

MOTORINDIA

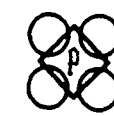
VOLUME 1

JANUARY 1957

73
NUMBER 6

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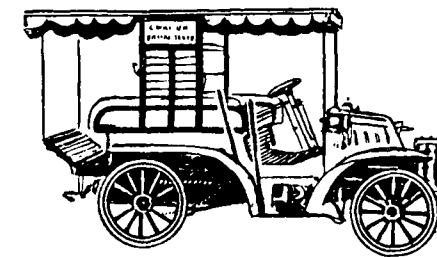
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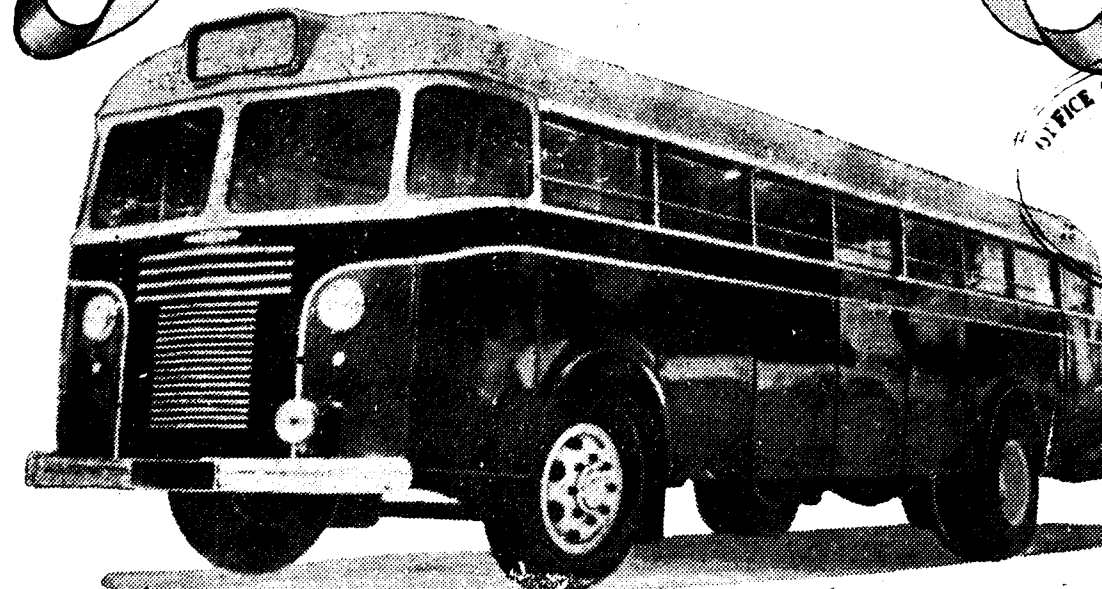
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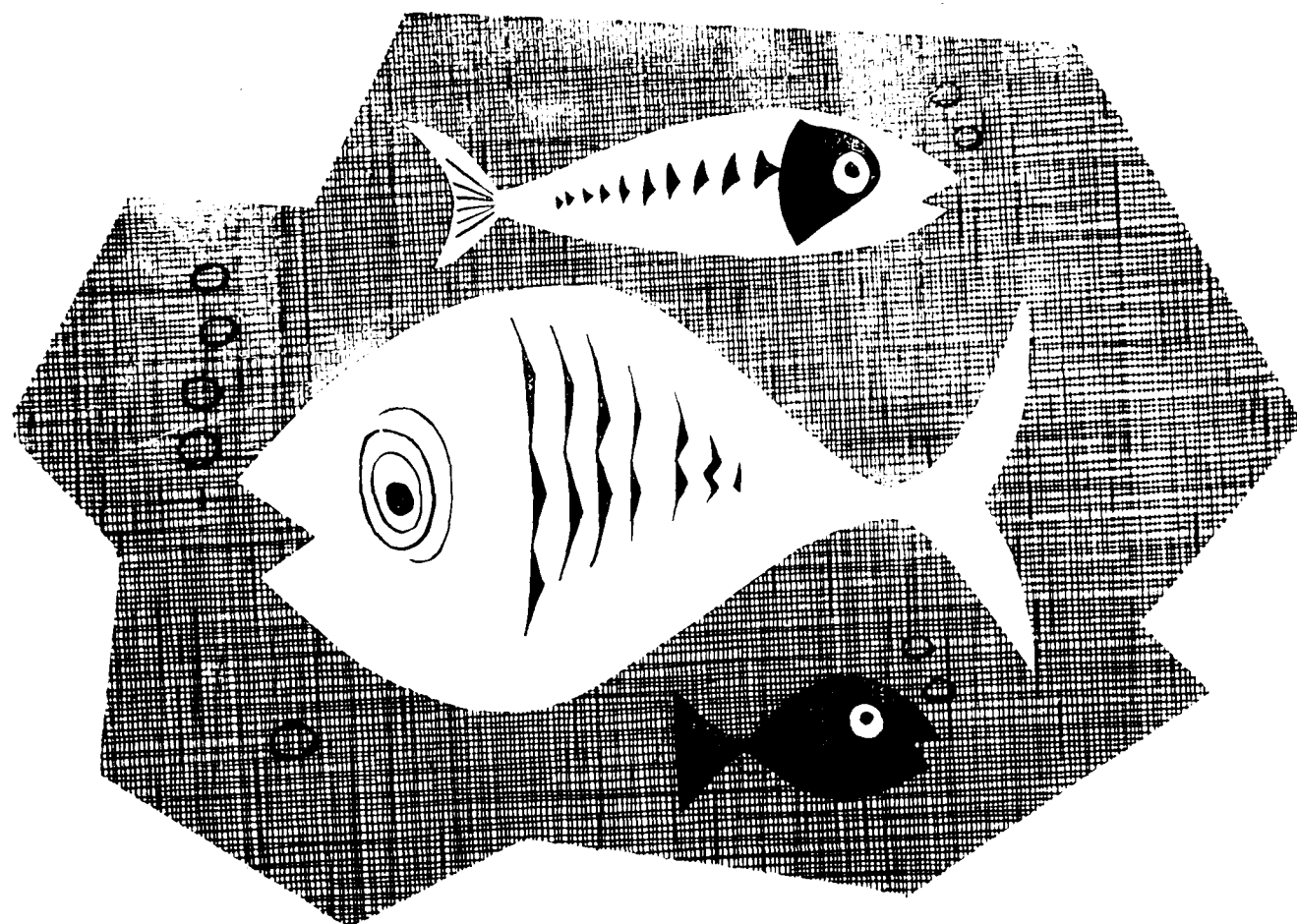
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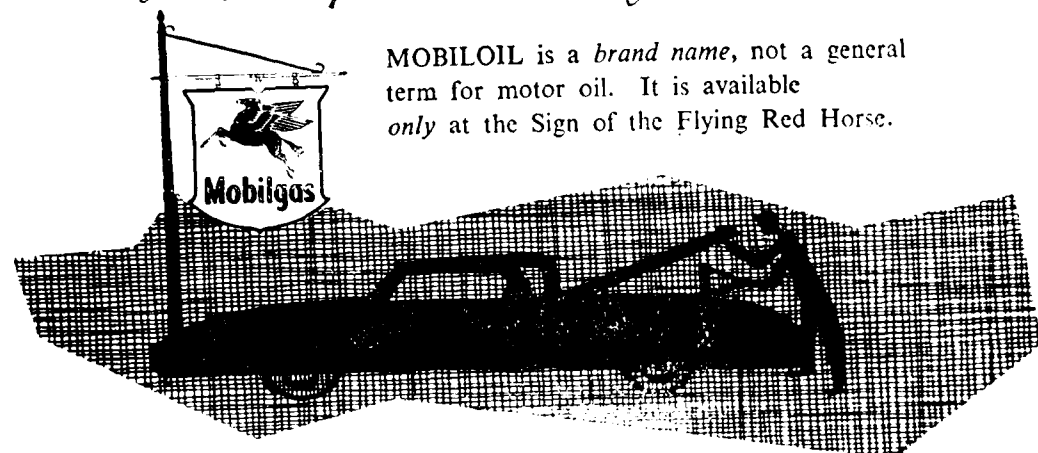
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AND ILLUSTRATIONS

FOR PUBLICATION

ON MATTERS RELATING

TO

AUTOMOBILES

and on

ROAD,

RAIL.

AIR &

SEA Travel

(RATES BY ARRANGEMENT)

EDITOR

MOTORINDIA

141, MOUNT ROAD

MADRAS-6

editorial

73

PHYSICIAN, HEAL THYSELF!

"After completing the pilgrimage of freedom," the Prime Minister told Congressmen at Laxmibai Nagar and through them the entire nation, "India is now engaged in the bigger and more brilliant battle against poverty." He said that the Congress effort was of significance not only to the partymen but also to the people of India as a whole and to people in the outside world. The eyes of the world have watched India emerge successfully from the First Five Year Plan. The nation is now tackling the Second Plan; and our future as a nation will depend more and more on the success or otherwise of this and future plans. Leaders of public opinion have, in general, given the fullest support to the Government in working the Second Plan. The people of India have a very large part to play in this. People's co-operation has been rightly emphasised as a pre-requisite to the success of the Plan. We are glad that such co-operation has not been wanting, and the will to sacrifice is already exhibited by the people, the businessmen and others to a considerable measure. There is no time for half-hearted work. Everyone in India has to put himself or herself through the task in right earnest, whether he is an official or just a citizen. But officials of the Government have a greater responsibility in contributing to the success of the Plan. They should direct their entire energies to successfully implementing the targets within their jurisdiction. Such is the need of the hour in India today.

But, what do we find? A striking example of interference in other spheres, and callous indifference to one's own allotted sphere of work is the article which Mr. Mathur, a member of the Railway Board, has written and the magazine *Indian Railway* has thought fit to publish, and what is more, the Information Department of the Government of India has taken into its head to circulate to other newspapers and agencies. Readers may be aware of this article reproduced in the December issue of *Motorindia*. Nor is this the first time the said gentleman has thought it his bounden duty to write on what another form of transport, other than the Railways on whose board he is an important member, cannot do. Road transport is the business of the operators who are handling it just now, whether they are private firms or Governmental agencies or nationalised departments. But it is not the *main* concern of members of another form of Transport which is finding its job handy with a lion's share of the allotment of the entire Second Plan. With so much of money allotted for development of Railways, it should be only reasonable to expect that members of the Board should have a greater awareness of their responsibility in utilising the monies to the full, turning out the expected improvements, which will go to implement the target for movement of passengers and goods on the railways. The needs of the country require that every high placed official of the Railway Board or the various Railway units should bestow unstinted attention to enable the railways attain the target; not diverting their energies to criticising other forms of transport that have taken up their part in the Plan in the right spirit. Or, have the railways in India attained such a state of efficiency that top Railway officials are now left with spare time to giving thought to help or criticise contemporary forms of transport outside their marked out sphere? The article in our December issue about "Passenger amenities on Soviet Railways" will give a rough idea to the Indian Railway Board as to how far behind we are in the matter of passenger amenities; and the accidents practically every other week over the Indian Railways open our eyes to a sad state of passenger safety on our nationalised railway system.

Let the Railway Board first make the railways comfortable and safe for travel and make it possible for passengers to reach destinations—for which they have bought tickets—in *this* world, instead of to *the next*, whereto many have disappeared from Mahboobnagar and Ariyalur.

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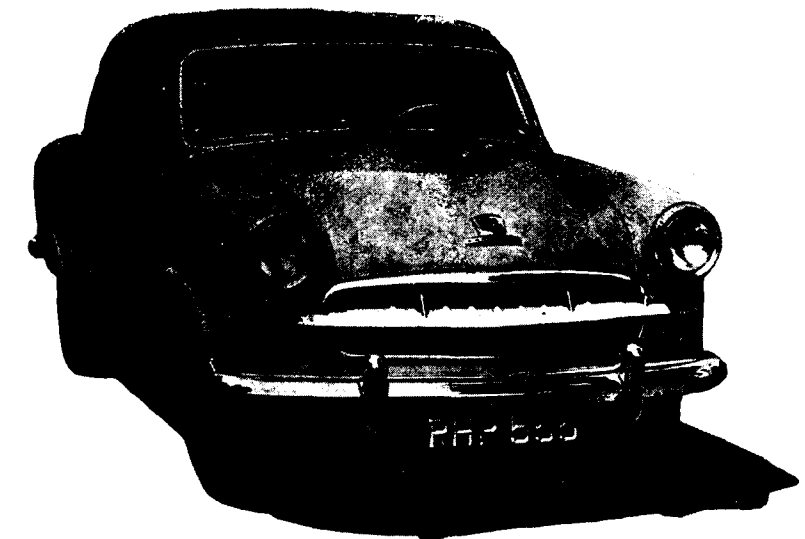
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The Standard Vanguard III

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ment with "The Motor," London.



One of the accusations commonly levelled against modern cars is that they are all designed for women. The Standard Vanguard III should perhaps be adjudged the exception which proves the rule, for whilst there is nothing about it to which women need object, its appeal is emphatically masculine—a driving position proportioned for reasonably large people, a very economical four-cylinder engine which can certainly be felt but has a great capacity for hard work, rather heavy controls, a 5-speed transmission which responds to intelligent handling, a full set of instruments, and a straightforward interior which can soon be swept out if muddy boots leave their marks on it.

Longer and leaner-looking than its predecessors, the Vanguard III gains over them in performance partly from a modest saving in weight and partly because experience with the Triumph sports car has resulted in engine improvements, the two sets of changes having allowed a higher rear axle ratio to be used. No secrecy need surround the fact that when some of the first examples of this new model to leave the production line were loaned to members of the Press for test months ago, shortcomings showed up and there were actual failures of components on our own test car and on others; as these defects appeared serious but were certainly by no means incurable, we decided to refrain from publishing a report based upon such an early example. The situation now is very different, as we have satisfied ourselves by having a Vanguard III driven to the Adriatic and back at high speeds by one of our staff, and then commencing a routine Road Test which itself involved more than 1,500 miles

of driving on British roads before performance tests were made. During this double test, the car received only routine greasing (at about double the recommended mileage intervals) and one quick brake adjustment, but no specialist attention by the factory or their agents. Major and minor faults which were evident on early examples having evidently been overcome, the Vanguard III is now both attractive and possessed apparently of the rugged strength which made its predecessors popular in many distant lands.

Our test car was equipped with the optional Laycock-de Normanville overdrive, which first appeared on a Standard Vanguard in June, 1950. This unit is entirely driver-controlled, by a switch mounted within finger reach of the steering wheel rim, and operates in conjunction with both second and top gears when desired, an overdrive ratio closer than the spacing between ratio in the three-speed gearbox making five distinct speeds available—15, 22/1, 7.18/1, 5.6/1, 4.3/1 and 3.35/1. *In terms of both easy performance and economy of fuel, the keen driver will certainly find this valuable extra, even though it does not contribute very much to maximum speed.*

FAST CRUISING

Although we drove this car for many miles through the tangled by-ways of Somerset and Dorset, and found it perfectly at ease amidst them, the gearing and general character of this model do in fact make

it especially suitable for fast open roads, where it can sustain high speeds on a low consumption of fuel with exceptionally little fuss. An unflurried engine speed of 3,500 r.p.m. corresponds, in the five forward ratios, to 18 m.p.h., 38 m.p.h., 48 m.p.h., 63 m.p.h. and 81 m.p.h., there being a suitable gear for any main-road hill or overtaking operation, but a wide gap between 1st and 2nd ratios. Criticism hardly arises in this latter respect, however, in view of the rare provision of effective synchromesh mechanism to simplify engagement of 1st gear with the car on the move.

FOUR CYLINDERS

As has been indicated already, the fourcylinder Vanguard engine can be felt at times, the power impulses being noticed at low speeds. As hitherto, however, this is an engine which pulls well at just moderate r.p.m., so that use of the highest overdrive gear at 30 m.p.h. can be normal. The natural thing in fast main road driving is to use direct top gear for acceleration up to 60 or 70 m.p.h. after any check, and then to switch in the overdrive when cruising speed has been reached, but if the car has been checked more severely a drop straight into overdrive 2nd ratio can be made. Equally, for hurrying along winding roads, direct top gear can be used, without any fussiness suggesting the need to engage overdrive.

