



The Oberoi
Concours d'Elegance

THE OBEROI UDAIVILĀS, UDAIPUR
20 – 22 FEBRUARY, 2026



REACH FOR THE CROWN



THE DAY-DATE





PHANTOM

ONE OF ONE



ROLLS-ROYCE
MOTOR CARS

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The Oberoi Concours d'Elegance 2024

In 2024, against the shimmering waters of Lake Pichola and the palatial grandeur of The Oberoi Udaivilas, a new chapter in automotive history was written. The inaugural edition of The Oberoi Concours d'Elegance did more than present rare automobiles. It established a refined new benchmark for automotive excellence in Asia.

The occasion was especially significant as it coincided with the 90th anniversary of Oberoi Hotels & Resorts. For nine decades, the brand has championed heritage, craftsmanship, and gracious hospitality. The Concours was therefore not simply an event, but a natural extension of a legacy devoted to preserving and celebrating timeless excellence.

Over three memorable days, the finest vintage and classic automobiles and motorcycles from India and abroad were assembled in an extraordinary showcase. Many entries hailed from distinguished royal garages including Udaipur, Jodhpur, Gondal, Tehri Garhwal, and Baroda, reflecting India's deep rooted motoring heritage and culture of patronage. Guests were offered a rare opportunity to witness historically significant automobiles that have been meticulously restored and preserved across generations. In homage to the late P.R.S. Oberoi, a curated selection of Oberoi family automobiles was presented, serving as a tribute to his passion for motoring and refined living.

The classes reflected the remarkable breadth of automotive evolution. From Motoring for the Masses, India and Dawn of the Jet Age Cadillacs, to Cars of the Maharajahs Mysore, Post War Sportscars, Custom Classics, and Prototypes, and Defining Legends of the Modern Age, each category told a compelling story of design innovation and engineering brilliance. A standout highlight was the iconic BMW 328, flown in from Germany. Revered for its pre-war racing pedigree and engineering purity, its presence reinforced the international character of the inaugural edition.

The international jury underscored the stature of the event. Chief Judge Sandra Button, Chairperson of the Pebble Beach Concours d'Elegance, brought global credibility to the proceedings. She was joined by multiple world champions Giacomo Agostini and Jacky Ickx, while renowned automotive authority Simon Kidston served as Convenor. Together, they ensured that judging standards matched those of the world's most respected concours.

Beyond the automobiles, the Concours celebrated the wider world of craftsmanship and luxury. A couture showcase by celebrated designer Sabyasachi Mukherjee added regal splendour to the proceedings, harmonising fashion with motoring artistry. Horological excellence was spotlighted through immersive experiences by leading watchmakers, while distinguished luxury houses presented curated showcases that elevated the overall experience.

The success of the inaugural edition drew widespread acclaim from collectors, participants, and international observers alike. More than a gathering of remarkable automobiles, The Oberoi Concours d'Elegance emerged as a cultural statement, distinctly Indian in soul, yet global in stature.

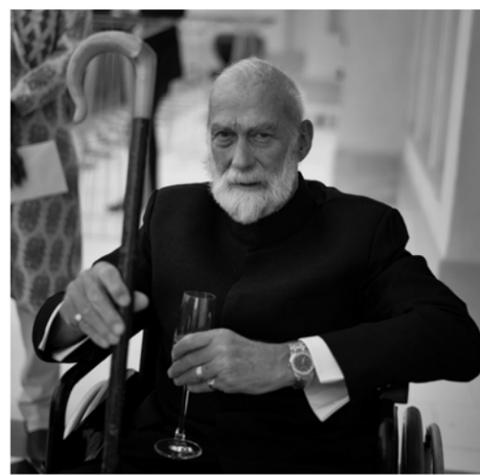
In its very first year, the Concours did not merely enter the international calendar. It announced its arrival with confidence, elegance, and enduring significance.



Breakthrough Event of the Year | 2024 | Concours Event of the Year

theoberoiconcours.com





Celebrating Excellence

Winners 2024

The P.R.S. Oberoi Spirit of Excellence Trophy

The epitome of innovation and dedication in automotive excellence



1937 Mercedes Benz 540K Cabriolet B
Pranlal Bhogilal Collection



THE X7
BAYERISCHE MOTOREN WERKE





THE 7
BAYERISCHE MOTOREN WERKE



Winners 2024



Chairman's Award

Excellence in automotive restoration
Viveck Goenka



Collector's Award

Presentation of special collection
Gautam Singhania



Best of Show Automobiles

1939 Lagonda V12 Drophead Coupe
Keith Bowley and Nishant Dosa



Best of Show Motorcycles

1925 New Hudson 499 CC TT
Madan Mohan



Ladies and Gentlemen,

It gives me great pleasure to welcome you to the second edition of The Oberoi Concours d' Elegance at The Oberoi Udaivilas.

The inaugural Concours in 2024 marked a defining moment for India's motoring heritage. The positive response the Concours received from participants, distinguished guests, and enthusiasts was deeply gratifying. This was followed by significant international recognition, with The Oberoi Concours d' Elegance being honoured with both Concours Event of the Year and Breakthrough Event of the Year at the Historic Motoring Awards. These accolades affirmed India's arrival on the global Concours stage and encouraged us to build thoughtfully on this strong foundation.

The success of the first edition was, above all, a collective achievement. It was the passion and commitment of the participants, their painstaking restorations, attention to authenticity, and pride in presentation. Equally, it reflected the vision and confidence of our leadership and teams, whose shared belief in excellence inspired everyone involved to aim higher and set new benchmarks.

For this second edition, The Oberoi Concours d' Elegance evolves further. We are delighted to introduce The Oberoi Tour d' Elegance, a carefully curated drive around Fateh Sagar Lake, allowing these exceptional automobiles and motorcycles to be experienced in motion and within the living landscape of Udaipur. This addition reflects our desire to deepen engagement with motoring culture while celebrating the unique sense of place that defines the city.

It is my privilege to acknowledge Sandra Button as Chief Judge of the event together with our elite panel of distinguished judges. Sandra's global stature, discerning eye, and decades of stewardship of the world's most respected Concours lend both authority and grace to The Oberoi Concours d' Elegance. I am equally grateful to Manvendra Singh, Curator of The Oberoi Concours, whose profound understanding of India's automotive history and unwavering commitment to authenticity continue to define the intellectual depth and integrity of the event. This edition will be further enhanced by the presence of Tarun Tahiliani, India's most celebrated designer, whose refined sensibility and mastery of craftsmanship bring a uniquely Indian elegance and contemporary expression to the Oberoi Concours experience.

It is heartening to see the vintage and classic car movement in India reach a level of maturity with collectors and restorers demonstrating discernment, rigour and a deep respect for authenticity. The standards achieved today stand alongside those seen at the most respected international events, enriched by growing participation from across the country.

This edition also shines a light on two important yet often overlooked chapters of India's motoring history, Indian motorsport and Indian coach building, honouring their legacy and bringing their stories to life. We are also grateful to His Highness Maharaja of Jodhpur for his generous support for the Jodhpur Class, bringing together important and significant cars from Royal Collections over the generations.

The experience of the Concours is further enriched by Simon Kidston, whose knowledge and unique insight lend perspective and engagement to the event, and by Tim Layzell, whose artwork captures the spirit and enduring elegance of The Oberoi Concours d' Elegance.

I extend my sincere thanks to our partners BMW, Rolls Royce, Rolex, and Thomas Goode for their valued support and for sharing our commitment to excellence, heritage, and craftsmanship.

Above all, my gratitude goes to the participants, judges, curators, designers, and teams whose passion and dedication continue to define the spirit of The Oberoi Concours d' Elegance. This event is not merely a celebration of beautiful automobiles. It is a celebration of history, craftsmanship, and the enduring passion that binds this community together.

I hope you enjoy this journey with us, as we continue to shape the future of the Concours celebrating India's rich motoring heritage.

A handwritten signature in blue ink, appearing to read 'Arjun Oberoi'.

Arjun Oberoi
Executive Chairman
EIH Limited



At its core, the Oberoi Concours reflects something I have long believed—that the finest automobiles are not simply objects of beauty or engineering achievements but living reflections of the people who shaped them. They tell stories of the culture that produced them, the patrons who commissioned them, the craftsmen who built them, and the generations who preserved them.

Nowhere is that truth more vividly expressed than in India, where automotive history is inseparable from custom, royal patronage, and global exchange.

The inaugural Oberoi Concours d'Elegance, held in 2024, distinguished itself with a thoughtful selection of cars that spoke directly to the culture in which they live and endure.

The recognition that followed—the event was honored with both the International Historic Motoring Awards' Breakthrough Event of the Year and Concours Event of the Year—was well deserved. These awards acknowledged what those of us on the judging field experienced firsthand: an event conceived and executed with clarity of purpose, intellectual integrity, and heartfelt passion.

This year's Concours builds thoughtfully upon that foundation.

To pique your interest, one of the many special classes on this show field focuses on Indian Coachbuilding Then & Now, offering a compelling dialogue between pre-war craftsmanship and contemporary expression. Another celebrates the ambition, resilience and national identity evident in India's Post-Independence Racing Heritage. And the Rolls-Royce class once again underscores India's profound relationship with one of the world's most significant marques.

I look forward to not only seeing these cars but meeting their caretakers. At the inaugural Oberoi Concours, I and my fellow judges were inspired by the families that had preserved cars across four and five generations of ownership. We were also impressed by the restorers whose commitment to authenticity and originality rivals the finest in the world. It was wonderful to watch the exchange of information and the formation of friendships amidst this growing collector car community.

The Oberoi Concours takes place against the lovely backdrop of the Oberoi Udaivilas, which evoke the romance of a royal palace, expressed with tasteful restraint and modern refinement. Oberoi hospitality welcomes participants, judges, and guests with warmth as well as precision, allowing their shared love of motoring history to flourish.

None of this would be possible without the vision and dedication of those who guide the Concours. Arjun Oberoi, his wife Mila, and the Oberoi family have an unwavering commitment to excellence that is evident in every detail here. And Manvendra Singh Barwani's curatorial leadership has shaped this event into one that is not only distinctly Indian but globally relevant.

The Oberoi Concours enters its second edition with confidence, purpose, and momentum. I am honored to serve once again as Chief Judge, witnessing the continued growth of this concours and that of India's collector car community. May this year's gathering further deepen our appreciation for India's rich motoring legacy and inspire future generations to preserve, study, and celebrate it.

I look forward to seeing you on the show field.

Sandra Button
Chief Judge, Oberoi Concours d'Elegance
Chairman, Pebble Beach Concours d'Elegance



Welcome to the Second Edition of the Oberoi Concours d'Elegance 2026.

The inaugural Concours in 2024 was a landmark moment for India's motoring heritage. It was not only gratifying in terms of the sheer success of the show but also deeply rewarding to witness the acclaim it drew from participants, distinguished guests, and industry insiders. The event's excellence was further validated when the Oberoi Concours was honoured with two prestigious international recognitions – Concours Event of the Year and Breakthrough Event of the Year. These accolades underscored the fact that India had firmly established its place on the global Concours map.

The overwhelming success of the first edition was a collective triumph. It was the enthusiasm of the participants that breathed life into the event – their painstaking efforts to restore cars to the highest standards, their meticulous attention to detail, and the pride with which they presented their automobiles made the show truly memorable. Equally, credit must be given to the Oberoi leadership and the dedicated team whose confidence, encouragement, and vision inspired everyone to aim higher and achieve excellence.

It has now been over two decades since I curated the very first Concours in India, and it is heartening to see that the passion for vintage and classic cars has not only endured but flourished. The success of international Concours events has shown that this is a worldwide phenomenon, and India has kept pace with this global trend. What is particularly encouraging is the maturity of the hobby in India. Collectors and restorers today are far more discerning, investing time in proper research and ensuring authenticity in their restoration work. As a result, the quality of restoration in India has risen to match international standards, earning respect and admiration across borders.

A fascinating new trend has also emerged among collectors – the pursuit of specialization. Many enthusiasts now choose to focus on a particular marque, building collections that reflect deep knowledge and passion for a single brand. This not only enriches the diversity of the Concours but also helps in preserving underrated models.

My personal endeavour has always been to uncover and highlight aspects of India's automotive history that have been overlooked. In this edition of the Oberoi Concours, I am particularly excited to shine a spotlight on two categories that deserve greater recognition – the Indian motorsport class and Indian coach building. Both represent unique chapters in our motoring heritage, and by bringing them to the forefront, we hope to inspire renewed interest and pride in these remarkable stories.

Car collections across the country have grown significantly, with many new entrants joining the fraternity, especially from the southern regions of India. Their participation adds vibrancy and diversity to the Concours, ensuring that the event continues to evolve and expand its horizons.

The Oberoi Concours d'Elegance 2026 is not just a celebration of beautiful automobiles; it is a celebration of history, craftsmanship, and passion. It is a testament to how far the hobby has come in India and a promise of the exciting journey that lies ahead.

