

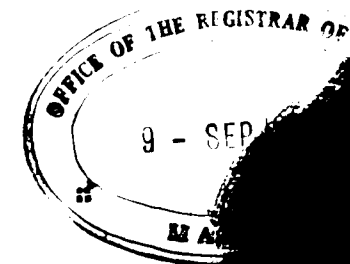
MOTORINDIA

VOLUME 1

JULY 1957

NUMBER 12

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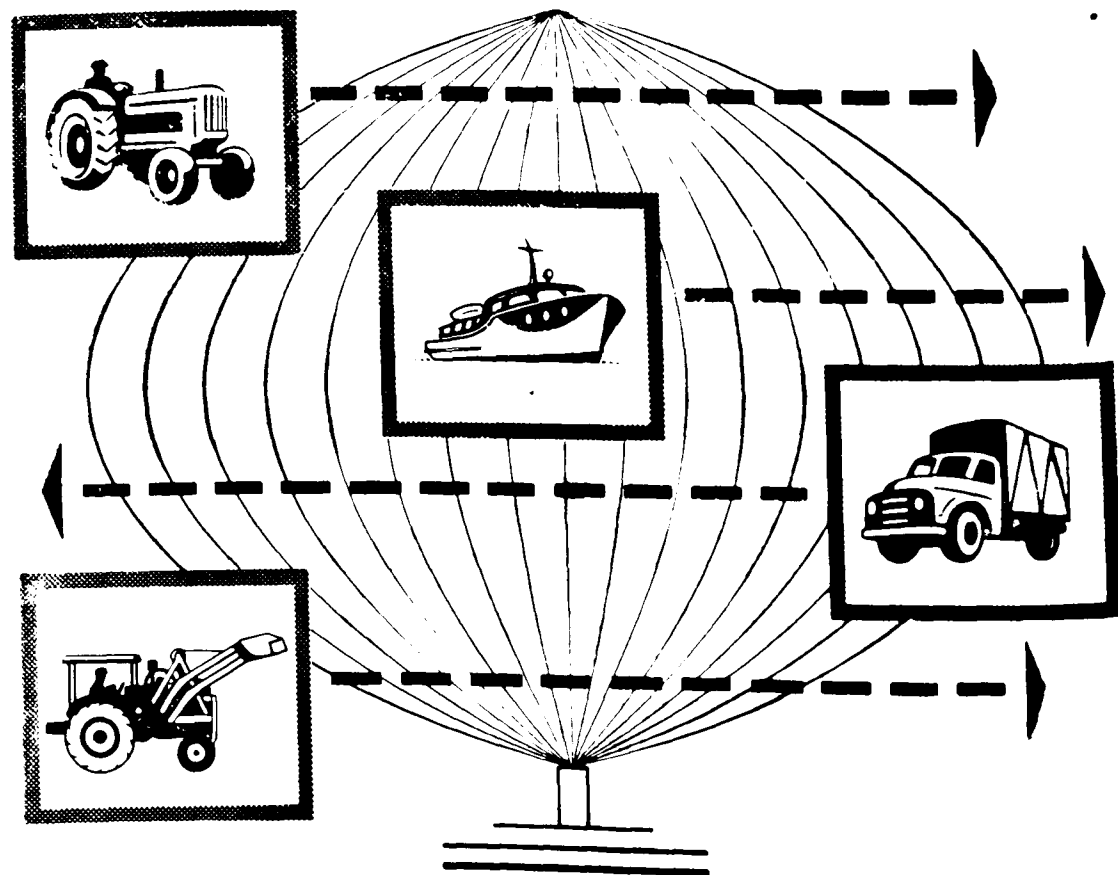
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MOTORINDIA

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MOTORINDIA

Vol. 1

JULY 1957

No. 12

Editor : M. RAJAGOPALAN

73

CONTENTS

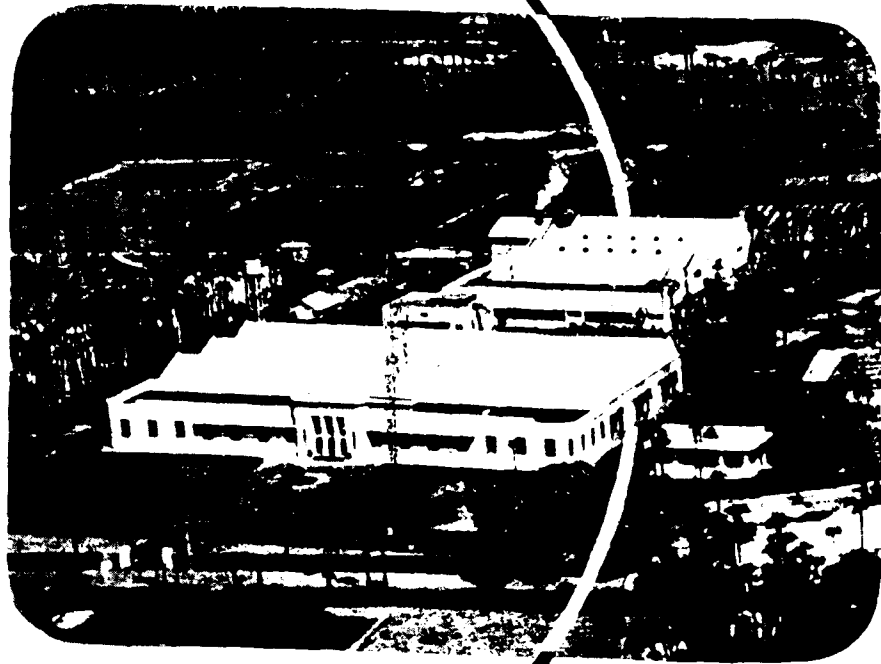
	Page
Editorial	7
Rail Diesels	9
Automobile Prices & Taxation—WIAA News	13
Indian Battery Manufacturers' News	17
New Import Policy, by Sri A. K. Chaudhuri	19
Social and Personal	21
A Bombay Man in Britain, by H. S. Hingorani	25
About your Car	28
The Auto Colossus in Russia, by Pavel Podlaschuk	29
Lorry Owners' Representations	32
The Auto World	33
Product News	34
Auto News from America	36
Motorindia News Section	37
Models and their prices	42

INDEX TO ADVERTISERS

Amco Batteries Limited	26
Ashok Leyland Ltd.	10
Automobile & Agricultural Ind. Corporation	Third Cover
Bower Battery Manufacturing Company (P) Ltd.	28
Burma-shell Oil Storage & Distributing Company of India Ltd.	8
George Oakes Private Ltd.	Front Cover
Glass & Miniature Bulb Industries	24
Himco (India) Private Ltd.	20
India Pistons Private Ltd.	6
India Tyre & Rubber Co. India Private Ltd.	26
Laxmidas & Dwarakadas	28
Lucas Indian Service Private Ltd.	18
Madras Mercantile Agencies Private Ltd.	13
Madras Motor Insurance Co. Ltd., The	Second Cover
Mehta Trading Co.	28
Modern Automobiles	20
Modern Distributing Company	16
Motorindia Annual	Back Cover
Motor Industries Co. Ltd.	16
Perkins Limited	4
Popular Trading Co.	26
Premier Auto Electric Private Ltd.	24
Premier Automobiles Ltd.	14
Shantilal C. Mehta	28
Standard Vacuum Oil Company	3
Sundaram Industries Private Ltd.	12
Super Power Batteries (I) Private Ltd.	24
Waxpol Industries Ltd., The	5

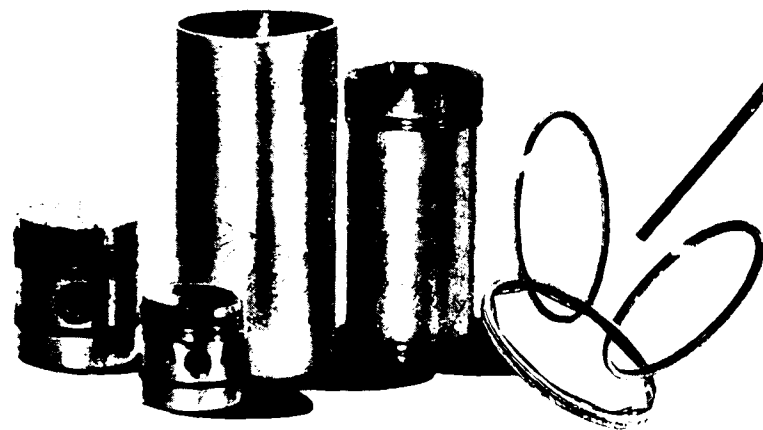
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EDITOR

MOTORINDIA

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2

EDITORIAL

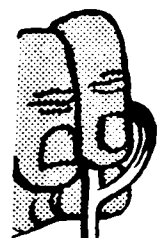
COURTESY AND PUBLIC TRANSPORTS

We publish elsewhere in this issue the impressions of a Bombayman who recently travelled in a London Transport bus during his visit to the United Kingdom. We commend the special attention of our readers and the authorities of our transport systems to the contents of this illuminating article about the courtesy that flows naturally from those who are in charge of the operation of the buses in that country. Many interesting points which we find almost foreign in our bus transport systems are mentioned in the article. To illustrate, Mr. R. S. Hingorani, who was the Bombayman in Britain, found to his amazement that the conductor who issued the ticket was found saying "Thank you" every time she issued a ticket to a passenger. The courtesy was naturally mutual and was reciprocated. To a foreigner, this may seem a little artificial, but with people in London it looked as if it was second nature.

Of course, our bus transports have their own courtesy weeks and celebrations during that week in many parts of the City. These courtesy weeks, as we can understand, are but a reminder to the members of the staff of the transport services of the need for extending all the courtesies necessary towards the passengers and to inculcate in them the awareness of their duty to the public as members of a public utility concern. So, while no one will dispute the idea of such reminder through courtesy weeks, the fact remains that courtesy is often lacking on the part of the staff of the transport services, especially in our Madras City during the rest of the 52 weeks of the year.

To point out a single instance, which we know to be very authentic and true, about a few days before the last courtesy week in Madras a middle-aged passenger fairly well-dressed got into a bus at the starting place at Thyagarayanagar. As the bus was reaching the Panagal Park stop, the passenger who evidently wanted to get down at that stop, but had not got his ticket yet from the conductor who was in another part of the bus at that time, asked the conductor to take the money and issue a ticket as he wanted to get down at that particular stop. To the surprise of all the passengers in the bus, the conductor could not tolerate his being interrupted in the issue of tickets in order from one end of the bus to the other. Looking slightly annoyed, the conductor asked the passenger "Enn abba" in Tamil. The bus had by this time come to a stop and the passenger had to get down. His conscience, however, made him stay in the bus, so that he may pay the fare for the distance already travelled. He could not, therefore, understand the interrogation by the conductor. He told the conductor "why do you say 'Enn abba'?" I am neither your comrade to be called 'enn abba', nor your father to be called 'enn appa'. You take this money and give me the ticket so that I may get down." At this ordinary explanation of this passenger the conductor was almost enraged and started asking the passenger while he was in the process of getting down from the bus "why, you want me to call you 'Sir'. You must be lucky you are not getting abuses."

Such and more humiliating experiences are common to many persons travelling by the City buses nowadays. We are all aware of the extreme kindness and courtesy that is extended to the same passengers when they happen to travel in private operated buses in the City limits itself. The moment they realise that their transport is a Government transport, the staff, at least some of them, seem to forget what is courtesy. Perhaps, it is not easy to inculcate courtesy as a habit with members of the staff here. All the same, it is extremely necessary that such courtesy has to flow to the passenger at some time or other and the best way to make a start is to give each member of the staff, conductor or inspector, before he is being enlisted into service or even during the period of service a short course of lessons in matters of such delicate and yet extremely pleasant manners which are an absolute necessity in any public transport undertaking.



"So that's the dipstick!"

"Yes, it's quite an important part of your car, you know."

"_____!"

"Not exactly—it doesn't do anything. It just shows you how much oil you've got—or haven't got, as the case may be."

"_____!"

"Never knew it was there? Well, somebody ought to have told you."

"_____!"

"Those little lines? You can tell, according to the level, whether there's enough oil in the sump."

"_____!"

"Sump. S-U-M-P. That's it. And pay particular attention to the bottom line. That tells you when the level is dangerously low. Time to refill with Shell X-100 Motor Oil."

"_____!"

"Don't worry about that. The fact that the oil is black shows that it's doing its job properly. It's holding all the carbon particles in suspension."

"_____!"

"Well, they're the things that do the damage, you know. Furthermore, Shell X-100 protects the engine of your car by spreading a thin tenacious film over all the vital working parts. And, of course, it fights Acid Action—main cause of engine wear."

"_____!"

"Good stuff? Of course it's good stuff. We always recommend it."