The combination of an unusually efficient engine (which asks for premium fuel but is not fussy as to brand) with high gear ratios which

January 1957

MOTORINDIA

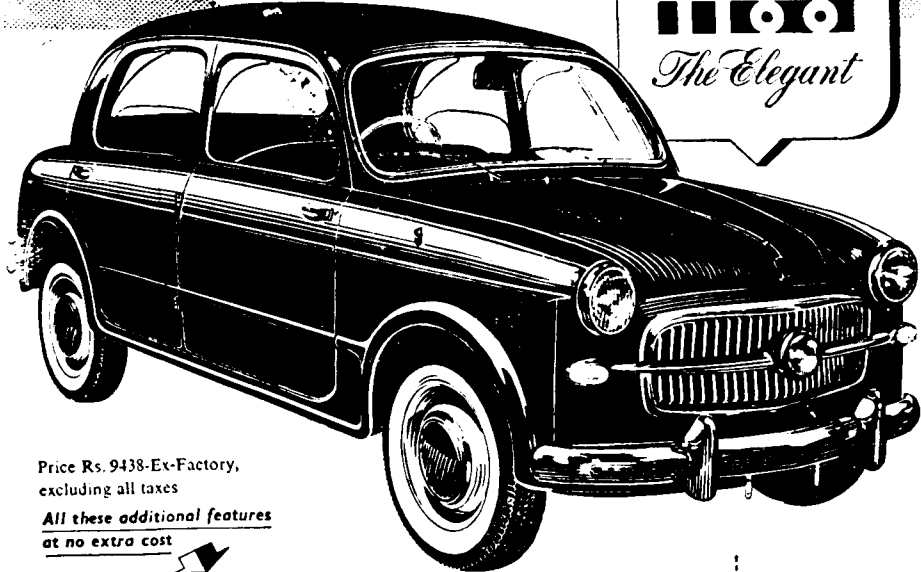
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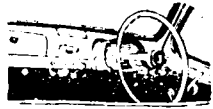
All these additional features at no extra cost



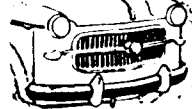
Spare wheel under the luggage boot floor, accessible by raising part of the floor



Rear seat can be folded down to form a floor level with the luggage compartment



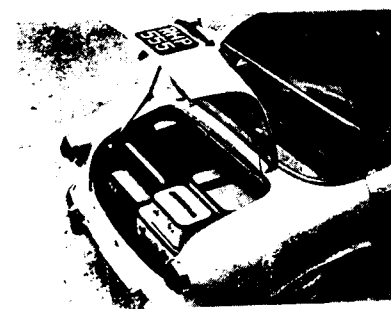
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The Phase III Vanguard's luggage boot has space for two large suit cases, three trunks and for more!

engage and disengage readily make the Vanguard III an exceptionally economical car for its size and performance. Reasonably to be described as a six-seater, and capable of exceeding 85 m.p.h. in only slightly favourable conditions, it nevertheless betters 30 m.p.g. when cruising at an "Autobahn" 60 m.p.h. in overdrive, and showed an overall consumption of almost 26 m.p.g. for 1,500 miles in the hands of a wide variety of staff drivers.

Somewhat heavy steering has already been mentioned, but this is a fault which can be moderated by use of tyre pressures about 4 lb./sq. in. higher than are suggested in the instruction book. This extra tyre inflation also virtually eliminates tyre squeal on corners, which otherwise is rather a nuisance, and does not spoil the comfort of the car. Changes in road camber, and gusty winds, seemed to call for appreciable steering correction by the driver. Without ever calling for superlatives, the springing contrives to cope pretty comfortably with all kinds of surface at all speeds, but on wet roads the 57½/42½ distribution of kerb weight makes it unusually easy to spin the wheels and so to skid the tail of the car when accelerating in a low gear. An awkward detail is that use of a half horn ring to improve visibility of the instruments is apt to leave a driver groping for the horn in the wrong place when the wheel (and half-ring) have been turned during cornering. Like the steering, the brakes need a firm touch upon them at times, but seem unlikely ever to let anyone down.

Still tending towards the "close coupled pattern," and with little

clearance between its hard roof and the heads of rear-seat passengers, the Vanguard III body seems to have been subtly improved internally since it was first shown. The driving seat, of bench type with a folding central armrest, is reasonably comfortable for all but the very long legged, and recesses in its back are arranged to make a little more-knee-room available behind. The rear seat also has a folding in central armrest for use when three people are not being carried. Furnishing is essentially practical, with an interior light which operates when any door is opened, rubber covering on the front floor and carpets in the back, useful door pockets supplementing compartments on the fascia, twin sun vizors, and a full (although poorly calibrated) set of instruments directly facing the driver. At first glance, the capacity of the luggage locker appears modest, but it has a flat floor and its height in fact allows a great many cases to be accommodated. Notably generous in size for such an economical car, the 12½-gallon fuel tank gives a full 300-mile range, some of which is in effect lost due to fuel contents gauge inaccuracy.

Sensible Equipment

A lot of useful items of equipment which are extras upon most cars are standardized on the Vanguard III, amongst them a screen spray for use in conjunction with self-parking wipers, a reversing lamp with automatic switch, and a fresh-air type of interior heater. Sensibly, a starting handle continues to be included in the specification. Although access to the engine involves leaning across rather high mudguards, the components needing regular attention are all within reach.

On the test car, some details of coachwork finish still appeared disappointing, a window winder misbehaving and rust spots showing through the paint of front and rear bumper valances. Now that buyers can select their cars from stock rather than ordering them, however, a customer can of course check over an individual example for any such defects. Previous Vanguards established a good reputation for being durable in their essentials, and this new model should settle down to equally lasting.

Long Distance Car

In sum, the Vanguard III with its slightly out-of-the-ordinary appearance also shows out-of-the-ordinary characteristics which make it an obvious choice for some motorists. Around town, it is a perfectly acceptable car, but not as smooth, light to handle or lively in top gear as are some other models of comparable price. On open roads with a big day's mileage to be covered, however, it strides easily and rapidly along with a very moderate rate of fuel consumption, making the minimum of fuss, and revealing a most practical and attractive side of its character.

MECHANICAL SPECIFICATION

Engine	
Cylinders	4
Bore	85 mm.
Stroke	92 mm.
Cubic capacity	2,088 c.c.
Piston area	35.2 sq. in.
Valves	Pushrod o.h.v.
Compression ratio	7.5/1
Max. power	68 b.h.p. at 4,200 r.p.m.
Piston speed at max. b.h.p.	2,540 ft. per min.
Carburetter	Solex downdraught
Ignition	12-volt coil
Sparking plugs	14 mm. Champion 110
Fuel pump	AC mechanical
Oil filter	By-pass
Transmission	
Clutch	Borg & Beck 9-in., s.d.p.
Top gear (s/m)	4.3 (overdrive, 3.35)
2nd gear (s/m)	7.18 (overdrive, 5.6)
1st gear (s/m)	15.22
Propeller shaft	Hardy Spicer open
Final drive	Hypoid bevel
Top gear m.p.h. at 1,000 r.p.m.	18.0 (overdrive, 23.1)
Top gear m.p.h. at 1,000 ft./min. piston speed	29.8 (overdrive 38.3)
Chassis	
Brakes	Lockheed hydraulic, 21 sq. in. front
Brake drum diameter	9 in.
Friction lining area	121 sq. in.
Suspension	
Front	Coil and wishbones i.f.s.
Rear	Semi-elliptic
Shock absorbers	Telescopic
Tyres	5.50-16 tubeless
Steering	
Steering gear	Cam and roller
Turning circle, between kerbs:	Left 34½ ft., Right 37 ft.
Turns of steering wheel, lock to lock	3½
Performance factors (at laden weight as tested):	
Piston area, sq. in. per ton	25.6
Brake lining area, sq. in. per ton	83
Specific displacement, litres per ton mile	2,530 (overdrives, 7,970)

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January 1957

Standard models for 1957

London: The Standard Vanguard III range for 1957 will consist of the Vanguard III saloon, which has been reduced in price by nearly £40, a new de luxe version of the Vanguard saloon, the Sportsman and the Vanguard Estate car.

Distinguishing features of the Vanguard III de luxe are hooded head lamps and chrome mouldings along the sides of the body. Its interior trim has been restyled and now has a most attractive appearance, and the horn ring has been replaced by a central button to eliminate inadvertent sounding of the horn. The brakes have also been increased in size from 9 in by 1½ in., to 10 in. by 2¼ in., thereby lining area from 121 sq. ins. to 175 sq. ins. Price of the de luxe saloon is to be £938 17s including purchase tax.

The VANGUARD III ESTATE CAR now has hooded headlamps and a revised interior trim, and THE SPORTSMAN, which, it will be recalled, is the two-carburettor,

high-performance version, now has a revised door trim and more-radiused front seats for increased comfort.

It now transpires that the small car range will consist of the FAMILY EIGHT PHASE I, which has been reduced in total price by about £15, THE SUPER EIGHT PHASE I, which has been reduced by £30, THE FAMILY TEN PHASE I, reduced by £45, THE SUPER TEN PHASE I, reduced by £15, and the TEN COMPANION ESTATE CAR. In addition, there is the new SUPER TEN PHASE II with chrome body mouldings, improved interior trim and more powerful engine developing 35 b.h.p. and it is for this new model that Standrive twopedal control is available as an optional extra.

The 1957 Geneva Motor Show will be held between March 14 and March 24.

Vanguards for China

Phase III Standard Vanguards have been popular taxis or are being used by high Government Officials in China.

The largest single order for motor cars placed with a Hongkong firm by China was recently delivered when 28 Standard Vanguard cars crossed into China in a Convoy. Since then they are giving excellent service in the State.

Houses on Wheels

A striking increase in the number of Caravans built and exported from Britain to various countries is reported from a reliable source. It is learnt that during the first half of 1956, 759 Caravans were exported. This shows an increase of nearly 60% over the figures for the same period in 1946.

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January 1957

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13

Saviem L. R. S.

1956 Paris Automobile Show

(By our special Correspondent)

Displays New Range of Saviem—Industrial Vehicles.

A new name in French industrial vehicle—SAVIEM—greeted visitors to the PARIS Automobile Show, in October. While the 1957-model passenger cars were admired at the GRAND PALAIS, trucks and buses held the stage at the Industrial Vehicles Section of the show, on the outskirts of the city.

Here, at a large stand bearing the name of "SAVIEM" were lined up a series of heavy-duty freight and passenger vehicles whose radiators carried the well-known French trade-marks of RENAULT, LATIL and SOMUA, as well as FLOIRAT and ISOBLOC.

SAVIEM (the letters stand for "SOCIETE ANONYME DE VEHICULES INDUSTRIELS ET D'EQUIPEMENT MECANIQUES") is a Company created in 1955 to take over the marketing of three of France's oldest and largest builders of heavy trucks and buses, RENAULT, LATIL and SOMUA. Shortly before the PARIS Auto Show opened, SAVIEM was joined by two makers of advanced-design autobuses, FLOIRAT and ISOBLOC.

The purpose of this merger between formerly competing firms was to offer French and foreign industry a complete and unified range of road-transport equipment.

TRUCKS

At the "SALON DE L'AUTO-MOBILE", SAVIEM presented its assortment of short, standard, long and extra-long diesel-motor trucks, for every freighting purpose, from hauling pigs to hauling petrol. These vehicles range from 10 to 20 feet in length, from 90 to 150 horsepower, and from 9½ to 26 tons total, weight



At the 1956 Paris Automobile show five formerly competing makes of trucks and buses line up under a single sales name—Saviem.

with payload. Trailer-moving tractors in the SAVIEM series vary from 18 to 35 tons capacity.

BUSES

Star of the SAVIEM bus fleet is the newly-acquired FLOIRAT "Y 55", a 27 to 32 places vehicles, which was awarded the blue ribbon in its class at the International Bus Competition held at NICE. Other models on display varied from 25 passenger vehicles, for schools, factories and other special uses, up to mammoth 130 passenger buses for municipal and tourist travel. Much attention was paid to the RENAULT "R. 4. 192" autocar, an unusually versatile vehicle equally well adapted to city streets, inter-urban service or long-distance travel.

CONSTRUCTION VEHICLES

To meet the growing demands of the construction industry and public works programmes in France, the French Union and foreign markets, the SAVIEM line emphasizes a wide variety of heavy-duty and special-purpose works vehicles. In addition to dump trucks of all sizes (3 to 32 tons) there are models especially designed for unusually rugged off-the-road jobs, mine and quarry work etc.

An all-purpose traction vehicle, the "TL 10", developed as a railroad shunting locomobile, may also be

adapted for extremely heavy winching and power take-off-operations.

A vehicle illustrating both the diversity and quality of the equipment now marketed under the SAVIEM mark is a snow-plow which this year won first prize at the VAL d'ISERE International Competition.

It is expected that the step taken by SAVIEM in grouping several makes of trucks and buses within a single sales system, marks a trend which finds increasing success both in France and in other countries.

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January 1957



EXHAUST LEAKS

A quick way to locate exhaust leaks is to use a light flame on a welding torch, and move it around the exhaust system with the engine running. Where exhaust fumes are present, the flame will burn yellow or dim. Even a pinhole-size leak can be located in this manner. But first make sure you haven't a petrol leak as well.

RUBBER-LINED TOOLBOX

Carrying tools in the car often presents a problem; if left loose in the boot, glovebox, door pockets, etc., they rattle and get in the way. An effective way to carry them silently is to build a small flat box about 18 in. square and 2 in. to 3 in. deep. Glue thin sheets of sponge rubber on the bottom and inside the lid of the box. The tools can then be laid on the rubber, and when the lid is securely closed they will be held firmly and won't rattle. The box can be slid under the front seat, where it will be easily accessible.

MAKES 'EM STAY PUT

Keeping door striker plates in place is a tough job, as slamming the doors (and what doors aren't slammed sometimes?) eventually seems to move even the tightest plate. By placing a piece of emery paper folded back-to-back between the plate and the door-post you get much greater friction, and therefore a better chance of keeping the plate in position.

EARTH THE BODY

Sanding-down a car body before a repaint or touch-up job has an electro-static effect, which causes lint and dust to be attracted to the metal. This can be overcome by

earthing the body. All you do is attach a lead from a household water or gas pipe to a bared metal part of the car.

WIPERS REJUVENATED

When windscreen-wiper blades lose their efficiency because of dirt and oxidation, they can be revived by scrubbing in a strong solution of household detergent. A stiff brush will remove all the road dirt and grease, greatly improving the cleaning properties of the blades.

FOR FILLING SHOCKERS

One service that may be difficult on a car is topping-up the shock absorbers. These are often hard to get at, making them practically impossible to fill from a normal container. A small oil-can with an extra piece of plastic tube fitted on the end will do the job easily. The tube will bend around obstructions, and, if clear plastic is used, the flow of oil can be seen and the quantity judged.

LENSES RESHAPED

Plastic interior light lenses sometimes become distorted and won't stay in place. This can be cured by soaking them in hot water until they become soft, then holding them in place on the light until they reset and fit tight in the frame. If they become distorted again later on, the process can be repeated.

HOPE FOR CAR-SICK

Car sickness affects many persons, particularly children. Here is one method of combating it which has met with considerable success.

Attach one end of a chain or wire to the exhaust, frame or body of the car and let the other end trail on the ground. Static electricity, which is believed to cause car sickness, is then earthed through this chain as soon as it is generated. There is also a "conductive rubber" earthing strap on the market, sold at a moderate price, complete with fittings for attachment. This has the advantage of being silent in operation.

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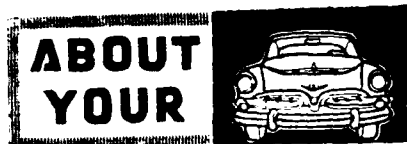
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MOTORINDIA

January 1957



By 'Robot'

Prevention, it is rightly said, is better than cure. By taking care of a car, by doing or not doing certain things, many possible troubles and unnecessary expenses can be prevented. This aim should serve as a sufficient incentive for the average motorist to take a keener interest in the maintenance of his car and ultimately keep himself better informed as to how the car and the different components function, the possible troubles and how to avert them and lastly be prepared to render at least a 'first aid' if something should go amiss in spite of his care.

To start with, you should know the basic principles on which the car works. Then I will come to the different components and what attention they require from you. To move anything some power is required. In a car, this power is needed chiefly to overcome the friction of various parts as they rub against one another and to overcome the wind resistance.

Power can be produced in different ways. In an automobile, the generally accepted as an economical and efficient device is, the employment of what is called an internal combustion engine. The term 'internal combustion engine' only means that the combustion or the burning occurs inside the engine instead of outside, as in the case of a steam engine where the burning takes place at the boiler.

There are two most widely used types of internal combustion engines, one using petrol, and the other using diesel oil as their fuel. We will confine ourselves to petrol engines only for the time being.

Practically all the engines used in automobiles are of the 4 stroke cycle type, that is, to give one

effective 'push' (technically this is called the Power Stroke) the engine has to complete 4 strokes or revolutions. Most of the engines are equipped with 4, 6 or 8 cylinders. In these cylinders are pistons which travel up and down. These pistons are joined to the crankshaft by a connecting rod.

At the first stroke or cycle, the piston goes down the cylinder and as it goes down it draws into the space above it a supply of air and petrol through the inlet valves. This is called the Induction Stroke, because it is then the necessary fuel and air are induced or persuaded to enter the cylinder.

The second stroke is called the Compression Stroke. After going down to the bottom, the piston comes up. The inlet valve closes and so the petrol and air mixture within the cylinder is now being compressed into a much smaller space. This process raises the pressure and temperature of the petrol and air mixture considerably.

Precisely at this moment when the piston has come to its top-most limit, an electric spark is made to occur inside the cylinder thus causing the highly compressed petrol-air mixture inside the cylinder to burn—or more aptly, 'to explode'. (The electric spark as mentioned here is made to occur by a combination of the Battery, the Spark Plug and the Distribution).