Manvendra Singh Barwani
Curator

Automobile Classes

Indian Heritage Motor Racing

Celebrating the early efforts of racing in India from 1947 up to and including 1989

Pre-War Classics - American

Cars built in the United States from 1905 up to and including 1945

Pre-War Classics - European

Cars built in Europe from 1918 up to and including 1945

Pre-War Classics - Rolls Royce

Rolls Royce cars from 1904 up to and including 1945

Post War Classics - American

Cars built in the United States from 1946 up to and including 1973

Post War Classics - European

Cars built in Europe from 1946 up to and including 1973

Post War Classic Sportscars - British

Sportscars built in Britain from 1946 up to and including 1973

Cars of The Maharajahs - Jodhpur

Cars owned by the Maharajah of Jodhpur up to and including 1955

Youngtimer Classics

Limited production sports coupes and convertibles from 1975 up to and including 1995

Indian Coachbuilt: Then

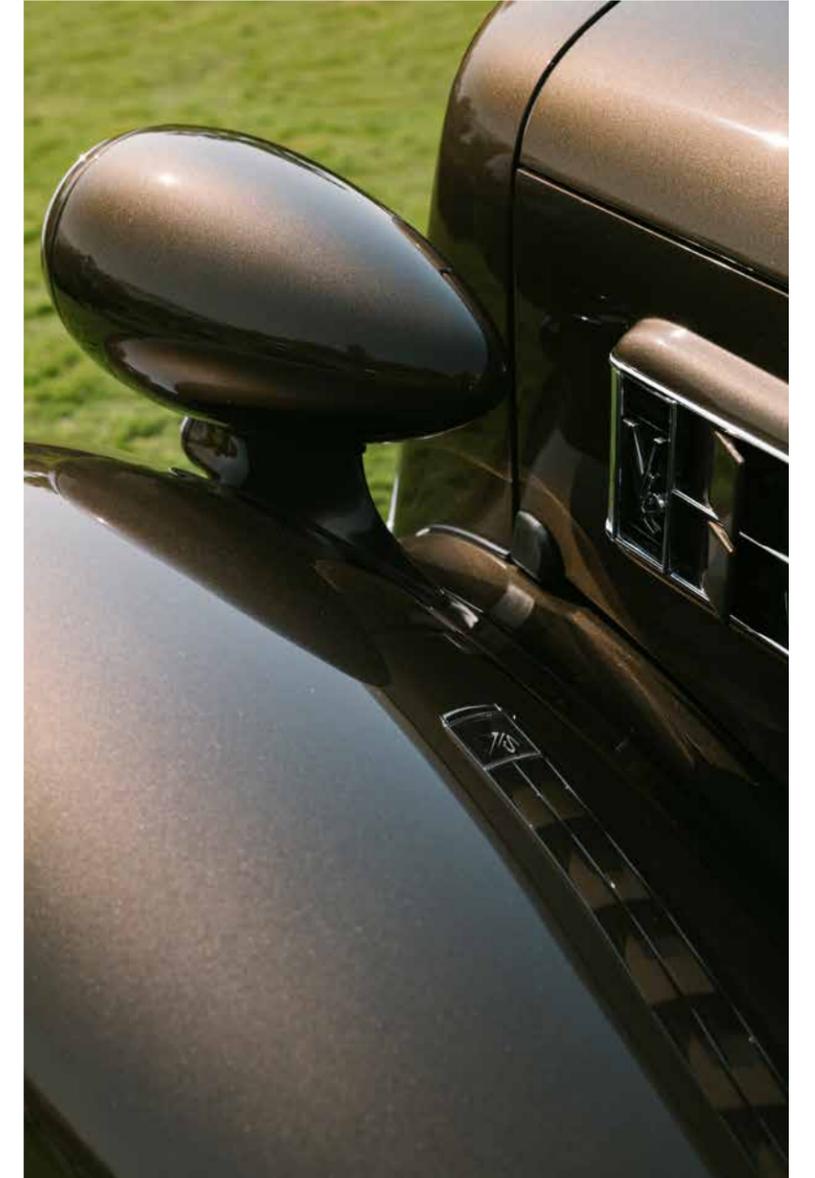
Cars coachbuilt in India in from 1910 up to and including 1945

Indian Coachbuilt: Now

Cars rebodied in the modern era in India in period correct style from 1910 up to and including 1945

Phantom Retrospective

An exhibition of the Rolls Royce Phantom cars from 1925 to 2025



Motorcycle Classes

Veteran - Vintage

Early motorcycles up to and including 1930

Pre-War Classics

Motorcycles from 1931 up to and including 1945

Post War Classics

Motorcycles from 1946 up to and including 1969

Emerging Classics

Motorcycles from 1970 up to and including 1989

Indian Heritage - Motor Racing

Celebrating the varied efforts at motorcycle racing in India





Simon Kidston
Convenor

Simon Kidston brings to The Oberoi Concours d'Elegance a rare authority, intelligence and quiet distinction, lending depth and narrative to the world's most remarkable automobiles.

Internationally recognised as one of the foremost experts in historic and collector cars, he occupies a singular position in the motoring world, where scholarship is matched by lived experience. Over decades, he has advised leading collectors, curated landmark collections, and guided audiences through the stories behind exceptional machines. Yet it is not only what he knows, but how he communicates it, that sets him apart.

When Kidston speaks of a car, he speaks of the people who conceived it, the hands that shaped it, and the era that gave it meaning. His narratives move seamlessly between engineering and emotion, design and destiny. Each automobile becomes part of a larger human story.

This sensibility resonated powerfully at the inaugural Oberoi Concours d'Elegance. Reflecting on that first edition, he spoke of how the setting and spirit of the event allowed automobiles to be understood not as static objects, but as living cultural artefacts. He noted the warmth and generosity of the Oberoi family, and how their personal involvement gave the Concours a rare sense of authenticity and grace.

At the Concours, his commentary offers more than technical insight. It provides context and relevance, situating each automobile within its social, artistic and historical moment, and transforming craftsmanship into legacy.

Amid the visual splendour of rare machines, his voice brings clarity and restraint. It slows the moment and sharpens attention, reminding audiences that true luxury lies not only in possession, but in understanding.

His continued association with The Oberoi Concours reflects a shared philosophy: authenticity over excess, and excellence pursued with integrity.

Judging Panel

Globally renowned and distinguished experts in the field



Sandra Button - Chief Judge

One of the most influential people in the vintage and classic car world today and Chairperson of the prestigious Pebble Beach Concours d'Elegance. Under Sandra's leadership, the event has grown from strength to strength. She continues to inspire others and is an integral part of the motoring heritage, not only through Pebble Beach, but also by supporting events worldwide, by participating in or officiating at them. Her guidance, participation and invaluable support ensures The Oberoi Concours d'Elegance is always delivered to the most exacting standards.



Derek Bell MBE

A celebrated British racing driver who secured five victories at the 24 Hours of Le Mans, the World Sportscar Championship title twice and 24 Hours of Daytona three times.



Philip Strickland

A seasoned Bentley Drivers' Club Director and former Benjafield's Racing Club Chairman, Philip is an esteemed judge and dedicated racer of vintage Bentleys, a true authority in pre-war motoring.



David McKirdy, Chief Judge - Motorcycles

Vintage and classic car specialist who has worked for both Brabham and McLaren Formula 1 teams. David is a motorcycle enthusiast, collector and was 5 times Hong Kong Moto-Cross Champion.



Giacomo Agostini

Multiple world champion Grand Prix motorcycle racer including 122 GP wins, 15 World Championship titles and the Isle of Man 10 times. Inducted into the Moto GP Hall of Fame in 2000 and member of the Laureus Sports Awards.



Martin Button

Martin is the CEO of Cosdel International Transportation and a prominent member of the Pebble Beach Concours d'Elegance committee and the distinguished voice of its awards ceremony. He brings a unique blend of passion, expertise and deep industry insight to every facet of the event.



Prof. Peter Stevens

A celebrated UK vehicle designer, Peter has worked for Ford, Jaguar, McLaren and Lamborghini, amongst others. A lecturer of vehicle design, best known for designing the McLaren F1 and the BMW V12 LMR.



Nigel Mathews

Nigel is the Global Brand Ambassador for Hagerty, an esteemed Concours judge at over 140 concours events across the globe, including the iconic Pebble Beach, Villa d'Este, Amelia Island and La Jolla, among others and has created the Modernised 100-point (M100) judging system.



William E 'Chip' Connor II

Chairman and CEO of global sourcing and supply chain specialist William E Connor & Associates, Chip is a renowned car and motorcycle collector and racer. He regularly judges International events.



Chris Bock

Chris has been serving as the Chief Judge at Pebble Beach Concours since 2013. He also served as President and National Head Judge of the prestigious Classic Car Club of America.



Richard Charlesworth, Host - The Talks at the Oberoi Concours

Worked with Rolls-Royce and served as Director of Royal & VIP relations and Head of the Bentley Heritage Collection. He has been Chairman of the Steering Committee and presenter for several Concours.



Sir Jackie Stewart OBE

One of the most influential figures in motorsport history, Sir Jackie Stewart OBE dominated the racing scene in 1960s-70s, winning 27 Grand Prix races and securing three-time Formula One World Champion titles.



Sir Michael Kadoorie

Chairman of The Hongkong and Shanghai Hotels, Sir Michael is a world-renowned car collector. Under his leadership, The Peninsula Group has championed prestigious automotive events like The Quail, A Motorsports Gathering and The Peninsula Classics Best of the Best Award.



Justin Bell

Justin is a British racing driver, automotive TV and web host, and producer. His racing highlights include winning the 1997 FIA GT2 Championship and the GT2 class at the 24 Hours of Le Mans in 1998. After his racing career, Bell transitioned to media, hosting shows for Speed Channel and co-founding Torque Media Group.



Louise Wood

A distinguished Rolls-Royce specialist and co-director of P&A Wood, world-renowned dealers and restoration experts for Rolls-Royce and Bentley.



Jean Todt

Former President of the FIA, Director of Peugeot Talbot Sport and Team Principal of Scuderia Ferrari, where he played a key role in the Michael Schumacher era, securing multiple Formula One World Championships.



Duncan Wiltshire

Duncan is the Chairman of the Royal Automobile Club (RAC). He is also an engineer, Chairman of pre-eminent historic race series organisers Motor Racing Legends and a highly respected figurehead within the historic motor racing scene. He was the former President of the Bentley Drivers Club (BDC).





Tim Layzell
Concours Artist

Capturing Motion, Memory and Majesty

Tim Layzell's work occupies a distinctive place in the world of automotive art, where motion is rendered with elegance and history is treated with quiet reverence. His paintings do more than depict automobiles; they tell the stories behind them.

Rather than focusing solely on form or engineering, Layzell captures the worlds that produced these machines - the people, ambitions and eras that shaped their creation. It is this narrative quality that makes his work such a natural fit for The Oberoi Concours, where great automobiles are viewed not merely as rare objects, but as cultural artefacts.

Created exclusively for the 2026 edition at The Oberoi Udaivilas, Udaipur, his new poster brings together Indian royal heritage and international motoring history in a single, evocative composition. At its centre stands a 1935 Rolls-Royce Phantom II Drophead Coupé by Windovers, commissioned by the Maharajah of Jodhpur.

Introduced in 1929, the Phantom II marked the final evolution of Rolls-Royce's legendary 40/50 hp lineage, with a lower, more sporting chassis. Windovers' coachwork for the Jodhpur car added further distinction, including concealed drop-down running boards – an innovation far ahead of its time. Still owned by the Jodhpur royal family, the car remains a powerful symbol of continuity and craftsmanship. In Layzell's rendering, it appears not simply as a vehicle, but as a sovereign presence.

Around it unfolds a restrained panorama of automotive history: a 1948 Alfa Romeo 6C 2500 Sport Cabriolet, reflecting post-war optimism and European elegance; a 1968 Ford Lotus Cortina Mk2, recalling endurance and competition through the London–Sydney rally; and a 1985 Ferrari 328 GTS, representing the confident modernity of the "Youngtimer" era. Together, they trace a quiet arc from aristocratic grandeur to performance culture.

The setting is equally significant. The Oberoi Udaivilas, with its domes, courtyards and lakeside terraces, is more than a backdrop. Like the cars themselves, it is defined by proportion, craftsmanship and enduring beauty. In this environment, a Maharajah's Rolls-Royce feels entirely at home, while the international classics appear as honoured guests.

Layzell's style - precise yet atmospheric - allows each automobile its own presence while binding them into a single narrative. The result is a work that balances accuracy with emotion, stillness with movement.

Through this poster, The Oberoi Concours reaffirms its belief that motoring is not only about engineering, but about design, history and human ambition. Layzell's artwork becomes both record and invitation: a moment where royalty, architecture and automotive excellence converge on the banks of Lake Pichola.

BMW Concept Speedtop

Where motion becomes design

There are automobiles that perform, and there are those that reside in the imagination. The BMW Concept Speedtop belongs firmly to the latter.

It does not announce itself loudly. It reveals itself slowly, in proportion and surface, in the quiet confidence of something made without compromise. Seen at rest, it appears almost sculpted by time rather than tooling – its lines fluid yet deliberate, its stance composed, its presence unmistakably intentional.

Speedtop is not conceived as a demonstration of speed alone, but as a meditation on the act of driving. The way light travels across its body recalls the curve of a wave just before it breaks. Every panel seems drawn inward by an invisible centre of gravity. It is less about acceleration than continuity – the seamless transition between thought, motion and form.

Inside, craftsmanship speaks in lowered tones. Materials are chosen not for display, but for intimacy: surfaces meant to be touched, seams meant to be traced, details meant to be discovered gradually. Technology exists, but it does not dominate. It recedes into the architecture of the cabin, allowing the driver to remain the focal point of the experience.

To drive the Speedtop is not to conquer distance, but to inhabit it. Time stretches. Sensation sharpens. The world arranges itself around the curve of the road.

Its rarity is part of its character. Built in numbers so limited that encounter becomes accident, ownership becomes stewardship. One does not collect the Speedtop. One briefly keeps it, before it slips again into legend.

BMW describes it as a concept. History will remember it as something closer to a signature.





BMW 3.0 CSL

The shape of ambition

Few automobiles capture an era as completely as the BMW 3.0 CSL.

Born in the early 1970s, it emerged from a moment when racing demanded innovation and manufacturers still believed weight was the enemy of speed. "CSL" stood for Coupé Sport Leichtbau – lightweight – and it was no marketing gesture. Aluminium doors. Thinner steel. Plexiglass windows. A car stripped to its purpose.

On the circuit, it became formidable. On the road, unforgettable.

Its widened arches, assertive stance and aerodynamic additions - later immortalised as the "Batmobile" form - redefined how a touring car could look. Function dictated form, and in doing so created beauty.

But the 3.0 CSL's influence extended far beyond competition.

In 1975, it became the first BMW Art Car, transformed by Alexander Calder into a moving canvas. Motorsport and modern art collided, and the automobile crossed into cultural territory previously reserved for galleries and concert halls. A machine became a medium.

Through decades of appearances - from museum halls to historic grids, from concours lawns to anniversary celebrations of BMW M – the CSL has retained its symbolic weight. It is remembered not simply for victories, but for what it represented: the moment BMW's performance identity crystallised.

It remains a car defined by intention. Nothing decorative. Nothing incidental. Every surface exists because it must.

In the language of automotive history, the 3.0 CSL is not a chapter. It is a turning point.



BMW 507 Roadster

Elegance, interrupted

When the BMW 507 appeared in 1955, it seemed to arrive from another world.

Long bonnet. Delicate waistline. Open cockpit framed by restraint rather than excess. It carried the visual grammar of European grand touring into a decade hungry for optimism, speed and new beginnings.

Designed by Albrecht von Goertz, the car was sculptural in the purest sense. Light played gently along its flanks. Its proportions were architectural, not aggressive. The 507 did not seek attention. It earned it.

Mechanically, it was ambitious. A V8 engine. Advanced construction. Performance worthy of its appearance. Yet fate was less kind than design. Production was costly. Numbers remained small. Commercial success never followed.

And still, legend did.

The 507 became an object of longing – owned by industrialists, racers, artists. And most famously, by Elvis Presley, whose white example would later be rediscovered, restored, and returned to its original glory, as if time itself had been persuaded to reverse.

Today, the 507 occupies a rare position in automotive memory: not as a car that changed the market, but as one that defined an ideal.

