

AstaGuru

India's Premium Auction House

VINTAGE & CLASSIC CAR AUCTION

NOVEMBER 20 - 21, 2018



AstaGuru

India's Premium Auction House

www.astaguru.com

VINTAGE & CLASSIC CAR

November 20 – 21, 2018

Sale Guide

All bidding will take place on www.astaguru.com
All lots are published in this catalogue and may be viewed
on the website.

AUCTION DATES

Start :
Tuesday, November 20, 2018 10:00 am IST
(11:30 pm US Eastern Time November 19, 2018)

Close :
Wednesday, November 21, 2018 8:00 pm IST
(9:30 am US Eastern Time November 21, 2018)

Please Note that bidding closes at different times
according to lot groups.
These timings have been listed in the Bid Closing Schedule.



Institute of Contemporary Indian Art

**ALL LOTS CAN BE VIEWED
BY APPOINTMENT ONLY**

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AstaGuru

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BUYING AT ASTAGURU

Estimates

- Estimates are based on an average market value of the lot.
- These are provided only as a guide for buyers.
- Buyers should not rely on estimates as a prediction of actual price.
- Estimates do not include Auction House Margin.

Reserves

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

Auction House Margin

- There will be a 15% Margin calculated on the hammer price at the close of the auction.
- For all lots taxes are payable on the final price which includes the Auction House Margin at the applicable rate, included in the invoice.

Bidding

Pre-Registration and Verification.

- Prospective buyers should be registered and verified in order to bid.
- If you have registered before, you do not need to pre-register, your bidding account is active (Use your previous Login Id).
- Fill the form online in order to pre-register, or call AstaGuru.
- Once you have pre-registered a representative will call you to verify your details.
- If the representative cannot reach you, an email will be sent.
- Please note that if this process has not taken place you shall not be given bidding access.

- In case AstaGuru deems that it has not been provided with satisfactory information to give access for bidding, it will request a deposit of INR 5,00,000/- or the US\$ equivalent in order to give bidding access.

- AstaGuru.com reserves the right to give bidding access and can refuse bidding access as well.

- All registrations should take place 24 hours before the auction.
- Once your registration and verification is completed you shall receive an email confirming your bidding access along with your Login Id and password.

Absentee Bids

- You may place an absentee bid, by faxing the written bid form available online and in the printed catalogue. You may also place proxy bids online.
- All bids must come in 24 hours before the auction.

Opening Bid

- Opening Bid is the value at which the auction house starts the bidding of each lot.
- Opening bid is 10% lower than value of the lower estimate.

Bidding Online

- Once you have identified the lot that you would like to bid on, click on 'Bid Now' to confirm your bid at the value listed.
- This is where you participate in the bidding process, by entering the next valid bid each time you are out-bid.
- The next valid bid will be at a 10% increment in value of the last valid bid. Above Rs. 1,00,00,000/- or equivalent US\$ bid increment will be at 5%.
- All lots have bid history available to be viewed.

Bid Increments

- All bids will have an increment of 10% of the current valid bid. Above Rs. 1,00,00,000/- or equivalent US\$ bid increment will be at 5%.

Personalized Bid Notifications

- By clicking on 'My Bid Summary', which is your personalized bid page, you may choose how frequently you would like to be notified of a change on your bid status.

Bid History

- Bid history indicates the value recorded for each lot since the start of the auction.
- Bid History will not be displayed once the auction has closed.

Currency of Bidding

- Bids can be placed in US Dollars (US\$) or Indian Rupees (INR).

- Buyers in India must pay for their purchase in INR and all other buyers must pay in US\$.

Closing and Winning Bid

- Winning bid is the last and highest bid at which the lot has closed.
- No new bids can be placed after the close of a lot.
- The closing bid is considered the winning bid only if the bid exceeds the reserve price.
- All winning bids shall be posted on the website after the close of the auction.

Bid Cancellation

- Once any bid has been placed, it cannot be cancelled.
- AstaGuru reserves the right to cancel any bid in order to protect the efficacy of the bidding process.

Auction House Margin

- In addition to the hammer price, the buyer agrees to pay AstaGuru the Margin calculated at 15% of the winning bid value (hammer price) on each lot.

After the Sale

- If you have won a lot you shall be informed via email after the auction has closed.
- You shall there after receive an email stating hammer price & Auction house margin along with the related taxes.
- If you are the winning bidder, you are legally bound to purchase the item from AstaGuru. Please note, that purchases will not be shipped out until full payment has been received and cleared.

Invoicing

- All details for the invoice are to be provided prior to the auction.
- After the auction, the buyer as invoiced is required to pay the amounts in full (including the additional charges).
- No lot shall be sent without payment being made in full.

Shipping and Insurance

- Price estimates do not include any packing, insurance, shipping or handling charges, all of which will be borne by the buyer.
- Shipping will be charged on courier rates and are determined by the size, weight and destination of the package.

Duties & Taxes

- All duties and taxes shall be borne by the buyer.

Sale in India

- All sales in India shall attract GST of 18% on total margin of 20%.

International sales

- All lots in this auction are non exportable

Payment

- Buyers will be required to complete payment within a period of 7 business days from the receipt of the invoice via email.
- Any delay in payment will be liable for a 2% interest charged per month and a storage charge of 2% per month.

Delivery / collection of purchase

- Works will be shipped within 7 days of the payment being cleared.
- Buyers may choose to collect their purchase from AstaGuru in Mumbai within 7 days from the date of the sale.
- Buyers who have completed payment formalities and have not taken delivery of their art works from AstaGuru within 30 days of the completion of payment formalities, will be charged demurrage @ 2% per month on the value of the artworks.

Participate in our next auction

- If you are interested in consigning works from your collection to our next sale, please contact us at contact@astaguru.com or at the auction help desk +91 22 2204 8139.
- If you would like to stay informed of AstaGuru's upcoming events, please register with us online.