The force of the explosion makes the piston go down again in the cylinder and this is called the 'Power Stroke' which actually drives your car. This is the third stroke in the cycle. You will be surprised to know that the force acting upon the piston of an ordinary 10 H.P. engine at the start of the power stroke is enough to lift a couple of tons or more.

Now the space above the piston is filled with burnt gases and the piston comes up again and pushes out these waste gases through the exhaust valves. This is the last stroke and is called the Exhaust or Scavenging Stroke. Then the exhaust valve closes and once again the cycle starts with the induction stroke. As an electric spark is used

to burn or ignite the fuel in the petrol engine, it is also known as the Spark Ignition Engine.

Most of the above apply to the Diesel Engine also. These engines are generally used in commercial transport vehicles and for many industrial purposes where a good amount of heavy work is involved. These engines use Diesel Oil, a cheaper kind of fuel, and they do not use an electric spark for igniting the fuel. In contrast with the petrol engines, the diesel engine sucks in only plain air and compresses it within its cylinder. The pressure and temperature of the thus compressed air is several times higher than in the petrol engine. At this moment, an accurately measured quantity of fuel is sprayed into the cylinder by means of an injector and due to the high temperature and pressure of the air inside the cylinder, the fuel ignites or explodes. This results in the power stroke. As the burning of fuel is caused by a high compression, the diesel engine is also called the Compression Ignition Engine.

Although it takes so much time to explain the above process, it will be well to remember that the entire sequence is completed in a fraction of a second. If you bear this in mind you will appreciate the tremendous speed and precision with which the different other components do their job, about which I will deal in the subsequent articles.

RESERVE
YOUR SPACE
IN OUR
FIRST
ANNUAL
NUMBER

TROUBLE Shooters

By P. F. Lally

CLUTCH TROUBLES

Often clutch troubles are due to its wrong use owing to the driver's want of proper knowledge of its working. The clutch should only be used for changing gears and never to keep it depressed to brake the motion of the car before the stoppage. Always step on to the brake pedal to slow down before stopping and use the clutch just to disengage the gear before stopping. If caught in a traffic jam, do not keep the car in gear, with the clutch pedal depressed while waiting to move on, but keep in the neutral gear and the foot quite clear of the clutch pedal.

Below are given some causes of clutch trouble:—

Noisy clutch when disengaged:

1. Clutch levers incorrectly adjusted.
2. Defective release bearings.
3. Release bearing binding on release shaft arm.
4. Clutch pilot bearing defective.

Noisy clutch when engaged:

1. Transmission and engine not in alignment.
2. Clutch damper spring weak or broken.
3. Clutch plate half loose on shaft.

Causes of clutch slipping:

1. Insufficient pedal play.
2. Wrong habit of driver to keep foot on clutch pedal.
3. Release shaft binding in housing.
4. Oil soaked facings.
5. Broken clutch springs.
6. Wrong facings fitted.
7. Facings incorrectly fixed.
8. Clutch fingers not correctly adjusted.

Causes of rapid wear of clutch facings:

1. Driver keeping foot on clutch pedal.

2. Insufficient play in clutch pedal.
3. Undue use of clutch.
4. Wrong facings fitted.
5. Pressure plate spring weak or broken.
6. Warped clutch pressure plate.

Causes of vibrating clutch pedal:

1. Clutch toggles misadjusted.
2. Flywheel not properly seated on crank-shaft flange.
3. Bent crank-shaft flange.
4. Bent release shaft.
5. Release shaft arms and clutch case not parallel.

Causes of clutch chatter and grabbing:

1. Cracked clutch pressure plate.
2. Clutch facing cushioning springs weak.
3. Loose U spring bolts.
4. Universal joints worn out.
5. Worn spring shackles.
6. Wrong type facings.
7. Facings oil soaked.
8. Clutch shifter shaft binding in housing.
9. Loose facings.
10. Bent clutch shaft.
11. Undue wear and play in drive line.
12. Pressure plate assembly loose on flywheel.

Next month: 'Engine Knocks'

Everyman's Car

LONDON

A major British automobile manufacturer has revealed that a world-beating "everyman's car" has been produced. He has stated that the model will be sold for £200 only. Described as a four-seater saloon with a maximum speed of 50 miles per hour and capacity to run 80 miles to a gallon, the model is expected to shake the automobile world and industry in a socialistic age. Its engine is of 5 H.P. and is two-cylinder and air cooled.

A motoring expert who drove the model says that it is more than the equal of any that the Germans, Italians or French have produced. He is hopeful that Britain would wrest back her 30-year-old lead in the manufacture of small car.

According to present plans, as estimated 400 cars can be produced every week. Official details are expected to be released in a month or two.

The Andhra Pradesh Government has decided to adopt the "AP" series in registering motor vehicles in the State. Accordingly, "AD", "HY" and "HT" will be dropped.

Exhibition of Cycles & Motor-Cycles

GOOD PERFORMANCE AND ELEGANT STYLING

"The best exhibition of its kind to be held for some years", was the opinion of many of the oversea buyers and visitors who went to London for the 1956 Cycle and Motor-Cycle Show. There they saw for the first time the 1957 models of British bicycles, motor-cycles, motor-scooters and three-wheeled cars.

Bicycles of all kinds were displayed at the Show—which, incidentally, marked the 87th anniversary of the British cycle industry. Trends for the bicycles of 1957 are towards lower, lighter frames, and increased use of multi-speed gears of hub and "derailleur" types. A machine fitted with both types of

gears, which give it 12 or 15 speeds, was described by the manufacturer as "the only bicycle with an over-drive".

The attractive design and pleasing colours of British motor-cycles and motor-scooters were much admired by the many women visitors at the Show.

Three-wheeled cars are becoming so popular that British manufacturers exhibited twice as many models as they did a year ago. There is now a wide range of these little cars; fitted with motor-cycle engines, they can carry two or three adults in comfort and are capable of doing more than 85 miles to the gallon.



WITHOUT safety-belt, sudden stop throws driver forward; chest hits steering-wheels, head strikes top of windscreen. Child hits his head on instrument panel.



WITH belt, driver and passenger are held in place at moment of crash stop, preventing head blows and greatly reducing chest impact on the wheel.

These devices are being offered as optional extras in the U. K. and in America; but so far we have only to read about these in India.

BELTS THAT SAVE LIVES

The human skull was never designed to be bounced around like a ping-pong ball in a washing-machine—and that's just about what happens to the occupants of a car involved in a serious accident.

Car manufacturers are realising at last that safety-belts can play a big part in lessening injury to passengers: Ford in England, Chrysler in America are offering belts as "optional extras" on all their latest models.

In Australia during a recent Redex Trial Don Roberts crashed his Vanguard (No. 138) at 60 m.p.h. into the back of Peter Antill's stationary Plymouth and escaped unhurt. He and his brother George were both wearing safety-belts. The belts were attached to the front seat, not to the frame of the car; the seat broke loose at impact, otherwise George mightn't have suffered even the only injuries of the smash—a cut lip and bruised forehead.

To find out just what happens to the occupants of a car when it comes to a sudden halt, Cornell (U.S.) Aeronautical Laboratory investigators, built life-like dummies of metal framework covered with blocks of balsa wood. All the joints in a human body were reproduced. Although the adult dummies weighed

only a quarter as much as the average man, each part of the dummy represented the same proportion of the total weight as in a human. The dummies were seated in a two-door sedan, to which was fitted a snubbing device to produce stops in $1\frac{1}{2}$ to 3 feet from speeds between 10 and 20 m.p.h.

The left-hand door was removed and 1 in. $\times$ 2 ins. wire mesh stretched across the opening to keep the dummies from being thrown out and to act as a reference grid for motion pictures.

The action of the dummies followed a fairly regular pattern. When the car was stopped by the snubbing device, the "driver" struck his chest on the steering-wheel and a fraction of a second later his head hit the upper windscreen mounting.

"Passenger" Took a Beating

The "passenger in the front seat took more of a beating. First a child-size dummy was used; when the car stopped it would first hit its head against the upper part of the instrument panel or the windscreen, and the upper part of the body would then strike the dash-board. An adult "passenger" bent forward at the hips and, moving both forward and upward, struck its head on the upper windscreen mounting. Since

the body was rotating like a diver performing a jack-knife, the head then hit the windscreen a glancing blow and the face banged against the shelf of the dash panel.

Dummies in the rear seat showed more variation in their behaviour. Usually the body would bend at the hips and fly forward until the head struck the back of the front seat. Sometimes, however, the dummy would clear the front seat and smash its head against the instrument panel or the windscreen. In some cases the dummy actually made a round trip, bouncing off the instrument panel or windscreen and ending up back in the rear seat.

When the dummies were equipped with aircraft-type seat-belts, head blows to rear-seat occupants were eliminated. The child dummy in the front seat was also prevented from striking its head. The adult dummy in the front seat, when fitted with a seat belt, pivoted at the hips and struck its head against the upper part of the instrument panel. However, the severity of the blow was much reduced by the restraining action of the belt.

The driver with a seat-belt struck his chest on the steering column at reduced force, but his head did not hit anything.

Not only does the seat-belt prevent occupants from being bounced around inside the car, but, equally important, it keeps them from being thrown from the car if the doors fly open, as they frequently do in a crash. Belts also hold the driver and his passengers in their seats when the car is negotiating a winding road at cruising speed.

Road Racers Saved

Two of the most dramatic demonstrations of the value of safety-belts occurred in last year's Mexican Road Race. The late Bill Vukovich, two-time Indianapolis winner, left the road at high speed, rolled down the side of a mountain, and practically demolished his car. Team-mate Jack McGrath also lost his car on one of the treacherous turns and piled it up against a boulder. Both drivers and their co-pilots came through without serious injury.

All were wearing safety-belts of the shoulder-harness type, hooked up to a newly developed harness reel. This device permits normal movement of the body, allowing the driver and passengers to move around enough to prevent fatigue. Any sudden shock, however, instantly locks the reel, holding the occupants in their seats.

Pros and Cons.

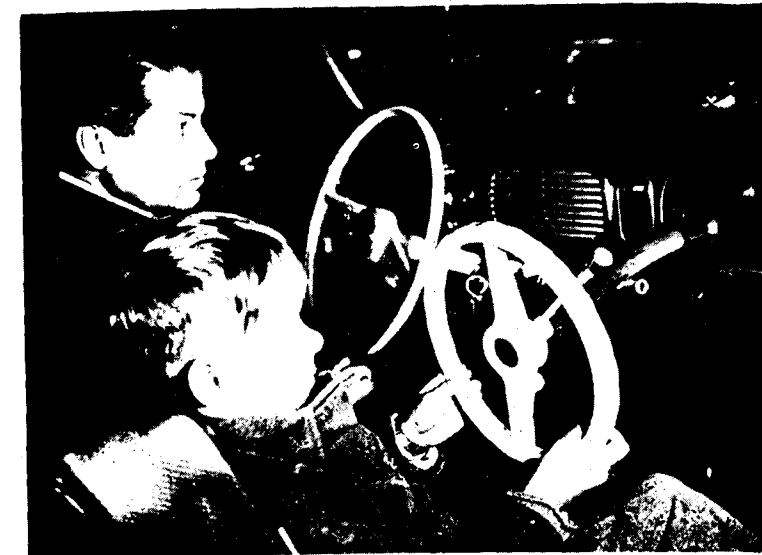
However, racing-drivers are by no means unanimous on the safety-belt question. In England and on the Continent they are hardly worn at all, as the opinion is that a driver has more chance of surviving if he is thrown clear of a machine containing gallons of highly inflammable fuel. The Australian Racing Drivers' Club rules safety-belts compulsory for Mr. Druitt races; at Bathurst they are optional.

There is a certain amount of opposition to the use of safety-belts in passenger cars as well, although it's pretty generally agreed that a safety-belt will do what it's supposed to do.

While car manufacturers are vitally concerned with traffic safety, few sales departments are anxious to call attention to the possibility of an accident. One of the leading engineers in the industry opposed safety-belts on the grounds that, by restricting the movement of driver and passengers, boredom and fatigue would be increased on long trips.

How Belts are fitted

If a safety-belt is to be installed,



A german firm has produced a miniature steering wheel—replica of that on Dad's car—so that Junior can sit alongside with father for a 'drive' in the car in complete safety.

there is more to the job than simply fastening a couple of odd straps to any part of the car that might be convenient. In the course of their work Cornell Aeronautical Laboratory engineers developed standards which are recommended for all seat-belt installations.

In a head-on collision the average car can withstand a force of about 15 G's before the passenger compartment starts to collapse. One G represents the normal pull of gravity upon an object. At a deceleration rate of 15 G's, a force of 15 times a man's weight would be required to hold him in his seat. In the case of a 200 lb man, a belt capable of withstanding a force of 3,000 lb. would be necessary. The first requirement, therefore, is that each strap be able to support a load of 1,500 lb. and that the complete belt have a strength of 3000 lb.

The buckle must be simple and foolproof in operation, and capable of holding the entire 1500 lb load of one strap without slipping. When the belt is under tension, a pull of 45 lb on the buckle release should unfasten the belt. This requirement is essential to allow quick escape in case the car catches fire or is submerged.

All points of attachment of the belt and its fittings must meet the strength requirement of 1500 lb. Width is also important. A belt which is too narrow will concentrate the load over a small area of the body, causing discomfort and possi-

ble injury in the event of a crash. Too wide a belt is likely to fold. The recommended width is a minimum of 2 ins. and a maximum of 4 ins.

Even though the belt itself is satisfactory, it won't do its job if it isn't properly attached. Fastening the belt to the seat frame may actually increase the danger of injury, since the seat may break loose in the crash, adding its weight to the momentum of the occupant.

The belt may be attached to the floor of the car if large washers are used to distribute the load over a fairly wide area. Otherwise it may be pulled loose, particularly on an older car, where the floor may have been weakened by rust.

A better method is to secure the belt directly to the frame of the car. If there is no cross-member at the desired location, a strong bar may be bolted to the two side-rails to serve as an anchor for the belt.

If more than one belt is pastened to a single mountings there must be sufficient strength to support the total load on all belts. The belt should be installed in such a position that the two straps are parallel and form an angle of 30 to 60 degrees with the floor of the car.

The best seat-belt is worthless if it isn't used. The driver should ensure that all passengers are familiar with the operation of the belts and that all have been properly fastened before starting the car.

About Roads....

New automobile highroads in Russia

As told by V. Fyodorov

Automobile highroads traverse the Soviet Union in many directions, and their number is increasing every year.

What new highroads are scheduled to be built in the near future and where will they be built?—this is the question we asked V. Fyodorov, Chief of the Central Administration of Motor Road Construction under the USSR Council of Ministers.

Highways are now under construction in various parts of the country. I'll tell you only of some most important roads. A few years ago work began on laying an asphalted road branching off from the Moscow-Simferopol highway at Kharkov to Rostov. Last year the road had reached Ordzhonikidze and it is now nearing Grozny.

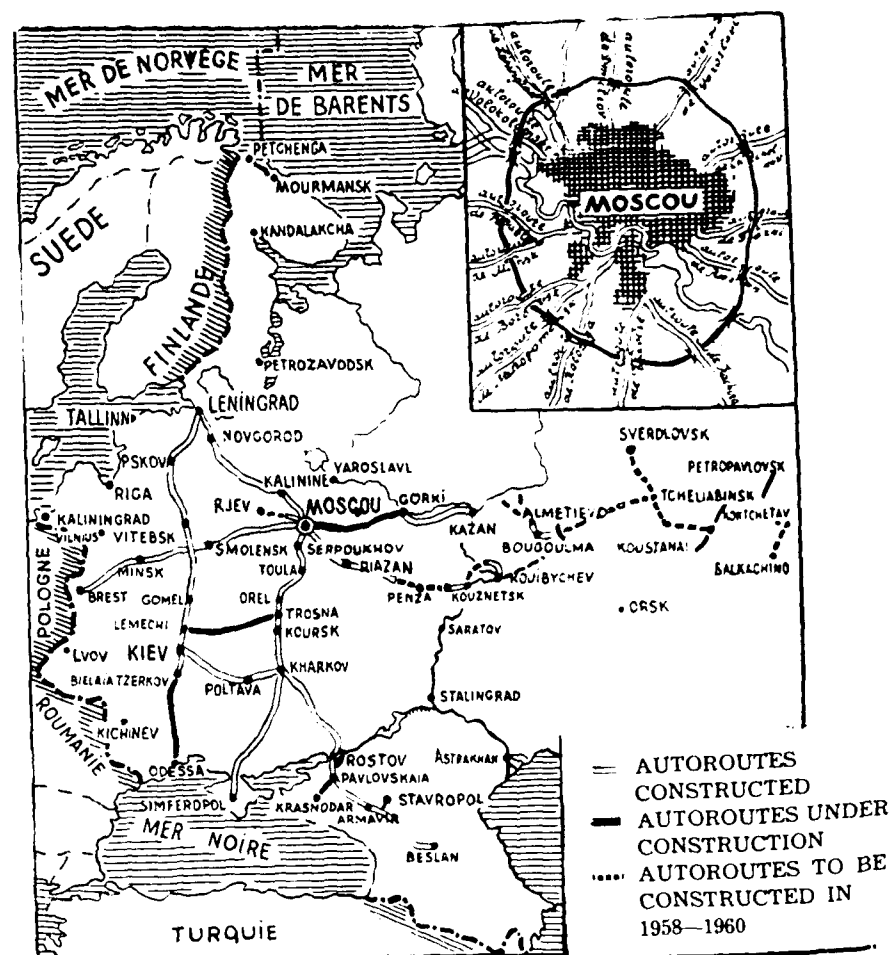
This road passes through the main corn belts of the country—the Krasnodar and Stavropol territories—and it is therefore essential to link up the centres of the territories to it. Work on the Krasnodar-Pavlovskaya Stanitsa and the Stavropol-Nevinnomyssk highroads are nearing completion, and when these come into service, Stavropol and Krasnodar will receive an outlet to the main highway leading to Moscow.

