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SUPERCAR

JAGUAR REVEALS STUNNING F-TYPE



UNVEILED:

MAHINDRA QUANTO, INDIAN-DESIGNED FRENCH SUPERCAR



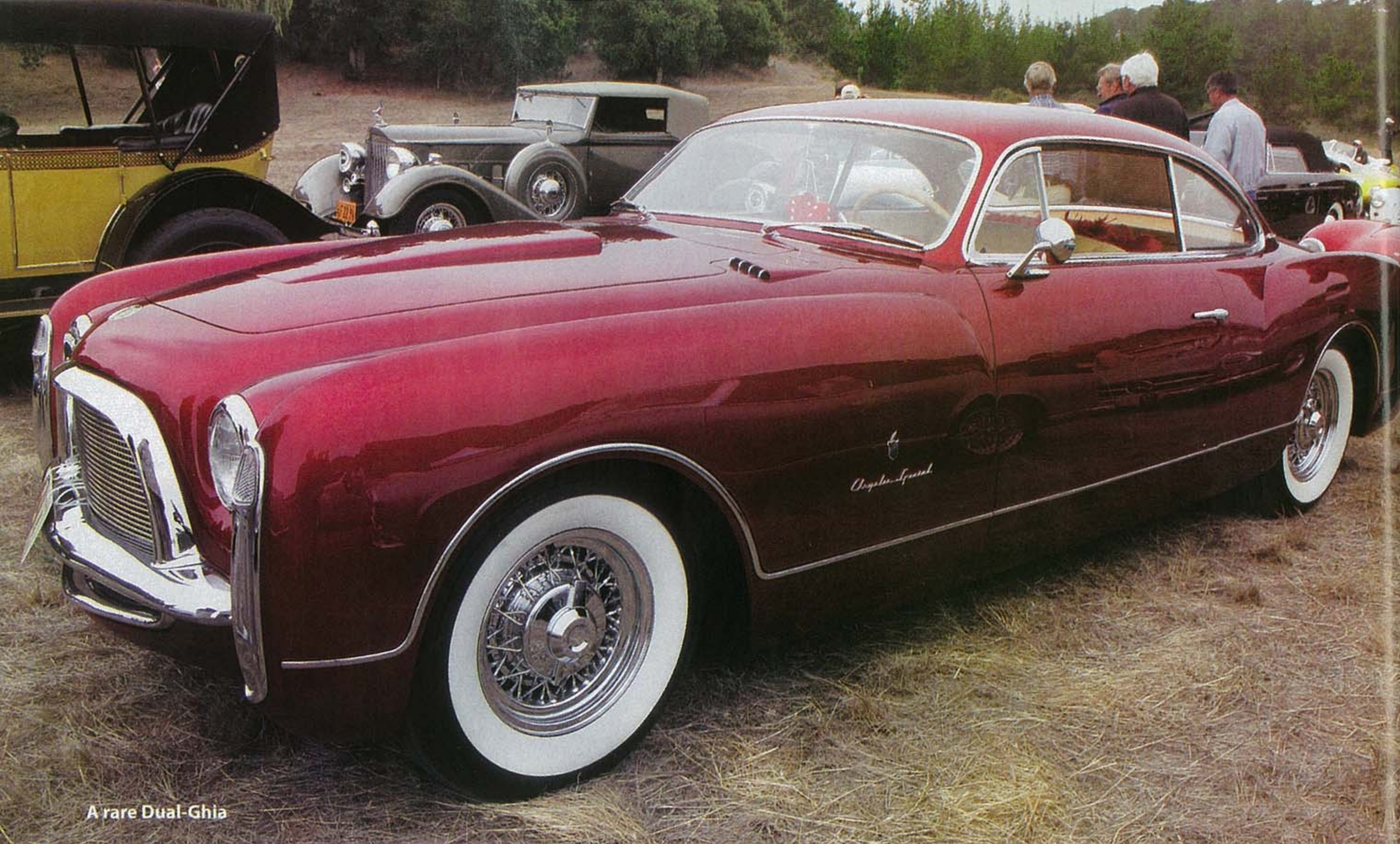


a tour d'elegance

As we feature a more detailed report on the 2012 edition of the Pebble Beach Concours d'Elegance