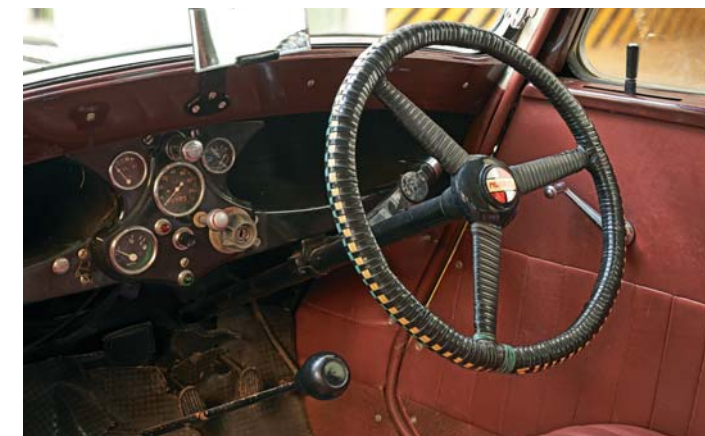




The more modern design of the Morris was reflected in the superior performance of its hydraulically operated 8-inch drum brakes. The Morris also scored over its Ford rival by incorporating an electric windscreen wiper rather than the more old-fashioned vacuum powered equivalent, while its relatively wide 45 inch track aided directional stability on corners.

Morris Motors Limited was a British privately owned motor vehicle manufacturing company formed in 1919 to take over the assets of William Morris's WRM Motors Limited and continue production of the same vehicles. By 1926 its

production represented 42 per cent of British car manufacture — a remarkable expansion rate attributed to William Morris's practice of buying in major as well as minor components and assembling them in his own factory. Self-financing through his enormous profits Morris did borrow some money from the public in 1926 and later shared some of Morris Motors' ownership with the public in 1936 when the new capital was used by Morris Motors to buy many of his other privately held businesses. Until 2014 Morris Oxford vehicles (based on the 1954-59 Oxford) were manufactured with periodic enhancements in India by Hindustan Motors as the Ambassador.



Lot No. 1

MORRIS 8 1937

Chassis No. SE134062

Engine No. 134557

Engine Type : Petrol / 4 Cylinder side valve

Engine Power : 8 HP

Transmission : Manual

Top Speed : 70 KMPH

Body Type : Saloon

Last Date of Restoration : 2013

Tenure of Current Owner : 27 Years

First Registration Date: 01/05/1937

Rs. 8,00,000 – 12,00,000

US\$ 11,594 – 17,391

Provenance : Property from M F Husain's family collection.