Another offshoot of the Moscow-Simferopol highway is under construction. It will stretch westwards for about 250 miles, from Trosna, in the Orel region, passing through Glukhov and Baturin and finally ending at a junction with the main Leningrad-Kiev-Odessa road, another important highway.

There is a great deal of work going on along the Moscow-Gorky highway, and the Moscow-Noginsk section will be operating before the year is out.

The roads under construction in the virgin and long-fallow lands will be of vital importance. An asphalt highroad, nearly 125 miles long, will connect Maryevka and Petropavlovsk. Another important highroad is being built between Demyanovka and Kustanai.

Special mention should be made of the Moscow bypass now under construction. Newcomers to Moscow have noticed the unending stream of automobiles speeding along its



streets. It has been calculated that from 20,000 to 25,000 cars enter Moscow each day along the Moscow-Gorky road alone. And the majority pass through Moscow to other cities. The new circular highroad will reduce the stream of cars and permit transport to bypass the city when switching from one road to another. Its 46 foot wide thoroughfare will be divided by a line of trees, and one-way traffic will be able to travel at a speed of 60 to 75 miles per hour.

Work will be carried out on a huge scale to rebuild the Moscow-Kuibyshev road. New roads will connect Kuibyshev and Ufa, Zlatoust and Chelyabinsk, Chelyabinsk and Kustanai, and Kokchetav and Balkashino. Road building plans for the commencement of a new Serov - Sverdlovsk - Chelyabinsk - Magnitogorsk - Orsk highroad, which will link up the most important industrial centres of the Urals. The construction of a highway linking Moscow, Rzhev, Velikie Luki and Riga is also planned to commence.

LONGEST TUNNEL OPENED

NEW DELHI

The Vice-President, Dr. S. Radhakrishnan, declared open, on Dec. 22, the Western tube of the new Banihal tunnel for light traffic during this winter. After the opening ceremony, the Vice-President, accompanied by Prime Minister of Jammu and Kashmir, drove through the north portal to the south portal.

Though not fully widened and lined, the Western tube is now being opened to meet, to a restricted extent, the needs of traffic and to maintain the continuity of trade and tourism, when the high altitude road becomes snow-clad and inaccessible. Improvised arrangements have been made in respect of travelling surface, drainage, and illumination within the tunnel.

In the next spring when the snow thaws and the upper road becomes clear, the traffic will be diverted to

....And Road Transport

Indian Institute of Road Transport

Madras Branch Constituted

MADRAS.

At a preliminary meeting held recently at the premises of Messrs Simpson & Co., under the presidency of Mr. S. Anantaramakrishnan, the Madras Branch of the Indian Institute of Road Transport was constituted.

The aims and objects of the institute include encouragement of the scientific and objective study of the various branches of road transport covering all its aspects; and doing all such other things as were incidental or conducive to the attainment of the above object such as (a) holding lectures by specialists on road transport for the benefit of members of the Institute, (b) conducting classes both theoretical and practical on road transport subjects, and automobile engineering; and (c) conducting examinations of various standards in different centres of India and awarding diplomas, degrees, membership, fellowship etc. of the Institute.

Readers of *Motorindia* may remember that branches of the Institute which has its headquarters in Bombay were inaugurated in the recent months in Delhi and other places.

The meeting elected Mr. S. Anantaramakrishnan as the Chairman of

the upper tunnel and the work on the Western tube will be restarted. Banihal tunnel, when completed, will be one of the longest in the world. The work was started in 1955, and is being carried out under arduous climatic and physical conditions. The operations are being conducted mostly mechanically, for which machinery and equipment have been procured from India and abroad. Some 600 Indian as well as foreign technicians, skilled workers and unskilled labourers, are working on the tunnel ceaselessly in three shifts a day.

The Banihal tunnel project, which when completed is likely to cost over Rs. 3 crores, has been sponsored and designed by the Union Ministry of Transport.

the Madras Branch. Mr. K. V. Thadaneey, Regional Engineer of the Concrete Association of India, was elected Hon. Secretary, and Mr. S. Ramaswami, Joint Regional Engineer of the Concrete Association of India, was elected Hon. Treasurer. A Governing Council with the above office-bearers and the following as members was also elected : Mr. A. E. L. Collins and Mr. N. Ramamurti of Messrs Ashok Leyland, Mr. G. Chengal Rao, Deputy Director, State Transport, Madras, Mr. T. S. Narayana Rao of Standard Vacuum Oil Company, Mr. C. L. Nayar of Burmah Shell, K. V. P. Rao of Firestone Tyre & Rubber Co., Mr. M. Rajagopalan, Editor, *Motorindia*, Mr. T. C. S. Pillai, Director, Government Transport, Kerala State, Mr. Guru Prasad, Government Transport, Andhra, Mr. T. S. Santhanam of Messrs Sundaram Motors and Mr. C. Raghupathy Rao Nayudu, Deputy Transport Commissioner, Madras.

TRANSPORT RESEARCH

BOMBAY.

Inaugurating the introduction of the new light-weight aluminium double-decker bus by the BEST Undertaking, Mr. S. K. Patil, President of the B. P. C. S., urged the Undertaking to emulate New York City by establishing a skeleton research system to study transport problems.

The prototype vehicle is the first of a series of the new 27½ ft. Leyland Titan's Chassis buses built by the Hyderabad Allwyn Metal Works. They are the first of the kind to be introduced in India and have an unladen weight of less than 6,000 lb. and a carrying capacity of 70 seated passengers. The Undertaking has placed orders for 175 deck chassis, bringing the total strength of the fleet to 878 by the end of March, 1958.

MOTORINDIA

NO MORE BUS NATIONALISATION

— OFFICIAL

MADRAS

The Madras Government does not propose to extend the scheme of nationalisation of bus transport in the State. Its present policy is to study the working of nationalised bus transport in Madras City and Kanyakumari district, and make it more efficient.

The question of further extending nationalisation will have to be considered only after more experience is gained in the working of the system.

This statement of policy was made on Dec. 26 in the Madras Legislative Assembly by the Leader of the House, Mr. C. Subramaniam, replying to the debate on the demand for road transport schemes and working expenses under the statement of further expenditure for 1956-57.

The Minister said some doubt about the policy of the Government seemed to have been caused by a reported speech of a Union Minister recently in Parliament on the Bill relating to motor vehicles taxation. That Minister had told him that his speech had been "misreported" in the Press.

Mr. Subramaniam said he still did not understand fully the policy of the Union Government in the matter. But so far as the State Government was concerned, he could state that any extension of nationalisation would mean enormous financial resources. The State Government was not in a position now to go further in the matter.

Members were aware of various complaints made about the working of bus transport in the City, and the question of further expansion could be considered only after taking steps to remedy the present defects and improve working. Therefore, there was no room for any groundless apprehension. He heard that private operators were suffering for want of credit facilities consequent on such a baseless fear.

The Minister added that steps had been taken to improve the amenities and conditions of service of transport workers. The scope for economising expenditure was also under examination.

Call for Transport Reform.

Mr. A. D. WENZEL HOPEFUL

BOMBAY
Presiding over the federation of Motor Transport Associations' annual general meeting here Mr. A. D. Wenzel expressed the hope that road transport in general and inter-state transport in particular would develop to do their full share in providing a better way of life for all. He drew attention to the vexatious restrictions on road transport in the past which were now being slowly lifted. He was hopeful that a mighty system of road transport could be built up.

Mr. Wenzel pleaded for a complete re-orientation of the entire system of goods and passenger transport to meet the increased requirements of the nation which was fast becoming a producing country. This could be achieved by developing national highways, he said. The provision for national highways in the Second Plan was hardly Rs. 55 crores which should be doubled to meet the growing needs.

He expressed his gratitude to the Ministry of Railways and Transport for incorporating two important provisions in the Motor Vehicles Act which had been approved by Parliament. These did away with the distance limit on road transport anywhere in the country and suggested the setting up of an All India Inter-State Road Transport Commission. He expressed satisfaction that road transport had at last been "freed from its shackles".

Mr. Wenzel added that much depended on the speed with which these decisions were implemented. For many years the Regional Transport authorities had worked in an atmosphere of suspicion about road

transport and their main concern had been to see that first the railway interests were safeguarded. That atmosphere had to be changed as railway interests were never in jeopardy—neither in the past nor in the present.

Mr. Wenzel pointed out that it was essential to invest the Inter-State Commission with full powers to ensure that inter-state traffic was developed, co-ordinated and regulated so as to produce results. The extent to which long-distance road traffic could be developed depended on two factors—the cost of transportation and operational efficiency. The former depended on permissible axle-loads which should be as high as possible within the carrying capacity of roads and bridges, modern road surfaces, sufficient road-widths, etc. Operational efficiency demanded up-to-date knowledge of the modern technique of running long-distance road services. That would mean the organisation of large operating units with sufficient financial and technical backing.

ARTIFICIAL RESTRICTIONS MUST GO

The only way to solve the problem of transport shortage with which the country is faced today is to remove all artificial barriers hindering the development of road transport and to develop the whole road system in a systematic way, according to Dr. F. P. Antia, Chairman of the Bombay branch of the Indian Roads and Transport Development Association.

Presiding over the 25th annual general meeting of the branch at the Cricket Club of India, Bombay, Dr. Antia suggested that Bombay should emulate the examples of Madras and West Bengal in having a separate Highways Department to ensure greater attention to the construction of new roads and the spending of the money allocation for roads "to the best advantage." He suggested that the plan for construction of two new highways must be implemented soon. In this connection he referred to the bad condition of the Bombay-Poona and the Bombay-Nasik highways.

Dr. Antia felt that the main cause of transport shortage was the belief of the railway authorities that the road transport was a rival to the Railways. He advocated closer co-operation and suggested a "round table conference" of representatives of the road transport industry, the Union Ministry of Transport and others for working out plans to make the two systems supplementary and complementary to each other in the interests of the country's economic advancement.

Heavy taxes, a low limit on haulage weight and the ever increasing threat of nationalisation were the three other factors that retarded the progress of road transport development. Dr. Antia regretted that while the allocation for road development in the Second Plan was double that provided for the First Plan—Rs. 246 crores against Rs. 130 crores—and in each case excluding the Central Road Fund, the cost of the road development programme in Bombay State during the Second Plan period fell far short of expectation.

The programme during the First Plan cost Rs. 19 crores, though the initial 1951 estimate was about Rs. 11½ crores. The enhancement of the tax on motor vehicles in 1952 and the increased sales tax on petrol were responsible for the increase in cost.

Madras State Lorry Owners' Association

MADRAS

The Executive Committee of the Madras State Lorry Owner's Association at its recent meeting held under the chairmanship of the President, Mr. M. Sankaran, drew the attention of the authorities and the lorry operators to the existence of irresponsible middle-men who did injury to the lorry trade by indiscriminate and arbitrary methods which gave them a lion share of the income.

It was pointed out that the Delhi example was worth following in this respect because the Delhi Government have notified rules under which no person shall engage directly or indirectly in the business of collecting, forwarding, or distribution of goods carried by road unless he held a valid license issued by the State Transport Authority. In Delhi licences were issued only to registered firms or limited companies or to co-operative societies which had under its control not less than 15 public carriers with valid permits. The meeting suggested that similar action should be taken in Madras to save the lorry operators from the clutches of these unlicensed middle-men.

The meeting also drew the attention of the Authorities of discrimination in the matter of laden weights for lorries of the same type and specifications, and urged that lorries of the same specifications should be allowed some loads in all districts as the existence of different load limits in different districts resulted in hardship and inconvenience in the matter of inter-district transport of goods.

AT DINDIVANAM

A meeting was held on December 30th at Dindivanam when the association for Dindivanam Lorry Owners was inaugurated by Mr. Venugopal Gounder, M.L.A. This Association will follow the same rules and regulations as the Madras Lorry Owner's Association and will affiliate itself to the Madras State Association. The Authorities of the Madras State Association propose to

have similar Associations of lorry owners organised in various districts and properly affiliated to the Madras State Association which will be the parent body for matters of general interest.

The objects of the Lorry Owner's Association include the creation of unity and friendship among lorry owners, promotion or advancement of the automobile industry by appropriate lectures, classes etc., representing the legitimate grievance of lorry owners before the appropriate authorities maintain a reading room, arrange exhibitions etc., for the benefit of the trade and its members.

The office of the Association in Madras is situated at 17, Varada Muthiappan Street, Madras-1.

BUS UNIONS UNITE

MADRAS

The four labour unions of workers employed in the Nationalised bus transport department have decided to work together. This decision was taken at a meeting of representatives of the Union on Dec. 25, last year.

To make the preliminaries for the co-operative effort, a sub-committee has been formed which will decide on future course of action.

The Government Bus Service collected Rs. 12,24,900 during November, running an average of 315 buses daily.

PLEA FOR CUT IN FARES

SHOLAPUR

The first session of the State Transport Sudhar (Improvement) Samiti was recently inaugurated here by Mr. Popatlal Shah, of Vidarbha. About 300 delegates from Maharashtra attended.

The conference passed a resolution demanding reduction in bus fares from nine to seven pies per mile. It criticised the administration of State Transport for alleged irregularities in its service. The proposal to allow parallel transport services on a competitive basis also came in for severe criticism.

TRANSPORT LOSS DUE TO RIOTS

AHMEDABAD

The Municipal Transport Service here sustained damage to the extent of about Rs. 4 lakhs during the recent riots in the city, according to Dr. Amubhai Shukla, Chairman of the Transport Committee of the Corporation.

Dr. Shukla, giving details of the budget estimates of the Transport Service for 1957-58, said that a number of bus stands and control cabins were burnt, besides damage to municipal buses.

The budget estimates show an income of Rs. 79 lakhs against an expenditure of about Rs. 78 lakhs. The estimates provide an expenditure of about Rs. 4½ lakhs for constructing 150 tenements for employees.

AUTONOMOUS TRANSPORT BODIES

RAJKOT

The Bombay Government will shortly consider a proposal to allow the State Transport Corporations in Saurashtra, Kutch, Vidarbha and Marathwada to function as autonomous units, Mr. S. G. Barve, Motor Transport Controller, hinted here today.

The opinion of the Bombay State Road Transport Corporation will be sought in the matter, he added. Mr. Barve revealed that the profits made by the Saurashtra Corporation were proportionately much higher than that of the Bombay Corporation.

He was hopeful that a common policy for the entire state would be evolved and a co-ordinating body established to ensure uniformity in the functioning of the Corporations.

NEW S. T. SERVICE

AHMEDABAD

Mr. Manibhai Desai, State Transport Divisional Controller, stated here that an Amreli-Rajkot and an Amreli-Bhavnagar passenger service would be started soon.

Mr. Desai also said that 180 buses had been plying in the Ahmedabad division since the end of the monsoon and by March next 245 buses would be plying on the roads.

Subscription to **MOTORINDIA** is an
Investment—Not an Expenditure

January 1957

MOTORINDIA

NO MORE A RUMOUR

(A leading transport firm of the south is the first to introduce these super comfort buses)

A long awaited development of interest to the ever increasing tourist traffic to India has at last taken shape, thanks to the foresight and that enterprising firm of Sundaram Motors Private Ltd., whose allied organisations have already earned a well deserved name for punctual and safe transport of passengers and goods in South India. Passenger care, comfort and attention have always been the main plank on which the transport division of the famous T.V.S. Group have laid emphasis in the path and a new and welcome change in the receipt and carriage of tourist traffic within the country is to begin shortly, to start with in South India.

