2
The Princess's Dream

AUTOMOBILES:

1928 Austin Seven
1947 Buick Super
1934 Cadillac Model 355-D Series 20 Imperial Sedan
1959 Cadillac Series 62 Sedan de Ville
1940 Chevrolet Special Deluxe
1952 Chevrolet Deluxe Styleline
1947 Chrysler Windsor
1957 Fiat 1100 Elegant
1958 Fiat 500C Topolino
1964 Fiat 1100D
1966 Hindustan Ambassador Mark II
1951 Land Rover Series 1
1972 Mahindra Jeep CJ-3B
2009 Maybach 62 Limousine
1958 Mercedes Benz 180 'Ponton'
1982 Mercedes Benz 200 W123
1982 Mercedes Benz 250 Limousine V123
1968 Morris Minor 'Tiger'
1963 Toyota FJ43 Land Cruiser

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KOTWARA WELFARE TRUST

Empowering a village creatively and economically has been the driving force of Kotwara Welfare Trust. To achieve this Meera and Muzaffar Ali launched the Dwar pe Rozi - Employment at Doorstep - experiment in the Kotwara region in District Lakhimpur Kheri, Uttar Pradesh in 1990.

KWT works towards creating an environment aimed at conserving heritage and culture and imparting humanist values to the rural folk in the region. The 'Dwar Pe Rozi' mission is to humanize societies, integrate the arts, connect cultures and blend crafts at the grassroots.

The vision is to change the lives of these people with skill development being the main focus with the aim to empower rural folk to become self-reliant in their own environment thus stopping migration from rural areas to urban centres.

KWT has inspired and trained thousands of young girls to take up Chikan embroidery and groomed them to become entrepreneurs thus creating a 170 km Chikan Corridor from Kotwara to Lucknow covering three districts of Awadh. It has recently sponsored a survey of statistical conditions of the Chikan craftswomen of Awadh.



KWT plans to enlarge its welfare mission by setting up a 20-bed hospital and a Medical College in the near future. KWT also plans to skill craftspeople in restoring and maintenance of heritage buildings and artifacts including classic and vintage cars. The Anhalwara Palace in Kotwara will become a Museum of Film costumes created by the village folk of Kotwara thus promoting employment through regular tourism to the region.



Known the world over for his iconic feature film 'Umrao Jaan' released in 1981, Muzaffar Ali is essentially a painter, filmmaker and designer with a discerning eye and a vision for aesthetics and humanity. He was deeply inspired by Sufism while making his feature film 'Zooni' in Kashmir on the 16th century poetess queen, Habba Khtoon. He has several other socially relevant award winning films like 'Gaman', 'Agaman', 'Anjuman' and 'Jaanisaar' to his credit.

Muzaffar Ali has also made scores of television serials, documentaries and shortfilms, mainly centered on Awadh, craft, culture, exploitation of women and Sufism. In 1991, he turned back to his roots in Kotwara and Lucknow, establishing the 'Dwar Pe Rozi', Employment at Doorstep movement through craft under the aegis of Kotwara Welfare Trust. Together with his architect wife Meera Ali, they established House of Kotwara, their international couture brand.

Paintings are an organic extension of Muzaffar Ali's aesthetics which has guided his intellectual and spiritual quest. For him paintings are a dialogue of sensibilities which know no boundaries. He held his first solo show of paintings at the Academy of Fine Art in Calcutta in 1968 and has continued his journey moving with ease between sketches, water colours, crayons, oils, installations and collages.

He was awarded the Yash Bharti Award in 1994, Padma Shri in 2005 and the Rajiv Gandhi Rashtriya Sadbhavana Award in 2014.

In 2004, Muzaffar Ali instituted the Rumi Foundation, which holds several Sufi festivals including the Annual World Sufi Music Festival, Jahan-e-Khusrau and the Wajid Ali Shah Festival of Conserving Cultures. The Foundation publishes regular coffee table books on Sufism.

"For me and many others like me, a car is a toy. Every time I see a car, a certain playfulness awakens within me. Automobile is the greatest cult the human race has discovered for itself, both in war and peace."



KNIGHT OF THE MOUNTAINS

1946 Delahaye 135 MS Cabriolet Narval,
Coachwork by Figoni et Falaschi

Lot No.: A121-01
Rs. 6,25,000 - 6,55,000
Signed: Bottom Right
Condition: Excellent

Acrylic on canvas
3'- 0" x 3'- 0"
2020

Artist Thoughts:
This car was a flight of fantasy by Figoni et Falaschi. This had to be placed in the French Alps, soaring like an aircraft alongside the grey and white snow clad mountains. These cars were meant for dreamers. Dreamers with exquisite taste and the means to afford this dream.



LADY FROM THE ALPS

1937 Delage D8 120 S Aero Coupé,
Coachwork by Pourtout

Lot No.: A121- 02
Rs. 6,25,000 - 6,55,000
Signed: Right
Condition: Excellent

Acrylic on canvas
3'- 0" x 3'- 0"
2020

Artist Thoughts:
The French phenomenon of Delage caught my imagination and took me into a new world of form and colour. Silver, grey and black added a magnificent restraint to design. It was the most sleek and futuristic design in cars. An object of both desire and worship: a tribute of human hands to the timelessness of beauty: a tribute to the cubists who were celebrated not too long ago in France. And now Art Deco was to become the new automobile design metaphor.



MEHRANGARH MUSE

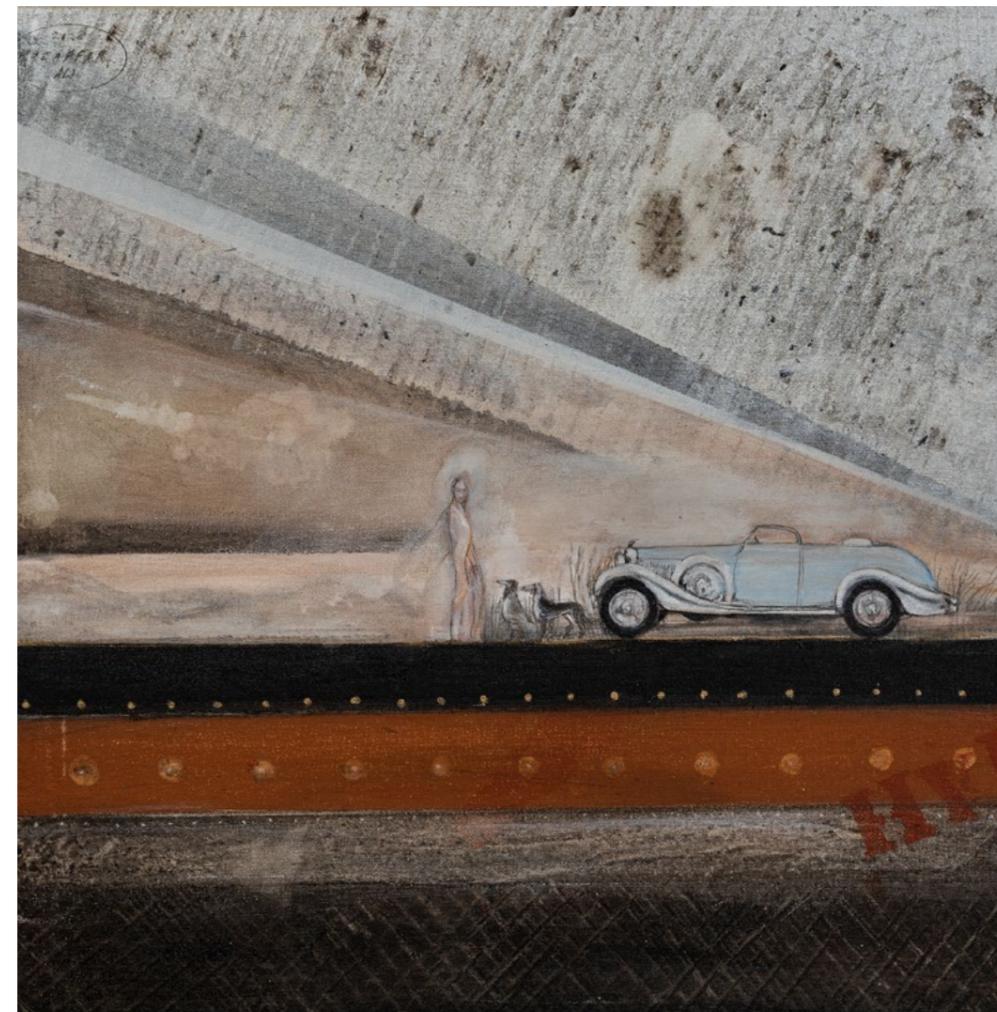
Jodhpur 1935 Rolls Royce Phantom II
Continental Sports Coupé, Coachwork by
J Gurney Nutting

Lot No.: A121- 03
Rs. 3,70,000 - 4,00,000
Signed: Bottom Left
Condition: Excellent

Acrylic on canvas
2'- 0" x 2'- 0"
2020

Artist Thoughts:

The cream and green Rolls of the Maharajah of Jodhpur with its body matching the oriental Art Deco elegance of the Umaid Bhawan Palace, seemed like it was driving out of the mythological frescos adorning its walls.



THE PRINCESS'S DREAM

1939 Bentley 3 ½ litre All Weather Tourer,
Coachwork by Park Ward

Lot No.: A121-04
Rs. 3,70,000 - 4,00,000
Signed: Top Left
Condition: Excellent

Acrylic on canvas
2'- 0" x 2'- 0"
2020

Artist Thoughts:

The richest man in the world was the Nizam of Hyderabadconsidered a miser with a big heart and an ever bigger vision for his State. His two sons married two Europeanized Turkish princesses, both granddaughters of the Ottoman Emperor exiled by Mustafa Kamal Ataturk. A Park Ward, silver and blue Bentley was custom made for Princess Niloufer of Berar, an epitome of style and beauty. She took to the oriental sari as a European idiom of style. Each sari was patented. The Park Ward Bentley was a befitting tribute for the stylish princess.



FLIGHT OF FANTASY

Patiala 1921 Fiat 501 S Corsa

Acrylic on canvas
2'- 0" x 1'- 0"
2020

Lot No.: A121-05
Rs. 1,90,000 - 2,10,000
Signed: Bottom Right
Condition: Excellent

Artist Thoughts:

The Maharaja of Patiala's 1921 Fiat Corsa inspired within me the geometry of a snowscape with the post office red Corsa making its way up the climb. I felt the spirit of a child soar within me.



ADVENTURES OF A NAWAB

Bhopal 1926 Bentley 6 ½ litre Boattail
Speedster, Coachwork by Thrupp and
Maberly

Acrylic on canvas
2'- 0" x 1'- 0"
2020

Lot No.: A121-06
Rs. 1,90,000 - 2,10,000
Signed: Bottom Right
Condition: Excellent

Artist Thoughts:

The Bhopal legacy came with the raw energy of hunting in the dense forests and lakes of Central India. Nawab Hamidullah Khan was a passionate man who left behind this craze for cars, jeeps in particular, with large head lights illuminating the dark forests. The Bentley speaks volumes of the world of hunting, power and ambition to create a Princestan, as the 3rd dominion at the time of the partition of India.



FROM AYODHYA IN PURDAH

1935 Buick Series 90, Model 90L,
7 passenger "purdah" Limousine, USA

Lot No.: A121-07
Rs. 1,00,000 - 1,20,000
Signed: Top Right
Condition: Excellent

Acrylic on canvas
1'- 0" x 1'- 0"
2020

Artist Thoughts:

Purdah was essential in Indian royalty, be it Hindus or Muslims. The ladies of Awadh were highly social, attending marriages and ceremonies amongst other members of their ilk. Buicks provided this luxury like very few other marquees in a market where Purdah was an essential feature of luxury and privacy and a source of entertainment and mobility to connect. The Ayodhya Buick in the Titus collection is a rare surviving specimen which was specially customised for the purpose.



FROM SEINE TO NARBADA

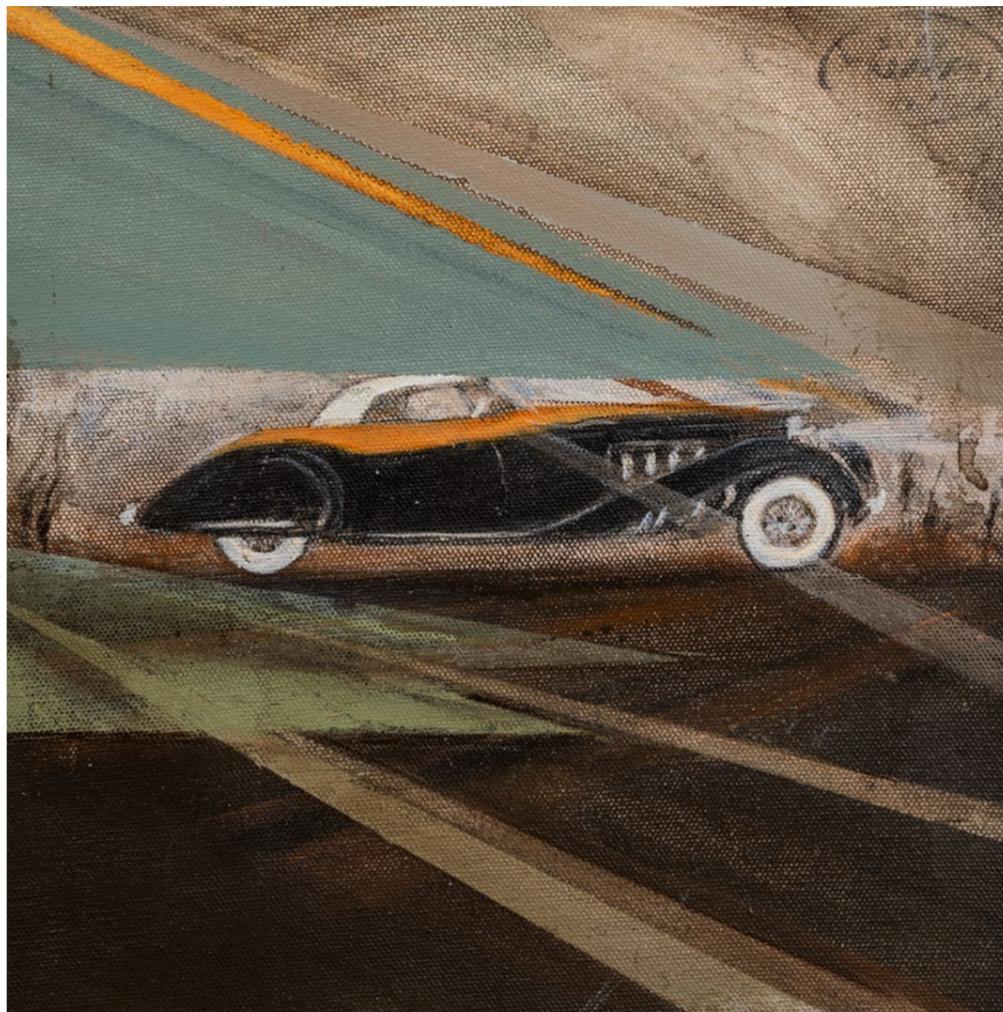
Holkar 1930 Delage D8S Cabriolet,
Coachwork by Figoni et Falaschi

Lot No.: A121-08
Rs. 1,00,000 - 1,20,000
Signed: Bottom Right
Condition: Excellent

Acrylic on canvas
1'- 0" x 1'- 0"
2020

Artist Thoughts:

Cars seen in spaces, spaces seen through cars; people with cars and cars through people to whom they belong. Each instance was dramatic and larger than life. From the world of the Maharajahs, their rituals and ceremonies and personalized styling, to becoming characters in Hollywood.