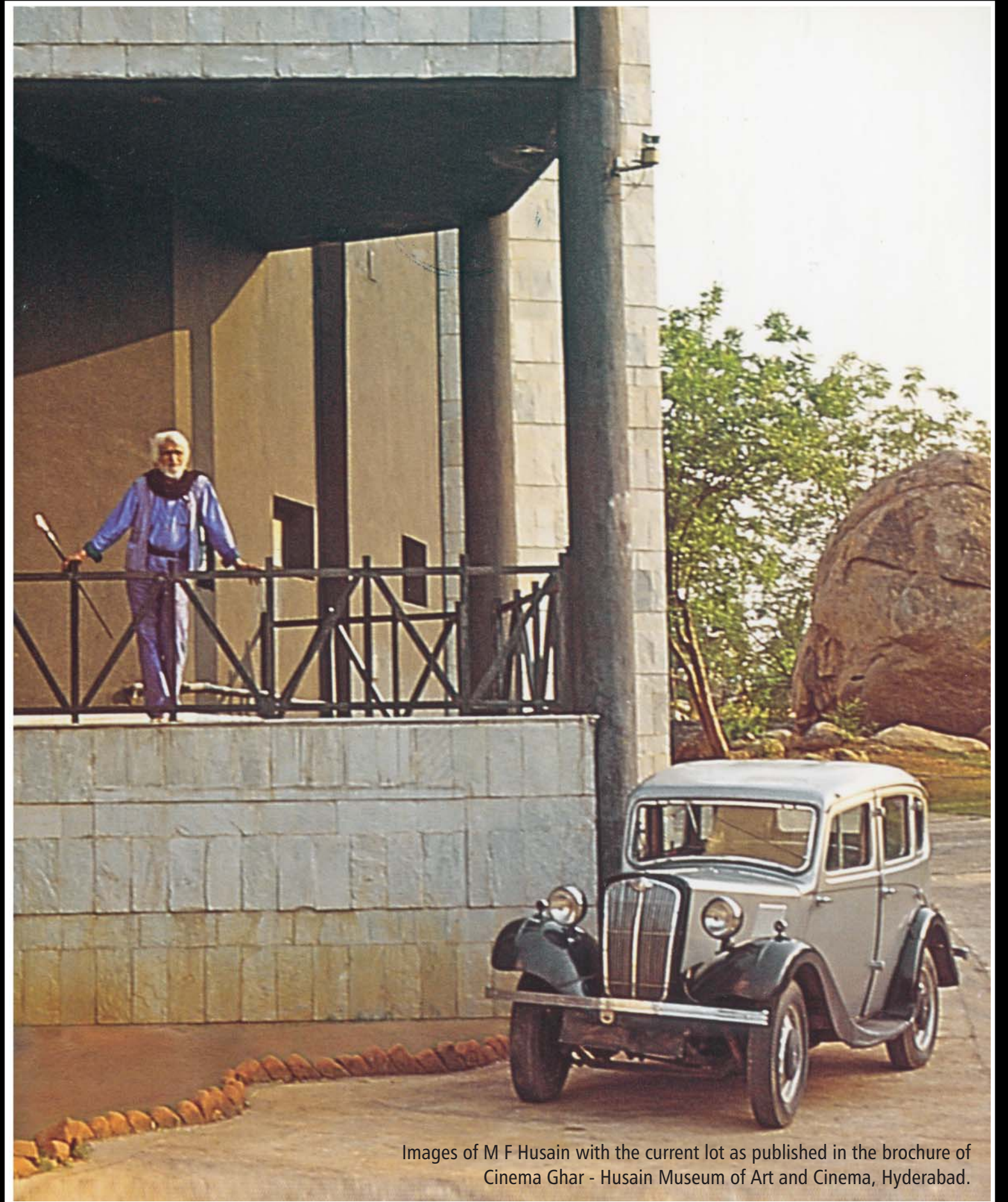
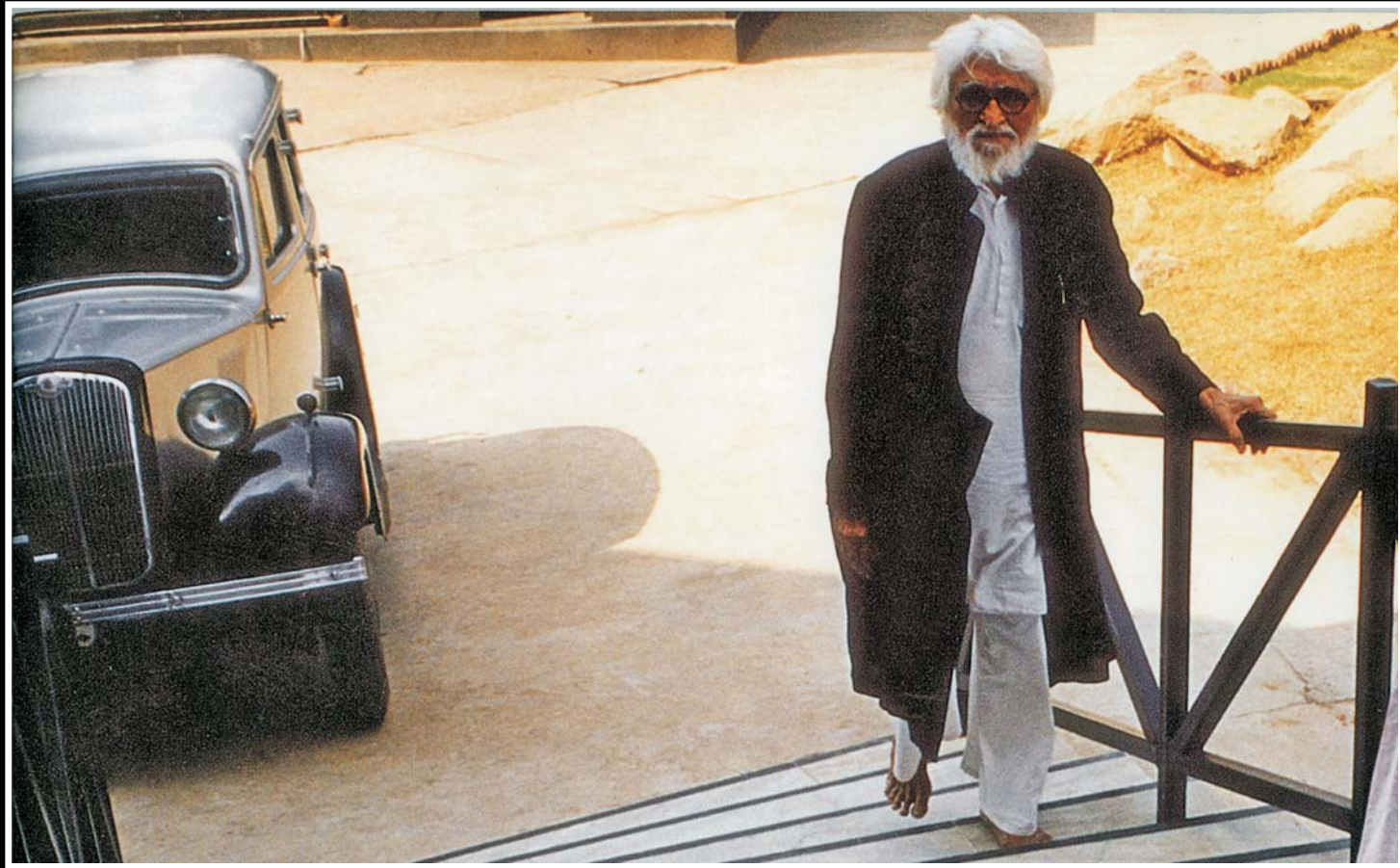
This lot cannot be exported out of India.
(payment only in Indian Rupees)

The Morris Eight is a small family car that was manufactured by Morris Motors from 1935 to 1948. It was inspired by the sales popularity of the Ford Model Y, styling of which the Eight closely followed. The success of the car enabled Morris to regain its position as Britain's largest motor manufacturer. This car belongs to the series I designation that was used from June 1935 in line with other Morris models. Cars made before this are known as pre-series.

The car was powered by a Morris UB series 918 cc four-cylinder side-valve engine with three-bearing crankshaft and single SU carburettor with maximum power of 23.5 bhp (17.5 kW). The gearbox was a three-speed unit with synchromesh on the top two speeds and Lockheed hydraulic brakes were fitted. Coil ignition was used in a Lucas electrical system powered by a 6-volt battery and third brush dynamo. The body, which was either a saloon or open tourer, was mounted on a separate channel section chassis with a 7 feet 6 inches (2.29 m) wheelbase.

The chrome-plated radiator shell and honeycomb grille were dummies disguising the real one hidden behind. For buyers of complete cars, the models available ranged from basic two-seater to the four door saloon with "sunshine" roof and leather seats. Compared with the similarly priced, but much lighter and longer established Austin 7, the 1934/35 Morris Eight was well equipped. The driver was provided with a full set of instruments including a speedometer with a built in odometer, oil pressure and fuel level gauges and an ammeter.





Images of M F Husain with the current lot as published in the brochure of Cinema Ghar - Husain Museum of Art and Cinema, Hyderabad.





Lot No. 2

DODGE KINGSWAY 1956

Chassis No. 14254576

Engine No. DP28PA2768

Engine Type : Petrol / Straight 6 Cylinder

Engine Power : 3572 CC

Transmission : 3 Speed Manual

Top Speed : 120 KMPH

Body Type : Saloon

Last Date of Restoration : 2015

Tenure of Current Owner : 10 Years

First Registration Date : 14/05/1956

Tax Payment Detail : 13/05/2019

Rs. 22,00,000 – 26,00,000 | US\$ 31,885 – 37,681

Provenance : Private Mumbai based collection.

