

MOTORINDIA

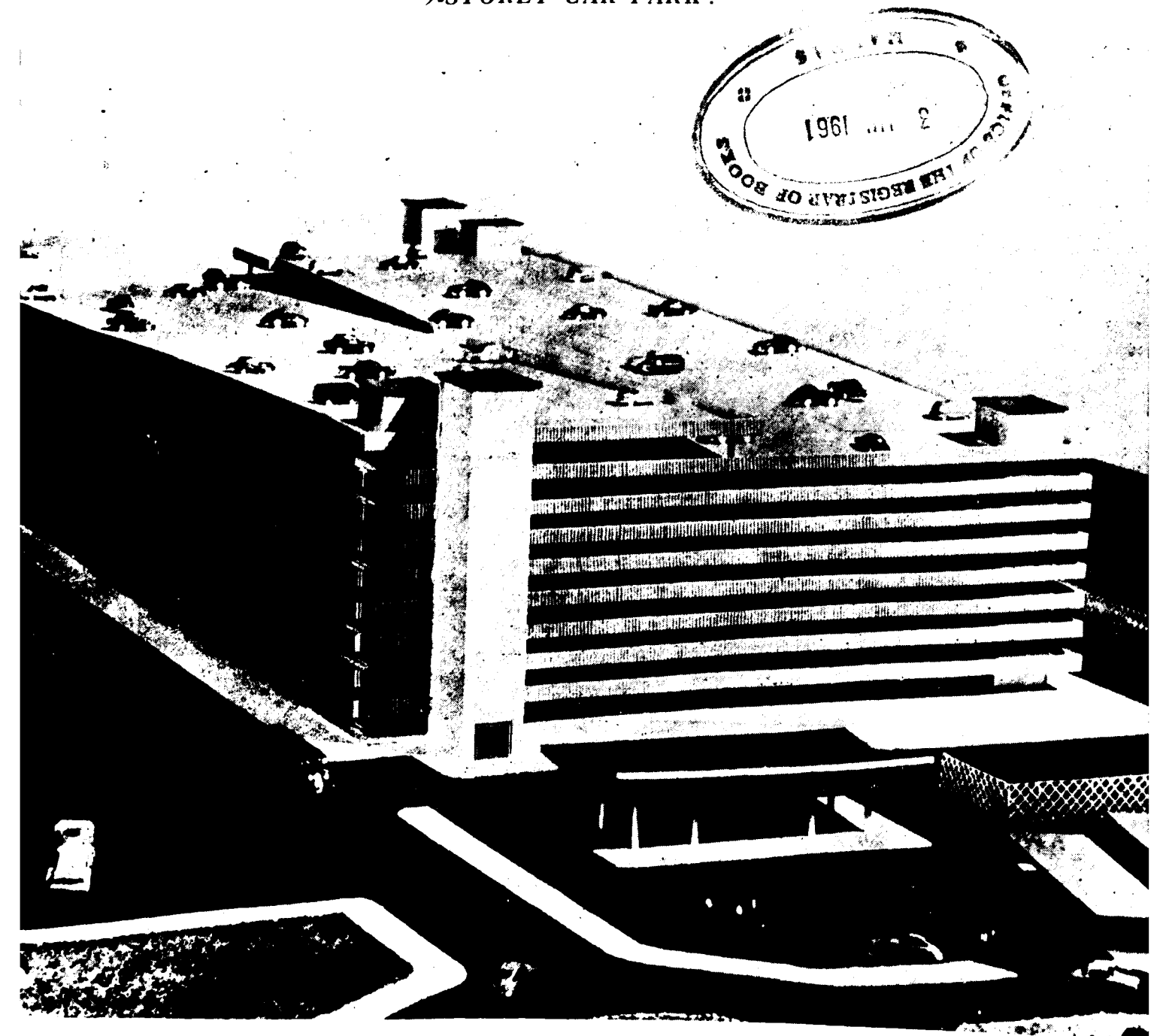
VOLUME 5

JUNE 1961

108

NUMBER 11

9-STOREY CAR PARK!



British Motor Corporation is constructing a second Car Assembly Building at a cost of £ 3½m. sterling as part of their £49m. expansion programme to increase production from 750,000 to a million vehicles a year. But the problem was to find extra space now used for car parking and storage before despatch. The solution was this 3,300 vehicle nine-storey car park-the biggest of its kind in the world-which is already more than half completed, to release the necessary space. The photograph illustrated shows the double spiral system of ramped parking floors that will enable upward and downward traffic movement to be completely segregated. Besides passenger lifts and staircases at the four corners, additional car access will be provided by two car lifts, mainly for moving cars above the fourth floor level.



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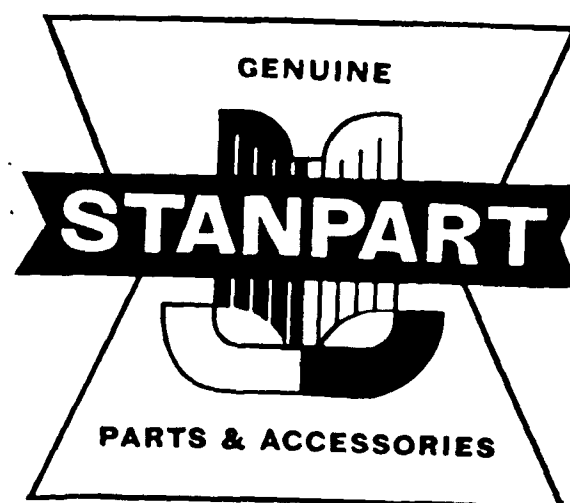
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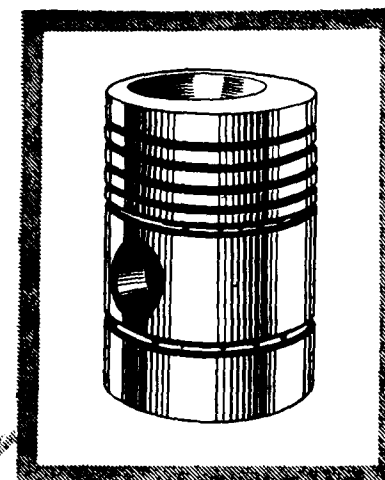


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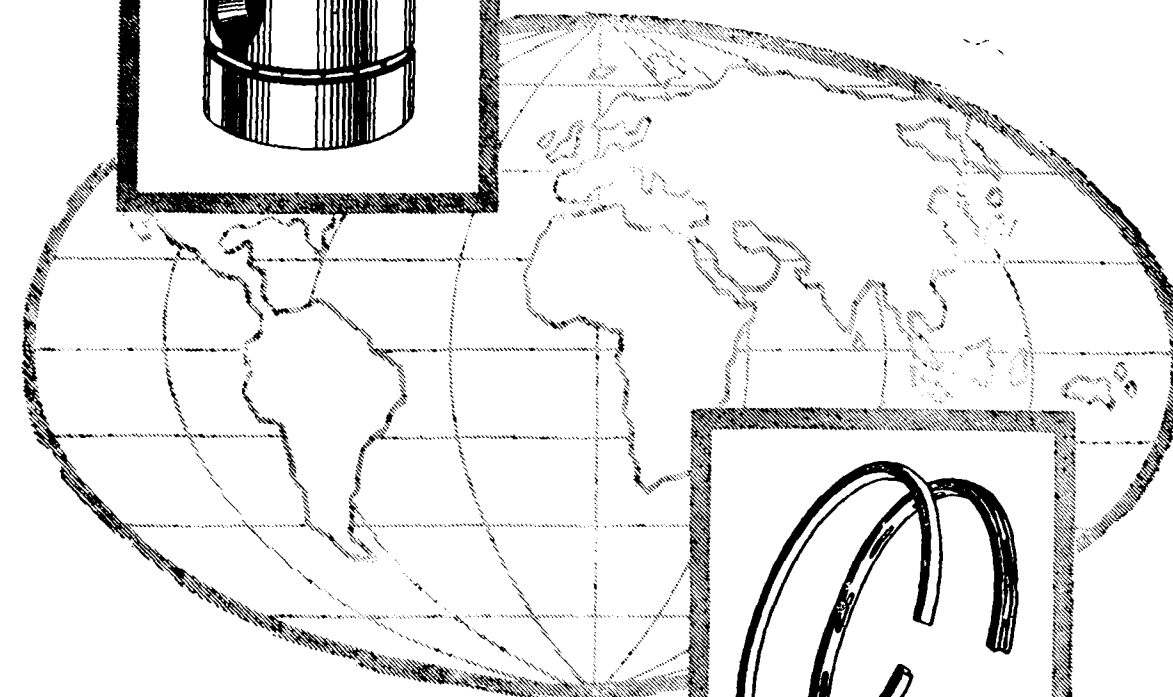
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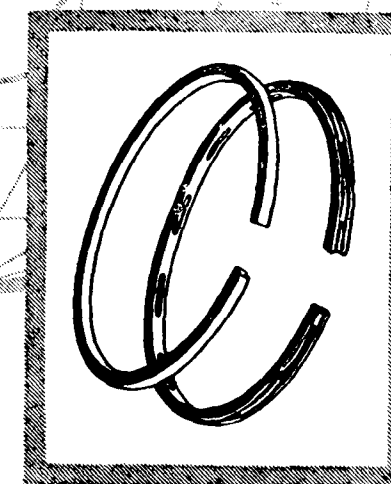
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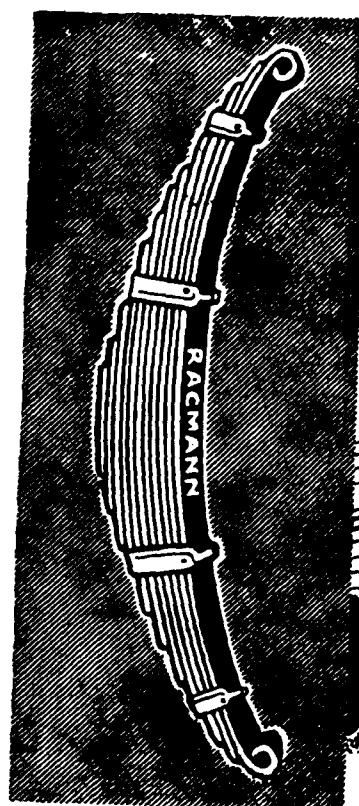
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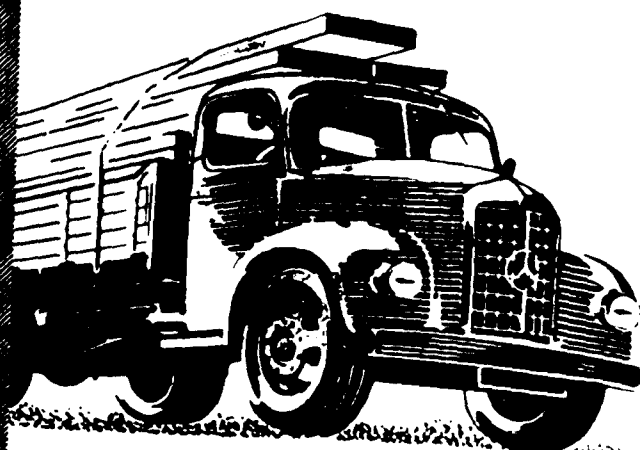


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editorial

WELCOME TRENDS

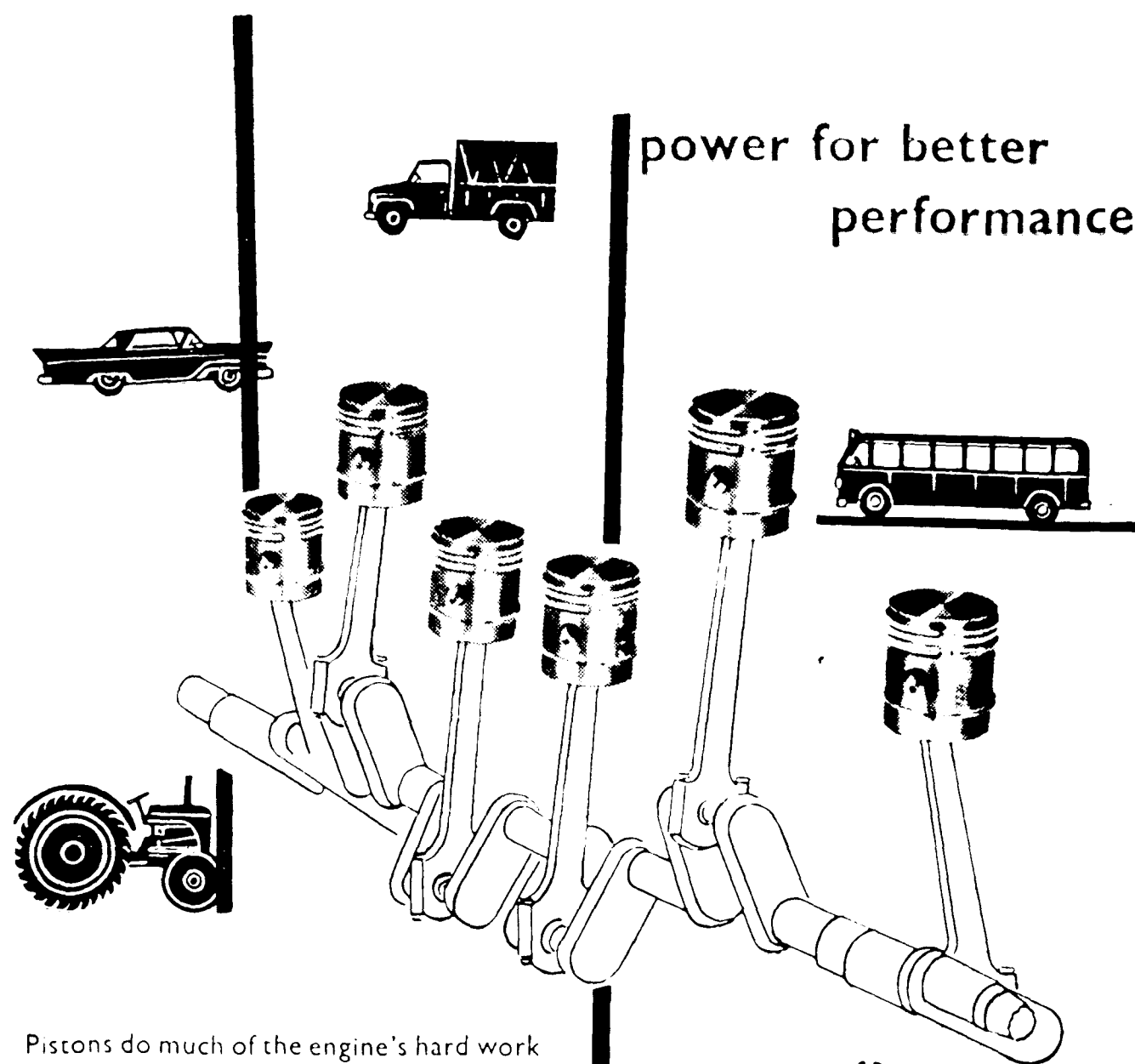
Suppression of road transport and neglect of roads since the achievement of Independence have reached such a dangerous point that even Congress Ministers have been forced to speak out what every right thinking man has been feeling all along on the subject of development of an industry which is so vital a link in helping all other industries grow from day to day.

