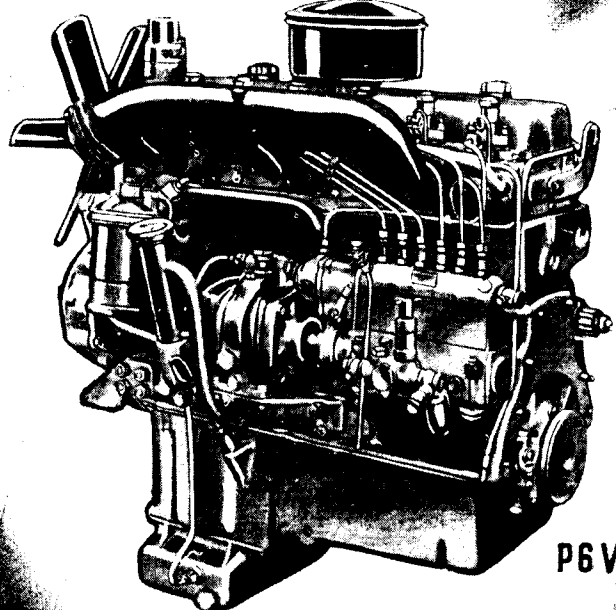


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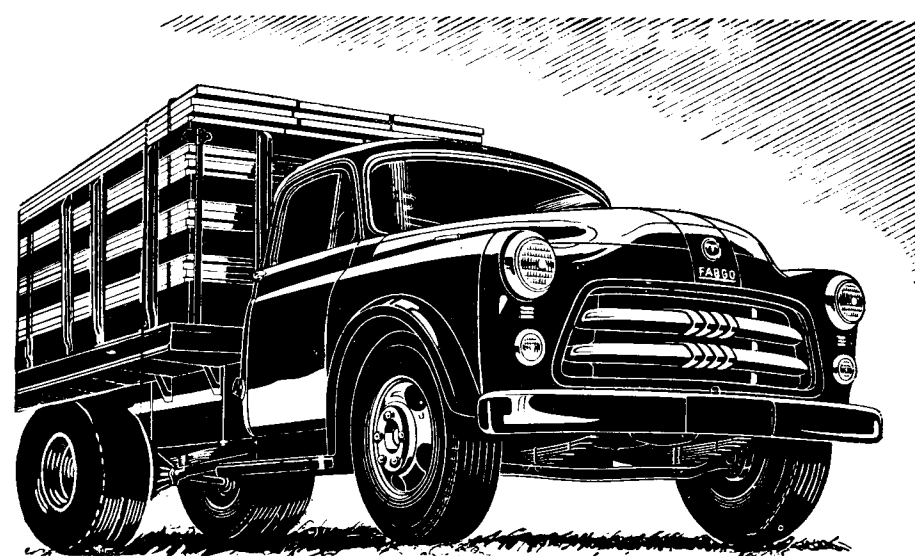
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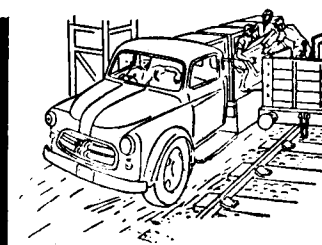
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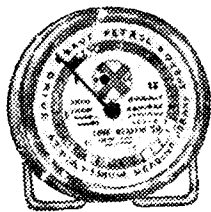
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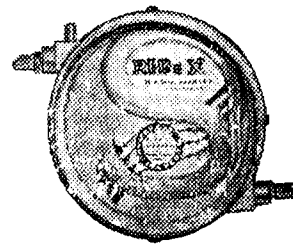
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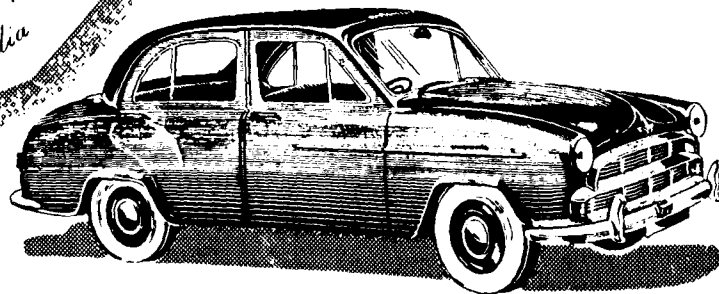
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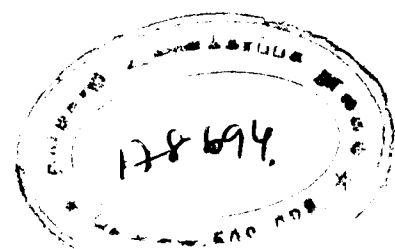
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EDITOR

MOTORINDIA

141, MOUNT ROAD

MADRAS-6

EDITORIAL

Safer Motoring

Government and opposition were in agreement in the Madras legislature recently when the discussions touched traffic congestions and headlight glare, and motorists in general will find that there is one subject on which the public, the Government and others are all holding the same view. But this in itself is not going to solve the problem of road users in this country, though such an unanimity stresses the gravity and intensity of the problem. Difficulties experienced in driving along roads or highways are caused either by non-compliance of road regulations by others using the roads, by bad condition of vehicles, by bad laying of roads, by dangerous turnings or by a lack of road sense that looks almost universal in India. Safety in driving therefore can be attained only when all these and allied problems are tackled. Even in advanced cities like London and New York the problem of road safety is continuously engaging the serious attention of authorities notwithstanding the fact that roads and vehicles in those centres are comparatively much better. All these facts point to one thing, and that is, the ever-present need to formulate measures for the provision of good, motorable roads with pedestrian walks in all towns and cities; for the framing and enforcing of regulations on a stricter level particularly in relation to lorries, buses and other transport vehicles. It must be at once said that no owner of a vehicle, lorry or bus, ever would like the idea of his vehicle exceeding the speed limits and thus exposing itself to dangers of accidents, let alone the attendant reduction in the working life of the vehicle itself; it therefore follows that most accidents that are the result of dangerous driving, and all the overspeeding is due mostly to the indifference of the drivers of such vehicles and their lack of appreciation of their responsibility while occupying the highways, and their refusal to think of the obligation to other road users.

The responsibility for the entire problem lies with the departments concerned, namely the Police, who have to enforce the rules strictly and impartially, and even to a greater degree, with the Municipal and Corporation authorities whose job it is to see that roads and their approaches are maintained in such a way that chances of accidents are minimised, if not eliminated. A stricter pre-licensing test for persons entrusted with the driving of public transport as well as heavy vehicles, should go a long way in keeping unseasoned drivers away from the steering wheel. A scrutiny of the roads in the city of Madras will show that little or no attention is being paid to this problem, and pits, unused tramway lines and other spring-brakers of vehicles are daily increasing in number. The limits of Madras City were enlarged some years ago, but the Marmalong Bridge continues to be the nightmare for drivers of motor vehicles. That such a bridge should be expected to stay in the same state shows that the municipal authorities do not fully appreciate the gravity of the traffic problem. Of course, there was recently a report in the Press that a 20 lakh scheme was before the Government and nothing has been heard after that. Better late than never.

With the overall increase in the country's industrial and agricultural production envisaged under the Five Year Plans, there is bound to be a corresponding increase in goods and passenger transport, particularly by road, and the earlier the roads are made perfect, at least in cities like ours, the better it will be for the pedestrian and the motorist alike.

“What Is Given By One Hand The All India Motor Union’s Congress’

NEW DELHI

The All India Motor Union's Congress, has drawn the attention of all Chambers of Commerce in the country, leading Transport and Automobile associations and others to the Motor Vehicles Act (Amendment) Bill, of 1955 which has recently been referred to a Joint Select Committee of both Houses of Parliament.

In an objective analysis of Government policy with special reference to the Second Plan and the need to develop Road Transport as complementary to Railways, the Secretary of the Congress says, in the course of a memorandum :

The draft Bill contains 99 clauses and runs into nearly 100 pages of the Gazette. Almost all the Sections of the present Motor Vehicles Act (Act of 1939) have been amended. Two new Chapters, 11 A, dealing with the licensing of conductors of stage Carriages, the Chapter IV A dealing with special provisions relating to the “State Transport undertakings” have been added. The Seventh Schedule to the present Act has been omitted, while a new Eighth Schedule has been incorporated. Some of the Forms given in the present Act have also been changed.

History of the Bill

It would be interesting to recall here in brief the long history preceding the introduction of this Bill. On more than one occasion, a reform in the M.V. Act of 1939 had been promised. Actually in the year 1946, an amending Bill was introduced in the Central Legislative Assembly which had reached the stage of a report by a Select Committee. The Bill was, however, not proceeded with further. In the wake of independence, many State Governments started running their own transport services and amended of their own the M. V. Act to suit their purpose, with the

result that in different States, different policies were being followed with regard to the nationalisation of transport. The provisions of Section 62 of the Act were misused a good deal and came for this reason under heavy criticism. Even the highest Courts in the country were led to pronounce their strong disapproval of the way in which the powers under the Motor Vehicles Act had been employed to bring about nationalisation of Road Transport, through the back door. When the Road Transport Corporation Bill (now an Act) was being discussed in the Parliament, in 1950, almost all the speakers who took part in the discussions and who belonged to different political parties, vehemently criticised the means adopted to achieve the end. The State Governments, they said, had thrown away the private operators on the street without taking over their assets and without paying them any compensation, whatsoever. The Select Committee which reported on this Bill had no doubt made quite a number of valuable suggestions which the then Minister in-charge of Transport successfully evaded to implement promising only to bring forward a new piece of legislation in the near future which was intended to amend the M. V. Act of 1939, as a whole.

The Original Draft

A draft Bill was prepared by the Ministry of Transport in the year 1951 and was circulated to the State Governments. Almost in every session since then, members of the Parliament had been told that the Government wanted to introduce the Bill right in that session. But the time intervening between the preparation of the original draft and introduction of the present Bill which extends well over four years has been spent by the Central Government in unsuccessfully persuading some of the State Governments to accept the former's viewpoint on the broad principles governing future development of road

transport in the country. Although as we are told some agreement has been reached with the State Governments, yet as the matters stand, we find that it has been only a one-sided affair. The State Governments have refused to accept the views of the Government of India, on a number of the provisions of the Bill. Even the advice given by the Planning Commission in this connection, it so seems, has fallen on flat cars. What appears rather strange, and inexplicable too, is the fact that although the Government of India have never changed its stand, rather have always re-affirmed their policy on more than one occasion by declaring that the various provisions of the existing Motor Vehicles Act which affected adversely the chances of a speedier development of road transport in the country would be amended, the Bill, which they have now introduced is devoid of the promised reform. A comparison of the original draft with a subsequent draft, which was prepared after the deliberations in the Transport Advisory Council and then again with the Bill, in its present form, will at once reveal to anybody as to how the Government of India had perforce to shift from one stand to the other just for the reason that some of the State Governments simply refused to fall in line. In the words of a leading daily newspaper all this was due to :

“Unwillingness, unpreparedness or sheer inability of the Central Government to persuade State Governments to moderate their ambitions, in the matter of nationalisation of road transport in the interests of an adequate development of road transport services. Even the famous circular of the Planning Commission asking the State Governments for a minimum of essential safeguards for the functioning of private enterprise in this field seems to have been just ignored by the State Governments.”

Is Taken Away With The Other” Analysis of M.V.A. Amending Bill

The Present Bill

It is distressing to note that what the present Bill seeks to give by one hand is taken away with the other. Let us take a few of its important provisions :

Nationalisation of Goods Transport

There has been much of rejoicing over Government's decision which they had arrived at, on the express suggestion of the Planning Commission, about not nationalising goods transport in the country for another five years. Notwithstanding the fact that a period of five years was too inadequate for developing this infant industry in the country, some of us had heaved a sigh of relief, although an open opposition of this policy was made by some of the State Governments notably in Bombay where it had repeatedly been asserted to go ahead with the nationalisation of goods transport services during the second Five Year Plan period. However, the inclusion of “goods transport” in the definition of “road transport services” as laid down in the Bill (see Clause, 68-A) in respect of which powers have been given to the “State Transport undertakings” to prepare and submit a ‘Scheme’ for approval has belied all hopes that goods transport will be spared. Again, one of the leading daily newspaper of the country, commenting upon this, has said :

“.....merely saying that goods transport will not be nationalised is not enough. We have to create a suitable climate in which the private sector can develop this industry.....”

We find a complete absence of any such climate. On the contrary, there are strong reasons to believe that the insistence and ultimate success of the representatives of the Bombay State Government in the meetings of the Transport Advisory Council to include such a provision

in the Bill was not without a purpose.

Compensation

About the payment of compensation, it is to be noted, that it has been proposed to award compensation only in cases where the existing permit was cancelled or modified. Even here, a ridiculously low amount has been fixed as compensation payable. But it has been stipulated at the same time that **NO compensation shall be paid where the routes of an existing operator are taken away by a State on the expiry of his permit, by not entertaining his application for the renewal of the permit** which had hitherto been granted to him as a right under the old Act. This provision is completely at variance with the unanimous recommendations of the Select Committee which reported on the Road Transport Corporation Bill in the 1950 and which had said amongst other things as follows :—

“There may also be cases in which certain routes operated by private parties at present may be handed over to a Corporation by refusal to renew permits. We feel that even in such cases fair compensation is due to the displaced operator. We note that such a provision exists in the U.K. Transport Act of 1947. We recommend that the Government should make necessary steps to examine this question with a view to see that such cases are suitably dealt with, and no unfair use is made of the Motor Vehicles Act.”

The Bill as it has emerged makes no provision whatsoever for the taking over of the assets of the existing road transport operators in the event of the State Governments taking over their routes. This has been left entirely to be regulated by the State Governments. From the past experience and also from the fact that a major-

ity of the State Governments strongly opposed the inclusion in the draft of the Bill of any provisions making it obligatory to take over the assets of the displaced operators in the event of nationalisation after paying them a fair compensation, it is not difficult to foresee the attitude of the State Governments on such an important matter.

About the inter-State movement of goods by road, the Government of India have been content with having only *permissive* powers.

The wordings of the Bill suggest that Government of India will step in only where the State Governments fail to arrive at a mutual arrangement. The need is to liberalise such movement and not to leave it to await a mutual agreement of the two State Governments and/or intervention by the Central Government where no such agreement is possible. Originally the intention of the Government of India was to arm themselves with full powers to regulate the flow of inter-State traffic but perhaps the **encroachment** upon their rights underlying the move was sensed by the State Government as being too weighty to yield.

Advantage, however, has been taken of this occasion to enhance the punishments and penalties for various offences under the Act, as laid down under Chapter VIII. Both the minimum and maximum fines have been raised and in certain cases imprisonment has also been made an additional or optional punishment to be given by the Courts. The Courts have been empowered to suspend or cancel the permits for certain lapses.

Some of the provisions of the Code of Principles and Practice have been sought to be incorporated in the Act by including the definition of “free zone” etc. The State Governments have been given absolute powers to dictate to the Regional Transport Authorities. Similar

M.V.A. AMENDING BILL . . .

powers have also been given to the State Transport Authorities with the result that their quasi-judicial character which was a salient feature of the present Act has been completely done away with.

In short, the Bill in its present form, miserably fails to restore the confidence in the minds of private operators about the security of their future. It definitely discourages them from making further investment in the business and/or expanding their services. In the complete absence of an obligation on the part of the State Governments to take over their existing assets, in the event of the private operator being rendered unable to make use thereof, the Bill is instrumental in causing great national waste besides preventing the inflow of the fresh private capital, so urgently needed for the expansion of road transport facilities in the country. The inadequate and insufficient compensation and that too payable only in the case of a cancellation of permit (which, again to quote the Minister of Transport, Government of India, is not the real problem) is contrary to the policy of the Government of India. Speaking on the Road Transport Corporation Bill, Mr. K. Santhanam, the then Minister for State Transport, Government of India had said :

"It is not a question of merely cancellation of permit. As a matter of fact, there have been very few cancellations as such. The real problem is non-renewal of a permit or keeping the people in a state of uncertainty by issuing temporary permits."