This lot cannot be exported out of India.
(payment only in Indian Rupees)

The Dodge Kingsway model was built by Dodge exclusively for export markets. The Kingsway name was adopted for the 1946 models. Prior to that, the export models based on Plymouth models that had no unique model names. Kingsway models were rebadged Plymouth vehicles, although they were often equipped with Dodge bumpers and trim. The 1950s represented a decade of power for Dodge and the car manufacturer also implemented several improvements to the aesthetics, functionality and capability of Dodge vehicles. Engines got stronger and more powerful, and styling became sleeker, and were termed the "Forward Look".

Vehicles with the "Forward Look" were incorporated with enlarged fins, lowered rooflines and shorter decks, while the flathead six-cylinder engines were sourced from Chrysler in Canada. A lot of the

enhanced design credit goes to Virgil Exner. He was hired as the new design chief at Chrysler in the year 1953 and contributed to the creation of the idiosyncratic look of that era which indefinitely reflects in this car. The car also expresses the raw power and force which was a prominent factor of that time period. The paint job of the car reflects the sentiments of the era discussing the importance of colour depicting attributes of the car's holistic persona.

The first export models were made in 1935, and they continued through the 1959 model year, with many different body styles and variations depending on the market they were intended for and which Plymouth models were available at the time. They were built in either Detroit, Michigan, or in Windsor, Ontario, Canada. With the introduction of the Dodge Dart for 1960, the Kingsway line was discontinued.





Lot No. 3

AMBASSADOR 1960

Chassis No. 1117614

Engine No. 0E1151

Engine Type : 4 Cylinder Petrol

Engine Power : 1495 CC

Transmission : Manual

Top Speed : 90 MPH

Body Type : Saloon

Last Date of Restoration : 12/2016

First Registration Date: 08/01/1962

Tax Payment Detail : - 05/08/2020

Rs. 6,00,000 – 7,00,000 | US\$ 8,696 - 10,145

Provenance : Property of a private Mumbai based collector.

This lot cannot be exported out of India. (payment only in Indian Rupees)

The Ambassador was manufactured by Hindustan Motors of India. It was in production from 1958 to 2014 with few improvements and changes over its production lifetime. In all actuality the Ambassador was based on Morris Motors 'Oxford Series III' model, first made by Morris Motors from 1956 to 1959. In 1956 Morris Motors sold the rights and tooling to Hindustan Motors as it had done for its previous Series - I and Series - II models which were sold by Hindustan Motors as Hindustan 10 and Landmaster. The automobile was manufactured by Hindustan Motors at its Uttarpara plant near Kolkata, West Bengal and at Sriperumbudur near Chennai, Tamil Nadu.

In 1957, Hindustan Motors, to further their existing collaboration with Morris Motors, who by then had become British Motor Corporation after a merger with Austin Motors, entered into an agreement to manufacture 1956 Morris Oxford series III in India. All the



tooling was transferred to Uttarpara plant in India. The car was rebadged as Ambassador, later known as Mark 1 which was launched in mid-1957. Throughout the evolution of the Ambassador, fondly called as the "King of Indian Roads", the model underwent significant transformation. Precisely there were 9 models introduced and manufactured through its production lifespan, commencing with Mark I - First generation, while the last model was called Ambassador Encore which was launched in 2013. This particular car is part of the seminal Mark I - First generation series and therefore has a special place reserved in the history of Indian automobiles. The model included deep headlamp cowls and small rear wing. The dashboard and steering wheel were completely redesigned. The Landmaster's flat-plane two-spoke steering wheel gave way to a dished steering wheel with three spokes made-up of four wires per spoke, for the Ambassador. Also a new, dimpled bonnet made its debut. These models had an Austin Motors derived 1476 cc side-valve petrol engine. In 1959 the side-valve engine was replaced by a 1489 cc, 55 bhp overhead-valve BMC B-series petrol engine. The car was quite spacious due to its semi-monocoque design which was quite an advancement in the early 1950s in vehicle engineering. The car was designed by Alec Issigonis whose other famous designs were Mini and Morris Minor. On 11 February 2017, Hindustan Motors executed an agreement with PSA Group for the sale of the Ambassador brand, including the trademarks.









considerably more power than the previous six-cylinder engine with 24 kW (32 hp). The increased speed performance of the 170 V was also 18 km/h higher than that of the preceding model.

The 170 V was an extremely comfortable car. This was ensured by the incorporated independent suspension, as well as because of the spaciousness of the interior. Another major factor was the sophisticated engine mounting. The 'floating engine', as it was officially known, was mounted on

the frame at two points where the oscillation axis passed through the centre of mass. The Mercedes-Benz 170 V was available in numerous body variants, typically reflecting the popular taste at the time, such as two-door saloon, four-door saloon, four-door convertible, roadster, Cabriolet A, Cabriolet B and open tourer. The 170 V was also used as a basis for sporty derivatives and military vehicle. As a package with outstanding attributes, the Mercedes-Benz 170 V became a runaway success right from the start, making it the brand's most successful passenger car till that date.



Lot No. 4

MERCEDES BENZ 170 V 1951

Chassis No. 1360403181/51

Engine No. 13692202814/51

Engine Type : Petrol 4 Cylinder

Engine Power : 20 BHP / 2874 CC

Transmission : Manual

Top Speed : 90 MPH

Body Type : Saloon

First Registration Date : 11/08/1952

Rs. 20,00,000 – 25,00,000

US\$ 28,986 – 36,232

Provenance : Property of a private Mumbai based collector.

This lot cannot be exported out of India. (payment only in Indian Rupees)

The Mercedes-Benz 170 V has a special place in the history of this seminal car maker. This specific model is considered to be one of the forebears of the illustrious Mercedes-Benz E-Class series. The Mercedes-Benz 170 V was first presented on the 15th of February, 1936 at the International Automobile and Motorcycle Exhibition (IAMA) in Berlin. The brand exhibited the completely newly developed 170 V (W 136), an extremely modern vehicle in the upper medium class. It boasted features such as enhanced driving comfort, downsized and lightweight construction. Another factor that impressed was its new four-cylinder engine and spacious interior despite compact dimensions.