Not long ago, Dr. P. Subbarayan, Minister of Communications, made a significant reference to the special position in which road transport industry is placed in that it can reach places where railways cannot ordinarily go; soon after that came the turn of India's Food Minister whose interest in the transport development is sufficiently well known to the public. Mr. Patil spoke just some home truths when he said that most shortages and soaring prices of commodities in the country were the result of inadequate transport facilities for carrying either the raw materials or the finished products to the selling centres.

And now has spoken Mr. V. Ramiah, Minister for Transport of the Madras Government, in a most forthright manner in referring to what it will be like if things are allowed to drift in the present fashion in the matter of roads and transport. Mr. Ramiah has very rightly stated that conditions should be far different from what they are now and perhaps most satisfactory if only sufficient thought had been bestowed by Governments and planners about a decade ago. True, precious time has been lost in developing roads and an adequate road transport industry; but it is better that at least now when we are at the threshold of the Third Plan, the subject should worry even Ministers. He has called for co-operation from road transport interests, and we have no doubt that those associations and individuals who have been making representations day in and day out to almost "deaf ears" will welcome the fact that there are, after all, people in authority who sincerely welcome suggestions for improvement.

This indeed is a turning point for the future of road transport development, as we see it and it is to be hoped that all those wedded to the development of roads, road safety and road transport would take advantage of the offer and give the fullest co-operation to the Minister by giving all suggestions for improvement of a situation that is gradually getting worse.

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Triumph Herald Wins in International Rally

The outright winner of this year's International Tulip Rally was a Triumph Herald Coupe driven by Geoffrey Mabbs of Bristol and Leslie Griffiths of Bridgewater.

This year the Tulip Rally, which started in Holland, was run over 2500 miles of some of the toughest roads in Europe. Through Belgium, Luxembourg and France the 120 competitors had completed five fierce hill-climbs by the time the rally reached Monte Carlo.

It was at this point 28 year old surveyor Mabbs, who was competing in only his third International event, realised that he was up among the leaders.

Leaving Monte Carlo, Mabbs and Griffiths put up an almost unprecedented performance in winning every one of the 14 circuits and hill climbs on the way back to the finishing point in Noordwijk, Holland.

The car was in perfect condition at the end of the rally, and in fact Mabbs drove it back immediately afterwards to the Standard-Triumph factory in Coventry to show it to the men that made it.



Beneath its beautiful lines, the new Triumph Herald 1200 Estate Car has a completely practical mind. Fold the rear seat flat and you create a luggage platform length of 4 ft. 9 ins. (145 cm.) and a cargo space of 5 ft. 4 ins. (163 cm.) to the back of the front seat. A record 45 cubic feet of stowage. All without adding an inch to the Herald's trim 12 ft. 9 ins. (369 cm. overall length)

TRIUMPH HERALD ESTATE CARS

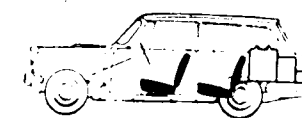
An Estate Car version of the Triumph Herald 1200 is now being manufactured at the new £2½ million assembly plant in Coventry and will be available for sale in the Home and Export Markets during this month. This new model was exhibited at the British Trade Fair which opened in Moscow on May 19th.

The Estate Car completes the recently announced Herald 1200 series and retains all the features of this range - the 1147 c.c. engine, white rubber bumpers at front and rear, thicker and more comfortable seating and an attractive Walnut fascia panel (except export models). The car is also fitted with twin wing mirrors.

Accessibility to the load platform

of the Estate Car is aided by a spring-assisted, one-piece, top-hinged rear door. Inside, the rear seats fold forward to give a completely flat wide area capable of holding 45 cu.ft. (1275 cu.m.) or 5 cwt. (250 kg.) of luggage or goods. When the rear seat is in use there is still space for 20 cu.ft. (57 cu.m.) or 1 cwt. (50 kg.) of luggage. The design of this area is such that objects up to 5 ft. 4 ins. (1.626 m.) in length may be transported with ease.

In addition to the new Estate Car, the Standard-Triumph Group will exhibit in Moscow, a Herald 1200 Saloon, a Vanguard Six Estate Car and six conversions of the Atlas Major Van developed for special overseas requirements.



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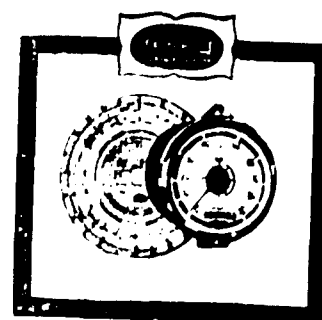


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Racing Car This Summer

Visitors invited to inspect the new research track of the British Government's Road Research Laboratory at Crowthorne, recently were entertained to a surprise demonstration of braking on slippery surfaces. An ordinary production saloon was used first and quickly skidded out of control on the wet and slippery skid track as soon as the brakes were applied. Then a grey saloon of unknown make appeared and was repeatedly brought to a standstill in a short straight line WITHOUT LOCKING THE WHEELS AND WITHOUT SKIDDING. It was shown as a demonstration of the efficiency of a device such as the Dunlop Maxaret which prevents the wheels locking when braking on low-friction surfaces and no details of the car were revealed. It was in fact the first public demonstration by one of the Ferguson prototypes.

The unique ferguson System

The car was one which has been in use for some years now, but it has been kept up to date with most of the latest developments. It has a horizontally opposed four-cylinder engine and the unique Ferguson system of four wheel drive, with a special type of master differential which distributes the torque evenly among all four wheels in normal running but also prevents loss of traction if one or more wheels start to spin on slippery surfaces. Transmission is through an early version of the Ferguson-Terramata fluid torque converter transmission, with a two-speed gear arranged differently from those in general use. All four wheels are of course independently sprung and despite the four wheel drive, unsprung weight has been kept down to a very low figure.

This has been helped by mounting all the disc brakes on the chassis.

The maxaret system

The normal arrangement on the experimental car demonstrated is suspension by coil springs and telescopic dampers, but it has been used to try out more sophisticated suspension systems. Thanks to the unique four-wheel drive system, with its special master differential, it is much easier to install the Maxaret system for prevention of brake locking than on a conventional car and various Ferguson prototypes have been on loan to the British Government's Road Research Laboratory for their investigations into problems of braking and skidding for some time. Another one which has been seen by various visitors is a grey pickup truck which has the same grey paint and carefully inconspicuous appearance as the saloon. A third has a Ford Consul body. Their modest style should not be taken as an indication of the latest thought on appearance, because Giovanni Michelotti was engaged as a styling consultant two years ago and the latest cars are very different.

Racing car tested by Stirling Moss

The latest Ferguson project is a Formula 1 Grand Prix racing car and it has already been tested by Stirling Moss at Goodwood. Because all four wheels are driven, there was no special reason to put the engine at the rear, so it is in front of the driver. A Coventry Climax four-cylinder engine is used, driving through a normal five-speed gearbox, in the design of which Colotti acted as a consultant. The gearbox is offset so that the drive shaft to the rear wheels can pass on the left of the driver and that to the front

From Gordon Wilkins

FERGUSON CAR

makes first public appearance

wheels passes on the left of the engine. All four disc brakes are mounted on the chassis and suspension is by coil springs.

The main difference

As Managing Director of Harry Ferguson Research Ltd., Tony Rolt, former Le Mans winner, has naturally been testing the car but the Rob Walker racing stable have also been collaborating and Stirling Moss recently tried the car at Goodwood. It took him a little time to accustom himself to the different cornering technique required, particularly as spring and damper settings were not yet optimum but he was soon lapping quite fast. The main difference is that the driver cannot drift the car in the conventional way. To quote Stirling Moss, "I can't twitch it". The four-wheel drive should however give an advantage in acceleration, particularly at the start, and the Maxaret should enable him to brake really hard without having to use so much finesse to prevent the wheels locking. In spite of the weight of the extra drive shafts and two extra differentials, the car was only a little over the Formula minimum weight and has since been brought closer to it. Development is continuing and it is hoped to run the car in a Continental event this year. When it is ready Stirling Moss will have first chance to use it, if he wishes.

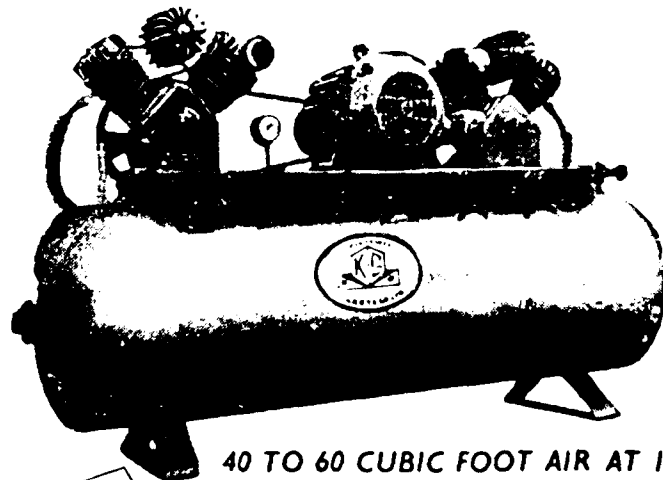
The best on a wet track

The advantages of the Ferguson should be most marketed on a wet track where, as the recent Silverstone International Trophy demonstrated, drivers are quite unable to use the power and braking capacity of conventional racing cars.

Mr. Noel Newsome, a director of Harry Ferguson Research, told me "A wet summer would suit us perfectly."

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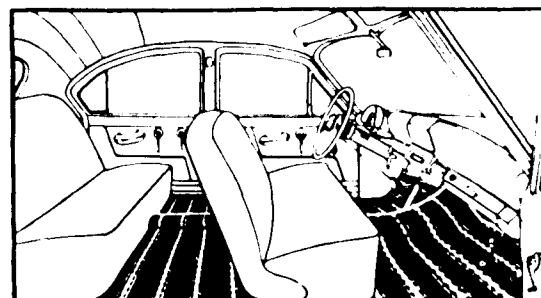
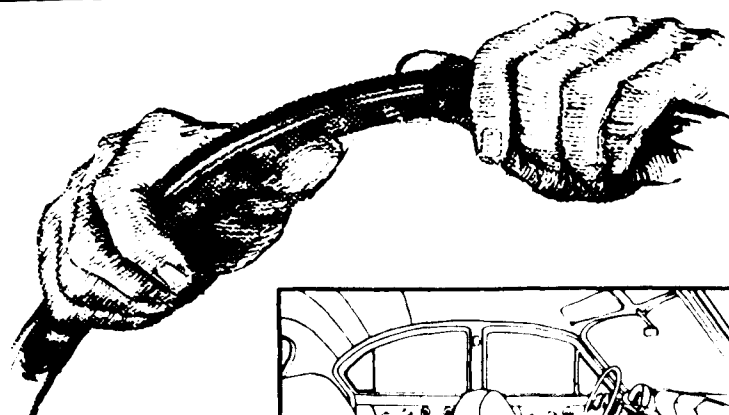
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GROWING WORLD DEMAND FOR DIESEL ENGINES

Tests From Arctic To Equator Prove Lower Running Cost

By D. W. Murrell

From the point of view of a passenger taking a taxi-cab for a short journey in city streets, the differences between a diesel and a petrol engine are small. The diesel is a little noisier when idling in a traffic jam. When the cab pulls away, the heat of the engine is a little more pronounced. If the passenger has an ear for that sort of thing, he may miss the purr of a closely-tuned petrol engine.

The driver, and the owner, feel much more strongly about the matter because, with the ever-rising cost of running taxi-cabs, the economies offered by the diesel engine are making all the difference between running at a profit and going out of business. This is true in Europe, North America and the Far East, which proves that the relative cost of diesel oil and petrol is little to do with the growing popularity of diesel engines.

London, for instance, has the most specialised public hire fleets in the whole world. You cannot, in London, fit a meter to a private car and call it a taxi. The vehicles are specially built to a closely-defined, legally-enforced, specification that results in a slightly old-fashioned appearance; but also in a very efficient vehicle exactly suited to extremely difficult and highly competitive conditions. London taxis started to go diesel in 1938, and the process has been accelerating ever since.

The benefit is in the Engine

In Britain, diesel oil costs the same as petrol to taxi owners, so the benefit must come from the increase in miles-per-gallon offered by the compression-ignition engine, and from its long life between overhauls. Since diesel engines

cost considerably more than petrol-engines to buy, these advantages must be considerable.

A Brussels-Belgium, taxi company put Perkins P4 diesels (Perkins Engines Ltd., Peterborough, Northamptonshire, England) into 350 Chevrolet cars, and found that their fuel consumption was almost halved. It fell from 18 litres per 100 kilometres (about 16 m. p. g.) with petrol to ten litres per 100 kilometres (about 30 m. p. g.) with diesel. An Antwerp cab company found their diesel-engined fleet covering 23,000,000 kilometres (96,000 miles per cab) without overhaul. This experience was so dramatic that the Plymouth range of vehicles produced in the Chrysler plant at Antwerp are now offered with British Perkins P4 diesel as alternative engines.

The cold-starting qualities of the diesel, which in the past have been a query in many peoples' minds, have been vindicated by the use of the same P4 engine in Russian-built Zim, Pobeda and Volga cars used as taxis in Finland. There, too, the fuel consumption has been about halved as compared with the original petrol engines.

In the United States

Even in the United States of America, where fuel costs are not nearly as high a proportion of taxi-operating costs as they are in many other countries, small British four cylinder diesel engines are being installed in cabs in New York, Detroit, Los Angeles, San Francisco, Seattle, Boston, Atlanta, Cleveland, Trenton (New Jersey), Philadelphia, Washington, Cincinnati, Akron, Chicago and Richmond. A six months' comparative test was run with a petrol-engined and a diesel engined cab of the same type. Both vehicles covered about 25,000 miles,

(40,230 kilometres), the diesel averaging 19.3 (31 kilometres) miles per (U. S.) gallon (3.8 litres) and the petrol engine 9.5 miles (15.28 metres) per (U. S.) gallon (3.8 litres). Maintenance costs on the diesel came to 6.75 dollars (Rs. 32); on the petrol engine to 29.35 dollars (Rs. 140).

With fuel costs cut to half, and maintenance costs cut to a quarter, the difference in initial price (2,000 dollars (Rs. 9,500) petrol; 3,000 dollars (Rs. 14,250) diesel) is quickly written off.