In the face of the latest amendment of our Constitution making the quantum of compensation unjustifiable by the Courts, such arbitrary fixation of compensation undermines the confidence of the persons engaged in the business of road transport in the Governments doing them any justice.

The Bill in its present form unfortunately, belies all hopes of fair-play and is definitely intended to work against the interests of the private operators.

What is worse still is that it will definitely retard the growth of this

Extend immunity against nationalisation by 10 years

Mr. Nadir Shah on the transport crisis

BOMBAY : In a lucid analysis of the present transport crisis which threatens to wreck our ambitious Second Plan, Mr. E. A. Nadirshah, President of the Indian Roads and Transport Development Association, has stressed that the period of "immunity" against nationalisation of goods transport should be extended by at least 10 years.

Addressing the annual general meeting of the Association, Mr. Nadirshah said that nationalisation threats deterred private operators from investing additional capital in the transport industry. Only road transport could solve the present transport shortage and in that case it is the bounden duty of the Government to aid, instead of fettering, this industry. Restrictive governmental policies, crippling taxation, lack of credit facilities and the evergrowing threat of nationalisation were some forms of fetters that try to strangle this vital industry. He appealed to the Government to chalk out a

industry. What is needed today more than anything else is a rapid expansion of road transport services in this country. The present number of motor vehicles is far too inadequate for the needs of our trade and industry and keeping in view the area and size of the country and the relatively low railway mileage and certain other factors, a 200% increase in the present number of transport vehicles in the nearest future is the minimum which we should work for.

The State Governments have their limitations. Already a great strain on our financial resources is being felt. So far as some of the Governments have moved in the matter of engaging themselves in the business of running passenger transport services, well and good, but any further expansion at this stage is bound to add to their responsibility. They may find it difficult, nay impossible, to take the entire burden on them-

"permanent plan of road-rail co-ordination satisfactory to all concerned."

Mr. Nadirshah also suggested that targets of production of motor trucks should be so fixed by the Planning Commission that after meeting the requirements of feeder and passenger traffic and the estimated normal renewal of old trucks in the country the balance available should be adequate for the anticipated traffic without prejudice to other modes of transport.

Mr. Nadirshah urged that economic loads should be permitted to bring down operational costs and pointed out that, while Western countries allowed a pay load of 24 tons on an articulated vehicle and 32 tons on a truck-trailer combination, India "permitted a pay load of only 4 to 6 tons. To begin with, the present weight limits should be changed on all national and State highways.

selves of not only running services where they exist today and of expanding them but also of extending such facilities in the areas where these do not exist at all. Such areas are by no means small. There is thus obviously a great need to develop the industry and that too rapidly. Transport facilities cannot lag behind or else all our efforts at building the economy of our country will receive a great set back.

Looked in this perspective there is hardly any need of rushing through with such a piece of legislation which even takes away such incentive for the private section as may be existing today. Why should the Governments scare away those who are willing to come forward to invest in this industry when themselves they are unable, at least for the moment, being pre-occupied with other far important schemes? The question begs an answer.

Provide Cheap and Efficient Service

Bombay M.L.A's advice to Lorry Operators

BOMBAY

Owners of lorries in the State were advised by Mr. I. M. Oza, M.L.A., to take advantage of the non-nationalisation assurance given by the Government and improve their vehicles to give the best type of service to the public.

Speaking at the inauguration ceremony of the booking and forwarding office of the Bombay Lorry Operators' Syndicate, Bombay, he said that the object of the Syndicate should be to conduct the transport trade jointly by the operators themselves on a sound basis and to provide cheap and efficient service to the public.

He was happy to note that the Syndicate would undertake to provide free transit insurance for non-hazardous goods, ensure prompt and safe home delivery, extend storage facilities to consignors and consignees and provide a regular service from Bombay to Indore, Surat, Bangalore, Jaipur, East Khandesh, etc.

Mr. Oza disclosed that the Motor Vehicles Amendment Bill sought to empower the Government to license all booking and forwarding agents operating in the transport trade. According to the Bill, the Government is required to issue licences only to registered firms, limited companies, syndicates and certain co-operative societies.

He complimented the organisers of the Syndicate in general and Mr. D. V. Chopra in particular for bringing all the owners of goods vehicles in Bombay together and wished the organisation all success.

Bangalore Transport to be Nationalised

BANGALORE

The Mysore Legislative Assembly has passed a Bill to nationalise the Bangalore Transport Company after enhancing the compensation payable to the Company by Rs. 15.5

lakhs. The original indication in the measure was Rs. 14.18 lakhs.

During the debate on the Bill, the State Finance Minister, Mr. H. Siddaveerappa, was at pains to justify the nationalisation measure which was not "intended to kill private enterprise." The step taken by him was in accordance with the industrial policy of the Government and that of the Planning Commission.

The Finance Minister announced that an autonomous corporation on the lines of the Bombay State Road Transport Corporation would be set up in Mysore to operate the transport services of the new State. Every attempt was being made to bring the Corporation into existence almost immediately. It would have regional headquarters at Raichur and Hubli.

Organised eight years ago, the present State Transport Department has a fleet of 245 buses. Departmental buses link up the State's capital with all district headquarters and important towns. An inter-State service has been introduced and a daily bus service connects Bangalore with Tirupati, in Andhra. The road mileage covered now is 1,213 and the bus-miles total approximately 16,000 daily.

Nationalisation in Andhra?

KURNOOL

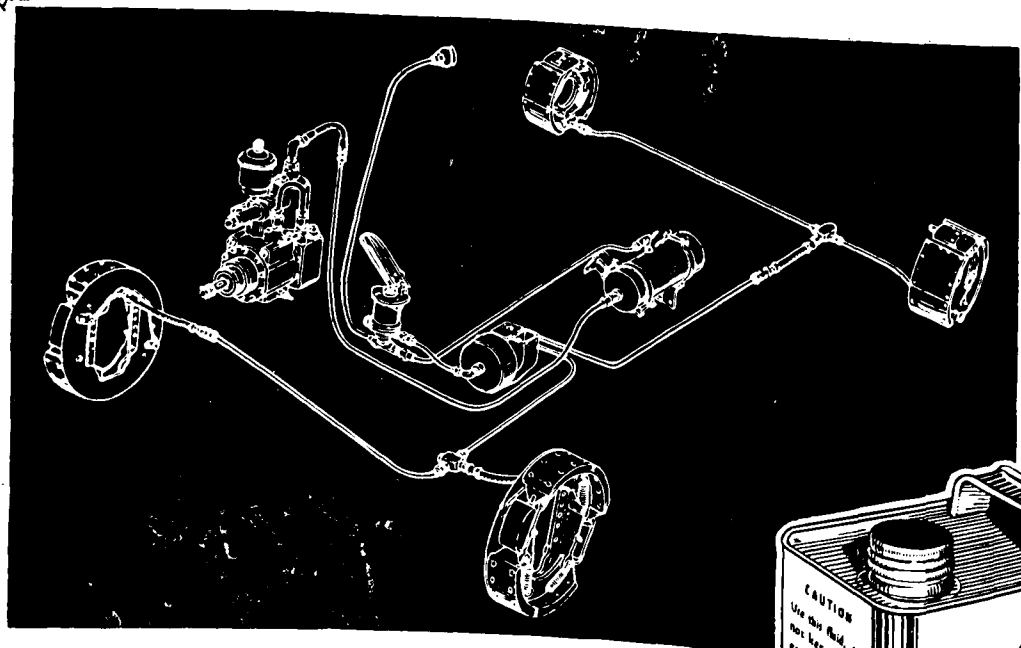
The Chief Minister, Mr. B. Gopala Reddi, told the Andhra Assembly recently that road transport in the region might be nationalised after the formation of Andhra Pradesh.

He said that the suggestion made by certain members to auction the bus routes in the State was not practicable. Mr. Reddy said that in Hyderabad State, road transport was already nationalised. The nationalisation could be extended to the Andhra area also after the formation of Andhra Pradesh.

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Beautiful colour combinations and colour contrasts make us marvel at the ingenuity of colour designers. Without the risk of being contradicted, it may safely be said that anything colourless is virtually lifeless. There is, therefore, nothing surprising that man has been ceaselessly experimenting on the production of colours which may be best suited to meet the requirements of diverse walks of life. During recent years, the colour industry has made rapid progress and has come to stay as one of the essential industries of the world. With the research laboratories, and with the various technicians engaged in this industry, there are numerous new inventions and variations of paints placed on the market to meet the specific needs of different industries. Addisons Paints & Chemicals (Private) Limited, Madras, is one of these Paint manufacturers. Situated in ideal surroundings at Sembiam, a suburb of Madras, it has the latest machinery for production of paints, varnishes, lacquers, etc.

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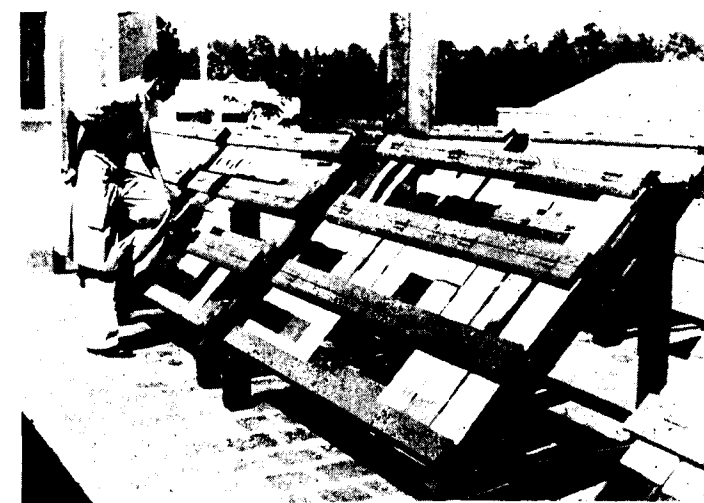
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 "Acme" 'Super 49' Brakefluid.
 "Adcolac" Wax Polish.

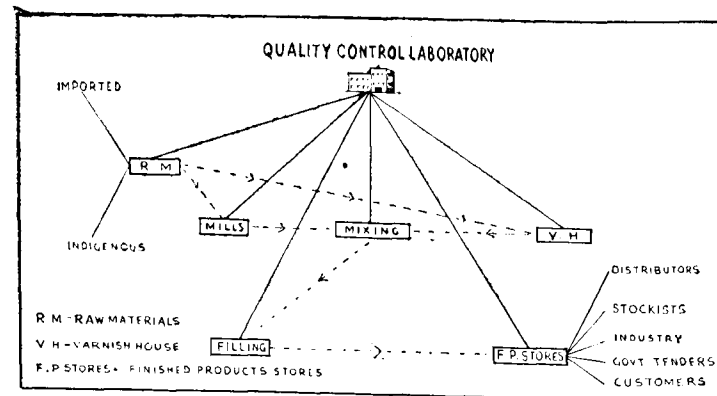
The Finished Products are subjected to varied methods of testing, like weathering, drying, viscosity, consistency, etc., and suitable adjustments are made in the formulation of products, which would satisfy the ultimate user in every respect under Indian conditions.

Quality Control on the products they manufacture and market has been receiving the attention it rightly deserves from experienced Chemists trained in their Associates' Factory at Australia. The product is checked for its 'Quality' at every stage of production right from the Raw Material to the Finished Product. The adjoining illustration will evidence the importance this aspect of production receives from its able personnel :

Apart from Automobile Finishes, the Factory also manufactures a host of other paint products—to name a few—Industrial Lacquers for finishing Ceiling Fans and Refrigerators, "Duraflex" Synthetic Enamels for Railway Coaches, Buses, Tram Cars, Safes, Steel Furniture and equipment, and in fact every surface that needs a high class finish, Stoving Enamels for finishing Bicycles, Clear Wood Lacquers, the Luxury Finish for Dining Tables, Radio Cabinets and other drawing room furniture, Marine Paints of all descriptions for the Ship Building Industry, Aircraft Finishes and Dopes for the Aircraft Industry, "Spartan" Superfine Prepared Paints, "Spartan" Plastic Paints, "APC" Ready-mixed Paints, White Zinc Moist, etc. for the Architectural and Building Industry, etc., etc.

It could truly be said that "There is a 'Spartan Finish' for every Paint problem."

(A comprehensive list of products manufactured by M/s. Addisons Paints and Chemicals (Private) Ltd. can be had on request.)



High Luster Paint

A new high luster paint which possesses characteristics of holding its gloss and colour much longer than conventional paints due to its chemical composition, has been introduced by the General Motors Oldsmobile Division. The paint is available in America in popular combinations of rose mist and antique. Mere washing is enough for cars with this paint to keep the original luster and remove road film.

Tests have established the fact that the new finish retains its luster at least three times longer than conventional automotive paints. Enquiries reveal that the new paint is an acrylic lacquer based on the same chemicals that are found in lucite acrylic resin. In addition to ease of maintenance, the new lacquer makes new colour effects possible in popular two-tone styling. Metallic powder and pigment are used to advantage in this paint, available now on a limited scale. Further the new type finish is said to be more durable, with better surface hardness and colour retention. More than all, it is more stain resistant, and reduces greatly trouble from oil or grease staining.

Rust Release

An answer to rust frozen items is provided by a new rust penetrating spray called Rust Release, a product of Krylon, Inc. of America, manufacturers of spray coatings, spray enamels and aerosol products. Rust Release in large 16 oz. containers, penetrates and unlocks rusty bolts, nuts or other parts almost immediately. It is a special formulation of chemicals and oils, blended

to provide unique penetration and solvent properties. It also removes corrosion and supplies lubrication at the same time.

New Pre-Paint

A pre-paint cleaner designed to remove wax and silicones on auto-bodies prior to re-painting has been developed by the Permacel Tape Corporation, New Brunswick, N.J., U.S.A.

The cleaner, called Permacel 340 Bite, cleans a surface by dissolving oil, grease, gummy substances, wax and silicones, at the same time microscopically etching the surface so that the new finishing materials will bond properly. Exports of this are handled by Claymer International, 11 Broadway, New York City, 4.



The main conveyor for tip lorries at Kutaissi Autoplant Georgia

From assembly only to full scale production

Manufacturing programme at Ashok Leylands

(Contributed)

Since December 1950 the Ashok factory at Ennore has been assembling Leyland "Comet" Chassis from c.k.d. packs imported from Leyland. It is therefore appropriate, when assembly only is being superseded by full scale production, to emphasise the importance of the former, which is too frequently belittled.

Assembly is the basis of all engineering production and possibly its most important single function. In the Automobile Industry, it is the bringing together of the products of many specialised industries and their efficient assembly into a machine designed for a specific purpose which provides the purchaser with the best value for his expenditure. During the past 12 months, therefore, while every endeavour has been made continuously to accelerate progress in other spheres, due attention has been given to increasing the efficiency of assembly, organising for an expanding output of finished chassis and improving inspection and testing, including road testing before final delivery.

It has always been Ashok Leyland's intention to produce Leyland Vehicles at Ennore which are in no way inferior to those produced at the Leyland factories; and in the initial stage of assembly this objective has been achieved.

That this is the case has been amply demonstrated by the wonderful performance of the Leyland "Comet" bus selected by the All India Motor Union Congress Delegates for their spectacular tour from Basra to Stockholm and back during which they traversed Iraq, Syria, Turkey, Bulgaria, Yugoslavia, Austria, West Germany, Denmark, Sweden, East Germany, Holland, Belgium, France, England, Italy,

Switzerland, Russia and Persia, visiting the Capitals of all these countries.