THE HOLKAR FANTASY - 1

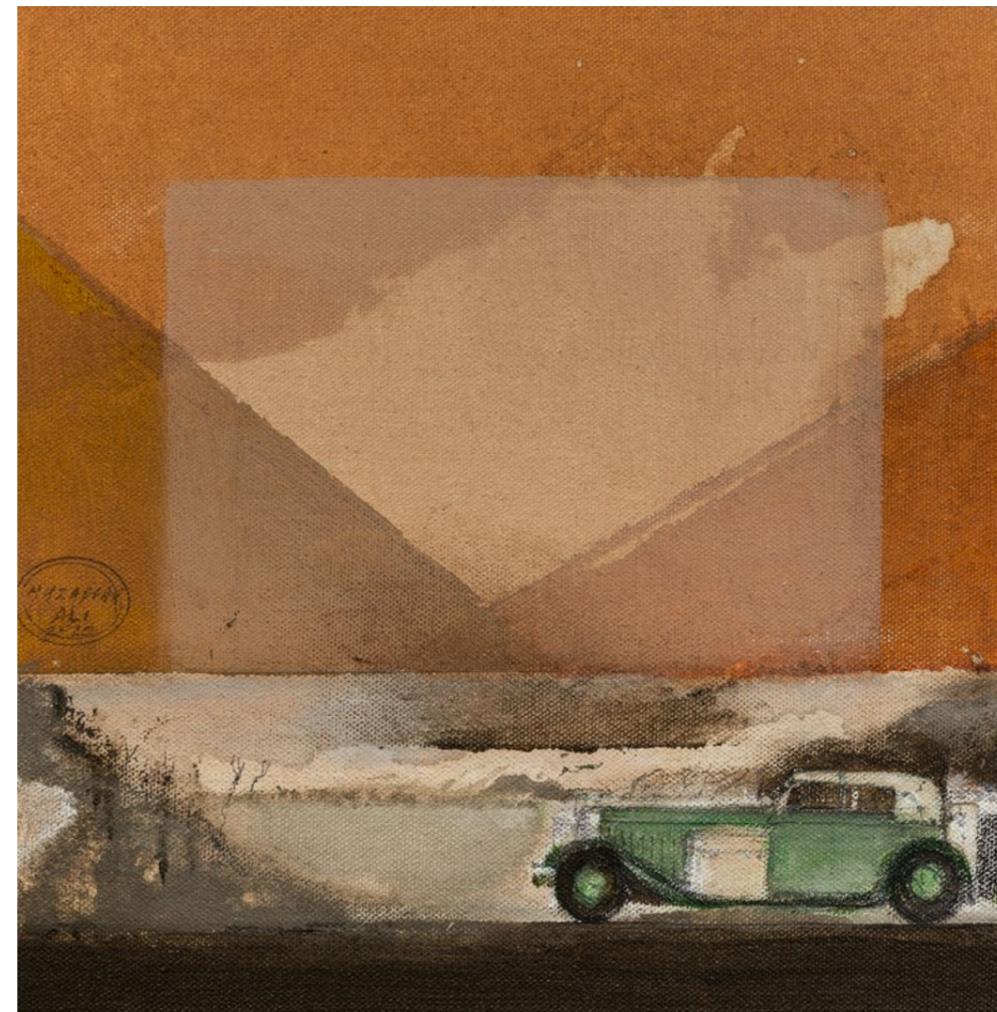
Holkar 1935 Duesenberg SJ Speedster,
Coachwork by J Gurney Nutting

Acrylic on canvas
1'- 0" x 1'- 0"
2020

Lot No.: A121-09
Rs. 1,00,000 - 1,20,000
Signed: Top Right
Condition: Excellent

Artist Thoughts:

Maharajah Yashwant Rao Holkar's fascination for Art Deco design grew in me through my friendship with his son Richard who carries his legacy with much aplomb living in that nostalgia. It reminded me of the cars the Maharaja loved and lived with, his Duesenberg being one. This Duesenberg, which was painted in the Holkar preferred colours of Sun-glow orange and black, was also built by his favourite coach builder, Gurney Nutting.



A RAJA'S VOYAGE - 1

1929 Isotta Fraschini Tipo 8A, Sedanca de
Ville, Coachwork by Cesare Sala

Acrylic on canvas
1'- 0" x 1'- 0"
2020

Lot No.: A121-10
Rs. 1,00,000 - 1,20,000
Signed: Middle Left
Condition: Excellent

Artist Thoughts:

Isotta Fraschini was a brand of luxury cars from Italy, whose claim was uniqueness. Established in Milan in 1900 by Cesare Isotta and the brothers Vincenzo, Antonio and Oreste Fraschini making aero and marine engines. These engines set their minds on fire, from racing to dreams on wheels thus living up to their claim of no-two-alike.



TERRA FIRMA - 1

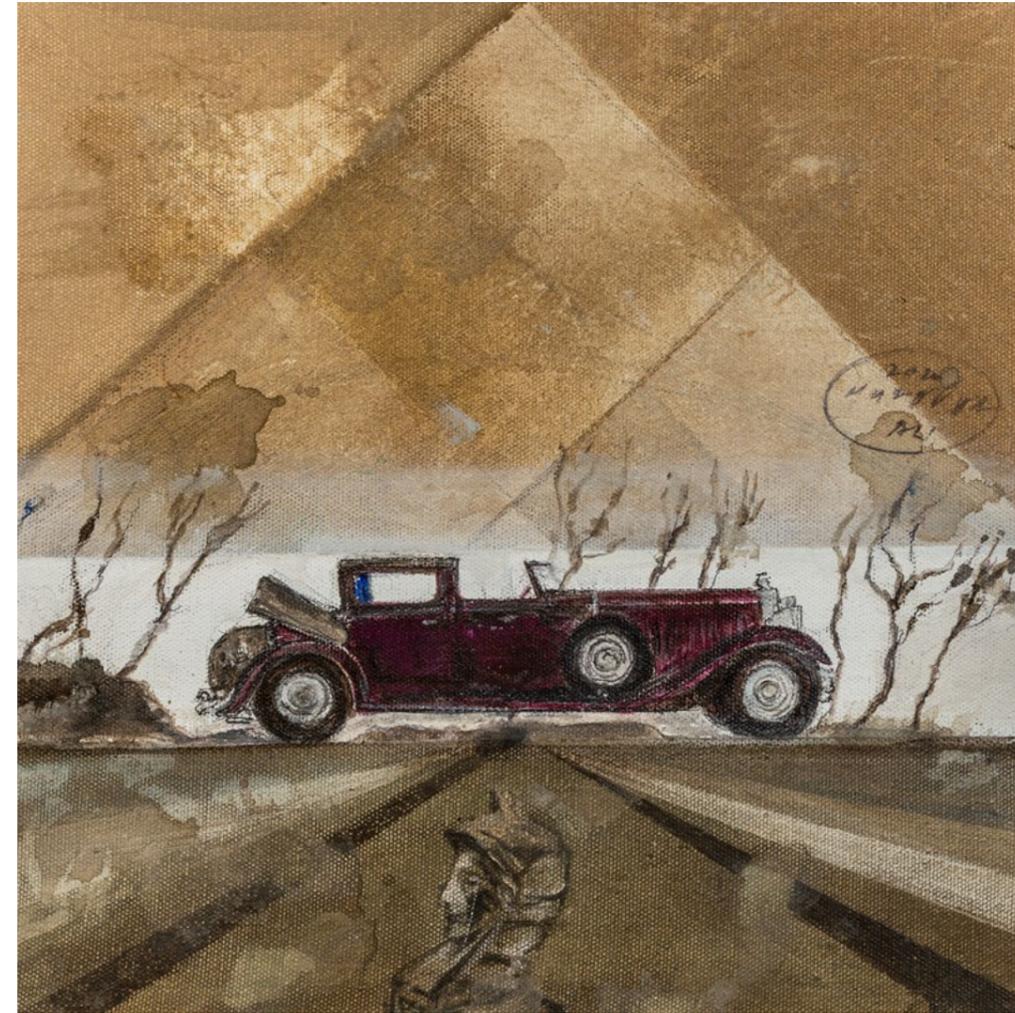
1930 Stutz Model M Dual Cowl Speedster,
Coachwork by LeBaron

Acrylic on canvas
1'- 0" x 1'- 0"
2020

Lot No.: A121-11
Rs. 1,00,000 - 1,20,000
Signed: Top Right
Condition: Excellent

Artist Thoughts:

Cars are born in the minds of people: their lifestyle, the landscapes and terrains that shape them. It is architecture in movement. India provided in era of the Raj the most varied opportunities to design coaches that sat on the chassis. The Le Barron bodied Stutz of Baria is one such instance. The Maharawal of Baria drove himself. He wanted to see and be seen. His staff sat in the back seat. It was his way of inspecting and rectifying what he felt was wrong. It is obvious that follow cars would carry the accompanying retinue. It was his connect with his people with whom he shared a deep bond. This Stutz, in the Titus collection reminds one of the world of Baria, set in the heart of tribal Gujarat, where the present scion is passionate about education amongst the backward people.



A GODDESS IN AWADH

1933 Minerva AL 7 passenger Laundaulet
de Ville, Coachwork by Carrosserie Van
Den Plas, Belgium

Acrylic on canvas
1'- 0" x 1'- 0"
2020

Lot No.: A121-12
Rs. 1,00,000 - 1,20,000
Signed: Middle Right
Condition: Excellent

Artist Thoughts:

I grew up in the grandeur of Awadh enriched by images and stories of these cars and their ostentatious owners. By the sixties and seventies, many of these incredible machines had either left the soil of Awadh or stood abandoned in garages of old crumbling mansions. One of them was my cousin, Raja of Mahmudabad's magnificent Minerva of which my father had fond memories. Like many others, this too stood disintegrating in Mahmudabad House in Qaiserbagh, Lucknow.



BIRDS OF A FEATHER

1938 Delahaye 135, Coachwork by Henri Chapron

Lot No.: A121-14

Rs. 1,00,000 - 1,20,000

Signed: Bottom Left

Condition: Excellent

Acrylic on canvas

1'- 0" x 1'- 0"

2020

Artist Thoughts:

As an artist, the scale changes and as a serious grownup connoisseur the real larger than life machine engages your senses. It seamlessly took over from the horse as a vehicle of conquest in the two great wars of the world. It became the most user friendly extension of the human being. From utility to beauty, the car invaded the human psyche.



THE HOLKAR FANTASY - 2

Holkar 1935 Duesenberg SJ Speedster, Coachwork by J Gurney Nutting

Lot No.: A121-15

Rs. 1,00,000 - 1,20,000

Signed: Bottom Left

Condition: Excellent

Acrylic on canvas

1'- 0" x 1'- 0"

2020

Artist Thoughts:

Maharajah Yashwant Rao Holkar's fascination for Art Deco design grew in me through my friendship with his son Richard who carries his legacy with much aplomb living in that nostalgia. It reminded me of the cars the Maharaja loved and lived with, his Duesenberg being one. This Duesenberg, which was painted in the Holkar preferred colours of Sun-glow orange and black, was also built by his favourite coach builder, Gurney Nutting.



A TRIBUTE TO BOBBY

Invicta 4 1/2 litre S type Low Chassis

Acrylic on canvas

1'- 4" x 1'- 8"

2021

Lot No.: A121-16

Rs. 1,75,000 - 2,10,000

Signed: Bottom Right

Condition: Excellent

Artist Thoughts:

Owned by Bobby Kooka, the commercial head of Air-India, who designed the inimitable Maharajah and his loveable pranks. One day he would become my boss, no one could guess.



A RAJA'S VOYAGE - 2

1929 Isotta Fraschini Tipo 8A, Sedanca de Ville, Coachwork by Cesare Sala

Acrylic on canvas

2'- 0" x 2'- 0"

2021

Lot No.: A121-17

Rs. 3,70,000 - 4,00,000

Signed: Middle Left

Condition: Excellent

Artist Thoughts:

Isotta Fraschini was a brand of luxury cars from Italy, whose claim was uniqueness. Established in Milan in 1900 by Cesare Isotta and the brothers Vincenzo, Antonio and Oreste Fraschini making aero and marine engines. These engines set their minds on fire, from racing to dreams on wheels thus living up to their claim of no-two-alike



1928 Austin Seven

- Lot No.: A121-18
- Rs. 9,00,000 - 11,00,000
- Country of Origin - UK
- Body Style – Two-door Tourer
- Powertrain - 4 Cylinder 696cc; 3-speed Manual
- Petrol
- Right Hand Drive

- Very popular classic two-door Tourer
- Known as the 'Baby Austin'
- Light and easy to use classic
- Popular choice to make racing specials



Inspired by the Peugeot Quadrillette, the Austin Seven became a huge success from the moment deliveries commenced in January 1923, and remained in production until 1939, during which time some 290,000 were made. Well built, economical and easily maintained by the home mechanic, the Seven brought motoring within the financial reach of the man on the street, who hitherto would probably have settled for a motorcycle combination. Its introduction helped save the ailing Austin company and by the mid-1920s the Seven dominated the light car market in Britain. The sole version available when production commenced was the 'Chummy' tourer.

The rather small 'big car in miniature' still had all the comforts of a family car and boasted such luxuries as four-wheel drum brakes and (from 1924) an electric



starter. Built around an A-frame chassis, it was powered by a 10hp 747cc four-cylinder side valve engine mated to a three-speed manual transmission. Tough, easy to maintain and huge fun to drive, it is a great way to start collecting, especially in the pre-war era. Continuing spares availability mean that owning a Seven is still a practical proposition, and its diminutive size means that storage is relatively easy. Presented here is one of the most sought-after Sevens of all - a delightful four-seat tourer. This particular Seven comes with a more modern, and easier to maintain coil powered engine. An attractive combination of red with black fenders, with maroon interiors, it is a very usable example benefiting from an older restoration. It is well presented throughout, with just minor imperfections from minimal use in shows and rallies.

*Non-exportable Lot





1958 Mercedes Benz 180 Ponton

- Lot No.: A121-19
 - Rs. 10,00,000 - 12,00,000
 - Country of Origin - Germany
 - Body Style – 4 door Saloon
 - Engine – 4 Cylinder 1767 cc; 4-speed Manual
 - Petrol
 - Left Hand Drive
-
- Marque Brand
 - Barn Find Condition
 - Practical & Desirable Classic
 - Mercedes Benz's 1st New series offering after WW II
 - Mechanically Complete



A replacement for the 170 Series, the 'Ponton' (German for pontoon, a reference to the styling, which did away with separate wings) saloons were introduced in 1953 and remained the mainstay of Mercedes-Benz production for the remainder of the decade. It was the completely new Mercedes series after World War II.

The 1958 Mercedes on offer is a barn find and an ideal project car for enthusiasts looking to sympathetically restore or initiate a ground up restoration. The Pontons are known for their simplicity and reliability and could make a wonderful touring car that keeps up to modern speeds and traffic.