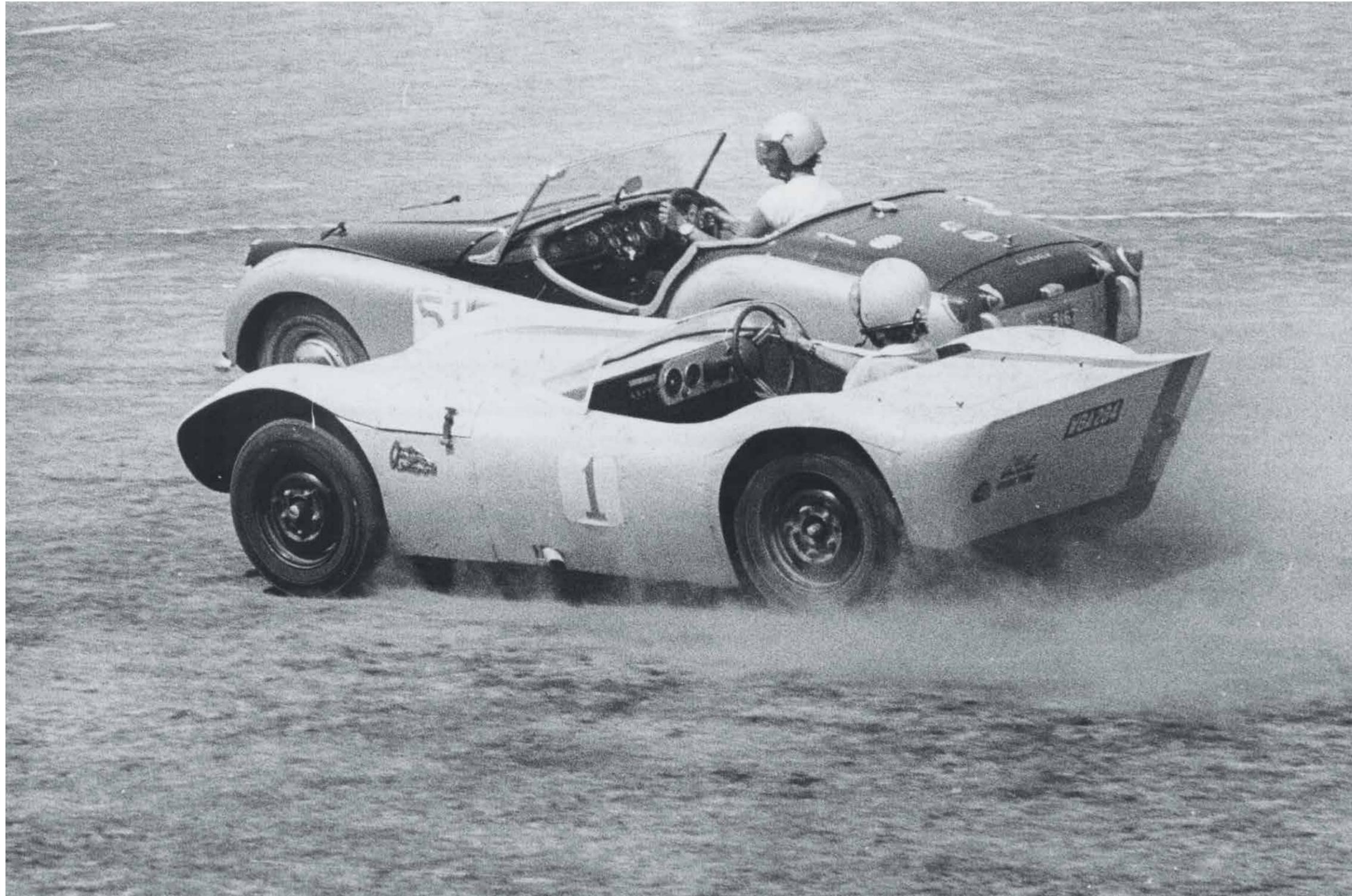
It represents a path BMW might have taken, one of pure grand touring elegance - before destiny redirected the brand toward performance and precision.

Yet its influence endures. In later roadsters, in concept cars, in the very idea that beauty can be structural rather than decorative.

Some automobiles are celebrated for what they achieved.

The BMW 507 is remembered for what it promised.





CLASS A

Indian Heritage Motor Racing

Celebrating the early efforts of racing in India, be it rally or circuit racing; from 1947 up to and including 1989.

In the years after Independence, despite a closed economy and a lack of grassroots development, motorsport became popular in certain parts of India. With no permanent circuits, airports were used for racing, including Sholavaram in Madras (Chennai), Barrackpore in Calcutta (Kolkata), and Juhu in Bombay (Mumbai). The races were at a 'Clubman' level, with multiple categories competing together. It was a case of 'race what you brought' - from sportscars to racing specials and modified sedans. If it allowed you to race, everything went. This class represents a small window into this early era of racing in India.

A1

1951 | Jaguar | XK120
Roadster

Owner: Farida and Jimmy Tata

The first post war sports car from Jaguar, the XK120 was a motorsport winner the world over, right from the launch. Many XK120s raced in India, but perhaps the most notable was the featured car. Previously owned by Habib Hoosein and later his son, Nazir Hoosein, it was raced by Englishman Peter Heilbron at Juhu in 1954. With multiple race wins at tracks across the country, this car remains a valuable piece of India’s motorsport heritage.

A2

1956 | Mercedes Benz | 300SL
Roadster

Owner: HH Maharaja Himanshu Kumarsinhji of Gondal

First launched with its iconic Gullwing design in 1954, the Mercedes-Benz 300SL was one of the first cars to feature fuel injection, and developed from pure racing successes. For 1957 the stylish Roadster was introduced, and was the last Mercedes-Benz to be built with a separate chassis and body - in this case a special tubular frame. Perhaps India’s best known race car is the featured one - the ruler of Gondal purchased this car new in Europe, before bringing it to India. As soon as it arrived it was raced competitively. Boasting multiple race wins all over the country for many years, the car is retained by the family in immaculate condition, and in regular use even today.

A3

1957 | Studebaker | Golden Hawk
Coupe

Owner: Vikram Singh

Made for just two years from 1956 to 1958, the Golden Hawk along with other Studebaker cars at the time was designed by the legendary Raymond Loewy. A large V8 engine was borrowed from Packard, and a super charger offered as well, making it a genuine muscle car before the term was invented. The featured Studebaker Golden Hawk was raced in the 1950s and 60s, and even participated in and won Concours d’Elegance events when new. Being a desirable super charged version, it was best suited to competitive events, often taking honours. It is presently only with its second owner, still in its trademark gold colour.

A4

1959 | Lancia | Flaminia
Saloon

Owner: Ravi Avalur

Brought in to Bombay almost new in 1960, this Lancia Flaminia was owned by the legendary Cesare Rossi, an Italian expat with a love of fast cars. He raced the car in the 1960s, and then passed the car on to its next owner, who used it sparingly before parking it in safe storage where it lay untouched for decades. This rare Flaminia has just been recommissioned, retaining its originality as far as possible.

A5

1966 | Standard | Herald
Saloon

Owner: Karl Bhote

Once a popular choice for racing and rallying in India, the Herald’s potential for tuning and lightweight design made it the most suitable of the Indian cars at the time. This 1966 example was built to A1 specification by the legendary motorsport legend Nazir Hoosein. This included complete mechanical upgrades, a welded body and chassis, and the car took a trophy in the 1971 All India Race meet at Sholavaram in Chennai. It remains in the same specification.

A6

1968 | Q’marri | Special
Racing Special

Owner: Vir Raina

Originally unveiled in 1968 under the Q’marri Racing banner, the car was conceptualized and built by Suresh Kumar and “Kinny” Lal, following Formula India regulations. It began life with a BMC B-Series engine but has since undergone several iterations and now runs on a Fiat 1100 engine. The current body was designed in the mid-1980s by Rishi Kumar, who, along with his brother Ravi, campaigned the car quite successfully. The brothers still own it today.

A7

1968 | Ford | Lotus Cortina Mk2
Saloon

Owner: Vidita Singh

Introduced in 1967, the Ford Lotus Cortina Mk2 was developed to homologate a competitive touring car for international motorsport, featuring aluminium body panels for weight reduction, a Lotus-developed twin-cam engine, and uprated suspension. This 1968 example was entered by Indian driver Boms Wadia in the 1968 London-Sydney Marathon. Following the event, special permission was obtained to import it into India. Wadia later re-entered the same car in the 1977 London-Sydney Marathon, upgrading its mechanicals to contemporary specification. As a result, it remains the only car to have competed in both marathons and is presented today in its 1977 livery and specification.

A8

1983 | Premier | Padmini Group 2
Saloon

Owner: Vicky Chandok

Amongst all the cars raced in India, it was perhaps the humble Fiat 1100 that proved the most popular with the racing and rallying circuit. With its peppy performance and sporty handling, the Fiat was a natural choice. Perhaps the most well-known of all the racing Fiats was the featured car, heavily modified and prepared in England by Janspeed to Group 2 rules standards for Vijay Mallya, who raced the car to great success. It remains in its period racing specification, and probably the sole survivor of its kind.

CLASS C

Pre War American Classics

American-made cars from 1905 to 1945.

From early, practical cars that aimed to dislodge European dominance to the large, luxurious automobiles of the 1930s, this class offers a look into the American automobile industry during the pre-war years.





C1

1905 | Oldsmobile | 20hp Model G
Side Entrance Tonneau

Owner: Sudhir Choudhrie

This rare Oldsmobile Model G is believed to be the only extant example, according to the Oldsmobile Curved Dash Club. Manufactured for one year only, it featured a horizontally opposed flat-twin engine with two forward speeds and reverse. Known as a "French Front," it represented Oldsmobile's move beyond the simpler Curved Dash models, offering a more modern and refined appearance. Its upright, hood-like front section, housed the fuel and water tanks, and it marked the transition from tiller steering to a conventional steering wheel.

C2

1917 | Ford | Model T
Roadster

Owner: Vikram Laiker

The Ford Model T was introduced in 1908 and became one of the most widely produced automobiles in history, remaining in production until 1927. Built on a simple steel ladder frame with transverse leaf springs, the Model T was designed for durability and ease of repair. By 1917 Ford had reached a period of peak Model T output. Ford's moving assembly line had reduced production costs dramatically, making the Model T the most influential and widely used automobile of its era.

C3

1934 | Ford | Model 40B V8
Roadster

Owner: Vikram Singh

Introduced in 1932, the Ford Flathead V8 revolutionised motoring. The 1934 model further refined it with cleaner styling, improved reliability, and accessible V8 performance for the masses. It became a symbol of American ingenuity and post-Depression optimism. This is a rare RHD specification V8 Roadster sold by Ford India in period.

C4

1931 | Cadillac | 355-A
Convertible Coupe

Owner: Rajesh Somasundaram

Introduced in 1931, the Cadillac 355-A formed the backbone of Cadillac's range during the early Depression years, alongside the marque's V12 and V16 models. Powered by a refined 353 cu in L-head V8 producing 95 hp, the 355-A was built on Cadillac's shortest 1931 chassis with a 134-inch wheelbase. While most V8s carried Fisher bodywork, Cadillac catalogued seven Fleetwood-built bodies on the 355-A chassis, including this convertible coupe.

C5

1932 | Cadillac | 355-B
Town Sedan

Owner: Vasanth Kumar C.V.

Introduced for 1932, the Cadillac Series 355B represented a substantial evolution of the V8 range, featuring a longer, lower stance and an entirely restyled front assembly from the 1931 model. The roofline was lowered by up to three inches, while a longer hood with six ports and a flat grille integrated into the radiator shell defined the new appearance. Streamlined bullet-shaped head and sidelights, exposed dual horn trumpets, and the elimination of external tie bars and mouldings, reflected contemporary design trends. Built with an integral trunk, the Town Sedan, visibility improved through a sloped windshield and revised pillars. Power rose to 115 hp from the proven 353 cu in L-head V8, reinforcing the 355B's role as Cadillac's core luxury offering.

C6

1936 | Dodge | Series D2
Convertible Sedan

Owner: H.H. Maharaja, Anant Narain Singh Benares

The 1936 Dodge D2 Convertible Sedan formed part of Dodge's Series D2 lineup, promoted by Chrysler as the "Beauty Winner" range. Reintroduced in 1936 after skipping the 1935 model year, the five-passenger convertible sedan was the flagship of the D2 series, priced between \$640 and \$995. It combined four-door sedan practicality with a folding roof and featured a flat rear floor enabled by Dodge's new hypoid rear axle. Powered by a flathead inline six-cylinder engine, only around 750 examples were built in 1936. This particular car has been owned by the Benares Royal Family since new, and was used predominantly for hunting expeditions.



CLASS D

Pre War European Classics

European-made cars from 1918 to 1945.

This class represents stylish, luxurious coachbuilt cars from the heyday of the coachbuilt era, often imported by Indian Maharajas and nobles.



D1

1933 | Lagonda | 3 litre

Weymann Saloon

Owner: Madan Mohan

The Lagonda was a British luxury marque established in 1906 by an American based in Great Britain. They were known for primarily building grand touring sports cars, and later on would employ W.O. Bentley to develop a V12 engine. The 3 litre was launched in 1928 with a six cylinder OHV engine, and production ended in 1934 by which time 570 cars were sold. The featured Lagonda dates from 1933, and wears the desirable Weymann Saloon coachwork.

D2

1933 | Standard | Avon 16hp

Sports Tourer

Owner: Monisha Dossa

At one time, the largest and most significant of British manufacturers, Standard Motors built a range of high quality cars - starting with luxurious more formal cars. With time, the Standard chassis became a favourite of some coachbuilders to build sporty specials of which the most sought after was the Avon range of cars. The coachbuilder Avon built a host of sports tourers on both smaller and larger Standard chassis, like the car featured. This 16hp tourer dates from 1933, and is one of just a handful of surviving cars in the country.

D3

1934 | SS | 1

Tourer

Owner: Shrivardhan Kanoria

The predecessor of the Jaguar marque we know today; SS Cars was established in 1934 out of the Swallow Coachbuilding Company. A very handsome appearance and affordable pricing meant the car quickly established a reputation. Power was via a range of Standard engines (who also supplied the chassis), and coachwork included saloon options or the featured Tourer. This car was delivered new in Oxford, England in December 1934, and travelled the globe before being brought recently to India. It remains in fine original condition.

D4

1936 | Alvis | 3½ liter Speed 25

Sports Tourer

Owner: Nishant N. Dossa

Introduced in 1935 the 3½ Litre (SA 25.63 hp) was launched as a new 1936 model year car. Available as an upmarket ‘chassis only’ car, a host of coachbuilders could be contracted to the customer’s choice. It is believed that just 62 chassis were built, and it remains a significant model in Alvis’s history. The featured car was delivered new in December 1935 to the Maharaja of Mayurbhanj, a keen motorist. The coachwork is a rare Sports Tourer by Vanden Plas, and the car remains in beautiful original condition, having won honours at Pebble Beach in 2018.

D5

1937 | Adler | Trumpf Junior

Cabrio Limousine

Owner: SVS Subramanya Gupta

Frankfurt based automobile manufacturer Adlerwerke started out as a bicycle manufacturer in 1880, before moving to motorcycles and later cars. The logo used was a prominent eagle motif, Adler being the word for eagle in German. They launched the Trumpf Junior range of small cars in 1934, aiming at the more cost-conscious market. Like its main competitor DKW, Adler cars too were front-wheel drive. The featured car bears the cabrio-limousine bodystyle by Ambi-Budd, which features a full length rolling canvas top. Once a very popular car in India, today just a handful survive.

D6

1938 | Mercedes Benz | 170V

Roadster

Owner: Pallab Roy

The mainstay of the Mercedes-Benz model range in the 1930s, the W136 model 170V lineup of cars were offered in a huge variety of bodystyles and configurations, including the very elegant Roadster. Mimicking its bigger sibling the 540K roadster, the car offered the perfect combination of style and accessibility. The featured car was discovered in Calcutta in totally scrap condition, with many parts missing and the rest almost disintegrated. It was carefully put together and resurrected back to life.