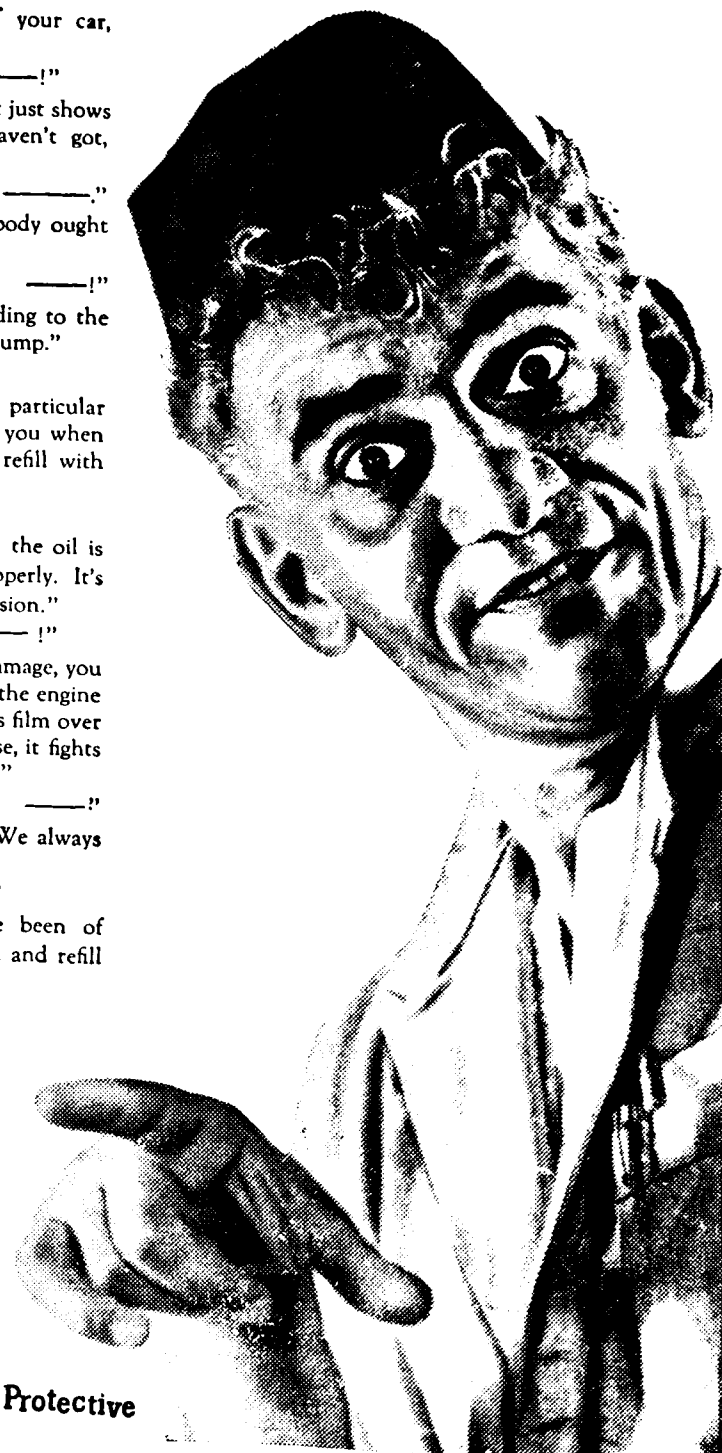
"_____!"

"Not at all. Only too glad to have been of assistance. Please remember—drain, flush and refill with Shell X-100 Motor Oil."

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RAIL DIESELS

*HELP reduce costs—demand increased by 10%
last year—encouraging trend for future.*

Diesel power continues its swift progress on the railways of North America. Of the U.S. railroads' aggregate stock of some 30,800 locomotives at the end of last year, about 25,850 were diesels, while only 4,350 were steam-driven and 600 electrically propelled. Diesels thus account already for 84 per cent of the total number of traction units, but owing to their higher utilization efficiency they perform about 90 per cent main line traffic and 95 per cent of yard shunting work.

Across the border, Canadian National Railways increased their diesel stock during 1956 by 322 to 1,105 units, with orders for another 322 still in hand on December 31st, while the retirement of 190 steam locomotives left only 1,705 of the latter in service. By year's end the company's diesels accounted for 39 per cent of passenger car miles, 54 per cent of freight gross ton-miles, and 70 per cent of yard shunting hours. Canadian Pacific enlarged its fleet of diesel locomotives during 1956 from 556 to 668 units, and added 15 new diesel rail cars to the 16 previously in service, while the number of steam locomotives was reduced to 1,205 by the withdrawal of 200 units. The proportion of total transportation work performed by Canpac's diesels averaged 48 per cent in freight service, 68 per cent in yard work, and as much as 72 per cent in passenger service.

While the general trend towards ultimately complete dieselization of all major rail systems on the North American continent seems firmly established, the forms of applying it may change as time goes on. So far, the dominant exponent of diesel traction on the U.S. and Canadian mainline passenger services has been the high-powered heavy diesel-electric locomotive pulling a long train of ordinary coaches, but the use of self-propelled diesel rail cars and lightweight multiple unit diesel trains is much less advanced than in Europe and other parts of the world. This disparity is essentially due to differences

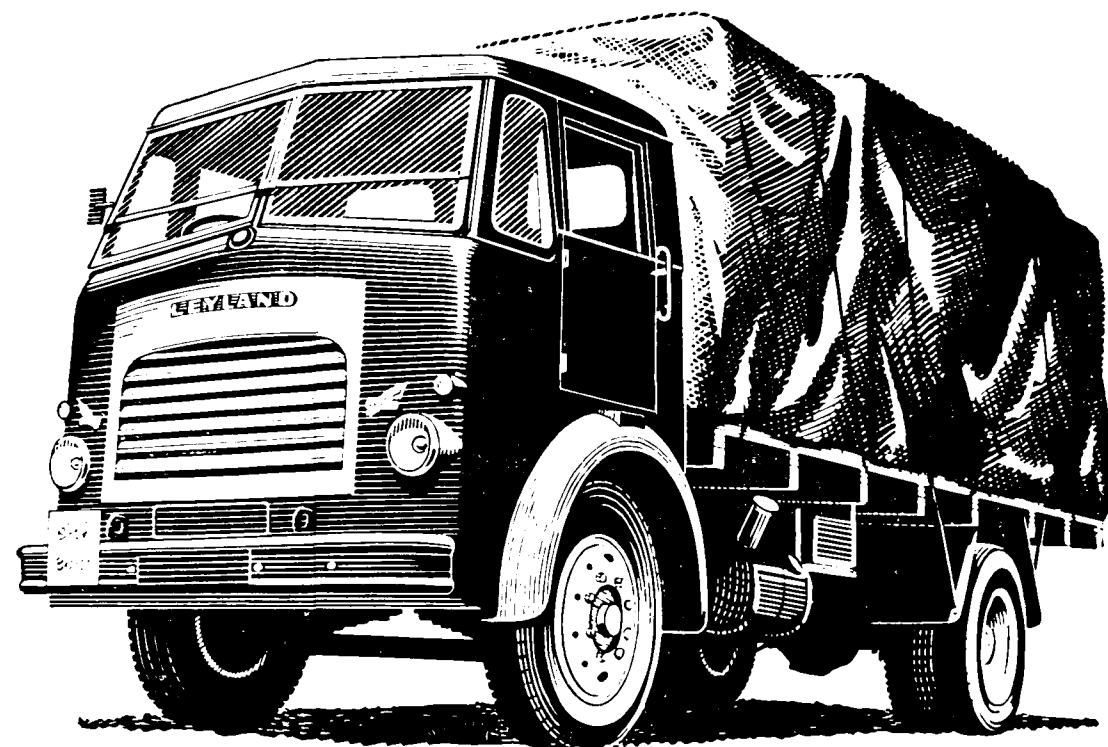
in geographical conditions and in the nature of rail transport requirements on the two sides of the Atlantic. Nevertheless, various U.S. railroad concerns have recently been experimenting with novel types of lightweight diesel locomotives integrated with trains of specially designed lightweight coaches. This move was largely prompted by the desire of bringing down the costs of propulsive power. It was hoped that it would also help raising the attractions of rail travel against the fast growing competition from internal airlines and road transport undertakings. For over the ten years' period 1945-55, the railroad's share in total passenger mileage of U.S. inter-city traffic has dropped from 73 to 36 per cent, while that of the bus companies rose from 21 to 31 per cent, and that of the domestic airlines from 3 to 29 per cent.

Weight reductions on tractive and rolling stock obviously mean savings in power and fuel costs. Last year, U.S. railroads spent nearly \$450 million on fuel and electric power for running their diesel, steam and electric services. Out of this total, some \$366 million was accounted for by the 88 million barrels of diesel fuel consumed in main-line and shunting services. Being a fully-refined distillate, locomotive diesel fuel costs 80 to 90 per cent more per barrel than the residual fuel oil burned in oil-fired steam locomotives. Though the very much greater thermal and utilization efficiency of diesel propulsion amply compensates for the higher unit cost of the fuel, the economic merits of diesel traction would obviously be still further enhanced if the locomotive diesel engine could be adapted for operation on cheaper types of fuel. Even with so-called economy-grade distillate fuels (which are 5-10 per cent cheaper than top grades), fuel costs represent over half the operating expense of diesel locomotives.

In shipping, the operation of large marine diesel engines on heavy residuals has by now become a familiar practice. The faster and smaller locomotive diesel

July 1957

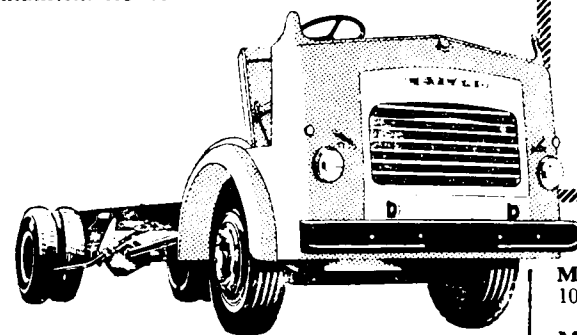
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ECOS2. 2R	9ft. 10in.	16ft. 4in.
ECOS2. 4R	14ft. 8in.	24ft. 0in.
ECPO2. 1R	16ft. 11in.	27ft. 0in.
ECPO2. 2R	14ft. 8in.	24ft. 0in.

* Passenger models

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(Madhya Pradesh)

will not accept highly viscous bunker C-type fuel oils, but the technical feasibility of running it under normal load conditions on suitable blends of diesel and residual fuel has been proved in tests initiated in the U.S.A. some time ago by the Southern Pacific Railroad. Their findings have since been substantially endorsed by similar experiments undertaken by the New York Central Railroad in co-operation with Esso Research and Engineering Co. In these trials, moderately viscous blends containing up to 75 per cent of residual oil were successfully burned at medium and full loads—under which rail diesels work most of the time—but at low loads and idling the use of straight diesel fuel was confirmed to be indispensable. Even so, gross savings in fuel costs would be about 15 to 20 per cent compared with the exclusive use of economy-grade distillate fuel. Part of this gain would, however, be offset by the extra expense involved in providing a dual-fuel system with special oil heating and filtering devices. Efficient designs of this kind have yet to be developed and other operational problems overcome. None seems insurmountable or too expensive to solve, but much more comprehensive research, experimenting and practical experience is apparently needed for realistically assessing the economic prospects of distillate-residual blends for rail diesel operations.

In the free world exclusive of the United States, demand last year climbed significantly faster than the world-wide average, rising by about ten per cent over 1955, whereas U.S. demand rose by only 3½ per cent (if expressed in barrels, the increase for all products in the United States was four per cent). The increase in demand outside the United States in 1956 as a whole was little affected by the check to consumption in Western Europe, which did not become significant until December. The biggest increases in demand outside the U.S.A. were achieved in the two major consuming regions, Western Europe and Canada, but there were important increases throughout the world.

As between products, past trends towards a higher proportionate consumption of black products—i.e., gas/diesel and fuel oils—continued, especially outside the U.S.A. The big increase in the demand for gas/diesel oils as well as for fuel oils was especially noteworthy. Even in Western Europe, where fuel oils recorded the biggest advance in volume as their industrial use spread further, the demand for gas/diesel oils—especially for space-heating and automotive uses—

also increased significantly, its percentage growth (though not its volume growth) being greater even than that for fuel oils. Elsewhere in the free world outside the U.S.A. and Europe, the volume increase in demand for gas/diesel oils contributed a bigger share than fuel oils to the overall growth in inland demand for black oils.

A striking feature of the total free world demand last year was the more rapid increase in ocean bunkers than in inland trade, the bulk of this increase consisting of fuel oils. (This followed a similarly rapid increase in bunker requirements by nine per cent in 1955.) The problems posed for the oil companies by the Suez shut-down in organizing bunker supplies, are impressively illustrated by the estimate that in the last months of 1956 the rate of loadings was more than doubled at bunkering ports in South and West Africa and in the Atlantic Islands. Altogether, about 500 million tons of crude and products were moved by sea last year. Of this, 380 million tons moved in international trade, 60 per cent as crude oil.

Summarizing refinery expansion last year, which as usual kept pace with the growth of world demand, it may be stated, the authors of the paper indicated that ten new refineries were completed in nine different countries, while numerous extensions of the basic capacity of existing refineries were also made. The continuing need for improvements in products quality found expression in the erection of numerous specialist plants. Not only gasoline, but also other products are being steadily improved, e.g., reduction of sulphur content in automotive gas oil, high temperature stability in aviation fuels, improved lubricants quality for higher operating temperatures and for higher speed machinery. Continuing the trend towards catalytic reforming, 25 reforming plants were erected last year in ten countries as compared with 12 catalytic cracking plants. Also completed were about eight hydro-desulphurization plants, while many more are under construction.