This Mercedes is in white colour with red interiors, but the new owner can paint the car in a colour of choice from a



number of attractive combinations that were available from the factory. Some easily replaceable cosmetic parts are missing; fortunately the hard-to-find parts are in place.

Mercedes-Benz Pontons are becoming increasingly difficult to find, and have appreciated exponentially over the years. This Mercedes has sustained signs of age and wear. The car is mechanically complete. Here is an opportunity to become an owner of this timeless classic at a desirous estimate.





1947 Chrysler Windsor

- Lot No.: A121-20
- Rs. 20,00,000 - 24,00,000
- Country of Origin - USA
- Body Style – Sedan
- Engine – 6 Cylinder 4106cc; 3-speed Fluid Drive
- Petrol
- Right Hand Drive

- Fluid drive semi-automatic transmission
- First model sold after Premier Automobile Ltd's collaboration with Chrysler (with DeSoto & Plymouth)
- Luxury offering from Chrysler
- Popular with industrialists and royalty
- Complete paperwork and ready for transfer



Part of the 'Big-Three', Chrysler has been a mainstay of the American automobile industry since the 1920s. Within the company, the Chrysler was always marketed as the top brand, with the most luxuries, followed by Dodge, DeSoto and Plymouth.

Following World War II, all the American auto manufacturers were selling reworked versions of their pre-war cars. Chrysler was no exception, offering updated 1942 models from 1946–1948. Some 160,000 Windsor sedans were produced over the three-year period, all powered by a 114 hp, 250-cubic-inch "Spitfire" six-cylinder engine. The semi-automatic Fluid Drive transmission was standard on the Windsor sold in India. The model largely remained the same over the three years.



The Chrysler Windsor was quite popular in India, post-independence, and was used by industrialists and former royals for its size and comfort. It was the first model sold by Premier Automobiles after their collaboration with the Chrysler.

This Windsor has been part of large collections, most of its life, and was restored more than a decade ago. Presented in red with maroon upholstery and beige carpeting, it is complete and in working condition. While it is showing signs of age, it is useable for events and rallies, but will require reconditioning to be in Concours condition. Being Right Hand Drive, it is extremely easy to use on Indian roads, and its large size makes it an extremely comfortable car.

*Non-exportable Lot

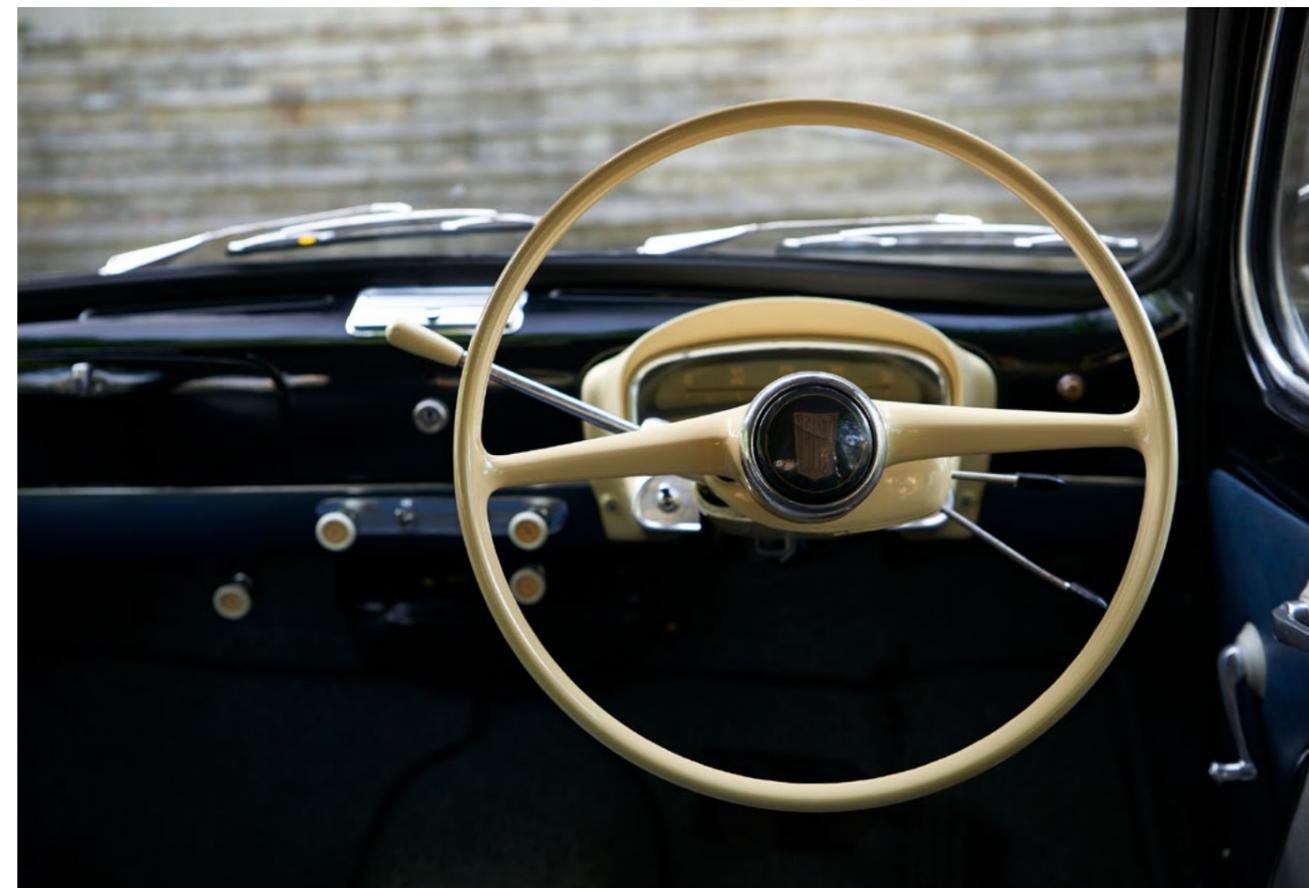




1957 Fiat 1100 Elegant

- Lot No.: A121-21
- Rs. 11,00,000 - 13,00,000
- Country of Origin - India
- Body Style – Sedan
- Powertrain – 4 Cylinder 1100cc; 4-speed Manual
- Petrol
- Right Hand Drive

- Popular Indian Heritage car – with the desirable centre light grille
- Freshly Restored, no expense spared
- Long term owned by a well known collector, always dry stored in Pune climate
- Ready for Rallies and Concours



The Fiat Nuova 1100, (Fiat 1100/103 internally), was introduced at the April 1953 Geneva Motor Show. It replaced the 1100 E with a modern four-door saloon pontoon body topping new unibody construction. Just a year after its debut, the Fiat 1100 was introduced in India.

The first batch of the 1100s were directly imported from Italy and soon started being assembled at the Premier Automobiles factory in Kurla, Mumbai. From its introduction in 1954 till about 1957, the first Fiat models were colloquially called 'Dukkar' Fiats, as the rear of the car was rounded. These Fiats, with their rounded rear-ends, reverse opening 'suicide doors' and petite proportions look extremely charming, and are highly sought after,



The car on offer has just completed a fresh restoration, and is the most desirable 'centre-light' model. Having always been in the warm climate of Pune, mostly in ownership of two very caring owners, the car benefits from never having been neglected. It is well presented in its original colours of black with cream wheel rims mounted on brand new correct tyres. All the chrome is new and the interior is in the original pattern in blue, with grey accents and carpeting.

The mechanicals have been fully refreshed and the car is ready to do both Concours events, where it is eligible as an entry in the Indian Heritage Class, as well as long distance drives. With all paperwork up to date, it is a great example of a highly useable, sought after and increasingly hard to find car.





1947 Buick Super Eight

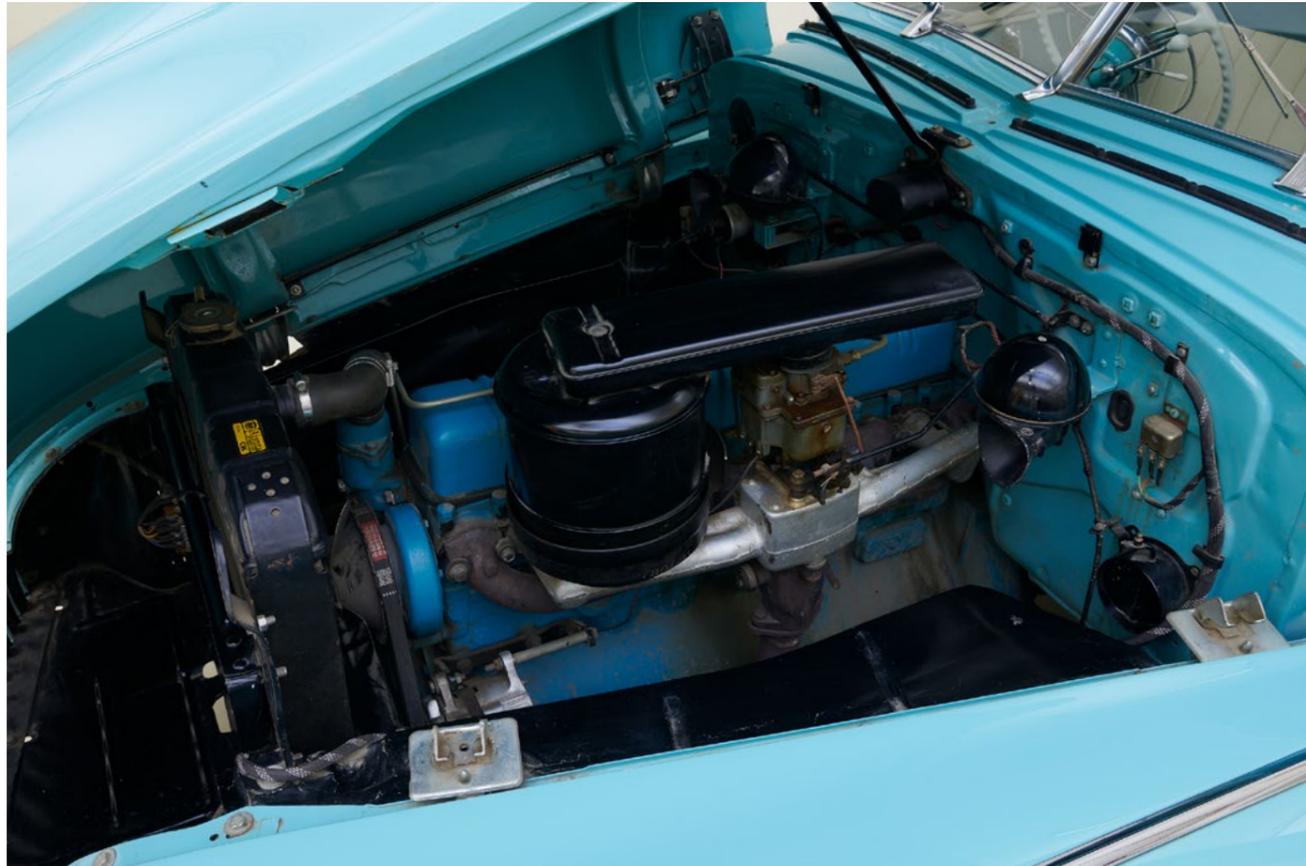
- Lot No.: A121-22
- Rs. 50,00,000 - 60,00,000
- Country of Origin - USA
- Body Style – Sedan
- Engine – 8 Cylinder; 3-speed Manual
- Petrol
- Right Hand Drive export model

- Body by Fisher
- Full ground up restoration by one of the best restoration shops in the country Sara Auto Restorations, Mumbai
- One of the best Buick Super in India, a highly desirable sedan model



“When better cars are built, Buick will build them” – this advertising slogan for one of America’s most well known marques has always held true for well over a century. Buick cars are synonymous with excellent quality and has been the aspirational choice for millions of buyers. From the early 1930s, Buick cars were fitted with their famous Straight Eight engines, which were offered for almost 20 years in varying capacities.

1947 and 48 were probably Buick’s most successful years in India, and almost every Royal State had one in their garages. While the official ceremonial cars were high end European marques, a reliable and comfortable American car was mostly used for regular duties.



We have seen similar cars in the palace garages in Udaipur, Jaipur, Jodhpur, Travancore and many more.

This 1947 Buick Super Eight has been painstakingly restored to Concours condition in every way. Immaculately finished in bright blue with complementing interiors, the car presents in perfect cosmetic condition.

All the chrome has been very professionally refinished to blemish free condition, and wide white wall tyres are fitted all round. The car has been meticulously mechanically overhauled, and is in excellent running condition, ready to be enjoyed for long distance touring or leisurely Sunday drives around town.

*Non-exportable Lot





1934 Cadillac, Model 355-D, Series 20, Imperial Sedan

- Lot No.: A121-23
 - Rs. 70,00,000 - 85,00,000
 - Country of Origin - USA
 - Body Style – 7 Passenger Sedan
 - Engine – 8 Cylinder 5785cc; 3-speed Manual
 - Petrol
 - Right Hand Drive built for the export market
-
- Unique opportunity to buy a highly original car, in preservation condition
 - Completely unrestored and in running condition, ready to compete in any reputable concours event
 - Preservation class car of this heritage will add depth to any collection
 - Style 34663; Body by Fisher
 - Build & Dispatch Records from GM – Documents received from the GM Heritage Center
 - Number of replacement parts and an original steel luggage trunk come with the car
 - Comes with various service manuals and literature
 - Third owner from new, paperwork up to date and available for transfer



For 1934 Cadillac introduced a more streamlined design that featured teardrop-shaped headlamps, airfoil-shaped front and rear fenders, sloping windshield and a rear deck that covered the chassis. The body design is a dramatic departure from the 1933 models and marked the beginning of the streamlined era. Overall, the bodies were two inches lower than the 1933 models. New streamlined “biplane” bumpers looked very stylish, but not used beyond 1934, as they proved to be expensive to produce and lacked strength.



The 1934 model year was a year of many firsts for Cadillac, one of which was the implementation of “Knee Action” independent front suspension, the short and long arm (SLA) front suspension offering much superior ride characteristics than before. Engineer Maurice Olley, who came to General Motors from Rolls-Royce of America after its demise in 1930, was responsible for the research and design of IFS for Cadillac. Another significant alteration for the 1934 Cadillacs was its new X-frame that improved the rigidity of the frame “many times over that of previous models.”



The car presented here is a rare seven-passenger Imperial Sedan, in highly original condition. It was originally owned by the Governor of Central Provinces, Sir Balwant Sharma, and used for State purposes and touring the provinces, pre-Independence. Sometime in the 1950s, it was purchased by Narendra Singh Rathore of Raipur, and subsequently bought by the current owner in 2009, still in its original condition. New white wall tyres were fitted, and the entire mechanicals fully overhauled. It featured in the 2013 Cartier Travel with Style Concours d'Elegance in Mumbai, as part of the Preservation Class.