With the 170 V, the developers took a completely new approach to automobile design within comparatively compact dimensions. The chassis was based on an oval-tubular X-frame which was more torsionally rigid and also 80 kilograms lighter than a comparable box-frame. All in all the total weight was reduced (depending on the body type) compared to the direct predecessor, the Mercedes-Benz 170 (W 15) of 1931. The 170 V was powered by a new four-cylinder engine with a displacement of 1.7 litres and an output of 28 kW (38 hp) – it had two fewer cylinders, but







Lot No. 5

FIAT 1100 1963

Chassis No. 103H1019830

Engine No. PA5827

Engine Type : Petrol 4 Cylinder

Engine Power : 11 BHP

Transmission : Manual

Top Speed : 140 KMPH

Body Type : Saloon

Last Date of Restoration : 2016

First Registration Date : 23-07-1963

Rs. 4,00,000 – 6,00,000

US\$ 5,797 – 8,696

Provenance : Property of a private Mumbai based collector.

This lot cannot be exported out of India.
(payment only in Indian Rupees)

The Fiat 1100, also known as the Fiat Nuova 1100 was unveiled during the 1953 Geneva Motor Show. Unlike its predecessor the 1100 E, this particular model was designed with a modern four-door saloon pontoon body topping new unibody construction. The all-new unibody replaced the pre-war, body-on-frame that was used prior to this design alteration. The Fiat 1100 became a very desirable family car and after its introduction in 1953, the production continued till 1969. However during the course of its lifespan the 1100 was changed steadily and was eventually replaced by the new Fiat 128 in 1969. The Fiat 1100 D also found a long life in India, where Premier Automobiles continued to build the car until the end of 2000. Therefore the Fiat Nuova 1100 (current lot), is special and commands a higher degree of reverence since one of its offspring gave India a car which was loved and adored by the country.

It was not just the 1100 new design ergonomics which were impressive, its engine was well-tested and enhanced as well. The elongated period of the 1100 E production which debuted in 1937 inspired the Italian manufacturer to update the engine at the time of the launch of the Fiat. The upgrade was known as type 103.000,

this engine type was powered with 1,089 cc, holstered on an overhead valve four-cylinder, fed by a single Solex or Weber downdraught carburetor. The total output accounted for 36 PS CUNA and produced 4,400 rpm. The 4-speed manual transmission had synchromesh on the top three speeds and a column-mounted shifter, which was a prevailing automobile fashion trend of that era. The model's top speed was tracked at 116 kmph.

The interiors of the car defined the two versions that were offered, the grandeur Tipo B which is the current lot's grade came in a choice of colours and interior fabrics, and another option was to order factory-fitted whitewall tyres & radio. The base version called, Spartan Tipo A was only available in a grey-brown paint colour, had separate front seats instead of a bench, reduced and lacked a heater and ventilation. A distinguishing feature of 1100 were the doors, both hinged on the centre pillar; this would only change in 1960, when the 1100 started to adopt the more modern bodysell of the Fiat 1200 saloon.







The current lot retains the quintessential attributes of the Commander which includes a distinctive bumper, carried over from 1949 and also flaunted longer front fenders and large headlight bezels, as well as a distinctive jet-style hood ornament. Furthermore, not on the core V8 engine but also the minimalistic paint job of this particular car spews the aura of American muscle and masculinity. In the year 1953 road test done by Popular Mechanics, the Commander achieved a 0-60 mph track in 17.9 seconds and was rated as getting 26.1 mpg at 30 mph.



In 1955, Studebaker reintroduced the President name for its premium models and Commander was applied to the more rugged and raw products. The Commander line was extended with the introduction of a lower-priced Custom sub-series, being basically a Champion with a V8 engine. Studebaker placed the name on hiatus at the end of the 1958 model year, making this car among those to have rolled out of the production line during the phase out years. This Commander from the year 1957 without a doubt ambers the essence of American Muscle at its thrust.



Lot No. 6

STUDEBAKER COMMANDER 1957

Chassis No. 8449051

Engine No. HY61302

Engine Type : V8 / Petrol 8 Cylinder

Engine Power : 4600 CC

Transmission : 3 Speed Manual

Top Speed : 125 MPH (Binocular Speedometer)

Body Type : Saloon

First Registration Date: 05/10/1957

Tax Payment Detail : 28/12/2019

Rs. 28,00,000 – 32,00,000

US\$ 40,580 – 46,377

Provenance : Property of a private Mumbai based collector.

This lot cannot be exported out of India.

(payment only in Indian Rupees)

Studebaker Commander was the model name assigned to several automobiles produced by the Studebaker Corporation. A symbolic reference of sorts, Studebaker began using the Commander name in the year 1927 and continued to use it until 1964, except for the year 1936 and during the years 1959 through 1963. The name was applied to various products in the company's line-up from year to year.

As the name suggests the Commander imposed its presence on the road and with the raw and brute force of the V8 it indeed commanded attention and awe. The name and legacy of the Commander model was as such that it inspired the company to drop the President models and they reintroduced the Commander model upon the dawn of World War II. This time round however the Commander was again elevated in the lineup. Studebaker also again rolled out an extended wheelbase model of the Commander, the Land Cruiser.