Foreign tourists as also every visitor to South India can hereafter hope for speedy, very comfortable and conveniently arranged programmes for seeing and staying in places of interest in and around South India. Six Super Deluth Luxury Coaches built on General Motors, 216 Wheelbase, Bedford Chassis with luxury bodies built by the famous coach building firm of M. S. Duple of England are now in Madras and will shortly be located in vantage points like Madurai, Tinneveli, Madras etc., ready to receive tourists on arrival and to take them round to places like Mahabalipuram, Moonar, Cape Comorin or Kodai, as the case



Six such buses have been imported into Madras by Southern Roadway to help tourists travel in comfort.

may be. These coaches have been imported from England at a cost of Rs. 70,000 each inclusive of duty. Each coach will have luxury accommodation including air plane type reclining seats, plenty of leg space etc. for 41 passengers. Actually, the coach could have been built to accommodate 60 passengers, if the builders had planned it on the style of the buses plying in the Indian roads normally and perhaps over a 100 persons can be carried on each of these coaches, if the standard adopted by the Madras City Transport system is copied for carrying passengers sittings, standing or swinging. So, it is gratifying that the builders and the importers of these coaches have given preference, and rightly too, to the comfort of passengers who are likely to travel by these vehicles. In effect, tourists visiting places in South India can hereafter look forward to the same comfort that they enjoy while driving in big cars or flying in airplanes. The luxury coach has got a very useful luggage rack styled as in an airplane and glasses are all coloured to cut down glare to the minimum. Radio and loudspeaker arrangements are excellent and will not distract the attention of the driver.

The coaches are now in Madras, but M/s. Sundaram Motors expect them to be on the road very soon after registration formalities are over and the question of inter-State taxation which seems to be a deciding factor in the matter of efficient running of these coaches is tackled soon.

It may be of interest to note that

the Government of India and various personalities interested in the increase of foreign exchange earnings in India by increased attraction and comforts to tourists have time and again stressed the need for proper attention and care of tourist comfort during their stay in this country. The coaches, we expect, will be available for charter by private parties, and for Tourist Departments and Agencies very soon.

A PREVIEW

MADRAS.

A press preview of their latest Comfortravel buses was organised by Southern Roadways Private Ltd., on January 2nd, when details of the Bedford luxury coaches were explained to the pressmen who were also taken round the city in the new luxury 41-seaters.

Mr. S. N. Ramaswami received the Pressmen. Mr. R. Ratnam, Director, explained the salient features of the buses, four of whom, he said, will be initially for tourist traffic in this land of distances.

The deluxe bus is on Bedford chassis has the following main features.

Good vision for the driver is made sure by the deep windscreen, narrow pillars and the wide, curved front quarter windows.

For Passengers, there is all-round vision by the wide expanse of windows.

Double-passenger seats—all facing forward—are luxury lightweight type



The Comfortravel bus has an ample luggage boot.

with Latex Foam Rubber Cushions, shaped rubber squabs, and liead rolls. Seats are trimmed throughout in moquette with P.V.C. reliefs. Plastic hand grabs are fitted to gangway side of seatbacks.

Interior—ten modern semi-recessed type interior lamps are fitted, four each side under racks and two in the roof centre, one at front and one at rear.

A large *Baggage Locker* of ample dimension is incorporated under the rear end, with double doors, complete with weathering, private locking and spring retainer. Small trap is provided for cleaning purposes.

All glass throughout including *louvre's* is toughened safety.

Seven main side windows—cab glasses.

Accessories include Radio, Chromium plated Ash Trays, Demisting Units, Eight Day Clock, Flush Type entrance step, Decency Screen for front passenger seats, Draw type curtain behind the driver, Fire extinguisher and First-Aid outfit, complete, etc.

Proved composite lightweight framing with steel lined pillars, steel and or alloy reinforcing at all stressed points and truss panels incorporated where necessary.

All main locations are secured with high tensile steel bolts and protective paint treatment is used throughout. Floor traps with radius corners and capped edges are fitted as necessary for access to main maintenance of main chassis components and these are secured with budget locking.

Roof is fully domed type.

Examples of Elegance & Comfort

(For our London Correspondent)

Supplied by Vauxhall Motors on the Bedford S. B. G. Chassis with the popular "Super Vega" body produced by Duple Motor Bodies Ltd., London, England, they are outstanding examples of elegance and travel comfort.

The interior is tastefully finished with light grey washable material to roof centre, quarters and dome and side lower panels, seat floor is blue marbled lino and gangway blue marbled rubber with thick sponge backing. Polished tubular rack is incorporated each side in roof quarters for light personal baggage and a large capacity compartment is included under the rear end with double door access to accommodate the larger cases. Seats are of a special width to provide a wide centre gangway, cushions, squabs and headrests are shaped soft sponge rubber finished in blue plastic material which is easily maintained. The interior window finishes and joinery is in special Formica/Rockite plastic which is burn and scratch proof and maintains the high gloss finish throughout the life of the vehicle.

The coaches are tatefully finished in dark and light blue with a red relief and an all wave radio with two loudspeakers is incorporated. Electrical control panel is fitted in dash centre to operate interior lights and drivers signal, head, side and fog lamps, step lamp, name indicators, winker trafficators front and rear, stop and rear lamps.





At the War Memorial

Madras Motor Sports Club Hunt

MADRAS

Christmas and New Year season is full of busy round of engagements usually in the city, and the Madras Motor Sports Club did not lag behind other institutions in organising suitable activities for its members.

For members of this Club the forenoon of Sunday, December 23, was a busy day. A large number of them, with their motor cycles and motorcars, assembled in the morning at the War Memorial for the "Scavenger Hunt" organised by the Club's energetic Secretary, Mr. B. I. Chandhok.

The hunt was for a dozen things to be done or fetched from places far and near in the city. Members competing were to get an entrance ticket to the Zoo, a green mango, a green tamarind, a ticket issued by the Mint bus stand, a sea shell at least 1" long, a tin of used black shoe polish and so on.

The race was a lot of fun because many trips to expected places proved in vain as shops were closed for the holiday and competitors had to try alternative sources for getting things done.

The event was won by Mr. Gopalaratnam with Mr. N. Venkatachalam on the pillion riding a Royal Enfield 350 c.c. Bullet. Mr. R. K. Dastar, driving a M.G. Sports Car, was second.



Special winners of first and third prizes.

Indian Roads Good

"By all means Indian roads are comparable with those in advanced European countries," Lt. Col. Walter Mathys, leader of the second Geneva-Bombay Motor Rally, said in an interview.

Col. Mathys, who drove 10,000 miles through 12 European and Asian countries, said that 23 motorists, including 10 women, participated in the rally, which ended its 86-day drive in Bombay. They had to encounter rough and hard roads, particularly in Yugoslavia and Iran.

He was all praise for two women members of the party—Miss Rane Blanc and Mrs. Mariano Schluck—who drove the car throughout and attended to more than a dozen punctures to tyres. He appreciated that despite the crisis in Egypt motorists there were extended friendly and cordial treatment both by officials and people in the Arab countries passed through by them. On an average they travelled 150 miles a day, though on occasions they covered 350 miles a day. All the 11 cars which participated in the rally had improvised sleeping accommodation and they were driven to resort to this device four times. The average cost of travel was Rs. 10,000 including sundry expenses.

The rally was organised by the Alliance Internationale de Tourisme.



Winners of first and second prizes.

All-India Motor Race Meet Here

Madras will be the venue of an All India Motor Race meet on February 17. The race meet is scheduled to be held at the Solavaram air strip where participants from all over India and Ceylon are expected to meet.

It may be recalled in this connexion that a conference of motor sports clubs officials from Coimbatore, Madras, Bangalore etc. recently held a meeting to organise race meets for 1957. In the immediate future motor race meets are proposed to be held at Madras, Bangalore and Coimbatore.

Poona Meet

The Deccan Motor Cycle Sports Club, Poona, held a Motor Cycle meet on the 5th and 6th of this month, when driving enthusiasts from various parts of the country participated. Following are the results:

Clubman's lap races :
Class 125 c.c. : V. G. Dixit 1, B. G. Powar 2. Time : 7m 25.2s. (meet record)
250 c.c. : N. N. Mehta 1, C. Bharucha 2. Time : 9m 51s. (meet record).
350 c.c. : S. Ashok 1, K. A. Tyrewalla 2. Time : 10m 56s. (meet record).
500 c.c. : S. Ashok 1, R. J. Daruwalla 2. Time : 15m 55s. (meet record).
Racing classes lap races :
Class upto 125 c.c. : S. Sardi 1, B. L. Dhumal 2. Time : 10m 21.5s. (meet record).
250 c.c. : Shankar Vartak 1, N. R. Bhawe 2. Time : 11m 54.8s. (meet record).
350 c.c. : S. Sardi 1, Shankar Vartak 2. Time : 18m 35s.

The Rally to Pondicherry

Details are now available about the motor rally to Pondicherry by the members of the Madras Motor Sports Club held recently.

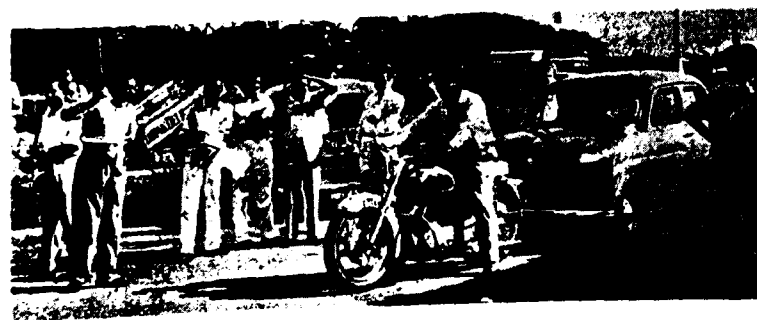
The results of the rally were : Motor Cars—winner of the Madras Motor Sports Club prize, the trophy presented by Mr. Akbar Chinoy of Messrs. Simpson & Co. and the Nestles trophy was Mr. C. R. Devarajan. Second prize, awarded by the club was shared by Mrs. Kapadia and R. V. Chellam.

Motor Cycles—Club prize trophy presented by Mr. Chinoy and the Nestles trophy were won by Mr. P. N. Lee. The second prize, awarded by the club was won by Mr. A. K. Krishnaswami. The prize for the best woman driver, also given by the club, was won by Mrs. Kapadia.

A function was held at the premises of the Union Company on Mount Road for the presentation of prizes to the winners, under the presidency of the Commissioner of Police, Mr. F. V. Arul.

After a welcome speech by the Rajkumar of Pithapuram, President of the Association, Mrs. Arul distributed the prizes to the winners.

Mr. B. I. Chandhok, Secretary of the Club thanked the members and the guests.



The start of the Motor Rally to Pondicherry organised by the Madras Motor Sports Club recently.



Competitors assemble for the Rally to Pondicherry.

LEADING BRITISH RACING DRIVERS

By Raymond Baxter, motor-racing commentator the B.B.C.

Today there are more practising British racing drivers in world class than ever before. Selecting the six finest drivers in the world is perhaps a problem, but were a poll to be held among the knowledgeable in and about the sport, of the six names selected by common consent, certainly two and probably three would be British drivers.

Stirling Moss, Mike Hawthorn and Peter Collins are almost certainly the three best known British names in the "Continental Circus". All are under 30, immensely keen on the job in hand and extremely likeable young men. They are unspoiled to a degree which, bearing in mind the constant strain of their job and its attendant hazards of all kinds, reflects highly on their individual characters.

They have been partners in races demanding implicit mutual trust. They have battled mightily with each other as individuals and for their rival teams. They are all three among that select little band of Britons who have won major International Grands Prix and through it all, they remain friends.

Procession of Talent

Ranged closely behind them is a solid procession of talent : Roy Salvadori, whose recent drive at Silverstone in the privately entered Gilby Maserati led the cream of Europe and must be his brilliant best ; Ron Flockhart, whose handling of the winning Ecurie Ecosse Jaguar at Le Mans was superb. But long distance races like that cannot be solo efforts, and two names immortalised by top flight supporting drives in appalling conditions are those of Hawthorn's co-driver Ivor Bueb, and Flockhart's fellow Scot Ninian Sanderson. All these are young men, and this is important.

Among older, but by no means old hands, what of Reg Parnell and Ken Wharton, though Wharton has hit a patch of bad luck as treacherous as oil on the circuit ?

Then for two remarkable characters, Tony Brooks, the student, who puts his career in dentistry above world acclaim as a driver, and Archie Scott-Brown, who has defeated a physical handicap from birth, as well as many of the fastest drivers in the game.

Then there are the small car brigade—the 500 C.C. automobile

across eleven countries to Britain!

Two Madras Students doing 14,000 miles through deserts, forests and mountains on a Royal Enfield

Planes take off and ships sail almost every day from different parts of India with passengers bound for various countries overseas, for business or pleasure trips. The travellers of course, reach their destination according to schedule have the programmed rounds and come back home. They enjoy the trip, and when these are business trips, they also bring home a measure of profit.

But these are nothing when compared to what two students of Madras have experienced and achieved recently, and which money alone cannot achieve anywhere. They had all the pleasure and profit of the journey because they looked at the trip from an adventurous spirit. They purchased a Royal Enfield "350 Puller" motor cycle assembled, also by a Madras firm, The Enfield India Ltd. from Madras Motors Ltd. and immediately started working for getting the passports, visas etc. Actually they were going for further studies in England, but their adventurous spirit enabled them to study much more during this journey to the United Kingdom, than perhaps what they are going to learn over the next few years in that country. The students are Alfred J. Barboza and Mr. John J. Noronha, 26 and 25 years old respectively, the former a mechanical engineer out of the Madras University and the latter, an employee of an American oil com-

pany at Madras. Both are to have further specialised studies in the U.K.

Leaving Madras in the middle of June last they have since travelled 14,000 miles to Radditch on the Royal Enfield, the journey taking them through 11 countries across 1,000 miles of desert and over mountainous country to reach the destination in over 170 days. The trip cost them £300 which included money lost at the bathing spot in the Straits of Bosphorous.

"A bull standing in the road at the start of the trip caused a slight accident which broke the windshield and an earthquake in Afghanistan caused them to make a major detour from their route, but apart from two punctures, and the desert, the trip was not so bad," Mr. Noronha, informs MOTORINDIA.

Pushed along 10 miles!

While crossing the desert in Iran they progressed 70 miles a day and had to push the motor cycle for 10 miles because of the sand-covered road. Throughout the trip they did not change the sparking plugs or the tyres. Every night, they checked the machine for faults.

They carried a tent, but in Europe slept mostly in youth hotels and in several universities.

Awakened by camels

There were no frightening incidents with wild animals, but one morning on the desert they were awakened by two camels inquisitively sniffing them. As far as language problem was concerned, sign language and Mr. Noronha's slight knowledge of Arabic saw them through in the Middle East.

On one occasion they were confronted by an irate Arab who

demanded their cameras after they had taken photographs of a large herd of camels. He ripped the spools of film out of the cameras and burnt them. They were unable to understand what had annoyed him.

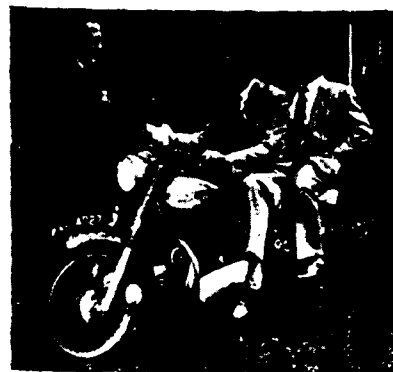
And the Punctures came

One of their two punctures occurred outside a Salonika farm house, whose occupant an old woman aged about 75 invited them into the house. She made them sit on a low, wooden bench while she washed their hands and faces and combed their hair. She emptied her good cupboard and asked them to eat. Later, she entertained them by dancing an old Greek folk dance, and the next morning when they left, she cried.

The people in most of the countries were hospitable, said Mr. Noronha, especially the Arabs who shared their drinking water with the two students.

They spent some time in Jerusalem, and stayed for three weeks in Italy visiting Rome before continuing across Europe.

They arrived in Redditch recently dressed in kaki drill suits. On the luggage pannier of the machine was a route map naming the cities they had visited and on the other pannier was the inscription "East to West with India's goodwill." On the front mud-guard was an Arabic message, underneath which was written "Happy landing and best wishes. Irano-Anglo Commercial Company, Iran."



Greeted on arrival at the Enfield factory in England by Major V.T. Mountford are the two Madras students who reached there after 14,000 miles on a Royal Enfield.

Game Sancturies & National Parks in India

Schemes for Development

BY

C. A. R. BHADRAN,

Deputy Inspector-General of Forests, Ministry of Agriculture



India is famous for its game sanctuaries and national parks. The Indian wild buffalo is seen in this photo taken in the picturesque grassy swamps of Kaziranga in Central Assam.

Some of our sanctuaries are as picturesque as they are interesting and varied in their faunal content.

The dry scrub forests in the attractively undulating ground of the Gir forests of Saurashtra is the only home of the Indian lion. The Hailey National Park in Uttar Pradesh with the mighty Himalayas in the background displays large herds of the swamp deer. Groups of chital (the spotted deer) afford pleasing scenes in the sylvan glades of the Khana Sanctuary in Madhya Pradesh. The heavy grass swamps of Kaziranga in Assam (through which one can move with some comfort only on elephant back) are the haunts of the great Indian rhinoceros.

There is no better place for a sight of the magnificent Indian wild buffalo than in the wide stream beds in the riverain forests of the Manas Sanctuary of Assam. The low mixed teak forests of Bandipur in Mysore are already well-known for bison and wild elephant. The high level Periyar lake in Travancore is probably the most attractive setting for a game sanctuary, where one views animals from a boat when they come to the water's edge for a drink or a bath or just for gambolling in the water.