Needed no repairs at all

In Detroit, home of the American motor industry, the Checker Cab Company, with their vast experience of their 870-strong fleet, tried out a British Perkins P4 diesel in one of their vehicles. They report a fuel consumption of 19.2 miles (31 kilometres) per (U. S.) gallon (3.8 litres), diesel, as opposed to 10.4 miles (16.6 kilometres) per (U. S.) gallon (3.8 litres) with petrol. Repairs to a petrol cab over the same period averaged 77.19 dollars (Rs. 356), but the diesel needed no repairs at all.

Covering phenomenal Mileage

Similar reports have come from many parts of the world. In Singapore and the Federation of Malaya, taxis are going diesel at the rate of more than 1,000 a year, the engines being fitted to Ford Consuls and Zephyrs, Morris Oxfords, Austin A 55's, Hillman Minors, and Australian Holdens. These cabs cover the phenomenal mileage of 12,000 a month, 400 miles (644 kilometres) every day, which is just about the ideal condition for demonstrating the advantages of the diesel engine.

June 1961

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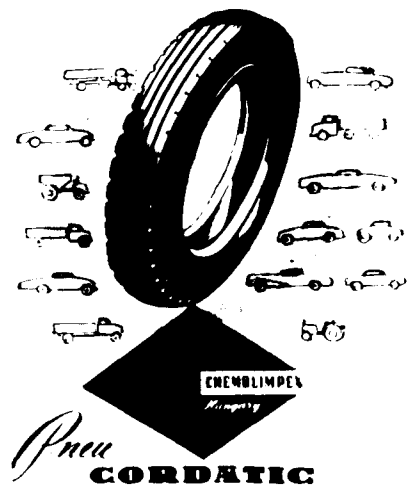
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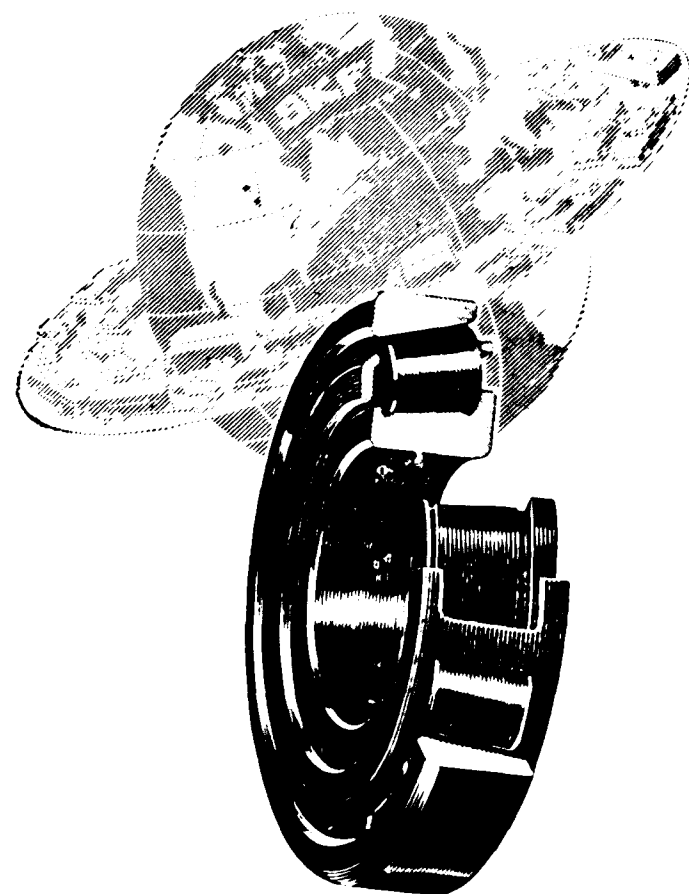
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This handsome "Ford Consul 315" created quite a sensation in Paris and several prototypes of this model are scheduled for production in the autumn of this year.

FORD CONSUL 315

New, two or four doors. Four headlamp, four-cylinder Sedan from Dagenham with Disc Brakes. Coupe to come later.

The Consul 315 from the British Ford works at Dagenham is a handsome four-cylinder, four headlamp 4.5 seater car with lines reminiscent of some of the Detroit Fairlanes. It comes in size between the Anglia and the big Consul (henceforth known as the Consul 375) and has a 1340 c.c. engine which is really a longer-stroke version of the Anglia unit, with the Anglia's four speed gearbox. It also has a back-slope rear window like the Anglia but body and trunk are much larger. Front brakes are Girling discs and there is the option of a central lever or steering column shift for the gearbox. Two and four-door sedans are available. There is also an extremely pretty two-door notched-back coupe with conventional rear window which is not due for production until the autumn, but has already been photographed by the French press because Miss Char-

lotte Ford, daughter of Henry Ford, has been using one of the prototypes to run around Paris.

The new model mechanism

Mechanically the new model follows current Dagenham practice, with Macpherson strut-type front suspension unit body-chassis and half-elliptic rear springs carrying a hypoid rear axle. In the engine department the reason for the ultra short stroke of the Anglia is now revealed. It was designed so that by retaining the same bores with a more conventional crank throw, the Consul 315 engine could be obtained from the same block. The new engine is still an oversquare unit with bores of 80.96 mm (3.187 in.) and stroke of 65.97 mm (2.526 in.) to give a swept volume of 1.340 c.c. (81.78 cu. in.) The eight-port head gives a compression ratio of 8.5 to 1, a 7.2 version being available on demand and max gross power is 56.5 bhp at 5,000 rpm. Combustion chambers are fully machined. The hollow cast crankshaft runs in three bearings. Lubrication is by rotor type pump externally mounted

with full flow filter. Ignition is via 12-volt oil-filled coil and a distributor with centrifugal and vacuum control. There is a single downdraught carburettor, fed by mechanical pump from a rear-mounted tank of 9 Imp. gal capacity.

Hydraulically operated

The single plate clutch is hydraulically operated through a ball thrust bearing. The gearbox ratios are as on the Anglia but the axle ratio is 4.125 to 1 against 4.43, giving overall ratios of 16.987 9.884 5.826, 4.125 to 1 and Reverse of 22.292 to 1.

Front brake discs are 9½ in. diameter. Rear drums, which incorporate the parking brakes are 9 x 1½ in., rear brake lining area being 57.6 sq. in. Steering is a recirculatory ball system. The pressed steel wheels have wide-base rims carrying 7.60-13 tyres. Headlamps are the sealed beam type and the battery, mounted under the hood is of 38 AH capacity.

The doors open to 70 deg. and

June 1961

are held by strong cheeks. The split bench front seats are very comfortable and have five inches of sliding adjustment arranged so that the seats rise as they go forwards. Rear legroom is exceptionally good and rear head room is good, although not as high as in front. Rear shoulder width of 49 inches means generous space for two and the possibility of carrying three moderately dimensioned adults for short trips.

Two-tone plastic upholstery

Upholstery is in two-tone plastic, including metallic beadings on export models. Hide is optional at extra cost. All doors have wind-up windows, those at front having also pivoted ventilating panes with anti-theft latches. On two-door cars the rear quarter lights are pivoted with toggle-action catches. Standard models have rubber and plastic floor covering; de luxe have fitted carpets; head lining is white and washable.

A new feature

A new feature for Fords is the option of central or steering column gear shift. Switches and controls, which are recessed to reduce crash hazards include key starter and a light switch combined with rheostat control for the instrument lighting. An interesting new item is the windshield wipers with variable speed control. There is also a good well-thought out heater ventilation system controlled by two levers in the centre of the panel, with additional switch for the fan. It is possible to feed warm air to the feet and cool air to face and head; a valuable feature to prevent drowsiness.

By mounting the spare wheel vertically behind the left rear wheel arch, the trunk has been given a highly usable unobstructed volume of 21 cu. ft., an enormous figure for a car of this type.

Wheelbase at 99.6 in. is 8 in. longer than on the Anglia. Track front and rear is 49.5. Length 170.8 in. width 65.2 in. Height unladen 56.1 in.

Prototypes have run over one million test miles in Central Europe.

AUSTIN HEALEY SPRITE MARK II

increased power, close ratio gearbox
re-styled body work

On the Mark II version of the Austin Healey Sprite just announced, the body has been extensively re-styled, engine power is slightly increased and there is a new close-ratio gearbox. The new line does not achieve the artistry of that seen on the new Indian version, the Innocenti 950, but it does conform with modern ideas. The headlamps are now in the fenders and the grille is bigger. The main body of the front panelling is now fixed, so that owners do not have to lift a great weight of metal to check oil or water levels and there is now a conventional hood, hinged at the rear. There is also external access to the luggage trunk.

Compression ratio has been raised to 9 to 1 and the head improved. Maximum power rises from 48 to 50 b.h.p. SAE and peak torque, which is slightly up at 52.5 lb. ft. is also delivered at 2,750 instead of 3,300 r.p.m. so the engine should be appreciably more flexible. The new gearbox has ratios of 3.2:1, 2.16:1, 1.357 and 1 to 1 with reverse 4.114 to 1. The axle ratio is unchanged at 4.22 to 1, so overall transmission ratios are now 13.5, 8.08, 5.72, 4.22 to 1 and Reverse 17.38 to 1. The drum brakes are retained, with two leading shoes at the front and the tyres are 5.20:13 as before.

Like all the latest BMC cars, the new Sprite has built-in anchorages for safety harness, which is offered as an optional extra. The windshield has a polished aluminium frame and standard instrumentation includes speedometer with trip and total distance recorders, fuel gauge, plus combined oil pressure gauge and thermometer. Export models

Northern Sweden, North America and in East Africa over the kind of tracks used in the famous Safari.

also have rear bumpers (not supplied on the home market) plus over-riders at front and rear, tachometer, windshield washer, adjustable passenger's seat and headlamp washer.

Optional extras include heater and fresh air ventilation system, cockpit cover, locking fuel filter, cigarette lighter, outside mirror, wheel discs, detachable glass fibre hard top, twin horns, and luggage carrier.

The luggage trunk is now reached through a normal lid, so luggage no longer has to be inserted laboriously from behind the seats.

An additional version of the car is now being built with an MG badge and radiator, which is being reserved for the Canadian market for the time being.

There is also a new version of the Austin Healey 3000 with facelifted body and three-cam engine.

Austin Healey 3000 Mark II

The latest version of the Austin Healey 3000 has a revised front grille with vertical bars and behind it is an improved engine with three instead of two camshafts, raising net power to 132 bhp, an increase of 8 bhp over the twin camshaft unit. Modifications include new camshaft, stronger inlet valve springs, improved timing chain, damper, and new air cleaner. Frame side floor panels, wheel arches, and centre tunnel have been modified to provide secure built-in anchorages for safety harness, the harness itself being offered as an optional extra. There is also a new head shield for the driver. The brakes, with discs at the front, by Girling are unchanged, but servo assistance is available as an option at extra cost. On cars for export to metric countries the thermometers are now calibrated in degrees centigrade.

MADRAS STATE LORRY OWNERS' ASSOCIATION

Motor Vehicles Registration Certificates

The Madras State Lorry Owner's Association has brought to the notice of the Government that the Registration Certificates which are now being issued in paper are likely to get torn or spoiled.

It requested the Government

Vellore checked the lorry in Vellore—Katpadi Road, which was carrying 50 bundles of rubber. He weighed the four wheels of the lorry with the portable weighing machine. He was of the opinion that it was overloaded and charged the driver under section 72 (b) (3) 1124 of the Motor Vehicles Act. The accused was sentenced by the Magistrate to pay a fine of Rs. 50/-.

The lorry belonged to the S.R.V.S. and the bundles were sent Dunlop Co.

The District Magistrate, Vellore heard the appeal in his judgment observed.

"It is now contended before me that the method adopted by P.W. 1 in weighing the wheels is liable to be erroneous and as per the circular percent margin had to be allowed, if 5% margin was allowed, then

there would not be any excess at all. S.R.V.S. is a company which regularly plies lorries and they never overload. The Dunlop Rubber Company is an established Company and they weigh all the goods sent by them correctly as they had to be delivered to purchasers as per the weight and therefore the defence version can be believed. It is also pointed that P.W. 1 himself had accepted that except the 50 bundles of rubber there were no other goods in this vehicle.

"It is quite possible that there was some error when the lorry was weighed by means of a portable machine. Some percentage will certainly have to be allowed for error."

The Magistrate felt that the accused should be given the benefit of doubt and acquitted the accused setting aside the conviction and sentence given by the sub-magistrate.

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P.

45

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THIS YEAR

MOTORINDIA

ANNUAL

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as in the past 5 years



*Exclusive contributions should reach
the Editor before 10th July, 1961*



*Advertisements should reach
the manager by 15th July 1961*

MOTORINDIA

MAGAZINE HOUSE

5A 147 Mount Road, Madras - 6



Mr. D'Monte pinning the gold medal on Mr. Thomas



Members of the staff at the Thanksgiving function

THANKSGIVING DAY

The Twelfth Annual Thanksgiving Day of The Indian Engineering & Trading Co., 26, Wallers Road, Madras 2, took place on Sunday the 21st May 61. In the morning after High Mass and Sermon by Monseigneur D. Raju, at St Andrew's Church, Vepery, the staff met the Proprietor, Mr. D. V. D'Monte and his family at their residence at 5, Hunters Lane, Vepery, for Chota Hazri.

Mrs. & Mr. D'Monte played host the same evening to the members of the staff, totalling some 70 odd, who met again for a social and dinner.

The highlight of the occasion took place after dinner. Mr. D'Monte addressed the gathering and said he hoped the staff would continue the loyalty and honesty they have always shown and work as members of a team, towards a common goal. As a mark of appreciation he presented a gold medal each to the Manager, Mr. C. Dasarathy and the Accountant, Mr. D. Thomas for ten years of loyal and meritorious service. Other prizes were also distributed, followed by return speeches by the staff.

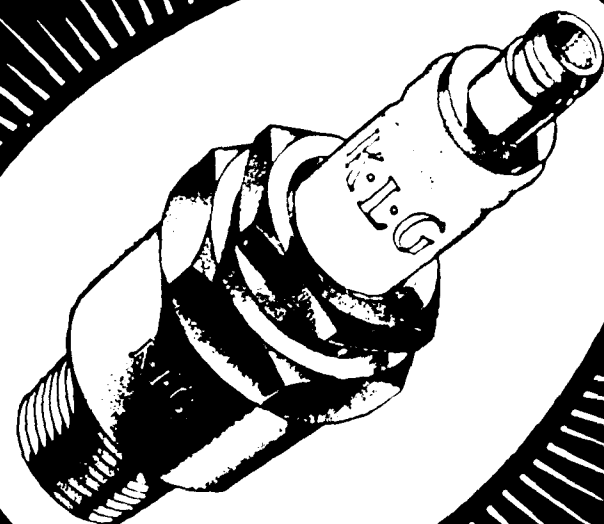
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ing Co., are importers and wholesale stockists of spare parts and Fuel Injection Equipment for Industrial and Automotive engines, trucks and tractors. They operate a first class service organisation, covering (1) Fuel Injection Pump testing and nozzle reconditioning (2) Electric Motor rewinding and testing of Dynamo Starters (3) Servicing and overhaul of Diesel Engines, Trucks, Tractors and civil engineering equipment.

