

# Owners spent two years to COLLECT ALL EXHIBITS

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**W**hile the owners of the museum spent more than two years to collect the exhibits, a lot of research has gone into designing the museum and rearranging those. There are cars like Ford, Volkswagen, Cadillac, Rolls Royce, Ambassador, Fiat, Porsche and many more displayed in the museum.

As you walk down the cellar, a Morris Bullnose Cowley catches your eye. The company produced only 1,140 cars, and one of it stands gleaming. While most of G D Naidu's collection includes vintage models, there are some recent makes too. A limousine, traditionally used by the American President, is on display. It came from Kochi, another car loving city.

A Cadillac donated by a collector in Delhi also finds place.

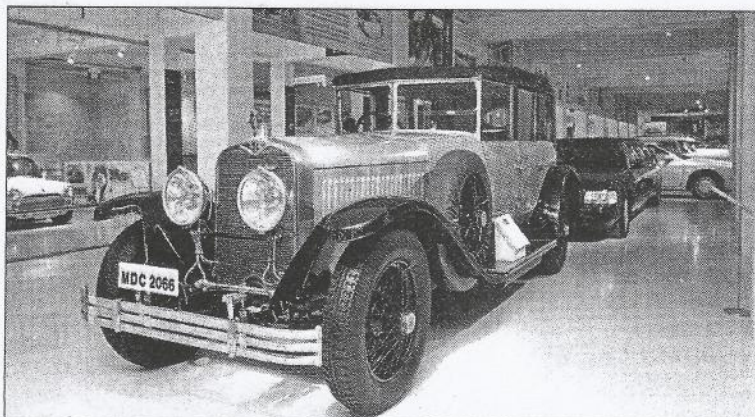
The racing car section has the second model designed by S Karivardhan, the legendary Indian racer from Coimbatore. The McDowell 1000 was de-

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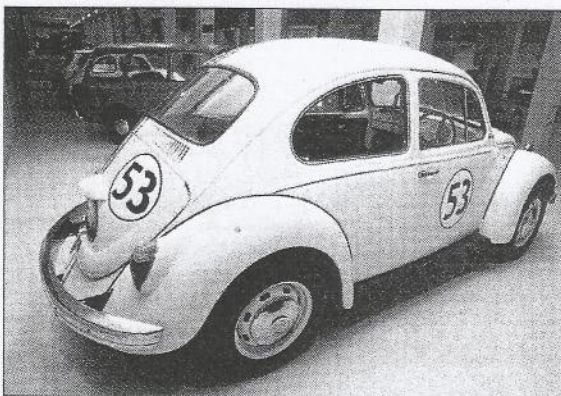
signed after the success of Formula Maruti. C S Ananth said, "We have some racing cars here because the research and development of the automobile industry happens on race tracks. Power steering, air bags, disc brakes and several other technology came from racing."

A Rolls Royce 20 owned by the Mysore Maharaja can hardly be missed. There is some trivia behind this exhibit. The Maharaja of Mysore, Krishna Raja Wodeyar IV always purchased cars in batches of seven.

As for Raja Jai Singh of Alwar, the story goes that he was shooed away as he visited the showroom in London dressed in casuals. To avenge the insult, the king reportedly purchased a set of Rolls Royce 20 and used it to collect garbage in Alwar. The company later tendered an apology.

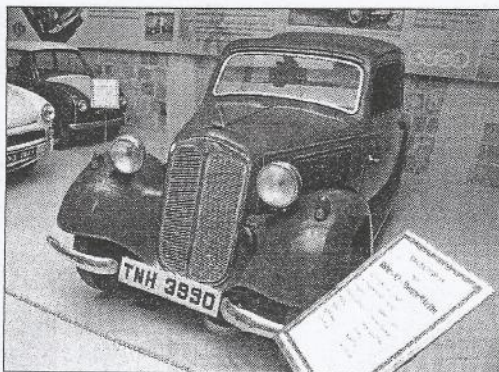


**WHEELED BEAUTIES:** Hispano-Suiza H6B. This Spanish car was a luxury automobile from the 1920s and was produced till 1933



The Volkswagen Beetle was manufactured by the German car maker from 1938 to 2003

DKW F7-Meisterklasse was launched by Auto Union's DKW division in 1937 as a replacement of DKW F5



The BMW Isetta is an Italian-designed microcar also known as Bubblecar. It was manufactured in 1950s



Benz Patent-Motowagen, built in 1886, is widely regarded as the first automobile, propelled by internal engine