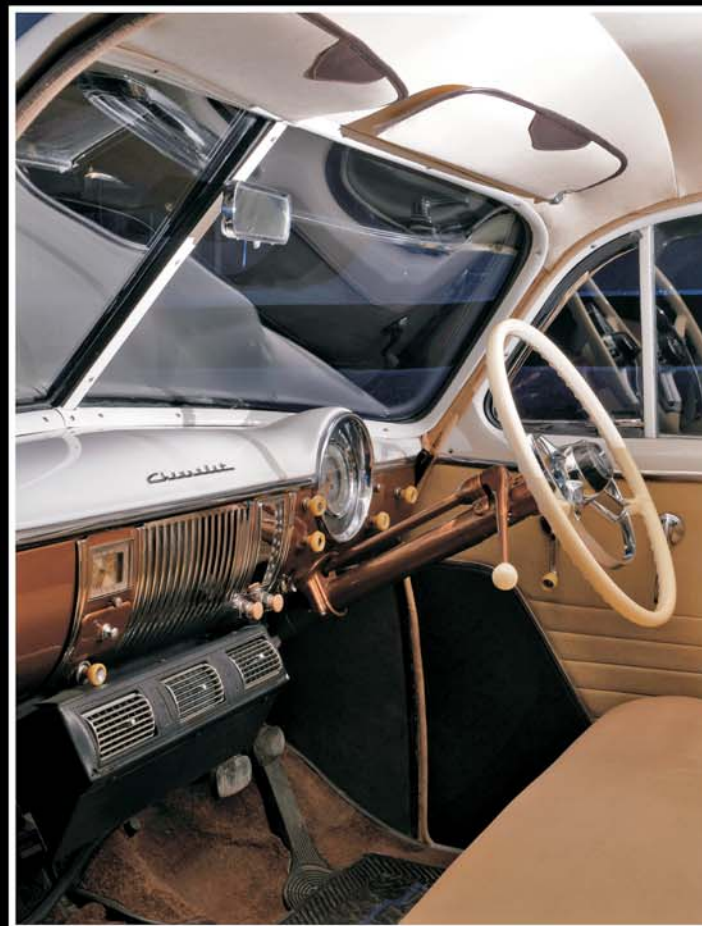






MAIN HYDRANT LINE







Lot No. 7

CHEVROLET STYLELINE DELUXE 1951

Winner of the "Best Restored Post War Car" at the Annual Vintage Car Fiesta - hosted by VCCCI.

Chassis No. IB512103670
 Engine No. JAN454070
 Engine Type : Petrol 6 Cylinder
 Engine Power : 3500 CC
 Transmission : 3 Speed Manual
 Top Speed : 100 MPH
 Body Type : Saloon
 Restorer : Marespand Dadachanji
 Last Date of Restoration : 2016
 Tenure of Current Owner : 6 Years
 First Registration Date : 13/06/1951
 Tax Payment Detail : 05/01/2023
 Club Affiliation : VCCCI

Rs. 25,00,000 – 30,00,000 | US\$ 36,232 – 43,478

Provenance : Property of a private Mumbai based collector.

This lot cannot be exported out of India.
 (payment only in Indian Rupees)

This Chevrolet Styleline Deluxe model from the year 1951, recently completed a road trip from Mumbai across Gujarat and Rajasthan and back to Mumbai. Furthermore it also won the "Best Restored Post War Car" at the annual Vintage Car Fiesta - hosted by The Vintage and Classic Car Club of India. The restoration of the car was carried out by Marespand Dadachanji - India's ACE classic and vintage car restorer and winner of multiple awards at the Pebble Beach Concours.

In the year 1949, all the Chevrolets got the first new styling after the war. The Deluxe was the brand new upper-end model for Chevrolet. After the end of the 1952 model year, the old nameplates, Special and Deluxe were retired, and changed to 150 and 210, respectively. The exterior sported smooth curves with chrome and stainless trim. The interior had cloth bench seats and a metal dash, sometimes with a simulated burl wood grain.

The Chevrolet Styleline was considered to be among the best-looking GM products produced. Built with precision, the model also functioned with updated power, with the arrival of Powerglide two-speed automatic. This gave the Chevy Six increased displacement along with 15 percent more horsepower. Advertisements at the time indicated that the new Chevrolet Styleline and Fleetline models were 'more beautiful than ever'. The vehicles continued on as before with a 105-horsepower, 235.5-cubic-inch engine for those that came with Powerglide.

Parts and Accessories Imported and Installed During Restoration.

- Engine Rebuild
- New 3 speed transmission - Imported from USA
- Imported White Wall Tyres
- New model correct Hubcaps and full wheel rings
- Suspension overhaul
- Factory Correct Design - New Upholstery
- NOS Motorola Radio Head
- HEI Electronic Distributor
- HEI Ignition Coil
- Imported Correct Aluminium Radiator
- Chevrolet Powermaster Reduction Starter
- New Chrome
- Standex metallic Paint
- New Brake Master Cylinder and Wheel cylinders
- Chevrolet Logo Rubber Mats
- Complete Steele Rubber Kit - Imported and Installed
- Newly cast and chromed hood ornament and dickey emblem
- New Headlight rings and park light surrounds
- Factory accessory Fender Spats
- New Imported Windscreen
- New Toughened glass - all around
- New Interior Knobs and dash kit
- New Meter Cluster Lens
- New Factory accessory - rear fender spears
- New Factory accessory - Butterfly steering wheel
- Aesthetically installed Air conditioning for added comfort







Lot No. 8

CHRYSLER AIRSTREAM 1936

Chassis No. 13158/1936

Engine No. 17842

Engine Type : Petrol 5 Cylinder

Engine Power : Petrol 3.5 Litre

Transmission : Manual

Top Speed : 120 MHP

Body Type : Saloon

First Registration Date : 10/04/1936

Tax Payment Detail : 06/06/2019

Rs. 35,00,000 – 40,00,000 | US\$ 50,725 – 57,971

Provenance : Property of a private Mumbai based collector.

This lot cannot be exported out of India.
(payment only in Indian Rupees)

The Airstream model by Chrysler salvaged the company's previous offering called the Airflow. The public acceptance of Airflow was very limited and therefore the automobile giant took immediate steps as rectification and unveiled the Airstream. Although the Airstream uplifted the sales slump, the production was limited to two year, which makes the Airstream superlatively rare and desirable. The current lot is from the Airstream's last year of production that being 1936.

The Airstream was a conventional looking automobile that was trimmed to evoke a feeling of streamlined design, and was a more compact and sleek luxury car in comparison with the larger Imperial. The Airstream was based on the 1933 Chrysler "CO" model, which was carried over into the 1934 model year as the Chrysler "CA". When the Airflow failed to capture the attention of the buying public, Chrysler retrimmed the "CA", gave the car rear fender skirts, and rolled out a model that immediately struck a chord with the Depression-era buyers. During its two years of production, the Airstream outsold the Airflow five to one in its first year, and nearly nine to one in 1936.