This is an excellent opportunity to add a desirable car with great history in one's collection. The new owner may preserve it in as is condition, or undertake an easy restoration of the paint, upholstery and chrome. *Non-exportable Lot





1952 Fiat 500C Topolino

- Lot No.: A121-24
- Rs. 21,00,000 - 25,00,000
- Country of Origin - Italy/India
- Body Style – Convertible Saloon (Ragtop)
- Powertrain – 4 Cylinder 569cc; 4-speed Manual
- Petrol
- Right Hand Drive

- Famous Fiat 'Mickey Mouse'
- Sliding Convertible Top – Ragtop
- Great, easy to use and maintain
- Post-War Italian people's car
- Registration papers available



Introduced in 1936, the Fiat 500 was an advanced design for its day. It came with Lockheed hydraulic brakes, independent front suspension and 12-volt electrics. The compact 569cc four-cylinder engine was positioned ahead of its front axle, and was nicknamed the 'Topolino' (little mouse or Mickey Mouse). Capable of 50mph and 50mpg despite a modest 13bhp power output, it became an integral part of Post-War Italy. Its sporting credentials were bolstered by entries in the Mille Miglia.

Debuting at the March 1949 Geneva Motor Show, the 500C was visually changed from the 500 and 500B, with a 'wide-mouth' grille and headlamps sunk into the front fenders. The engine benefited from a new aluminium cylinder head and improved heating / ventilation system. Only in production for five years, 376,371 of the 500C were sold.



This model is among the first of the 296 Fiat cars imported in C.K.D. condition, assembled and sold by Premier Automobiles Limited in India.

Comprehensively restored while in the previous owner's care, the car is attractively finished in red with off-white upholstery and black vinyl roof. Generally solid all around, with just signs of minimal use. Works and runs great, and is ready to enter any club event or rally.





1966 Hindustan Ambassador

- Lot No.: A121-25
- Rs. 3,50,000 - 4,50,000
- Country of Origin - India
- Body Style – Saloon
- Engine – 4 Cylinder 1489cc; 4-speed Manual
- Petrol
- Right Hand Drive

- 2nd Owner (Air Marshal first owner for 48 years)
- Highly original, with original instrumentation and SU carburetor
- Unrestored yet well maintained throughout, mechanically sound
- Great example of an early Ambassador Mark II



No car is more apt to be the face of Indian motoring than the legendary Hindustan Ambassador. Hindustan Motors was incorporated in 1942, and by 1955 the Landmaster was introduced, essentially the Morris Oxford Series II, followed in 1957 by the Series III, which was badged the Ambassador. The car was very spacious – perfect for large Indian families – and robust. Performance was adequate at best, but the SU carburetor ensured that the all-important fuel consumption was kept to a minimum. It was a handsome car, with extra chrome and tail fins introduced for the first time, keeping with American trends. By 1963 a facelifted new model was launched, dubbed the Mark II, with a new flush chequered grille.



Other than minor cosmetics the car remained largely the same, with new dash layouts being introduced every couple of years. The car was by now the defacto choice for all government departments and bureaucrats, and a white Ambassador with a red beacon mounted became synonymous with power and VIP culture. The car soldiered on till as late as 2013, when it finally reached the end of its lifecycle, signaling the end of an era in India's automotive history after almost 60 years.

This 1965 Mark II (registered in 1966) being an earlier version retains the desirable two large gauges on the dash. The current owner acquired the car in 2014 directly from the first owner's family, a senior Air Force officer in



all meticulously maintained. The car is in good running condition and retains all rare original fittings including the SU carburetor, original mirror, handles, lights, dash knobs etc. The body is largely rust free, and though repainted and upholstered some years ago, now shows some age. The original taillights though not pictured will be handed over with the car. All paperwork up to date ready to be transferred.

This Ambassador is the perfect opportunity to relive childhood nostalgia at an entry level price tag with the option of enjoying the car as is, or restoring to a desired specification.



1940 Chevrolet Special Deluxe

- Lot No.: A121-26
- Rs. 20,00,000 - 24,00,000
- Country of Origin - USA
- Body Style – Four Door, Sedan
- Powertrain – 6 cylinders 3540 cc, 3-speed Manual
- Petrol
- Right Hand Drive

- Ex Royal family of Ayodhya
- Old VIP single digit registration number
- In long term ownership of a renowned collector



The Chevrolet Special Deluxe was known to be one of the best equipped out of the Chevrolets mid size models, it was more luxurious than the Master Deluxe. The Chevrolet Special Deluxe could be easily recognized by the additional stainless steel trim strips on the bonnet and the body. Six different body styles were available for the Special Deluxe which included two different coupes, a 2-door convertible, two different sedans with 2 or 4 doors and a 5-door station wagon with 8 seats.

This particular example of the Chevrolet Special Deluxe is a 1940 - 4 door Sedan and is currently under long term ownership of a renowned collector, who purchased it directly from the family of the former Raja of Ayodhya.



It is a regular participant in vintage and classic car rallies and has won many awards. It is an older restoration but still presents well. It has the right amount of patina and will be an attraction at any car event across the country. It is a beautiful maroon on the outside with light beige interiors with faux wooden trim on the dashboard, adding to the rich combination. Being a 4-door, 5 passenger right-hand drive car with a floor shift gear box it is fairly easy to drive and with 12-volt conversion, it is very reliable, making it a great car for a new collector or to add character to an existing collection. It will be a perfect automobile for family participation at any event. The interesting trims include a lot of chrome work, a clock on the dashboard, a rear passenger ashtray, and elegant doors at the rear.

The paper work is complete and the car is transferable.

*Non-exportable Lot





1959 Cadillac Series 62 Sedan de Ville

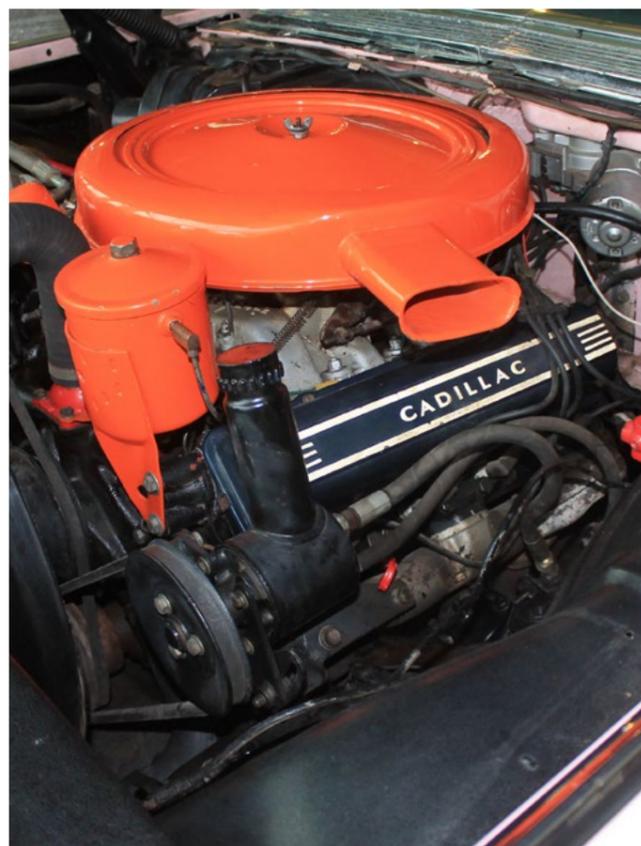
- Lot No.: A121-27
- Rs. 1,00,00,000 –1,20,00,000
- Country of Origin - USA
- Body Style – Four-door Pillarless
- Powertrain – 8 Cylinder 5700cc; 4-speed Automatic
- Petrol
- Left Hand Drive

- One of the most attractive years for American cars - 1959
- Rare for India – cannot be imported
- Attractive Pillar less Sedan
- Air Conditioned and extremely easy to drive
- Unmatched style and comfort
- Older restoration, and ready for events
- Ultimate 'Pink Cadillac' – as popularised by Hollywood



This 1959 Cadillac is in rare 4 window Sedan de Ville specification –Just over 12,000 cars of this configuration were sold, out of total 1959 production of over 142,000 cars. And extremely rare for India, with only a handful of 1959 Cadillacs in the country, in any body style.

Originally painted in deep Georgian Blue, with matching blue leather and cloth trim, the car was ordered with the following factory accessories: EZ Eye Safety Glass, Air conditioner, Electric door locks, Power vent window regulators, and Electric 6-way control seat. The car on offer sports 'matching-numbers' –retaining its original engine, chassis, body and other major components as delivered from the factory. A copy of the build order is available.



The car was bought new by an aristocratic family in Bikaner, Rajasthan and later found its way to the outskirts of Jodhpur. By the 1990s the car was in poor condition, though largely original. The car left Rajasthan for Delhi, where it changed a couple of hands before it finally reaching its present owner in 2002.

In 2006 the car had undergone a painstaking no-expense-spared restoration at Pandit & Co. Genuine parts were imported for the car. The colour chosen was the iconic 'Elvis Rose', complemented by white leather upholstery. Brand new correct white wall tyres were imported, and all the trim re-chromed.



The car has since participated regularly in motoring events over the last 15 years, the inaugural Cartier Travel with Style Concours d'Elegance in 2008 in Mumbai, the 2015 edition of the Cartier Concours in New Delhi, for the special 'Fabuleux Fins' class. It has won multiple awards including in the 21 Gun Salute Concours in Delhi.

The car is showing signs of its 15 years of minimal, but regular use since restoration. It has been serviced periodically and remains ready to be used, with factory Air Conditioning proving to be especially useful in the Indian climate.

Note: Delhi Registration papers valid up 24.10.2007. Bill of Sale and Original documents will be provided.

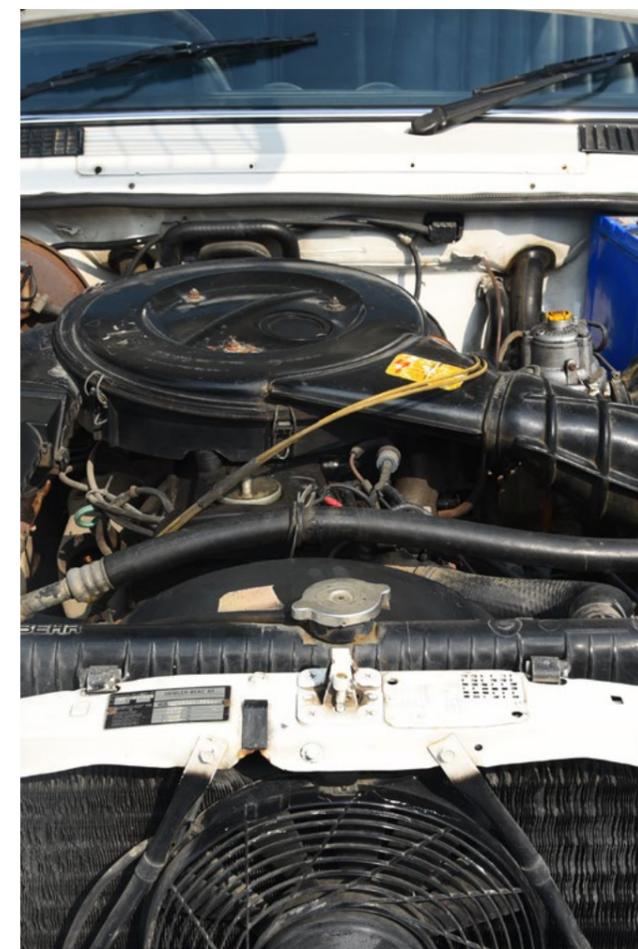
For Charity



1982 Mercedes Benz 200 - W123

- Lot No.: A121-28
- Rs. 10,00,000 - 12,00,000
- Country of Origin - Germany
- Body Style – 4 door Saloon
- Powertrain – 4 Cylinder 1997cc; 4-speed Manual
- Petrol
- Right Hand Drive

- Entire Sale Proceeds to be donated to The CKS Foundation
- Single family Owner
- Original Condition - 82000Kms
- One of the most successful Mercedes-Benz Models
- Highly desirable and collectable car, appreciating in value



The W123 is a special Mercedes-Benz model known for its extreme durability – and its increasingly desirable design. Built to a quality rather than a price, the Mercedes-Benz W123 cars were the last to have been over-engineered to a ridiculous degree, a claim that’s hard to refute when you see the condition of this 39-year-old car.

This W123-era Mercedes-Benz 200 is an elegant classic saloon with relatively low mileage, which is presented in original and remarkably well-preserved condition. Imported new by the owner’s father, this white RHD example with blue interiors has been with the family since, just seeing around 82000kms. Regularly serviced and mostly self driven, this is as clean and well preserved you can get of a 40-year old car. The bodywork of this Mercedes is all in good shape,



and the condition of the white paintwork is very good for its age. The car runs and drives well, and can immediately be used.

An extremely collectable car now, you will be hard pressed to find a W123 in this condition. Proceeds from the sale will go towards an extremely good cause, the funding of education and knowledge centres run by the CKS Foundation, helping underprivileged children with schooling, and higher learning, in Delhi and Utrakhand.

Note: Delhi registration valid upto 15.03.2018; Car will be sold with a Bill of Sale, and original documents.



About CKS Foundation

The CKS Foundation has been set up with the vision to help underprivileged children break free from their socio-economic barriers through quality education. To fulfil this vision, the mission of the Foundation is to set up 'Education Centers', with trained teachers and E-learning systems, to provide quality and valuebased education, in rural as well as urban areas. The founding trustees are Shri Chandra Kumar Sharma and Smt. Poonam Sharma



CKS Foundation Education Center

The Education Center for school-based, arts & performance and holistic learning is situated in MMTC Colony and caters to students in & around the Adchini, Begumpur & surrounding areas of New Delhi.

- Students from ages 6 years & up
- Trained teaching staff conducting classes in Science, Maths, English, History & Political Science etc.
- Special support for Board Exams & Competitive Exams
- Skill development & Employment
- Library
- All-round development of the child including in arts & performance
- Key thrust on technology & E-learning
- Supported by MMTC

CKS Foundation Education Center - Chandranagar

Our Education Center is situated in Village Chandranagar and caters to 16 villages & hamlets across Rudraprayag District, Uttarakhand.

- Students of ages 12 years & up
- Trained teaching staff conducting classes in Science and Maths etc.
- Special support for Board exams, JEE/JEEP Exams etc.
- Skill development & Employment
- Library
- Key thrust on technology & E-learning
- Guest lectures offered to other schools & universities in Dist. Rudraprayag
- Supported by ONGC India Ltd.



CKS Foundation Education Center - Pokhari

On 1st September, 2021 CKS Foundation proudly inaugurated its 3rd education center located in Pokhari, Uttarakhand which is being sponsored under its CSR policy by Export Credit Guarantee Corporation of India (ECGC). The center will continue fulfilling the goals of our foundation by providing quality education to the people of Pokhari and its surrounding villages. The center is running a library and computer lab as well.