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PHOTOS: SUNIL BAJAJ, KARL BHOTE, GAUTAM SEN & SIDDHRAJ SINGH



A rare Dual-Ghia

THE WORDS 'PEBBLE BEACH' have special meaning to two very specific sets of people: those who love golf and those who are crazy about classic cars. While the golf course has played host to the US Open Golf championship a number of times, it's the 18th fairway of this famous golf course and resort that has continuously, for the past 62 years, acted as a temporary parking lot for some of the most beautiful and valuable classic and vintage cars for the Pebble Beach Concours d'Elegance. Arguably the most prestigious concours event in the world, there is no greater prize in the classic car world than the coveted 'Best of Show'. This year's event had special meaning for India, as you all know - cars with an Indian 'royal' origin were given their own special 'Maharaja' class (see box). For the first time cars from India were entering the event and automotive historian Manvendra Singh Barwani became the first Indian on their prestigious judging panel.

Thanks to the popularity of the event, the week preceding it has become packed with all sorts of classic automotive events, all over the Monterey peninsula, informally known as the Monterey car week. This year the week kicked off in amusing style, with the annual Concours d'LeMons, a play on the word lemons - a term for bad cars. The goal was to enter the least desirable and most obscure car, in order to win the 'Worst of Show' award. It is a light-hearted event poking fun at the seriousness of Pebble Beach. As the week proceeds the events start getting more important - and more serious. The Carmel-by-the-sea Concours On The Avenue offered a large number of desirable cars on show, especially muscle cars and hot-rods across 18 blocks of downtown Carmel. Automobilia Monterey offered collectors a chance to pick up rare brochures, posters and automobilia. The week also allows people to go browse the various auction lots, and check out the high value cars that went under the hammer

on the weekend.

The week started getting serious on Thursday with the Pebble Beach Tour d'Elegance (see box). A 100km-long drive to Carmel-by-the-Sea, on the scenic Pacific Coast Highway, this drive is made by most participants of Pebble Beach, and comes in useful as a tie-breaker for those completing it. It is also a fabulous time to see these beautiful machines doing what they were built to do.

Friday and Saturday become busier. A number of high ticket classic car events like Quail: A Motorsport Gathering (see box) and Concorso Italiano took place on Friday, with the Rolex Monterey Motorsports Reunion races taking place over the weekend at the famous Mazda Raceway Laguna Seca (with US\$ 75 million worth of AC Cobras raced this year). The evenings too are busy, with all auctions (see box) taking place at night, allowing their wealthy patrons to be free for the various events during the day.

The week finally ended on Sunday with the headlining Pebble Beach Concours d'Elegance, where some 220 automobiles gathered to be judged for the various classes and eventually for the overall 'Best of Show'. With 28 classes (including one for motorcycles), there was something or the other for many of the participants. For the 'Best of Show' it was important to win the class the car was in to qualify - or to put it another way, the cars that won their class, automatically became contenders to win overall. The classes for each of the years keep changing and for this year, other than the two classes created for the 'Maharaja cars', there were classes for antique small horsepower cars, for American classic open, for French Grand Touring cars, for pre and post-war preservation, for Duesenbergs, Mercedes-Benzes, Ferraris and Shelby Cobras, for Saoutchik coachbuilt cars and for American sports custom, amongst others.

Each of the classes was



Exquisite Tabot Lago with Figoni et Falaschi body



No, not an old but new Delahaye USA



Alwar Hispano getting unloaded



Guess the car!