The new objective is to complete in five years a manufacturing programme which it was originally estimated would take more time. Ashok's programme for the manufacture of Leyland "Comet" chassis was accepted by the Government of India in March 1954. After unfortunate but unavoidable delays active implementation of the programme commenced in April 1955. But for most of the year 1955 little visible progress took place at Ennore. During this period, however, machine tools and other equipment were ordered, the manufacture of Jigs, Gauges, etc. was established and plans were made and contracts placed for building expansions. By the end of 1955 Machine Tools and other factory equipments were arriving at Madras in steady shipments and building work was in progress.

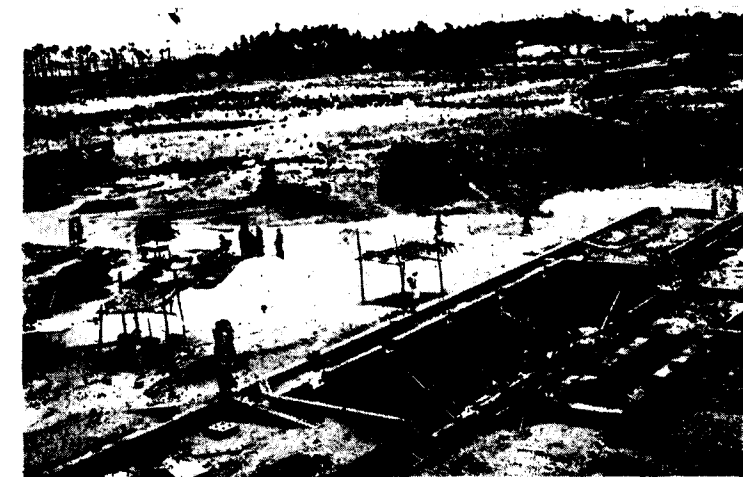
By the end of June 1956 Machine tools and other plant to a total

value of Rs. 24.4 lakhs had been shipped to Madras and in addition additional plant to a total value of Rs. 27 lakhs were on order. At the same date Jigs, Gauges, etc. to a total value of Rs. 10.2 lakhs had been received at Ennore from Leyland Motors and additional equipment in this category worth Rs. 16.4 lakhs were in progress.

So far as buildings are concerned the new Heat Treatment Department and a new Electrical substation will be completed before the end of 1956. These are estimated to cost Rs. 3.5 lakhs for buildings and Rs. 2 lakhs for Electrical equipment.

Plans are nearing completion for an extension of the main Workshops by the addition of 70,000 square feet shop space at an estimated cost of Rs. 15 lakhs. This work will be commenced in 1956 and completed by the middle of 1957.

When planning commenced in early 1955 the buildings which had been used for the assembly of



One of the many building extensions at Ashok Leylands is this new heat treatment shop under construction

ASHOK LEYLANDS.....

Austin and Leyland Vehicles covered an area of approximately 130,000 square feet. The main Workshop had an area of approximately 70,000 square feet. This shop is now being used for assembly at one end while machine tools are being progressively installed in the area not utilised for assembly. Within 12 months the number of machine tools to be installed will necessitate considerably more floor space becoming available. By then, the new shop designed to add 70,000 square feet will be completed.

Summarising the building extension plans, so far as the next twelve months are concerned, some 100,000 square feet of production shops will be added to the original buildings, making the total workshop area about 230,000 square feet. This does not include new office accommodation, a new canteen or other buildings not devoted to productive functions.

A short history of the progress of a factory changing over from assembly only to full scale production would not be complete without a reference to the rate at which it is expected to effect deletion of English made components from c.k.d. chassis packs. Initially production will apply to Leyland "Comet" chassis only; and, at a later stage, if Government approves, other models will be included. In this connection, it is to be noted that where components are interchangeable production of them for the "Comet" will automatically make them available for other models. As an example many components in the "Tiger Cub" chassis are interchangeable with those in the "Comet".

The present stage of planning has provided for the machining and heat treatment of all units except the Gearbox, rear axle and steering gear, these being postponed until the 3rd year of the programme; and by the end of 1957 it is anticipated that approximately 30% of the c.i.f. value of the Comet chassis will have been deleted from import, in addition to the deletion of tyres and batteries which have not been imported for some long time.

Having dealt with the first phases



Fabricating of sheet metal components at Ashok Leyland's at Ennore

of the programme to provide machining and heat treatment facilities the planning staff are now giving their minds to two important factors which present a difficult problem. These are the provision of facilities in India for the production of the high quality iron castings required for cylinder blocks and heads and the production of alloy steel forgings and stampings. The former presents difficulty because, additional to the development of appropriate foundry technique, the pig iron, coke and sand available in India for the production of iron castings have to be very fully investigated to establish their suitability. Probably special foundry techniques will have to be

developed to utilise indigenous materials and, at the same time, maintain the essential quality of metal and absence of faulty castings.

Forgings do not present such a difficult problem if suitable equipment is installed but in this field the manufacture of dies is likely to be a formidable bottleneck. This difficulty will only be satisfactorily overcome when an adequate number of Indian die-sinkers have been trained.

Ashok Leyland is giving its careful attention to these problems, being aware that the desirable rate of progress will depend on the contributions it can make to all the problems which confront the Indian Automobile Industry.

Company News

Rane (Madras)

A rise of profit to Rs. 2.23 lakhs for the year ended March 1956 has been reported by Rane (Madras). Higher profits have been made possible by better sales. The dividend, however, is lower at 15 per cent and the carry forward is Rs. 144,011.

The ordinary capital is Rs. 2.3 lakhs and the reserve fund stands at Rs. 4.75 lakhs. There is, in addition, a share premium reserve of Rs. 12,500. The debenture sinking fund is now to be supplemented by the transfer of Rs. 20,000 from the current year's profits, while the debenture liability amounts to Rs. 1,47,000.

Dunlop Rubber

Investment buying in Dunlop Rubber which had been going on quietly for some time past in the Calcutta market, was occasioned by the company's expansion plans, as later reports bore out. The existing factory at Sahaganj near Calcutta, is being expanded to give increased output of truck and bus tyres, cycle tyres, etc.

This expansion and the proposed opening of a factory near Madras to meet the needs of the growing South Indian market will presumably require expansion in the company's capital structure. It is felt that the increased turnover will help offset the effect of cuts in tyre and tube prices made last year.

Social & Personal

American Tourist

Mr. Roger Johnson, a bookseller in Springfield, Massachusetts, has recently reached England with a 1901 single-cylinder Knox three-wheeler which he brought over with him on the "Queen Marry." This remarkable vehicle is tiller-steered and air cooled by means of over 1,800 quills projecting from the barrel. Cruising at 18 m.p.h. and with a consumption of 40 m.p.g. Mr. Johnson is travelling through Devon and Cornwall and in due course hopes to continue his travels in France where he will perhaps find the unsprung front wheel a considerably greater handicap than he does in England.

Firestone's Tour

Harvey S. Firestone Jr., Chairman of the Firestone Tyre and Rubber Company has just concluded a tour of Europe to inspect his company's manufacturing plants. He also attended the 100th anniversary celebration of the Company's affiliate in West Germany. Mr. Firestone revealed that during the last two years the production capacity of his plants in Europe had increased by approximately 50 per cent.

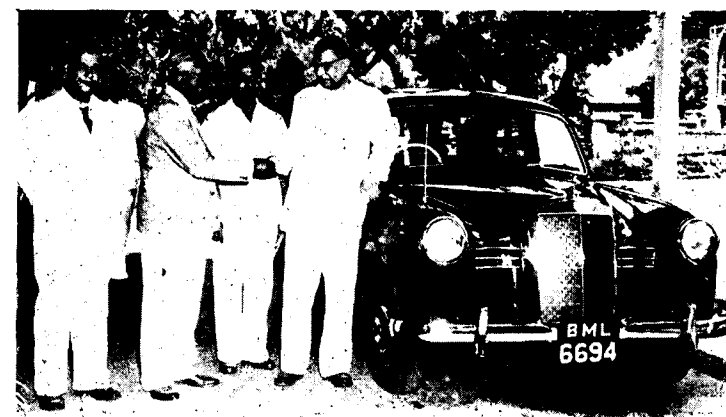
Mr. R. J. Rebello

Mr. R. J. Rebello, Vice-Chairman, Bombay State Road Corporation, will shortly hand over charge to Mr. S. G. Barve, formerly Secretary to the Home Ministry, Government of India, and until recently Secretary to the Official Language Commission.

To Wage Board

Mr. N. S. K. Divanji, Deputy General Manager (Administration), Bombay State Transport, and Mr. I. G. Desai, President of the Motor Workers' Association have been appointed members of the Minimum Wages Advisory Committee on Public Motor Transport.

October 1956



The Governor of Bombay receiving the keys of his Mercedes-Benz 180-D from Mr. N. Annaswami of Telcos

Willys' New Vice

M.A. van Merkensteijn has been elected as Vice-President of Willys' Overland Export Corp. in a move to strengthening the Teledo organisation and expanding services to its overseas distributors and factories.

He has also served in Europe and in Holland. In his new post, he will be in charge of all technical and administrative functions.

Messrs R. Ramachandran, General Manager, and S. Ramachandran, Asst. Works Manager, both of T.V.S., Madurai, on the eve of their departure for the United States for special studies

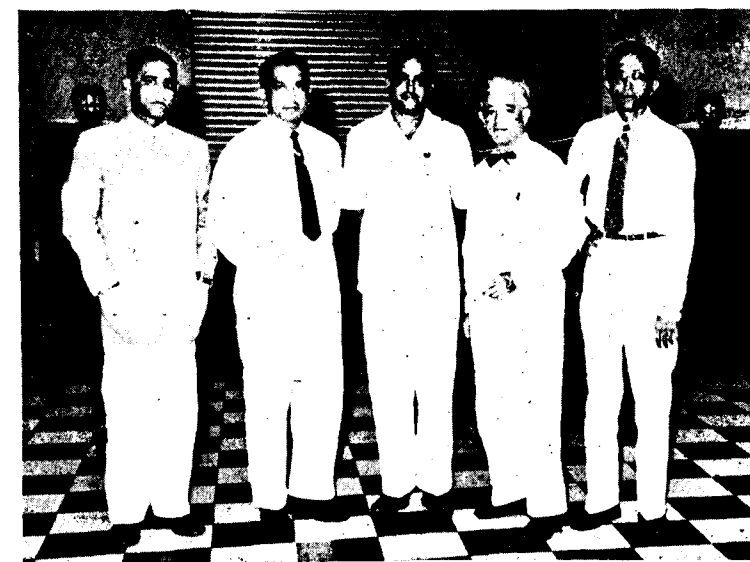


Photo taken at the office of the T.V.S., Madurai on the occasion of the visit of Mr. J. E. Toner, Representative, Parts & Accessories Dept., General Motors Corporation, showing left to right: Messrs M. R. Kannan, A. C. Duarte, T. K. Seshadri, J.E. Toner, and V. Bhashyam

MOTORINDIA

17

TAKE A TIP

about your car

By Robot

Driving in the City takes more petrol than driving in the highway. The reason is simple—because you have to make a number of stops and starts at traffic signals. Every time you push your brake pedal of your car, part of the energy built by the petrol you have used has been wasted. Also, you use more petrol while driving in lower gears.

Many people have the habit of stepping on the accelerator to the full in lower gears and then change to the next gear. They do not realise what amount of fuel they waste by such practice and the strain they put on the engine. In order to obtain the maximum economy possible out of your car, by using the lower gears for starting and shifting to the next higher gear, do not try to get your car up to the top speed in that gear. Remember, second gear at 20 m.p.h. gives 15% less economy than the next high gear at 20 m.p.h. And also bear in mind that first gear at 20 m.p.h. gives 35% less economy than the next high gear at 20 m.p.h. This is very very important. If your car has that extra "punch" it is put there by the manufacturer for your safety when you really need it. Do not misuse it. Do not try to show the fellow next to you that you have a faster car. It is costing you money to show him that fact and extra wear and tear on your engine. Is it worth?—think about this when you step on your accelerator next time.

Tyres play a very important role in your fuel economy. Some time or other, most of us have ridden a bicycle. I wonder if you remember how hard it was to pedal the bicycle along when the tyres were under-inflated, or flat, and the erratic action of the bicycle and how hard it was to keep it on the road. This is identical to what happens in the car also when the tyres are under-inflated and the effect upon the

petrol consumption. Afterwards, when you have inflated your cycle tyres to their full limit, you find that your bicycle steered along very easily and you could ride with less energy.

Actually, if you inflate your car tyres from two to four pounds above the manufacturer's specifications, you can increase your m.p.g. However, it should also be remembered that over inflation is not always good. When you drive along, due to friction the air inside the tyres expands and the pressure will also increase and might damage your tyres in long runs.

For instance, at 30 lbs. (recommended tyre pressure) you will obtain the maximum mileage per gallon. The same tyres at 27 lbs. (10% under-inflation) will reduce the m.p.g. by about 5%; at 24 lbs. (20% under-inflation) reduces m.p.g. by about 16% and at 21 lbs. (30% under-inflation) reduces m.p.g. by about 33%. Therefore, please make it a point to check the air pressure in your tyres as often as possible; but atleast once in a week. Your tyres will be better and you will obtain better m.p.g.

YOUR BRAKES

By Gopali

After a regrinding work is done on brake drums, it is considered better to caution the owner of the car against making severe brake applications immediately. Experts are agreed that abuse of the brake before the lining has had a chance to break in may result in a dangerous pull to one side, or even smoking if the application is prolonged.

The car owner should therefore apply brakes only moderately until they are smoothed in and cured in surface. Such moderation will definitely keep heat down and would eliminate damage to lining itself.

No Need For Spare Tyre

From Akron, Ohio, comes a milestone kind of announcement

from Goodyear Tyre and Rubber Co. That producer, largest tyre maker in the world, has evolved a tyre that would seem to put an end to changes on the road and an end, in fact, to the spare tyre.

How is such a happy result obtained? A spare is carried, so to speak, on each wheel. You start with a tubeless tyre, completely orthodox except that its air valve is a needle valve inserted into a patch on the sidewall. Inside this casing is a second tyre of two plies, its diameter about an inch smaller than the outer tyre. This inner tyre (not a tube, although it has no tread; its plies are fabric rather than sheet rubber) is inflated through the customary rim valve for tubeless tyres. The inner tyre is built in standard oval shape, except that it has shoulder-like flanges that curl around the inner diameter of the full-size tyre and are compressed into place against the rim during inflation.

You can drive along, therefore, and puncture the outer tyre in practically any conceivable way. A correspondent saw tyres brutally ripped at high speeds by passage over beds of 3-in. spikes. Under such circumstances (or others more typical) the outer tyre collapses, but the inner "Captive-Aid" tyres, as Goodyear calls it, lets the outer tyre drop only an inch or so. At that point you ride on calmly, a little mushily, to be sure, but with no need of changing tyres until you get to the next service station.

Both inner and outer tyre inflate to the same pressure, that recommended by the manufacturer for regular tyres. In a million miles of taxicab test service, Goodyearites reported, only one road service call was received for tyre trouble, indicative of the virtue of the new casings. At present, these new tyres are being made only with nylon cord, and they are expensive premium grade—about 60% higher than standard, original-equipment

grade. So four such tyres cost about 30% more in the overall than five regular ones.

An Insurance Liability

A case came before the French courts recently to determine the liability of insurance companies where mechanical negligence was alleged to have contributed to an accident.

A rear tyre of a car burst, with the result that the vehicle overturned injuring a passenger, who later sued the driver of the car and was awarded damages of about £5,000. The insurance company appealed against this, claiming that the policy was void because the tyre which burst was worn and should not have been used in that condition. The Civil Tribunal, however, decided that the policy had to be observed and that the condition of the car or its tyres did not absolve the insurance company from accepting liability.