Looking ahead to the coming year, the growth of demand for 1957 as a whole would inevitably be retarded by the checks of the first few months, but by the end of the year demand would nevertheless reach the rate which might have been expected had there been no Suez emergency.

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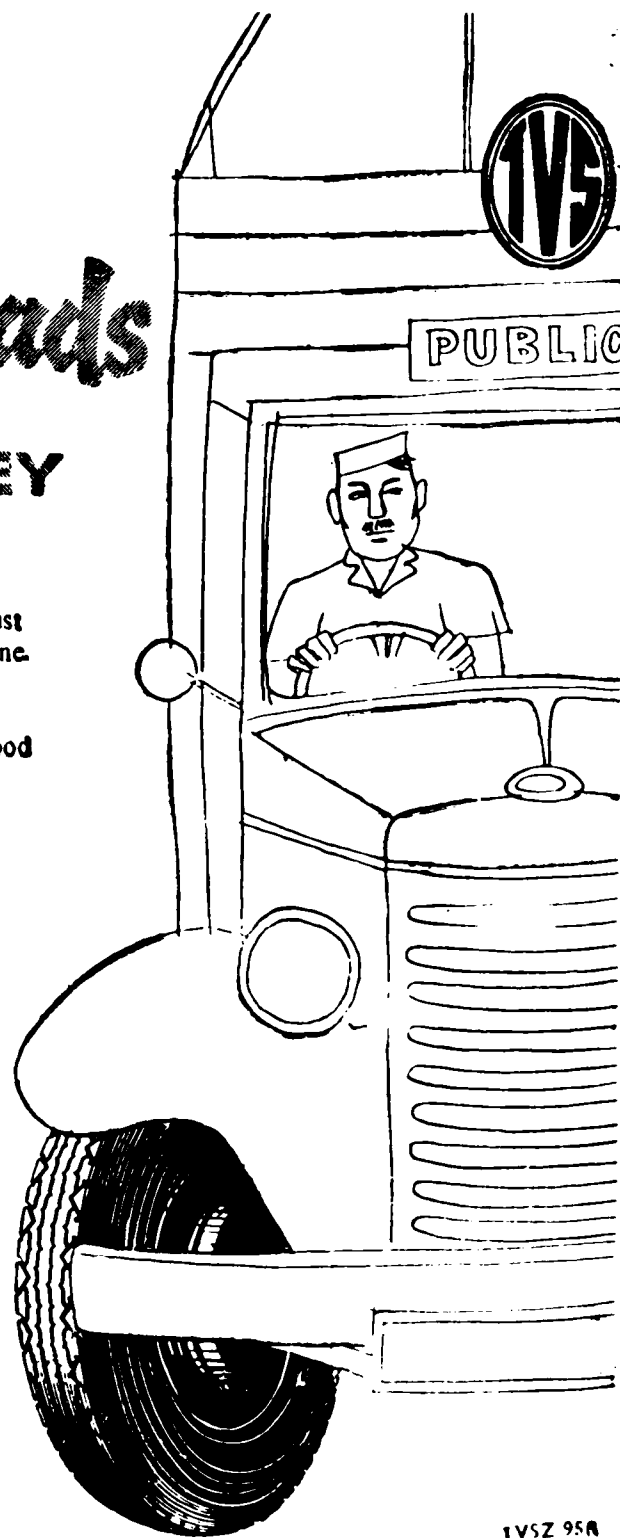
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TVSZ 95A

Rise in Automobile Prices and Taxation

W.I.A.A. President Madgavkar express Concern

A BOMBAY MAN IN BRITAIN

(Continued from page 25)

near the exit. A conductor, when questioned about the results, was rather sceptical, though in one transport concern, I was told that they sometimes get coins presumably, uncollected fares) from the "used tickets" pockets provided in each bus in an effort to keep the bus tidy. A notice is generally found in the bus requesting the passengers to drop the used tickets in the pocket provided for. (It is very common to find notices in the countryside and picnic place—"Keep Great Britain clean. Carry your litter home.") These efforts are largely successful and comparatively very few tickets are found strewn on bus floors. The number of tickets collected from these pockets (they are emptied daily) is quite amazing. Incidentally, I may add, they are always destroyed.

Clean Interiors

The interior of the buses is kept fairly clean and though I have travelled quite a lot by road. I have yet to come across a torn seat or a broken glass window. Whenever these defects are noticed the buses are not allowed to go on line unless these are rectified.

Luckily for me, I have not yet been in a bus which has met with a breakdown but I understand that breakdowns are common and the statistics of some concerns reveal that their figures are quite comparable to ours and in some cases even higher.

—Courtesy 'State Transport Review,' Bombay.

"An element of doubt has crept in the minds of many motor car owners as to whether there is not some sort of animus against the motorists in the minds of those at the helm of the affairs of the State.

For how else can one explain the phenomenon that motorists are invariably made the targets of attack by the Finance Ministers at the Centre and the States. There is a grim irony in this for we find that on the one hand concern is expressed by the Government authorities at the mounting burden of taxation and, from time to time, Committees and Commissions have been appointed to investigate into the tax structure and recommend an equitable system of taxation. On the other hand, the Government goes on ignoring the tax reliefs proposed and imposing fresh burdens. The latest instance of this attitude is the recent enhancement of the Excise Duty on Petrol by 27 N.P. a gallon," said Shri M. B. Madgavkar, the W.I.A.A.'s President, presiding over the 37th Annual General Meeting of the Association.

Proceeding he said, "While appreciating that the Second Five-Year Plan would need vast resources for its implementation, I would, in all humility, submit that in view of the periodic increases in the taxation of motor vehicles and on petrol during the last 10 years of our independence, viz., the enhancement of the Wheel Tax in 1949, the successive rise in the Import Duty on motor vehicles, automobile parts and components leading to the present duty of Rs. 6,000 or 75% *ad valorem*, whichever is higher, the increase in the vehicle tax in 1952 by 50%, the trebling of the Sales Tax on Petrol from 2 annas to 6 annas a gallon, the imposition of an Excise Duty of Rs. 3000 on each big car manufactured in the coun-

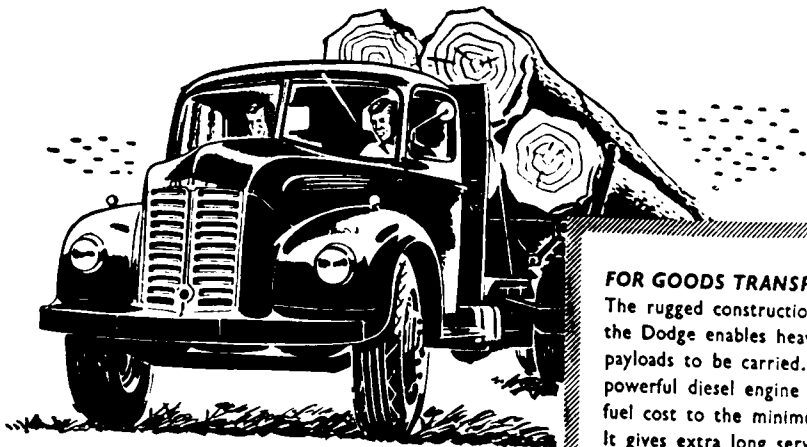
try in 1956, the burden of taxation on a motor car owner, according to eminent authorities, is already the highest in the world and the maintenance cost of a vehicle is rendered more-and-more prohibitive. AUTOMOBILE TRANSPORT IS VITAL FOR THE MODERNIZATION OF THE COUNTRY BUT IT CANNOT THRIVE UNLESS A CONGENIAL CLIMATE IS CREATED FOR ITS DEVELOPMENT AND GROWTH BY THE REMOVAL OF THE TAX BURDEN WHICH, AT PRESENT, CRIPPLES ITS PROGRESS."

Referring to the exorbitant prices of the automobiles, Shri Madgavkar stated that the hopes placed on the Tariff Commission's enquiry for bringing about a fall in the ruling prices had been belied as the flexibility of the prices they had recommended in actual practice meant their upward revision for motorists. He said it was not adequately recognised that the motor car was the backbone of the automobile industry wherever it had been developed and if the industry was to progress and prosper, the manufacture of motor cars must be accorded due importance. It was not only from the point of view of promoting economic progress and meeting the country's transport needs that this is important, but it is vital also for the country's defence and the encouragement of aeronautical industry.

Continuing, Shri Madgavkar said, "The consumers are greatly agitated over the ruling prices of the automobiles and cannot understand why their interests

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AS PASSENGER TRANSPORT
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are not adequately protected. Surely, the industry can at least help the units to evolve a common machinery for the purchase of raw materials, for determining which of them is best-suited for producing particular parts and for following a uniform policy towards the ancillary industries. If the units would pool their requirements and pursue a common policy in regard to import of plants, equipments, components, parts and knowhow, the different manufacturing processes and items can be planned and executed on a co-ordinated basis which would enable the available resources being utilised to the best advantage. Obsessed as they are by the Five-Year Plans, the Government are not likely to heed these remarks but a fair evaluation of the position will convince them that neither the automobile industry nor any industry can thrive in the face of stifling taxation and soaring prices. We, the motoring fraternity, are in no way behind others in the determination that the Second Five-Year Plan should succeed but as patriotic citizens, is it not our duty to point out that the transport bottleneck which threatens the implementation can be eased by a liberalization of the motor vehicles taxes?"

Advocating a Conference of Chief Engineers of States for a reassessment of the road requirements of the country, Shri Madgavkar pointed out that such a Conference, besides drawing-up a long-range scheme, could also suggest ways and means for its implementation which could serve as a guidance to Government in making allocations for roads in their future development plans. He said that considering the size of the country and its increasing

need for more and better roads, the fulfilment of the Second Five Year Plan targets would be but a modest achievement as, according to the President of the Indian Roads Congress, at least Rs. 4,000 crores or 7½ years' allocation at the present rate of expenditure would be needed for an adequate Road Plan for India.

EXPRESS HIGHWAYS, A NECESSITY

Commenting on the progress of road development in Bombay, he advocated the establishment of a separate department of Highways (as in Madras) and the constitution of a Statutory Road Board to look after the construction and maintenance of roads. Speaking of roads in the city, Shri Madgavkar stated, "I am afraid that in recent years we are having quite a raw deal for, on the one hand, we are made to pay more and more by way of taxes, while on the other we get less and less returns in the quality of roads. The roads in many localities abound in potholes and broken surfaces which cause great discomfort to those who use them. Further, although the volume of traffic has increased enormously in recent years, the road system has undergone neither expansion nor improvement in any commensurate scale. Sometime ago, realizing the growing needs of the city, the authorities had drawn-up a Master Plan for Greater Bombay which envisaged the construction of two Express Highways for the use of through traffic from the city to the hinterland; many years have since elapsed but the Express Highways have not been constructed. I invite the attention of the Municipality and the

*Neither Expansion
Nor Improvement!*

Government to these difficulties of the city motorists and would earnestly appeal to them to improve the roads and, at the same time, expedite the construction of the Express Highways."



Mr. A. C. Banerjee who has succeeded Mr. G.W.A. Stones as Executive Director of George Oakes Private Limited, Bombay Operations, effective July 1, 1957.

Mr. Banerjee graduated from Calcutta University in 1924 and after completing further studies in Commerce and Accounts, joined an Automobile concern in West Bengal for practical training. In 1929 he joined the Ford Distributors in the Punjab and later in the same year joined Ford of India. When their first Assembly Plant was opened at Multan (Punjab). He was continuously with them till February 1954, and worked in various capacities including that of Travelling Auditor, in all their Branch Offices. He was transferred to their Head Office at Bombay in 1938 and, during the war years, was assigned special work. He was appointed a Joint Accountant in 1947 and Accountant in 1952.

Mr. Banerjee joined George Oakes as a 'Controller' in February 1954, and continued to this position till his new appointment as Executive Director.

July 1957

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Develop Export Market for Indian Batteries

Association President's Call to Members

In his speech at the 8th Annual Meeting of the I.B.M.A. held in Bombay recently, Shri N. R. Choudhury, the retiring President, referred to the good future prospects of the automobile battery industry under the Second Five-Year Plan, but expressed concern at the present unsatisfactory position of the industry. Under the Plan the overall production target for 1960-61 has been fixed by the Planning Commission at 4,20,000 motor vehicle batteries, out of which the share of the organised units and the small-scale units had been envisaged at 3,50,000 and 70,000 respectively. While in 1955-56 the production of the organised sector amounted to 2,58,000 as compared to 1,79,000 in 1953-54 and the production increased further in 1956-57, all the units, however, said Shri Choudhury, did not equally share this progress and there was keen competition among them. Unfortunately, the majority of the organised sector consisting of small units showed a drop in production due to several difficulties like lack of adequate organisational and financial capacity for marketing and publicity etc.