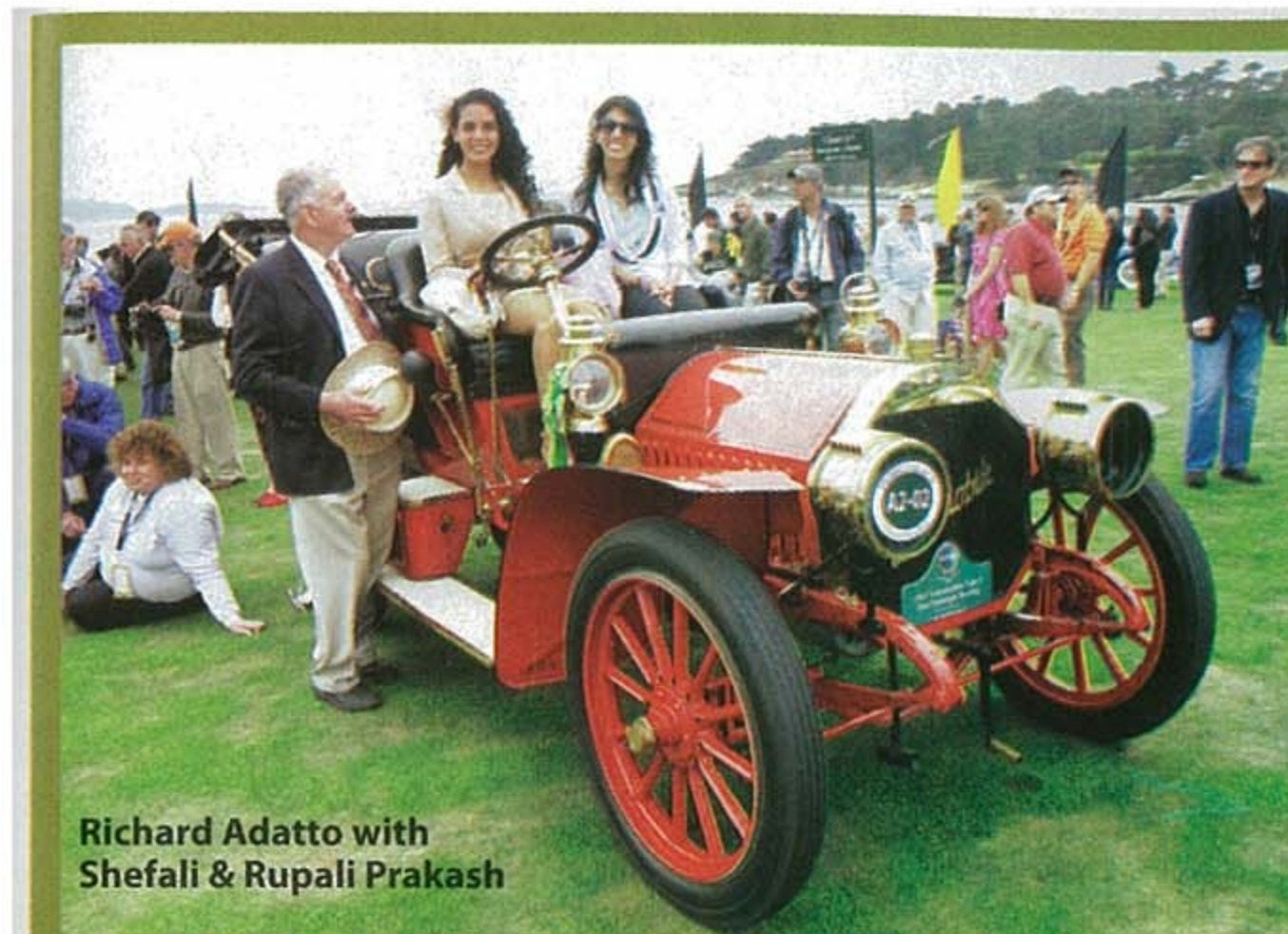
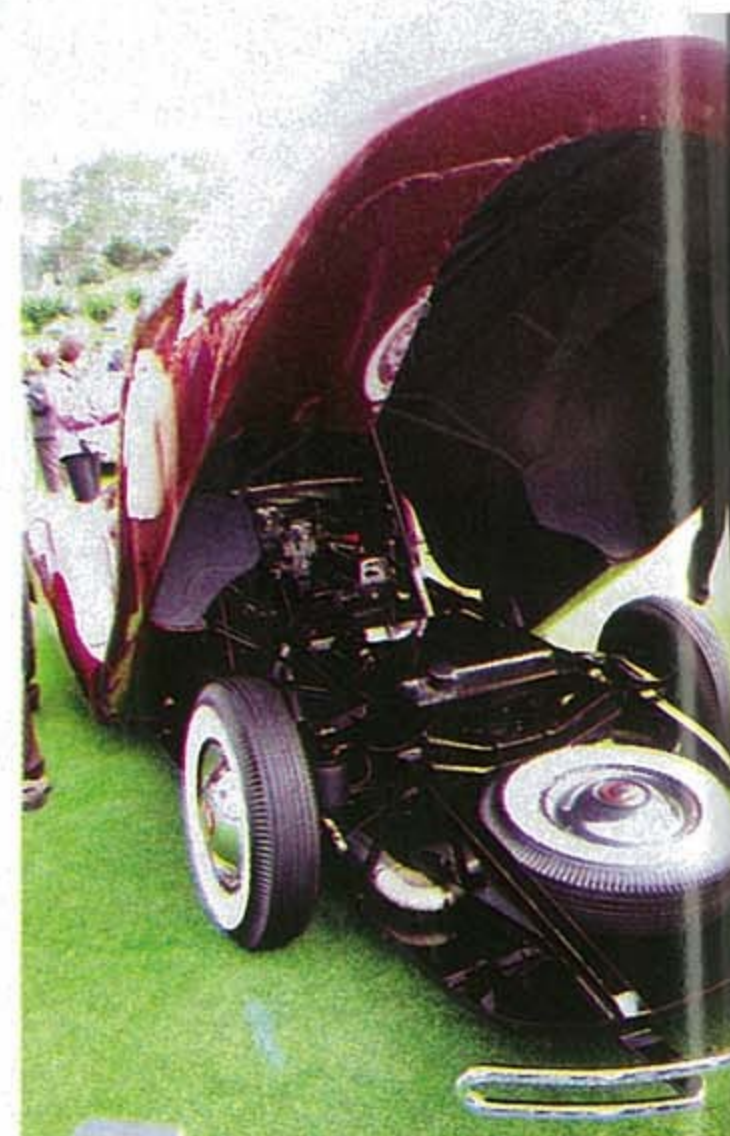
fascinating and what amazed first time visitors was the quality of workmanship and finish on most of the cars (except for the cars from the two preservation classes, which were most impressive in the condition that the cars had survived!),