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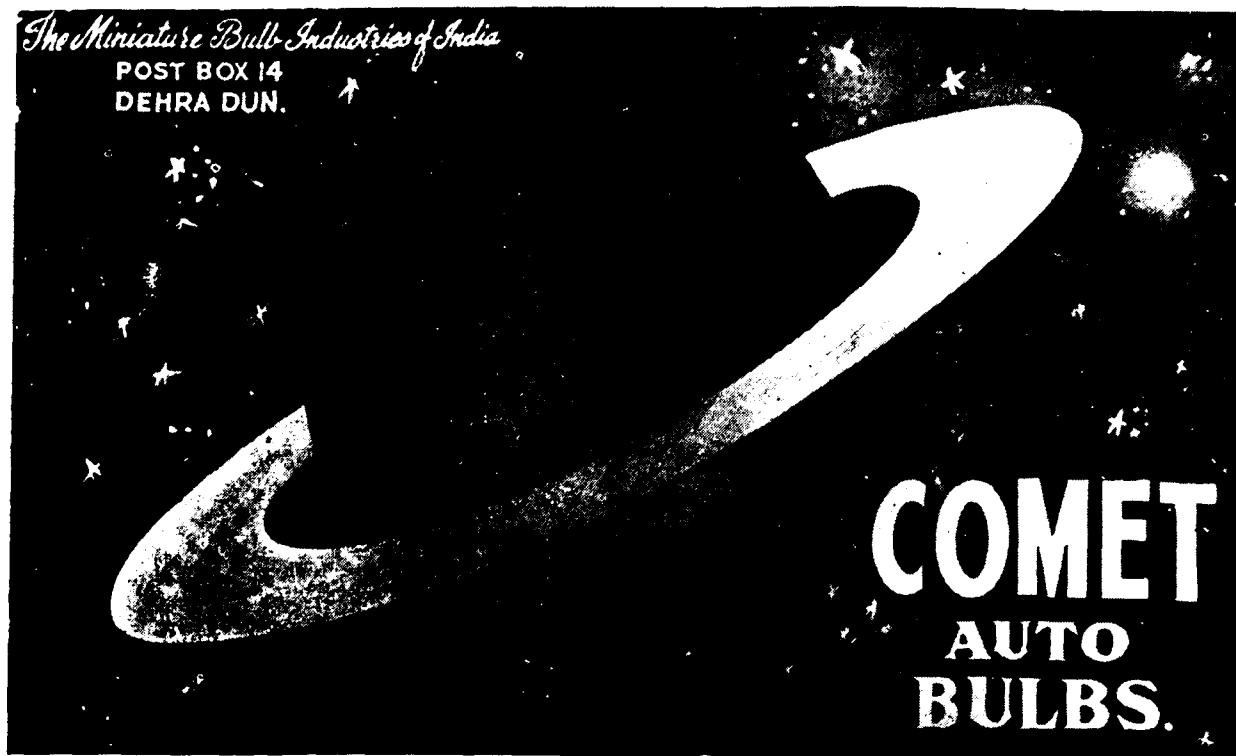
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Mr. W. H. ...



Mr. P. Sharan Gupta, Joint Man. Director of M/s Auto Lamps Ltd., left Delhi by air on a world tour. Picture taken at Palam airport shows from left to right, Sri R. P. Katyal, Sri K. C. Uppal, Sri H. R. Sharma, Sri K. L. Vohra, and Sri P. Sharan Gupta.

Social & Personal



Narayanaswami Alamelu. The marriage of Mr. M. V. Narayanaswami son of Mr. M. V. Venkataraman Director of Amalgamayas (P.) Ltd., with Smt. Alamelu, granddaughter of Dr. P. Sadasivam Rend. Health Officer Madras Corporation, was celebrated at Thyagaraya Nagar Madras on May 26.





The front view of the Nagpur factory's main building

vidarbha auto springs and ancillaries

Centrally Situated To Serve Needs Of All India

The opening of the Vidarbha Auto Springs and Ancillaries, the new auto spring factory of Messrs. Canara Workshops at Nagpur on the Amraoti Trunk Road on June 3, 1961 marks the climax of steady progress attained by this Mangalore firm during nearly half a century of its existence and growth.

The history of this concern dates back to the year 1914 when it was started with a single bus operation in South Kanara under the name 'Canara Public Conveyance Co.'. The development of this transport company took new shape in 1926 when its scope and efficiency were increased by Mr. V. S. Kamath who had just taken over the administration. It was during this period of

consolidation and expansion that Sri V. S. Kudva joined as engineer. Well before this however, Sri Kudva had proved his ability in many fields of organisation and administration including the onerous duties of editing and publishing.

Application of latest Methods

Taking over full control in 1932, following the demise of Sri Kamath, Mr. V. S. Kudva steadily piloted the company to a successful working; and in 1943 formed a separate firm, the Canara Workshops Ltd., to attend to repairs and maintenance, particularly repairing and reconditioning of auto springs. Auto Spring manufacture by the company was the result of a gradual

build-up of customer confidence so that when the first new springs were made and marketed, there were already satisfied customers waiting for the product. To maintain this customer preference, we are glad to find that Sri Kudva has always been insisting on quality materials and quality control tests for his products. Latest methods were applied in production, in particular the heat treatment and treatment and shot peening processes, processes already perfected in the States.

Several machines have been installed in the factory with a view to testing the quality of springs produced on a mass scale. A metallurgical lab was also added to the

factory to test raw material quality as well.

Production Capacity Stepped up

The production capacity was stepped up from 100 to 200 tons a month but this meant import of a large quantity of alloy spring steel. To prevent foreign exchange leaving the country in the process, the Canara Alloy Steel Project was planned and Government approval secured to be built under the D. L. F. loan agreement between India and the United States. The foundation stone for this factory was laid early this year by Lal Bahadur Shastri at Mangalore. The capital equipment is expected to arrive in India before the end of this year, and plans are well ahead to ensure that factory goes into production by end of 1962. The factory is expected to produce 5,000 tons in the first year, 7,500 tons in the second and 9,500 tons in subsequent years.

An interesting point of national interest here is that this Rs. 30 lakhs factory will shortly be saving Rs. 80 lakhs of foreign exchange every year needed for importing alloy steel. The removal thus of the alloy steel shortage will also enable Canara Workshops to export



Sri V. S. Kudva, Chairman & Technical Director

springs to S. E. Asian countries where a demand already exists for them.

Planned development in the country promises continuous increase in production and therefore transport, which so far as Canara Workshops are concerned will mean the need for more quality springs. As this demand is expected from all over the country, the Kudvas, Sri S. V. Kudva is the present

Managing Director while Sri V. S. Kudva remains the Technical Director are to be congratulated on their selecting such a central place as Nagpur for their second big factory to produce springs. This will give ample scope for an efficient distribution system and prevent unnecessary movement of both raw materials and finished goods.

Asset to National Economy

Young S. V. Kudva, the Managing Director, is not there in that capacity simply because he is a Mr. Kudva. What we mean is, he is not there just by heredity. After graduating in 1952 he was a practical apprentice in Tisco where he specialised in Coke and

coal research. He was also in the United States specialising in Auto Spring manufacture and was enrolled for higher training in metallurgical engineering at Lehigh University of Bethlehem, where he took his M. S. degree. He also specialised at Bethlehem Works, where he was in constant contact with top management; thus gaining intimate knowledge of the continuous casting process for Steel manufacture. He worked for a time in Standard Steel Spring Co in Gary, Indiana, thereby acquiring a high degree of practical experience in surface treatment, heat treatment and structure of metals. Thus he is not only an expert on latest technical matters for the Canara group of companies, but is an asset to national economy. At the Canara group companies may now be seen the 'junior touch' of innovations in designing, research and inspection.

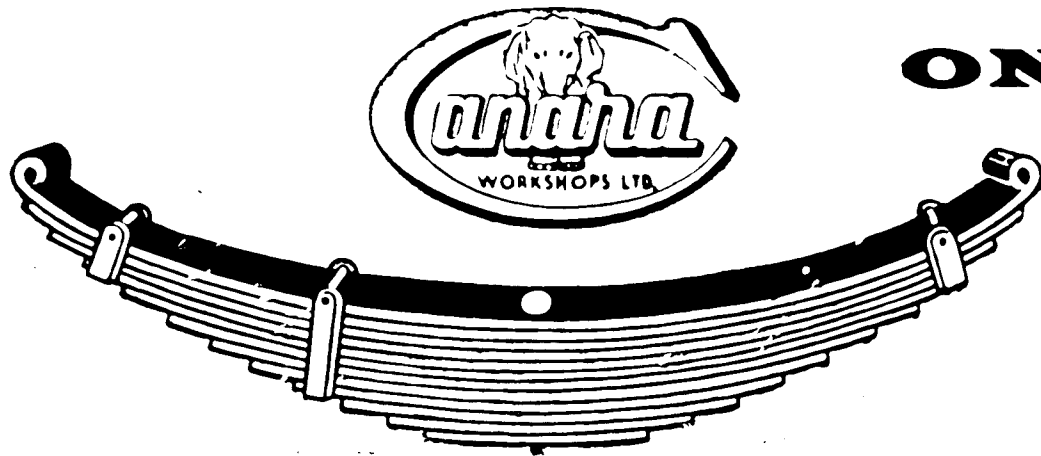
In connection with the opening of the Nagpur factory, Canara Workshops have brought out a colourful brochure of vital statistics and interesting information on the progress and growth of this Canara firm. Rightly included therein are messages and compliments paid to the organisation by eminent persons in Government like Sardar Swaran Singh, Sri K. Santhanam, Sri S. K. Patil, Sri Lal Bahadur Shastri and Sri B. D. Jatti.



Sardar Swaran Singh, Union Minister for Works, Mines and Fuel, who declared the new factory open



Sri Srinivas V. Kudva, M. S. (U. S. A.), Managing Director



ON THE NATIONAL FRONT

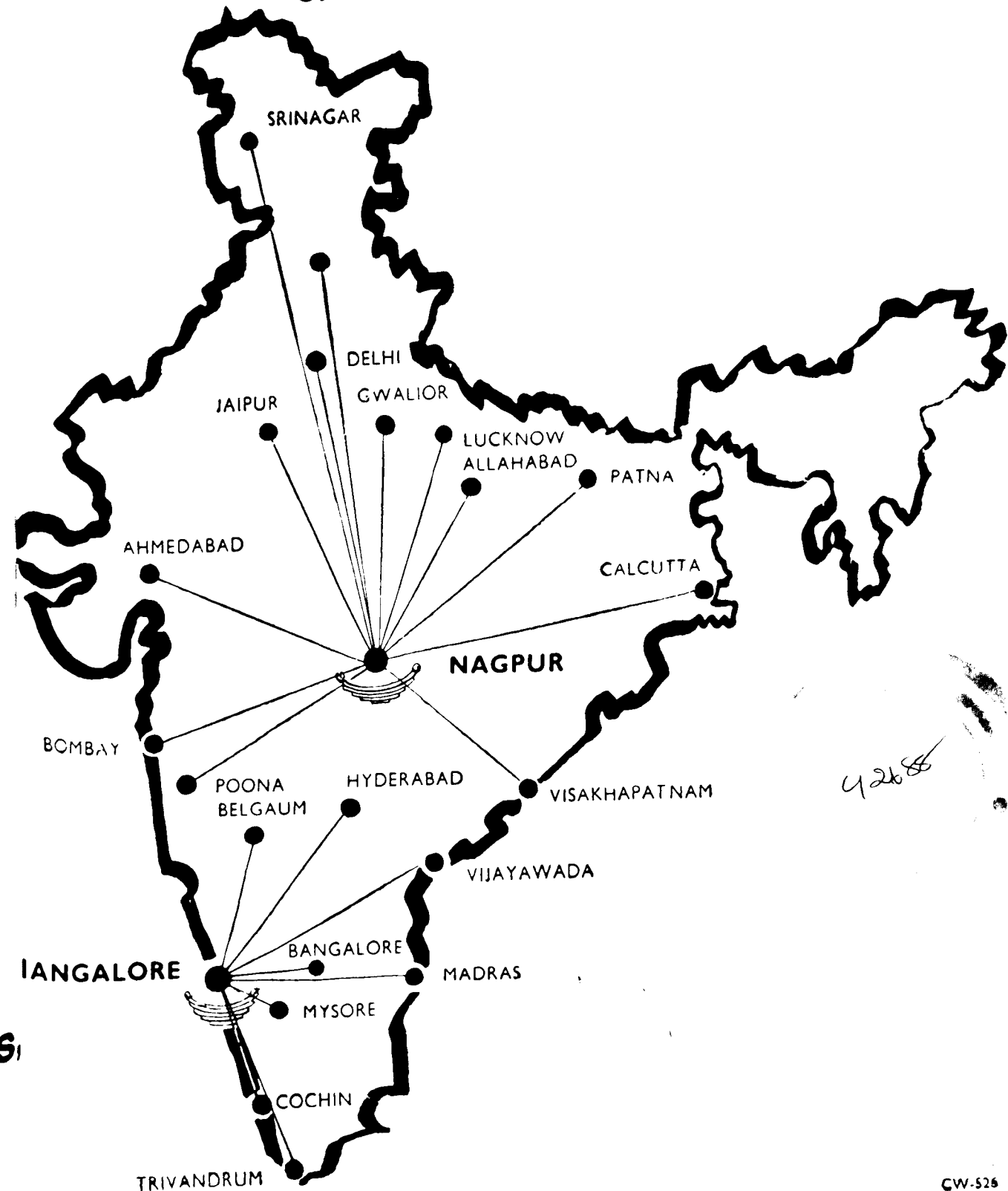
The Nagpur Factory goes into production

Canara Workshops, pioneers in spring making and India's largest producers of springs for all kinds of vehicles, have an up to date factory in Mangalore working round the clock.

To meet the increased demand for Canara Springs, a second plant was considered obvious. But in planning this, Canara Workshops took the far-away consumers' interest first—to be at their beck and call. The practical answer was a new plant at a new and central place. And that is how Canara is now at Nagpur, a place of great promise for Ancillary Industries.

This new unit at Nagpur has been opened on June 3, 1961 by the Hon'ble Sardar Swaran Singh, Union Minister for Steel, Mines and Fuel. Equipped with up to date machinery and talent like the Mangalore Factory, this unit will help double the production to make Canara Springs available speedily and economically to all the consumers.