D7

1939 | Bentley | 4¼ litre

Drophead Coupe

Owner: Dhanraj Gidwaney

Bentley was acquired by arch rivals Rolls-Royce in 1931 after a fierce bidding war amongst competitors. The first model to be launched after the take-over was the 3.5 litre in 1933, followed by the more powerful 4 ¼ litre car in 1936. Sharing underpinnings with the Rolls-Royce 25/30hp, the Bentley models were tuned for better performance. The featured car was delivered new to the Nawab of Bhopal in 1939, who later presented it to Maharani Gayatri Devi of Jaipur as a wedding gift. It wears a very elegant H J Mulliner drophead coupe coachwork, and being the MX series, chassis B77MX is amongst the most desirable models of its kind.

D8

1939 | Mercedes Benz | 230

Open Tourer

Owner: Sudhir Kasliwal

By the 1930s Mercedes-Benz had established themselves as makers of some of the best cars in the world, with their precision German engineering and design. The 230 lineup of cars in the 1930s catered to the mid-sized car buyers, positioned above the 170V and below the larger 320 models. Multiple bodystyle options were available, like the featured seven-passenger Open Tourer. The car was sold new to the rulers of Ayodhya, from where it was acquired in original condition twenty five years ago.

CLASS E

Phantom Retrospective

An exhibition of Rolls-Royce Phantom cars from 1925 to 2025.

Introduced in 1925, the Rolls-Royce Phantom I replaced the Silver Ghost, marking a new chapter for the marque with increased refinement and power while retaining the elegance and engineering excellence on which Rolls-Royce built its reputation. This exhibition celebrates the iconic lineage through a comprehensive representation, from the original to the modern iteration, with cars from the Yohan Poonawalla Collection.



E1

1928 | Rolls Royce | Phantom I

Tourer

Owner: Yohan Poonawalla

Introduced in 1925, the Phantom I succeeded the Silver Ghost with a new 7.7 litre six cylinder engine, offering improved refinement for luxurious coachwork. This 1928 example is a special Sports Experimental Prototype, chassis “17EX,” with coachwork by Javis of Wimbledon. Conceived under Sir Henry Royce’s direct supervision and extensively tested by him, 17EX embodied Rolls Royce’s ambition to rival Bentley’s Le Mans success with a 100 mph sports car. This car was later bought by H.H. the Maharajah of Kashmir.

E2

1933 | Rolls Royce | Phantom II Continental

Sports Saloon

Owner: Yohan Poonawalla

Launched in 1929, the Phantom II refined its predecessor with a revised chassis, more powerful 7.7 litre six cylinder engine, and improved suspension, delivering assured handling and lower, wider proportions. This 1933 Sports Saloon, coachbuilt by Barker & Co, was purchased by record breaker Captain Sir Malcolm Campbell. A rare “Continental” model, it featured a short wheelbase chassis and driver focused upgrades. Painted in his famous Blue Bird Sax Blue, it carries Campbell’s St Christopher badge, a police siren, tri trumpet horn, and Atlantic light.

E3

1937 | Rolls Royce | Phantom III

Tourer

Owner: Yohan Poonawalla

Introduced in 1936, the Phantom III was the first Rolls-Royce powered by a 7.3-litre V12 engine. Advanced for its time, it featured independent front suspension and hydraulic tappets, making it the most technically ambitious Phantom of the pre-war era. Complex and costly to build, it was produced in limited numbers. This special 1937 example, coachbuilt by Park Ward, was commissioned by the Maharaja of Panchkote.

E4

1962 | Rolls Royce | Phantom V

Limousine

Owner: Yohan Poonawalla

Introduced in 1959, the Phantom V featured Rolls-Royce’s 6.2-litre V8 engine with automatic transmission and a new box-section chassis, enhancing rigidity and ride comfort. Larger and more imposing than its predecessor, it became the definitive formal Rolls-Royce of its era. This 1962 seven-passenger limousine with glass division, crafted by James Young, was the star car at the Geneva Show and originally owned by H.H. Sheikh Ahmad Bin Ali Al Thani, Qatar’s Founding Father.

E5

1979 | Rolls Royce | Phantom VI

Limousine

Owner: Yohan Poonawalla

Launched in 1968, the Phantom VI retained Rolls Royce’s traditional separate chassis and construction, powered by progressively updated V8 engines. This particular Limousine, chassis PGH116 with body no. 20453, was coachbuilt by H.J. Mulliner to Royal specifications. Used by Her Majesty Queen Elizabeth II and the Royal Household, including her state visit to Sweden, it features flag masts, cocktail cabinet, clock, curtains, red velvet carpets, reading lights, vanity mirrors, electric rear seats, and air conditioning.

E6

2005 | Rolls Royce | Phantom VII

Limousine

Owner: Yohan Poonawalla

Introduced in 2003, the Phantom VII marked a clean-sheet design under new ownership, featuring an aluminium spaceframe chassis and a 6.75-litre naturally aspirated V12 engine. Delivered new to Yohan Poonawalla, it was the first Phantom VII in India after the marque’s relaunch. Finished in two-tone black over silver with an illuminated Lalique Spirit of Ecstasy, it features bespoke monograms, engraved dashboard, and custom plaques, epitomizing luxury and distinction. This example even ferried U.S. President Donald Trump during his India visits.

E7

2025 | Rolls Royce | Phantom VIII EWB

Limousine

Owner: Yohan Poonawala

Unveiled in 2017, the Phantom VIII introduced Rolls-Royce’s aluminium Architecture of Luxury platform, powered by a twin-turbocharged 6.75-litre V12. Emphasizing rigidity, refinement, and discreet integration of advanced electronics, it preserved the marque’s traditional character while advancing engineering. This Extended Wheelbase example, finished in regal Black over Bohemian Red, was hand-built for its owner. It features a dual-tone cabin, 22-inch brushed silver wheels, starlight headliner, custom “P” emblems, illuminated grille, and gold Spirit of Ecstasy with Gallery. The last privacy suite Phantom built, it has the distinction of being India’s most expensive car.

CLASS F

Post War American Classics

American-made cars from 1945 to 1973.

This class highlights the heyday of the post-war era of American automobile manufacturers, featuring luxury and sports sedans as well as popular convertibles.



F1

1947 | Chrysler | New Yorker
Convertible

Owner: Jeru Jeejeebhoy

The 1947 Chrysler New Yorker Convertible was part of Chrysler’s first postwar lineup, largely continuing pre-1942 designs. It was powered by a 323.5 cu in L-head straight-eight producing about 135 hp, paired with a Fluid Drive semi-automatic or three-speed manual transmission. Built on a body-on-frame chassis with independent front suspension and hydraulic brakes, it represented Chrysler’s premium open model. Production was limited, reflecting material constraints and strong demand during the immediate postwar period. Single family owned car.

F2

1947 | Packard | Clipper Deluxe
Touring Sedan

Owner: Vijay Kumar Raju

The 1947 Packard Clipper Deluxe Touring Sedan belonged to Packard’s 21st Series and continued the Clipper design introduced in 1941. It was powered by a 282 cu in L-head straight-eight producing about 125 hp, driving the rear wheels through a three-speed manual or optional Electromatic Clutch. Built on a body-on-frame chassis with independent front suspension and hydraulic brakes, it was positioned below the Super and Custom models. Production resumed post-war with minimal mechanical changes. The original owner was Raja D.V. Appa Rao Bahadur, Zamindar of Jaggampeta.

F3

1949 | Buick | Eight 56C
Convertible

Owner: Anirudh Kasliwal

This Buick is a Super series convertible, part of Buick’s first all-new post-war redesign. It is powered by a 248 cu in Fireball straight-eight producing about 110 hp. Built on a body-on-frame chassis with coil-spring independent front suspension and hydraulic brakes, it featured Buick’s new high beltline body and four VentiPorts, marking a clear shift to modern post-war styling.

F4

1955 | Studebaker | Commander
Regal 2-door Hardtop Coupe

Owner: Avijit Singh Badnore

This Commander V8 Regal two-door hardtop was part of Studebaker’s mid-1950s range, sharing the updated body introduced in 1953, styled by famed designer Raymond Loewy . It is powered by a 224 cu in overhead-valve V8 producing 162 hp. The Regal trim offered higher equipment levels including the full length side trim with the famous “Butter Knife” treatment. This is one of 3,296 built for the year.

F5

1957 | Chevrolet | Bel Air
Sports Sedan

Owner: Pavitpal Singh Libra

The Bel Air Sport Sedan is a pillar-less four-door hardtop in Chevrolet’s top trim line. It’s part of the “Chevrolet Tri-Five”; 55, 56, and 57 models, celebrated for their revolutionary design. Built on a body-on-frame chassis with coil-spring independent front suspension and drum brakes, the 1957 range introduced revised styling, a redesigned frame, and improved suspension geometry. This six-cylinder version used the 235 cu in “Blue Flame” overhead-valve inline-six. This car was brought new by a gentleman working at one of the Assam tea estates. The car stood for 20 years after his retirement, when the current owner bought it in 2015.

F6

1961 | Ford | Thunderbird
Convertible

Owner: Meet Badhalia

The 1961 Thunderbird belongs to the third-generation “Bullet Bird” series introduced in 1961. It is powered by a 390 cu in FE-series V8 producing 300 hp, paired with a three-speed Cruise-O-Matic automatic. Built on a unitized body structure with independent front suspension and rear leaf springs, it features a power-operated soft top. The Thunderbird had evolved into a personal luxury car, emphasizing comfort and performance over two-seat sports car origins.

F7

1964 | Chevrolet | Corvair Monza
Convertible

Owner: Viveck and Zita Goenka

Built in the 1960s, the Chevrolet Corvair was a stylish compact car distinguished by its rear-mounted, air-cooled engine at a time when most American cars were large and front-engined. This 1964 Corvair Monza convertible is the only example of its kind in the country, equipped with the rare automatic gearbox. Originally based in South India, it has recently emerged from long hibernation and now gleams in factory Palomar Red with contrasting black interiors.

F8

1967 | Ford | Mustang
Convertible

Owner: Fateh Collection, Udaipur

The Mustang defined the “pony car” segment, reshaping the American performance and youth car market when it was launched in late 1964. The 1967 Mustang was part of the first major redesign of the Mustang. It featured a wider body to accommodate larger engines, including the ‘Big-Block’ V8. Its legacy was further cemented by its appearances in popular films, most notably Bullitt and Gone in 60 Seconds.



CLASS G

Post War European Classics

European-made cars from 1945 to 1973.

This class highlights the post-war era of European automobile manufacturers, where austerity clashed with design and elegance. It offers a unique look into the motoring directions taken by Europe's major automobile-producing nations.

G1

1948 | Alfa Romeo | 6C 2500

Sport Cabriolet

Owner: Amal Tanna

Coachbuilt by Pinin Farina this car is based on the postwar 6C 2500 Sport chassis. It uses Vittorio Jano’s race-inspired twin-cam straight-six engine with triple carburetors. Built on a separate chassis with integrated body construction, it represented a significant step toward series production, though several chassis continued to be delivered to specialist coachbuilders. The 6C 2500 marked Alfa Romeo’s transition from pre-war luxury production to post-war recovery. This car was delivered new in Italy, and later became part of the collection of a renowned custodian of important Alfa Romeo and Ferrari automobiles.

G2

1949 | Bentley | Mark VI

Drophead Coupé

Owner: Khushi Dossa

Introduced in 1946, the Bentley Mark VI was the company’s first post-war model and the first Bentley offered with standard factory-built steel coachwork. Powered by a 4¼-litre inline six-cylinder engine, later enlarged to 4½ litres, it drove through a four-speed manual gearbox. Built on a separate chassis with integrated body construction, it represented a significant step toward series production, though several chassis continued to be delivered to specialist coachbuilders. This car has Drophead Coupé coachwork by Park Ward, and its first owner was H.H. the Maharaja of Mysore, part of his order of six Mark VI cars with different bodies.

G3

1950 | Bentley | Mark VI

Drophead Coupé

Owner: Sumedha and Aditya Malik

Introduced in 1946, the Bentley Mark VI was the company’s first post-war model and the first Bentley offered with standard factory-built steel coachwork. Powered by a 4¼-litre inline six-cylinder engine, later enlarged to 4½ litres, it drove through a four-speed manual gearbox. Built on a separate chassis with integrated body construction, it represented a significant step toward series production, though several chassis continued to be delivered to specialist coachbuilders. Ordered new by David M. Ogilvy of advertising fame, this comes with Park Ward’s famous design no. 99 which has the integrated fenders. This is one of just 12 LHD built.

G4

1950 | Bentley | Mark VI

Drophead Coupé

Owner: Rajiv Kehr

Introduced in 1946, the Bentley Mark VI was the company’s first post-war model and the first Bentley offered with standard factory-built steel coachwork. Powered by a 4¼-litre inline six-cylinder engine, later enlarged to 4½ litres, it drove through a four-speed manual gearbox. Built on a separate chassis with integrated body construction, it represented a significant step toward series production, though several chassis continued to be delivered to specialist coachbuilders. Ordered new by prolific automobile enthusiast H.H. The Maharaja of Durbhanga, this car features attractive coachwork by Park Ward.

G5

1955 | Mercedes Benz | 300

Cabriolet D

Owner: Nitin Dossa

Part of the distinguished W186 series, the Mercedes-Benz embodied post-war German luxury. Nicknamed the “Adenauer” after Chancellor Konrad Adenauer, it carried a 3.0-litre inline-six engine delivering 123 hp, refined interiors, and elegant four-door cabriolet coachwork. This particular example was imported by the Indian Government for official use, transporting visiting heads of state in regal style.

G6

1956 | Mercedes Benz | 300 SC

Roadster

Owner: The Pranlal Bhogilal Collection - Auto World

Introduced in 1955, the Mercedes-Benz 300 SC Roadster (W188) represented the most advanced and exclusive development of the 300 series. Just 53 Roadsters were built. It featured the M199 2,996 cc inline six-cylinder engine with a detuned version of the 300 SL Gullwing’s mechanical fuel-injection system, producing around 175 bhp, along with an improved rear suspension derived from the 300c. Built on a separate chassis with independent front suspension and a swing-axle rear, the 300 SC was the most expensive Mercedes-Benz of its time. This example was formerly owned by the King of Sikkim.

G7

1946 | Bentley | Mark VI

Saloon

Owner: Harshpati Singhania

Introduced in 1946, the Bentley Mark VI Standard Saloon was the marque’s first postwar model and its first offered with a factory-built steel body. Combining traditional Bentley refinement with modern production methods, this example, chassis no. B148AK was originally owned by the Maharaja of Darbhanga, renowned for his patronage of exclusive automobiles.

G8

1960 | DKW Auto Union | 1000S

Coupe

Owner: N. Vinod Reddy

Introduced in 1958, the Auto Union 1000 was developed as an evolution of the earlier DKW models. It is powered by a 981cc three-cylinder two-stroke engine producing approximately 44 bhp. It featured a steel monocoque body, independent suspension, and front-wheel drive, consistent with Auto Union’s established engineering approach. Offered in saloon, coupé, and estate variants, the Auto Union 1000 represented the final phase of DKW two-stroke passenger car production before the marque’s transition to four-stroke Audi models. The featured car is the sporty 1000S model, which met with many motorsport successes. It was discovered in highly original condition, delivered new to Goa.