The Kashmir stag comes down in the winter into the confined valley of the Dachigam Sanctuary near Srinagar in Kashmir. Would it not be thrilling to undertake a round of visits to these sanctuaries?

ORIGIN & CONNOTATION

Although individual enthusiasts like Milroy in Assam started campaigning for wild life and nature conservation much earlier, the history of the modern wild life movement really starts from the two international conferences—first, for

the Protection of Nature and the second for African Fauna—held at Paris and London in 1931 and 1933 respectively. The outcome of the latter conference was the setting up of the London Convention for the Protection of Fauna and Flora of Africa in 1933.

In 1935 the Government of India convened, at the instance of the Society for the Preservation of Game in the U.P.—of which the well-known Jim Corbett was one of the founders—an All-India Conference for the Preservation of Wild Life at Delhi.

This conference discussed, among other things, all the provisions of the London Convention on Africa, an article of which related to formation of national parks and strict nature reserves. The question of national parks was taken up again in 1952 when the Indian Board for Wild Life clarified the position by defining a national park as

"an area dedicated by a statute for all time to conserve scenery, natural and historical objects of national significance and wild life, and where provision is made for the enjoyment of the same by the public."

Similarly, the definition of a wild life sanctuary was given as

"an area where killing or capturing of any species of bird or animal is prohibited except under orders of the competent authority and whose boundaries and character should be sacrosanct as far as possible."

The Board further stated that it was desirable to set aside a com-

pletely sacrosanct area to be known as "Abhayaranya", within a sanctuary.

While the principles underlying a wild life sanctuary and a national park are essentially the same—that is, maximum protection for forest fauna—there is one fundamental difference. A sanctuary is created by order of a competent authority, —for instance, the Chief Conservator, the Minister, or the Government of a State—but a national park can be created or abolished, mutated or changed only by an Act of a State legislature. The status and degree of permanency and protection are, therefore, much higher in a national park than in a sanctuary.

Sanctuaries, in the sense of an area in which shooting is prohibited, have already been provided for under the Indian Forest Act. Conservators can close shooting blocks for shorter or longer periods by declaring them as sanctuaries in States where the shooting block system exists. In other States like Assam and Bengal, sanctuaries of a completely sacrosanct character have been in existence for over 25 years. In some of the former princely States, like Travancore (Periyar), Mysore (Bandipur), Junagadh (Gir) and in Patiala and Rajasthan, similar sanctuaries have been in existence for some time.

Development Schemes

Indian States are now engaged in developing existing sanctuaries or setting up new ones in suitable locations and also forming national

MOTORINDIA

TOURISM

—With a difference!

CALCUTTA

Mr. A. K. Chaudhuri, till recently President of the Calcutta Motor Dealers Association, who along with Mrs. Chaudhuri recently visited the Soviet Union, gave a talk on his impressions of the U.S.S.R. at the office of the Calcutta Motor Dealers

parks under special legislation. The better of the existing sanctuaries will be raised to the status of national parks after necessary improvements and provision of adequate protective staff.

The progress of the scheme will, however, depend primarily on setting aside separate funds for the purpose. Revenues derived from shooting licences could be earmarked for the continued maintenance of sanctuaries, but special funds for their initial formation and development on a satisfactory basis are even more essential. The Centre has plans to assist States financially in creating sanctuaries and national parks, and it is fully anticipated that the States will avail themselves of them.

Excellent opportunities exist for the creation of sanctuaries and national parks in the large catchment areas being created now behind the many irrigation and power dams in various parts of India. Such areas can also be developed as pleasure resorts for the public. Moreover, these catchment areas will need maximum attention in the interests of the dams themselves and human activities, such as grazing, cutting of trees and burning, will necessarily have to be strictly controlled; so wild life has a good chance of survival in these areas.

Sanctuaries and national parks offer fresh scope for the re-establishment of threatened and vanishing species. Where the species is extremely rare, the available specimens could be 'nursed-up' in zoos and zoological parks, prior to re-introduction into their natural habitats.

Association on November 29, last year.

Mr. Chaudhuri at the outset said that the visit to the Soviet Union by foreign tourists had been recently made very easy, comfortable and will be organised by the Soviet Tourist Bureau who look after thousands of visitors from all parts of the world. The cost of the visit to Moscow and Leningrad of a duration of two to three weeks inclusive of all expenses and passage should not exceed Rs. 3,000, but to encourage foreign visitors, the Soviet Government had reduced the cost of travelling, and further, visitors were even presented with 300 rubbles each to pay for miscellaneous expenses like entertainment etc. It was very gratifying to note that the tourist authorities in that country made all possible arrangements to pack within a short period all that could be seen, heard and understood.

The country had been almost thrown open to foreigners, but he would caution intending visitors to acquire a working knowledge of the Russian language to be able to get the best out of their visits. The proper time to visit Soviet Russia was from May to July, though the speaker and party were there during September-October. The party were given very good food and he was glad to say that vegetarian food was also served in tourist hotels, cooked in the Indian style.

Most of the Russian territory was either too hot or too cold, too dry or too wet, too arid or too swampy, or too much of something or the other. In other words, it was of extremes which compels people to work hard and fight against heavy odds of nature. The result was that agriculture was fully mechanised with the amazing feat of human enterprise, energy and grit, and was carried out mostly by collective forms like the Indian Co-operatives.

People in Russia were very friendly and hospitable to all foreigners including the Americans, who were all extended the greatest courtesy that a visitor can get. The manners of taximen to foreigners in Moscow seemed very helpful and polite. In public places like Post Offices and Railway stations etc.,

visitors were treated with greater care and courtesy than in most European countries.

One automobile plant which he visited employed nearly 50,000 workers and produced a large range of products and a majority of the components of the vehicles. The Russian cars, improved in appearance and some of the '56 models, particularly the smaller cars were very good in design and execution. Some of the Diesel buses were the finest he had ever seen.

The tourist traffic in Russia was increasing by leaps and bounds and there were clear signs of strain on available facilities.

Road Excellent

Roads were excellent in Moscow, some of which might be even more than 400 ft. wide, but all spotlessly clean, because the streets were washed with water during the night and swept and wiped clean during the early hours of the morning by motorised washers. The majority of vehicular traffic on Moscow roads comprised of trucks and buses, rather than cars.

Railway Stations looked like palaces

Metro or the underground railways in Moscow and Leningrad were the finest he had seen. Moscow had about forty-nine stations. The railway passing underneath the Moscow river in five places with the latest electric trains, escalators, tracks, newly constructed platforms and a tunnel superbly executed with marble, good glass etc. and with lofty ceilings. Actually they felt they were in the palace of one of the Indian Maharajas rather than in a tube railway station like the underground railways. The interior decorations, styling and colour scheme of these underground stations were separate and distinctive.

Russia had some 53 miles of railways on five feet gauge and very long distances were connected. Railways had two classes, hard and soft, with corridors and cabins. The trains were less jerky and jolty than the Indian ones. The conductors of the railways and ticket inspectors were all women.

Indian air services establish new passenger carrying record

NEW DELHI

Indian Air Services established a new record in the number of passengers carried during the first half of 1956. According to a half-yearly review of aviation in the country, Indian air carriers flew 334,086 passengers in the first six months of the year.

The Air India International flew on its scheduled services an estimated 2,791,751 miles, carrying 1,318,068 lbs. of freight, 584,327 lbs. of mails and 33,495 passengers as against 2,460,048 miles flown and 1,192,19 lbs. of freight, 502,755 lbs. of mails and 28,589 passengers carried during the second half of 1955. The capacity ton miles operated by Air India International was 20,155,267 as against 17,631,250 during the previous half of 1955. The overall load factor on Air India International's scheduled services during the period under review was 56.3 per cent as against 57.2 per cent during the preceding half year.

The Indian Airlines Corporation on scheduled services is estimated to have flown 8,826,775 miles and carried 46,242,340 lbs. of freight, 5,507,802 lbs. of mails and 242,554 passengers as against 8,806,286 miles flown and 53,030,180 lbs. of freight, 5,988,182 lbs. of mails and 204,977 passengers carried during the second half of 1955. The capacity ton miles operated was 25,435,515 as against 22,917,842 during the previous half year. The overall load factor achieved on scheduled services of the Indian Airlines Corporation during this period was 68.2 per cent compared with 73.2 per cent during the preceding half year.

NIGHT AIRMAIL

On its night Air mail services the I.A.C. carried 27,157 passengers, 1,355,033 lbs. of freight and 1,978,497 lbs. mails as against 13,524 passengers, 761,282 lbs. of freight and 1,878,543 lbs. of mail in the second half of 1955. The daily

average on this service was 149 passengers, 7,445 lbs. of freight and 10,871 lbs. of mails as against 74 passengers, 4,137 lbs. of freight and 10,209 lbs. of mails during the previous half-year.

NON-SCHEDULED SERVICES

On non-scheduled services Indian air carriers are estimated to have flown 2,389,303 miles and carried 58,038 passengers and 38,125,847 lbs. of freight as against 2,565,654 miles flown and 48,472 passengers and 42,102,722 lbs. of freight carried during July-December, 1955.

A number of new services were introduced by the Indian Airlines Corporation, including the introduction of a weekly service on the Srinagar-Leh route. A direct air service was introduced between Delhi and Srinagar; the frequency of the Delhi-Amritsar-Kabul service was increased from once to twice a week, and the Agartala-Khowai-Kamapur-Kailashahr service was extended up to Calcutta. A halt at Jaipur was introduced on the Delhi-Rajkot feder service in place of Bikaner.

The Air India International linked up three new stations—Karachi, Prague and Damascus—on its India—U.K. Service. The frequency of the Bombay - Calcutta - Bangkok-Hong Kong-Tokyo service, was increased from one to two per week. On the Bombay-Madras-Singapore Service, Constellation aircraft were replaced by Super-Constellations.

RESEARCH ORGANISATION

New strides were made by the Research and Development Wing of the Civil Aviation Department. Three intermediary gliders (model IT-G3), constructed at the Technical Centre of the Department were supplied to the Government Gliding Centres at Bangalore and Allahabad and the Delhi Gliding Club. One intermediary glider (model IT-G2),



Two Landmasters, manufactured by Hindustan Motors, were recently presented by the Government of India as State gifts to the Dalai and Panchen Lamas for their personal use. The distinguished visitors are seen examining one of the cars with our Prime Minister.

also constructed at the Technical Centre, was supplied to the Government Gliding Centre, Poona. The inaugural flights of the newly opened Gliding Centres at Bangalore and Allahabad were carried out by those Indian-made gliders which were constructed predominantly from indigenous material.

AIR ACCIDENTS

During the period under review 17 major accidents occurred to Indian registered aircraft of which 15 occurred in India and two outside India. Four of these occurred on scheduled passenger service and our on non-scheduled operations. Of the remaining accidents, five involved aircraft owned by Flying Clubs and our aircraft engaged on private flights. Seven accidents were fatal, taking a toll of 24 lives.



Dodge and Fargo bus chassis for Punjab roadways, who recently bought the 15 chassis lined up in the picture.

If you visit the U.S.

*Chrysler and Eisenhower
homes are places not
to miss*

ABILENE, KAN.—Now memorials, two noted homes in this state—the Eisenhower family home here and the boyhood of Walter P. Chrysler, founder of Chrysler Corp., in Ellis—have been air conditioned.

Deeded to the Eisenhower Foundation in 1946, the home has been open to the public since 1947. It has subsequently 'been visited by more than 250,000 persons from all the States, territories, and 100 foreign countries.

Adjacent to the home is the Foundation Museum. The Museum, built in 1954, houses a major portion of President Eisenhower's collection of mementos, trophies, medals, souvenirs, and personal tokens of honour valued at well over \$ 1,500,000.

With work recently completed, the Chrysler home, located in Ellis on Highway 40, now boasts a complete new Airtemp summer and winter air conditioning system. Kryzer's Sales & Service, Haya, Kan., handled the installation.

Maintained as a memorial by the Ellis Chamber of Commerce, the home, since 1954, has been to the public for working.

While his career was particularly associated with the automotive field, Chrysler was also an air conditioning industry pioneer figure.

Progressive increase of visits by Britons to India

Europeans expected in March here

NEW DELHI

A proposal for a familiarisation tour in India in March, 1957, of a group of travel agents from Europe, including a few from the U.K., is now under consideration and their tour programme is being finalised.

This was revealed by Shri O. V. Alagesan, Deputy Minister for Transport and Railways, in Lok Sabha, recently.

He was replying to Sardar Iqbal Singh who had asked whether any steps had been taken to increase the tourist traffic from England and the nature of the steps and how for these had been successful.

The figures of tourist arrivals from the U.K., stated Shri Alagesan, revealed that the visit of British tourists to India had been progressively on the increase during the last few years. Reports received from Government of India Tourist Office in London revealed that the number of enquiries, in person and by post, received by that office from the British public about tourist information regarding India had been on the increase during the last few months.

A Government of India Tourist Office had been set up in London since July, 1955, and the office had been doing useful work in publicising the tourist attractions of India.

Teheran, and Zahedan in whose trackless desert he ran into a ditch. His head struck a stone and he was hospitalised for several days. "This probably is the most dangerous in the world," he grinned.

"Desert Taxi"

Does travel make one an author? It may not in all cases, but it is true in the case of a Londoner. When I met Michael Marriott the other day, he explained how his 1952 book "Desert Taxi" came to be written. His mild looking wife Nita often opposed adventure and risks, but the inevitable Biblical saying of "going with the husband" changed her outlook. And all of a sudden they started on a long journey in an old former London taxi cab. They completed the journey which covered 3,000 miles of Sahara Desert. Every day's adventure, hairbreadth escapes, the haunting fear of danger all provided material to "Desert Taxi." The success of the adventure, both journeying and journalistic, has egged Michael to embark on another unusual subject this time on a scooter of exploring the hitherto little known region of the northern territory of Australia.

THE OPPORTUNITY PAGE

NEW DELHI

The Central Board of Revenue having again examined the question of assessment of well filter pipes, strainer tubes and drive well points, has decided that well filter pipes and strainer tubes which are designed for use exclusively on power driven tube-wells should be assessed to duty under item 72 (3) read with item 72 (c) Indian Customs Tariff. In the case of strainer tubes, the criterion to be applied for assessment at the machinery rate is that the tube should not be less than 5 inches diameter.

The well filter pipes and strainer tubes which cannot be classified under item 72 (3) or 71 Indian Customs Tariff according as they are designed for use exclusively on power driven tube wells or not.

The Board's prior orders on the subject should be treated as modified accordingly.

The Central Board of Revenue has approved the change of practice whereby "Seamless drawn stepped signal poles" would be assessable to duty under item 72 (3) of the Indian Customs Tariff.

Regarding the Assessment of Self-tapping Screws the Central Board of Revenue has given a tariff ruling that 'Self-tapping Screws' should be assessed to duty under item 63 (28) of the Indian Customs Tariff.

Rubber Air House

The Central Board of Revenue has decided that "Rubber Air House" is correctly assessable to duty under item 39 (1) Indian Customs Tariff.

that "Castel locks and keys" when imported separately are correctly assessable to duty under item 70 (11) Indian Customs Tariff as they are capable of various uses.

that 'padlocks and keys' imported along with circuit breaker cabinets

should be assessed to duty under proviso to item 72 (3) Indian Customs Tariff and

that 'F' Nickel ingots are correctly assessable to duty under item 65 (1) Indian Customs Tariff.

Trolleys and Spares

The Central Board of Revenue in their letter No. 30 (110)—Cus./47 dated 10-3-49 ruled inter alia that trolleys and spare parts thereof are assessable to duty under item 71 Indian Customs Tariff.

The Board's ruling in question referred to above was not intended to cover all kinds of trolleys and their spare parts but only trolleys for manually operated overhead travelling pulley block and spare parts thereof. The Board's orders in question should be treated as modified accordingly, states a Ruling recently issued.

Sprayer Chassis and Wheels

The Central Board of Revenue has ruled that Agricultural sprayer and the chassis or wheels should be assessed to duty separately on their separate values or, if such separate values cannot be declared, by the application of section 21 Sea Customs Act. The Agricultural sprayer is assessable to duty under item 72 (8) Indian Customs Tariff while the chassis or wheels are assessable under item 75 Indian Customs Tariff.

The Board considers that 'Iron screw nails' should be assessed to duty as nails all sorts not otherwise specified under item 63 (16) of the Indian Customs Tariff.

The Board considers that the definition of brass given in item 70 (4) Indian Customs Tariff should apply to brass in item 70, 70 (5) and 70 (6) Indian Customs Tariff. Accordingly brass welding rods with composition 55.4% copper, 42.6% zinc and 1.3%

silicon should be assessed to duty under item 70 (6) of the Indian Customs Tariff.

Brass Nuts

The Board approves the change of practice whereby brass nuts would be assessable to duty under item 71 Indian Customs Tariff.

Compressor

The Board considers that 'ACD-501 Compressor' worked by a built-in electric motor should be assessed to duty under item 73 of the Indian Customs Tariff.