Welcome Tyre Size

In the interests of economy and simplicity, tyre manufacturers have decided to extend the present practice of merging certain sizes of tyres sufficiently alike in their dimensions and characteristics.

Tyres carrying two or even more size markings will be perfectly suitable for replacing single-marked alternatives, the correct inflation pressures continuing to be those shown in the car's handbook; in other words, the group-size marking should be ignored so far as pressures are concerned. For example, a car may have been fitted originally with 5-50 by 15 single-marked tyres for which the handbook shows 24 lb. front, 28 lb. rear. The same inflation pressures are recommended for the 5-50/5-90 by 15 group-marked replacement when fitted to that car.

Co-op. Car Purchase

To encourage miners at Silverwood Colliery, near Rotherham, to buy new cars, a scheme has been instituted in Britain through which they are offered a new car for cash or on hire purchase through their Home Coal Delivery Service in which all the men have a shilling share.

Profits from the sales of such cars will be put back into the Delivery Service and the scheme will offer driving tuition at competitive rates and after-sales service.

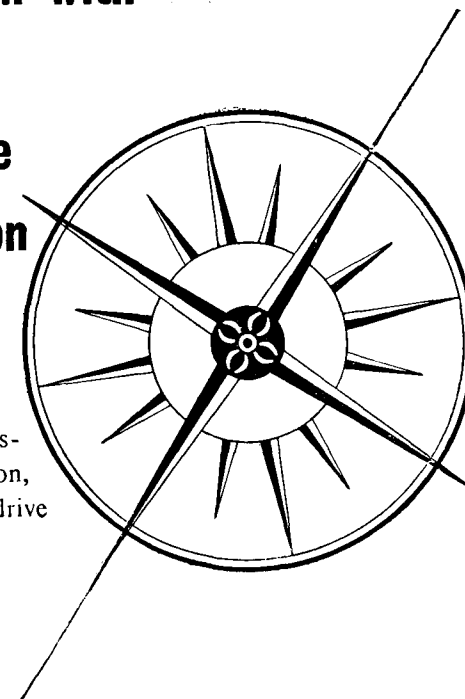
'Go Anywhere'

transportation with

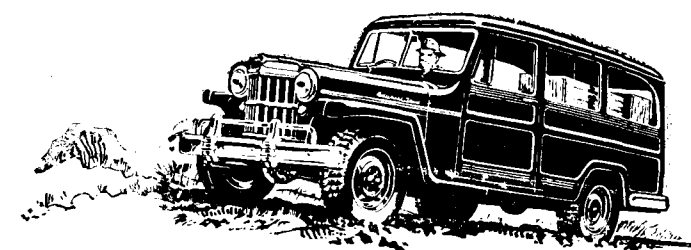
Willys

4-wheel drive

Station Wagon



Open country, bullock cart tracks, steep inclines, muddy and sandy tracks—the Willys Station Wagon, equipped with 4-wheel drive and the famous Hurricane engine, goes just about anywhere.



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Genuine Willys spare parts always available.

There is no other Station Wagon like it!

PSMM-687E

FOR the first time in its 52-year history, Ford of Canada will produce five distinctive series of Ford cars in two different sizes in its 1957 line, it was announced by P. G. Willey, General Manager, Ford-Monarch Sales Division, Ford Motor Company of Canada Limited. The 18 new models were unveiled by Ford-Monarch dealers across Canada on October 3, will have the highest performance engines ever offered in the low price field.

Mr. Willey said the 1957 Fords "represent the biggest change in the modern history of the Ford car."

Longer and Lower

The 1957 Fairlane and Fairlane 500 sedans are nine inches longer and four inches lower than last year's comparable models. Custom and Custom 300 sedans are more than three inches longer and nearly 3½ inches lower than the 1956 models. Station wagons are 3½ inches lower and nearly six inches longer. Fairlanes and Fairlanes 500's are built on a 118-inch wheelbase. Station wagons, Custom and Custom 300's have a 116-inch wheelbase.

"There has been no sacrifice of headroom inside the car, in spite of their reduced height," Mr. Willey said. "The new frame extends to the sides of the car, and this permits the floor to be lowered inside the frame rails."

The design and styling are new from the ground up. Every dimension is changed. Wheels, frame, rear axle, drive shaft, engines and every inch of sheet metal in every body style are definite departures from past models," he explained.

Riding ease has been greatly improved by using a longer, wider frame with lower pressure tires on wider treads, and employing redesigned ball-joint suspension in front and outboard-mounted longer leaf springs in back.

"Durability is built into the 1957 Ford through stronger alloy metals, greater use of insulation and sound-

THE 1957 FORD

deadening materials, longer-wearing fabrics and plastics, and strengthening of mechanical parts," Mr. Willey pointed out.

For 1957, a special high performance V-8 engine is available as an optional power plant on all Ford cars. The engine, called the Thunderbird Special, develops 245 horsepower, and is equipped with a four-barrel low silhouette Carburettor.

Standard engine for the Fairlane and Station wagon series is the 212 h.p. Thunderbird V-8. A 190 h.p. V-8 is standard for the Custom and Custom 300 series. Both have two-barrel carburettors. In addition, the 144 h.p. Mileage Maker six is available in Custom and Custom 300 and some wagons. All engines can be ordered with standard, over-drive or Fordomatic transmissions.

Advanced design of the engines' carburetion, combustion chamber, and exhaust system, plus stepped-up compression, provides increased operating economy in all models. The dry-type air filter, carburettors, intake manifold, intake valves, camshaft, and distributor are the new components which give Ford increased performance.

New Styling

Ford's new styling starts with wide hooded headlights and a forward slanting grille, and includes streamlined wheel openings, a windshield that wraps further around the sides for better visibility, distinctive fins at the rear, and contoured sides that give the car a sculptured look.

"Hardtop" styling is the trademark of the conventional two door and four door sedans in the Fairlane

and Fairlane 500 series. The effect is achieved with thin side pillars. Ford's true pillar-less "Hardtops", the four door and two door Victorias also are offered in these series.

Station wagons have flatter roof lines, with a contoured step-down midway back from the windshield. At the back, the rear window and liftgate wrap around and sides to provide 20 per cent more opening for bulky loads. A new latch opens the entire tailgate with one pull, and the liftgate swings up automatically on concealed torsion bar springs.

Special side mouldings and ornamentation distinguish each of Ford's five series, which are available in 19 two-tone paint combinations of 13 solid colours. Inside, upholstery is colour-matched to the body's paint.

Ford's pioneering safety features introduced in 1956 have been improved. There is a new safety instrument panel with recessed control knobs clustered directly ahead of the redesigned deep centre steering wheel. Instrument panel and sun visor crash cushions are available and the safety rear view mirror is continued. Safety door latches have been reinforced to withstand greater impacts. A three and one-half inch impact absorbing area is provided over the steering column by the new safety steering wheel, which is one smaller inch in diameter. It is mounted lower in the car for the best driving position.

Roofs have been strengthened with steel centre bows. Hoods are hinged at the front for easier engine servicing. The hood release has been moved inside, beneath the instrument panel, making the engine compartment tamper-proof when the car is locked. The fresh air intake has been moved to the cowl in front of the windshield so exhaust fumes are not drawn into the car.

For 1957, Ford offers a broad range of optional features including power-operating steering, brakes, seats and windows, as well as air conditioning, tinted glass, 6 and 8 tube radios.

TWO NEW STANDARD CARS FOR 1957

Two new models have been added to the range of Standard cars for 1957: a Sportsman version of the Vanguard, and an estate car. The Standard Vanguard Sportsman is based on the Phase III saloon, but has an engine of increased efficiency developing 90 h.p. which is said to give it a top speed in the region of 100 m.p.h. on the overdrive—a standard fitting. The exterior lines of the Sportsman have been changed and a motif added to the side providing for a two-colour finish. Inside, more attention has been paid to soundproofing, and the luxurious upholstery is in both hide and cloth.

The Vanguard estate car has an entirely new body, both smart and roomy. There is a clear length of 7 ft. from the back of the driver's seat to the far edge of the open tailgates. With a width of 50 in. and a height of 33 in., this gives a total capacity of 50 cu.ft. Petrol consumption is given as up to 34 miles a gallon and the maximum speed as 84 m.p.h.

STANDARD EXPORTS THRIVE

The introduction of the Standard Vanguard III, and the Triumph TR3, has had the effect of raising the volume of exports by the Standard Motor Co. by 45% during the first six months of this year, compared with the same period in 1955. There has also been a considerable increase in exports of Standard Tens.

GAS TURBINE ROVER

The Rover Co. Ltd. will be exhibiting its latest gas-turbine car, known as the T-3, at the London Motor Show at Earls Court this month.

The car is not yet going into production but is being shown, the company states, "to demonstrate the stage that has been reached in Rover gas-turbine development. There are several problems yet to be solved, and after that a thorough programme of testing must be carried through. It is clear, therefore, that possible production is still a good way off." As a result of post-war developments, the present gas-turbine engine is half the size of the original. The T-3 is said to represent

a tremendous technical advance, and considerable further improvement is expected.

The prototype model has the engine in the rear, and is a roomy two-seater saloon designed specifically to take the new engine, with four wheel drive and a glass-reinforced plastic body. Preliminary tests showed fuel consumption at 40 m.p.h. to be 13.3 miles per gallon. From a standing start the car accelerated to 60 m.p.h. in 10½ sec. and on a high-speed test it ran at 104 m.p.h. with "plenty of power in hand."

ITALIAN SUPREMACY

MONZA

In the Italian Grand Prix held here in the second week of September all but one of the five events were won by Italian riders who were hailed by 100,000 cheering spectators. The only non-Italian victory was scored by Britain's Geoff Duke in the 500 c.c. race and he had to battle all the way to hold off the challenge of his Italian Gilera team mate, Libero Liberati, to win by barely two lengths.

The events were marred by several accidents. Bill Lomas, British winner of the world 350 c.c. title broke his wrist in a crash and five Italian riders met with mishaps in the 125 c.c. race.

PROSPECTS FOR 1957

NEW YORK

U.S. car manufacturers are optimistic that 1957 will be a bright year for the industry despite the fall in sales this year.

According to Mr. Henry Ford, President of the Ford Motor Company, there will be exceptionally good sales and earnings for the industry and its dealers next year. The company is taking on more workers—an indication of the brighter future for the industry as a whole.

The optimism is also shared by Mr. L. L. Colbert, President of the Chrysler Corporation, who thinks that "the industry is going to have economic conditions as good as, or better than, those of 1955."

Stocks of new cars in dealers' hands at the end of August were estimated at 500,000 units, a drop of 350,000 from the total for the end of May.

NEW CITROEN

The New Citroen, exhibited for the first time at the last Paris Motor Show, created a sensation, largely because of the complete departure from the well-known older design. The New Citroen is a six-seater car, with a 4-cylinder 75 h.p. engine, which does 25 miles to the gallon. It is a very roomy car, and embodies many mechanical improvements, as for instance, a hydro-pneumatic suspension to keep the car at a constant level. The car has proved to be a favourite.....with prospective French buyers, and the next 27 months, production for the home market was bought up in advance.

TWO-SPEED WINDSCREEN-WIPER

Vauxhall Motors' 1957 models incorporate a two-speed electric windscreen-wiper designed to give good visibility even in tropical rain, and a new type of carburettor. Better starting with a hot engine and on gradients, and more positive protection against over-chocking, are claimed for the new carburettor.

U.K. OUTPUT DECLINES

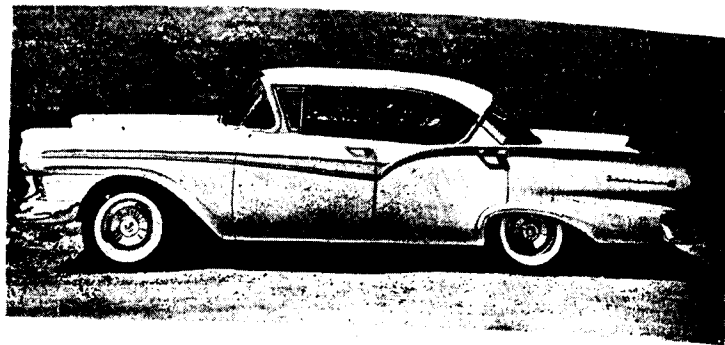
LONDON

British vehicle manufacturers produced only 25,706 cars in August compared with 51,476 in July. The output in the corresponding period of last year was 55,865 units. Production of commercial vehicles last month was 11,626 units as against 19,019 in July and 22,219 in August, 1955. Car exports in August totalled 22,894 units as against 28,085 in the same period last year.

G.M. IN PAKISTAN

KARACHI

The General Motors Assembly plant set up in Karachi has gone into production last month. The first car assembled in the factory was put on the market. The installed capacity of the plant was estimated at 800 cars a year, although current production was limited to 9 cars a month. This is said to be due to lack of adequate import of component parts.



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THE OPPORTUNITY PAGE

The Directorate General of Supplies and Disposals, Shahjahan Road, New Delhi has demand for large quantities of Paints, Enamels and varnishes as given below, for supplies during the period 1st April 1957 to December 1957 in equal monthly instalments. Samples of the products are to be subjected to prolonged tests and intending suppliers will find it to their advantage to get details, and send samples to the authorities early, as tenders against these demands will be issued only to those firms whose samples are approved in the usual manner. Here is the list of demands :

1. Paint P.F.U., War Equip. Brushing, Air Drying, Olive Green, Scamic 314—54,000 imp. galls.
2. Paint P.F.U., G. S. Brushing Blue Azure—6,840 imp. galls.
3. Paint, P.F.U., Priming G. S. Brushing Brownlight Purple—1160 imp. galls.
4. Paint, P.F.U., Priming G. S. Brushing Aluminium—2,400 imp. galls.
5. Paint P.F.U., Priming G.S. Brushing Black—9,430 imp. galls.
6. Paint P.F.U., Priming G. S. Brushing Green Brunswick Light—5,400 imp. galls.
7. Paint P.F.U., Priming G. S. Brushing Red Post Office—8,160 imp. galls.
8. Paint P.F.U., Priming G. S. Brushing Yellow Lemon—6,360 imp. galls.
9. Paint P.F.U., Priming G. S. Brushing Red Lead Non-Setting—1,260 imp. galls.
10. Paint P.F.U., Petrol Resisting Exterior Brushing Air Drying O.G. Scamic 314—8,100 imp. galls.
11. Paint P.F.U., G.S. Brushing Brown Dark—12,00 imp. galls.
12. Paint P.F.U., G.S. Brushing Marking White—280 imp. galls.
13. Paint P.F.U., G.S. Brushing Stone Middle—1,080 imp. galls.
14. Putty—24,000 lbs.

15. Ink Marking Black—4,250 lbs.
16. Paint P.F.U., Enamel/High Blows Blue Azure—3,400 imp. galls.
17. Varnish Exterior 540 imp. galls.
18. Varnish, Brunswick Black—420 imp. galls.
19. Varnish Interior—540 imp. galls.
20. Varnish, Insulating Finishing Air Drying Type 1—120 imp. galls.
21. Paint P.F.U., Enamel High Gloss—3600 imp. galls. Green Brunswick middle.
22. Paint, P.F.U., Enamel High Gloss Red Signal—4,800 imp. galls.
23. Paint P.F.U., Enamel High Gloss White—6,000 imp. galls.
24. Paint P.F.U., Enamel High Gloss Black Dead—200 imp. galls.

Engine Assemblies

Chevrolet, Ford and other Engine assemblies and allied parts have been auctioned in large quantities by the Director General of Supplies and Disposals at various centres, and the following purchases will give an idea of the firms from whom such articles may be available in the near future for interested firms or individuals to buy.