1968 Morris Minor 1000 'Tiger'

- Lot No.: A121-29
- Rs. 6,00,000 - 7,00,000
- Country of Origin - UK
- Body Style – Sedan
- Engine – 4 Cylinder 1098cc; 4-speed
- Petrol
- Right Hand Drive

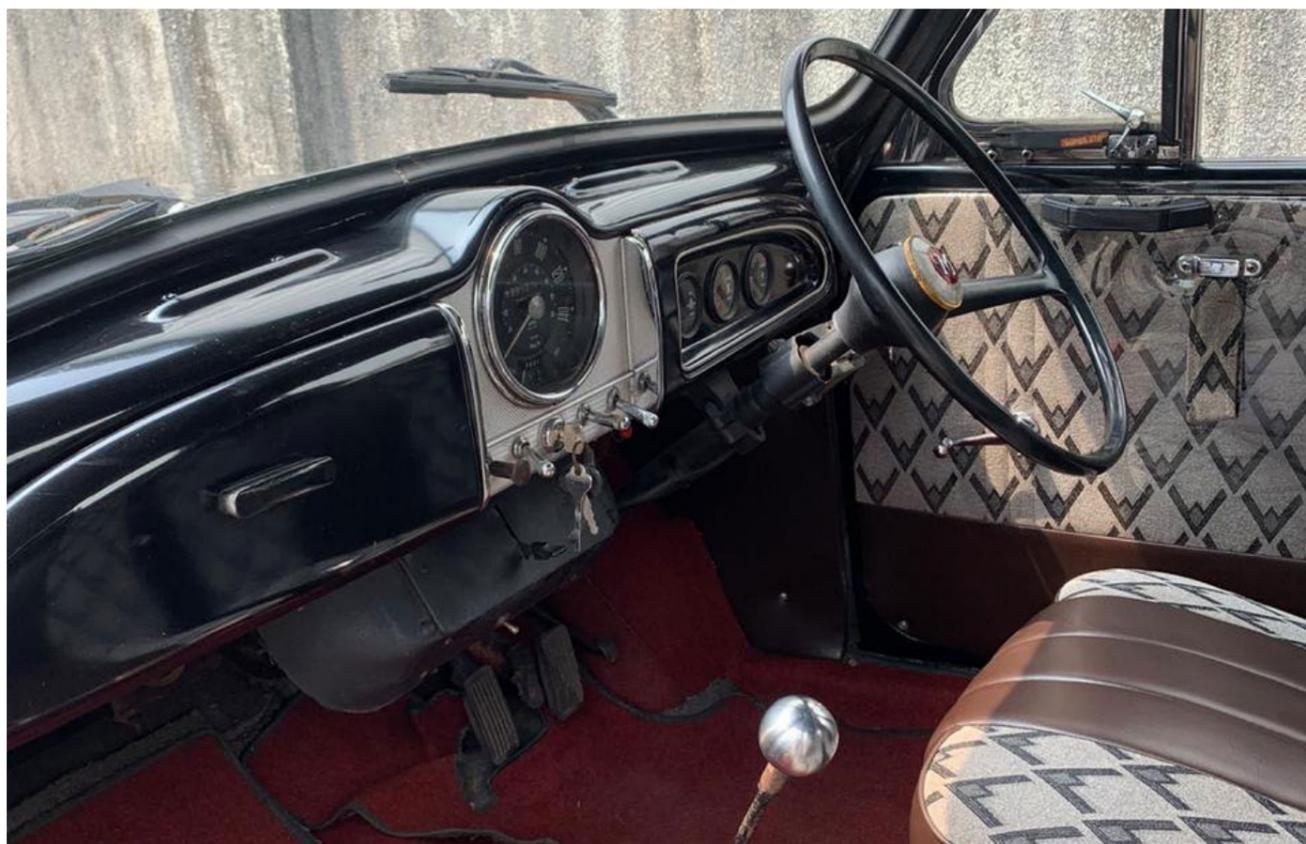
- Larger 'Tiger' engine model
- UK built– imported by Air Marshall Ramakrishna Somnath
- British Motor Original Heritage Certificate
- Great condition throughout
- Desirable model of a classic



One of Great Britain's most memorable cars, the Morris Minor was the brain child of legendary designer Sir Alec Issigonis. Launched in 1948, the car enjoyed a long production run right up to 1972, thanks to its intelligent packaging and engineering. For 1948, the Morris Minor offered many unfamiliar specifications like a unitary construction, rack and pinion steering and independent suspension. It comfortably seated 4 passengers inspite of its diminutive proportions. Power was via a small but economical 900cc side valve 4 cylinder engine. When launched, the car was very affordable, it cost under 400 pounds.



Well over a million cars were sold, with constant upgrades offered over the lifecycle. By 1956 the latest Series III cars were launched, badged the Morris Minor 1000. Improved styling included larger glass area and revised cosmetics. This model was also sold in India by Hindustan Motors called the 'Baby Hindustan', and was popular with Bombay's 'kaali peeli' taxi drivers, who nicknamed the car 'Morris Tiger' thanks to its new powerful engine.



This 1968 Morris Minor 1000 4 door saloon has the desirable larger capacity 1098cc overhead valve engine, making it one of the best specification Minors built. It was bought new in Great Britain by an Air Vice Marshal of the Indian Air Force, who brought it to India in 1972, and lovingly maintained the car throughout.

He passed it on to the present and second owner in 2012, who has maintained the car in the same excellent condition ever since. It remains completely original with no missing parts, and even retains the original key and owner's manual. The car comes certified with a BMC heritage certificate

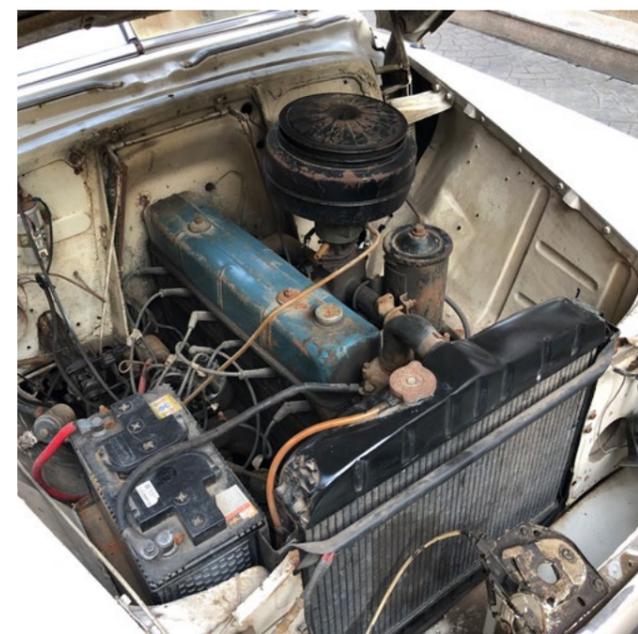


1952 Chevrolet Styleline De Luxe

- Lot No.: A121-30
 - Rs. 17,00,000 - 20,00,000
 - Country of Origin - India
 - Body Style – Sedan
 - Engine – 6 Cylinder 3540cc; 3-speed Manual
 - Petrol
 - Right Hand Drive
-
- Assembled in India by General Motors India
 - In older restoration, well presented condition
 - Comfortable, and easy to use



The volume brand of American automotive behemoth General Motors was Chevrolet – lovingly known as Chevy. With well over a century in the market, Chevrolet cars are synonymous with value for money yet stylish cars. The mainstay of the fleet launched in the 1940s was the Deluxe line, starting with the Master Deluxe Special Deluxe in 1941, which later evolved to the Fleetmaster models that we know so well in India, being built in General Motor’s sprawling facility in Bombay at the time. For 1949, the model line was completely redesigned.



The new Styleline range was the first of the new postwar designs, and were a marked departure from the outgoing pre war bulbous and heavy designs. Sleeker lines and pontoon fenders gave the car a much lower and wider stance. Power continued to be offered by the tried and tested straight six ‘valve-in-head’ engine, with improved performance. Transmission was via a three speed column shifter, or ‘three on the tree’. The generous proportions meant the car could comfortably seat 6 – especially useful for large Indian families travelling together at the time.



Minor facelifts were introduced each year, with the final one in 1952. For Indian assembly though often some features in the interior were carried over from older model years, making these Bombay-built cars unique. General Motors wrapped up Indian operations shortly after.



The car on offer is the last of the line 1952 Styleline De Luxe. An older restoration, the car is complete and original in all respects, and finished in a classic single tone white paint scheme. While presentable, it makes for a perfect candidate for light cosmetic mechanical and electrical attention to the new owner's choice, to turn the car concours. A reliable runner, the Chevy is a surprisingly easy to own classic, with light controls and very comfortable in modern traffic. It had proved to be a true workhorse, with these models running long distance all over India by families on holiday. A perfect opportunity to own a genuine chrome laden yank tank without breaking the bank.



1964 Fiat 1100 Delight

- Lot No.: A121-31
- Rs.5,50,000 - 7,00,000
- Country of Origin - Italy
- Body Style – Saloon
- Engine - 4 Cylinder
- Petrol
- Left Hand Drive

- Italian made, LHD car
- Complete in every respect
- Attractive Dark Red / Maroon combination
- White wall tyres
- Immaculate Condition

The Fiat 1100 was a small family car produced from 1953 to 1969 by the Italian manufacturer Fiat. It was an all-new unibody replacement for the Fiat 1100 E, which descended from the pre-war, body-on-frame Fiat 508 C Balilla 1100. The 1100 was changed steadily and gradually until being replaced by the new Fiat 128 in 1969. The Fiat 1100 D also found a long life here in India, with Premier Automobiles building the car until 2000 under the Padmini name.



The featured car is a rare imported 1964 Fiat 1100 Delight. It differs from its Indian counterpart in many trims and fittings, besides the most obvious left hand drive configuration. The engine for these models too was an upgrade, a larger 1221cc unit mated to the familiar column shift 4 speed transmission. The car remained with one owner for most of its life, in totally original unmolested condition. After the car moved to Bombay a few years back, the present owner thoroughly restored the car to a high standard, and the car is in excellent all round condition.



Originally a light beige colour, the car is now in a very attractive and period correct maroon paint scheme with matching interiors (on original bucket seats). An excellent runner, this unique Fiat can claim novelty value over its local cousins, and makes for a very enjoyable and easy to own classic.





1963 Toyota FJ43 Land Cruiser

- Lot No.: A121-32
- Rs. 27,50,000 - 32,50,000
- Country of Origin - Japan
- Body Style – Utility Vehicle
- Engine - 6 Cylinder 3800cc; 4 Speed Manual
- Petrol
- Right Hand Drive

- One of the most successful models by Toyota
- Japanese answer to the Jeep and the Land Rover
- Early example of the rare and highly coveted Mid-wheelbase 43 model
- With Unique canvas doors, canvas top, and rear barn doors
- Presented in Mustard Yellow with beige interiors and top



Much like the vintage Land Rover, the Toyota Land Cruiser has a devoted following of its own. Both vehicles were developed in the early-1950s and were inspired by the Willys M38 Jeep, which earned worldwide respect in WWII. An iconic name in the history of off-road vehicles, Toyota's Land Cruiser evolved from a vehicle designed to fulfill an order by the US military during the Korean War in 1951. The first civilian version was the second generation 20 series, which gave way to the now classic 40 series - third generation, in 1960. With numerous improvements designed to give the Land Cruiser a broader appeal and more versatility, so much so that it remained in production for an astonishing 51 years.



The Land Cruiser, unlike its British counterpart did not require as much maintenance. Resolutely utilitarian in nature, even the official Toyota UK website says that: "The simple pressed-steel body panels were essentially there to stop the outside coming in".

Sold with a four-cylinder diesel (BJ) or six-cylinder petrol (FJ) engines, the Land Cruiser proved hugely popular in the United States and many other export markets, including Australia.



Variants included the short-wheelbase J40, mid-size J43 and long-wheelbase J45, with the rarest being the FJ43 for auction here.

This early Toyota FJ43 Land Cruiser is a good example of the iconic 4x4, which has been restored to a good standard. Presented in the Classic Mustard Yellow with Beige upholstery, it was prepared for off-road use by the present owner, but never used for the purpose. It has the original 6 Cylinder Petrol engine, manual transmission and four-wheel drive. It comes with a foldable canvas roof, removable canvas doors and split opening 'barn doors'. This handsome example of a Japanese classic is ready to be taken off-road by the new owner. Extremely rare, collectible and highly sought after, this is an opportunity not to be missed.

Note: Side mounted lights missing from the front fenders, are on order, and will be provided to the new owner



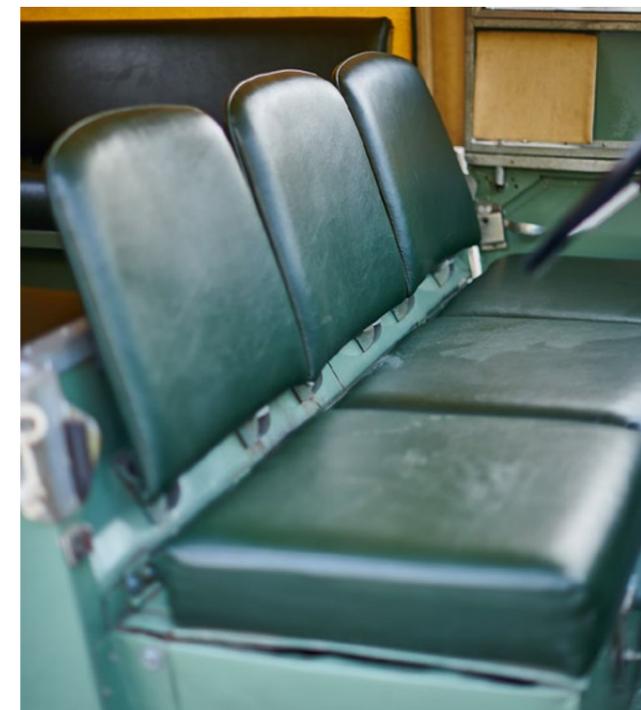
1951 Land Rover Series 1

- Lot No.: A121-33
- Rs. 25,00,000 - 30,00,000
- Country of Origin - UK
- Body Style – Utility Vehicle
- Engine - 4 Cylinder; 4-speed Manual
- Petrol
- Right Hand Drive

- Ex Maharaja of Kutch
- Currently under full restoration at one of the best restoration facilities- Sara Auto Restorations, Mumbai
- Low mileage, highly original
- **COLOUR CHOICE TO THE BUYER**



Designed by Maurice Wilks as a 'stopgap' vehicle following the Second World War in an attempt to ease their reliance on pre-war designs, the Land Rover would go on to be a true cult classic, and an icon of motoring design. The Land Rover first appeared in prototype form in 1947 and used a production Rover 10 engine driving through a standard gearbox with specially built dual-range transfer box.



Making use of the post-war aluminium surplus for the body shell and using steel box-sections for the chassis, the Land Rover was born out of a desire for a 'go anywhere, do anything' vehicle that would be rugged and dependable, yet cheap enough to put it in range of the working man. With permanent four-wheel drive, simple but rugged engineering and basic styling meant that the Land Rovers did well, especially in export markets. The original motor is a sturdy 1.6-litre side-valve four-cylinder unit producing approximately 50 horsepower mated to a four-speed gearbox adapted from the Rover P3 with a two-speed transfer case.



A particularly useful feature was the power take-off (PTO), allowing the Land Rover to power all manner of farm machinery.

The Land Rover on offer was at one time in the Maharaja of Kutch-Bhuj's garage, and is undergoing a full concours level restoration at one of the best restoration shops in India – Sara Auto Restoration - a facility of one of the largest automobile collectors in India which has turned out winners of numerous prestigious awards. The buyer gets the unique opportunity of deciding the final colour of the Land Rover - one of the original military colours, or a custom colour (conditions apply). This unique vehicle will be ready for delivery 30-days* after selection of colour, upon completion of all post auction formalities.

Images are of the sister vehicle after restoration.