The design of the Airstream was created under the direction of Raymond Dietrich, a revered custom body designer. The former coachbuilder guided Chrysler's design team out of the Airflow era and the product of his directives was indeed appreciated by the masses. The public agreed with the design of the Airstream, subsequently the production of the Airflow was completely phased out. The Airstream was built solidly and featured a more conservative and elegant body style and no longer carried the Airflow's broad grille work. The Airstream came with an all-steel super structure and while the car was affixed on its frame, the Airflow featured a unibody style that placed the passenger compartment within the frame structure.

The Airflow wasn't the most popular vehicle and therefore the Airstream model was introduced as a redemption. The 1936 model had a few changes compared to the 1935 model, the chassis was lowered by an inch and the wheelbase lengthened by an inch to 117-inches. The soft inserts of earlier cars were replaced with metal roof inserts. The independent front suspension was constant from the previous year's model however hydraulic brakes were observed at all four corners. The Airstream was mounted with Chrysler's vaunted 'Floating Power' rubber engine mounts which isolated engine vibration from the chassis. The Airstream came with an optional radio, heater, and carpeting for the front seat area. The Airstream was a popular option for buyers as it featured more traditional styling

A similar car, with the same Airstream name was also sold by Chrysler's companion brand DeSoto during that period. Chrysler's successor for the Airstream was the Chrysler Royal.







Lot No. 9

ROLLS ROYCE SILVER WRAITH 1947

Chassis No. WVA - 20/47

Engine No. W - 105A

Engine Type : Petrol 4 Cylinder

Engine Power : 3000 CC

Transmission : Manual

Top Speed : 90 MPH

Body Type : Saloon

First Registration Date : 18/10/1978

Tax Payment Detail : 26/05/2019

Rs. 80,00,000 – 1,00,00,000

US\$ 115,942 – 144,928

Provenance : Property of a private Mumbai based collector.

This lot cannot be exported out of India.
(payment only in Indian Rupees)

The Silver Wraith was launched in 1947, was an evolution of the pre-war Wraith and was offered in the traditional chassis form. Following their pre-war tradition of manufacturing a rolling-chassis only, Rolls-Royce delivered these cars to be bodied by independent coach builders. The 4,257cc overhead-inlet, side-exhaust engine developed before the war was used, as well as a modified coil and wishbone independent front suspension. Hydraulic brakes were used for the first time on a Rolls-Royce with hydraulic brakes. The Silver Wraith outlived the Mark VI and in fact survived until 1959 having been modernised step by step with vital improvements like automatic gearbox becoming an option in 1952 and power assisted steering in 1956. The engine capability was increased to 4,566 cc in 1951 and in the year 1954 it was upgraded to 4,887 cc. The Silver Wraith was the last Rolls-Royce model to show a vast

variety of coach work styles. The Silver Wraith differed from the Mark VI in that, rather than being offered as a complete car, the tradition of manufacturing a rolling-chassis only was maintained, the body being erected by a coach builder.

The England of the post war era had more urgent requirements than luxury motor cars. The economy had suffered and production was severely handicapped by shortages of raw materials. Further, the high priced, high quality car had become subject to a prohibitive purchase tax. To add to the misery petrol was rationed and only available on coupons. Rolls-Royce, therefore, approached the subject of production of the Silver Wraith with not only hesitation but great care. It had been decided that Rolls-Royces and Bentleys should not continue to be built in strictly separate series. Instead, it had been

agreed essential that as many parts of the chassis, engine and gearbox should be identical for the different makes and thus interchangeable. This car is indeed a product of extreme opulence and rarity, considering the austerity and paucity of resources experienced during its time of production.





Lot No. 10

BEETLE VOLKSWAGEN 1969

Chassis No. 1102476724

Engine No. L0024783

Engine Type : 4 Cylinder Petrol

Engine Power : 1500 CC

Transmission : Manual

Top Speed : 140 KMPH

Body Type : Saloon

Last Date of Restoration : 2010

Tenure of Current Owner : 18 Years

First Registration Date: 02/06/1972

Tax Payment Detail : 27/09/2022

Club Affiliation : VW Folks of India

Rs. 18,00,000 – 20,00,000

US\$ 26,087 – 28,986

Provenance : Property of a private Mumbai based collector.

This lot cannot be exported out of India.
(payment only in Indian Rupees)

The idea of the 'Beetle' had been conceived in 1931, when Ferdinand Porsche and Zundapp developed the Porsche Type 12, or "Auto fur Jedermann", translated as "Car for Everyone". Porsche had already developed the flat 4 cylinder air cooled motor, and Zundapp was developing a Radial 5 cylinder water-cooled power plant. Porsche had chosen to use a "swing-axle" type rear suspension, previously invented by Edward Rumpler. By 1932, three prototypes were running, and a fourth, the Porsche Type 32, built by the NSU motorcycle factory, joined the line-up in 1933. In 1933 Adolf Hitler commissioned Porsche to develop a "Peoples Car" (literally a Volks Wagen), the car was to be able to seat 2 adults and 2 children, with room for their luggage, and be able to cruise at 100km/h. With the onset of World War 2 in 1939, only a handful of consumer cars had been produced, and all customer orders had been cancelled as production was prioritized from civilian vehicles to that of military vehicles. The experienced military coachbuilder Trutz was subcontracted by Porsche to assist with the body design.

Initial testing began in 1938, with successful results, and continued in Poland in 1939. The resulting tests had the German military request some important changes. Whilst the vehicle had impressive off-road credentials, even when

compared to some of the existing 4x4s already in service, it was felt it could still be improved, and the vehicles slowest speed of 5mph needed to be reduced to that of marching troops, around 2.5mph. Porsche responded to these requests by installing "reduction boxes". The reduction boxes alongside the self-locking ZF differentials increased the vehicles off-road ability, as well as allowing a lower speed to stay level with the troops. The second vehicle produced during this period was the Type 166 Schwimmwagen, based on prototype 4x4 Kubelwagens. The Schwimmwagen was produced as an offroad amphibious vehicle, utilizing an extended crankshaft to drive a folding propeller mounted to the rear of the vehicle.