Chev. Engine Assembly—55 Nos. have been purchased by Messrs. Narahari Rao & Co., Maulli Circle, Bangalore 1.

Engine Assembly—6 lots—have been purchased by Messrs. Mangilal, Maulli Circle, Bangalore 1.

Engine Assembly, Ford and Allied parts—669 Nos.—have been purchased by Messrs. Bajrangbali Engineering Co. (Private) Ltd., 10-11, G.T. Road, P.O. Lilloah, Howrah, Calcutta.

Oils and Greases

The Penn-Crest Oil & Grease Corp., 23-59 Borden Ave., Long Island City, N.Y., U.S.A., is looking for aggressive distributors and agents to handle their products.

Penn-Crest and Sermex brands include oils for automotive, diesel,

marine, aviation and industrial purposes, in addition to a complete line of greases and gear compounds for all automotive and industrial uses.

Inquiries can be directed to Mr. Lloyd Sand, C/o. the above firm.

Batteries wanted

Information has been received in India that Motor Car Batteries have marketing possibilities in Aden. There is a large number of buses and taxis, which are the only means of transport in Aden. There is a large demand, therefore, for motor car batteries.

Popular batteries are Exide and Parks. Six volts batteries are being sold for EAS 95 to 115 and 12 volts for EAS 110 to 130, EAS 1.5 being equal to Re. 1.

If India can supply batteries of comparable quality at competitive prices there is a market for Indian batteries in Aden, it is reported.

Perkins Maintenance

A new publication, the "P Series Vehicle Diesel Engine," has been produced by F. Perkins Ltd., of Peterborough, to provide a compact set of maintenance instructions for users of all types of Perkins P series engines. The handbook is divided into two sections, one for drivers who would be mainly concerned with starting and running instructions, the other section being for mechanics and dealing with fault-finding and maintenance. The handbook costs 3 sh.

TENDER NEWS

The Stores Officer, Delhi State Electricity Board, Rajghat, New Delhi, has invited sealed tenders for the supply of TWO LIGHT DELIVERY VANS, 3/4 tons capacity, fitted with all steel body, approximately 110-122 wheelbase complete with 5-6 ply tyres, 600 × 16.

The Controller of Stores, BEST House, Colaba, Bombay, has invited tenders for the supply of 5 ton DIESEL-ENGINED CHASSIS.

The Director-General of Transportation, Directorate of Transportation, Government of West Bengal, 5 Nilgahja Road, Belghoria, 24 Parganas, has invited tenders for the supply of LATEX FOAM RUBBER CUSHIONS or similar type of cushions for bus seats.

The Mahagujarat Sankat Niavarant Trust, Congress House, Ahmedabad, has invited quotations for (1) 4 or 6 cylinder 50/70 H.P. DIESEL TRACTOR-wheel type, (2) G.M.C. 10 wheel TRANSPORT TRUCK, (3) Buda DIESEL ENGINE 6 D 317 or CATER PILLAR D 315-318.

The General Manager, Bhilai Steel Project, Durg, has invited tenders for supply of MOBILE CRANES, MOBILE WORKSHOPS and ROAD ROLLERS (8-10 tons).

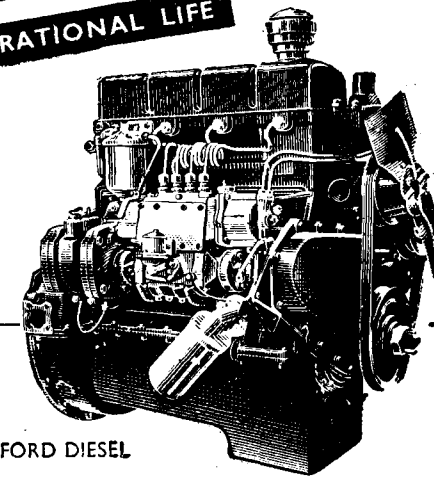
The Mechanical Engineer, State Transport, Madras-2, has invited tenders for the supply of (1) FOAM RUBBER CUSHIONS, (2) PLYWOOD AND HARDBOARD SHEETS, (3) TRIPLEX AND PLATE GLASS, (4) TIMBER, (5) PAINTS, (6) P.V.C. LEATHER CLOTH, (7) ALUMINIUM SHEETS.

The Divisional Controller, State Transport Corporation, Bijapur Division, has invited tenders for the job of BODY BUILDING ON 33 CANADIAN FORD TRUCKS attached to his division.

The Deputy Commissioner II, Corporation of Calcutta-5, Surendranath Banerjee Road, Calcutta, has invited tenders for (1) TIPPING PLATFORM TYPE TIMBER BODIES TO BE CONSTRUCTED ON STEEL UNDERFRAME; (2) TELESCOPIC TYPE HYDRAULIC TIPPING GEARS WITH POWER-TAKE OFF suitable for gear boxes of conventional petrol and diesel-engined trucks.

SAVE MONEY BY THE MILE WITH THE NEW FORD DIESEL

MINIMUM INITIAL COST
MAXIMUM OPERATIONAL ECONOMY
LONG OPERATIONAL LIFE



Here's the new FORD DIESEL

... combining extreme ruggedness with proven Diesel operational economy. It's versatile, too ... can be fitted into a number of transport vehicles—to give years of dependable, trouble-free service.

The experienced transport operator doesn't say "Diesel"—he says "FORD DIESEL", the 4-cylinder Dagenham-built engine.

DIESEL INDIA

105, APOLLO STREET, FORT, BOMBAY-1

Sethia Building	opposite	8/2, Avanashi Road
Relief Road	Lal Baug	COIMBATORE
AHMEDABAD	BANGALORE	

Station Road	13/433-A, Felix
Railpet	Pai Bazar
GUNTUR	MANGALORE

Manufactured by :
FORD MOTOR COMPANY
Dagenham, England

• ADVERTISE IN MOTORINDIA AND SELL •

Commercial Motor Show at Earls Court

—EXCLUSIVE IN SOUTH INDIA

By L. A. AYTON, Editor, "British Automobiles Overseas"

WHEN the President of the Board of Trade opened Britain's 18th International Commercial Motor Transport Exhibition—better known as the Commercial Motor Show—on September 21 at Earls Court, London, visitors were introduced to the largest show yet held in the series which started in 1907.

While British products far outnumbered others, makes from Sweden, Holland, the United States, Czechoslovakia and Germany were represented as well, bringing the total of actual vehicle manufacturers alone to nearly 40. Another 400 stands were occupied by builders of specialist bodywork and makers of servicing equipment, accessories and components.

New Records

On the manufacturing side British commercial vehicle makers have created new records this year for both exports and output. In the first six months 83,600 vehicles were shipped overseas from a total of some 178,500 produced, both these figures exceeding any the industry has achieved before; and this has been done despite import restrictions in two of Britain's most important markets, Australia and New Zealand.

Apart from heavy goods and large passenger vehicles, many specially designed, Britain exports large

quantities of light delivery vans and trucks. Many of these are based directly on their maker's popular passenger cars, while others have been designed throughout for commercial service but embody well-improved engine and running until used on the car side.

This year, undoubtedly, much interest was aroused when a very well-known company, for the first time in Britain, showed a range of small vans and trucks that have a form of automatic transmission with two-pedal control, dispensing with the normal clutch.

Effected automatically

Gear changing is effected automatically by a simple movement of the gear lever through a normal gate. This promises to be a big advantage for city delivery work in particular, as the vehicle can be stopped in traffic with gear engaged, gear changes are silent and smooth without conscious effort on the driver's part, and the driver is saved much of the manual fatigue of handling. It should also be of great value to learner drivers.

In a somewhat larger class of light vehicle come the British Motor Corporation's ranges of Morris-Commercial and Austin three-quarter-ton trucks, vans and 10/13-seater passenger vehicles. All these have



Fitted with a Massey Bros. body, seating 61 passengers, this Guy 'Arab' Mark IV was on view at this year's Commercial Motor Show at Earls Court

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Another exhibit at Earls Court was this Overseas 'Reliance' for public service requirements

very suitable export specifications and are designed for tough service and easy maintenance.

With the export markets in vogue and the decided preference in hot countries for vehicles with bonnets that seat the driver well behind engine heat, more makers have added models of this type to their medium weight ranges, the Dodge series from two to seven-tons being among the latest. Drivers' comfort has received considerable attention from makers of all sizes of vehicle, and many new designs of cabs with air conditioning, heat insulation, improved seating and other aids were seen, several in Fibreglass reinforced plastic, a type of construction becoming increasingly popular for its corrosion resistance, light weight and ease of repair.

Technical Developments

Developments on the technical side have been steadily progressive since the 1954 show. In the heavier class of vehicle the diesel engine remains supreme, with its qualities of long life and economy being even more widely appreciated overseas. In the lighter and small classes the petrol engine is still favourite, and during the last two years most of these have been improved to give

more power yet better fuel economy for the same size.

Most makers now offer either their own or a proprietary make of diesel as alternative power units in lighter vehicles of one and a half tons and above, and one of the leading vehicle manufacturing concerns (Standard Motor Company Ltd.) showed an entirely new light diesel of 2.2 litre capacity, to cover its range of three-quarters to two ton models. Already successful makers of diesels, the Company has produced a straight forward design which for the first time, is equipped with a new British-made fuel injection pump of the distributor type, simpler, lighter and less expensive than conventional pumps.

One factor that has had an important bearing on the industry's ability to compete in overseas markets in the heavier classes has been the modification of home regulations on overall sizes and weights. Such changes have brought home and export specifications closer together in many cases, permitting greater economy and flexibility in manufacture.

Broadly speaking, the modifications mean that home market heavy vehicles can be longer, wider and

carry heavier loads than before. In consequence braking and springing have improved, and many makers are this year offering power-assisted steering as standard or optional equipment. Air pressure assistance for hydraulic brakes is a widely used feature, while the disc type of brake makes a rather timid appearance on some models but so far only as a parking brake on the transmission.

Coach and Bus Improvements

Passenger coaches and single deck-buses appear in more luxurious and comfortable form than ever, although there are no major developments apart from the isolated example of fully-automatic transmission. Such a transmission, incidentally, is featured on a new Dennis fire engine.

Biggest developments have been made this year in double deck buses, and both the Leyland Atlantean and the A.C.V. Bridgemaster bristle with features of interest. Both have independent front suspension, very rare in heavy vehicles, the Leyland by torsion bars and the A.C.V. by coil springs, and the Atlantean has its engine and semi-automatic, or fully automatic, transmission mounted across the rear end of the bus. Chassis and body are of integral construction on both designs.



A new heavy duty square tipper at Earls Court, is one of first Bedfords at Dunstable factory of Vauxhall Motors

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ROAD NEWS

W.I.A.A. President's Letter to Bombay Mayor

Better Roads Urged

The President of the Western India Automobile Association, Mr. M. B. Madgavkar, has addressed a letter to the Mayor of Bombay, in which he has suggested that the Municipal Corporation should appoint an expert committee to recommend a plan for the creation of a more modern road system in keeping with the city's eminent position in the country.

Expressing grave concern over the growing deterioration in the condition of roads in and around the city, Mr. Madgavkar points out that, though motor transport has increased by leaps and bounds in recent years, the road system has undergone no material change in design, calculated to meet the growing needs consistent with speed and safety. To begin with, the main roads should be so designed as to permit of separation of fast-moving and slow-moving vehicles so that the risk of accidents could be reduced and obstruction avoided.

German Road Expansion

In a report giving details of the new German 10-year road plan, the German Federal Ministry of Transport states that the existing 1,300 miles of Autobahn will be extended and another 1,250 miles will be laid. This year Germany will spend £32,000,000, and over the next 10 years a total of £1,450,000,000, on new motorways and alterations to existing roads.

The view is expressed that the motorways save 30% in running costs and about the same amount in wear and tear to vehicles.

Overbridges for Speedy Traffic

BOMBAY
The BEST authorities have appealed to the Bombay Municipal Corporation to expedite construction of overbridges at three railway stations

in Greater Bombay—Santa Cruz, Andheri and Sewri. It is stated that the construction will not only facilitate speedier operation of the transport services but will also afford direct communication from east to west in the northern areas of Greater Bombay. The present subway on the Western Railway is stated to be totally useless, except for small cars, while the level crossing at Santa Cruz is a veritable bottleneck.

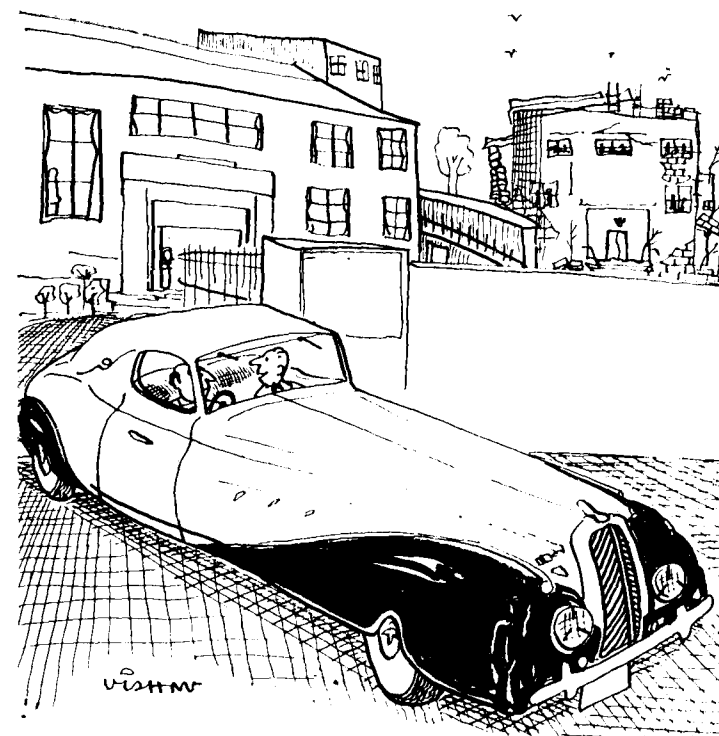
The Municipal Corporation is said to be in communication with the Government on the subject and a loan on reasonable terms is expected to be sanctioned to help execute the projects.

Realistic U.S. Road Programme

The great American road development plan is now under way. It

is intended to link the whole of the United States with a high-speed roadway system and, spread over 13 years, is expected to cost about 40,000,000,000 dollars. The length of new construction envisaged is some 40,000 miles.

When this scheme was first proposed it was intended that the roads should be paid for by tolls, but Congress has now approved that the revenue will be obtained from an increase in Federal taxes on petrol and tyres, and from an increase in the sales tax on commercial vehicles to the same rate as that for private cars. Where the roads cross over State boundaries the Federal Government will meet 90% of the cost. In other cases they will pay half the cost, the balance being contributed by the State concerned.



Salesman: "... but this car doesn't need any spares."

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International

Show

in

America

NEW YORK

One of the most spectacular collection of outstanding new automobile styling, engineering and craftsmanship ever displayed in the United States has attracted high automotive officials and others from various parts of the world, particularly from all parts of Europe.

It is the 1956 International Automobile Show in the newly built coliseum of New York City where over 150 makes and new models, of dream, sports, economy and luxury travel cars were on view besides experimental versions.

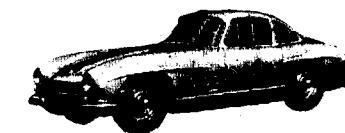
According to an industry spokesman, the increasing emphasis on car design to convey the feeling of power and motion even when standing still, marked a new era in the century of the automobile. It was claimed at the show that people won't be far wrong if they foresaw the time when cars will assume as much a role in the cultural expression of the civilization as modern architecture by virtue of increasing accent and interest being placed on automotive styling and design.

Extra attractions at the show were motorcycles, scooters, automotive accessories, fuels and other supplies by major manufacturing firms from all nations.

Representation of top American models at the show was said to be the highest on record.