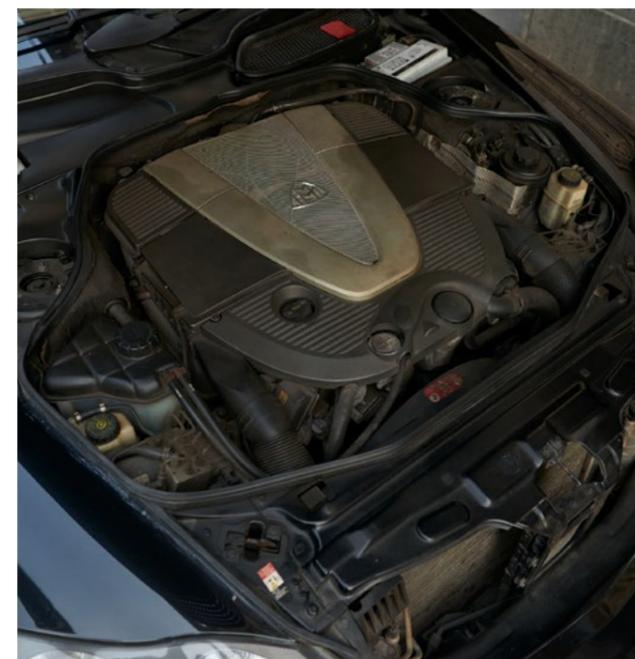


2009 Maybach 62 Limousine

- Lot No.: A121-34
 - Rs. 1,75,00,000 – 2,00,00,000
 - Country of Origin - Germany
 - Body Style – Limousine
 - Engine - V12 Cylinder Twin Turbo 5,513 cc; 5-speed Automatic
 - Petrol
 - Right Hand Drive
-
- Highly specified Maybach 62
 - Officially imported by Mercedes India
 - Longer 6.2 meter wheelbase
 - Completely overhauled with new suspension and paint
 - Ultra luxury limousine with 18-way adjustment business class seats
 - Electrochromic power panoramic sunroof and divider



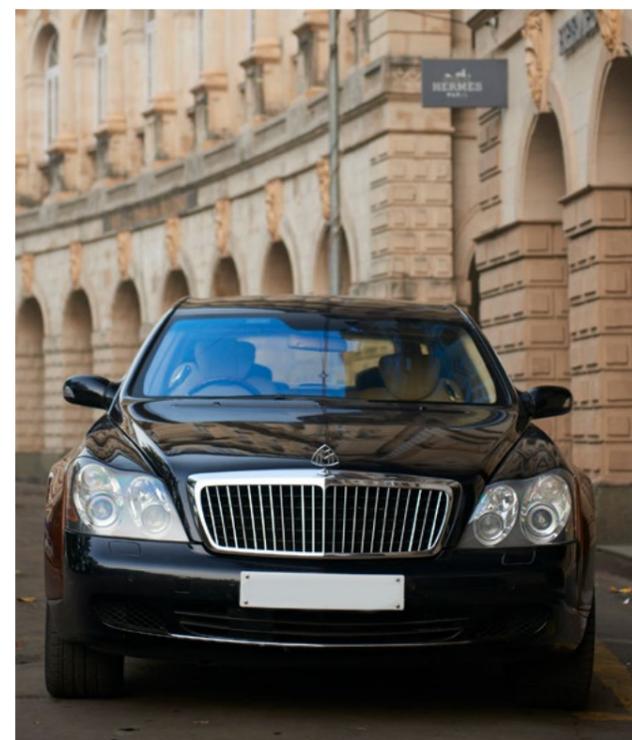
Industrialist Wilhelm Maybach and his son Karl founded their company Maybach as far back as 1900, and would go on to produce luxury cars. By 1960 the brand was acquired by Daimler-Benz.



In an effort to compete with the new upcoming Rolls-Royce models, Mercedes-Benz revived the Maybach name reserved for only the ultra-exclusive high end models. A concept was showcased in 1997, followed by the launch of 2 new Maybach models – the 57 and longer wheelbase 62. Engine options were exclusively large capacity V12s. But the list of party tricks for that time was truly astonishing – standard equipment included fully reclining rear seats, 4 zone climate control, air suspension, rear instrument display, folding tables and a 21 speaker BOSE audio player.



The Maybach 62 additionally got a host of luxurious features like navigation, DVD players and twin LCD TV screens with in-built headphones, and even remote closing doors. The brand was short lived, and post the financial crisis it was dropped,



with the name now being reserved for trim levels on the flagship Mercedes models. With a production run over the lifecycle of just 3000 cars, these are certainly amongst the rarest modern ultra-luxury automobiles.

On offer is a low mileage 2009 long wheel base Maybach 62, in immaculate condition. Finished in a stunning custom gold and black colour scheme, the car presents like a brand new car, and is likely to be the only running Maybach 62 in the country, with no probability of another one coming up in the near future. It comes with highly equipped; extra hi cost options include full length Electrochromic sunroof and Electro-

chromic partition for the passenger compartment. (Electrochromic system allows glass to turn translucent or transparent at a touch of a button). This ultra-luxury car makes a statement like no other, and is not a chance to be missed.

For Charity



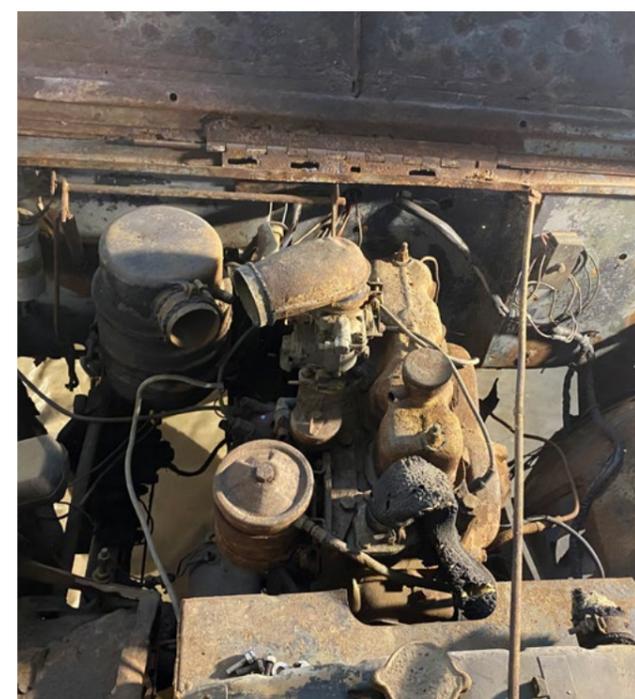
1972 Mahindra Jeep CJ-3B

- Lot No.: A121-35
- Rs. 2,00,000 - 3,00,000 No Reserve
- Country of Origin - India
- Body Style – Military Utility Vehicle
- Engine - 4 Cylinder 2200cc; Manual
- Petrol
- Right Hand Drive

- No Reserve, project vehicle
- Ex-Indian Army
- Auctioned to celebrate Swarnim Vijay Varsh commemorating 50 Years of India's victory over Pakistan in the 1971 War
- Proceeds to be donated to an Army Veterans Welfare Group



To celebrate Swarnim Vijay Varsh - commemorating 50 years of India's victory over Pakistan in the 1971 war, an ex Indian army Mahindra Jeep CJ-3B project is being auctioned, to benefit an Army Veterans welfare group. This is the short – 81 inches wheelbase Jeep.



It came with a three-speed gearbox and a part-time four-wheel drive transfer case, with one lever for switching between two-wheel drive and four-wheel drive, a shorter one to switch between four-wheel drive high ratio to neutral and low-ratio. The CJ3Bs were powered by 2.2 litre Hurricane petrol engines with 72 bhp of power and 154 Nm of torque. Here is an opportunity to acquire a cult classic project vehicle which needs cosmetic and mechanical restoration. All parts needed for restoration are easily available, thanks to the thriving jeep restoration hobby.



The Winning Bidder will not only win the project vehicle but will also win hearts, with the entire proceeds of the sale being contributed to the extremely noble cause of Army Veterans Welfare.



1982 Mercedes Benz 250 - V123

- Lot No.: A121-36
- Rs. 25,00,000 - 30,00,000
- Country of Origin - Germany
- Body Style – 4 door Limousine
- Engine - 6 Cylinder 2417cc; 4-speed Manual
- Petrol
- Right Hand Drive

- Ex Raj Bhavan car - used by state heads
- Rare 5 passenger Limousine
- One of the most successful Mercedes Benz Models
- In original condition

With origins going back to the very first recognized internal combustion engine motorcar, Mercedes-Benz is probably the best known automotive marque in the world, and amongst the oldest. The name 'Mercedes' is synonymous with luxury, status, power and success.



In 1975 Mercedes-Benz launched their mainstream executive saloon, the W123 series as a replacement to the very successful W114 and W115 models. Updated yet understated styling was welcomed by all, with clean straight lines throughout. Bullet proof engineering made the W123 a legend in automotive circles, with most cars covering lakhs of kilometers with minimal wear and tear, making them ideally suited for long distance drives.

Bodystyles offered besides the saloon were a handsome coupe, a practical station wagon and a long wheel base luxurious limousine. The limousines offered ultimate legroom and comfort, and as with preceding models, were



popular with dictators, presidents and leaders the world over.

India too has a history of using Mercedes-Benz cars for use of the President as well as visiting dignitaries.

On offer here is a 1982 Mercedes-Benz 250 V123 'Lang' Limousine that was originally in service at a Raj Bhavan, and accordingly finished in gleaming black paint which is perfectly complemented with spotless original brown interiors. The car remains in immaculate original condition. In right hand drive specification this is truly a rare opportunity to own a symbol of success.

BIDDER'S/BUYER'S TERMS & CONDITIONS

The following terms and conditions apply to sale of Lots and limitations of Historic Auctions Private Limited's (hereinafter referred to as Historic Auctions) liability. We suggest that you read these Terms & Conditions fully and are aware of their content prior to bidding, as it sets out the terms of a legally binding agreement between you (the reader/Bidder) and Historic Auctions.

In addition to these general Terms & Conditions, Bidders/Buyers are advised to refer to the binding Terms & Conditions for each specific Auction held by Historic Auctions, for example, the Collectible Car & Automotive Art Auction 9th to 20th December, 2021.

We may amend or revise these terms at any time by updating the text of this page. It is your responsibility to check this page on the website regularly for such amendments by which you will be bound.

1. Definitions

1.1. "Bidder" means any person or entity, and the agents or representatives of any such person or entity, that registers, and/or bids, and/or buys, and/or otherwise participates in the Auction, regardless of whether such person or entity tenders a bid.

1.2. "Bidder Registration" means the information provided by a prospective Bidder, and the process of registering such prospective Bidder to bid at Historic Auctions, including the prospective Bidder's agreement to be bound by these Bidder Terms and Conditions.

1.3. "Bidders/Buyers Terms & Conditions" means the terms and conditions as provided herein.

1.4. "Buyer" means the Winning Bidder of a Lot.

1.5. "Buyer's Premium" is an amount with respect to each Lot, calculated as a percentage of the Hammer Price, that is payable by the Buyer to Historic Auctions for services provided.

1.6. "Business Days" means any day other than a Sunday or a gazetted holiday or a day on which banking institutions are authorized or obligated by law to stay closed.

1.7. "Estimate Price" means the estimate price of the Lot as provided by Historic Auctions. Historic Auctions may provide such estimate in its discretion.

1.8. "Fall of the Hammer" means the point, after bids have been received, at which Historic Auctions declares a Lot "sold" to the Bidder acknowledged by Historic Auctions as having made the Winning Bid. During an online Auction, the Fall of the Hammer will occur electronically at the end of timed (or extended) bidding.

1.9. "Governmental Authority" will mean any and all international, national, state or local governments, governmental institutions, public authorities and governmental entities of any nature whatsoever, and any subdivisions or instrumentalities thereof, including, but not limited to, departments, boards, commissions, agencies, courts, administrations and tribunals, and any division or instrumentalities thereof, whether permanent or ad hoc and whether now or hereafter constituted or existing.

1.10. "Auction(s)" will mean online auctions, offline auctions or both as conducted by Historic Auctions in accordance with these Terms.

1.11. "Hammer Price" means the High Bid amount recognized by Historic Auctions with the Fall of the Hammer.

1.12. "INR" will mean the National currency of India, i.e., Indian National Rupee.

1.13. "Lot" means each individual item or grouping of personal property put up for sale at Historic Auctions.

1.14. "Person" will mean any individual or a legal entity exercising rights under these Terms, and complying with all of the obligations under these Terms.

1.15. "Purchase Price" means an amount equal to the Hammer Price plus the Buyer's Premium.

1.16. "Reserve Price" means the minimum price at which the consignor has agreed to sell the Lot at. It is not required for any Reserve Price to be disclosed.

1.17. "Winning Bid" means the highest bid received and accepted (and if subject to Seller's confirmation, confirmed by Seller).

1.18. "Winning Bidder" means the Bidder who is accepted by Historic Auctions as having made the Winning Bid, at Historic Auction's discretion.

1.19. "Website" will mean to include the Historic Auctions website i.e., www.historicauctions.com its mobile Apps (both android and iOS) and/or any other operating system through which Historic Auctions chooses to carry out its business.

2. Interpretation

For purposes of these Terms and Conditions:

2.1. The words "include," "includes" and "including" will be deemed to be followed by the words "without limitation".

2.2. The word "or" is not exclusive.

2.3. Words that are gender neutral or gender specific include each gender.

2.4. Where a word or phrase is given a particular meaning, other parts of speech and grammatical forms of that word or phrase have corresponding meanings.

2.5. The words "herein," "hereof," "hereby," "hereto" and "hereunder" refer to these Bidder/Buyer's Terms and Conditions as a whole.

2.6. In determining the time of day where relevant to these Terms and Conditions, the relevant time of the day is according to Indian Standard Time.

2.7. Unless the context otherwise requires, references herein to a statute means such statute as amended from time to time and includes any successor legislation thereto and any regulations promulgated thereunder.

2.8. Unless the context otherwise requires, references herein to "Bidder/Buyer's Terms and Conditions" means these Terms and Conditions as amended, varied or supplemented from time to time and includes any successor thereto.

2.9. When a reference is made in these Terms and Conditions to a Clause, such reference will be to a Clause of this Bidder/Buyer's Terms and Conditions unless otherwise indicated.

2.10. These Terms and Conditions will be construed without regard to any presumption or rule requiring construction or interpretation against the party drafting an instrument or causing any instrument to be drafted.

3. Description

3.1. All Lots are sold and purchased 'as seen' and/or on an "as is where is basis" and "as is what is basis".

3.2. A Lot is sold 'as seen' sold and purchased for what it is and with all its faults (if any) and without any condition, warranty or other term (whether expressed or implied and whether implied by statute, common law, custom or otherwise) as to the age, description, mileage, (which may not be that shown on the odometer), suitability, fitness for purpose, registrability, insurability merchantable quality or roadworthiness of the Lot.

3.3. The descriptions of each Lot, whether made orally or in the catalogue, are expressions of opinion and not representations of fact. Illustrations in the catalogue are solely for guidance and must not be relied upon in any manner whatsoever.

3.4. Many Lots are of an age and nature which precludes their being in pristine condition and some catalogue descriptions make reference to damage and/or restoration. Such information is given for guidance only and the condition of any Lot and the nature and extent of any damage and/or restoration should be confirmed by the Buyer by examination prior to the sale.

3.5. All prospective purchasers must satisfy themselves prior to bidding, as to the condition, colour, age and all other matters relating to any Lot, and no claims will be accepted in respect of any such matter.