Brake Fluids, lining

The Central Board of Revenue, New Delhi in their order of November 12, has said that Brake fluids not containing spirit or containing denatured spirit should be assessed to duty under item 87 Indian Customs Tariff. Brake fluids containing spirit should however be assessed to duty under item 22 (4) (b).

The Board is also of the view that Brake lining cut to shape and size for use in motor vehicles is assessable under item 75 (12) Indian Customs Tariff. Brake lining made of asbestos not cut to shape and size is however assessable under item 58 (1) Indian Customs Tariff.

Tractor

In supersession of all previous orders on the subject the Central Board of Revenue has decided that Euclid tractor model 70 FDT and the bottom dump model 89 W should be assessed to duty separately under item 72 (a) and item 75 respectively of the Indian Customs Tariff. This decision to assess tractor and trailer separately under item 72 (a) and 75 Indian Customs Tariff will equally apply to all similar models.

Cycle Parts

The Central Board of Revenue in their Tariff Ruling No. 167 of 1956

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regarding the assessment of Cycle accessories and cycle parts considers that the following items should be considered as cycle accessories and assessed to duty under item 75 (8), Indian Customs Tariff :—

1. Carriers, 2. Stands, 3. Grips—when imported separately, 4. Bells, horns and sirens, 5. Lamps, including dynamo lamps, 6. Pumps, pump adapters and pump clips, 7. Gear cases, 8. Chain guards, 9. Tools, oilers and tool bags, 10. Mirrors and reflectors, 11. Mascots and pennants, 12. Speedo-meter and Milometer, 13. Mudguard netting, 14. Fork guard, 15. Frame protector, 16. Mud splashes, 17. Berberushes.

Items other than those mentioned in the list above should be regarded as normal essential parts of a complete cycle and assessed to duty under item 75 (5) Indian Customs Tariff.

The Board also considers that cycle locks should continue to be assessed to duty under item 70 (11) Indian Customs Tariff. Head locks which are inseparable from the cycle frame may however be treated as cycle parts assessable under item 75 (5) Indian Customs Tariff.

Indian Trade-Classification

The Department of Commercial Intelligence and Statistics, Calcutta, in a communication dated December 11 states that consequent on the Government of India's decision to adopt the Standard International Trade Classification with effect from the 1st January, 1957, importers and exporters would be required to indicate in Bills of Entry and Shipping Bills the classification of the goods under the 'Indian Trade Classification'. The necessary notifications will be issued by the customs authorities very shortly.

In order that importers and exporters may comply with this requirement, it would be necessary for them to refer to the following publications of this Department :—

- (1) Indian Trade Classification :
- (2) Alphabetic Index to Indian

Trade Classification

The former has been printed and will be shortly placed on sale. The latter was expected to be on sale before the 1st January, 1957.

In order that importers and exporters may secure copies in time, they would be well advised immediately to place orders for the necessary number of copies with sellers of Government publications.

Rule to Eliminate Dazzle

Madras : With a view to the elimination of dazzle on motor vehicles headlights by construction of fittings and maintenance, the Government of Madras in the Draft Amendment has proposed the following to the rules that in addition to the arrangements for deflection of light contemplated under Rule 303, transport vehicles used in any public place shall have the panels of the headlights shaded by painting like bull's eye of a diameter of three inches, the centre of the bull's eye being exactly opposite the point where the reflector converge and where the bulbs are mounted.

Duties Modified

Calcutta : The Secretary of the Calcutta Motor Dealers Association informs members of the trade that consequent upon passing of the Finance Act of 1956 the rates of customs import duties on certain items have been modified with effect from December 1, last.

These include auto cables, and brake fluids for which the standard effective rate of duty on and from this date will be 40% and 35% respectively.

Auto Bulbs

The Central Board of Revenue has stated that any bulb which can be used efficiently in torches and automobiles should be assessed to duty under item 60 (5) of the Indian Customs Tariff irrespective of whether it has also other uses. The Board's previous rulings on this subject have been cancelled.

MOTORINDIA

IF YOU HAVE A MESSAGE

To Automobile Owners

Carry It Through MOTORINDIA

I. T. C. POLICY ANALYSED

[The following excerpts from the Import Trade Control Policy announcement relating to the licensing period 3rd January-June 1957, specially compiled by the Motor Vehicles and Allied Merchants Association, Madras, are published for the benefit of readers in the trade.]

For a few items in Section II, additional licences will be granted on application to specified categories of applicants. Applicants will be required to pay fees in accordance with the prescribed scale on all applications for additional licences. Likewise, fees in accordance with the prescribed scale have to be paid on all applications for replacement licences.

Categories of Importers:—For the purposes of licensing, importers are divided into the following four broad categories:—(a) Established Importers, (b) Actual Users, (c) New Comers and (d) Others, who do not fall in any of the above categories.

Last date:—Applicants should ordinarily submit their applications complete in all respects on or before the dates specified below against each category of importers, i.e., Established Importers—31st March, Actual Users—30th April, and All others—30th April, 1957.

Open General Licences:—The Open General Licences which are current and valid for shipments upto the date specified against each, are: (i) O.G.L. XLIV.—Valid upto 30th June, 1957, (ii) O.G.L. XLV.—Valid upto 30th June, 1957, and (iii) O.G.L. XLVI.—Valid upto 31st January, 1957.

Open General Licence IV which permits the imports of (i) bonafide samples supplied free of charge in one consignment upto value limit of Rs. 250 (c.i.f.), and (ii) of replacement consignments, continues to be in force.

ESTABLISHED IMPORTERS

Basic period:—The basic period out of which the established importer can select the best year for the

purpose of calculating the quota runs from 1st April, 1945 to 31st March, 1952. The basic period has been extended to 1952-53, 1953-54, 1954-55 and 1955-56 in the case of a large number of items, and a list of such items will be found in Appendix IX to the Red book.

The importers of the items having an extended basic period will now be entitled, should they so choose, to ask for their basic imports being recalculated and determined on the basis of their best performance in any year from 1952-53 to 1954-55 or 1955-56, as the case may be.

In para 20 of Section I of the Red Book for January-June, 1955, it was notified that with effect from the July-December, 1955, licensing period, the old Quota Certificates will not be accepted for grant of import licences. However, such of the importers who had not received Quota Certificates on security forms, were advised to do so immediately and this concession had been extended upto July-December 1956. It has now been decided that with effect from January-June 1957, the quota certificates, if any, on non-security paper will no longer be accepted for calculation of quotas.

It may be noted that in no case, will an import licence be granted on the basis of the old quota certificates (i.e. quota certificates not issued on security form).

If instead of obtaining the import licence on the basis of the quota certificate, the applicant desires for some good reason, to have his quota established afresh or revised, he should submit an application to the licensing authority mentioned in column 3 of the policy statement in Section II. Previously, the application for the establishment of quotas

used to form part of the application for the grant of a licence. In the interest of simplicity and despatch, applications for the establishment or revision of quotas should henceforward be made separately.

For the purpose of determining, whether an applicant is a separate entity or a branch, the determining factor will be whether the applicant is being assessed to income-tax separately or jointly, or whether a separate income-tax verification certificate has been issued by the Income-tax officer concerned.

QUOTA REGISTRATION SCHEME

This scheme was first applied to Miscellaneous Hardware and later extended to 13 other items. Its working was reviewed in March 1953 when it was found that because of the sub-division of many of the items included under it, importers had experienced difficulties in establishing their quota and the licensing authority has had to enter into prolonged correspondence. As a result of this review, it was decided to remove the following items from the Quota Registration Scheme:—Cycles—300-IV; Motor Vehicle parts—293, 295 and 297-IV.

QUOTA REGISTRATION SCHEME

The following items continue to remain under the Quota Registration Scheme: Motor cycles—294-IV; Cycle parts—301-IV.

In respect of the licensable items of the above, applicants need to indicate only their quota registration number, and they need not furnish any other documents as evidence of past imports.

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MACHINE TOOLS

The licensing policy for the import of machine tools has been set out in Appendix XI of the book.

METRIC SYSTEM

The Government of India have decided to decimalise currency and weights and measures. Legislation has been enacted to decimalise currency. Decimal coinage will be in circulation in April, 1957. They are expected to replace the coinage now in circulation in a period of about three years. It is also proposed to decimalise weights and measures by the adoption of the metric system. A bill to establish the metric system has been considered by Parliament and referred to a Joint Select Committee of the two Houses.

Importers of machinery are requested to take note of this. They are advised not to apply for licences for importing machinery designed on the foot-pound system, unless such imports are absolutely essential and the same purpose cannot be served by the use of machinery on the metric system. It would facilitate speedy disposal of applications if applicants for licences for the import of machinery on the foot-pound system, give the reasons why such equipment is considered absolutely essential.

The following items are licensable to actual users during January-June 1957:—Part IV: 275 (b) Garage tools: 293, 295, 297. Motor Vehicle parts: 293, 295, & 297. Piston assemblies: 294 (i) Motor cycles and scooters (in c.k.d. condition for approved manufacturers).

The basic period for establishment of quota has been extended to include the year 1955-56, in respect of the following:—Part IV: 293, 295 & 297 Motor Vehicle parts, 293, 295 & 297 Individual items of motor vehicle parts as detailed in list III to Appendix XXVI, 294 (ii) Auto-attachments.

The following come under open General Licence No. XLIV.

Part II: 19 (3) (i) Taper bearings 19 (3) (ii) Component parts of Taper Bearings, 19 (3) (ii) etc. Nuts, washers and adapter sleeves

adapted for use in Ball, Roller and Taper Bearings.

GARAGE TOOLS

Licences will be granted for Garage Tools to importers who are established importers of both hardware, falling under Serial No. 275 of Part IV, and Motor vehicle spare parts, falling under Serial Numbers 293, 295 and 297 of Part IV of the Import Trade Control Schedule.

Established Importers, may make applications to the Port Office concerned giving details of their quota licences in the form annexed, for Hardware as well as for Motor Vehicle spare parts obtained by them during January-June, 1952 licensing period, for import from Dollar and Soft currency countries separately. Such applicants will be granted licences on the basis of 50% of half of their best year's imports of hardware only, provided they have past imports of both hardware and automobile parts. However, in cases of redistribution of quotas subsequent to January-June, 1952 period and in cases where a firm has established a quota for Motor vehicle parts and Miscellaneous hardware for the first time after January-June, 1952 period, licences for garage tools may be given provided other conditions are satisfied.

Licences for import of Garage Tools will, also, be granted to the following categories of actual users for import either from the dollar area or from the soft currency area:—(a) Recognised assemblers/manufacturers of automobiles; (b) Garage workshops, employing not less than 50 workmen (both skilled and unskilled and (c) Fleet owners, having 25 or more vehicles.

MOTOR VEHICLE PARTS

Licences for motor-vehicle parts falling under S. Nos. 293, 295 and 297 of Part IV will be granted to established importers on the basis of a joint quota of past imports of all the articles falling under these serial numbers, excluding the List III items. Quotas already established will not, however, be disturbed.

The quota licences for January-June, 1957 will be issued on the

basis of 60 per cent. Gen. and 60 per cent. Soft quotas. If necessary, a procedure for grant of supplementary licences with a view to ensure that current requirements are generally met will be evolved later in consultation with the trade interests concerned.

Those owning a fleet of 25 vehicles or above will be granted licences for parts on the basis of Rs. 500 per petrol vehicle and Rs. 750 per diesel vehicle.

Firms with approved manufacturing programme will also be allowed licences on AD HOC basis. The applicants should indicate the utilisation of licences granted to them in the last two or three licensing periods. They should make their applications to the Chief Controller of Imports, New Delhi.

Firms, who have imported complete Motor cycles or scooters in the past, can be granted licences for Motor cycles parts on the basis of a quota of 10 per cent of half of best year's imports of complete Motor cycles and scooters, if they have no quota or a smaller quota for motor cycle parts.

Licences for Motor Vehicle parts granted on the basis indicated in the preceding paragraphs will not be valid for the import of the items specified in List I and List III; and not more than 4 per cent of the face value of the licences can be utilised for the import of items specified in List II.

Upto 1 per cent of the face value of the licences for motor vehicle parts granted on the basis indicated in the previous paragraphs can be utilised for the import of Ball Bearings not specified in Appendix XIV to this Red Book. However, (i) water-pump bearings (used exclusively for all vehicular types of engines but not general purpose bearings), (ii) front axle inner bearings (Manufactured in the form of cones, cups and retainers), (iii) front axle outer bearings (manufactured in the form of cups, cones and retainers) and (iv) Clutch and release bearings with or without collar can be imported against the licences for motor vehicle parts without restriction.

Import of self aligning bearings and Roller bearings, including barrel type bearings will be allowed to fleet owners and actual users on an AD HOC basis in consultation with the Development Wing.

For items mentioned in List III of this Appendix, quotas will have to be re-established not only on the basis of imports of these items effected in the past as motor vehicle spares (S. Nos. 293, 295 and 297 IV) but on the basis of any one year's imports of these individual items within the basic period, effect against any S. No. and part of the I.T.C. Schedule excepting the Air craft spares (S. Nos. 87 and 88 of Part V). It should be noted that imports of these items will, in future, be regulated only against the specific licences issued therefor, in terms of the provision made in list III of this Appendix. Import of these items will not be permitted against the provision for import of spare parts, if any, made against any other S. No. and part of the I.T.C. Schedule.

Bolts, nuts, screws and washers whether specifically adapted for use on motor vehicles or not will be allowed clearance to the extent of 1% of the face value of licences for Motor Vehicles parts falling under S. Nos. 293, 295 and 297/IV.

Established Importers of motor vehicle parts will be allowed to import garage tools (as detailed in Appendix XXV) upto 2 per cent of the face value of their licences for Motor Vehicle parts) S. Nos. 293, 295 and 297/IV).

Not more than 1 per cent of the face value of licences for S. Nos. 293, 295 and 297/IV can be utilised for the import of motor cycle dynamo sets.

NOT VALID

Licences issued for the following motor vehicle parts falling under S. Nos. 293, 295 and 297 of Part IV will not be valid:—

Bulb horns.

Fan belts whose bottom width (i.e. on the inner diameter) is more than 0.250 inch and the following rubber parts:—(1) Radiator hoses,

(2) Hand and foot pump connections, (3) Rubber horn bulbs, (4) Rubber mats, (5) Grommet used with wind screen wiper, (6) Rubber buffers-doors, (7) Rubber connection for filler tube-petrol tank, (8) Air vent pipe rubber connection-petrol tank, (9) Rubber insulating washers for bolts connecting body and chassis, (10) Rubber connection-Air cleaner, (11) Rubber mountings for silencer, (12) Joint-washer-Petrol filler tube with cap, (13) Rubber packing for battery clamping channel, (14) Sealing strips for trafficator boxes, (15) Sleeve rear drain pipe, (16) Rear strip roof opening, (17) Sidle strip roof opening, (18) Strip steering column, (19) Wind shield wiper tubing, and (20) Hose pipes other than brake hose pipes.

Seat cushions of all types, Kool cushions of all types, Hairlock, Cushion covers of all types, materials cut to size or otherwise for kool and seat cushions and leather, leatherette, plastic or cloth for upholstery for all motor vehicles.

Cab bodies, bus bodies, station wagon bodies, truck bodies, steel cabs for lorries, pickup bodies and panel bodies.

Fuel injection equipment and component parts thereof.

4 PER CENT ONLY

Not more than 4 per cent of the licences issued for the following Motor Vehicle Parts falling under S. Nos. 293, 295 and 297 of Part IV can be utilised.

Leaf springs and spring leaves, Shackles, Shackle pins, 'U' bolts, centre bolts, clips and pressure plates (i.e. those used on the leaf spring assembly but not those of clutch assembly).

Hand inflator pumps which can be easily used for cycles with slight modification and change of nozzle will be treated as accessories of cycles (S. No. 301/IV) and cannot be imported against licences for motor spare parts.

Malleable Iron brackets and shackles as well as Cast Iron shackles

EQUIPMENT SPARES

Spare parts of equipments falling under S. Nos. 29, 30, 31, 32, 33, 33A, 33B, 34 and 36 of Part III, S. Nos. 4 and 5 of Part III, S. Nos. 293, 295 and 297 of Part IV and S. Nos. 65, 74 and 86 of Part V will be licensed in accordance with the provisions in the book. Imports thereof will not be permitted under any licence issued or any provision made against any other S. Nos. and Part of the I.T.C. Schedule.



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January 1957

MOTORINDIA NEWS SECTION

(BY OUR SPECIAL CORRESPONDENTS)

Perkins 100% Indian Engines Ready

MADRAS

Simpsons, who are already playing a vital role in the nation's automotive industry, have come out as the first to carry out the Government of India Programme schedules for the manufacture of indigenous goods. Their cent per cent Indian Perkins diesel engines are being released to the market now.

These engines are manufactured in the workshops of the firm on Mount Road. The Union Minister for Industry and Commerce, Mr. Morarji Desai, during his first visit to the city as Union Minister paid a visit to these workshops on Dec. 22 when he was received by Mr. S. Anantaramakrishnan and the directors of the firm and shown round.