Among the unusual exhibits was the elaborate displays of fuel firms.

October 1956



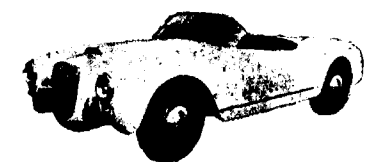
MERCEDES BENZ 300 SL
(GERMANY)



JAGUAR (ENGLAND)



CITROEN DS 19 (FRANCE)



LANCIA AURELIA G. T. 2500
(ITALY)



VOLVO PV 444 (SWEDEN)



GAYLORD (U.S.)

MOTORINDIA

ALL ABOUT NEW PRODUCTS

Hydraulic Shock Absorber

A hydraulic shock absorber in which oil circulates in only one direction is manufactured by Armstrong York Engineering Proprietary Ltd., of Melbourne, Victoria.

The manufacturers claim that this new-type shock absorber is the answer to the motorist's suspension problem.

One-way oil circulation permits the use of more oil and provides adequate cooling under very arduous conditions.

On the "hump" stroke the oil pressure opens the piston valve, and the liquid passes from the lower to the upper part of the cylinder.

The excess oil, equal to the displacement of the piston rod, passes through parts in the upper part of the cylinder and down the anti-foam tube on the left and the drain tube on the right into the reservoir.

On the rebound the piston valve closes, the rebound valve at the bottom of the anti-foam tube opens, and the foot-valve plate lifts and refills the lower part of the cylinder.

Damping at slow speeds is accomplished by bleed orifices built into the valve mechanism.

Plug-in-Pump

A spark plug tyre pump has been introduced in the United States which will be a Godsend for road conditions such as in India. The new deluxe spark plug tyre pump, introduced by Messrs. G. H. Meiser & Co., 327 East Marquette Road, Chicago 37, Ill., will be found very useful for cars, trucks, tractors and mofussil buses, and will fit any gasoline engine.

The new pump comes completely equipped with four different spark

plug thread sizes and will pump up to 105 lbs. of air without harm to the engine.

The enginair pump provides a power air service anywhere and comes complete with 16 ft. of long lasting flexible hose and a tyre gauge with 1 lb. graduations.

Expanding Fuel Research

Construction of a new Analytical and Physics Laboratory has now been commenced at the British Petroleum Company's research station at Sunbury-on-Thames. This unit will be the centre of an important new expansion scheme which will be completed in 1958 at a total cost of approximately £1½m. By that time the research station staff will have increased to about 1,400 compared with the present 800.

Canada's Car Sales Up

In contrast to America, car sales in Canada are going up. Sales of new cars in the Dominion in July came to 42,076 units worth \$104,400,000 as compared with 40,000 units fetching \$103,700,000 in the same period last year.

This brings the total for the first 7 months of the year to 271,117 units valued at \$752,100,000. Last year for this period the figures were 255,000 units and \$664,000,000. A similar position exists in the case of commercial vehicles.

Non-slipping

A non-slipping screwdriver, Magic-Tip, has been developed by the Hunter Tool Company of Los Angeles.

Fashioned from metal tubing, the hollow blade contains a second tip which turns in a cut out portion of the primary blade to grip the screw slot. As the operator pushes the screwdriver handle, the second blade turns at right angles

to the width of the primary blade. The harder the push, the tighter the grip on the screw. The screwdriver is said not only to give a tight grip even in worn slots but also enables the screwdriver to hold screws without being magnetized, which is very helpful when assembling complex mechanisms.

New Auto Engine

A newly developed electronically controlled fuel injection system may revolutionise automobile engines and design. The electrojector, as the device is called, shoots tiny streams of fuel into the intake parts of an engine's cylinders, replacing the conventional carburettors.

The Bendix Aviation Corporation of U.S.A., who have developed the device, claim that it will reduce engine height by six inches thus permitting lower hood lines.

Aid to Smoother Running

A device which fits on the exhaust pipe of a motor-car and is said to produce smoother running, greater engine power, and increased acceleration is being marketed by a British firm of engineers.

Known as the Bradshaw Turbo-Vac, the device is designed to give a spin to the exhaust gases so that they create a vortex in the exhaust that sucks all spent gases and carbon from the cylinder. Unofficial tests are said to have proved that cars need less gear-changing, and can go for longer periods without decarbonizing, when this device is fitted.

Tecalemit Ltd.

It is announced by Tecalemit Ltd., that they have concluded a licence agreement with the Globe Hoist Company of Philadelphia, U.S.A., which will allow them to manufacture and sell Globe car hoists in the U.K. and all parts of the world excepting the U.S.A.

MOTORINDIA NEWS SECTION

(BY OUR SPECIAL CORRESPONDENTS)

Division of Responsibility Between Heavy & Consumer Industries Ministries

India Govt. Communique

NEW DELHI

For the benefit of the Motor and allied trades and industries we reproduce below a Government communication regarding the division of work between the Ministries of Heavy Industries, and the Commerce and Consumer Industries, dated Sept. 5.

"The broad division of responsibility between the Ministry of Heavy Industries and the Ministry of Commerce and Consumer Industries which have been created in place of the Ministry of Commerce and Industry, is outlined below:—

The Ministry of Heavy Industries will be generally responsible for industrial policy as a whole. The administration of the Industries (Development and Regulation) Act will remain with this Ministry and all applications under the Act, whether for substantial expansion or for setting up new undertakings, should be addressed to this Ministry.

The Ministry of Heavy Industries will be responsible also for all producer goods industries including iron and steel and non-ferrous metals; chemicals and pharmaceuticals; machine building industries, including machine tools, engineering industries, cement and automobiles.

The Ministry of Commerce and Consumer Industries will deal with all subjects relating to foreign trade and commerce and import and export control.

On the industries side, this Ministry would be responsible for small-scale industries and handloom indus-

try, all textile industries, production of consumer goods by light engineering industries like bicycles, sewing machines, cutlery, domestic electrical appliances, wood-screws, bolt and nuts, and for all other common consumer items like soaps and other toilet articles, matches, leather and rubber manufactures, glassware and crockery, paints and varnishes and plastic goods. The Ministry of Commerce and Consumer Industries will also be in charge of the plantation industries, viz., tea, coffee and rubber.

Where there is any doubt about any particular item of industry, letters and correspondence may in the first place be sent to the Ministry of Heavy Industries.

The Man Who Defended Speed Racing

Auto Speed King Dead

MILWAUKEE

Albe Jenkins, the man who is credited with setting more automobile speed records than any man before him, died of heart attack at the age of 73.

According to his estimate, he set more than 500 records. In June he set a 24-hour endurance auto speed record of 118.375 miles an hour.

Jenkins, who styled himself as the safest driver on earth won national fame in 1926 when he drove from New York to San Francisco in 80 hours and 20 minutes—a speed surpasses that of a speed train of his time. Soon the Studebaker Corpora-

tion offered him a job and he accepted it. He did development work with the Company's engineers and in 1931 he made a New York-Frisco trip in 51 hours and 10 minutes—his last speed on public highways. Later he condemned such racing as dangerous to public safety.

He was involved in a serious accident in 1939 when his car caught fire during a race and his son dragged him out from the flames. Jenkins drove a tractor to a world speed record of 68 miles an hour in 1938.

The Speed King defended racing as the "means of proving all parts of the automobile before, they are sold to the public." He maintained "If it were not for that type of work, tyres would not have been developed that could be driven safely at 80 miles an hour."

"Springs, shock absorbers, stability, all were proven and perfected on the speedway," Jenkins used to say.

German Industry Expands

During the first four months of this year West German motorcar manufacturers have been exporting cars at an annual rate 20% higher than last year. During the January-May period 383,352 cars were produced compared with 297,784 during the same period last year.

Mr. N. Niculascu, Representative of the Rumanian People's Republic in Bombay, said that about 20 Rumanian oil specialists might begin work in India shortly to help execute oil exploration plans.

Role of People Embracing Engineering As Their Profession

Mr. Collins' Address at M.I.T. on Industry and Personnel

MADRAS "It must be remembered that the automobile, or any other Industry, is dependent not only on those who supervise its various functions in executive positions but also on the thousands of work people, clerks, technicians, salesmen, etc., who contribute in any way to the production, operation, servicing or selling of motor vehicles," said Mr. A.E.L. Collins, Managing Director, M/s. Ashok Leyland Ltd., addressing the Automobile Engineering Association of the Madras Institute of Technology, Chrompet on the role of those embracing Engineering as their profession, who hope eventually to become Executives.

All progress in all industrial careers depend on promotion, added Mr. Collins, as in the Army it may possibly be true that every private soldier is potentially a Field Marshal so in industry it is certainly true that every entrant to it, however humble be the starting position, is potentially a chief executive. Education, training and experience in industry are, therefore, preparation for the ability to accept the additional responsibilities which come with production : and having accepted them successfully to carry out the duties incidental to them.

Technical education, University degrees or other examination successes, apprenticeship and so on are in effect tools in the bag of tools with which you commence your career. Other tools are such very important ones as your personality in its impact on those with whom you come into contact, your powers of concentration, your memory and so on. Never neglect these other tools or forget their importance—degrees, formal apprenticeship etc., are by themselves useless and are only valuable when they form part of a complete kit all of which you can use competently.

tently. Remember too that no one uses all his tools at once.

Another important thing I would stress is that by reading the best literature you should make yourself expert in the understanding and use of the language or languages in which your book knowledge is obtained and your written work conducted. The world's work is largely conducted on paper and no Engineer can afford to be incapable of reading and understanding the world's best text books, technical press, proceedings of Scientific Institutions, etc.; and of himself writing reports, orders and so on in a form which cannot be misunderstood.

Earlier, welcoming the guests, Prof. S. P. Hore, Head of the faculty of Automobile Engineering and President of the Association, said Mr. Collins had a good deal of experience in the automobile industry and his contribution to its development was something great. He recalled the services of Mr. Collins in Hyderabad Roadways, the Society of motor manufacturers and traders and also his present position as Managing Director of Leylands.

Later Mr. Sreenivasan, Director, M.I.T. thanked Mr. Collins for his address and spoke about the industrial bias in education given at the institute.

Sri R. Gopalakrishnan, Secretary proposed a vote of thanks.

Mr. A. E. L. Collins, who was accompanied by Mr. F. Grimshaw of Leyland Motors, Lancashire, Mr. Thomas, Production & Planning Controller, Mr. Fairclough, Material Controller, Mr. N. Ramamoorthy, Assistant Material Controller, Mr. P. Singh, Workshop Superintendent, Mr. Gopalan, Secretary and Mr. Sivaramakrishnan, Chief Accountant all of Ashok Leyland, Ennore went round the Laboratories and workshops.

Europe's Road Casualties

LONDON

A survey made in 13 European countries by the United Nations Economic Commission for Europe shows that during 1954 there were 765,424 road accidents involving personal injury, and in these 33,228 persons were killed and 915,828 injured.

The accident peaks occurred during the months of July, August and September, and Saturday was the worst day of the week, with the period between 5 and 7 p.m. the worst time of day.

The highest number of road accidents causing death or injury and involving private cars was in Germany (106,500), followed by Great Britain (101,269) and France (76,493). The total number of motor-cars in these three countries in 1954, when the survey was made, was : Germany 1,393,358, Great Britain 3,127,810, and France 2,677,000.

The Report, "Statistics on Road Traffic Accidents in Europe in 1954," is published by the United Nations Economic Commission for Europe, Geneva, and is priced at 2s. It may be ordered through U.N. sales agents.

Synthetic Rubber Plant

LUCKNOW

A Rs. 12 crore synthetic rubber plant will be set up in Uttar Pradesh next year in which both the State and Central Governments will participate.

The National Industrial Development Council is now considering the details of the scheme. Uttar Pradesh has been chosen for the location of the plant because large supplies of power alcohol are available from many sugar mills in this region.

Traffic problem in towns and cities

Need for long term policy urged

MADRAS

During a discussion before voting on supplementary demands for grants in the Madras Legislative Council recently many speeches were made including a strong plea by Dr. A. Lakshmanaswami Mudaliyar urging the need for formulating a long-term policy for tackling the problem of traffic congestion in towns and cities of the State ; and the Finance Minister rose to the occasion by himself suggesting that in finding a solution for the traffic problem and developing national highways, they had to take into consideration not only the prevailing conditions but should be prepared for the developments likely to take place during the next 20 or 30 years. Earlier, Dr. Lakshmanaswami had said that the Government should have some definite policy as to the best mode of regulating vehicular traffic in cities ; and they should see that the highways skirted round towns and villages. They should never cut across towns and villages.

The Finance Minister said the traffic problem was a complicated one particularly in a developing city like Madras and so needed considerable research. He felt the need was there to build many subways besides broadening roads, etc. The Government were considering a proposal of the Corporation to construct a subway at Round Tana and on the experience gained, they would think of more such subways in congested spots. Spotlighting other government efforts to relieve traffic congestion, Mr. C. Subramaniam said that the new bridge over the Cauvery near Tiruchi was an example, and so was the proposed Vaigai bridge at Madurai.

The Finance Minister was in agreement with the speakers that

lorries moving in the nights were a regular menace to other traffic ; and bright lights and speed increased the menacing value.

Top Officials Discuss "Lorry Menace"

MADRAS

Closely following the discussion in the legislature on the "Lorry Menace," on mofussil routes, the situation was discussed at a meeting of top officials under the Chairmanship of Mr. J. M. Lobo Prabhu, Home Secretary, when, it is understood, a decision was taken to enforce certain restrictions, including the subjecting of lights of transport vehicles to a bull's eye obscuration of a diameter of 3 inches. Rules, it is said, will be framed after ascertaining the success of the experiment, in regard to similar treatment of lights of ordinary motor vehicles.

Home Guards' Powers

BOMBAY

Home Guards in Bombay State, when called out on duty, will have the powers exercised by police officers under certain sections of the Motor Vehicles Act, it is learnt.

Accordingly, the Home Guards will be empowered to demand production of driving licence and to stop vehicles "for a reasonable time" for interrogation. They can also arrest anyone who refuses to give his name and address.

Police cars fitted with wireless receivers and transmitters have started carrying out round-the-clock patrols as part of the drive to keep crime down in Bombay city.

Transport Advisory Committee

MADRAS

The Government have reconstituted the Transport Advisory Committee for the Government Bus Service, and this will function with the following personnel, till the end of August next. The committee will advise on questions relating to routes, fares, amenities and advertisements.

Chairman : The Secretary to the Home Department ; **Secretary :** The Deputy Director of Government Transport ; and **Members :** The Hon. Director of Government Transport, the Deputy Commissioner of Police (Traffic and Licensing), Mr. T. P. Elumalai, Mr. K. Vinayagam, Srimathi Manjubashani, Mr. S. Rangarajan, Mr. Rajan J. Swamidoss, Mr. C. S. Hariharaputra Iyer, Mr. G. Muthu Pillai, Mr. K. Kannankutty Menon, Mr. Sivasubramaniam, Srimathi Saraswathi Pandurangam, Mr. P. Veeraraghavan, Mr. C. E. K. Desikar, Kumari C. Amrita and Mr. Warris Ali Mirza.

The Bombay Milk Transport Service has been declared a public utility service for purposes of the Industrial Disputes Act, 1947, for a further term of six months ending March, 1957.

An interim injunction restraining the W.I.A.A. Club and members of its executive committee from proceeding with the election of five members to the committee and office-bearers, has been issued by the Bombay City Civil Court on a notice of motion taken out by Mr. Thakordas P. Kapadia, a member of the Club.

SALES TAX ON AUTOMOBILES

Indian Merchants' Chamber Memorandum To Bombay Govt.

BOMBAY

Automobile trade and industry circles are keenly looking forward to a favourable decision from the Government of Bombay to which a representation has been made by the Indian Merchants' Chamber on the issue of Sales tax.