G9

1955 | Fiat | 1100 Familiare

Estate

Owner: Viveck & Zita Goenka

The brainchild of the legendary Italian designer Dante Giacosa, the Fiat Millecento range of cars, or the 1100, was a popular small family car. First launched in 1953 in saloon form, the model was supplemented with the introduction of an Estate version a year later, dubbed the Family or Familiare. The Fiat 1100 would go on to be produced in India from 1955 right up to 2000. The featured car is an imported estate, dating from 1955. It is believed to be the sole survivor of its kind in the country.

G10

1964 | Austin | Princess

Saloon

Owner: C. Amin

The flagship model from Austin and its subsidiary Vanden Plas, the Princess was first launched in 1947 as a large luxury car, always with formal saloon or limousine coachwork. Later badged the Vanden Plas, the cars were always luxuriously appointed with an interior partition, polished wood, and mohair rugs as options.

G11

1967 | Alfa Romeo | 1300 Junior

Coupe

Owner: Behram Adheshir

Introduced in 1966, the Alfa Romeo Giulia 1300 Junior was conceived as a lighter, more accessible entry in the Bertone-styled 105 and 115 coupé range that was headlined by the GT and GTV models. Powered by a 1,290 cc twin-cam inline four-cylinder engine producing around 89 bhp, its compact dimensions and a rev-happy nature gave the 1300 Junior strong performance relative to its class.

G12

1972 | Citroën | DS

Saloon

Owner: Harshpati Singhania

Introduced in 1955, the Citroën DS remained in production through the early 1970s with continual technical refinement. By 1972 it was powered by a 2.0 - 2.3 litre inline four-cylinder engine - depending - on specification - driving the front wheels. The DS featured hydropneumatic self-levelling suspension, power-assisted steering and brakes, and a semi-automatic transmission in many versions. Its unitary construction and advanced aerodynamics were complemented by disc brakes and independent suspension. Even late in production, the DS remained one of the most technically sophisticated large saloons of its era.





CLASS H

Post War British Sportscars

British-made sportscars from 1945 to 1973.

This class represents post-war sports automobiles from the UK, famed for small, lightweight, and nimble machines that contrasted sharply with the more popular American design language of the era.

H1

1948 | MG | TC

Roadster

Owner: Himanshu Ajmera

Introduced in 1945, the MG TC was the first post-war MG sports car and a direct development of the pre-war TA and TB models. Powered by a 1,250 cc XPAG inline four-cylinder engine producing around 54 bhp. Built on a separate ladder frame with live axles front and rear. Widely exported, it was a popular import in India as well.

H2

1957 | Austin Healey | 100/6

Roadster

Owner: Abdulla Jamal

Introduced in 1956, the Austin-Healey 100/6 marked a significant evolution of the original 100, and bridged the gap between the four-cylinder Healeys and the later 3000. By 1957, it was powered by a 2,639 cc inline six-cylinder engine producing approximately 102 bhp. The longer wheelbase, over the 100, improved cabin space and stability, while front disc brakes replaced earlier drums.

H3

1958 | MG | MGA 1600

Roadster

Owner: Vasanth Kumar C.V.

Introduced in 1955, the MGA marked a decisive break from MG’s upright pre-war sports car designs, adopting a low, streamlined body on a separate chassis. In 1958, MG introduced the Twin Cam 1600 as its most advanced variant, powered by a 1,588 cc inline four-cylinder engine with a crossflow aluminium head and twin overhead camshafts producing about 108 bhp.

H4

1959 | Jaguar | XK150

Drophead Coupe

Owner: H.H. Maharaja Himanshu Kumarsinhji of Gondal

Launched in 1957, the XK150 was the final iteration of the XK line of sports cars starting with the XK120 in 1948. Featuring a new curved windscreen and revised body lines, the XK150 also boasted more power output, with more performance options available to order. Compared to earlier XK models, just a handful of these XK150 cars came to India, with the Gondal family buying 2 cars brand new. The featured car remains with the family to this day.

H5

1963 | Jaguar | E Type Series

Open Two Seater

Owner: Dharmaditya Patnaik

Introduced in 1961, the E-Type quickly became one of the most advanced sports cars of its era. This car is powered by a 3.8-litre DOHC inline six-cylinder engine producing around 265 bhp, paired with a four-speed manual gearbox. The E-Type features a monocoque centre section with a tubular front subframe, independent rear suspension with inboard disc brakes, and four-wheel disc braking. Hailed as the most beautiful car in the world at the time, this particular car was originally owned by the Maharajah of Gwalior, H.H. Madhavrao Scindia.

H6

1966 | Jaguar | E Type Series

Coupe 2+2

Owner: Tilak Thomas

Introduced in 1966, the Jaguar E-Type 2+2 is a longer-wheelbase, more family-oriented evolution of the original E-Type. The extended chassis provided increased interior space, improved visibility through larger glass areas, and more effective heating, with an automatic transmission offered as an option. Power comes from a newer 4.2-litre DOHC inline six-cylinder engine, with improved torque and flexibility. It retains the classic features such as covered headlights and toggle-switch controls, absent in future upgrades.

H7

1967 | Jaguar | E Type Series

Open Two Seater

Owner: Ayush Mohan

First introduced in 1961, this E-Type is the final year of the original Series 1 specification, featuring the covered headlamps and toggle-switch controls, among other details. It is powered by the 4.2-litre DOHC inline six-cylinder engine producing approximately 265 bhp. The erstwhile ruler of the Dharampur State in Gujarat, H.H. Sahdevji Nahardevji, originally purchased this car in 1967 during a visit to the United Kingdom. It was subsequently imported into India in 1972, and remains with a member of the family.

H8

1969 | Ford | Capri Mk

Fastback Coupe

Owner: Shivanand Jatti

Introduced in 1969, the Ford Capri Fastback Coupé was conceived as a European sports coupé aimed at replicating the success Ford had achieved with the North American Mustang. Marketed as a European “pony car,” it was offered with a wide range of engines, from inline four-cylinder units to V6 options, depending on market and specification. The Capri featured rear-wheel drive, a four-speed manual gearbox, independent front suspension, and a live rear axle. Its long-bonnet, short-deck fastback styling and broad appeal made it one of Ford of Europe’s most successful coupés.

CLASS J Exhibition

A showcase of special vehicles.

Tracing brand heritage, ceremonial grandeur, land-speed milestones, and concepts that are future-forward.



J1

1939 | Dodge | D11
Convertible Sedan

Owner: Diljeet Titus

This Dodge D11 dates from 1939, and normally wasn't offered with a convertible bodystyle from the factory. This makes this particular car a very rare T.J. Richards bodied seven-passenger convertible sedan. Originally owned by the Maharaja of Palitana, the painstakingly restored car features a rich interior with special fittings, ornate fabrics and tapestry. It is believed to be the only survivor of its kind.

J2

1959 | BMW | 507 Series II
Roadster

Owner: BMW Group Classic

Introduced in 1956, the BMW 507 was conceived as an exclusive roadster combining German engineering with transatlantic glamour. Styled by Albrecht Graf von Goertz, it featured an aluminium body over a 3.2-litre V8. This is a second-series example that benefitted from the enlarged all-aluminium V8, delivering higher performance, along with a revised dashboard and a roomier cockpit to accommodate taller drivers. With just 252 cars made, the 507 stands as one of BMW's most iconic post-war models, admired for its timeless proportions, rarity and enduring influence on the brand's sporting identity.

J3

1973 | BMW | 3.0 CSL
Coupe

Owner: BMW Group Classic

Introduced in 1971, the BMW 3.0 CSL was developed as a lightweight homologation special and became the foundation of BMW's dominant touring-car programme. Built using thinner steel, aluminium panels and Perspex glazing, it earned the name Coupé Sport Leichtbau. In racing form, the CSL achieved international success throughout the 1970s, winning multiple European Touring Car Championships and establishing BMW Motorsport's reputation. Instantly recognisable in its later aerodynamic configuration, the 3.0 CSL remains one of BMW's most important and celebrated competition cars.

J4

2025 | BMW | Concept Speedtop
Shooting Brake

Owner: BMW Group

Debuted at the 2025 Concorso d'Eleganza Villa d'Este, the Concept Speedtop is a modern take on the grand-touring shooting brake. Based on the BMW M8 Competition and designed under Adrian van Hooydonk, Head of BMW Group Design, it melds classic luxury and precision craftsmanship with athletic proportions, a flowing central roof spline and bespoke two-tone materials, powered by a V8. A production version will be offered in a strictly limited run of 70 units, reflecting BMW's Touring legacy and bespoke design ethos.



CLASS K

Indian Coachbuilt: Then

Cars coachbuilt in India, in period, from 1910 up to and including 1945.

Celebrating pre-war cars that were coachbuilt in India during their period. Some were built as new cars, while others were rebodied after a few years to offer a more modern appearance.





K1

1910 | Delauney-Belleville | HH6 15/20 hp
Double Berline de Voyage

Owner: Sudhir Choudhrie

Perhaps the sole survivor of the marque in India, this 1910 Delauney-Belleville HH6 15/20 hp car is a shining example of high quality coachwork manufacturing in India well over a century ago. Designed and built by the French Motor Car and Electric Co. in Calcutta, the unique Double Berline de Voyage style is indeed grand. The car was bought by the Maharaja of Darbhanga, and retained for 90 years before passing on to its current and only second owner of 25 years. While always in good condition, it was sympathetically restored to the current show quality.

K2

1922 | Rolls Royce | Silver Ghost
Limousine

Owner: Raghavpat Singhania

This car, chassis no KG19, was commissioned by Maharaja Kishan Singh of Bharatpur. Originally dispatched to India through the Bombay depot of Rolls-Royce, the car was first bodied by Barker & Co. as an enclosed cabriolet. In 1930, it was rebodied by the French Motor Car Company of Calcutta into a formal limousine, in keeping with evolving royal tastes and the Maharani's observance of purdah. It is specially equipped for royal use, featuring hunting lights, multiple horns, and additional bumpers, reflecting its role in ceremonial duties and shikar expeditions-an important aspect of princely life.

K3

1923 | Rolls Royce | 20hp
Roadster

Owner: Shrivardhan Kanoria

Most Rolls-Royces in India, especially 20 hp cars, were fitted with more formal or four-door coachwork, making this sporty 2-seater model rather desirable. The smart lines are courtesy India's oldest coachbuilder, Steuart & Co. of Calcutta, since 1775. Delivered new to Calcutta businessman R.S. Colah, the car was later sold to Uttarpara Raj of West Bengal. By 1970 the car changed ownership again, but still didn't leave West Bengal after over a century. This remains a rare example of a sporting Rolls-Royce, made even more special given its Indian antecedents.

CLASS L

Indian Coachbuilt: Now

Cars rebodied in India in the modern era, in period-correct style, from 1910 up to and including 1945.

Celebrating the continued practice of artisanal craftsmanship in India, this class features pre-war cars with non-original but period-correct bodies created in the modern era. It highlights the workmanship of Indian craftsmen using traditional techniques in hand-building these cars, just as was done a century ago.



L1

1929 | Bugatti | Type 44
Grand Sport Torpedo

Owner: Diljeet Titus

At the end of 1927, Bugatti announced a new 3-litre eight-cylinder model dubbed the Type 44. They could be specified to have bodies from a host of coachbuilders, mostly French. The featured car draws inspiration from the sublime work of Les Carrossiers Lavocat & Marsaud, located at Boulogne-sur-Seine. Their most well-known stylist was Giuseppe Figoni, who would go on to build a strong name of his own. The ash frame for the coachwork and a painstakingly accurate grand prix sport torpedo aluminium body was built by Manvendra Singh Barwani, using a host of original fittings. Mechanically the car was completely restored by marque experts using NOS or original parts as far as possible.

L2

1930 | Rolls Royce | Phantom II
Tourer

Owner: Viveck and Zita Goenka

Chassis 85GN started off as a Phantom II delivered to the Maharaja of Travancore in South India. Originally fitted with a Hooper Limousine body, after the car was sold it was repurposed with a crude shooting brake body locally built. When discovered, the car was completely dilapidated with just remains of the body, and a Dodge engine fitted. The decision was taken to build a Sports Skiff style special wooden boat-tail body. It was designed and built by Manvendra Singh Barwani. Completed over two decades ago, it remains in immaculate condition, a testament to the fine craftsmanship.

L3

1934 | Ford | V8 Special
Sports Tourer

Owner: Vidita Singh

Introduced in 1932, the Ford ‘Flathead’ V8 revolutionised motoring by bringing accessible V8 performance to the masses. All factory cars were steel-bodied and offered in a wide range of body styles over the years. However, select coachbuilders used this compact, powerful, and reliable platform to create bespoke bodies for specialised purposes. One such firm was Jensen Motors of West Bromwich, England. In 1934, Jensen was commissioned by American actor Clark Gable to produce a streamlined body on a 1934 Ford V8, earning widespread acclaim; just six examples were built. The featured car, designed and created by Manvendra Singh Barwani, is an alloy-bodied Ford V8 inspired by the Jensen Ford. Its beltline has been lowered by four inches to achieve a sleeker silhouette, while the paint and chrome work were executed to a high standard by Viveck Goenka and Allan Almeida.

L4

1935 | Sunbeam | Twenty
Shooting Brake

Owner: Shankar Sundaram

One of the oldest British motoring brands, Sunbeam were known to build high quality cars by the 1920s and 30s when the Twenty model was launched. Featuring an all new six-cylinder 3-litre engine, the Twenty had a short production run, with just 60 cars being sold. They could be specified in a bodystyle of choice, in this case presented as a shooting brake Estate car. The car was originally a saloon owned by the Chief Justice of the High Court of Allahabad, and discovered in totally derelict condition, before being rebuilt to the current standard.