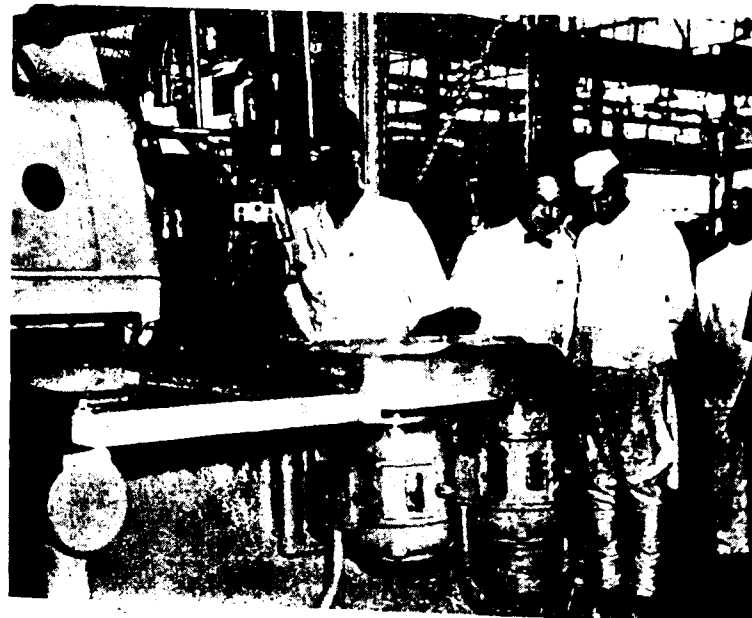
Mr. Desai evinced keen interest in the manufacture of the engines by Indian labour, management and capital. He made special inquiries about the labour-management relations which was mainly responsible for making the complete indigenous manufacture possible according to schedule.

Trolley Buses planned

BOMBAY

Bombay is likely to be the first city to have trolley buses, if a scheme sponsored by the Central Government takes shape.

The Bombay Municipal Corporation has approved a proposal to send Mr. M.G. Monani, General Manager of the BEST, to Japan to study the operation of trolley buses there and prepare a scheme on similar lines. Mr. K.S. Dharla, Chairman of the BEST, is of the view that trolley buses would be ideally suited to Indian conditions.



Mr. Morarji Desai, Union Minister of Commerce and Industry seen at the Simpsons' Perkins Manufacture works on Mount Road which he visited during his recent visit to the city. Mr. A. J. Lund, Director and General Manager of the firm is seen explaining the process to the Minister.

Use of Indian Cars Enforced

BOMBAY

Indian ambassadors, diplomats and other representatives abroad will soon be asked to buy only automobiles of Indian origin, it is learnt. A directive to this effect will have salutary effect both on the automobile industry and the Indian foreign exchange position which is fast becoming acute.

Use of Indian-made cars abroad by diplomats will make for publicity for such cars and as "token samples" may catch the eyes of millions which, in turn, will help boost up export of cars from India.

The directive will in the first instance apply compulsorily to officers in India's missions abroad extending from the East to the Middle East. Prosperous Indians who had settled in different countries also will be enabled to have "closeups" of India's automobile products.

That the Government of India is taking keen interest in popularising

Indian models abroad has been borne out by the fact that Dr. Rajendra Prasad presented two saffron-coloured Hindustan Landmaster cars to the Dalai Lama and the Panchen Lama for use in Tibet.

News in Brief

Mr. A.D. Wenzel has been elected President of the Indian Road Transport Development Association for the coming year. Mr. Wenzel, who is the Managing Director of the Firestone Tyre and Rubber Company, came to India in 1939.

Mr. J. F. Sinclair, General Manager of Barmah-Shell, was chosen Vice-President and Mr. B. V. Vagh continues as Executive Vice-President.

The Andhra Pradesh Government has decided to adopt the "AP" series in registering motor vehicles in the State. Accordingly, "AD", "HY" and "HT" will be dropped.

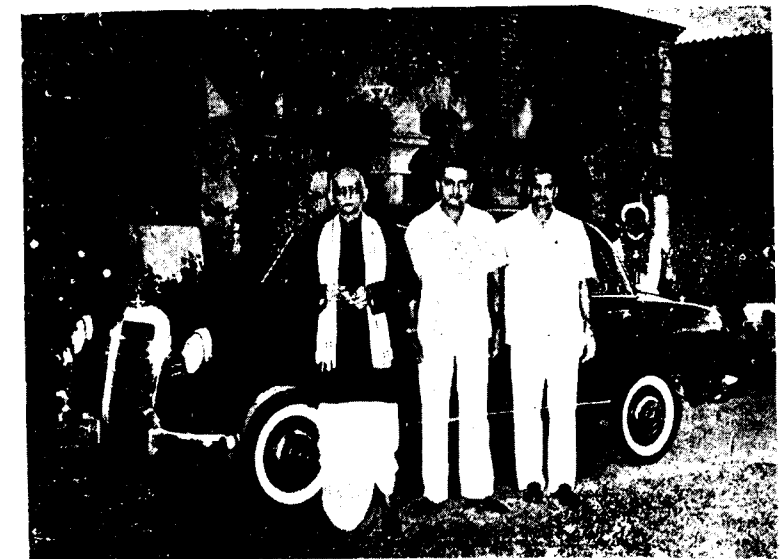
PROGRESS OF AUTOMOBILE INDUSTRY, A REMARKABLE EXAMPLE, Says J.R.D. TATA

Hopes Govt. would adhere to continue Policy.

The automobile division of Messrs Tatas continued to make satisfactory progress during the last year, according to Mr. J. R. D. Tata, Chairman of the firm.

He told a meeting of the General Body of the firm recently that the output of Tata-Mercedes-Benz truck and bus chassis had shown a steady increase, and in fact the target of 6,000 units per year had been exceeded. The demand for the vehicles, however, continued to outstrip supply. In view of this, and in view of the increased demands due to the Second Plan, they were now framing a scheme to increase further the capacity of the Auto division.

As part of their phased programme of manufacture they were continuing year by year, to install the most modern equipment and machinery including machine tools, and so far they had lived up to their promise to Government in respect of the Indian content of their manufacture in their five-year phased programme. This progress of the Auto division, he said, was due in no small measure to the continued assistance of Messrs Daimler-Benz, their associates. The progress of the Automobile industry so far was, to his mind, a remarkable example of what can be achieved with the help of well-conceived and consistently applied policies. Government had rightly left this industry to private enterprise, and set phased targets for indigenous production, and he only hoped that the Government would adhere to that policy in future so as to promote the rapid development of the industry, to conserve foreign exchange and to supply a vital transport need of the country and to protect the user from unduly high prices. The firm expected no serious difficulty in the further development of their activities.



Sri Pattabhi Sitaramayya, Governor of Madhya Pradesh is seen with his Mercedes-Benz 190.

CAR BUYING SPACE PREDICTED IN U.S.

WASHINGTON

estimated six million, the steel industry may find the going rugged next year.

Detroit and Pittsburgh are eyeing each other rather warily these days. Centered in Detroit is the nation's giant automobile industry, the best customer for Pittsburgh's chief product, steel. And what happens in one industry is bound to have important effects on the other.

At the moment, the steel industry is in good shape. It has made a steady comeback since the industry-wide strike in July, and is now producing at more than 100 percent of theoretical capacity—an even better rate than at this time last year, when a new production record was set. Orders are large but not too far ahead of production capacity, and most steel shops are in reasonably good supply-demand balance. But Pittsburgh is not relaxing.

Detroit is beginning to introduce its new automobile models for 1957 and some automakers are predicting that the new models will set off a car-buying spree similar to the record-breaking sales of 1955. If Detroit does manage to sell in the neighbourhood of seven million cars in 1957, as against this year's

Right now, steel looks forward to strong business at least as far ahead as the middle of 1957 regardless of automobile production. Demand is generally good from every consuming industry in every part of the country. The steel industry, moreover, is in better position than ever to handle this demand. Steel-making capacity is being enlarged constantly.

Autos traditionally take about 20 percent of steel shipments. In 1955 they took at times 25 percent while lately they have been taking only 15 percent. If autos should return to the 1955 pace, some steelmen wonder where the additional 10 percent is to come from—particularly if other consuming industries should step up their demand. In such an event, both Pittsburgh and Detroit might have to start adjusting production schedules. Steel producers are watching especially the demand for plates, which are used in making automobiles. The shipbuilding industry has been booking substantial orders for plates in recent months.

MOTORINDIA

January 1957

MOTORINDIA

January 1957

MODELS AND THEIR PRICES

92663

CARS

1956 Model Plymouth Sedan, (Sundaram Motors Private Ltd.) Ex. Premier Automobiles Factory, Kurla ...	21,302	0
1955 Model Plymouth Plaza—Suburban ...	22,855	0
Hindustan Landmaster 1956 "South India Automotive Corporation Private Ltd." ex plant Uttarpara ...	9,845	0
Dodge 1956 (Addison & Co. (P.) Ltd.) ex Bombay ...	18,415	0
Standard Super Ten Saloon (Union Co. Motors) Private Ltd. on the road ...	10,022	2
Standard Estate Car (Union Co. Motors) Private Ltd. on the road ...	14,889	2
Standard Vanguard-Phase III (Union Co. M. Ltd.) ...	15,576	1
Studebaker "Pars Jew" station Wagon 1956 model (Reliance Motors Ltd.) ex plant Calcutta ...	23,280	0
Studebaker 1956 Commander V.S.T. Motors Private Ltd. Including S.T. & Delivery Charges ...	22,850	15
Studebaker 1956 President Classic (V.S.T. Motors Private Ltd.) Including S.T. & Delivery Charges ...	25,237	13
The Fiat 1100 The Elegant (Sundaram Motors Private Ltd.) ex plant Kurla ...	9,438	0
Willys, C.J. 3B Universal Jeep (Sundaram Motors Private Ltd.) ex plant Bombay ...	12,169	0
Willys Model 4-4-75 Station Wagon (Sundaram Motors Private Ltd.) ex plant Bombay ...	18,500	0

MOTOR CYCLES

Royal Enfield (The Madras Motors Private Ltd.)—		
"150 Ensign" with spring frame rectified lighting set and electric horn ...	1,700	0
"150 Bullet" with spring frame ...	3,175	0
490 c.c. Model "12" ...	3,500	0
"500 Bullet" with spring frame ...	3,650	0
"500 Twin" with spring frame and with Magneto or coil ignition ...	4,150	0
"700 Super Meteor" with spring frame and with Magneto or coil ignition ...	4,500	0
Matchless 350 c.c. with rear suspension (Addison & Co. (P.) Ltd.) ex Madras ...	3,675	0
Triumph Terrier (Addison & Co. (P.) Ltd.) ex Madras ...	2,175	0

Rs. as.

Triumph Tiger Club (Addison & Co. (P.) Ltd.) ex Madras ...	2,325	0
The New Bina Peugeot 48 c.c. (The Union Co. (Motors) Private Ltd.) on the road ...	970	3
B.S.A. Motor cycles. (The Union Co. (Motors) Private Ltd.)—		
125 c.c. Bantam on the road ...	1,880	4
150 c.c. Bantam Major on the road ...	2,212	0
250 c.c. Model C. 11. G. on the road ...	2,736	8
350 c.c. Model B. 31. on the road ...	3,978	11
650 c.c. Plunger type on the road ...	4,629	13
650 Swinging Arm on the road ...	4,892	8
Jawa (S.P. Ratnam & Sons) 2.5 H.P. with spring frame, dual seat, with unique kick starter and gear change lever in one ...	2,660	0

VANS

Standard Delivery Van. (Union Co. (Motors) Private Ltd.) on the road ...	10,628	9
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TRUCKS & COMMERCIAL CHASSIS

(George Oakes Ltd.)

PASSENGER

Leyland Comet ECPO2/1R 203 w.b. Chassis with (9.00 - 20) 10 Ply tyres (Standard) ...	40,047	2
"12 ply tyres (Optional) ...	40,461	8
Leyland Comet ECPO2/2R 176 w.b. Chassis with (9.00 - 20) 10 ply tyres (Standard) ...	39,604	5

GOODS

Leyland Comet ECOS2/1R 163 w.b. Chassis with 9.00 - 20 (12 ply) tyres (Standard) ...	38,956	5
"with 10.00 - 20 (12 ply) tyres (Optional) ...	39,487	8
Leyland Comet ECOS2/1R 176 w.b. Chassis with 9.00 - 20 (12 ply) tyres (Standard) ...	39,487	8
"with 10.00 - 20 (12 ply) tyres (Optional) ...	40,018	11
Leyland Comet ECOS2/2R 118 w.b. Chassis with 9.00 - 20 (12 ply) tyres (Standard) ...	38,743	1
"with 10.00 - 20 (12 ply) tyres (Optional) ...	39,275	4
[Rane Madras Ltd.] Studebaker 1956 Diesel Truck Chassis ...		
2E 38B-131 W.B. E.H.D. Chassis ex plant Calcutta ...	25,415	0

Rs. as.

2E 38B-155 W.B. E.H.D. Chassis ex plant Calcutta ...	25,650	0
2E 38B-171 W.B. E.H.D. Chassis ex plant Calcutta ...	25,885	0
2E 38B-212 W.B. E.H.D. Chassis ex plant Calcutta ...	26,120	0
1957 WB F.F. C. Class 8.25 20 DUAL REAR ...	29,921	0
Willys Model 4-75 Wheel Drive on ton truck chassis 118" W.B. (Sundaram Motors Private Ltd.) ex plant Bombay ...	13,935	0
Jeep Trailer ex plant Poon or Madras ...	18,00	0
[V.S.T. Motors Private Ltd.] Tata-Mercedes-Benz Diesel Truck and Bus Chassis L 312/42 165" W.B. 5-Ton Truck Chassis ex Works Jamshedpur ...	27,534	0
LP 312/42 165" W.B. Full Forward Control Truck Bus Chassis ex Works Jamshedpur ...	28,974	0
LP 312/48 190" W.B. Full Forward Control Bus Chassis ex Works Jamshedpur ...	29,898	0
L 312/36 142" W.B. 5-Ton Truck Chassis ex Works Jamshedpur ...	27,154	0
LK 312/36 142" W.B. 5-Ton Truck Chassis ex Works Jamshedpur ...	30,969	0
LA 312/36 142 WB 5-ton truck Chassis ...	34,295	0
LAK 312/36 142 WB 5-ton truck Chassis ...	38,515	0
Fargo at Sundaram Motors Private Ltd. Dodge at Addison & Co. Private Ltd. prices ex-factory. Premier Automobiles Ltd. Kurla, Bombay :		
C3D6 Model 116" P.S. up ...	16,319	0
C3D6 Model 116" W.S. ...	17,004	0
C3G6 Model 129" W.S. ...	17,590	0
C4G6 Model 153" W.S. ...	17,615	0
C4G6 Model 153" W/S ...	17,258	0
C4G6 Model 153" W.S. with Perkins Diesel Engine ...	24,295	0
C4G6 Model 171" W.S. ...	18,271	0
C4G6 Model 171" W.S. with Perkins Diesel Engine ...	24,536	0
C4H6 Model 153" W.S. ...	19,030	0
C4H6 Model 153" W.S. with Perkins Diesel Engine ...	25,255	0
C4H6 Model 171" W.S. ...	19,798	0
C4H6 Model 171" W.S. with Perkins Diesel Engine ...	25,887	0
C4H6 Model 193" F.F. ...	19,487	0
C4H6 Model 193" W.S. ...	19,569	0
C4H6 Model 193" F.F. with Perkins Diesel Engine ...	26,364	0
C4H6 Model 193" W.S. with Perkins Diesel Engine ...	26,737	0
C3 PW Model 126" Folding Windshield ...	19,645	0
C3 PW Model 126" Folding Windshield ...	20,157	0
105 16 Model 165" SE Diesel ...	25,760	0
105 AP6 Model 165" SE ...	25,978	0
87 P6 Model 190" 11 C. Diesel ...	26,369	0
87AP6 Model 190" 11 C. Diesel ...	27,547	0
87P6 Model 190" 11 C. Diesel 10 ply ...	26,572	0
87AP6 Model 190" 11 C. Diesel 10 ply ...	27,250	0

Rs. as.



AUTOMOBILE & AGRICULTURAL INDUSTRIES CORPORATION

Grams: REACH-ROD Office Phone: 70767 Works Phone: 75552
497/3, Sardar Vallabhbhai Patel Rd., Bombay 4.
Works:
Victoria Mills Compound, Gamdevi, Bombay.

These are the vital factors of our Second Five Year Plan. "DOUBLE-LIFE" is proud to put its experience and resources for successful implementation to achieve our Nations economy. Quality alone helps in saving Time, Money and Labour.

"It is foolish to have a private sector, and then undermine it and prevent it from functioning. There is no point in it. You simply undermine your own policy that way. Whether you should have a private sector or not is another matter. One can discuss it. Personally, I think there is no way out for us except to have a private sector and even to encourage it."

—JAWAHARLAL NEHRU.