The Chamber has taken the view that casual sales or purchases of goods such as cars by individuals or firms should not be considered as sales or purchases within the meaning of the Bombay Sales Tax Act, 1953. The Chamber has pointed out that the purchases of cars, second-hand and new, by an individual or a firm, are deemed by the Sales Tax Department to be liable to tax under the Act if the amount is included in the business account books of the purchaser and seller, although the individual or the firm is not registered as a dealer in cars or automobiles and these goods are not stock-in-trade of the individual or the firm.

Burmah-Shell's Gesture

NEW DELHI

The Burmah-Shell Oil Refinery has voluntarily offered to forego the duty protection of two annas per gallon which it at present enjoys. The State Treasury will benefit to the tune of Rs. 2 crores a year by this generous gesture.

Mr. K. C. Reddy, Minister for Production, has expressed the hope that the other two foreign oil refineries will follow the lead given by Burmah-Shell. In that case the government would get a revenue of over Rs. 4 crores per annum.

The duty concession given by the Government of India to oil refineries in the country has been guaranteed up to the end of 1965 under the terms of agreement between the Government and the refineries.

Traffic Accidents in Bombay

BOMBAY

Drivers of "baby" taxis, lorries and buses are mainly responsible for traffic accidents in Bombay city, according to Mr. S. M. A. Pathan, Deputy Commissioner of Police.

Speaking at a local club, Mr. Pathan said that about 200 persons lost their lives and 4,000 were known to escape with injuries in traffic accidents every year. He listed Government's efforts to minimise accidents—carefully designing roads, traffic islands, signals and safety drives. He pointed out that in the 100 sq. mile Greater Bombay with its 412 miles of road on which 50,000 vehicles ply, the Traffic Department employed only 400 policemen, including administrative staff, for traffic

control. That meant one policeman having to look after more than a mile of motorable road. Prosecution proceedings had been taken only on 14,000 as against 75,000 traffic offences.

Mr. Pathan's appeal to motorists was that they should examine their vehicles before starting off, especially brake, lights and steering.

CORRECTION

On page 29 of our September issue, a mistake had crept in the heading of the Report of Celebrations of the Bombay State Road Transport Corporation. The heading should have been B.S.R.T. celebrates Anniversary. The error is regretted.



Visitors to the USSR Agricultural Exhibition seen examining the Volga car in the machine-building industry pavilion

MOTORINDIA

October 1956

Economic fares and freights

BOMBAY

An economic rate structure for freights and fares, based on operating costs, will have to be built up, if road transport is to play a major role in meeting India's transport requirements. This is the view expressed by Mr. T. P. Venkatachari, Chief Statistician, Bombay State Transport, at a meeting held recently under the auspices of the Indian Institute of Road Transport.

Mr. Venkatachari declared that an examination of the problem of rate fixation the world over had indicated that the cost basis modified by the principle of what the traffic would bear was easily "the dependable one for securing a stable rate structure."

Amenities for Passengers

DARJEELING

The fifth conference of representatives of State Road Transport Undertakings, held here last month, had suggested that 25 per cent of the nett profits of the undertakings should be earmarked to provide amenities to passengers and staff.

The conference had also suggested that the Indian Standards Institution should undertake the work of standardisation of motor vehicles' components. It had recommended institution of rewards for drivers with the object of reducing accidents.

Geneva-Bombay Rally

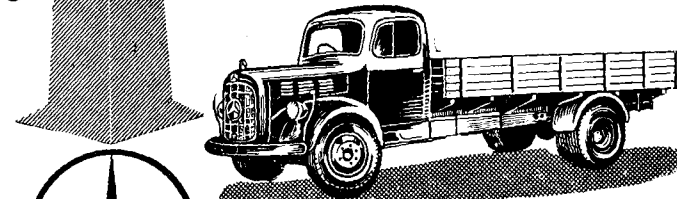
BOMBAY

There has been great excitement and thrill among the motorist fraternity which is interested in a rally of great importance. The Second Geneva-Bombay Rally of motorists, sponsored by Alliance Internationale de Tourisme, had left Geneva on September 19 and is due to terminate in Bombay on December 10. There are 23 participants to the rally, who will be travelling in 11 cars.

The visitors will make their entry into India through the Attari border and "en route" to Bombay will visit Amritsar, Delhi, Agra, Gwalior, Indore, Ajanta and Ellora.

October 1956

For ECONOMY & DURABILITY



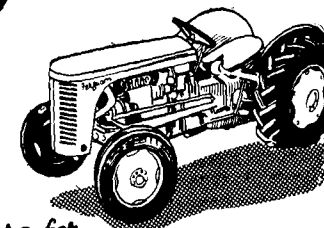
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MOTORINDIA

Shortfall in Railway transport expected

"Work the Wagons Harder" appeal by Railway Board

NEW DELHI

In a communication addressed to chambers of commerce and other representative business organisations in the country, the Railway Board has invited the co-operation of the business community in making a success of the railway campaign to "work the wagons harder."

These organisations have been informed that the Railway Board has decided to reduce to five hours the existing "free time" allotted to the trade for loading and unloading of wagons, so that these may be back-loaded the very same day. The reduced "free time" will be enforced from November 1, 1956, when the new busy season starts.

As part of the campaign to "work the wagons harder," the Railway Board has already issued instructions that the Railway's own coal wagons should, with immediate effect, be released in three hours instead of six and that wagons containing other railway material should be released within five hours instead of six, as previously. Steps are also in hand to reduce the detention of wagons in collieries and other sidings and port areas.

The Railway Board's communication emphasises that in view of the likelihood of a shortfall in the availability of rail transportation during the Second Plan period, it is of the highest importance that the maximum possible use should be made of the railway's existing resources in wagons, engines and line capacity, as more intensive use of existing resources would mean the "creation" of additional transportation capacity.

The Railway Board has urged the business community to extend its whole-hearted support to this and to any other measures which Railway Administrations may be constrained to take, as these measures will not only be in the wider national interests, but also in the particular interests of the large number of individual business organisations which depend for their development on the maximum possible availability of rail transportation.

Rubber in Road-making

LONDON

Large-scale trials were carried out in Britain last year to evaluate the use of rubber in road-making, and the annual report of the Natural Rubber Development Board (NRDB) gives details of the experiment.

The report says it would be misleading to suggest that rubber in roads has yet established itself. There have, however, been a number of promising indications of its value, and a body of evidence is building up to indicate that the rubber producer's faith in the process is well founded.

At the same time, incontestable evidence, says the NRDB report, is needed of the economic value of rubber in roads before any really large-scale use of rubber can be expected.

The report adds that road engineers are expected to adopt a wait-and-see attitude. The present restrictions of funds for road purposes weigh heavily against additives like rubber, as, although they represent an economy in the long run, they do increase the initial cost. In the circumstances, the report regards it as encouraging that trials have gone ahead with rubberized tar in the United Kingdom.

Wireless Sets For Breakdown Units

MADRAS

A suggestion that the mobile breakdown units be equipped with wireless sets to help speedy work was made at the first meeting of the newly reconstituted City Transport Advisory Committee at Transport House, Mr. J. M. Lobo Prabhu, Home Secretary and Chairman presiding.

It was also suggested that drivers of buses should be asked not to stop buses in case of minor defects, if the vehicles could be run without affecting the safety of passengers.

'TRANSPORT NEEDS OF SOUTH NEGLECTED'

NEW DELHI

In a recent discussion in the Lok Sabha, Mr. C. R. Narasimham (Congress) made a strong complaint about the manner in which South India was treated particularly in regard to her transport needs.

Mr. Narasimham said it was a matter for gratification that the Lignite Project and Aluminium Project had been sanctioned for the South. If the Lignite Project succeeded the fuel problem of the South would be solved and it would help in the growth of new industries in that region. He, however, regretted that the transport needs of the South had been neglected. There would be increased trade and business following the execution of the Lignite and Aluminium schemes which would throw additional strain on the transport system.

Rly. Lines Costlier

TELLICHERRY

The cost of laying new railway lines in the plains compared to that in hilly places was explained by Mr. Lal Bahadur Shastri, Union Minister for Railways and Transport, replying to a civic address presented by the Municipal Council.

He said whereas in a plain the laying of lines would cost Rs. 3 lakhs to Rs. 4 lakhs per mile, in regions like Mysore and Coorg, the cost might well go up from 10 lakhs to Rs. 15 lakhs per mile. The Mysore-Tellicherry line, covering a distance of not less than 120 miles would cost them very much and as such, the economy of the project had to be considered.

In the United Kingdom, Mr. Shastri said, railway lines were being dismantled, and were being replaced by roads. What was really needed in these areas, he pointed out was good roads, and bridges.

DEVICE TO ASSIST MOTORISTS

Safety light warns overtaking vehicles

SYDNEY

A DEVICE TO ASSIST MOTORISTS DRIVING BEHIND LARGE ROAD TRANSPORT VEHICLES WAS RECENTLY SHOWN IN MELBOURNE TO OFFICERS OF THE VICTORIAN COUNTRY ROADS BOARD AND THE TRANSPORT REGULATIONS BOARD.

A driver wishing to overtake a large vehicle gives a warning blast on his horn; this is picked up by a microphone installed at the rear of the preceding vehicle.

A buzzer sounds, and a red light flashes in the driving cabin of the vehicles in front. The driver notes whether it is safe for the overtaking car to pass; if it is unsafe, he pushes a handle towards a red light. A sign mounted at the rear of the transport then flashes in red: "Don't pass."

When the road is clear, the transport driver moves the handle towards an amber lamp, and the rear sign flashes "Pass now" in amber.

Traffic operation training for 6 Indians in U.K.

BOMBAY

The London Transport Executive, United Kingdom has offered to train six Indian nationals in traffic operation, and engineering during 1957.

A candidate should possess at least a Bachelor's degree with Economics as one of the subjects, or a degree or a diploma in Mechanical Engineering, and should have at least five years practical experience in the line.

Candidates who hold a senior post in a transport undertaking, and sponsored by the Union of State Governments or a transport organisation of good status and who, on return after completing the training in U.K., will be employed by the same authority, are eligible.

More for waiting : Baby Taxis

MADRAS

Waiting charges for baby taxis has been permitted to be raised from two to three annas for every ten minutes.

But, the meters will not show odd numbers, as the adjustment is a tick for two annas every ten minutes.

The Secretary, Regional Transport Authority, says the meters will be so adjusted as to tick two annas in every 6-2/3 minutes to conform to the increased charge of three annas per ten minutes.

Madras Taxi Drivers form Union

MADRAS

Mr. V. V. Giri, former Union Labour Minister, formally inaugurating the Madras Taxi Drivers' Union at Woodlands Hotel, Royapettah, said that no industry could be run properly and successfully without the active co-operation of the workers engaged in it.

Mr. V. S. Mani (Salem) presided and Mr. M. A. David, President of the Association, presented an address of welcome to Mr. Giri and gave an account of the hardships of taxi drivers.

Mr. J. M. Lobo Prabhu, Home Secretary, emphasised the need for taxi drivers showing courtesy to the general public, as it would pay them in the long run. He was of the view that the Union itself could lay down certain standards of courtesy and try to enforce them.

Baby Taxi Owners' Association

MADRAS

The Madras Baby Taxi Owners' Association has elected Mr. P. M. Ramachandran, President; Mr. K. A. George and Mr. K. Palaniswamy Chettiar, Vice-Presidents; Mr. A. P. Santhanam, Secretary, and Mr. S. P. Alagappa Chettiar, Treasurer.

6,800 Enfields A Year

Manufacturing Programme Starts

MADRAS

According to a prospectus recently issued, "The Enfield India Limited" has been formed in Madras with a view to manufacture and sell Royal Enfield motor cycles, components, ancillary parts and accessories and of allied products such as three-wheeler motor-cycle chassis. A suitable factory site at Tiruvottiyoor was bought in May last and the building of the factory thereon has since been completed. Arrangements are being made for the import of further plant and machinery, and the Company has commenced assembly and certain manufacturing operations. The factory and the plant are designed for a productive capacity of 5,000 motor cycles per year and 1,800 three-wheeler motor-cycle chassis.

President for Tenth Term

MADRAS

The Madras Provincial Motor Transport and General Workers' Federation has re-elected Mr. M. Sitaram Nayudu as President for the tenth year in succession.

Messrs T. Muniswamy, Kulaindarraj, R. N. E. Narayanaswamy, and Ahmed Ali, Vice-Presidents; Mr. V. S. Mani, Secretary; Messrs M. Narayanan Venugopal and K. R. Sundaram, Assistant Secretaries; and Mr. K. Thangavelu Mudaliar, Treasurer.

Auto & Allied Workers' Union

MADRAS

An Auto Engineering and Allied Industries Workers' Union was formed at a meeting of the workers of Standard Motor Products of India Ltd., held at Tambaram. Mr. Simon Paul presided.

The office bearers are: Mr. S. Krishnamurthi, President; Mr. Simon Paul, Vice President; and Mr. K. K. Das, General Secretary.

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Transport Position Under Second Plan: 'Government Is Not Happy'

NEW DELHI

As a precaution against Railway bottlenecks during the Second Plan period, the Government is meeting the development demands of the Railways to the full in the first two years of the plan.

This was stated in the Lok Sabha by the Deputy Minister for Planning, Mr. S. N. Mishra.

Mr. Mishra, who was intervening in the debate on the Second Plan, stated, however, that the Planning Commission was "not quite happy" about the transport position. If development in other spheres went according to plan, the economy would receive sufficient stimuli to enable them to find some extra resources for the Railways.

Mr. Tulsidas Kilachand (Ind., Bombay) said the Government was relying too much on the railway and not paying sufficient attention to road and other forms of transport.

New Type Auto Engine

DETROIT

A newly developed electronically controlled fuel injection system may revolutionise automobile engines and design. The device, called on electrojector, shoots tiny streams of fuel into the intake ports of an engine's cylinders, replacing the conventional carburettor. The Bendix Aviation Corporation, developers of the new System, says, it will reduce engine height by six inches thus permitting lower hood lines.

Road Transport in Bigger Bombay: Morarji Desai's hope

BOMBAY

Mr. Morarji Desai, Bombay's Chief Minister, expressed the hope that there would be one State-owned Corporation to run the road transport services in the enlarged State of Bombay which would be the largest State in India in respect of area, income, and importance.

The Chief Minister was speaking at an "At Home" organised by the Bombay State Road Transport Corporation.

Mr. Desai described the S. R. T. Corporation as the "Pioneer Corporation", and hoped that the experience gained by it would be of use to other States.

Owns 4,300 vehicles

Mr. R. G. Saraiya, Chairman of the Corporation, said it was, today, the largest nationalised road transport undertaking in the country, with a capital expenditure of nearly Rs. 14,00,00,000 owning a fleet of 4,300 vehicles, covering a route mileage of 54,457, and employing over 20,000 persons.

He said if taxes and costs continued to mount, they would have to be passed on to the consumer, as ultimately, they could not be met by economy and rationalisation.

A married couple were knocked down by a motor car. The police arrived and found the couple bursting with indignation.

"Do you know the number of the car?" asked the policeman.

"Yes," replied the husband, "by a strange coincidence the first two numbers formed my age and second two the age of my wife."

"John," shouted the wife, "we'll let the matter drop."

"Deplorable State of Affairs"

Delhi Transport Authority

NEW DELHI

THE WORKING OF THE DELHI ROAD TRANSPORT AUTHORITY (WHICH OPERATES THE BUS SERVICES IN THE CAPITAL) IN SOME RESPECTS REVEALS "A DEPLORABLE STATE OF AFFAIRS AND IN THE FIELD OF OPERATION AND MANAGEMENT THE UNDERTAKING LEAVES MUCH TO BE DESIRED," THE TWENTIETH REPORT OF THE PUBLIC ACCOUNTS COMMITTEE OF PARLIAMENT SAID.