Following the end of the war, allied forces followed the Morgenthau plan, with the aim of "pastoralizing" Germany, preventing them from building up any sort of armaments. As a result German car production was not allowed to exceed 10% of that of 1936 production. The VW plant was taken under the control of the US armed forces. Ford was offered the entire VW works after the war for free. Ford's right-hand man Ernest Breech was asked what he thought, and told Henry II, "What we're being offered here, Mr. Ford,



isn't worth a damn!" With that, the Ford Motor Company lost out on the chance to build the world's most popular car since their own Model T. In 1945 the Americans handed control of the factory to the British, the initial plan had been to disassemble the entire factory, and ship it to Britain. However due to unviable economic factors there were no takers. Therefore major credit of re-commissioning of the VW factory is given to British Army Officer Major Ivan Hirst. He was ordered to take control of the factory, which had suffered heavy bomb damage during the war. One of the first tasks Hirst was given was to remove an unexploded bomb, which having fallen through a roof, had lodged itself between some essential and irreplaceable parts of production equipment. Thereafter in 1947 the Beetle was unveiled at Hannover fair, and was received with a grand reception, considering previously the majority of the cars had been for military use, with only a few exceptions going to civilians.

On July 3rd 1953, the 500,000th Beetle rolled off the production line, and VW's employees were given a 2.5million Deutschmark bonus to split between them, a decent sized bonus at the time. 68,784 export models were produced, and VW's domestic market share was 42.5%. Daily production was 673. February 1969, the current car's manufacture year marked the merger of Auto Union and NSU, and due to the rise of NSU stocks VW decided to amalgamate the two companies (VW and NSU). NSU had been about to launch their new car the K70 and rumors abounded about the aforementioned take over, the car allegedly being pulled off the NSU stand at the Geneva Motor Show the night before the show opened. Obviously these rumors were true, and the K70 was later launched as a VW, signaling the end of the NSU brand, leaving VW to concentrate on promoting Audi (formerly Auto Union). Understandably with all of this going on, changes to the '69 Beetle were relatively sparse. The 1500 engine cover had 10 horizontal vents, in preparation for the extra cooling that the US export model required with its 1600cc / 47bhp Type motor. A higher specification version of the base car was also offered. The journey of the Beetle was not only enduring but one which traversed full circle. The tiny car without a doubt portrays a juggernaut heart. It witnessed the grotesque slaughter of the war but consequently also became a symbolic reference of love and peace. The Beetle car played a significant role in the worldwide Counterculture Student Movement which reached its peak in the year 1969. This car is from that very year and in its own way culminates and juxtaposes the polarity of human nature.



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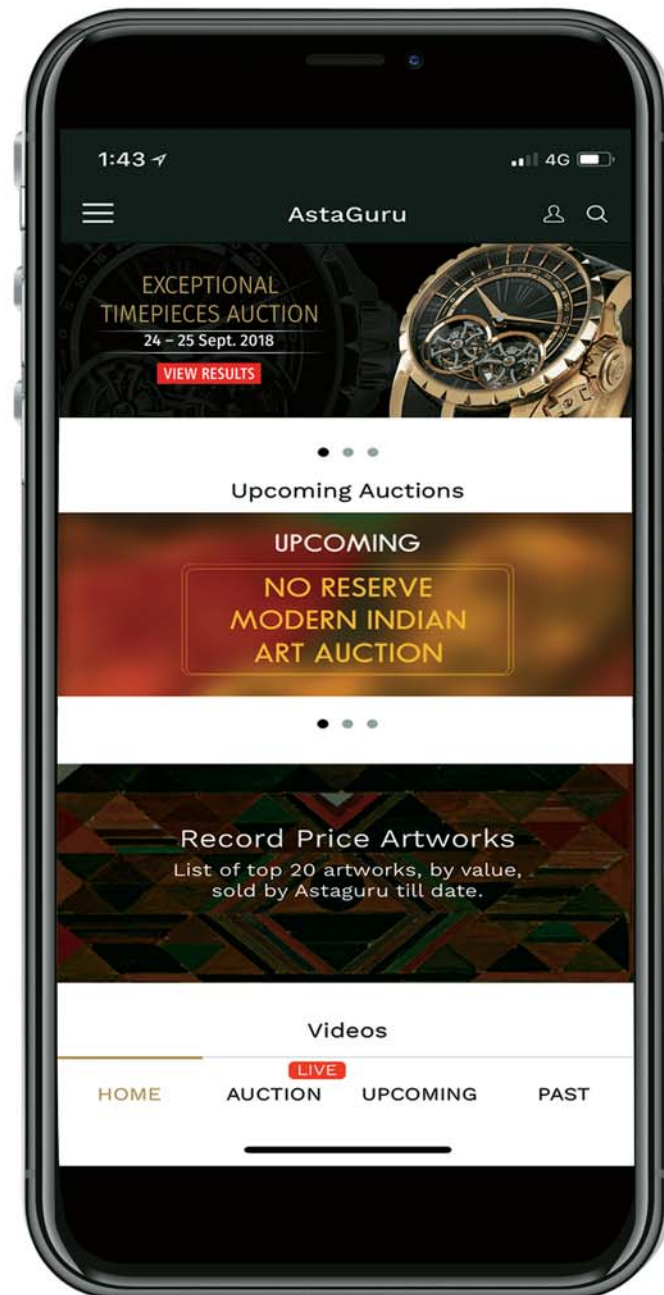
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Groups	1	2
Lot Numbers	1 - 5	6 - 10
Closing Time (IST)	8:00 pm	8:30 pm
Closing Time (US Eastern Time)	9:30 am	10:00 am
Closing Time (US Western Time)	6:30 am	7:00 am
Closing Time (UK Time)	2:30 pm	3:00 pm
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Krishen Khanna, Gentleman of the band, Oil on canvas, 36 x 24 in

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