Speaking about the keen competition among the different units of the industry, Shri Choudhury said that this was due to the large unutilised capacity and was accentuated by the continued exemption of five-man units from excise duty. He pleaded for equitable distribution of D.G.S.D. and other Government Orders among the different units. He also pleaded for the withdrawal of the existing exemption to small units from excise duty and suggested that the concession of exemption, if any, should be confined to only five-man assembly units which could not manufacture any parts of batteries, but would purchase the components from excisable units.

He further suggested that the industry should develop the export market

and diversify production more and more—for which there were great possibilities.

As Shri Choudhury was absent due to illness, his speech was read out at the meeting and Mr. H. R. Gregson of Messrs Associated Battery Makers (Eastern) Ltd. presided over it.

SHRI R. D. CHAR, OF STANDARD BATTERIES LTD., WAS ELECTED PRESIDENT OF THE ASSOCIATION, AND SHRI S. P. SAHA OF THE BHARAT BATTERY MANUFACTURING CO. PRIVATE LTD., CALCUTTA WAS ELECTED HON. TREASURER FOR THE CURRENT YEAR.

At the first meeting of the new Committee held on the same date, the difficulties experienced by the industry on account of the existing system of levy and administration of excise duty on storage

batteries were discussed among others, and it was decided that representations should continue to be made to the Government of India for replacement of the *ad valorem* duty by a specific duty and also for removing certain avoidable administrative and procedural formalities. In view of the difficulties in the supply of containers from indigenous sources, the Committee were of the view that the members concerned might set up a container factory on a co-operative basis and, pending increase in the capacity of the local container industry, actual users' licences for containers should be issued by the Government. The desirability of quality control and use of I.S.I. certification marks are appreciated and it was decided that individual members should themselves arrange for such control and certification marks.



Group photograph taken at the Annual Meeting of the Indian Battery Manufacturers' Association. Left to right: (Standing): Mr. R. M. Shah, General Manager, Standard Batteries; Mr. A. R. Dutta Gupta, Secretary, I.B.M.A.; Mr. Krishnaswamy, Representative, Amco Batteries; Mr. P. S. Rao, Secretary, Standard Batteries; Mr. K. R. Anand, Himco Batteries; Mr. S. Biswas, Indian Battery Manufacturing Co. (Sitting): Mr. R. M. Vajifdar, Representative, Oldham Batteries; Mr. H. R. Gregson, Associated Battery Makers; Mr. R. D. Char, Chairman, Standard Batteries; S. P. Saha, Bharat Batteries; Mr. R. Coomar, Eastern Accumulators Co.

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July 1957

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An Appraisal of the new Import Policy

By Sri A. K. Chaudhuri



We should appreciate the wise decision of Government in taking the present opportunity for matching the import control half years with the government financial year. This will, on the one hand, correlate foreign exchange control with import control and, on the other, save the necessity of issuing licence for three months and, hence, help to bring relief to our depleted foreign exchange resources.

During the next three months till the import policy for the October March, 1958 half year is announced import licences will be issued to Actual Users for essential raw materials and spares, to manufacturers' Sole Agents for spares for servicing machinery that are in use, to established importers for specified items which are considered raw materials for essential industries and to small scale industries also for their raw materials machineries and components so that, in the fine, "the production of the indigenous industries is maintained at as high a level as practicable."

It should be particularly noted that the Government has not only not disturbed valid licences issued during the past periods, but has, as a further incentive to the holders of January/June, 1957 licences, permitted them to get the validity extended by another three months where the period of validity of the original licence is mentioned as six months. BUT THE MOST STRIKING CONCESSION THAT THESE LICENCE HOLDERS OF PAST PERIODS HAVE BEEN OFFERED IS THE OPPORTUNITY TO GET THEIR VALID LICENCES CONVERTED "FOR THE IMPORT OF GOODS FALLING UNDER ANY OTHER SERIAL NUMBER OF THE IMPORT TRADE CONTROL SCHEDULE". PROVIDED THE LICENSING AUTHORITY IS SATISFIED THAT THE COMMODITY WHICH IS SOUGHT TO BE IMPORTED IN PLACE OF THE COMMODITY FOR WHICH LICENCE WAS ORIGI-

NALLY ISSUED IS "MORE ESSENTIAL TO THE ECONOMY OF THE COUNTRY." Possibly, the extent, nature and scope of this concession are without a parallel in the history of the Import Trade Control since its inception.

The recent decision of the Chief Controller of Imports which he made known to the Indian Merchants' Chamber, Bombay, on the 5th July, 1957 and to the Southern India Chamber of Commerce, Madras, on 8th July 1957 to publish within a week four lists of items on a priority basis for conversion of unutilised import licences has helped to settle the controversy that has been brewing over the loosely worded Public Notice which stated that conversion of licences will be allowed "provided the goods sought to be imported are adjudged to be more essential to the economy of the country". It is, however, expected that while issuing these four lists the authorities should also clearly detail the procedure and the manner in which application for conversion of licences is to be made, the date within which such application should be made, whether portions of licences will be allowed to be converted so that one licence can be, if required, validated for the import of goods falling under more than one serial

and part numbers. This last mentioned concession will be useful in the case of licences of high value where the holders would naturally find it difficult to name one single item into which conversion is desired.

Among the applicants to whom licences would be granted during the intervening quarter ending 30th September, 1957 mention has been made of "large scale Actual Users". Since all classes of Actual Users (including the small scale industries and also those not borne on the list of the Development Wing) have been covered, what is specifically meant by "large scale Actual Users?" Similarly, will licences for spares be issued to manufacturers' Sole Agents for servicing only "machinery", or does the word "machinery" include any mechanical device e.g., a pumping set, or a motor vehicle, or an elevator and so on?

The above are, however, a few details which require clarification but the success or otherwise of the policy announced will depend on what our foreign exchange resources are going to be during the next three months.

Apparently, Government is optimistic and feels that its requirement of foreign exchange will be satisfactorily met by, among other means, loans from foreign countries. The news that Britain may give us a long term loan of £100 million and that, in addition, there may be available from other British sources, including British Industrialists, short-term ad hoc credits for financing the purchase of capital goods to the extent of £20 million are all very encouraging. Also encouraging is the news of expected loans and aids from U.S.A. A loan of about Rs. 38 crores to purchase railway equipment is expected shortly from the World Bank. Our Government has been tapping all possible sources to raise foreign loans and such efforts should bear fruit.

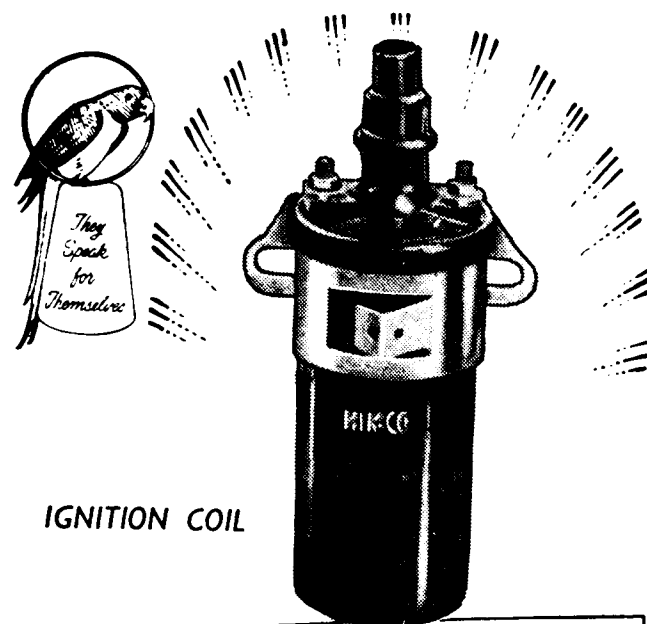
On the other hand, should we fail to influence foreign loans and/or obtain

July 1957

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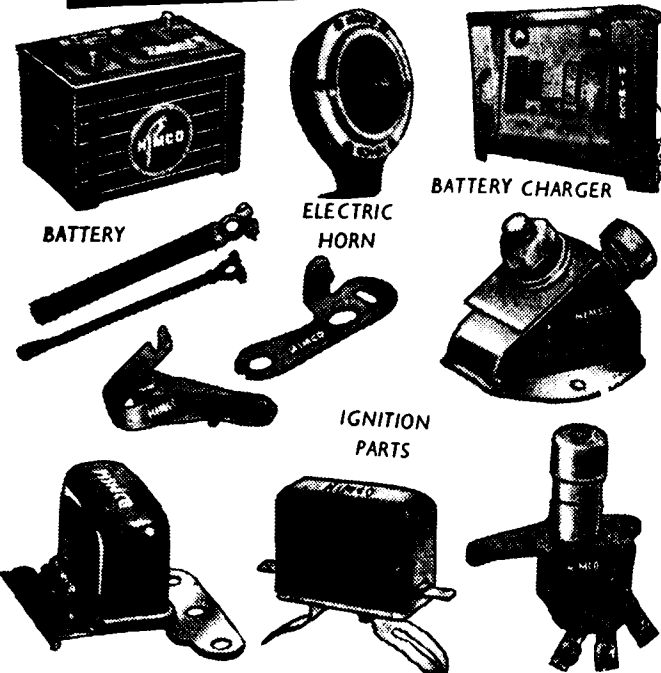
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foreign economic assistance in sufficient volume then, clearly, the decision of the Government in allowing imports against currently held valid import licences issued during the past periods will prove ill-advised.

If our foreign exchange position does not improve, imports of all categories of goods, including essential raw materials, will have to be drastically curtailed. The validity of majority of the licences issued during 1956 as also during the January-June, 1957 period does not extend beyond November, 1957, so that, goods will continue to flow in till about January and February, 1958. After this the scarcity of foreign exchange will be acutely felt and we shall not be able to supply our growing industries with enough essential raw materials and semi-manufactured goods. This is likely to prove very harmful to our economy and may cause unemployment, shortage of goods, high prices, dislocation of industry and trade, etc.

Since it is not definite that we shall succeed fully in covering our requirement of foreign exchange, as this is in the hands of other countries. I think that a more appropriate policy in the present uncertain situation would have been to conserve now whatever foreign exchange we could by reducing the imports against the licences issued in the past periods and then apply the foreign exchange so saved to supplement the amount that will be available to us during the next half year. As is well known, barring a few non-essential commodities and luxury items markets have sufficient stocks of imported goods which have been flowing in as a result of the very liberal policy followed till July/December, 1956. It is thus better to curtail the import now when the markets as well as the indigenous industries are well-supplied rather than allow further additions to the stocks and then, almost all of a sudden, be faced with a situation of acute scarcity. We can obviously do well with a little bit more of foreign exchange but could we possibly spare any measure of caution and care when the future is far from rosy?

July 1957

Social & Personal



Mr. J. C. Delaplain (extreme right), Vice-President and General Manager, Willys Export Corporation, Mr. S. Girard (extreme left), Vice-President and General Manager, Willys Motors Incorporated and Mrs. Girard were in Bombay on a short visit. Mr. & Mrs. Keshub Mahindra, Director Mahindra and Mahindra Limited received them at the airport.



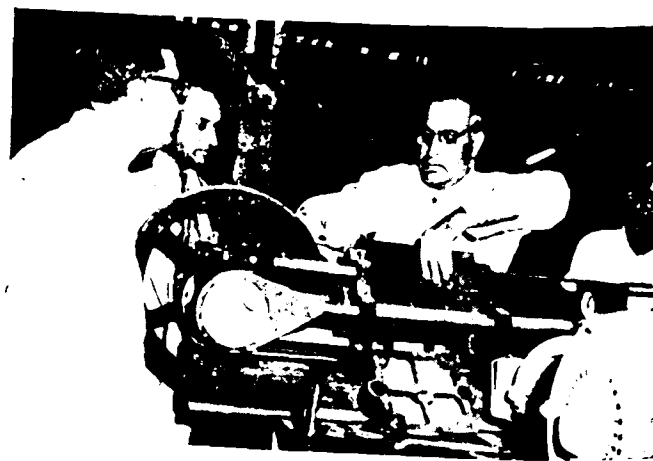
Hon. Shri Morarji Desai, Minister for Commerce and Industry, Government of India, visited the factory of the Premier Automobiles Ltd., Kurla, on 15th June 1957. Along with him are Seth Chinubhai Kilachand and Seth Lalchand Hirachand, Directors of the firm.

MOTORINDIA

TARIFF COMMISSION VISIT HIMCOS



The Mechanism and performance of electric horns are being explained in detail.



Die Casting machine under development.



The quality and performance tests carried out in the assembly line are being matched by (L. to R.) Messrs. Ramasubbhan—member, K. R. Damle—Chairman, K. R. Anand, Mashalkar—Himco's General Manager.



The quality and performance control switchboard, after the ignition parts come out of the assembly line, they are subjected to all rigid electrical tests, Mr. Anand explains its intricacy to Tariff Commission.



Copper Wire Standing machine to manufacture wire rope for use for Bends for Indian Electric train. This machine was designed, developed and manufactured within the four walls of Himcos at about ten per cent of imported cost. Mr. Anand is explaining the operation of the machine. Mr. Ramasubbhan is listening attentively whereas Mr. K. R. Damle, the Chairman of the Tariff Commission, is keenly watching its operation.

SERVICE OVER A SCORE OF YEARS!