The report of the Committee on the working of the authority was presented to the Lok Sabha by the Chairman of the Committee, Mr. V. B. Gandhi.

It added, "The structure of the authority is not conducive to the highest efficiency. The undertaking has not devoted much attention to the economics of its working."

A man who had fallen behind in his car payments got a steady stream of letters from the finance company. Finally came the *coup de grace*, designed to shame him into payment: "Dear Mr. Blank," the letter said, "what would your neighbours think if we came and repossessed your car?"

Back came his answer, which so far the finance company has not been able to cap: "Dear Sirs, I took the matter up with my neighbours and they all agree that it would be a very lousy trick."

Japan plans light, cheap car

TOKYO

With the announcement of the completion of the first prototype midget, all-Japanese motor car, manufacturers here believe that a light cheap car built from their own plants is now a practical possibility.

But in view of the limited home market, and the small number of good roads in Japan, they declare that export markets should be developed to justify the large-scale

Safety Automobile

NEW YORK

The Cornell Aeronautical Laboratory has designed a safety automobile intended to preserve passenger's lives and limbs even in a 50-mile an hour head-on collision. Two levers substitute for the usual steering apparatus, and six individual seats are arrayed unconventionally inside a regular sedan body. The driver sits in the middle of the front part, with a passenger on each side. All three seats have a harness to hold the occupants firmly in place. The rear seats are equipped with safety-belts like those in airplanes.

production necessary to keep the price low.

Completion is, therefore, likely in the future between the growing Japanese industry, and the established British and European manufacturers of light motor cars. So far, in spite of heavy duties, and taxes, British, French, Italian, and German cars have easily underpriced the Japanese products.

The prototype midget car built by the Toyota Industrial Motorcar Company, one of the leading Japanese manufacturers, is described as the first practical approach to a "people's car". The Japanese Ministry of Trade wants it to sell at a very low price, 250,000 yen (about Rs. 3,300) per unit.



Shri Chinubhai Kilachand, Director, Premier Automobiles Ltd., left for Italy this month. Photo was taken on the eve of his departure at Santa Cruz

Australian engine bearings for S.E. Asia

SYDNEY

A leading Australian automotive parts manufacturer has begun an intensive export drive in South-East Asia.

The export drive concerns only engine bearings.

The bearing listed for export will come from the Repco organisation's new strip plant in Tasmania and will cover all popular makes and models of vehicles. The plant uses all the latest known production methods and is the only one of its type in the southern hemisphere.

It has several technical features which place it ahead of similar plants used in other parts of the world.

The plant has already lifted production to a level which will allow Repco to supply all the needs of both Australia and the East. Its design places no limit on output.

One of the most important features is that bearing can be marketed throughout the world at highly competitive prices.

Another vital point is that continuous developments by Repco's design and technical experts will ensure price stability despite fluctuations caused by economic factors. An intensive study of the packaging and display requirements of the East to be made.

Repco's bearings are made under licence to the Cleveland Graphite Bronze Company of America. This company pioneered the new method of bearing production and is the world's biggest bearing manufacturer.

Repco has the unique distinction among manufacturers of catering for vehicles made in all countries.

Operators Shy in Road Transport

Heavy Taxation and Lack of Uniformity major factors

CALCUTTA: The Automotive Manufacturers' Association of India here in a communication to the Joint Select Committee, to whom the Union Government has referred the Motor Vehicles (Amendment) Bill, 1955, emphasises that to encourage road transport industry it was necessary to create conditions for the rapid development of the industry by removing the obstacles retarding its expansion, such as distance restrictions on operation, constant fear of nationalisation, short duration of operating permits, unduly low permissible laden weights, etc., and urged to bear them in mind while suggesting suitable amendments to the Bill.

Diversification of traffic

Criticising the provisions of the Bill, the Association observed that the original object of the Motor Vehicles Act was to stop diversion of traffic from rail to road. The present position was that the Railways were not able to carry all the traffic offered; yet the Bill made it obligatory on Regional Transport Authorities to take into consideration while granting permits the existing rail services. The two forms of transport were complementary to each other, and as such, there was no reason why the Government should be unduly anxious to safeguard the interests of railways. Such an amendment was undesirable when all over the world, particularly in all advanced countries, road transport was being developed at a fast pace.

No restrictions should be placed on distance of operation but should be allowed to operate, wherever they were able to find traffic as otherwise they might not earn enough to defray their expenses.

Permits

The Association said that with provision in the Bill to grant permits only for a maximum period of three to five years, the operators might not have sufficient incentive to invest in road transport.

The Association also opposed the provisions of the Bill to continue temporary permits which greatly discouraged expansion of motor transport and were also liable to be misused by State Governments for taking over routes for nationalised operation.

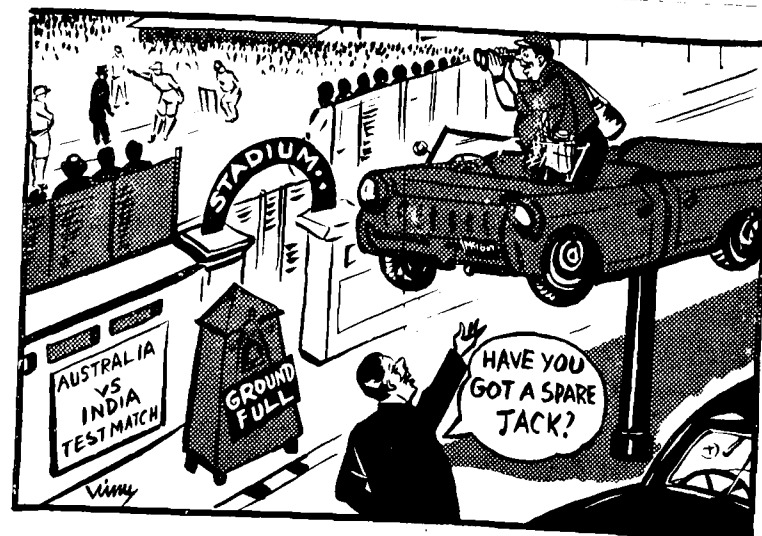
The Association, welcoming the provisions which allowed freer movement of motor transport between two or more States, suggested that these relaxations might not be of much benefit to the operators for, despite directives from Union Government, some State Governments had not been very liberal in the issue of permits for inter-State traffic. The Select Committee should suitably modify the clause to enable private operators to ply their vehicles wherever they could find traffic, particularly between two or more States.

Inter-State traffic

In the matter of permits, the law should be enacted in such a way that an operator was entitled to a permit to operate within a State as well as a permit to operate between two or more States without it being left to the discretion of the State Transport Authorities as provided in the Bill. The Association also expressed themselves against one and the same

authority issuing permits both for private and State Transport undertakings as the interests of the former were liable to be overlooked in the interests of the other.

REFERRING TO THE COMPOSITION OF INTER-STATE TRANSPORT AUTHORITIES, THE ASSOCIATION URGED THE SELECT COMMITTEE TO SUGGEST SUITABLE AMENDMENTS TO THE BILL SO AS TO ENABLE PRIVATE OPERATORS BEING REPRESENTED ON THESE BODIES. ON ANY BODY DIRECTING ROAD TRANSPORT POLICY, THERE SHOULD BE NO EXCLUSION OF PRIVATE INTERESTS ON THAT BODY AS THAT WOULD ONLY AFFECT ITS REPRESENTATIVE CHARACTER, AND WOULD ALSO DEPRIVE THEM OF THE BENEFIT OF THE VIEWS OF AN IMPORTANT SECTION OF THE INDUSTRY.



MOTORINDIA

October 1956

INDIA PRODUCES ONLY 10% OF OIL REQUIREMENTS:

Assam oil industry to expand

DEHRA DUN

The Union Minister for Natural Resources, Mr. K. D. Malaviya, announced here that for developing Assam oil certain preliminaries had been agreed upon tentatively between the Government and the Assam Oil Company, on the basis of which one or more Indian Oil companies are to be floated. So far as a refinery for Assam oil is concerned, it had been agreed that this would be in the Government share and full control. Negotiations were expected to take some more time for finalisation of arrangements.

The Minister, who was addressing officers and workers of the newly constituted Oil and Natural Gas Directorate here said the Union Government intended to install a refinery in one of the Eastern States, preferably Assam, which was potentially rich in oil, but this would largely depend on expert opinion on economic and technological grounds.

Mr. Malaviya said that the Union Government welcomed co-operation from foreign companies. Whatever they might have done in the past, he said, the whole spirit had now undergone a change.

Price of Petrol

At present India is only producing half-a-million tons against her consumption of about five million tons per year. By 1960 the Union Government hope to raise the production to seven million tons a year.

The Minister said that lately a good oil-field had been discovered in the Brahmaputra Valley, which alone might give three or four million tons of oil.

MR. MALAVIYA SAID THAT

THERE WAS A LOT OF AGITATION FOR REGULATING PRICES OF PETROL. THE GOVERNMENT WERE DETERMINED TO ARRANGE FOR CHEAPER SUPPLIES, BUT UNFORTUNATELY INDIA PRODUCED ONLY ABOUT 10 PER CENT OF HER CONSUMPTION. Foreign suppliers could not be asked to reduce prices till India had her own production. Moreover, effort had to be made to save nearly Rs. 200 crores spent on foreign exchange for crude oil imports.

The Minister asked geologists, geophysicists and workers in the field to work with real confidence and team spirit and never to lose hope of discovering oil from bountiful earth.

In the new context of things and the economic development pro-

gramme, oil searchers, he said, should not fail the country in finding oil in adequate quantity as failure here would mean failure in many other things.

Mr. R. K. Ramdhyani, Secretary to the Union Ministry of Natural Resources and Scientific Research, said that the next ten or fifteen years were going to be most critical for the country and it was their duty to find more oil.

The working of the Motor Vehicles Act which restricted the area of operation of transport vehicles, nationalisation and licensing policies of State Governments, weight complexities, lack of uniformity, and heavy taxation of motor vehicles combined to create a feeling of uncertainty and shied away many prospective transport operators from investing in road transport.

Studebaker Station Wagon provides sleeping accommodation

MADRAS

Studebaker Parkview, the latest station wagon to arrive in the market, incorporates in it the deft touch of craftsmanship, both in appearance and performance.

A fresh new grace of line, a spirited new tempo in performance—all blended into a refreshingly different car—it replaces its predecessor, the Conestoga station wagon. With a seating capacity for six passengers, it provides over 31 cubic ft. of

luggage space, which could be extended to 65 cubic ft. of loaded area, with the rear seat folded.

Mr. R. Ramanujam, Manager of the Reliance Motor Co., says that the "collapsible rear seats folded" provide enough room for sleeping accommodation, which is a distinct feature of the new vehicle. A new "Cyclops-eye" speedometer, with easiest reading number, gives the driver caution when he oversteps 35 miles speed, with the colour on the speedometer changing.

MOTORINDIA

October 1956

Machine welds wheels for Tubeless Tyres

SYDNEY
AN ELECTRIC WELDING MACHINE WHICH ENSURES AIR-TIGHTNESS IN WHEELS FOR TUBELESS TYRES HAS BEEN INSTALLED AT THE PLANT OF RUBERY OWEN AND KEMSLEY LTD., FINSBURY, SOUTH AUSTRALIA.

Designed and made in Australia, the machine welds, instead of rivets, the centre to the rim of a car wheel.

Four welds, in place of the usual 12 rivets, are sufficient to enable a wheel to pass the normal fatigue-lift test.

But the company plans to put welds on each wheel.

The machine is fitted with electronic devices to control the welding and its rate of operation. It can handle 300 wheels an hour.

The company also proposes to use the machine for the wheels of tyres with tubes.

Double-Deckers to Disappear

BOMBAY
BOMBAY'S DOUBLE-DECKER BUSES WILL SOON DISAPPEAR. Of the total fleet of 631 vehicles run by the BEST, 260 are double-deckers but these will not be replaced when they are scrapped within the next 10 years.

The single-decker bus, now being introduced, seats 42 passengers and provides standing accommodation for 10 others. The total accommodation, therefore, is no less than that of a double decker.

An advantage of the single-decker is that it is easily manoeuvrable in traffic and easier to control, it is said.

The tramway system too will be allowed to fall into disuse and worn-out cars and track will not be replaced. It is estimated that there will be no trams in Bombay within the next 10 to 15 years.

The BEST transport system carries over 6,000,000 passengers each day and earns Rs. 125,000 in an 18-hour working day.

Record Output

SYDNEY
Many sectors of the Australian manufacturing industry established new records in the financial year 1955-56.

According to the Commonwealth Bureau of Statistics, this was a period of mounting output in the basic and consumer goods industries.

The motor car industry turned out 81,700 motor car bodies, about 9,700 more than in the previous 12 months.

New production records were also set for motor cars, gas and electricity, cement, acids, superphosphate, paints, washing machines, electric irons, fans, radiators, cotton goods and woollens.

The steel industry produced 6.257 million tons of iron and steel compared with 5.968 millions in the previous 12 months.

Among foodstuffs records were set in the manufacture of biscuits, refined sugar, table margarine, preserved vegetables and ice-cream.

All-Synthetic Car Tyre

NEW YORK
The Easo Research and Engineering Company which is a scientific subsidiary of Standard Oil of New York, has produced an entirely new all-synthetic car tyre.

The new tyre is made of Butyl a synthetic rubber produced from oil refinery gases. Easo says the new tyre has advantages over those currently in use. The new tyres do not squeal on corners, they say, give softer ride, pull up quicker, and do not crack as result of atmospheric conditions.

The company says new tyres were possible by production of a butyl latex which made possible for the first time bonding of butyl with tyre cord. No indication was given as to when commercial production of new tyres would start.

When Cars became Cranky

By Gopali

Cars often become cranky to start when hot—I know my own car does.

This is sometimes caused by the heat from the engine causing the fuel in the carburettor bowl to warm up and expand.

The fuel level in the bowl becomes higher than normal and causes minor flooding, particularly in down-draft carburettors.

If the car does not start with normal treatment, the remedy seems to be to depress the accelerator slowly to full open and hold it there, meanwhile spinning the engine over with the starter motor.

Continue to hold the pedal down and to use the starter motor intermittently for at least a minute before releasing the accelerator again.

Don't "pump" the accelerator at any time, because this injects fuel into the intake from the accelerating pump in the carburettor.

AUSSIERS MANUFACTURE FORDS

SYDNEY
The first shipment of Ford Motor cars manufactured in Australia was recently exported to New Zealand, where they will be assembled for sale.

The Ford Motor Company of Australia will export several hundred more cars to New Zealand in the next six months.

Only a small proportion of the components of the Australian-built Ford cars, trucks and utilities is not manufactured indigenously.

Every time I see a car selfishly parked now, on a blind corner, or perhaps blocking an entrance, I think with a certain satisfaction of *arondissement* of Paris. There the police could come along with a breakdown van, tie the vehicle on and tow it away, heedless of brake and clutch. And the returning owner's heart would sink to find nothing there but space. He, he . . . Hey, wait a minute—supposing it was my car?

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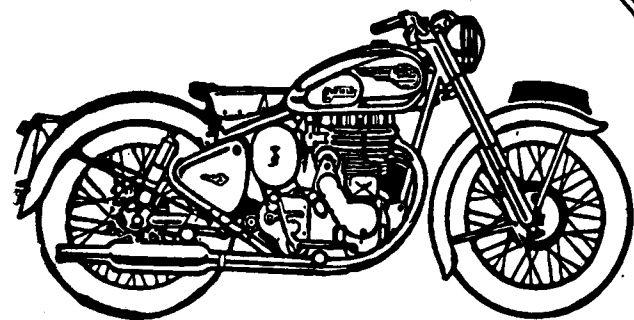
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