VIDARBHA AUTO SPRING AND ANCILLARIES
NAGPUR
 a division of
THE CANARA WORKSHOPS LIMITED





Sri S. V. Kulkarni welcomes guests

UNION MINISTER OPENS NAGPUR FACTORY OF CANARA WORKSHOPS

Tributes from ministers, mayor and others

The Canara Workshops Limited had their new Factory at Nagpur opened on the 3rd June by the Union Minister for Steel, Mines and Fuel, Sardar Swaran Singh. Mr. S. K. Wankhede, Minister for Finance, Maharashtra State presided over the function. The function was a grand success as it was very well attended by the elite of Maharashtra State.

Sardar Swaran Singh's appreciation

In declaring open the factory the Union Minister explained the need for extensive industrialisation of the Vidarbha area and how the Government were highly interested in rendering all possible help to the Canara Workshops when they approached them for permission to install their second factory at Nagpur.

HE STRESSED ON THE NEED FOR MORE AND MORE AUXILIARY INDUSTRIES NOT ONLY FOR AUTOMOBILES BUT ALSO FOR VARIOUS OTHER HEAVY INDUSTRIES AND HOW FOR ESTABLISHING SUCH INDUSTRIES THE INITIATIVE IS LEFT EXCLUSIVELY TO THE PRIVATE SECTOR.

The sponsors should think not

merely in terms of a return for their own money but also consider a service to the nation by trying to establish such projects in under-developed areas, though to a certain inconvenience to the industry itself. The Union Minister was glad that the Canara Workshops started in Nagpur some of their other auxiliary manufacturing projects and the Government offered all assistance in establishing such industries.

Maharashtra Ministers appeal to entrepreneurs

The president, Sri Wankhede also appreciated the endeavour of the Canara Workshops and their spirit of service by starting their second factory at Nagpur instead of at Mangalore. He dealt with the industrial policy of the Maharashtra Government and expressed how anxious the Government was to invite industrial projects to be worked up in industrially backward areas such as Vidarbha and a few other areas in the Maharashtra State. Mr. Wankhede expressed that his desire was that the Canara Workshops' enterprising activities be employed by other private entrepreneurs so that more and more applications for projects may be

received by the Maharashtra Government which would be given consideration and facilities in the interest of industrial development.

He also complimented the Canara Workshops for having set up their Spring Factory at Nagpur and hoped this was the starting point for a big Industrial Estate around that area. He assured all out support of the Maharashtra Government to the Canara Workshops and such other private entrepreneurs who would come forward with plans for establishing various industries in the Vidarbha area. He considered that Maharashtra is as backward as any other State industrially because 97% of the industrial activity of the State is situated within a 26 sq. mile area namely Bombay City only. Therefore in a total area of the Maharashtra 97% of the industries are located just within a 26 sq. miles area of a city, it can only mean that a certain point is in progress and all others are as backward as other States. Therefore Maharashtra needs more and more of industries and Bombay cannot be taken as a complete representative of the Maharashtra territory.

Nagpur Mayor's Tribute

The Mayor of Nagpur, the President of the Chamber of Commerce of Nagpur and many others spoke on the occasion appreciating the enterprising activities of the Canara Workshops and blessing their new factory at Nagpur.

Sri S. V. Kulkarni, the Managing Director of the Canara Workshops Limited referred in his welcome address to the various other auxiliary projects the Canara Workshops had and how after considerable experience at their Mangalore factory in the initial stages, they considered the advantages of setting up factories for the development of these industries in Nagpur itself.

After a vote of thanks by Sri V. S. Kulkarni, the chairman of the Canara Workshops, the Union Minister and other guests were taken and shown round the factory and the actual operations over which the guests expressed keen interest were explained to them and spent some time studying the operational methods.



Srimathi Rajalakshmi

AND

Sri V. Kunjitapadam (Kunju)

request your presence at the marriage of their son

WITH

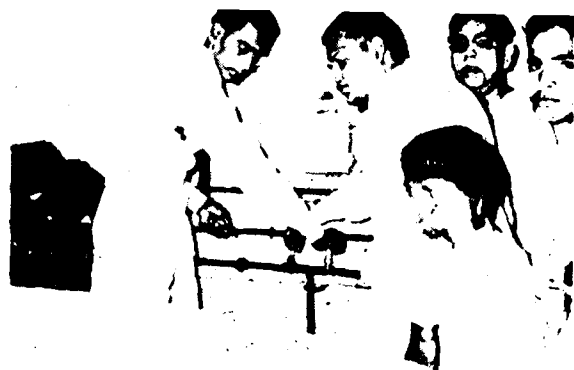
(Daughter of Sri K. R. Krishnamoorthy Sastri of Komarachi.)

between 9 and 11 a.m. on Monday the 10th July, 1961
at 54/55, South Car Street, Chidambaram and for

on Thursday the 13th July, 1961 at 6 p.m.
at 126, Lloyd Road, Gopalapuram, Madras-6

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Sri G. K. Moopanar operating the Hydraulic Lift with the help of Sri R. Thirunavukkarasu, Managing Director of Kumbakonam Auto Service.

KUMBAKONAM AUTO SERVICE

Some leading, hitherto, agriculturists of Tanjore and adjoining districts have, moving with the times, formed what is likely to be one of the most popular and most useful services to the motorist and the transport operator. It is the Kumbakonam Auto Service which is now in Station Road, and which is expected to move soon to its own spacious place at the junction of important highways on the city outskirts. The brain behind this show is Sri Thirunavukkarasu (known locally as Kondangudi Pillai) who is fully experienced in service, repairs and administrative aspects of the car and the truck. Operators passing through the district have now the service they have been waiting for, where there is always ready a team of experts just to receive and attend to the individual needs of the vehicles, and make them roadworthy for careful driving from then on.



Sri P. S. Narayana Iyer speaking at a press conference.



Sri G. K. Moopanar speaking at a press conference. He is accompanied by Sri R. Thirunavukkarasu, Managing Director of Kumbakonam Auto Service, and Sri P. S. Narayana Iyer, Managing Director of Kumbakonam Auto Service.

NEWS FROM THE MANUFACTURERS

Goodyear's New Tyre Factory

Goodyear, which was incorporated in India in 1922, recently announced that the company's new tyre factory situated on a 70 acre site at Pallabgarh, East Punjab, 21 miles from New Delhi-Agra road is nearing completion and is expected to be in production in the second half of this year.

To assist in financing, the company increased its authorised capital by Rs. 2,00,00,000. The company subsequently converted from a private to a public company and on March 28, 1961 the name of the

company was changed to Goodyear India Limited.

The company has announced that it intends to offer 4,00,000 equity shares of Rs. 10 each in the capital of Goodyear India Limited to the public at a premium of Rs. 7 per share.

A special feature of this issue is that no reservations of shares or firm allotments have been made to any of firm's Directors or friends so that the entire issue of 4,00,000 equity shares will be made available to the public.

M. F. Tractors

Tractors and Farm Equipment

DISC BRAKES FOR FORD CONSUL 375, ZEPHYR, ZODIAC

The big British Fords, the Consul 1.7 litre now known as the 375, the Zephyr and the Zodiac now have Girling disc brakes at the front as standard equipment. Price at the factory before tax goes up by £ 18. Hitherto discs have been an optional extra.

Limited, Madras which has been formed jointly by the world-wide Massey-Ferguson Organisation and Simpson & Co. Ltd., of Madras, for the manufacture and marketing

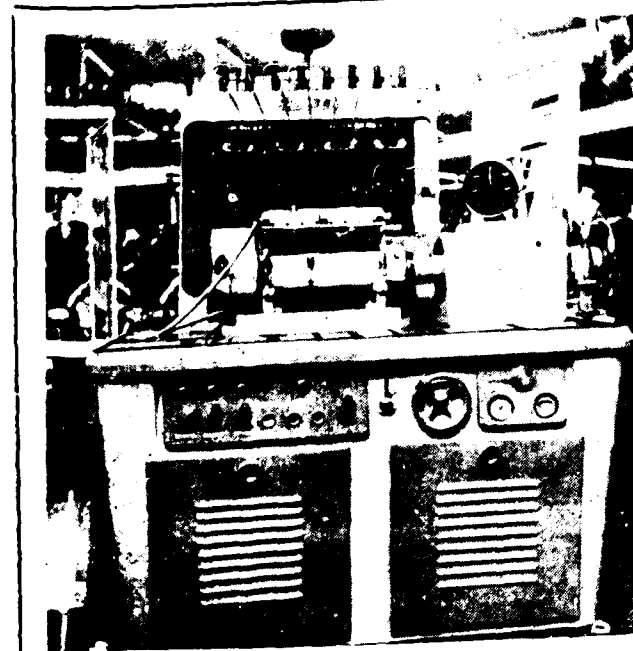
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of Massey-Ferguson tractors and farm machinery in India, has assumed distributional control in North India for all Massey-Ferguson products with immediate effect. This makes Tractors and Farm Equipment Limited sole Distributors of M-F Equipment in India, and provides a direct link, through a national Main Dealer network, between Factory and Customer in all parts of the country.

ASHOK LEYLAND

Engineering Section

The various sections of Ashok Leyland Ltd., are making substantial progress and one of the most important sections is the Engineering Department which is being expanded and reorganised.

Mr. F. Crook has been specially chosen as the man-in-charge of the Engineering Division of Ashok Leyland Ltd. which is being expanded and reorganised. His considerable experience gained over a number of years in India as the company's Service Manager and his intimate knowledge of the operating conditions of Leyland vehicles will be of invaluable assistance to the design, development and improvement of the Leyland range of vehicles in this country.

Mr. Crook will be assisted in his duties by Mr. Eric Kay, one of the senior design engineers of Leyland Motors Ltd. who has arrived from England. Mr. Kay will initiate Leyland Drawing Office procedure. During his stay in Madras, Mr. Kay will also help to extend the section where indigenous materials are thoroughly tested and tried before they are used in the manufacture of Ashok Leyland vehicles and diesel engines.

Mr. Kay's special deputation to India has coincided with the return of Mr. R. Ramakrishnan of Ashok Leyland Ltd. A Master of Engineering from the Indian Institute of Science, Bangalore, Mr. Ramakrishnan was deputed by the company for training in the

drawing office procedure at Leyland Motors Ltd. with particular reference to the system of writing specifications and drawing up of chassis final specifications in accordance with customers' manufacturing orders. Mr. Ramakrishnan also had training in the proving department as well as in the unit testing section at Leyland Motors Ltd.

Mr. E. J. Brown, Assistant Service Manager of Ashok Leyland Ltd. with a long record of service in the company has been appointed officiating Service Manager in place of Mr. Crook and Mr. C. K. Bharathane one of the senior field service

ing staff well-known manufacturers of road vehicles, agricultural machinery, industrial plant and boats in the U.K. and overseas with engines.

Perkins engines are operating successfully from Alaska to Australia, from Norway to New Zealand in 166 countries or territories.

Perkins engines are manufactured overseas in Australia, Brazil, France, Greece, India, Spain and Yugoslavia. Strict quality control and standardisation has been established wherever Perkins engines are made.

Perkins world-wide service organisation is coordinated with that of many large manufacturing customers and is supported by the group's associated and subsidiary companies.

NEW CHAIRMAN FOR STANDARD TRIUMPH INTERNATIONAL

Sir Henry Sparrer, Chairman of Leyland Motors Ltd., has become chairman of Standard-Triumph International which was recently bought by Leyland. Mr. Alch. Dick continues as Managing director and he and Mr. F. B. Dixon have joined Leyland's board of directors.

engineers of the company has been appointed officiating Assistant Service Manager.

250,000 DIESEL ENGINES A YEAR

Perkins Record

A total of 250,000 diesel engines a year are now being produced by the Perkins world-wide manufacturing organisation.

The Peterborough group is supply-

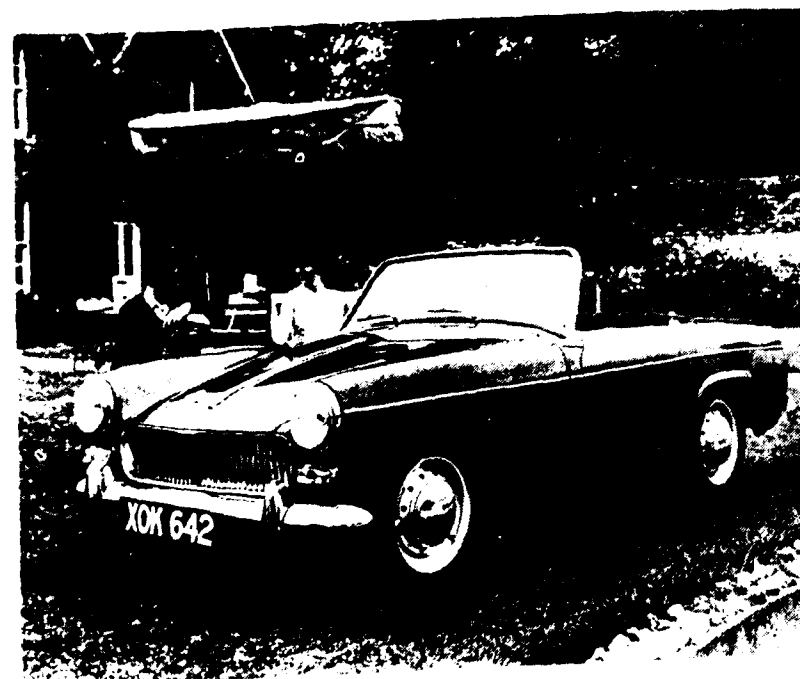
Fiat Completes 62 Years

The Fiat Pavilion at this year's Milan Fair carried an invitation to Turin for the celebration of the Centenary of the National Unity. Fiat has completed 62 years since that long past 1899 when it started as the first Italian automobile factory and its developments which have contributed so much to make Turin a great industrial centre are also an expression of the progress achieved by Italian industry during the Nation's first 100 years.

This year no machines or engines were exhibited in the Fiat Pavilion but the stages of the productive development through the last sixty years were illustrated.

This representation of the growth of Fiat starts with a view of the original Works in Corso Dante (1899) where the building of motor cars was commenced with only a few score workmen.

The Fiat productive group from iron and steel making to the finished mechanical products for land, sea, air—comprises 20 factories mostly in Turin and covers a total area of 28 million square meters, 6919 acres. At present Fiat employs over 23,000 people.



THE M. G. MIDGET: The first under 1000 c.c. M.G. for twenty-five years, the new Midget is a sleek but sturdy two-seater

From Gordon Wilkins

A NEW MG MIDGET, 948 c.c., ROADSTER

From Abingdon on Thames, home of M.G. cars since 1927 comes a new MG Midget, the first series MG with an engine under 1000 c.c. since the overhead camshaft PB went out of production in 1936. The M type, with a fabric-covered body was the first, and EX 120, developed from it became the first 750 c.c. car to do 100 m.p.h. and 100 miles in an hour with George Eyston at the wheel at Montlhéry. By the end of 1932 MG Midgets held every International Class H record.