Group photo taken on the occasion of the opening of the new Administrative Buildings of Messrs. Raman and Raman shows the Minister for Transport along with Mr. P. S. Narayanan, Managing Director of the firm, other Directors and some of the staff.

TRANSPORT MINISTER PRAISES 'RAMAN AND RAMAN'

Messrs Raman & Raman Private Ltd., Kumbakonam celebrated the opening function of their newly constructed administrative buildings on a grand scale on July 14. Sri T. Sampath, M.L.A., presiding. Hon'ble Shri V. Ramiah, B.A., Minister for Electricity and Transport, Madras, declared open the new buildings.

In the course of his speech, the Hon'ble Minister pointed out that he liked very much to be associated with an opening function of this kind because he could observe the honest endeavour by numerous workmen towards the promotion of the company's prosperity. He referred to the untiring zeal for work during the past twenty years of Sri P. S. Narayanan, the Managing Director of the Company, to build up the company to its present status and felt sure that the institution would grow more and more in view of the keen interest taken in the business by his young sons. Sri Kasiraman and Sri N. Sethuraman, who had all the education and training in the field. He was

glad Sri Narayanan had been putting the profits of the company back into it so that it may develop as more of a public utility. The Minister expressed the hope that in course of time, Raman & Raman would become the biggest fleet owners and be able to produce many automobile engineers for the benefit of the trade.

Dr. V. R. Murthy, Chairman of the Kumbakonam Municipal Council then unveiled the portrait of late C. Rajam of the Garage Ltd., a firm with which Sri P. S. Narayanan was connected for

several years.

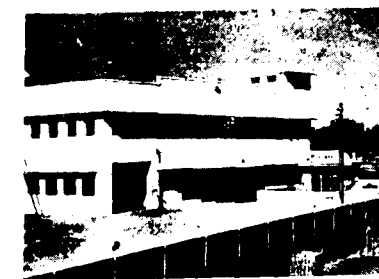
Messrs G. Narayanaswami Naidu, M.L.A., T. K. Srinivasan, and V. G. Danial then spoke on the useful part played by Messrs Raman & Raman.

Sri P. S. Narayanan proposed a vote of thanks and presented to the audience a Souvenir brought out on the occasion.

There was also music, dinner and parties befitting the occasion.

Started in 1937 with two buses running between Kumbakonam and Tiruvarur, Messrs. Raman & Raman gradually increased its fleet to 15 in 1941; 24 in 1946; 30 in 1951 and now ran 32 buses on different routes in Tanjore District besides eight spare buses and four public carriers. The buses run 4250 miles a day affording bus conveyance to more than 12,000 people daily.

The new building will house the machine shops and the various other sections connected with the maintenance of the fleet, stores for spares and accessories, tyres etc., and administrative staff.



A view of the new Administrative Buildings of Messrs. Raman and Raman, Kumbakonam.

July 1957

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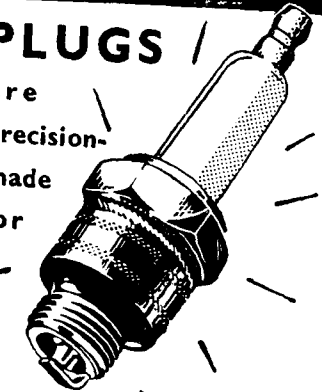
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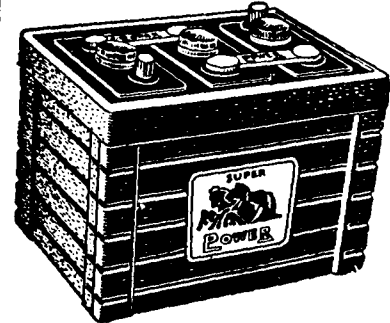
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Within a couple of hours of my arrival in London, when I found myself travelling in one of the London Transport buses, I was a little curious to see the working of Passenger Transport in U.K. A surprise was in store for me when I entered the bus. It had been raining quite heavily and like a good Bombay citizen, I was about to take my rain-coat off before sitting down when my friend remarked that it wasn't necessary. I nearly exclaimed "What!" but a careful look around the bus convinced me that he was correct. My mind went back to the notices exhibited in the BEST buses—"Please do not sit with wet clothes. Think of others who have to use the same." In a country, where weather is always changing and the rain-coat (or woollen overcoat in the winter) forms part of the out-door dress, no one bothers about taking it off because he is sure that his fellow passengers are all in the same position.

Smartly Dressed Conductresses

In the place of a conductor, I found a smartly dressed conductress doing the job. The conductresses are very commonly employed by Transport concerns in U.K. As a matter of fact, in some Transport concerns they are in a majority. Owing to manpower shortage this job is gradually becoming the exclusive reserve of the female sex. Dressed in their tunics and slacks or skirts, they do this job quite efficiently though many a time glamour gives it an additional touch. However, employment of conductresses on mofussil routes, though quite common, has always been a little controversial matter and occasionally one reads in the newspapers arguments for and against it.

I was rather surprised when I heard the conductress saying "Thank you" after she had issued me the ticket. I was, in fact, a little amused when I heard her saying "Thank you" every time she issued a ticket to a passenger. This courtesy is naturally mutual and reciprocated. To a foreigner,

A BOMBAY MAN IN BRITAIN

By R. S. Hingorani

this may seem little artificial but with people here it is a second nature. As a matter of fact the phrase "Thank you" is a multi-purpose phrase. While collecting the fares, the conductor generally passes along the gangway saying "Thank you" or "Any more fares please." Many concerns make it a point to stress on the conductors not to jingle the coins in their hands for drawing the attention of the passengers—a habit so common in India. If an inspector boards the bus, he always uses the words "Thank you" for drawing the attention of the passenger and I have not yet heard a passenger calling out the conductor. I was curious to know what a passenger would do in case the conductor forgot to collect the fares from him. My curiosity was satisfied one day, when I found a passenger in the above predicament. He was a little perplexed but then said "Thank you" a little loudly which drew the conductor's attention. Very great emphasis is laid by the transport concerns on politeness and some even go to the extent of exhorting their employees not to say "Ta" (a short form for "Thank you" very commonly heard in this country) but say full "Thank you." As one moves from the cities into the interior the usage of these formal words decreases but nevertheless a very vast majority among the conductors or conductresses are genuinely polite and many a time go out of their way to help the passengers. I remember the incident when a

conductor stopped the bus at the exact place where I had to go and which, though on the route, was a little distance away from the regular stop. Smilingly the conductor said "we wouldn't like you to be drenched in this rain."

One Conductor for Double-Deckers

A striking feature of Passenger Transport in this country is that only one conductor is provided for double decker buses. This is remarkable specially when it is the general practice to allow about six standers in the lower deck. In the peak traffic periods in London, Birmingham and Glasgow, I have seen one conductor managing both the decks quite efficiently. In this, of course, he is helped by the following three factors:—

- (1) The passenger, generally demands his ticket by denomination i.e. 2½d. 3d, etc. and not by destination. The passenger is always trusted for the ticket; however, the conductor has to face the music if the passenger overtravels and is detected!
- (2) The use of ticket issuing machines which are always being improvised to obtain greater speed.
- (3) Passengers are permitted to stop the buses at "Request Stops" by pressing once the push button for the electric bell. (The bell-rope so common in India is totally absent.)

It is true that in rush periods or sometimes even otherwise some fares are always lost, but the possible savings that can accrue by employing two conductors for a double decker do not make the proposal economical owing to high rates of wages. In the tram-cars of the Glasgow Corporation, I saw a novel method for recovering some of the uncollected fares. A box with the words "Please drop your uncollected fares 'here'" is fixed

(Continued on page 13)

INDIAN STANDARDS INSTITUTION

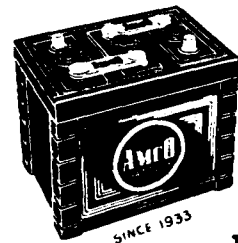
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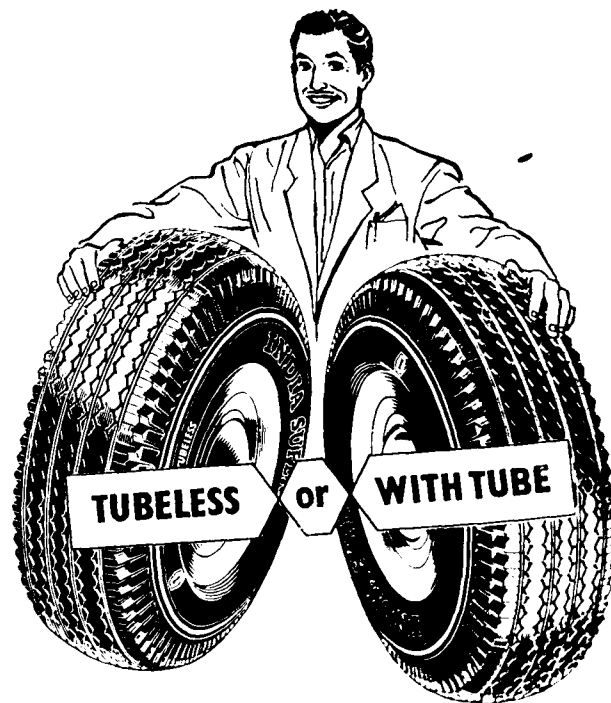
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By 'Robot'

The nature and properties of oil remain a problem with still many unknown factors. The question has been further complicated by the recent major changes by way of introducing oils treated with additives. The importance has now shifted from the oils themselves and the refining processes to the characteristics of the additive compounds that go to make the new Additive Treated Oils.

The aspects that have particular emphasis are those of Detergency. Oxidation, Sludging, Viscosity, Acidity and Corrosion. The new additive compounds are designed to remove or reduce these characteristics of a normal lubricating oil.

The marketing of Additive Treated Oils, no doubt, has been preceded by long Laboratory Research and it must be admitted that laboratory findings, rather than practical and proved experience, still form the greater part of data on which the user is expected to form judgement.

It is therefore important—and it is also possible—for the consumers to check by some simple practical tests, the benefits he can obtain. If he requires about 100 to 300 feet less distance to attain a speed of 40 m.p.h. at full throttle in top gear from 15 m.p.h., after application of an additive to his engine, it can be said that something has been achieved.

Taking a compression gauge, it will be probably found that atleast one cylinder has a lower reading than the others. It will also be noticed by introducing an additive in accordance with the instructions, that the compression of the weakest cylinder is raised to the normal and this is due to the fact that the additive has freed

the rings and valves of carbon and gumming, whereas this action was rather sluggish or imperfect formerly.

Any additive should be able to reduce the friction generated by the internal parts and reduce the frictional heat, and thus the frictional wear. This can be verified and confirmed by taking the temperatures of the oils in the engine sump, gear box, back axle and the radiator water, both before and after using the additive. If the temperatures are lower after using the additive, it is obvious that the frictional heat and friction have been reduced and thus the rate of wear is reduced.

Last, but not in the least, is the question of fuel economy. Any additive worth its name should be able to give an improved fuel consumption economy. This could also be found by the use of a fuel test tank—with which most service stations are equipped—both before and after using the additive as recommended. The fuel saving may vary anywhere between 5 to 20 per cent.

The modern engines with high speeds, high compressions, high bearing pressures and close clearances have proved too much for the natural oils. Viscosity of the oil was too thick at starting temperatures and too thin at working bearing temperatures. Thin oil burns out easily. So, the problem has, therefore, resolved itself to building up the oil film strength of the lighter oils and the additives should be able to give a flattened viscosity curve and a higher viscosity index.

The formation of corrosive acids is another problem. These acids often do more havoc in destroying metal than does the physical wear. Therefore, the additive should also be able to inhibit their formation or neutralise their effects.

The Test of Time, anybody would agree, is the proper guidance to the consumer, specially when he can easily and personally

'ROBOT' will be glad to answer in these columns from the Readers of this Magazine, any questions pertaining to their motoring problems. Questions may be addressed to 'ROBOT', C/o 'MOTOR INDIA', MADRAS-6.

experience and see the improvements recorded by the use of the additive in a practical way, without being carried away by tall talk and publicity.

The average motorist may feel that this article is more of a technical nature; but my only intention is that he should be able to understand and know what he gets from his service agent or supplier; he must be personally satisfied about the claims of the product he buys by practical and visual tests.

Mr. V. B. MENON



Mr. V. Balakrishna Menon, till recently District Manager, Bombay, India Tyre and Rubber Company (India) Private Ltd., has been appointed Sales Manager of the Company.

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July 1957

MOTORINDIA

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Bombay 1,
14th July, 1956.

Naazo Polish not only brightens the shine of the car and other articles of furniture on which it is used but the shine remains despite changes in the weather during the monsoon.

Morarji Desai
(Morarji Desai)



Raj Bhavan,
Ganeshkhind,
July 5, 1955.

This is to certify that the Naazo car polish supplied two months ago has been used on Raj Bhavan cars and has been found satisfactory.

Major
Secretary and Comptroller.