emphasizing the gap in the fit and finish of the three 'Indian cars' versus those from the US and Europe. The craziest bunch were the American sports custom with each and every one of those one-offs fascinating for their strange shapes, amazing detailing

and sometimes downright gumption for having executed such outlandish designs. Pride of place was given to the two maharaja classes with the 15 cars lined up along the waterfront and cordoned off, as were the astounding cars from the

Saoutchik class, including the eventual 'Best of Show', the 1928 Mercedes-Benz SS with classy coachwork from that most famous of French coachbuilders. Other than Ratan Tata who made a surprise visit to the show, the other stars included Jay Leno,

IN FOCUS PEBBLE BEACH CONCOURS D'ÉLÉGANCE



Richard Adatto with Shefali & Rupali Prakash



Jay Leno and friends



Alexander Schaufler's Mercedes 500k



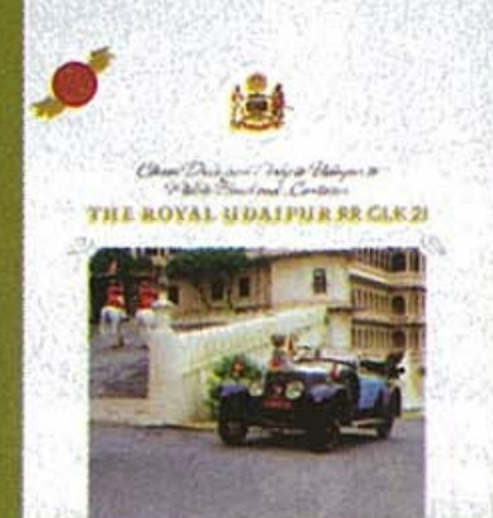
tour d'élégance

THE 2012 PEBBLE BEACH Tour d'Élégance was designed to emphasize cars meant to be driven and motorcycles meant to be ridden – it showcased the elegance of the automobile in motion. All entrants were invited to participate in the event and those who successfully completed the tour received an extra point

in judging – an edge that, considering the stiff competition, could mean the difference between winning and losing in a tiebreaking situation. Most of the cars in the show participated in the tour, including the Mercedes-Benz 680S, which went on to win Best of Show. This year the tour was lead by an entry from India, a

1907 Locomobile Type E owned by Shefali Prakash of Bangalore and driven by her sister, Rupali. She followed a motorcycle escort from the California Highway Patrol, who stopped the everyday traffic along the drive to make way for the tour. Rupali drove the entire way with no problems, and afterwards said: "I never thought at 23, I would be driving a 105-year-old car for the tour at Pebble Beach. Leading the tour was a piece of cake. It truly was one of the most

special days of my life." This author had the good fortune to cover the tour and to follow Rupali in a 1953 Ferrari 375 America with custom Pininfarina coachwork. The day started out a little foggy, but the sun soon emerged and it was a beautiful day for a drive. Some entrants drove down the coast with good speed, while those behind the wheels of older cars took their time. Only a few cars broke down. *Richard Adatto*