Although new to the M.G. range, the latest Midget announced on June 30 contains no design surprises. It is in fact another version of the latest Mark II Austin Healey Sprite with different grille and a bright strip along the side.

It has the same improved engine in which power has been increased by 10 per cent, partly by raising compression from 8.5 to 9 to 1 and partly by better breathing in the upper end of the speed range. This has been done by using 1½ inch

SV carburettors instead of 1½ inch. Valve diameters have been increased by 1/16 inch, to put up the area by 4 per cent and a modified camshaft gives a longer opening for the inlet valves. These modifications have put installed power up to over 46 bhp. and the maximum speed is about 85 m.p.h.

The new close ratio gearbox gives about 29 m.p.h. in first gear, 46.5 in second and 65 in third at 5,000 rpm. Steering is by rack and pinion. Brakes are Lockheed with drums of 7 inch diameter, 1½ inch wide, giving 110 sq. inch of braking area.

The body has a conventional bonnet at the front and a lid giving external access to the luggage locker at the rear. The folding top with flexible plastic windows stows away in an envelope and the frame in another. When the top is erected, built-in spring extensions released by two triggers allow the fabric to be tensioned after all the fastenings have been secured.

Sliding plastic side windows in aluminium frames are also detachable and stow away in a third plastic case in the trunk, together with spare wheel and toolkit. The fuel tank, under the rear floor, holds 6 Imp. gal (7.2 US gals.)

The Midget forms one more in the bewilderingly large range of BMC cars. It seems to have been produced mainly for sale where agents have a demand for something smaller than the MGA. At first it seems to be destined mainly for Canada and West Germany. British factory price before tax is £10 above that for the Sprite, but this is partly because the Midget has a rear bumper, whereas the Sprite sold on the home market does not. It also has a tachometer which is extra on the Sprite.

Dimensions: Wheelbase 6ft. 8 in. Track front 3 ft. 9½ in. rear 3 ft. 8½ in. Length 11 ft. 0½ in. Width 4 ft. 6 in.

Height (top erected) 5 ft. 0½ in. Turning circle 32 ft. 1½ in. Kerb weight 1,530 lb.



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THE REDeX CAR CLUB

Mr. D. S. Cambata Elected President

The 6th Annual General Meeting of the Redex Car Club was held on 19th June, 1961 at the Institute of Engineers, Bombay 1, when Mr. S. R. Idgumji took the chair.

The Report and Audited accounts were accepted unanimously by the members.

The following office bearers were elected for 1961-62:—

Mr. D. S. Cambata—President, Mr. K. R. Cama—Vice-President, Mr. S. R. Idgumji—Hon. Treasurer and Mr. P. E. Lally—Hon. Secretary.

Members of the Committee: Messrs. E. A. Nadirshah, G. Mascarenhas and V. G. Daftary.

New Members.

During May 61 the following were introduced as members of the Club, to whom we extend our cordial welcome and thank those who introduced them:

Mr. B. N. Mullan, Mr. B. P. Bharucha, Capt. Y. S. Ramdive, Mr. G. V. Kurve, Dr. K. R. Paymaster, Mr. S. V. Gokal, Mr. A. Rathija, Mr. Nalin Traders, M. S. Polar Trading Co. P. Ltd., Mr. K. J. Khambata, Mr. B. S. Chaudhan, Mr. T. K. Contractor, Mr. Hasmukhlal Nandlal, Mr. M. C. Patel, Mr. J. M. Premier Automobiles Ltd., Mr. Jyoti Paper Industries, Mr. V. K. Mehta.

Film Show

A free film show on car polish was sponsored on 30th June, 61, for our members.

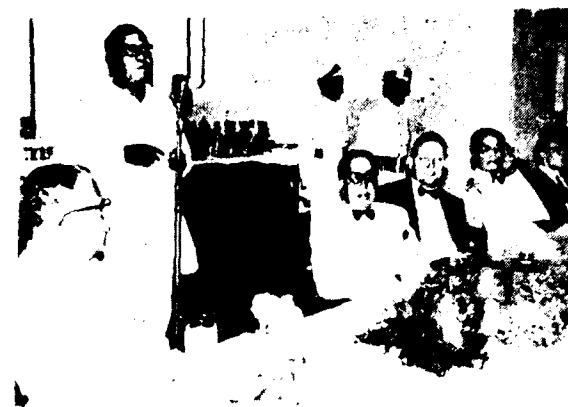
A "Car-Care-Compact", consisting of 5 items, at a specially reduced price was offered to members.

Renewal of Membership

Members are requested to send Rs. 15 and renew their annual membership and receive a new Free Engine Test-Tune-Up card, a free electrical testing card (Premier Auto Electric Ltd.) and their copy of Motorindia.

Automobile Year

The beautifully published Swiss Automobile Year 1961, Vol. VIII giving most informative and interesting articles on topics of all motoring news, including Motor Sports and 1961 models, is now available with the Hon. Secretary.



Madras Transport Minister, Ramiah, speaking at the IRTDA, annual dinner at Conmemara, made a forceful plea for better attention to road problems.



The President of Madras IRTDA, Sri P. L. Kumar (of M. S. Amalgamations Ltd.) seen reading his presidential address. Mr. Kumar was re-elected president.

BOTTLENECKS IN ROAD TRANSPORT

Due to lack of sufficient attention - says V. Ramiah

Mr. V. Ramiah, Minister for Transport, has said road transport problems had not received sufficient attention from those interested in it.

If the needs of road transport had been attended to from the First Five-Year Plan period and due weight given to road transport development, many of the bottlenecks they were facing now would not have been there. In this regard at least the railways were better than road transport.

The Minister was the guest speaker at a dinner which followed the annual general meeting of the Madras branch of the Indian Roads and Transport Development Association at Hotel Conmemara.

Mr. Ramiah added that greater attention has to be paid by all those interested in Road Transport and that if the needs of road transport had been attended

to from the First Five Year Plan period and due weight given to road development, considerable progress could have been achieved, and many of the bottlenecks they were facing now would not have been there. In this regard the Railways were better placed because during the last ten years GREATER ATTENTION HAD BEEN PAID TO THEM.

Govt. should be more serious

Referring to the implementation of the Masani Committee report he pointed out that it took seven or eight years before the Govt. of India realised that it should make an attempt to study the problems of road transport. When the report was submitted it felt that it was not enough and appointed the Neogy Committee. When Neogy Committee Report was received he felt that

the position was likely to be such that they will have to appoint another committee.

GOVT. SHOULD BE MORE SERIOUS IN THEIR APPROACH TO THE DEVELOPMENT OF ROAD TRANSPORT.

He stated that road development was closely linked with industrialisation and development of rural areas and that the Madras Govt. were keen on not only widening the roads but also providing alternative roads (permitting, if possible, one-way traffic on each route to ease congestion) to serve the industrial belts of Madras, Nellore and Madras Salem. The traffic on existing routes serving these industrial belts had reached saturation point and the problem was therefore one of urgency. It was the intention of the Govt. that by the end of the Third Five-Year Plan period every village should be connected by good roads.

SMALL CAR FACTORY IN THE PUBLIC SECTOR

Should be Located in the South - says P. L. Kumar

Mr. Ramiah suggested that the I. R. T. D. A. should form a small expert committee to study the problem of Road Transport and make concrete proposals which would receive favourable consideration. He assured the members that he was always ready and willing to meet them and discuss any proposals they had.

12 ton limit soon

AS REGARDS THE MAXIMUM CARRYING CAPACITY HE SAID THAT GOVT. HAD PLANS TO RAISE THE SAME FROM 9 TONS TO ABOUT 12 TONS AND WERE AWAITING THE REPORT FROM THE C. E. HIGHWAYS IN THIS REGARD. HE ALSO FELT THAT THE ALLOTMENT OF 16 CRORES FOR ROAD TRANSPORT IN THE STATE WAS INADEQUATE.

He hoped that before the next annual meeting of the I. R. T. D. A. many of the difficulties in road transport operation would have been overcome.

Sri P. L. Kumar in the course of his speech had said *inter alia*:

I take this opportunity to thank the members of the association for having elected me as chairman for the second year. It is in the fitness of things that all those interested in Roads and Road Transport in the country meet periodically and discuss the problems that arise pertaining to this important subject, on which the economic advancement of our country much depends. Without efficient transport being provided, the success of our planned economy will find itself in jeopardy. The I. R. T. D. A. creates such an opportunity, particularly to focus attention on the problems relating to Roads and Road Transport.

It is estimated that by 1955-56 47 million tons of long distance traffic will have to be carried by Road Transport. To achieve this, the Road Transport will not only need more commercial vehicles to be provided during the plan period but new roads will also be required and the existing ones will need to be strengthened and maintained in good condition.

It is a matter of regret, however, that the allocation of funds for roads in the fourth five-year plan is extremely inadequate. Dr. Subbarayan, the Union Minister of Transport, disagreed with this view in his speech at the Annual General Meeting of the I. R. T. D. A. at Pondicherry on the 24th September 1959.

With the merger decision made for the roads in the Third Five-Year Plan, it is hoped as mentioned by Dr. Subbarayan, it may not be possible to keep the roads in the condition in which they are at present.

In the matter of this question, picture are also mentioned to note that, by the end of the Third Five-Year Plan, it is expected that the roads in the Madras State, which means a road density of 1.2 miles per 100 square miles, will be a great deal better than the All India road density average.

Roads connect all villages of the State with a population of 500 and more except in the hill areas.

Authorities Thanked

One could not help making an observation from the visit of Queen Elizabeth recently to the Madras City that roads can be brought in good state within a short period, if there is a will behind it to do so. I hope that the same urgency is applied in bringing the many other roads in this great city of Madras, and in the State, which still remain in a bad state of repairs. I would like to take this opportunity to congratulate the Madras Government and the Police Authorities for widening some of the roads in the Madras city. If we are to use these roads to the best advantage, it is necessary that some discipline is brought to bear on the users of these roads. It is not uncommon to notice people ignoring rules of safe motoring. In this regard I would also appeal to the National Safety Association, Schools and Colleges and Social Organisations to carry effective and vigorous propaganda. Unless we can control this indiscipline now, it will be impossible for one to venture a trip on the roads after a few years, when the population of vehicles will have risen many times.

I would also suggest that the State Governments may construct new roads, particularly in the industrial areas, to relieve congestion. It is also a matter of importance that some co-ordination is exercised amongst the Electric Supply, Sewage Disposal and Water Supply Authorities to ensure that the roads are not cut open by these services individually, and that there is some planning done to have co-ordinated laying of all these services, or the roads are provided with trenches below the surface for laying these services.

Masani

Recommendations

On the question of road transport the Masani Committee had submitted a useful report, but these recommendations are not being implemented with any sense of urgency. I would request that the southern States may take a lead in implementing at least those

recommendations, which are within their own scope, and thus help to remove some of the factors which are retarding the growth of Road Transport. In this connection, may I bring to the notice of the govt. that some of the vehicles in the Madras State cannot ply with their maximum loading capacity, because of the fear that some bridges, culverts etc., may not withstand the load. THE HIGHWAYS DEPARTMENT MAY BE REQUESTED TO CARRY OUT TESTS ON THESE BRIDGES, CULVERTS ETC., AND TO OPEN THOSE FOR HEAVIER LOADS, WHERE THEY CAN STAND THEM AND TO STRENGTHEN OTHERS. It is a wasteful operation, if the vehicles have to be underloaded.

I repeat what I said last year that, if we take the experience of other industrially advanced countries as a guide, then our planners should impose no restriction on the growth of the Road Transport. The prosperity in the Western countries has been contributed to a great extent as a result of unfettered growth of the Road Transport. There have been shortages of raw materials, particularly of coal, because of the non-availability of railway wagons. Production in several factories, especially the new steel factories, has suffered because of this handicap. The Road Transport has helped considerably to mitigate the suffering. In the context of this situation, one fails to understand why avoidable handicaps should be imposed on the growth of Road Transport.

The position of availability of automobiles, both commercial and cars has improved recently, as the indigenous production has risen. WE SHOULD BE THANKFUL TO THE AUTOMOBILE INDUSTRY FOR THEIR ACHIEVEMENT. In this respect it is gratifying to note that our region is playing a very major part, as some of the important units in the automobile industry, both for Original Equipment and Ancillaries, are located here. If the Government of India must establish a factory of their own to produce a small car, may I request the minister that the claim of the

southern region is strongly put forth for locating the factory here. This region offers the advantage of experience already gained by having taken the lead in the matter of establishing a number of automobile ancillary and original equipment units, on proper scientific lines.

Mr. Wauton Assures Full Cooperation

Mr. C. H. B. Wauton, Executive Vice-Chairman in proposing a vote of thanks thanked the Minister for his presence there that night and for the most encouraging speech delivered by him. He was glad that both the Govt's objectives and the Association's were one and the same and hoped for a similar feeling in other States and the Centre.

He assured the Minister that the Association would give their absolute and whole-hearted cooperation, without reserve, in solving the problems affecting roads and road transport. He thanked all the members for their presence at the dinner and meeting, particularly those from the mofussil.

Without making any invidious distinctions Mr. Wauton felt specially glad that Mr. G. D. Naidu (whose association with IRTDA ran over several decades) had come all the way from Coimbatore.



Mr. C. H. B. Wauton, Executive Vice-Chairman, proposing a vote of thanks.



Hon. P. L. Kumar and other members of the I. R. T. D. A. receiving a bouquet.

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SRI N. KANNAYIRAM
President



SRI K. C. FRANCIS
Secretary



SRI N. GANESHAN
Joint Secretary

The Tamilnad Motor Parts Dealers' Association

PRESIDENT KANNAYIRAM'S APPEAL TO DEALERS TO STICK TO PROFIT MARGIN

Office Bearers Elected for 1961-62

The third annual general meeting of the Tamil Nadu Motor Parts Dealers' Association was held at the M. D. C. C. buildings Madurai on May 7. Mr. N. Kannayiram, the president, presiding. A very large number of members not only from Madurai but also from Dindigul and Virudhunagar was present.

Sri Kannayiram in his presidential speech complimented the office bearers, particularly the secretaries on the fact that despite some unexpected resignations, the strength of the association rose from 68 to 83 members. The association was formed with the object of uniting the dealers together and he took the opportunity to thank everyone who had co-operated to bring about this unity.

Threat of the Union Minister

He drew the attention of members to the recent statement of the Union Minister for Commerce and Industry that the Government may have to make drastic cuts in private sector imports and encourage imports through the S. T. C. if high prices of the imported products continued to be what they were. Mr. Kannayiram felt that if the profit margin of 70 percent allowed by Government on landed cost was adhered to, the chances of Government passing on imports through S. T. C. might be minimised. He therefore appealed to the members of the trade to try

and maintain the standard rate of profit.