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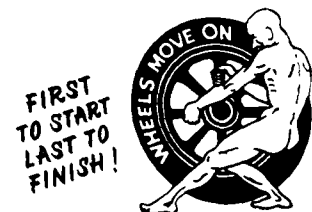
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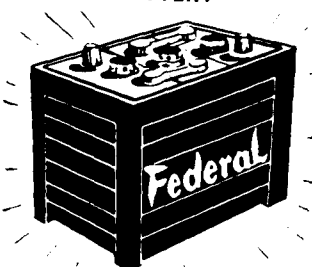
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GORKY

the auto colossus in Russia

EXCLUSIVE

By Paul Podliashchuk



The body of a new "Volga" passenger car being painted in the electrostatic Chamber at the Molotov Automobile Plant in Gorky.

From our vantage point in one of the thoroughfares of the Molotov Auto Plant in Gorky, we watched automobiles, shining with their fresh paint coating, rustle past in an endless stream. There were motor cars, go-everywheres and trucks turned out by the plant in one day. They were being tested before they can be allowed to pass through the factory gates and start on the long way to their destinations.

Tens of thousands of workers and engineers are employed in the shops, services and laboratories of this automobile colossus, the biggest in the USSR and Europe; the new residential district that has grown up around the plant is known as the Avtozavodsky District of Gorky; it has a population of 100,000.

A few words about the history of the plant.

On May 2, 1930 the cornerstone of the foundation of the auto plant was laid on a stretch of neglected wasteland at the confluence of the great Russian river Volga and its tributary, the Oka, near ancient Nizhni Novgorod (renamed in honour of the great Maxim Gorky who was born, lived and worked there for a number of years).

Twenty months later, in January, 1932, the first lorry rolled down the conveyer of the plant.

It has been the good fortune of the author of this article, a young journalist at that time, to attend the ceremony arranged to mark the conclusion of the construction of the colossus. It was on a bleak autumn day. A stinging wind was blowing from the river; it was raining heavily

during the night, and the makeshift roads were washed away. It was impossible to walk over the clay surface. But builders, yesterday's peasants and tomorrow's automobile makers, converged towards the plant from all directions. The people looked into the building they themselves had erected, touched the equipment they themselves would operate, their eyes shining with faith and happiness.

Those were unforgettable days... In about 25 years that have passed since then the plant has been steadily expanded and improved; its technical equipment kept in step with the latest developments, its workers have been improving their knowledge and skill, raising their efficiency.

Who are the workers of the plant today? What is their life like? What are their ambitions and desires? These questions interested

me most of all when I arrived in Gorky.

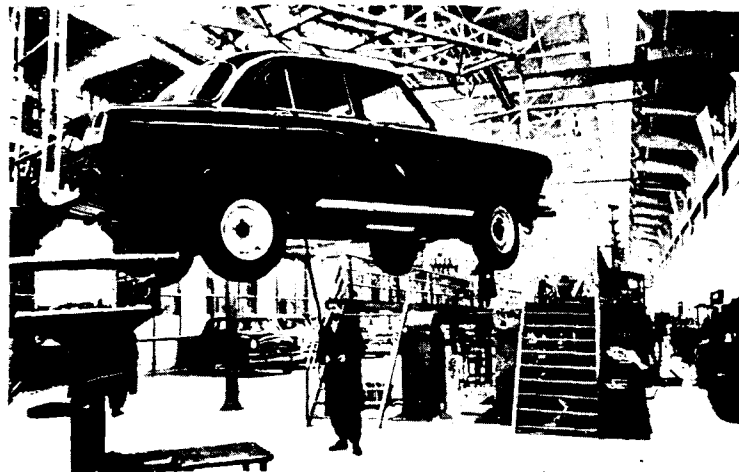
I was told that the most popular man in the plant today is Ivan Permyakov, team leader in the wheel shop. I looked up this youthful looking blue-eyed man, only to learn from him that he had done nothing out of the ordinary. Sizing up the work performed by his team, weighing and calculating everything, he finally proposed a counter plan; the team had undertaken to carry out a higher assignment with the same number of workers, moreover, not in eight but in 7 hours, and to use the remaining time for turning out production over and above plan. "That is all," concluded Permyakov.

Nikolai Dushkin, a young designer of cutting tools seems rather unsociably and phlegmatic at first glance; but when he speaks of the original device designed by him for automatic turning of multiple-stage

July 1957

MOTORINDIA

29



The Molotov Automobile Plant in Gorky is turning out new passenger cars of the "Volga" type. They are assembled together with the "Pobeda" passenger cars.

Photo shows the transfer of the "Volga" from the conductor to the trestle conveyor.

rollers, his eyes began to shine and a faint smile appeared on his lips. He emphasized again and again that he did that not alone, but together with Nikolai Volkov, a fitter employed in the cutting laboratory.

Friendly teamwork, mutual assistance, exchanges of ideas and experience—these are the characteristic features of the Gorky automobile builders. There are many overall brigades composed of engineers and machine operators, designers, technologists and workers, for handling difficult technical tasks.

Especially many overall teams have been formed at the plant lately for getting under way the serial production of the "Volga," a new motor car. A thousand cars of the new make came off the conveyor last year; and in 1957, the "Volga" is expected to oust the very popular "Pobeda".

After the day's work was done, engineers, technicians and workers were assembled in the technical laboratory of the tool and dye making shop to discuss a book just issued by local publishers. Entitled, "Practice of Profile Polishing," this fundamental book, supplemented with formulas and blueprints, analyses

the experience accumulated at the auto plant. It has chapters describing the methods employed by Yeranov, Kovalev and other distinguished tool makers.

These tool makers were present at the conference and spoke in the discussion. The author of the book, a gray haired, calm man, was also there. Pavel Kamyshev, an engineer, holds the office of assistant superintendent of the tool and dye making department. He belongs to what is called at the plant the "old guard," or "golden fund." Kamyshev's life story is inseparable from the history of the plant. He worked on the construction of the plant; later, as foreman, he was mastering the production of the first Soviet automobiles; as an engineer, Kamyshev has been training a new generation of automobile builders.

Naturally, there are many more young "guardsmen" at the plant. I met some of them. Arkadi Krutov, for example, is a milling machine operator. Adopting fast methods of dye-making, he has been turning out as much as ten-fold the daily production target. Withal that, Arkadi Krutov manages to attend an evening technical college (he is a fourth year student), and to spend a great deal

of time at the technical library of the plant. He is truly a guardsman of the labour front.

I observed the workers not only in the shops. I observed them in the streets, in their homes, and in the institutions of the socialist city around the plant. Let me give a brief description of what I had seen in one day.

Dropping into Maternity Hospital No. 7, I found in the records that the population of Avtozavodsky District had grown by 11 on that day.

At the central library I learned that it had received a fresh supply of literature, and 78,970 book titles were entered in its index files.

There are more than 20,000 subscribers to central and local newspapers, and to 1,325 magazines in the district.

Veteran workers of the woodworking department met recent trade school graduates at a special gathering in the House of Technique. An Indian film, "The Girl From Bombay," was shown in the theatre of the club. Members of the plant's soccer team ("Torpedo" Society) were training at the stadium for the coming competitions for the country's title.

Bricklayers were completing the fourth story of a 42-apartment house at Stankozavodskoye Avenue: 15 five-story blocks of flats were being put up by industrial methods a short distance from the Eastern Settlement.

Before the day was over, I saw thousands of youths and girls rushing to the five evening schools, evening institute and evening school of the automobile engineering college.

I saw Maria Reznik, the first woman to undertake the operation of a powerful stream press, go home from work after turning out more than 2,000 valves (the target is 1,500). On the way, she stopped at the kindergarten and came out again with her little son; walking leisurely

through the streets, she inhaled with pleasure the fresh air of spring.

Yes, it felt good to walk through the streets. This feeling was written on the face of A. Shirokov, an engineer of the plant's design office, who has just returned from Poland. Together with a group of other auto-plant workers of Gorky, Shirokov was assisting in organizing production at the automobile plants in Warsaw and in Lublin.

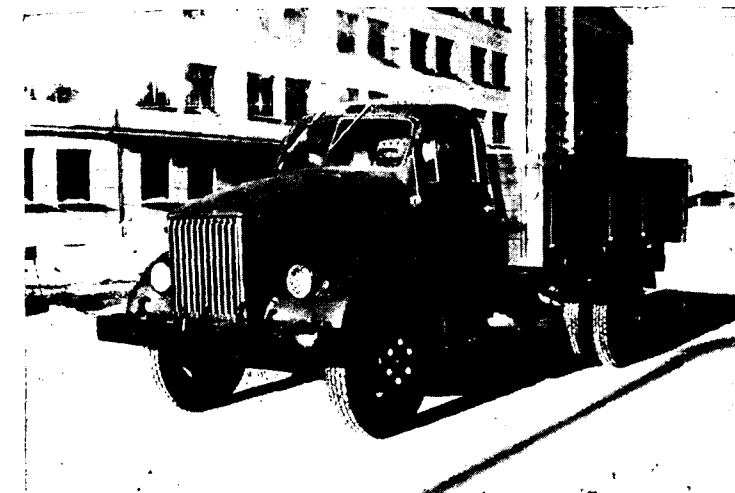
Roza Polovnikova, who in addition to her fame as a very efficient turner is known among the youth for her singing and dancing, was hurrying to a rehearsal at the club.

F. Kazakov, a team leader in the woodworking shop, walked past me leisurely with gardening tools in his hands. He was bound for the collective fruit orchard laid about by the auto plant workers a short distance from the city. Many auto plant workers go in for gardening, and they tend the fruit trees with pleasure. The orchards of the auto plant workers occupy a territory of 158 hectares.

Night comes and the city quiets down, but there are lights at the plant, where the evening shift is at work. And lights may also be seen in some of the house windows: young as well as adult workers stay up late at night, poring over their books.

Arkady Krutov, milling machine operator and college student, is absorbed in a mathematical problem. Pavel Kamyshev is reading in the quiet hours of the night the copy of the second edition of his book. Ivan Permyakov is engrossed in calculations: he is seeking new ways of raising labour productivity.

I have mentioned only a few facts and few figures at random to give an idea of the work of the automobile colossus on the Volga, and of the life of its well-knit team which numbers many thousand workers.



The output of freight trucks is to increase approximately 32 per cent in the new Five Year Plan (with a 45 per cent increase in total carrying capacity).

Recently the Molotov automobile plant in Gorky manufactured the first GAZ-51, A truck with a larger platform and improved central brake. Photo shows the new truck.

RUSSIAN CINEMA VANS FOR INDIA

Odessa Plant Built Mobile Units

ODESSA: The Kinap Plant in Odessa has designed and built the first four cinema and radio units for India which are mounted on the Paz bus (Pavlovsk Automobile Plant).

These units are mainly intended for servicing the population of outlying areas where there is no power supply. Each has its own small electric power unit, standard gauge film projection cameras for screening, sound, colour and black-and-white films and a 100 watt radio unit to broadcast speeches, recordings, etc.

Each unit requires the services of one mechanic and a driver who also runs the motors. There is a rest-room for the team on the bus.

The four units are to be delivered at Calcutta port shortly.

NEW SOVIET LORRY

Moscow: The Likhachev Autoworks is starting to manufacture a "ZIL-164" lorry to replace the old "ZIL-150" models. It has a 97 horse-power engine whereas the previous models had ninety horse-power engines. With capacity load the lorry can develop a speed of up to seventy-five kilometers an hour. The previous models could not develop more than sixty-five kilometers.

The new lorry is adapted for use in different climatic conditions which is a fact of essential importance, considering the vast territory of the Soviet Union.

The manufacture of "ZIL-164" is being started without stopping the conveyor belt. It may be noted that Ford factories usually stop the conveyor belt for a while to renew the machine-tools when they begin making new automobiles.

Soviet engineers have chosen a different way of doing it. "ZIL-150" cars are still running off the conveyor-belt but they are losing their identity with each passing day as different "ZIL-164" components are incorporated. The new models will begin coming off the belt as from July 1.

Madras Lorry Owners want more stands with amenities

Representation to Police Chief

"At the instance of the Deputy Commissioner of Police, Traffic and Licensing, Madras City, a meeting of the Lorry Operators was convened on July 5th at the Office of the Deputy Commissioner at Vepery, when more than 100 Lorry operators turned up to discuss the traffic problems in the City as it confronted lorry operators and how best to solve them. The operators also referred to their grievances and the difficulties experienced by them in running their business. The salient points mentioned included:

The Corporation had provided parking stand for the lorries at Hoodwharf, Wall Tax Road, and charged each lorry per day Re. 1, which was too exorbitant when compared to the monthly fee of Rs. 10 per bus, at the bus stand. Further, there was no bundobust for the Goods and the lorries parked at the place. There was no water facilities; and no amenities. The stand was in one corner and it was very difficult for the lorries to contact the owners of goods. There was not even a telephone for use.

It was impressed on the Deputy Commissioner that these grievances should be rectified and that similar parking places should be provided in different places of the City.

The Kothawalchavadi Division of the City was the nerve centre for business in vegetables, food-grains, provisions, groundnut oil cakes, cattle feed and other important commodities and Lorries had to be necessary often for loading and unloading of goods. But, recently about 22 streets in this area are prohibited for lorry traffic between 11 a.m. to 7-30 p.m., i.e., the peak hours of business. This had paralysed the lorry business and had greatly inconvenienced the public and merchants.