L5

1935 | Cadillac | V12
Roadster

Owner: Viveck and Zita Goenka

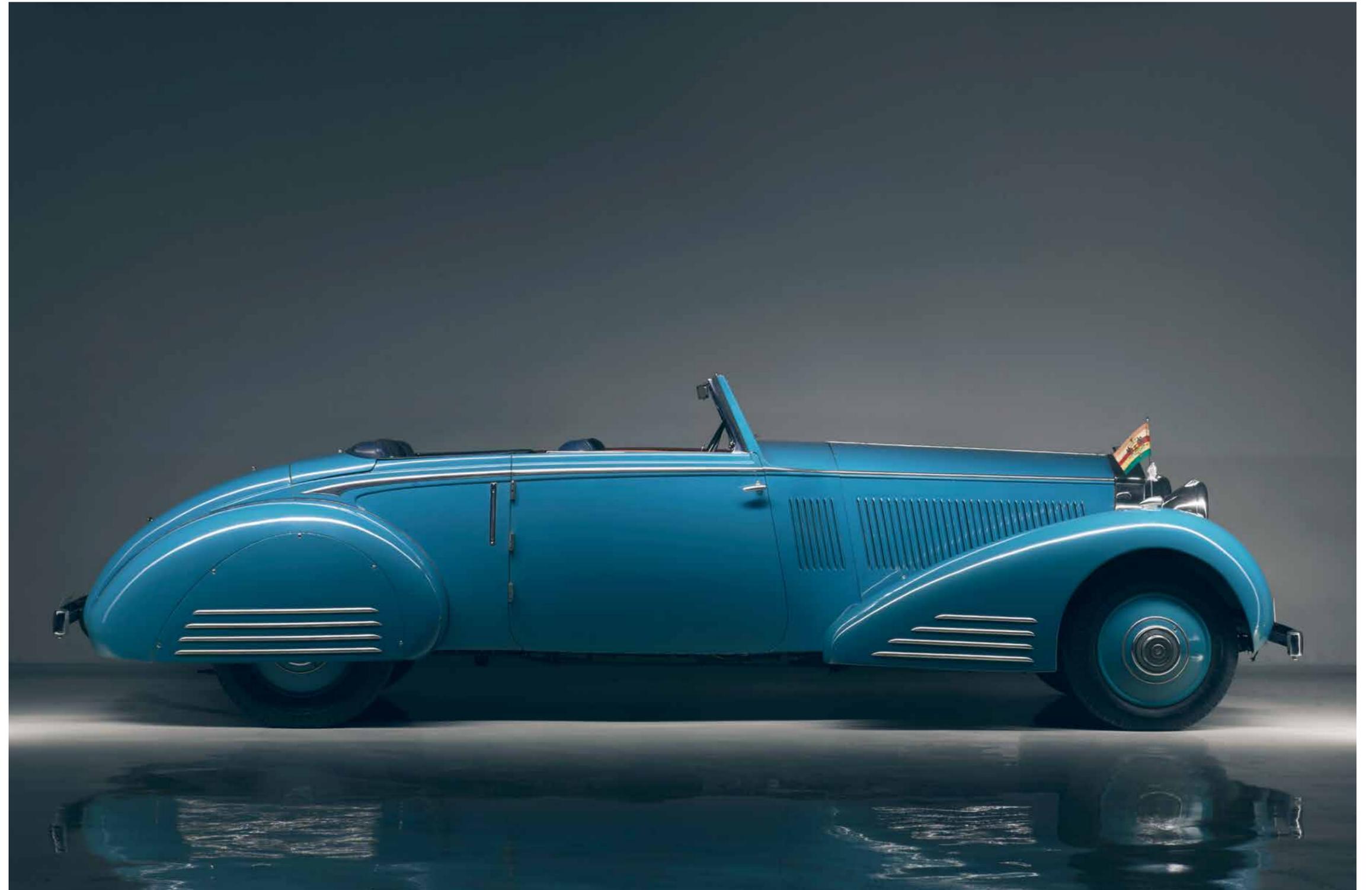
One of America’s well-known names in coachbuilding was Fleetwood, which by 1928 was absorbed into Cadillac. A number of special models were offered under the brand, and for 1934 three special custom designs were illustrated in the Fleetwood catalogue, but never built. It is one of these, the Roadster Style 5702, which was chosen to be recreated, for its sleek stance and art deco styling cues. A 1935 V12 donor car was sourced, instead of a V16, for its shorter wheelbase, and just using the original Fleetwood illustration as reference, the body was created by Manvendra Singh Barwani. The final product was finished to particularly high standard by the owner Viveck Goenka at his facility. Intricate parts like the complete front grille and all trim were built from scratch, and to accentuate the car’s bold lines, a deep pearlescent brown was chosen with beige interiors.

CLASS M

Cars of the Maharajahs - Jodhpur

Celebrating the cars of the Maharajah of Jodhpur.

The Maharajahs of Jodhpur and the royal family have long been prolific automobile owners, commissioning some of the most luxurious and sporting cars, often with flamboyant coachwork. This class showcases cars from the Maharajah of Jodhpur's collection, as well as those that once belonged to the royal family.



M1

1926 | Bugatti | Type 23
Torpedo Tourer

Owner: Sudhir Choudhrie

An evolution of the Type 13, the Type 23 was manufactured between 1921 and 1926. One of just a handful of Bugattis sold new to India, this sporty Type 23 was fitted with a Torpedo Tourer body by La Carrosserie Profilee. Sold by the Automobile Co. Ltd. in Bombay, the car was delivered new to the Maharaja of Jodhpur in 1926. After being unused for an extended period of decades from 1966, the car was discovered dismantled in 1993 in an umbrella factory in Mumbai. It has since been beautifully restored, retaining originality as far as possible.

M2

1935 | Rolls Royce | Phantom II
Drophead Coupe

Owner: H.H. Maharaja Gaj Singhji of Jodhpur

The last of Rolls-Royce's legendary 40/50 hp models, the Phantom II was launched in 1929 with an all new chassis design, allowing for lower and sleeker bodies to be fitted. It is no surprise that one of the most special Phantom IIs - along with its Continental sister car - would grace the Jodhpur garages. Coachwork was entrusted to Windovers, who built a stunning drop head coupe body, with concealed drop down running boards - a most novel feature. This special Rolls-Royce chassis 80UK remains in the Jodhpur ownership from new, now in its 91st year.

M3

1935 | Rolls Royce | Phantom II Continental
Aerofoil Coupe

Owner: Amir Jetha

The very last Rolls-Royce Phantom II Continental built, chassis 62UK was ordered new by the Maharaja of Jodhpur, adding to his already impressive fleet of Rolls-Royce and other luxury cars. The one-off coachwork was a stunning streamlined aerofoil coupe body by Gurney Nutting. The car has been in the current ownership for over 60 years, and even won best in class at Pebble Beach, where it had the honour of being the poster car for 2018. She remains in concours condition inspite of regular use.

M4

1935 | Bentley | 3½ Litre
Aerofoil Coupe

Owner: Shashank Bhagat

Bentley launched the 3½ litre line of cars in 1933 - the first new models since the takeover by Rolls-Royce, dubbed the Derby Bentleys given their factory location. They followed the practice of outsourcing coachwork to a coachbuilder of the customer's choice - in the featured car's case, Gurney Nutting. Gurney Nutting had built up a stellar reputation of building the most elegant bodies on Rolls-Royce and Bentley cars, and the featured car B183EJ is a perfect example of their Aerofoil Coupe designs. The car left Jodhpur in the 1950s, and would reach Europe in the coming years. This marvellous Jodhpur Bentley is being shown in India after decades.

M5

1941 | Cadillac | Series 75
Limousine

Owner: H.H. Maharaja Gaj Singhji of Jodhpur

Arguably the best car in the world in the 1940s, GM's flagship Cadillacs offered terrific performance with their V8 engines, and the most comprehensive range of creature comforts and accessories. An impressive option of bodystyles included coupes, sedans, convertibles and the featured long wheel base limousines. The Series 75 would boast unmatched coachcraft by Fleetwood, Cadillac's in-house coachwork department. This featured car has the distinction of being delivered new to the Jodhpur State garages, and has remained there for over 80 years, and after a sensitive restoration is still as immaculate today as when it left the showroom floor.

M6

1947 | Buick | Roadmaster Model 76-C
Convertible

Owner: H.H. Maharaja Gaj Singhji of Jodhpur

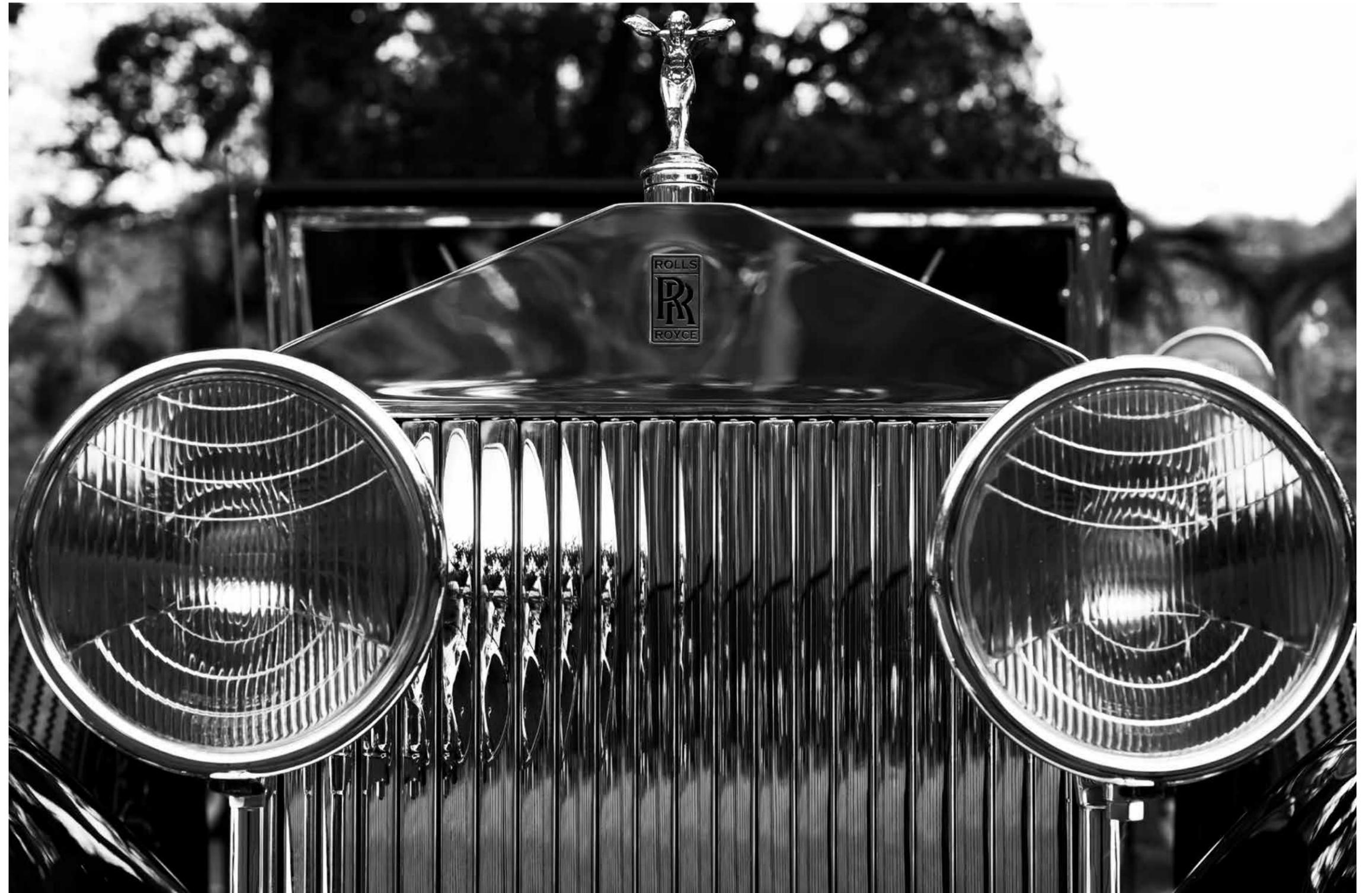
Buick Eights were always a popular choice in the 1940s, with their comfortable cushion-like ride. This Buick is a rare top spec Roadmaster version, even more desirable in convertible form. What is particularly noteworthy though is that the car has been in the Jodhpur State garages for over 70 years, always maintained in perfect condition. A host of celebrities and dignitaries have been ferried in this two-tone beauty, and the car has been freshly restored to immaculate condition.

CLASS R

Pre War Classics - Rolls Royce

Rolls-Royce cars from 1910 to 1945.

This class showcases India's long-standing affinity for the Rolls-Royce marque, both past and present. It features a number of original Indian-delivered cars.



R1

1923 | Rolls-Royce | 20 hp

Tourer

Owner: Sudhir Choudhrie

One of the more popular Rolls-Royce models in India was the 20 hp, with an open Tourer body by Barker. Originally delivered to the Maharaja of Bharatpur, chassis 66H3 was one of a fleet of Rolls-Royce cars in the Bharatpur garages. It was later move to Palitana, and soon sold in 1931 to Udaipur. Upon acquisition the car was found to be in highly original condition.

R2

1924 | Rolls-Royce | 20 hp

Tourer

Owner: Hemant Kumar Ruia

This Rolls-Royce 20 hp is chassis GMK5, and dates from 1924. Sold to India to Rolls-Royce of Bombay likely as a demonstrator, and in 1927 sold to its first owner, noted lawyer Bhulabhai Desai. It featured smart Barker Tourer coachwork with special nickle fittings and a cobra horn, corroborated by the original build sheet. Many subsequent owners are all well-known personalities, including the leading filmstar Durga Khote. The car was even featured in Attenborough's 'Gandhi'.

R3

1928 | Rolls-Royce | Phantom I

Sports Torpedo

Owner: Gurpreet Singh

Launched in 1925 as a replacement for the legendary Silver Ghost, the New Phantom quickly earned a stellar reputation. The list of royalty owners included the Maharaja of Bhavnagar, who bought a new car in 1928. Originally fitted with a sporty Barker torpedo body, chassis 60AL was rebodied to an Allweather design, again by Barker. The car was disposed off, and remained unused for decades without its body. When acquired a few years back, the original sporty design was painstakingly recreated, and the car has been returned to its original form.

R4

1931 | Rolls-Royce | Phantom II Continental

Sports Saloon

Owner: Rajiv Kehr

The Rolls-Royce Phantom II was launched in 1929 as the first all-new model in 27 years. Henry Royce set out to build a sportier model for himself with a short wheelbase, stiffer suspension, close coupled coachwork and double spares mounted at the rear for weight distribution-this would be the original formula for the Phantom II Continental. The featured car from 1931 stays true to form, and 49GX remains in highly original condition, with the interior still being factory original. The car was acquired in 2023, and took honours at Pebble Beach in 2024.

R5

1934 | Rolls-Royce | 20/25 hp

Saloon

Owner: Asheesh Jain

Built from 1929 to 1936, the 20/25 hp models were Rolls-Royce's best selling cars of the time. Well over 70% of the produced cars still survive. The featured car is finished in a pleasing combination of blue and grey, and GUB76 retains its original Windovers saloon coachwork. Imported from England, the car has led a pampered life, always being well maintained and with a substantial history file.

R6

1934 | Rolls-Royce | 20/25 hp

Sports Saloon

Owner: Vipin Buckshey

This long wheel base 20/25 hp saloon was sold new by H.R. Owen in 1934, and fitted with a Sports Saloon body by noted coachbuilder Gurney Nutting. GFE27 is one of just four made, and discovered a few years ago in totally derelict condition after being parked and dismantled in a barn for decades, and has only just been brought back to original specification.

R7

1934 | Rolls-Royce | 20/25 hp

Saloon

Owner: Krish Ajmera

The 20/25 hp ranks amongst the more successful models from Rolls-Royce, offering a combination of luxury and style unmatched by most competitors. The featured car GFE33 was sold new in 1934 to Sir Harry Railing, the Chairman of the GEC with a Park Ward saloon body. It was acquired from the USA in poor but complete condition, and has since been completely restored.