Udaipur Rolls-Royce BOOK
A BOOK ON THE 1924 BARKER BODIED Tourer Rolls-Royce 20HP (Chassis no GLK 21) was unveiled at the Pebble Beach Concourse d'Élégance. This book has been authored by Bob Rupani with significant additional inputs from Gautam Sen. This duo of Auto India,

your very own auto magazine, were asked by Shriji Arvind Singh Mewar to write the book. All information, data and images were provided by Arvind Singh's 'Vintage and Classic Car Collection Udaipur' museum. The book traces the fascinating life of GLK 21 from Derby in 1924 to Pebble Beach and back in 2012. It is packed with information and also features some interesting old photos.

who spoke to Auto India's consulting editor about his special Tata Nano and then went looking for the former when informed that Mr Tata was there too. Tata also spoke – rather wistfully – to the editor about his father's long lost Jaguar XK120, whilst checking out the first XK120 imported into the US for Hollywood star Clark Gable. And on different occasions the Indian contingent starred too with Arvind Singh Mewar regaling showgoers with his imperious elegance, Mandhata-

sinh Jadeja and his wife with their colourful clothes and Dr Ravi Prakash and family with their easy charm and accessibility. And if you wish to be there next year to charm and impress with your car, here are some hints. For an early look at what will happen next year at the Pebble Beach Concours d'Élégance, our American correspondent says that focus will be on steam cars, Lincolns, Lamborghinis and French motorcycles. More information will follow in the upcoming issues...