Therefore the Government was urged to make alternative arrangements for providing as much facilities as possible for the lorry

operators. All other traffic may, if necessary be restricted, and lorry traffic allowed freely. For example a lorry bringing a load of fruits—vegetables if it comes to the City at 11-10 a.m. or at 10 a.m., must be waiting in some corner of the City till 7-30 p.m. for unloading the fruits at Malayaperumal Street, Bunder Street, etc. Something urgent must be done by the authorities concerned to provide more facilities for the lorry operators, who were a neglected lot in spite of the fact that they paid the highest motor tax in the whole world, viz. Rs. 427 as regular tax and Rs. 67-8-0 as Surcharge tax for each lorry for a single quarter, it was said.

Instances of harassment by police was also alleged in enforcing the rules.

The Deputy Commissioner who gave a patient hearing to the representations, promised to do the needful after careful consideration.

PISTONS FOR INDIAN CARS

Mfrs. to Contact India Pistons Ltd.

The Government of India's Resolution on the Tariff Commission's Report (1957) on the continuance of protection to the Piston Assembly (Pistons, Piston Rings and Gudgeon Pins) Industry has been published in the Gazette of India today.

Government have accepted the Tariff Commission's main recommendation that protection to the industry should be continued till December 31, 1960, at the existing rates of duty. Suitable steps will also be taken to implement as far as possible the recommendation that the Indian Standards Institution should finalise standard specifications for pistons, piston rings and gudgeon pins.

In the Resolution, Government have invited the attention of India Pistons Limited to the recommendation of the Commission for rationalising its production programme. The attention of the

Continued on page 37



These Studebaker Full Forward Control Chassis, fitted with Diesel engines are a part of fleet of 74 recently supplied to the Bombay State Transport

MOTORINDIA

July 1957

THE AUTO WORLD

NEW ENGINE FOR SMALL CARS

New engine for Lightweight cars

A leading British manufacturing company (Villiers Engineering Co.) has completed tests on a new two-stroke 250 cc twin-cylinder engine developed for lightweight three- and four-wheeled cars. This gives the "go-ahead" signal to several all-British miniature-car makers who had been held up for lack of a suitable engine, the manufacturers say.

Described as one of the most advanced engines of its kind, it incorporates a four-speed gearbox, an electric starter-generator, and a turbo-blower cooling system with twin fans, one on each side of the engine. These blow through an aluminium alloy cowl which envelops the cylinder and directs a constant blast of cool air to the hottest parts of the engine.

Road tests have shown the engine to possess an extremely lively performance, with top speeds of 60 to 65 mph and cruising speeds of 50 to 55 mph, the manufacturers say. They also claim that the twin silencers completely eliminate the familiar harsh two-stroke exhaust note without detracting from the performance of the unit.

MORRIS MINOR TO HAVE BIGGER FUEL TANK

A larger fuel tank is now being fitted to the Morris Minor. The Nuffield Organization, makers of the car, say that 300 miles without refuelling should now be attained. The 5-gallon tank previously fitted is being replaced by a tank of 6½ gallons capacity.

"Despite the extremely good petrol consumption of the Minor", said a Nuffield spokesman, "it has been felt that giving the car an even greater range would please many people, particularly in those overseas countries where filling-stations are few and far between."

OPELS FOR THE U.S.

RUESSELSHEIM: To meet the increasing demand for Opel passenger cars in the U.S.A. the Adam Opel AG, Ruesselsheim, after previous consultations with its parent company, the General Motor Corporation, will start exporting passenger cars to the U.S.A. in Autumn 1957. The Company states that this policy is rendered possible by the near-completion of the expansion programme which has substantially increased production capacity.

Imports of Opel cars will be handled by the Buick organisation, a General Motors subsidiary, which has branches all over the States. Preparations for sales, service and spare parts supply are already under way.

STUDEBAKER KEEPS THE LEAD

For the second consecutive year, a Studebaker Car has beaten all other American Cars in the 1957 South African Capetown-Durban Mobilgas Economy Run. Fitted with a stock Studebaker V8 engine, the winner, a Silver Hawk, completed the gruelling test with a ton-mile rating of 57.23 and an actual fuel consumption at 29.06 miles per gallon.

The competing cars travelled a 1480-mile course, of which only 50 per cent was hard-surfaced, according to reports from South Africa. Each car carried two official observers and two drivers. It was necessary to maintain strict time schedules in accordance with the rules of the run.

Other U.S. cars entered were Chevrolet doing 49.91 ton miles and 24.86 actual miles per gallon; Hudson, 49.07 ton miles and 27.26 actual; Ford V-8, 46.44 ton miles and 22.73 actual and Pontiac, 44.96 ton miles and 21.89 actual miles per gallon.

FRENCH AUTOMOBILES

Exports up by 30%

Statistics for the French automobile industry during the first quarter of 1957 show a highly satisfactory development even in view of the unfavourable influences due to the restrictions on automotive fuel consumption. France produced during first quarter of 1957 as many as 229,830 vehicles and exported 55,277.

Production in 1957 shows a much larger increase for commercial vehicles with 16% than for passenger cars with only 5% since the latter were more severely affected by the rationing instituted during the month of November 1956.

Total exports of vehicles of all types to all countries rose 30.6%. By type of units shipped to foreign countries, passenger cars show an increase of 40% and commercial vehicles an advance of 17%.

The relation of exports to production for all types of vehicles and all countries has mounted from 19% for the first quarter of 1956 to 24% for the same period in 1957, during which exports of cars were considerably in excess of production.

GERMAN AUTOMOBILE PRODUCTION UP

FRANKFURT: Due to the larger number of working days Automobile production in Germany has risen in May by 9.2% and reached the figure of 110,264 units as against 100,962 in April.

In May 50,299 automotive vehicles were exported. In comparison with April this is an increase of 7.5%. The export share of production was 45.6% in May as against 46.3% during the previous month.

MOTORINDIA

July 1957

33

Product News

New hoist for trucks and buses

A new type of heavy-duty drive-on platform hoist for trucks and buses which can be erected on almost any kind of foundation is now manufactured by Modern Transport and Metal Industries Proprietary Ltd., of Mowbray Heights, Launceston, Tasmania.

This four-post electric hoist can be installed where it is almost impossible or too costly to install an underground type of hoist. It is therefore suitable for multiple-floor buildings, wharves or timber floors, boggy or rocky ground or soft foundations.

The M.T.M. hoist can be readily assembled and erected; one operation can drive with complete safety on to the 32-inch-wide platforms without tiresome jockeying to an exact position.

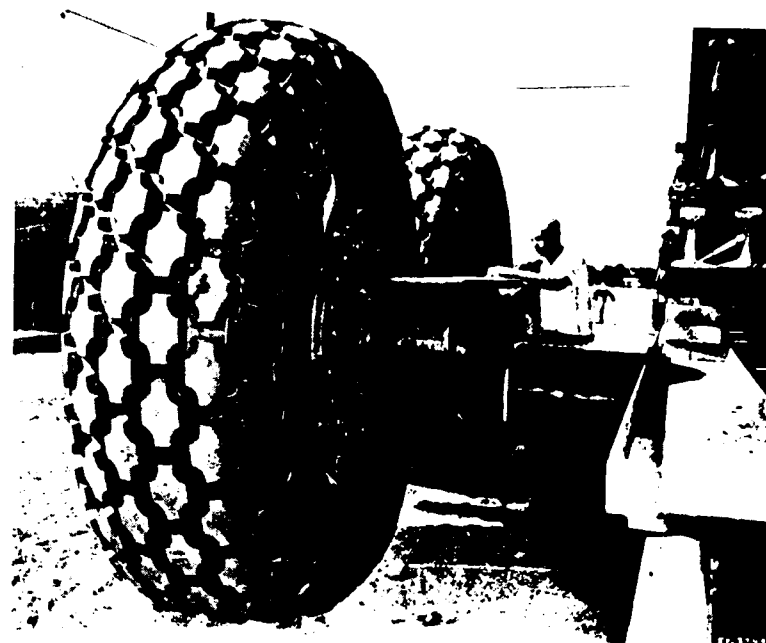
All parts of a vehicle's under-carriage are easily accessible with this hoist because there is no centre ram to get in the way. Transmission universal joints, drive-shafts and other parts which are normally hard to reach are clear and unobstructed.

The hoist is fitted with an instantaneous push-button control for starting or stopping in any desired position. When the hoist is lowered the vehicle can be driven off at once. The clear unbroken floor under the hoist permits the full use of portable equipment. There is no pit to accumulate oil, water or rubbish.

The box-sectioned platform allows easy cleaning with no channels, angles, ridges or other crevices to accumulate dirt. The hoist is operated entirely by a 5 h.p. electric motor, and it needs no compressor.

It has five safety features—two mechanical clutches, one top and one bottom; two electric limit switches; and thermal overload protection for the motor.

The hoist has a capacity of eight tons, an overall length of 29 feet,



The World's largest tyres, one and a half ton monsters, manufactured by the Firestone Tire & Rubber Co., undergo tests in the New Mexican desert before shipment to Saudi Arabia. Towering nine feet tall, they will soon move complete pumping stations over the Arabian sands. Each tyre contains more than half a ton rubber, 197 pounds of fabric and 27,000 feet of bead wire.

a platform length of 23 feet, and an overall height of 6 feet 6 inches. The platform is 5 feet 2 inches high when raised, and eight inches when lowered.

Each platform is 2 feet 8 inches wide, and the overall length across both platforms is 8 feet 7 inches, which gives a width of 3 feet 3 inches between them.

DEVICE ELIMINATES ROLL IN MOTOR CARS

A device invented by a South Australian engineer, Mr. A. R. Powell, to eliminate roll in the Australian motor car, the Holden, is now on sale. It is claimed to improve the road-holding and cornering qualities of the car and also reduces tyre wear and strain generally.

The device consists of two springs running in parallel to the rear springs. The rear end of each spring is attached to a lug fitted over the moving end of the shackle. The forward end is attached to a bolt, which in turn is

connected to an L plate. This plate is bolted down forward of the differential housing.

Operation of the device from the rear suspension, and the functioning of the units creates a cushioning effect and gives a flexibility to the steering.

BATTERY SERVICE TOOL

The Bergman Tool Manufacturing Co., Inc. of Buffalo, N.Y., manufacturers of the Blue-Bird line of battery service tools, announce the availability of their improved terminal clamp lifter.

The tool is guaranteed to remove the most badly corroded clamp. The sharp jaw points of the X lifter grasp the sides of the clamp in a vise-like grip and easily lift it by the turn of the handle. It saves considerable time in the installing of a new battery or replacing defective cables.

Exports are handled by the Valsan Company, 1834 Broadway, New York 23, N.Y.

Hydraulic and Mechanical Jacks

Three new ratchet type mechanical jacks, two bumper and one frame lift have been added to the Blackhawk Manufacturing Co.'s hydraulic and mechanical jack line.

Model J-3 is a frame jack which lifts from the side, fits all cars, and is claimed to combine minimum weight with maximum durability. The twin bases and rack bar are one piece for greater strength, quick positioning and ease of operation of the jack. The lifting saddle remains vertical during its operation giving a tight, safe grip on the car frame. The jack has a one ton capacity and comes with a removable curved 16-inch lug wrench handle which locks in place for foot operation.

The one ton capacity models J-4 and J-5 are built to lift any model car designed for bumper lifting. The J-4 is zinc plated and J-5 cadmium plated. Both have rustproof rack bars. Oversize safety bases center the weight load and are easily removed for compact storage. Model J-5 has a self-adjusting lifting hook which "form-fits" any model car. Two-point contact prevents bumper damage. Products are manufactured by Blackhawk Manufacturing Co., 5325 West Rogers Street, Milwaukee 46, Wisconsin.

Automobile Polisher

Thor Power Tool Company, 250, West 57th Street, New York 19, New York, has introduced a new automobile polisher expressly developed for the new automobile contours.

The new EL 91 universal electric model will enable car dealers, garages, service stations and polishing centres to maintain the mirror finish of the modern cars, according to the company. The model features increased speed, delivering 2000 r.p.m. and it also has an improved version of the power feature used in their previous EL 92 model. This feature is the tool's built-in ability to

more new

PRODUCTS

maintain under pressure, the high speed required for application of modern car finishes and other re-conditioning materials.

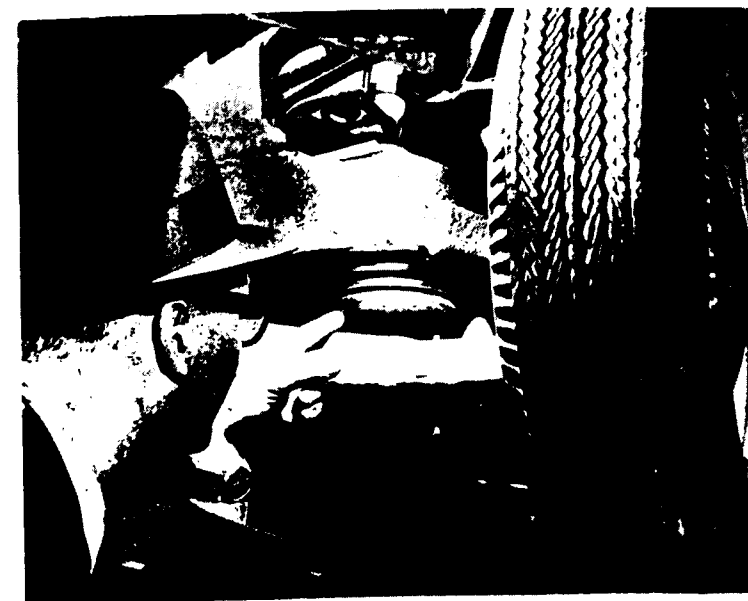
The manufacturer recommends the use of a Thor valved pneumatic backing pad to provide the polishing bonnet with enough "give" to adjust itself snugly and efficiently to body surface variations like flared fenders and side projectiles of modern cars.