R8

1936 | Rolls-Royce | 20/25 hp

Landaulette

Owner: Ashok Gupta

Built for a short time from 1936 to 1938, the 25/30 hp model was an upgrade over the preceding 20/25 hp Rolls-Royce cars. A host of mechanical upgrades gave the new car more power. The featured car was first sold to John Croall & Sons Ltd. of Edinburgh on 8th June 1936, and is fitted with an exceedingly elegant H.J. Mulliner Landaulette coachwork. Finished in a two tone red shade, chassis GTL9 remains in immaculate condition after its acquisition to India.

R9

1936 | Rolls-Royce | 25/30 hp
Drophead Sedanca Coupe

Owner: Dhanraj Gidwane

Launched in 1936 as an upgrade to the 20/25 hp models, the 25/30 hp cars offered larger, more powerful engines and were usually the subject of the most elegant coachwork. This Drophead Sedanca Coupé, chassis GXM5, is bodied by Salmons & Sons of Newport Pagnell, later known as Tickford. The car was originally supplied to Sir Alexander Korda, the noted film producer and director, who was married at the time to the Anglo-Indian actress Merle Oberon.

R10

1938 | Rolls-Royce | 20/30 hp
Sports Saloon

Owner: Avik Naha

Launched in 1936 as an upgrade to the 20/25 hp models, the Rolls-Royce 25/30 hp cars offered larger, more powerful engines, and were usually the subject of the most elegant coachwork. The featured car, chassis GZR5 features a Sports Saloon body by H.J. Mulliner, and was acquired from Canada in good original condition, before being completely restored to the current standard in Calcutta.

R11

1938 | Rolls-Royce | Phantom III
Limousine

Owner: Ranjit Malik

The last of the large Rolls-Royces before the war, Rolls-Royce launched the Phantom III in 1936, powered by an all new V12 engine. With just over 700 cars produced, it is believed that almost 90% of them survive-a testimony to their engineering. The featured car dates from 1938, and chassis 3CM149 is fitted with a formal Limousine body by British firm Windovers. It remains in beautifully original condition.

R12

1923 | Rolls-Royce | 20 hp
All Weather Cabriolet

Owner: Yuvraj Mahanaaryaman Scindia

The Maharaja of Gwalior owned some of the finest cars in India, including a host of Rolls-Royces, including the very first Rolls-Royce sold to India in 1907. Amongst them was this 1923 20 hp example, boasting rare all-weather coachwork by Barker. Chassis 71A6 left Indian shores in the 1960s for England and has only recently been repatriated to India. The car is now back to the original owner's family after over a century, and takes pride of place in the Gwalior garages.



CLASS Y

Youngtimer Classics

Limited-production sports coupés and convertibles from 1975 up to and including 1995.

Once adorned on bedroom walls as posters, these cars are now over 30 years old and recognised as bona fide collectible classics. Holding both cultural and historical appeal, they represent a pivotal era in automotive design and performance, and form an integral part of the collector landscape.



Y1

1984 | Isuzu | Piazza XL

Liftback Coupe

Owner: Arpit Agrawal

Introduced in 1981, the Isuzu Piazza was Isuzu’s entry into the compact grand touring coupé segment and the direct successor to the Isuzu 117 Coupé. Based on the “Asso di Fiori” Ace-of-Clubs concept by Giorgetto Giugiaro at Italdesign, it featured a contemporary wedge-shaped body and advanced digital-style instrumentation. Power came from a 1,994 cc inline four-cylinder engine with electronic fuel injection, producing around 135 bhp and driving the rear wheels. The Piazza combined Italian-influenced design with Japanese engineering, making it a distinctive coupé of the early 1980s.

Y2

1985 | Ferrari | 328 GTS

Spider

Owner: Pratapsinh Gaekwad

Introduced in 1985, the Ferrari 328 GTS, Gran Turismo Spider, was an evolution of the 308 series, offering improved performance and reliability. It was powered by a 3,186 cc naturally aspirated V8 engine with four valves per cylinder, producing around 270 bhp, paired with a five-speed manual gearbox. The tubular steel chassis featured independent suspension and four-wheel disc brakes. Not a true Spider, the GTS variant has a removable central roof panel, combining open-top driving with structural rigidity.

Y3

Porsche | 911 Carrera 2

Cabriolet

Owner: Rajesh Somasundaram

The 964 generation of the Porsche 911 was produced from 1989 to 1994, replacing the long-running G-series with substantially revised mechanicals and updated electronics. It was powered by a 3.6-litre naturally aspirated flat-six producing 247 hp. ABS braking and power steering were standard, marking a significant step forward over earlier 911s. While not the final air-cooled 911, the 964 represented one of the last major evolutions of the air-cooled era. The Cabriolet incorporated additional structural reinforcement and a manually operated fabric roof. Pre-2000 Porsche 911s are extremely rare in India.

Y4

1989 | Jaguar | XJS V12

Convertible

Owner: Ranjit Pratap

Introduced in 1975 as the successor to the E-Type, the Jaguar XJS evolved into a luxurious grand tourer by the late 1980s. It was only in 1988 that Jaguar would introduce a factory-built two-seat full convertible, replacing earlier coachbuilt open versions. It features a reinforced floorpan, frameless doors and sophisticated electric hood. Underpinned by the same all-round independent coil-sprung suspension and power assisted rack and pinion steering as its fixed head coupe siblings, the soft-top came with anti-lock brakes as standard. The car presented is powered by a 5.3-litre V12 engine, paired with an automatic transmission.

Y5

1992 | Ferrari | 348 TS

Targa

Owner: Tom Thomas

Introduced in 1989, the Ferrari 348 marked a new chapter in the marque’s mid-engined V8 lineage. The 348 TS is powered by a 3,405 cc naturally aspirated V8 mounted longitudinally, the first time this configuration was used in a standard Ferrari road car since the 288 GTO. Producing around 300 bhp and paired with a five-speed manual gearbox, it features independent suspension and four-wheel disc brakes. Despite its TS Trasversale - Spider designation, the model was in fact a targa, with the true Spider introduced as part of the 1993 mid-cycle update. Production totalled 4,228 examples of the 348 TS.



CLASS MA

Veteran and Vintage Motorcycles

Early motorcycles up to and including 1930.

An early and important period for motorcycling, marked by constantly evolving and improving mechanical design.

MA1

1925 | AJS | G5

Owner: Jehangir Sohrab Foroogh

This 1926 A.J. Stevens G5 Standard Sporting Model is a 349 cc side-valve, single-cylinder flat-tank motorcycle, admired for its simplicity, reliability, and lightness. Overshadowed by AJS’s racing machines, the G5 nonetheless proved popular for its capable, practical design. When aquired by its current owner, she was little more than a skeleton: a corroded frame, the front chassis cut off, and no engine at all. A multi-year resurrection program involved hand-crafting much of it, and sourcing rare parts from across the world.

MA2

1926 | Triumph | Model P

Owner: Kumud Mehta

Introduced in 1924 and refined by 1926, the Triumph Model P was a revolutionary, low-cost 500 cc side-valve motorcycle designed to survive a difficult post-war market. Priced well below its rivals, it became the cheapest 500 cc machine available and enabled true mass production. Powered by a simple 494 cc engine with total-loss lubrication, it offered modest performance but strong practicality. Early quality issues were resolved by 1926 with improved bearings, valve guides, clutch, and braking. Its success spawned sportier derivatives such as the Model Q and QA, with nearly 50,000 produced, making it one of Triumph’s most significant early machines.

MA3

1926 | Norton | 16H

Owner: Rakesh Jain Collection

Built from 1911 all the way upto 1954 the Norton 16H is a 490 cc side-valve single cylinder. The “H” denoted the Home model, distinct from the Colonial export version. Nearly 100,000 were supplied to the British Army and Commonwealth forces during WWII. This 1926 example retained the Sturmey-Archer gearbox and acetylene lighting, marking the last pre-electric light era before saddle tanks appeared in 1929.

MA4

1926 | AJS | G2

Owner: Sudiksha Kapoor

The G2 is an 799 cc V-twin motorcycle from Wolverhampton’s A.J. Stevens & Co. Celebrated for strong performance, smooth power delivery, and reliability, it was suited to touring and sidecar use. With flat-tank styling and robust engineering, the G2 reflected AJS’s ambition to build larger displacement machines and remains a rare, collectible example of inter-war British motorcycling.

MA5

1922 | Douglas | B22

Owner: Sandeep Kapoor

The Douglas Model B22 exemplifies the company’s pioneering use of horizontally opposed twin-cylinder engines, a hallmark of its motorcycles from the early 20th century. Introduced in the early 1920s, the B22 was celebrated for smooth power delivery, balance, and dependable engineering. Favoured in long-distance trials, competition, and everyday use, it reinforced Douglas’s reputation for mechanical refinement and reliability. The B22 demonstrated how thoughtful design and advanced engine layout could enhance rider comfort and handling during motorcycling’s formative years.

MA6

1930 | BSA | Slopper

Owner: Rishi Kapoor

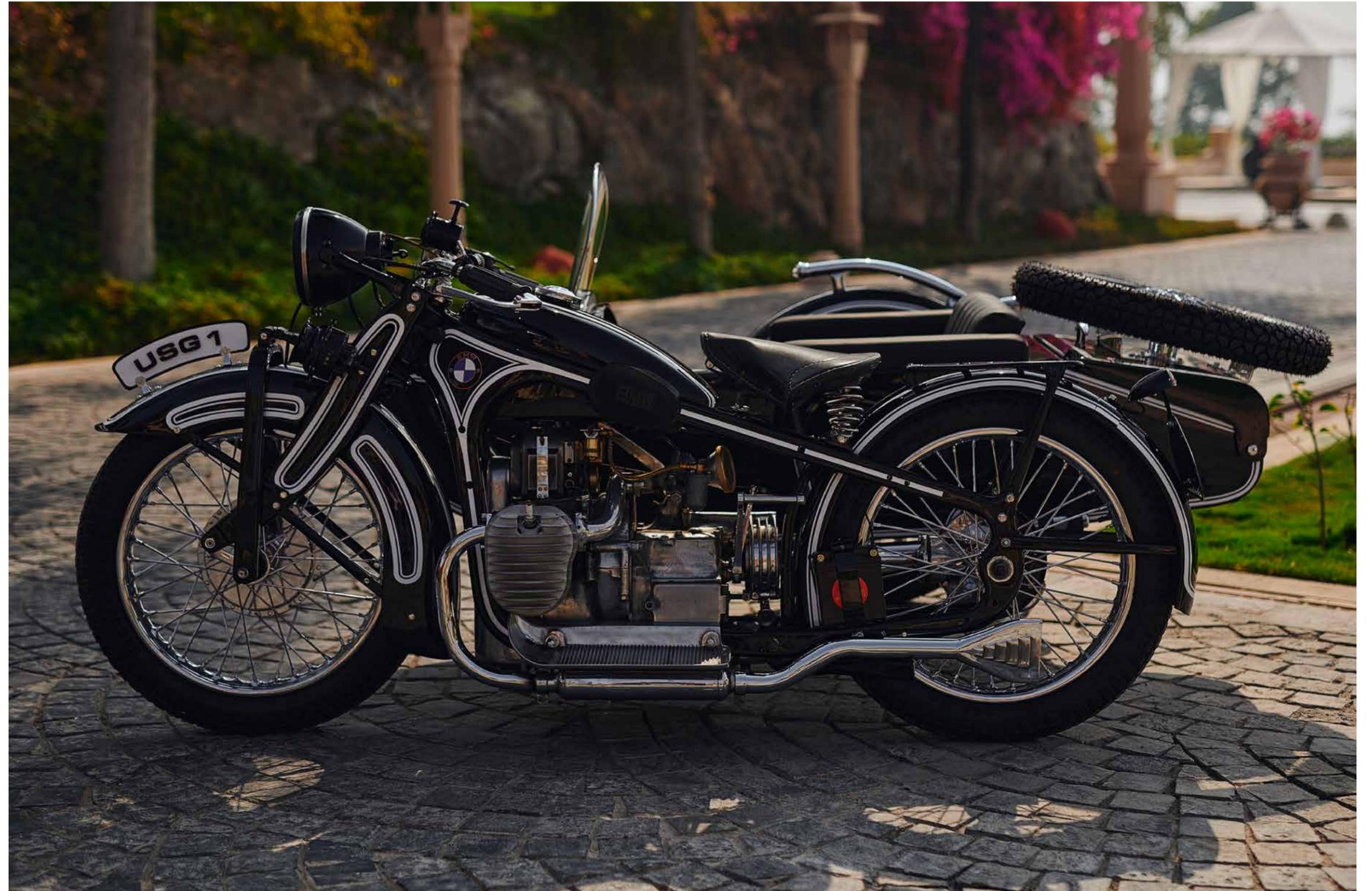
The BSA Sloper, famed for its inclined-cylinder design, offered improved cooling, balance, and reliability. Celebrated for robust engineering and dependable performance, it was favoured for touring and daily use. The example presented, complete with sidecar, reflects BSA’s Art Deco elegance and enduring reputation as a global motorcycling leader.

CLASS MB

Pre War Classic Motorcycles

Motorcycles from 1931 up to and including 1945.

A classic era of motorcycling, heavily influenced by machines developed for wartime use.



MB1

1932 | Panther | Red Wing

Owner: Atulya Jain

The 1932 Panther Red Wing represents British inter-war motorcycle engineering at its most purposeful. Powered by a large-capacity side-valve single, it was built for strong, effortless torque and long-distance reliability rather than speed. Its distinctive pressed-steel frame and girder forks gave it strength and presence.

MB2

1932 | Douglas | C32 Bulldog

Owner: Gautam Vijay Bora

Introduced in 1932, the Douglas C32 Bulldog was a British motorcycle built in Bristol. Known for its sturdy twin-cylinder design, it reflected Douglas’s reputation for reliable engineering. The company had already supplied tens of thousands of machines during World War I and was a pioneer in early brake development. The Bulldog marked Douglas’s early 1930s range, later joined by the larger Greyhound model in 1933.

MB3

1932 | Ariel | MB

Owner: Aditya Bharat Varma

Introduced in 1931, the Ariel MB was a 348 cc side-valve single in the new “M” series. Its forward-sloping engine featured enclosed valves, pressure lubrication, and a chaincase to reduce leaks, driving a 3-speed Burman gearbox. The MB was the touring version, complementing Ariel’s successful 250 cc Colt range. Stylish and practical, it reflected Ariel’s rise as a leading British motorcycle maker in the early 1930s.

MB4

1938 | Velocette | MOV

Owner: Mandar S Phadke

Introduced in 1933, the Velocette MOV was an overhead-valve 250 that broadened Veloce Limited’s range and spawned a new family of OHV singles. Its high-camshaft engine with enclosed valves, four-speed foot-change gearbox, Webb girder forks, and rigid frame made it compact and lively. A commercial success, the MOV helped save Velocette. Originally owned by a diplomat, this example was imported new to India in 1938. It was dry stored from 1962-2003 when it was purchased by its current, and second owner.