3.6. Every effort is made to ensure that the Lots listed in the catalogue will be available for sale, and offered for sale in catalogue order. No responsibility can be accepted by Historic Auctions for variations and omissions due to circumstances beyond the control of Historic Auctions.

3.7. Historic Auctions will provide details and information to the best of its abilities, and cannot be held liable for any information that is erroneously provided or not mentioned. Any statement by Historic Auctions does not constitute a representation, warranty or assumption of liability of any kind.

3.8. Historic Auctions does not take responsibility for any material produced by a third party i.e., design, catalogue, photographer, etc and colour/s, texture can vary in actual.

4. Registration of Bidder

4.1. Participation in an online or an offline auction held on the Website is only permitted to those users who have created an account with Historic Auctions after successfully completing the registration process.

4.2. As part of the registration process, users are required to provide Historic Auctions with certain personal details and to update such details promptly in case of a change so that the records are current, complete and accurate. It is the user's responsibility to ensure that all information provided by them correct, is valid and current.

4.3. In order to create an account, users are obliged to provide details which include but are not limited to:

4.3.1. Name and postal address.

4.3.2. Valid e-mail address and telephone/mobile phone number.

4.3.3. Banking information, Pan, Aadhar, GST where applicable.

4.3.4. Certificate of incorporation/registration along with proof of being its authorised representative (in case of a company/partnership).

4.3.5. All questions under the registration form must be answered properly and correctly and any required copies must be enclosed.

4.4. Once the registration formalities have been completed, Historic Auctions reserves the right to verify the details provided. Only if such information has been successfully verified by Historic Auctions to its satisfaction, will the users receive the email confirming the creation of the account.

4.5. In addition to details mentioned under Clause 4.3, Historic Auctions may require advance deposit of an amount determined in the discretion of Historic Auctions, from a user before confirming his/her registration to a bidding process.

4.6. In the event that Historic Auctions fails to verify the details provided, Historic Auctions may in its sole and unfettered discretion immediately terminate such account.

4.7. Historic Auctions reserves the right to request additional information/financial reference from a user. In the event that a user fails to provide such details, Historic Auctions may in its sole and unfettered discretion immediately terminate such account.

4.8. A registration can be deleted at any time without giving prior notice to Historic Auctions. In such a case, all registered data will be permanently deleted, as long as they are not required for an ongoing bidding process or the completion for an already completed transaction. The deletion takes place only when all transactions have been completed to the satisfaction of Historic Auctions.

4.9. Once you have registered you should keep your account details strictly confidential and you must not permit any third party to use or access your account on your behalf. You will be liable for any and all bids made via your account.

5. The Auction

5.1. Eligibility to bid:

5.1.1. Registered Users must renew KYC for each auction in order to participate in the bidding process. Registered Users who have not registered for any auction may be able to view the auction live on the Website, but will not be allowed to bid at the auction.

5.1.2. Registered Users may register for each auction by complying with KYC registration and making the necessary advance deposit.

5.1.3. Please note that you must be registered at least 2 Business Days prior to the start of any auction or you may not be able to bid online in that auction.

5.1.4. Once you have successfully registered for a particular auction, you will be eligible to bid for available Lots.

5.1.5. Permission to bid is given at Historic Auctions' discretion, and if given may be revoked at any time.

5.1.6. During a bidding process, you can bid for a Lot by clicking the 'Bid' button. Each bid will be final and binding as soon as you click the said button.

5.1.7. By bidding at Historic Auctions, the bidder enters into an irrevocable offer to buy the Lot that has been bid on. Should the bid be successful, the Buyer agrees to pay the Hammer Price plus the Buyer's premium, all applicable taxes, plus any additional charges relating to shipping, storage, insurance, import-export permissions and bank transfer fees.

5.2. Absentee Bids

5.2.1. In the event that a party is bidding on a third person's behalf, it is the party's responsibility to ensure that all paperwork explaining the transaction and relationship has been completed prior to the sale as per Historic Auctions' registration requirements.

5.2.2. All absentee bidders need a completed and signed form acknowledged by Historic Auctions in order for them to be accepted. All absentee bidders must complete the registration and KYC requirements.

5.2.3. Absentee bids will be carried out by Historic Auctions on behalf of the client. Historic Auctions does not accept any liability in the unlikely event that the bid is not executed or executed incorrectly.

5.3. Miscellaneous

5.3.1. In the event Historic Auctions has two bids of identical values and there have been no higher bids, the bid received on the earlier date / time will be given preference.

5.3.2. Historic Auctions does not accept any liability for online and / or mobile bids that

are not accepted or not executed correctly. In the event that there is a technical problem on the Historic Auctions' website or mobile application, the auction will continue. Historic Auctions does not accept any liability for any technical problems incurred either on the website or on the mobile application during an auction.

5.3.3. Historic Auctions reserves the right to determine when online and mobile bids have been recorded.

5.3.4. Historic Auctions is not liable for any delay or time lag incurred in-between the time a bid is placed and is received by Historic Auctions, or, information regarding current bid amounts is received by bidders due to slow mobile networks or heavy traffic over internet lines.

5.3.5. Bidders accept full responsibility and liability for all bids submitted via their registered account.

5.3.6. Consignors are not allowed to bid on their own Lots in the auction.

5.3.7. In the event of a dispute, Historic Auctions reserves the right to re-offer the Lot and determine the successful bidder for the Lot.

5.3.8. Historic Auctions reserves the right to withdraw any Lot before or during an ongoing Auction, at its sole discretion.

5.3.9. Historic Auctions reserves the right to post-pone or extend any of its Auctions if it deems such action necessary, in its sole discretion.

6. Reserve Price

6.1. All Lots, unless specifically indicated otherwise, will be sold subject to a reserve price.

6.2. All reserves are kept confidential.

6.3. Historic Auctions may open the bidding by placing a bid on behalf of an absentee bidder. Historic Auctions may continue to bid up until the amount of the reserve, either by placing consecutive bids or by placing bids in response to other bidders.

6.4. In the event that neither an absentee bid nor a bid in the room reaches the amount of the reserve, the auctioneer will 'pass' the Lot and it will remain unsold.

7. Estimate Price

7.1. The Estimate Price of a Lot will be provided by Historic Auctions upon request. Such request may be denied at Historic Auction's discretion.

7.2. The Estimate Price given by Historic Auctions will only be a guide to the Bidders and do not indicate with any accuracy, the Purchase Price.

7.3. The Estimate Price given by Historic Auctions and the Hammer Price of the Lot at an Historic Auctions does not include:

7.3.1. Buyer's Premium at 10% of the Hammer Price; GST.

7.3.2. Any packing, insurance, shipping handling charges or taxes and duties in connection with the sale of the Lot.

8. Post-Sale Invoices

8.1. To find out if you have been successful in your bidding, you may check the results that are published by Historic Auctions online after an auction is over.

8.2. All successful bidders having made a deposit will make full payment within 15 days of the conclusion of the Auction or by cheque or bank transfer to guarantee their purchase.

8.3. Non-payment of all payments within 20 Business Days post the sale would lead to forfeiture of advance payments made.

8.4. All successful bidders will be sent an Invoice within 1 Business Days of the conclusion of the auction, to the email address provided in the Registration form and/or to any email address of the bidder known to Historic Auctions.

8.5. The Invoice will include the following:

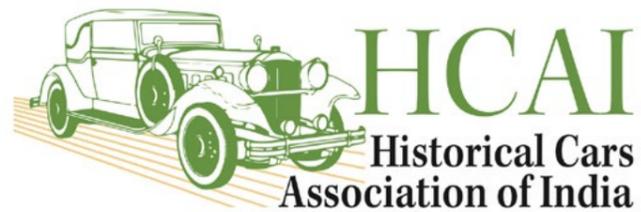
8.5.1. Winning bid price.

8.5.2. GST (at the rate applicable on each Lot at the time of the auction).

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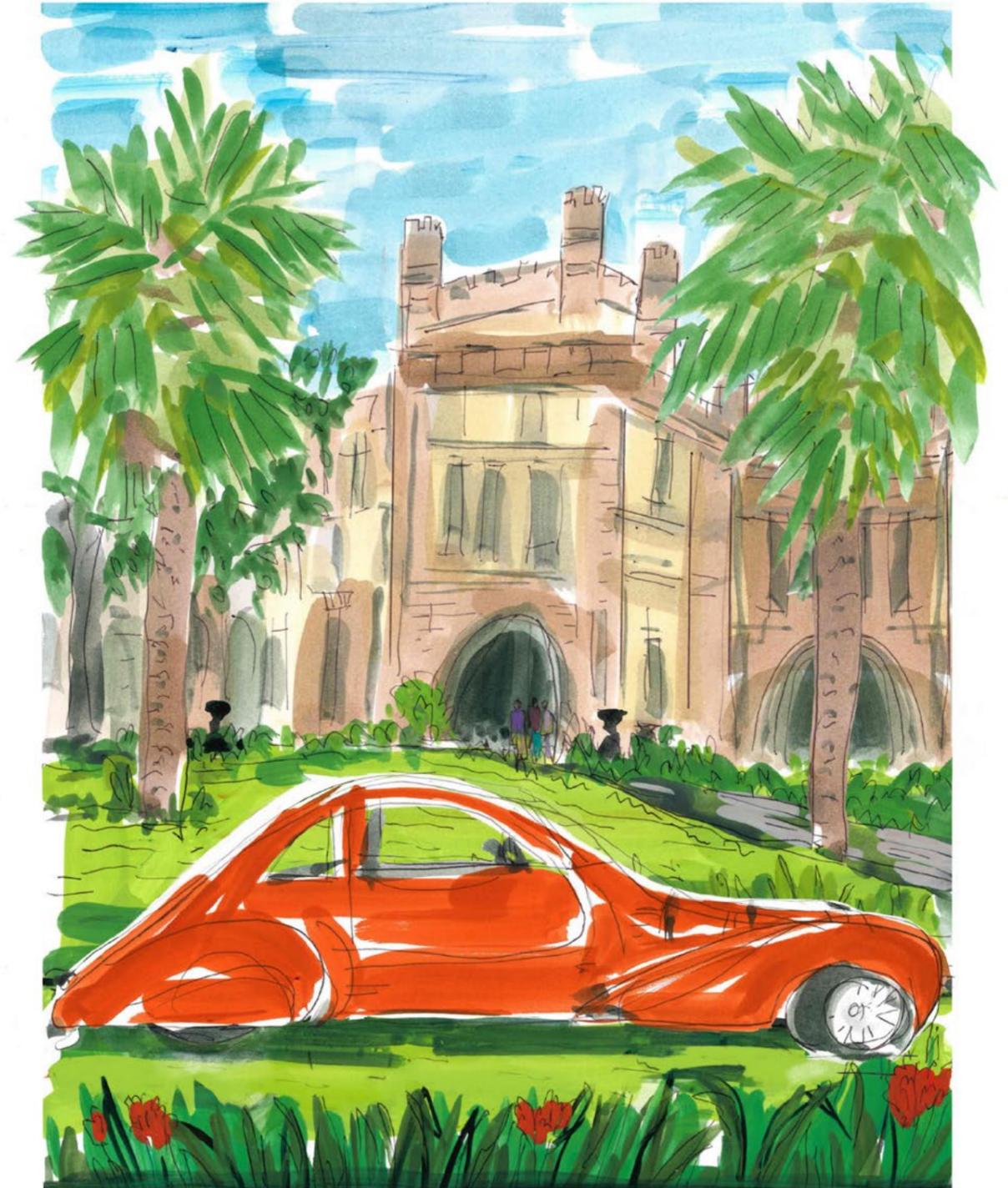
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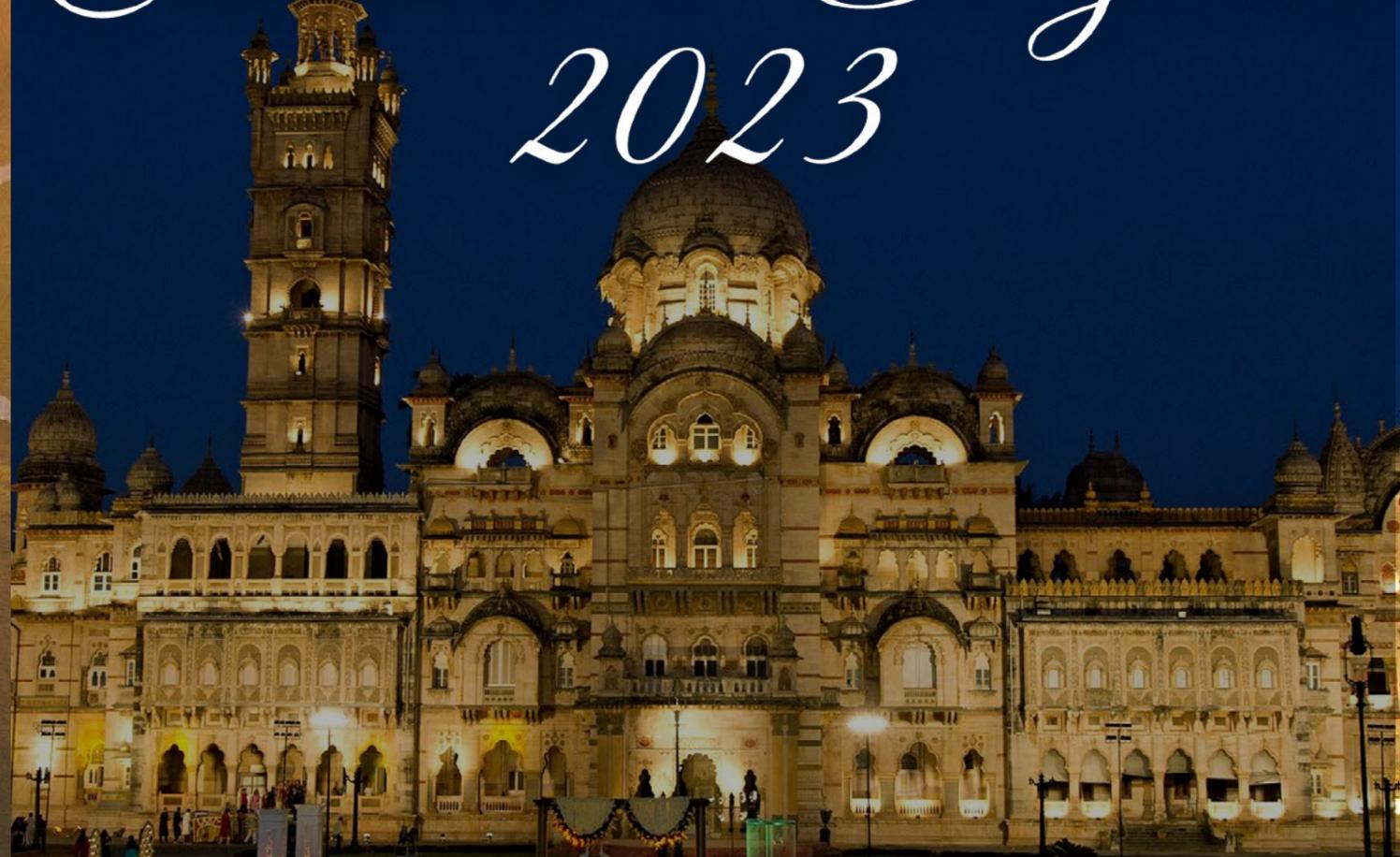