The president also referred to the formation of the All India Federation of Motor Parts Dealers Associations and the Tamil Nadu Association's membership of the same in co-operation with the Madras Association.

Proud record of the South

He was proud that they were making considerable progress in the South in regard to the automobile sector and that a number of industries had come up. They had for instance Standard Motor Products, Ashok Leylands, India Pistons, Addisons Pumps & Chemicals, Dunlops, Madras Rubber Factory, Wheels India, Engine Valves, Ram & Co. (Q.H.I. products), Tractors India and several others. He was sure that more industries would be started soon.

Important spares in Short Supply

"We are now feeling a general shortage of some of the very fast moving and important spare parts in this part of the country. For instance quality Batteries, Tyres are in short supply. I hope the shortage is only for a short duration and with the new tyre companies coming up, the production, the position will improve."

He appealed to the members to

take more and more interest in the affairs of the association and help to make it strong.

The secretary, Sri Rm. A. Rm. Ramanathan Chettiar then read the annual report covering the activities of the association during the past year. It was adopted.

Sri K. Palanimalayan, treasurer, presented a statement of accounts and a budget of proposed income and expenditure for the ensuing year. Both the statement and budget were approved.

Election of Office bearers

Elections were then held.

Sri N. Kannayiram was unanimously re-elected president; Sri V. Rajendran, and Sri Ramanathan Chettiar vice-presidents; Sri K. C. Francis, hon. secretary; Sri N. Ganeshan, joint hon. secretary; Sri K. Palanimalayan, treasurer; and the following as members of the executive committee: Messrs. Santhanagopalakrishnan, S. Arumugham, T. Ramaswami Pillai, K. Ramu, S. Ganesh Iyer and

representatives from Moorthy Auto Stores, Pudukottai and Meenambigai Motor Works, Virudhunagar.

The meeting then approved unanimously a proposal to pay full subscription to "Motorindia" for all members of the association to enable every member to get copies of this publication regularly.

The constitution was amended requiring members to attend at least one out of three consecutive meetings of the committee, failing which such member shall automatically cease to be a member of the committee. The committee was empowered to co-opt substitutes in such cases.

Sri Kannayiram thanked the members for having re-elected him as president.

Sri K. C. Francis congratulated the outgoing office bearers for the excellent work done by them for the association and appealed to all members to co-operate fully with the office bearers in helping the association work for the betterment of the dealers.

THE MADURAI RAMNAD TYRE SYNDICATE

An extraordinary meeting of the General Body of the Association was held on April 25 at the Syndicate office at Madurai Tamil Sangham Road, with the president Mr. N. Kannayiram in the chair.

The meeting brought to the notice of the tyre companies details of pending registrations to be supplied with tyres, and requested an appropriate increase in the quota for all members of the Syndicate.

The meeting also decided to resume further registration of

requirements only after the pending registrations were supplied.

It was unanimously resolved to register the Syndicate; and the executive committee was authorised to frame necessary rules, regulations and amendments to rules to enable early registration.

The Syndicate decided to have the official year from April to March, and to have office-bearers elected according to this period.

The meeting terminated after a dinner.

SRI RAJENDRAN
Vice-President



SRI Rm. A. Rm. RAMANATHAN
CHETTIAR
Vice President



SRI K. PALANIMALAYAN
Treasurer

INDIAN ENGINEERS IN U. K.

Studying Traffic Problems

Gaining practical experience of traffic problems which may be India's in the next decade is one way in which Mr. S. Goyal, of Meerut, U.P., is benefitting from a one-year post-graduate course in highway engineering at the Imperial College of Science & Technology, London.

An executive engineer in the Public Works Department, of the Uttar Pradesh Government, he is taking the course under the Colombo Plan.

"In the field of highway engineering," Mr. Goyal said in an interview, "Britain today is facing and overcoming traffic and engineering problems which are going to affect India very soon. Because I am studying here, I am not only in touch with the latest developments, but I can study at first hand how they are being implemented to

reduce traffic congestion and other associated problems.

"The techniques for constructing multi-storied car parks, the most efficient types of roundabouts, motorways—these are but a few examples."

Mr. Goyal's course ends in June 1961, but he has arranged to do one month's practical work in Yorkshire before returning home.

Road Building

Britain's road construction programme has a special interest for an Indian engineer now training in Yorkshire under the Technical Co-operation Scheme of the Colombo Plan. He is Mr. S. Das Gupta, a superintending engineer from Bihar, who was joined the staff of the County Surveyor's Department at Wakefield.

He has already travelled along the 250 miles of new roads in the area to study some of the latest

bridge-building and road making techniques, discussed the work with the men on the sites, and studied the complicated plans and specifications involved.

At Peterborough

When 25-years-old Sardari Lal Talwar, who has been attending the Perkins Diesel Service School at Peterborough (England), returns to his home in New Delhi later this year he hopes to prove the value of his three years' technical training in Britain.

Sardari, who spent the past two and a half years studying automobile engineering at a London college, attended a course at the Perkins school to learn more about the Peterborough group's light-weight, high-speed, automobile diesel engines. When he returns to New Delhi, where he lives at Multani Dhanda, he hopes to open his own garage specialising in the servicing of diesel engines.



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LEGAL NOTES

Contributed by the
MADRAS STATE LORRY OWNERS' ASSOCIATION

(Continued from last issue)

S.47 - Relevant considerations - Interest of public.

The sector qualification as well as the consideration that a bus owner should be made a fleet owner are considerations as to the interest of the public generally and would fall within the purview of S.47. Hanuman Transport Co., Ltd. -Vs-State of Madras A.I.R. 1959 Mys. 72.

Sec. 47 (1) Proviso and 64—Appellate authority preferring one co-operative Society to another for grant of permit - Validity.

The Chief Commissioner on appeal considered the comparative claims of two co-operative societies

and held that the Delhi Ex-Service-men Co-operative Multi-purpose Transport Society was better qualified to get the permit. While giving reasons for coming to this conclusion, the Chief Commissioner referred to the promise of the State Government made in 1948 to give 20 carriage permits to this society.

Held, that however wide meaning is given to the expression "interest of the public generally" occurring in S.47 (1) (a), it would not cover such a promise and therefore, this consideration was extraneous to the Act and should have been ignored by the Chief Commissioner.

Held, further that the principle

that when a Court of fact acts on material, partly relevant and partly irrelevant such a finding is vitiated, did not apply to the case, because the State Transport Authority and the Appellate Authority under the Motor Vehicles Act are not Courts or tribunals of fact and to select one out of many applicants who would best serve the purpose of the Motor Vehicles Act is a complex process and the decision cannot be considered to be a finding of fact. (S) A.I.R. 1955 S.C.271, Distinguished, Nav Hind Finance and Transport (Private) Ltd., Delhi -Vs- Chief Commr. Delhi. A.I.R. 1959 Punj. 173 - 61 Punj. L.R. 647.

S.47 (1) Proviso - Revision - Two co-operative societies applying for permit - Preference of one over another - Legality - Issue of Certificate. See CONSTITUTION OF INDIA, ART. 226. A.I.R. 1959 Punj. 473.

S.47 (1). Proviso - Co-operative Society - Right to preference over companies and partnership firms.

It cannot be said that under the

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proviso a co-operative society gets preference over "individuals" and not over companies and partnership firms. The term "individual owners" in the proviso has been used in contradiction to "co-operative societies". The "individual owners" in this context means any legal entity. The word "individual" is used in the sense of "person" and embraces artificial or corporate persons as well as natural persons. Nav Hind Finance and Transport (Private) Ltd., Delhi -Vs- Chief Commr. Delhi A.I.R. 1959 Punj. 473 - 61 Punj L.R. 647.

S.47 (1) Proviso - Applicability- It cannot be urged that the proviso does not apply to S.47 (1) (a) to (f) but to the remaining provisions of this section. Nav Hind Finance and Transport (Private) Ltd., Delhi -Vs- Chief Commr. Delhi A.I.R. 1959 Punj. 473 - 61 Punj. L.R. 647.

S.48 (d) (ii-a) and S.48(3) (xxi) - Condition of permit - power of R.T.A. to vary existing route.

The provision in S.48(d) (ii-a) that the stage carriage of state carriage shall be used only on

specified routes in a specified area is a condition of permit. W. P. No. 277 of 1957 Andh. Pra. and A.I.R. 1957 Raj. 312 F.B. Rel. on.

Since the R.T.A. has power under S.48 (3) (xxi) to vary the conditions of permit, there can be no doubt that he can vary the existing route. T. Narayana Reddy -Vs- Secretary Regional Transport Authority, Cuddappah. A.I.R. 1959 Andh. Pra. 476.

No Power to Change Timings

S.48(3) - Power of secretary to change timings.

Under S.48 (3) as amended in 1957, the time table for stage carriages has assumed importance and now forms part of the permit. The delegation authorised by R. 134 (A) (ii) cannot be of much assistance as S.48 (3) is not mentioned in the Rule. It is doubtful whether the authority to delegate what was not then a condition of permit would still be available when the new S.48 (xx) prohibits departure from conditions of the permit, save with the approval of the Road Transport Authority and the old Rule contains no authority to delegate this power. Hence, the Secretary R.T.A. had no power to change the timings under S.48 (3). P. Satyanarayana -Vs- State of Andh. Pra. A.I.R. 1959 Andhra Pra. 429.

S.48 and 60 - Mention of number of passengers' seats in permit is not a condition of permit entailing suspension of permit for breach. Motor Service Syndicate -Vs- Secretary Road Traffic Board, Quilon. 1959 M. L. J. (Cr.) 394-1959 Ker. L. T. 449-1959 Ker. L. R. 253-1959 Ker. L. J. 368-L. R. (1959) Ker. 295.

S.48 (a) as it was before its amendment by Act C of 1959 - Decision under cannot be regarded as final. Automobile Transport Rajputana Ltd. -Vs- Nathuram Mirdhar. 1959 Raj. L. W. 25-L. R. (1959) 9 Raj. 120-A. L. R. 1959 Raj. 121.

S.48 (a) before amendment of 1956 - Power of Appellate authority to increase number of permits beyond limit fixed by Regional Transport Authority. See, MOTOR

VEHICLES ACT (1959) S. 64. A. I. R. 1959 Raj. 121.

(as amended by Act C of 1956). Ss. 48, 57, 64 (b) - Order of R.T.A. sanctioning variation of route operated to A. Order involving overlapping of route operated by B. B failing to raise objection. Bench appeal under S.64 (b). Hiralal -Vs- State of Rajasthan. A. I. R. 1959 Raj 41-L. R. (1958) B Raj. 1112.

S.48 proviso, Scope.

The prohibition in proviso to S.48 to issue permit for a route not specified in application is intended not for a part of the route applied for but for a totally different route, because in the former case all interested persons get an opportunity to object. Sub S.48 (1) also allows the grant of a permit in modification of the application. Manindra Chanera Bhownik -Vs- Jogesh Chandra Dey. A. I. R. 1959 Tripura 35.

S.48-A (Mad) - Scope - Is void on ground of repugnancy to S.48 (3) (xxi). Constitution of India, Art. 254. T. Narayana Reddy -Vs- Secretary Regional Transport Authority Cuddappah. A. I. R. 1959 Andh. Pra. 476.

Delegation of Powers Intra Vires

S. 48 A Delegation by State Government to R. T. O. to exercise powers of S. T. A. Is intra vires. T. Narayana Reddy -Vs- Secretary.

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Sg. 48-A. 51-A and 56-A-Scope of-Power of State Government to authorise Regional Transport Officer to exercise the powers and discharge the functions of State Transport Authority. Sc. 43-A, 44-A, 60 and 123 A Scope-and Scope and objects of Sc. 57 (3), 64 and 14-A-Scope of-persons to whom notice is given under S.57 (3) not making any representations-whether entitled to notice of revision against the order of Regional Transport Officer-S. 57 (3), if applicable to proceedings under S.64-A-Right of appeal against refusal to vary conditions of permit-power of Government to entertain revisions, if conditioned by any limitations.

Per. Full Bench-The State Government can authorise the Regional Transport Officer to exercise the powers and discharge the functions of the State Transport Authority under Ss. 48-A 51-A and 56-A of the Motor Vehicles Act.

The Regional Transport Officer comes within the ambit of the expression "any officer subordinate" used in S.44-A of the Act (1957) 2 M. L. J. 243-1959 M. L. J. (Cr.) 411 (F. B.)-Dissented and (1950) S. C. J. 328 Referred to.

Section 133-A of the Motor Vehicles Act empowers the State Govt. to make rules to regulate the discharge by officers of the Motor Vehicles Department of their functions and the authorities to which they shall be subordinate. The plain intention of this section is to provide that the subordinate Officers, in the performance of their various duties, are subject to the direction and control of a superior officer. The words "the Transport Commissioner or any officer subordinate to him" used in S.44-A are of a much wider amplitude. The object of Motor Vehicles Act is to provide for the control and regulation of Motor Transport. The Act prescribes a regular hierarchy of administrative bodies to deal with the regulation of Motor Transport. S.43-A vests a general power in the State Government to issue such orders and directions, as it may consider

necessary to the State Transport Authority in respect of any matter relating to Road Transport and such Transport Authority shall give effect to all such orders and directions. S.44-A empowers the State Government to appoint a State Transport Commissioner and authorise such Commissioner or any other subordinate to him, to exercise and discharge, in lieu of any other authority prescribed by or under the Act, such powers and functions as may be specified in the notifications issued by them. The Regional Transport Officer is an individual who is invested with the authority and is required to perform the duties incidental to an office and is therefore an officer. In the performance of his various duties, he is subject to the direction and control of the Transport Commissioner. He is an officer subordinate to the Transport Commissioner.

Authority Granting Permit only Can Suspend it

The Act or the rules made thereunder, do not contain any special provision prohibiting an authority other than the one which granted

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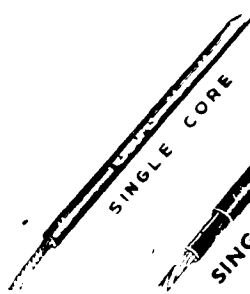
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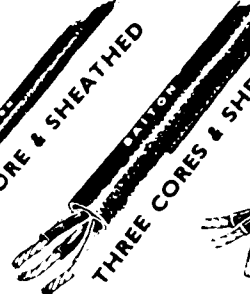
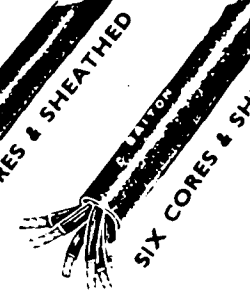
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a permit, to vary its conditions. S.60 of the Act is one of the special provisions governing the cancellation and suspension of permits. It enables only the authority which granted a permit to suspend it. This provision does not apply to the variation of the conditions of a permit. S.48-A introduced by the Madras Amendment Act of 1948 (of 1948), empowers the State Transport Authority to vary, cancel or add to any of the conditions attached to a State Carriage permit. The only limitation on the exercise of this power is that such variation, cancellation or addition should not be made to the prejudice of the holder of the permit without giving him notice. S.44 A, introduced by the same Amendment Act empowers the State Government to authorise the Transport Commissioner or any officer subordinate to him to exercise and discharge in lieu of any other authority prescribed by or under the Act, such powers and functions. On a combined reading of Ss.44-A and 48-A it is clear that the Government is within its powers in authorising the Regional Transport Officer, who is an officer subordinate to the Transport Commissioner to exercise the powers vested by S.48-A in lieu of State Transport Authority.