MB5

1941 | BMW | R12

Owner: Shekinah Titus

The BMW R12 was introduced in 1935 and remained in production through the Second World War, with 1941 examples built largely for military use. It was powered by a 745 cc side-valve flat-twin producing around 18 hp, with shaft drive and an early hydraulically damped telescopic front fork. Seven R12 motorcycles were imported in civilian specification by the Portuguese Government of Goa. All seven served with the Goa Police until their disposal in 1967. Despite seeing very hard use, this one survived.

MB6

1944 | BSA | WM20

Owner: Gurmukh Singh Salh

The BSA WM20 is a rugged 500 cc British military motorcycle first made in 1937 for World War II, known for reliability and ease of repair despite being heavy and slow. Over 125,000 served with Allied forces, and many continued in use post-war. The WM20s were assigned to the British Indian Army during the Battle of Imphal and Burma Campaign, from 1943 to 1946, and this particular motorcycle served with the 20th Indian Infantry Division, marked by the Talwar emblem. It served in the Burma campaign, and was disposed of in 1957. It has been restored to its full military specifications.

CLASS MD

Post War Classic Motorcycles

Motorcycles from 1946 up to and including 1969.

Influential years for motorcycling in India, from war-surplus machines to large-capacity sports bikes.



MD1

1959 | Harley Davidson | FLH Duo Glide

Owner: Madan Mohan

The 1959 Harley-Davidson FLH marked a major step forward for the marque’s big-twin range. This frame introduced a rear swingarm suspended by a pair of coil-over shock absorbers, creating Harley-Davidson’s first fully suspended chassis. In honour of this advancement, the FL’s model name changed from Hydra-Glide to Duo-Glide, while retaining the 74 ci Panhead V-twin and its long-distance touring focus.

MD2

1952 | Royal Enfield | 500 Twin

Owner: Sohail Syed

Introduced in 1949, the 500 Twin was the marque’s first post-war parallel twin. Sharing its frame with the Bullet, it featured a 496 cc overhead-valve engine, telescopic forks, and swinging-arm suspension, offering a respectable top speed and proving vital to export markets. The current owner acquired this motorcycle in late 2021 from a close family friend; his father, the original owner, had kept it for decades before it lay untouched for nearly 25 years due to ill health.

MD3

1953 | Sunbeam | S7

Owner: Hafeez Contractor

Acquired by BSA in 1943, the Sunbeam name re-emerged in 1946 with a technically ambitious new motorcycle intended as the group’s flagship. Designed by Erling Poppe, the S7 featured a short-stroke, overhead-cam inline twin with shaft drive, all-alloy construction, and advanced cycle parts. Produced between 1949 and 1956, it incorporated numerous patented features and was often criticised as over-engineered.

MD4

1956 | BSA | Gold Star DB34

Owner: Shalaila Nallaseth

The DB34 Gold Star is celebrated for its racing pedigree and precision engineering. Emerging from BSA’s competition lineage, it combined a powerful single-cylinder engine with a lightweight, responsive frame to create a road-legal racer admired for its reliability, and sharp handling. This motorcycle was once owned by pioneering cinematographer Navroz Contractor, who rode it to England and the Himalayas. It was later acquired by the owner’s father as a retirement restoration project, which he was unable to complete. It is displayed here in his honour.

MD5

1958 | Velocette | Venom

Owner: Reuben Solomon

Introduced in 1955, the Velocette Venom was developed from the successful MAC and represented the peak of Velocette’s pushrod single-cylinder design. Featuring a 500 cc overhead-valve engine, it combined strong performance with renowned handling and reliability. The Venom gained lasting fame in 1961 when a near-standard example averaged over 100 mph for 24 hours at Montlhéry, cementing its place in British motorcycle history.

MD6

1958 | Triumph | Tiger T100

Owner: Shiraz Sorab Ginwalla

Launched in 1939 as a high-performance sporting version of the Speed Twin, the Triumph Tiger T100 took its name from a claimed 100 mph top speed. It featured a 500 cc parallel-twin engine with alloy pistons, higher compression, and sporting camshafts, establishing a strong reputation for performance and style. In the pre-unit era it represented Triumph’s peak 500 cc offering. This 1958 model is notable for the introduction of the improved slick-shift gearbox, revised mudguards, and updated cycle parts.

MD7

1959 | BSA | Super Rocket

Owner: Anil Bhingarde

The BSA Super Rocket was a high-performance variant of the BSA A10 parallel-twin series, introduced in 1958 as the successor to the Road Rocket, featuring a 646 cc engine with an alloy head, higher compression (8.5:1), and a stiffer crankshaft for about 43 bhp, making it a popular sporty British bike known for its reliable performance and basis for legendary café racers like the Rocket Gold Star, produced until 1963 when BSA moved to unit construction.

MD8

1959 | Triumph | TR6 Trophy

Owner: Siddhesh Mitkar

Introduced in 1956, the Triumph TR6 Trophy was developed from Triumph’s desert racing experience in the United States. Powered by a 650 cc parallel-twin engine, it combined strong torque with durability and simplicity. The TR6 gained fame through competition success and association with off-road riding, particularly in American events, and later achieved cultural recognition through its use in the movie ‘The Great Escape’, cementing its place in history.

MD9

1961 | BMW | R69S

Owner: Pratapsinh Gaekwad

The BMW R69S, produced from 1960 to 1969, was the top-performance model of BMW's "/2" series and positioned as a high-speed touring motorcycle. It was powered by a 594 cc boxer twin producing 42 hp, paired with a close-ratio gearbox and shaft drive. Earles leading-link front forks provided stability at speed. Renowned for its smooth delivery and robust construction, the R69S is now a highly regarded classic. This motorcycle was acquired in completely dilapidated condition from a previous owner of over fifty years.

MD10

1965 | Velocette | Venom Special

Owner: Siddharth Darade

Produced between 1962 and 1969, the Velocette Venom Special was a lower-priced variant of the standard Venom, offered with painted finishes in place of chrome, an older MSS-pattern fuel tank, simpler enclosures, and a claimed 95 mph top speed. Finished in pale blue and priced around 5% lower, it retained the same robust 499 cc overhead-valve single, with identical performance and handling. Few were sold, making the Venom Special a rare model today. This example survives in original, preserved condition and remains fitted with its original Avon tyre.

MD11

1969 | Honda | CB750 'Sand-cast'

Owner: Zubin Jazeel Mehta

Introduced in 1969, the Honda CB750 'Sand-cast' was the earliest CB750, identified by its sand-cast crankcases. Developed for the American market, it featured a 736 cc overhead-cam four-cylinder engine, electric start, and the first mass-produced front disc brake, redefining large-capacity motorcycles and inaugurating the superbike era. Originally owned by an Indian royal, it was acquired by the current owner's father in the 1990s and recently restored to original specification using correct New Old Stock parts.



CLASS ME

Emerging Classics

Motorcycles from 1970 up to and including 1989.

The era of motorcycle modernisation was marked by rapid technological advances. Influential Japanese machines redefined performance, reliability and accessibility, while significant Western introductions emerged in response, bringing innovation, character and evolving design philosophies.



ME1

1973 | Norton | Commando Mk2

Owner: Xereus Zend

Introduced in 1967, the Norton Commando marked a bold break from tradition. To accommodate the largest production pre-unit parallel twin, Norton abandoned the Featherbed frame in favour of the Isolastic system, designed by Stephen Bauer of Rolls-Royce to isolate vibration and improve refinement. Early high-performance “Combat” models proved too aggressive, leading to recalls and later refinement. These lessons culminated in the 850 cc Commando Mk2, with improved timing, tuning, and durability. This motorcycle lay seized in an Indian customs yard from 2001 before being auctioned to its first Indian owner. The current owner acquired it in 2015 and brought it to Mumbai by fishing boat.

ME2

1974 | BMW | R90S

Owner: Sheroy Kolah

Introduced in 1973, the BMW R90S is widely regarded as one of the world’s first true superbikes, with a top speed close to 200 km/h. Designed under Hans Muth, it transformed BMW’s conservative image through its bikini fairing, distinctive two-tone paintwork, and a powerful 898 cc boxer engine. Produced until 1976, the R90S became BMW’s flagship /6 model and helped define the sport-touring category, while also achieving notable success in AMA Superbike racing.

This example is believed to be the only R90S Sports model currently in India. It was originally owned by Dr. A. V. Medalary of Hubli, a noted neurosurgeon and collector. Accompanied by an original BMW factory dating certificate, it remains a rare and historically significant motorcycle.

ME3

1976 | Triumph | Bonneville T140

Owner: Rustom Mistri

Introduced in the early 1970s, the T140 was Triumph’s response to American demand for more power, moving beyond Edward Turner’s long-held 500 cc limit. It featured the innovative oil-in-frame chassis, improving rigidity and weight distribution, and marked Triumph’s shift to right-side gear and brake controls as Japanese competition intensified.

This particular T140 was imported by a body-part manufacturer who used it as a sample for fabricating tanks and fenders. The engine and rolling chassis were then traded for nearly three decades as a non-runner, fitted with improvised parts because it was unfamiliar to local mechanics. It was discovered in Pune in 2019, and restored by the current owner.

ME4

1978 | BMW | R45

Owner: H.H. Maharaja Harshvardhan Singh of Dungarpur

The R45 was introduced in the late 1970s and was part of BMW’s air-cooled, horizontally opposed twin-cylinder lineup. It featured a 473 cc engine, making it one of the smaller displacement models in BMW’s range at that time. The R45 was designed to be an accessible and versatile motorcycle, suitable for both commuting and leisure riding. It incorporated BMW’s trademark shaft drive system, known for its durability and low maintenance

ME5

1979 | Honda | CBX1000

Owner: Jazeel Rustom Mehta

The Honda CBX1000, produced from 1978 to 1982, was a bold statement of engineering ambition and is regarded as one of the most distinctive superbikes of its era. Designed by Shoichiro Irimajiri, it featured a 1,047 cc, air-cooled, DOHC, 24-valve inline-six engine, a layout inspired by Honda’s 1960s Grand Prix racers such as the RC166. Its exposed engine and unique, high-pitched exhaust note set it apart from all contemporaries. Conceived to reclaim leadership from rivals like Kawasaki, the CBX became an icon for its technical audacity rather than racing success. This example was acquired from an elderly collector in Hubli who wanted it to go to a dedicated custodian.

CLASS MR

Indian Heritage Motor Racing

Celebrating the varied efforts at motorcycle racing in India.

Motorcycle racing has long been a popular form of motorsport in India. Despite the lack of professional racing infrastructure, there was always the will and determination to compete. Airport circuits such as Sholavaram in Chennai, Barrackpore in Kolkata, and Juhu in Mumbai were widely used and proved very popular. This class represents some of the varied disciplines of racing undertaken in India.



MR1

1927 | AJS | H7

Owner: Jehangir Sohrab Foroogh

Introduced in 1927, the A.J. Stevens H7 was a high-performance 350 cc overhead-valve single developed for sporting and competition use. Lightweight and advanced for its time, it featured a triangulated frame, recessed fuel tank, open-top engine, and a foot-operated Pilgrim oil pump requiring manual lubrication every mile. This example was found after more than 30 years of inactivity and carefully restored, retaining exceptional originality, including its factory-matching gearbox. A.J.S. Club records indicate that only seven H7s survive worldwide.

MR2

1947 | CZ | 150

Owner: Mandar S Phadke

ČZ, Česká zbrojovka, founded in Czechoslovakia in the early 20th century, became one of Europe’s most respected motorcycle manufacturers, renowned for its engineering, durability, and racing success, particularly in smaller-capacity machines. This rare 150 cc ČZ was originally owned by F.K. Irani, Chairman and Managing Director of Ideal Jawa India, and later by ace racer and renowned tuner Ganpati Rao Mane, who had worked at the ČZ factory between 1940 and 1947. Officially part of the Jawa Works Team, it won numerous races at the DMCSC Lohegaon Meets from 1952 to 1961 and was ridden to dominance by ČZ ace Stanislav Malina in 1960-61. The machine features factory racing upgrades including alloy head and barrel with wider cooling fins, alloy fuel tank, separate oil tank, a TT9 racing carburettor, and special Czech-supplied front forks.

MR3

1964 | Norton | Dominator SS

Owner: Siddhesh Mitkar

Produced between 1962 and 1967, the 650SS was Norton’s premier parallel twin. Its 647 cc engine delivered 49 hp and speeds over 110 mph, housed in the celebrated Featherbed frame for outstanding handling. The “Sports Special” designation marked it as a performance model, rivalling Triumph’s Bonneville. By 1964, the 650SS had become Norton’s flagship. This particular bike has raced at the 50-lap Grand Prix events at the IARC Juhu Race Meet and at the MMSC’s All India Motor Race Meet at Sholavaram, taking two great second spots behind the great Ceylonese ace U.D. Jinadasa.

MR4

1989 | Kinetic Honda | DX

Owner: Adil Jal Darukhanawala

The Kinetic Honda was a joint venture between India’s Kinetic Engineering and Honda Japan, a two-stroke scooter notable for its automatic transmission and electric start. This example, owned from new, was raced in dirt track events by the owner’s brother, winning in Pune and Nashik before retiring in 1994. In 1991-92 it also crossed the Sahara Desert, north to south, during Operation Sahara Attack, a pioneering scooter expedition.

MR5

1990 | Kinetic Luna | 50

Owner: Satish Apte

The Kinetic Luna, introduced in the 1970s by Kinetic Engineering, was a lightweight 50 cc moped that became iconic for its affordability and everyday use. This 1990 example was prepared solely for racing as a factory effort. Raced at the Madras Motor Sports Club Meets, it placed third in 1991, second in 1992, and won in 1993. At the 1992 PARA Sinhagad Hill Climb it set a class record, later achieving 108 km/h.



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The Oberoi Concours d'Elegance Event Flow

Friday, 20 February, 2026

- 7:00 AM: Line-up of participating cars/motorcycles for The Oberoi Tour d'Elegance
- 7:30 AM: Flag-off - The Oberoi Tour d'Elegance - The Oberoi Udaivilās Gate
- 10:00 AM: Tour ends at The Oberoi Udaivilās

Saturday, 21 February, 2026

- 10:00 AM: Concours opens for Participants and Judges only. Judging commences at The Oberoi Concours d'Elegance
- 12:00 PM: A Conversation with Tarun Tahiliani - exploring Couture, culture, and craftsmanship
- 1:00 PM: Lunch for participants and spouses at Suryamahal & Chandni.
- 6:00 PM: Cocktails and Couture showcase by Tarun Tahiliani - for participants and spouses
- 8:30 PM: Dinner under the stars at The Oberoi Udaivilās hosted by Arjun Oberoi, Chairman - The Oberoi Concours d'Elegance.

Sunday, 22 February, 2026

- 10:30 AM: The Oberoi Concours d'Elegance opens to invitees and participants.
- 11:00 AM: The Talk at The Oberoi Concours: 'Legends of Racing' and 'Restoration vs Preservation'
- 12:30 PM: Lunch
- 3:30 PM: Prize distribution ceremony
- 6:00 PM: The Oberoi Concours d'Elegance concludes

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- KARTIKEYAN LAWN**
- Class F
 - Post War American Classics

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