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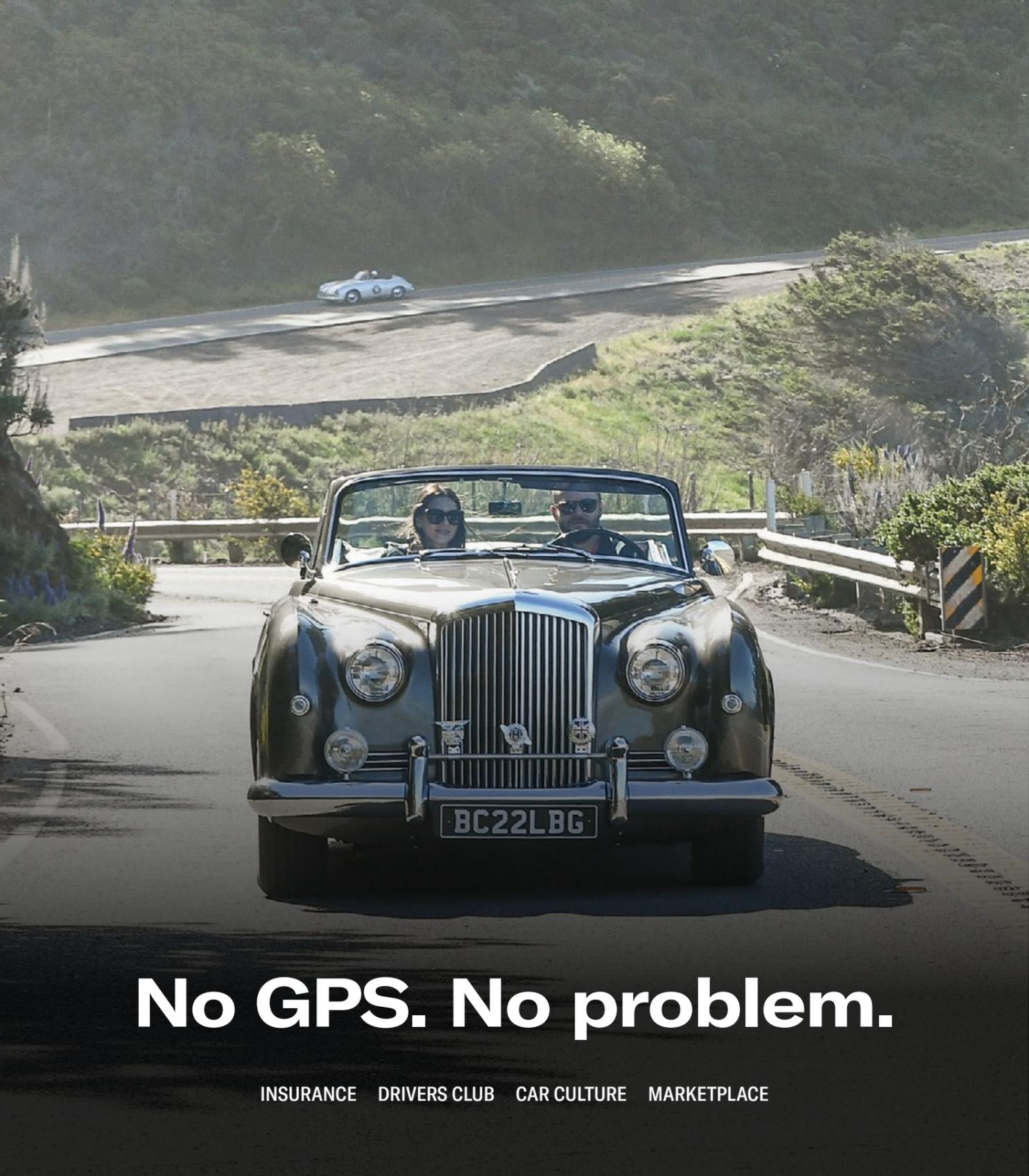
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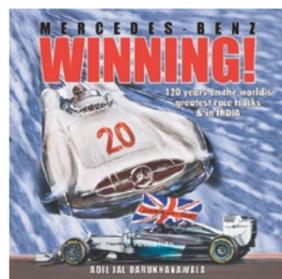
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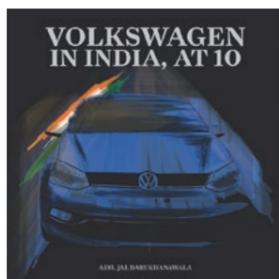
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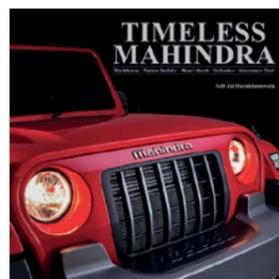
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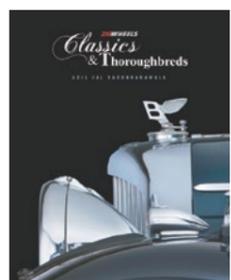
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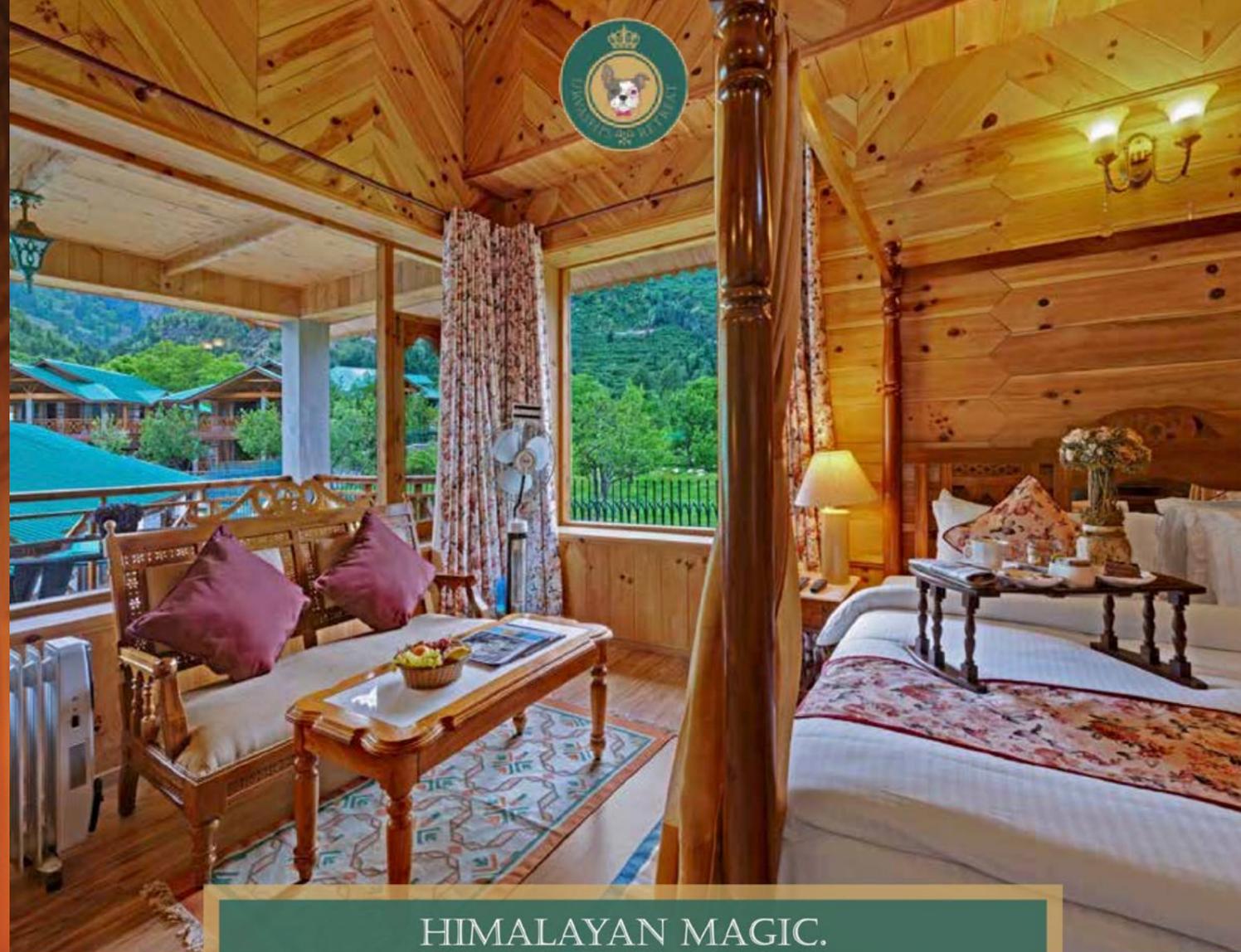


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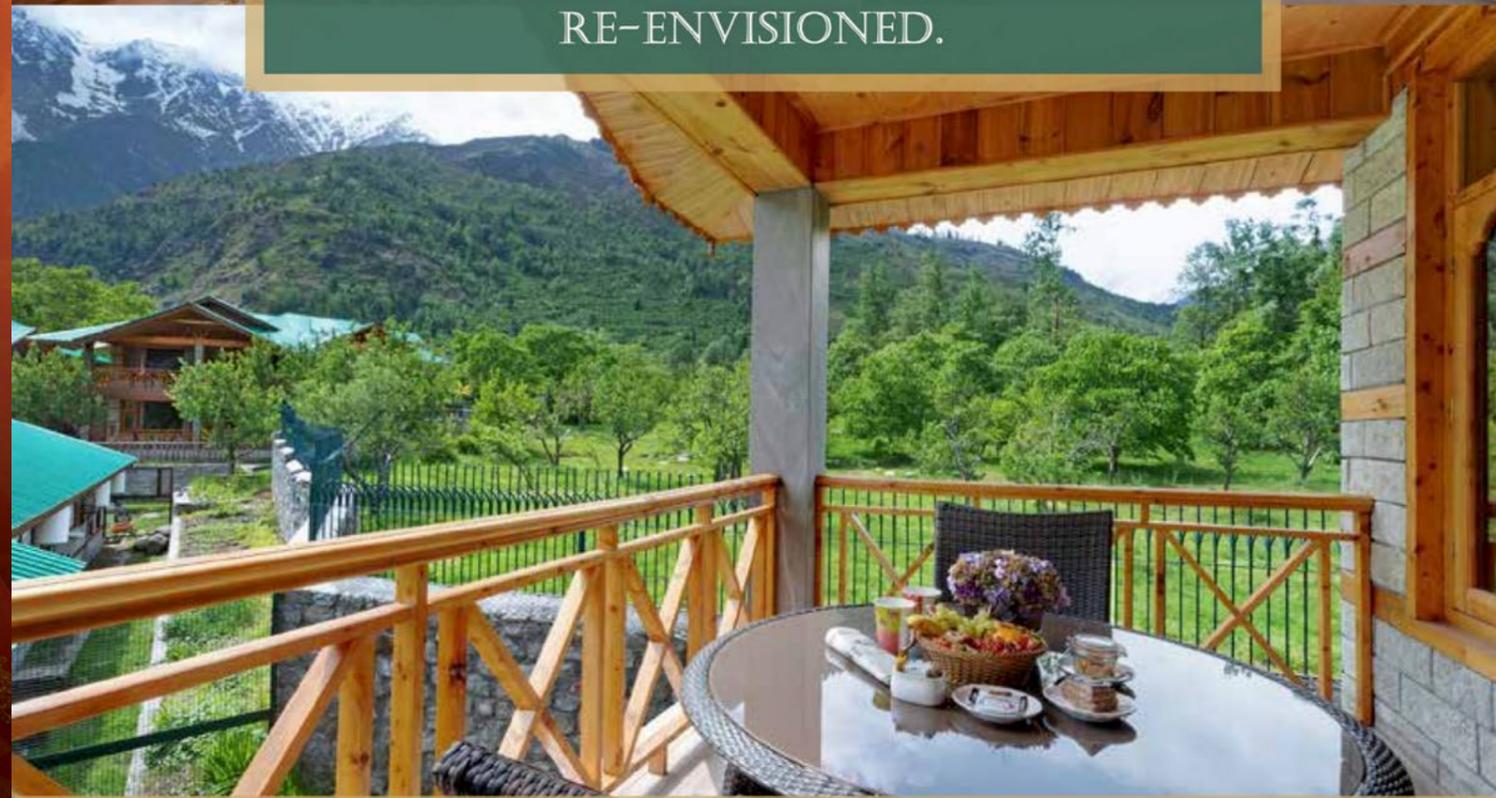
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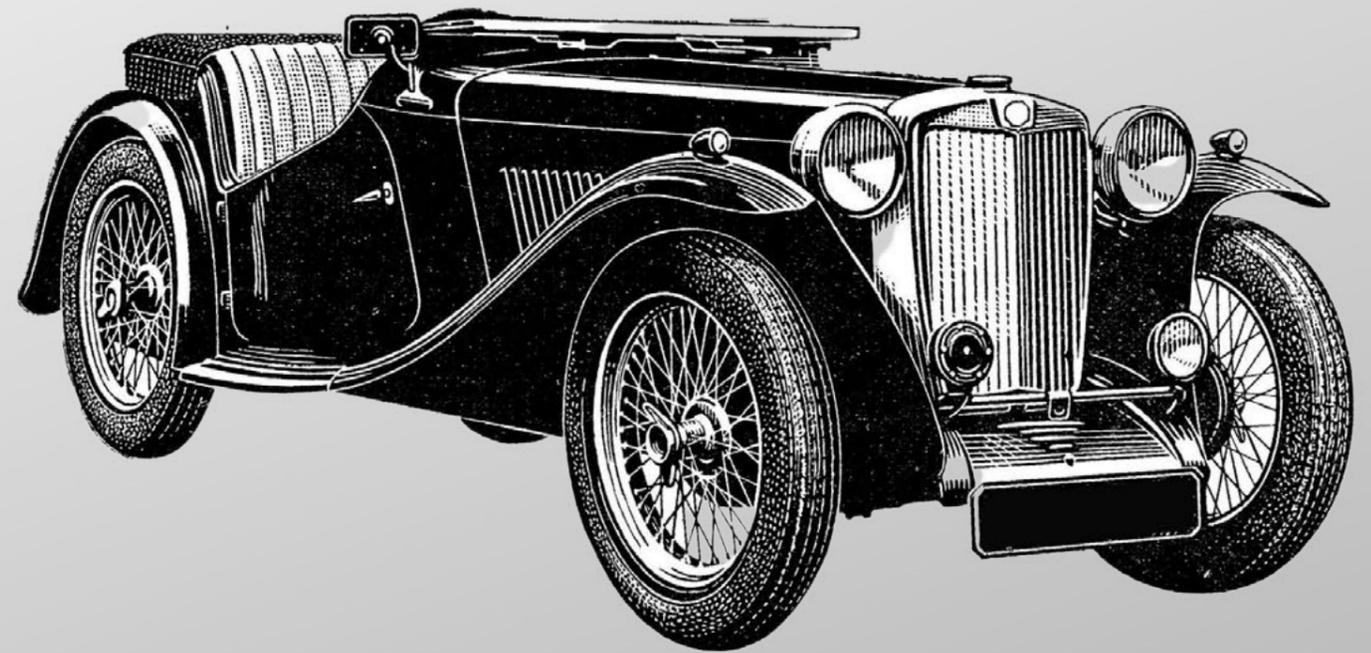
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