Bentley Speed Six



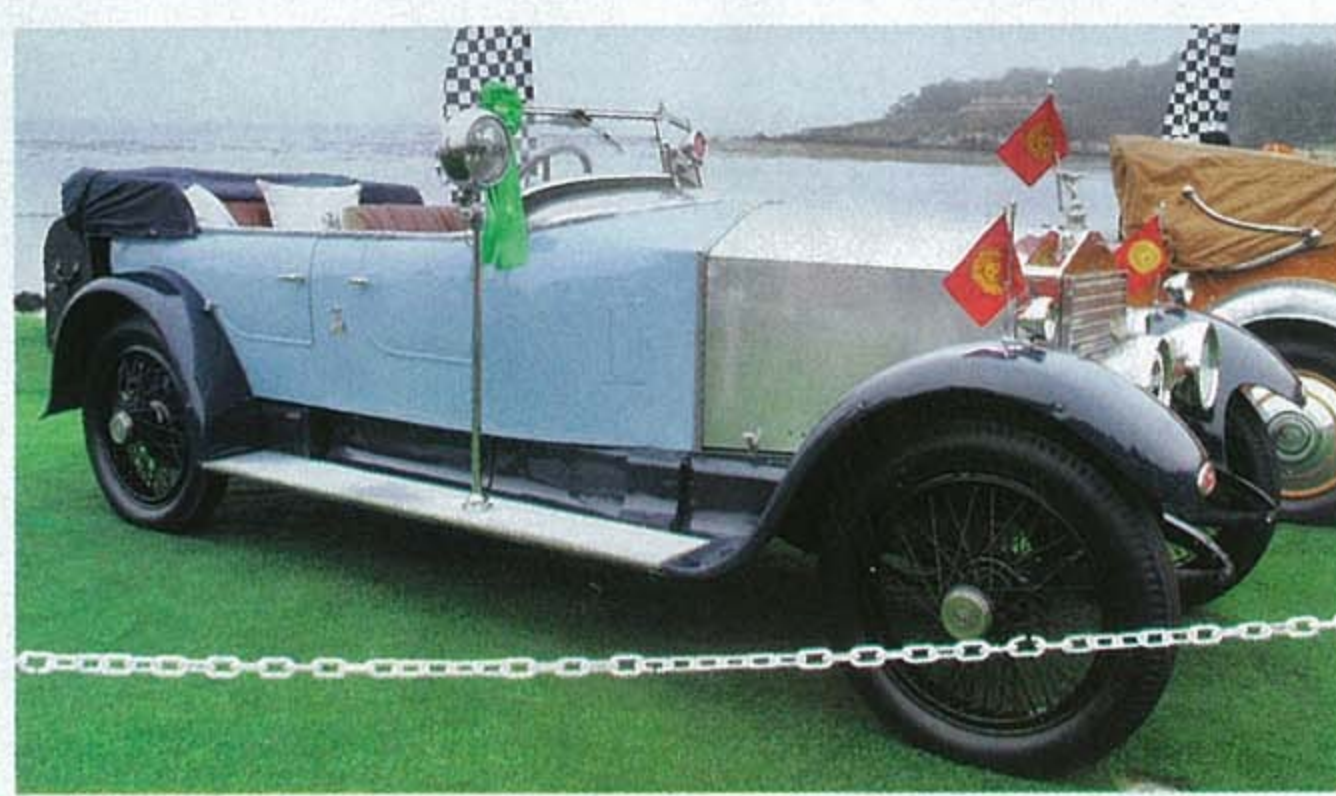
Alwar Hispano



Holkar Duesenberg



Star of India



Dr R Prakash's Dodge



Cute little Cygnet



Swan Car

maharaja cars

US CAR COLLECTORS HAVE always been fascinated by Indian royalty and their exquisite automobiles. Till Independence in 1947, coachbuilders created lavish, custom-bodied cars for ceremonial duties, tiger hunting and daily driving, creating a unique class of car. These were mostly built on luxury chassis like those of Rolls-Royce, Bentley and Duesenberg. The coachwork was painted in royal colours, and often sported the local royal flags and crests. The Pebble Beach Concours d'Élégance has, for the first time, created a special class for the automobiles of the maharajas. Also honoured were collectors who

transported their cars to the US. The Maharaja Cars were divided into two classes. Class E-1, a mixed marque class, consisted of cars like the 1910 Brook 25/30 HP Swan Car owned by an eccentric Scot from Calcutta, and later purchased by the Maharaja of Nabha who also commissioned its little sister, the Cygnet, in 1919. This was a miniature electric car. There was a 1930 D8 Delage with coachwork by Joseph Figoni, the Paris Auto Salon winner for that year, which was purchased by the Maharaja of Indore off the salon floor. The Delage was shown at Pebble Beach by Dr Ravi Prakash from Bangalore. A 1930 Bentley

Speed Six (a US entry) with saloon coachwork by H J Mulliner was ordered new by Maharaja Sawai Man Singh II of Jaipur - this car is one of a mere handful of two-door coupés that survive. A 1930 Mercedes-Benz SS (a Paris Auto Salon show car) bought by Hari Singh, the Maharaja of Jammu and Kashmir, is now part of the Mercedes-Benz Museum. There were also two

Hispano-Suizas: a 1935 J12 with cabriolet coachwork by de Villars, and the 1925 H6B custom cabriolet, bodied by Kellner. The 1935 model was owned by the Thakurasaheb of Rajkot while the other was commissioned by the Maharaja of Alwar. The class winner was a 1935 Duesenberg with a speedster body by J Gurney Nutting, painted in the family colours of Maharaja of

Indore. It's now in the US. The Class E-2 of the Maharaja Cars comprised solely of Rolls-Royces and included the 1924 Rolls-Royce 20 HP Tourer, entered by Arvind Singh Mewar, with original Barker barrel-sided coachwork. This car has been owned by the Maharana of Udaipur and it won the Lucius Beebe Trophy. The 1928 Rolls-Royce Phantom I 17 EX Sports Tourer built by

Jarvis, belonged to the Maharaja of Jammu and Kashmir and is now in Austria. The famous 1934 Rolls-Royce Phantom II, called the Star of India after the 563-carat Star Sapphire has polished aluminium panels, saffron paint, and special lighting. Its coachwork was built by Thrupp & Maberly for the Thakurasaheb of Rajkot. The car left India but recently Mandhata Singh Jadeja, the grandson of the thakurasaheb, bought it. There were three 1937 Rolls-Royce Phantom IIIs including a drophead with coachwork by Thrupp & Maberly. The Maharaja of Darbhanga had it re-bodied as a convertible before shipping it to India. The second '37 Phantom III was the Sports Torpedo

cabriolet with Barker coachwork, ordered by Balbhadra Narayan Bhanj Deo of the State of Keonjhar. The car had only 7,100 miles till 1959, when it was shipped back to England. The third (now in the US) was the Phantom III Tourer with Thrupp & Maberly coachwork, ordered for the

Nawab Hamidullah Khan of Bhopal. The class winner was a 1925 Rolls-Royce Phantom I Sports Torpedo Tourer with Barker coachwork. Designed for hunting, it was owned by the Maharaja of Jodhpur and features an ivory steering wheel and knobs, and was placed in the winner's circle. *Richard Adatto*