Per DIVISION BENCH (Chandra Reddy C. J. and Jagannathan Reddy J.) If persons, to whom notice is issued by the Regional Transport Officer under S.37 (3) of the Motor Vehicles Act calling for objections did neither submit any representations nor appear before the Regional Transport Officer, the Government were not bound in revision preferred by the appellants, before the Regional Transport Officer, against the decision of the Regional Transport Officer to give any notice to them. S.57 (3) is not applicable to proceedings under S.64-A.

While there is a right of appeal under S.64 (b) against the revocation or suspension of the permit or any variation of the conditions thereof, there is no right of appeal against the refusal to vary the permit. Nor does S.64-A limit the power of the Government to call for its records of any orders passed or proceedings taken by any of the officers specified in Ch. 1 only in cases where no appeal lies, as is the

case with S.115 C. P. Code, which specifically limits the power of the High Court to call for the records of any case decided by any Court subordinate to it in which no appeal lies therein. Veeraswamy Vs. The State of Andhra Pradesh (1959) All. W. R. 308-1959 Andh. L. T. 388-A. I. R. 1959 And. Pra. 413 (F. R.).

Not an Unconstitutional Encroachment

Ss.52,53 (2) Scope-Conditions in permit-Reasonableness of Constitution of India, Arts. 14, 19 (1) (g).

A private carrier permit contained conditions with regard to nature of goods to be carried, maintaining of logbook showing journey submission of periodical returns and that goods, which are specified in the permit or in which the permit holder may be dealing, can alone be carried.

Held: that the condition was in fact in furtherance of the purpose of the permit rather than a restriction on it. Public interest demands that a permit is issued for the purpose of the articles in which the permit holder dealt was in public interest and not an unconstitutional encroachment on the freedom of trade or business assured under Art. 19 (1) (g) of the Constitution.

(ii) that under S.52 the Regional Transport Authority is required by S.53 (2) to impose conditions. Hence it was not a case of an arbitrary exercise of discretion.

(iii) that it could not successfully be urged that the permit holder had been denied the right to carry his goods for which the permit had been granted to him.

(iv) that the restriction for the use of the vehicle on one journey only compelling it to return empty on the return journey, however, would not be inconsistent with the scheme of Ss.52 and 53. It could not, therefore, be sustained and must, therefore, be held to be invalid. Prakash Chandra Vishnu Kumar Vs. State of U. P. A. I. R. 1959 All. 373.

S.53 (2) Private carriers permit condition-laying down kind of goods to be carried-legality of.

Section 53 (2) requires the

Regional Transport Authority to lay down as condition the kind of goods to be carried and which, according to the opinion of the Regional Transport Authority must be those which are carried normally in connection with that trade or business. The condition therefore cannot be said to be unreasonable; M. S. Prakash Chandra Vishnu Kumar Vs. State of U. P. 1958 All. J. 778-A. I. R. 1959 All. 205.

Limitation of rule 91

S. 53 (2) Validity-R. 94-Condition in permit regarding maintaining and submission of copy of log book Validity.

Rule 91 framed under S. 68 of the Motor Vehicles Act is validly made and does apply to a vehicle for which private carriers permit is issued. This rule however, empowers the Regional Transport Authority to make a general or special order in this respect but does not authorise it to lay it down as a condition. Conditions can be laid down only in accordance with the provisions of S. 53 (2). But among the conditions it cannot be laid down under S. 53 (2) that the permit holder should maintain a log book and submit its copy to the Regional Transport Authority periodically. Such a condition can however, be mentioned against serial item No. 8 of the permit which is headed as "The records to be maintained and the date on which returns are to be made to the Transport Authority". M. S. Prakash Chandra Vishnu Kumar Vs. State of U. P. 1958 All. J. 778-A. I. R. 1959 All. 204.

S. 53-Scope-Refusal of permit Grounds-Fitness of person.

The Regional Transport Authority has no jurisdiction to reject a permit on grounds which do not fall within the ambit of S. 53.

Therefore, the fact that the Regional Transport Authority did not consider the petitioner fit, is no ground for refusing the grant of a private carrier's permit to him; and if the application was rejected on such considerations, the petitioner is entitled to the relief of Certiorari.

Similarly, the fact that the petitioner had been prosecuted for plying his vehicle after the expiry of his permit without a fresh permit, when that prosecution was started after the petitioner had applied for the grant of a fresh permit, is no ground for rejecting the application. Birendra Kumar Das Vs. State Transport Authority A. I. R. 1959 Assam. 106.

S. 53 (3) Failure of R. T. A. to publish real substance of application amounts to contravention of S. 53 (3) Gajanan Motor Transport Co., Vs. Mysore Appellate Tribunal A. I. R. 1959 Mys. 62.

S. 55-Granting permit to one already holding permit for other routes is in public interests as it would ensure continuity and security of service better than those owing one or two stage-carriages. Veerayya Vs. State of Andh. Pra. 1958 All. L. T. 1074.

S.57 (2) Part I-Application under S. 57 (2) Part I Mention of date-Necessity-S. 47 (Motor Vehicles Rules (1940 R. 50).

Having regard to the fact that neither in the rules nor in the form framed nor in S. 46 of the Motor Vehicles Act is it indicated that there should be specific mention of the date from which it is desired that the permit should take effect in the absence of specification of any date, it should be assumed that the applicant desires the permit to be effective on the expiry of the six weeks' period indicated in S. 57 (2)

first part of the Act. The application is not an invalid application merely because there is no express specification of the date therein. Tara Singh Vs. State Transport Authority A. I. R. 1959 All. 253.

S. 57-Scope-A and B applying under S.57-No. opposition by B to grant of permit to A-Permit granted to A but refused to B-Appeal by B-Permit granted by Appellate Authority to B cancelling that given to A Legally. See MOTOR VEHICLES ACT (1939) S.64 (c) A. I. R. 1959 Assam 183.

Appellant Authority not to go into new Factors

S. 57-Appellant Authority cannot go into new factors not on record. See MOTOR VEHICLES ACT (1939) S. 64 A. I. R. 1959 Assam 183.

S. 57 (2)-Regional Transport Authority has power to call for application in anticipation of a road being made public and open for buses to ply. Hanuman Transport Co., Ltd. Vs. State of Madras A.I.R. 1959, Mys. 72.

S. 57(7)-Duty of Regional Transport Authority to give reasons clearly.

A Regional Transport Authority should give reasons for the issue of a permit clearly in such a manner that an appellate court may be in a position to canvass the correctness of the reasons given by it.

Where the Regional Transport Authority gave the following reasons, namely that the applicant was already operating one bus on a part of the route for which permission was to be granted, and that as he had only two buses then the permission was granted to him to make him also a fleet owner (the owner

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of three buses) and from the facts of the case it was clear that the petitioner as well as the appellate Court fully understood those reasons.

Held, that the reasons given were not vague so that it would prevent the appellate court from testing the correctness thereof. Hanuman Transport Co., Ltd.-Vs-State of Madras A. I. R. 1959 Mys. 72.

S.57—3.—Provisions is mandatory and not merely directory. Publication is condition precedent to jurisdiction under Cl. (5). Gajanan Motor Transport Co., Vs-Mysore Appellate Tribunal A. I. R. 1959 Mys. 62.

Ss.57 and 58-Renewal of permit Procedure to be followed.

All the procedures to be followed in the case of an application for a permit have to be followed in the case of an application for renewal of a permit before the same is disposed of. M. Basha-Vs-Sultan Being. 1958 M. L. J. (Cr.) 979 A. I. R. 1959 Mys. 17.

S.57 (3)—Publication of applica-

tion in Gazette-Time limit-(Bihar Motor Vehicles Rules (1940) R.45 (a)).

Rule 46 (a) of the Bihar Motor Vehicles Rules, 1940 read with S.57 (3) makes it perfectly clear that upon receipt of the application it has to be advertised in the Gazette. There is of course no time limit for such advertisement. But the expression "upon receipt of an application" used in R.46 (a) means "as soon as possible after the receipt of the application and not at any time long after the filing of the application (e.g.) after a lapse of about five years from the filing of the application. Pulchand Ram-Vs-State of Bihar. 1959 B. L. J. R. 237 A. I. R. 1959 Pat. 393.

S.57—Procedure for granting permit.

Where an application by J for the grant of a permanent permit on a certain route could not be considered at intie that as the State Government contemplated nationalisation of bus transport but subsequently the same route was

advertised for the grant of a temporary permit and the prior application by J. for permanent permit was actually considered at the time of the grant of temporary permit but his application was not allowed, and the State Government thereafter decided not to nationalise that route and ordered for issue of a permanent permit. It is not possible to hold the disposal of application of J. for a permanent permit previously made to be still existing to be considered for a permanent vacancy after the Government decided not to nationalise the vacancy after the Government decided not to nationalise the route. Pulchand Ram-Vs-State of Bihar. 1959 B. L. J. R. 237 A. I. R. 1959 Pat. 393.

Ss. 57, 62 and 64 (1)—Grant of temporary permit—Person failing to file objection—Right to appeal.

Appeal not Incompetent

The fact that the petitioner did not prefer any objection under S.57 to the grant of a temporary permit to another person would not make

his appeal under S.64 (f) before the Appeal Board of the State Transport Authority against the order granting permit incompetent. Rosan Mistri-Vs-State of Bihar. 1958 B. L. J. R. 336 A. I. R. 1959 Part 111.

S.57—Notice-Opportunity to make representation.

The procedure prescribed for the grant of a permit involves publication of the application as required by S.57 and when the application is published all those interested in opposing the application get notice that an application has been made and is bound to be allowed unless the Regional Transport Authority is satisfied that it would be against public interest to do so. That is the proper time when persons who are interested in the matter should make a representation against the grant of the permit. That is the only opportunity which has been provided to them under the law for making representations. They are not entitled to a hearing before the Appellate Authority which has full power to grant as many permits as it considers necessary to do in public interest after hearing the Regional Transport Authority. Automobile Transport (Rajputana) Ltd.-Vs-Nathuram Mirdha. 1959 Raj L. W. 25 I. L. R. (1959) 9 Raj 120 A. I. R. 1959 Raj. 121.

S.57 (4)—Non-compliance—Effect—Right of appeal. See Motor Vehicles Act (1939). S.62 A. I. R. 1959 Raj. 119.

S.57—Application for permit—Not in prescribed form—Only a technical breach of route. Mahindra Chandra Bhowmik-Vs-Joseph Chandra Dey. A. I. R. 1959 Tripura 35.

S.57—Discretion of Transport Authority—Interference by Writ. See Constitution of India, Art. 226 A. I. R. 1959 Tripura 35.

S.57—Temporary permit—Issue of—See Motor Vehicles Act (1939). S.62 A. I. R. 1959 Tripura 35.

Ss.57 and 64—Rules under Act—Rr. 48, 60, 69 Grant of permit Publication—Notice—Hearing parties—Procedure under Rules not followed Certiorari—(Constitution of India) Art. 226).

Rule 48 lays down that the application should be posted together with the notice of the date before which representation may be submitted and of the date appointed for consideration on a suitable notice board situated in the premises of the Authority. Sub. R. (b) of that Rule makes the publication of those particulars in the Tripura Gazette a sufficient compliance.

Provision mandatory

Rule 69 of the Rules relates to appeals and it says that upon receipt of an appeal, the appellate authority may appoint time and place for hearing of the appeal giving the appellant not less than 15 days' notice. No doubt R. 69 (b) uses the word "may" and R. 60 says that on the event of the appellate authority appointing a date, time

and place for a hearing, notice of it will be given to the appellant, but that cannot be construed as meaning or giving the appellate authority the choice to dismiss an appeal without giving the appellant an opportunity to be heard as prescribed S. 4. The provisions of S.64 are mandatory and any rule framed in derogation of it, cannot prevail over the section, and therefore the provisions of the rule as far as they are not in conformity with the section must be ignored or the word "may" in sub-cl. (b) of R. 69, given the meaning of "must" S.64 also make it compulsory that the original authority be given an opportunity of being heard.

Where it is quite obvious that both the Authorities did not follow the mandatory and essential provisions of the law, that would be enough to make the proceedings amenable to Certiorari.

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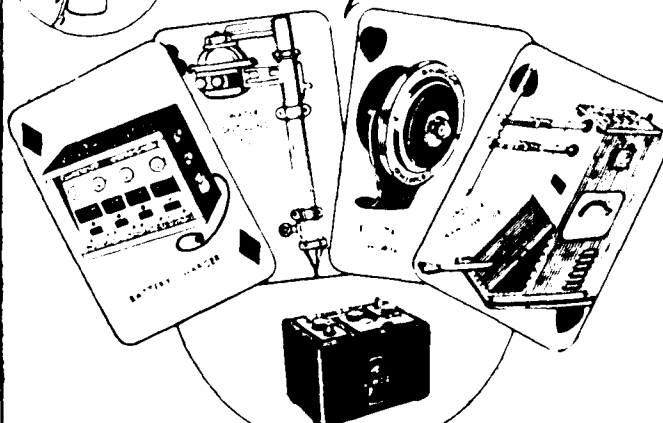
Merely hearing both the parties and calling for a report of the S.O.O. for purposes of S.47, is not a compliance with these requirements, when the real decision was taken before the petitioners had on opportunity of being heard. Others interested are also entitled to raise objections, as provided for under S.47 and the scheme and intention of the Act, clearly is that such matters should be decided after hearing all interested persons. Mahindra Chandra Bhowmik-Vs-Joseph Chandra Dey. A. I. R. 1959 Tripura 35.

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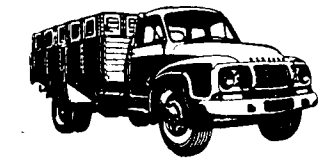

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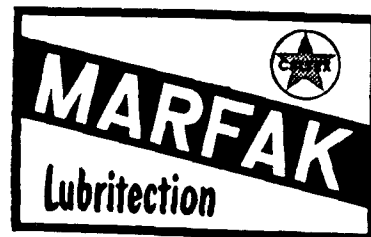
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