Brake Bleeding Tool

This tool enables one man to bleed brakes. It takes the place of an extra man who would have to sit in the car and press the pedal while the job of bleeding

is performed on the entire system. The extension shaft is spring mounted extending a steady brake pedal, the length of the tool is adjusted so that it protrudes eight or nine inches beyond the pressure as air or fluid is vented.

To use this tool, the front seat is moved as far forward as possible. Then with one end on the edge of the seat. Next the brake pedal is pumped up. Then the tool is inserted, compressed between the pedal and a spot below the top edge of the seat. Then proceed to bleed the brakes. When extended, the maximum overall length of the tool is 26", minimum 15". Weight is 10 ounces. The tool is manufactured by Rinck-McIlwaine, Inc., 16 Hudson St., New York, New York.



Air springs such as these will soon be produced in quantity for passenger cars of the future. The new airride springs by Firestone were installed on the automobile shown here for one of the final tests before production begins at Firestone's new plant in Noblesville, Indiana. Airride springs replace coil and leaf springs. They work on a compressed air principle to give a smooth floating ride over the roughest roads.

AUTO NEWS — FROM AMERICA

FORD MOTOR'S TRACTOR AND IMPLEMENT DIVISION has unveiled the "Typhoon" tractor. It has a gas turbine free-piston engine. This is another step by the researchers in preparing the public for what is to come some years hence.

*

GMC TRUCK AND COACH DIVISION has revealed that it is producing, at the present time, ten basic truck models which incorporate air suspension.

*

PISTON ENGINES WILL BE HERE FOR SOME TIME TO COME. That was the view expressed by Mr. John H. Weaving, Chief Engineering in charge of research for Austin Motor Ltd., England. Gas turbines still are not economical enough to be a very serious challenge, although much excellent work is being done to improve the situation.

*

THE NEW EDSSEL LINE to be introduced by Ford Motor this fall will cost about £250,600,000. Will it succeed? Ford's outlook is very optimistic. In the meantime, two more Ford Motor Company assembly plants have been selected to produce the new Edsel line, bringing the total now to seven, including a plant now under construction in Los Angeles.

*

CAR DESIGNS FOR 1958??? Units that have shown good public reaction in 1957 will be slightly re-designed. Others, although having spent millions of dollars on conversion for 1957 but did not get the public acceptance desire, will dig deeper into their financial resources and re-design again—it's a must.

WHEN THE MODEL-T WAS BUILT, Henry Ford said the customer could have any colour he wanted as long as it was black? Black all but disappeared when the many different and bright colours appeared. Now, in 1957, individuals purchasing convertibles are reverting back to black. Once again, history repeats itself.

*

A TELETYPEWRITER SYSTEM, used by one of the Big Three in sending out orders for cars sent in by dealers to its assembly operation, is so accurate that if an order should go out which is not in keeping with the car being built, the machine will reject the order.

*

WITH MOST CAR SPONSORS having spent all winter working out the kinks in their roadsters, the 1958 running of the Indianapolis Speedrace will undoubtedly set new records. The track was resurfaced last year and most car owners didn't expect the fast pace. This year they are prepared.

*

THE ANNUAL MOBILGAS ECONOMY RUN (April 14 to 18) had 23 men and women drivers entered. The circuit from Los Angeles to Sun Valley, Idaho, is a distance of 1,568 miles. An Imperial Crown took overall top honours after averaging 64.51 ton-miles per gallon. Actual mileage per gallon for the car was 20.94. All the participating cars had automatic transmissions.

FOUR-WHEEL DRIVE TRUCKS, in 12 models, are now being produced by the Chevrolet Motor Division. Model selection includes a Suburban Carryall; a $\frac{1}{2}$, $\frac{3}{4}$ and 1-ton pickup; one-ton panel truck; and $\frac{3}{4}$ and one-ton stake truck. More details as soon as possible.

*

AN ALL-ALUMINIUM UNTIZED VEHICLE BODY was announced by the Ford Motor Company. It was designed in cooperation with the US Army Ordnance and Kaiser Aluminium automotive engineers for a new experimental military vehicle to be known as the Ford XV-151-Es. The new body has about one-third the weight of the ordinary steel body.

Did you know ...

Sixty-six per cent of U.S. families own cars and 8 per cent own two cars. By 1960 it is estimated that 72 per cent will own one car and some 12.5 per cent of all families will have two cars.

*

A full line of power accessories in today's modern car absorbs as much as 40 to 45 horse-power—one of the principal reasons for the high power in present-day U.S. automobiles.

*

According to estimates, about one-sixth of all U.S. patents granted have been for automotive inventions.

*

When Ford's new Edsel line is introduced for 1958, it will have cost about US \$250 million to develop.

MOTORINDIA NEWS SECTION

(BY OUR SPECIAL CORRESPONDENTS)

Tariff Commission Members visit Himcos

The Members of the Tariff Commission recently visited the workshops and plant of Messrs. Himco (India) Private Ltd., at Andheri, Bombay.

The Members were shown round the working of the various sections of the manufacturing plant by the Managing Director, Mr. K. R. Anand. The Tariff Commission Members were very much pleased and impressed to know that the entire plant to manufacture the Ignition Parts was designed, developed and manufactured within the four walls of the works resulting in a saving of over a lakh of rupees of foreign exchange.

The parts were all produced without any technical cooperation from any continental manufacturer or foreign expert. All the components used were entirely from Indian raw materials proving conclusively that there is enough talent in India. Many of Himco's Ignition parts have now been accepted as ORIGINAL EQUIPMENT by leading Indian vehicle manufacturers.

(See pics. at page 22)

REDEX CAR CLUB

According to the Second Annual Report of the Redex Car Club, for the year ending 31st March 1957, presented by the energetic Secretary, Mr. P. F. Lally at a recent Annual General Meeting of the Club, the introduction of new members to the Club had been continuous though the slow process. During the year the Club membership had gone up by 145 members. The Club was proud that the Chief Minister of Bombay and the Union Minister for Power and Irrigation had

accepted their Honorary Membership.

The activities of the Club during the year included lunches, film shows, arranging the Auto Technical and Accessories Exhibition. During the year six more workshops and garages were given necessary technical Redex Conversion system training by Mr. Lally. Over 121 Members had taken advantage of the Club's free initial engine test and tune up facility.

Novel Method of delivering cars to buyers

The mass delivery of 40 brand-new Triumph sports cars was arranged by the Standard Motor Co. Ltd. at London Airport recently to 80 Americans as they alighted from a BOAC airliner which brought them from the U.S.A. Orders for the cars—Triumph T.R.3s—had been placed by the visitors previously in the United States, and totalled \$120,000.

The flight was organized by Standards, makers of the Triumph sports car. This is the first time in the comparatively recent history of European automobile exports to North America that such a method of mass delivery has been undertaken by a motor-car manufacturer.

After taking delivery of their cars, the Americans set off on a comprehensive three-week rally of England, France, Belgium, Germany, Austria, and Switzerland. When they return to their homes, some of the Americans will have covered a total distance of 20,000 miles.

The air flight, the rally, and the cars are all being paid for by the participants, but even so the event was heavily "oversubscribed."

12,000 MILES IN A SPORTS CAR

Recently arrived in London after a car journey across the Indo-Pakistani sub-continent from Malaya is 30-year-old Mr. A. T. Rajah, from Seremban.

Mr. Rajah decided to make the 12,000-mile trip after purchasing a second-hand British sports car. With no knowledge of the roads and hazards of the route, he shipped his car—a Triumph TR-2—from Singapore to South India and set off from Madras.

Driving to Bombay, he turned north-east to Allahabad, and then north-west to reach Amritsar. He then went on to Lahore and followed the Indus valley to Sukkur, approaching Persia through Quetta. He continued onwards through Turkey, Greece, Yugoslavia, Austria, Germany, and France.

A notable feature of the overland drive was the fact that the journey was undertaken in a sports car—a type of vehicle not usually selected for such a trip. The car travelled 12,317 miles in a total of 36 actual running days. This was an average of 342 miles per day, with a petrol consumption of 26.5 miles per gallon, despite hours of continual second-gear driving. The journey was completed without a single mechanical defect.

(Continued from page 32)

indigenous manufacturers of automobiles, motor cycles, scooters, diesel engines and other internal combustion engines is invited to the recommendation that they should expedite their negotiations with India Pistons Limited for obtaining their requirements of piston assemblies from that Company.

Engineering Exhibition at Brno

The Third Czechoslovak Engineering Exhibition will be organized at Brno between September 1st and September 22nd of this year. The area of the exhibition ground will exceed 100,000 m² of covered as well as free space. More than 4000 exhibits will be displayed. The best Czechoslovak architects are already working on the perfecting of some technical equipment which will add to the fluent course of the exhibition and improve the services to foreign visitors and businessmen.

At the Third Czechoslovak Engineering Exhibition the latest novelties of the Czechoslovak industry will be displayed for inspection.

Most machines and equipment will be demonstrated in operation. Visitors will be able to witness the whole process of the production of butter, sausages, etc. Also the whole work of a television studio will be displayed, further a ductility testing machine, radio-isotopes measuring equipment, automatic and semi-automatic welding equipment, etc. Visitors will be able to see for themselves how the exhibited products are practically used.

The attention of the visitors to this year's exhibition will be concentrated on the latest novelties of the Czechoslovak industry, most of which form a part of the production programme of the Czechoslovak industry for this and next year.

The exhibition will feature over 4000 exhibits a large part of which will be formed by the latest novelties of the Czechoslovak industry.

The exposition of the Czechoslovak automobile industry at the Exhibition will feature, among 18 of the latest novelties, the new SKODA 445 passenger car with a SKODA 1200 engine. Apart from this, the exposition will include motor-cycles, scooters and bicycles.

NEW PLANT NEAR DURGAPUR

*U.K. Firm to construct heavy
Engineering Products*

Attention to requirements in oversea markets is a feature of the report by the chairman of Babcock & Wilcox Ltd., a leading British firm manufacturing land and marine steam-raising plants, to be presented at the company's 58th annual general meeting in London on May 30.

Saying that the firm's main activity is centred on the national programme for atomic-power stations, the report stresses the intention to maintain Britain's oversea business, both for conventional and atomic-energy power stations.

In this connection, the chairman recalls that for over 50 years Babcock & Wilcox has maintained in India an organization for the sale of its products and for their installation and servicing, both in the electric-supply undertakings of great centres of population and those indigenous industries which are of major importance to India's economy.

"As a result of the Government of India's plans for rapid and large-scale industrialization", the chairman, Mr. Lionel Fraser, adds, "it has become evident that we should establish a centre for the manufacture of boiler and ancillary products in this country. As a result of negotiations begun last year, a new company is to be formed in partnership with Vickers Ltd. and Associated Cement Companies Ltd., of Bombay, to set up a large works in the Durgapur area of West Bengal for the construction of a variety of heavy-engineering products, including Babcock & Wilcox products of all kinds and cement-making machinery."

Amplifying the claim that "Babcock spans the world", the report states that the firm is a worldwide organization represented in 50 countries.

Commenting on the chairman's report, the *Financial Times* (May 9) in an editorial says, in reference to the decision to set up a boilermaking plant in India, the success of the decision to remain in the Japanese market, and last year's record sales by the company's Australian subsidiary: "The expansion possibilities in these oversea markets may well prove even greater than in this country and Western Europe, and Babcock and Wilcox is now not far from the point where half its orders are for Commonwealth and foreign customers."

New Indian Agency For British Firm

The engineering interests of the British firm Birlec Ltd. will, in future, be handled in India by Associated Electrical Industries (India) Ltd., with headquarters in Calcutta and branches in many other towns. This has been decided after a visit to India by Mr. George P. Tinker, managing director of Birlec, with the object of reviewing agency arrangements.

The importance of India and Pakistan as markets for Birlec equipment can be judged by the fact that since 1946 this Birmingham firm has done business worth more than £1,000,000 in the sub-continent. Twenty-two arc melting furnaces have been supplied, and orders in hand for the area are worth over £500,000.

During his trip, which was his third to India, Mr. Tinker visited Government departments in New Delhi concerned with industrial development, and many firms using Birlec furnaces. These installations are mostly arc melting furnaces, but they include a five-ton mains frequency coreless induction holding furnace supplied to the Tata Locomotive and Engineering works at Jamshedpur, the first unit of its type to be exported from Britain to India.

"India Repels Capital from Abroad"

LONDON JOURNAL ON OIL POSITION

India : Obstacles to Exploration

It is always a matter for wonder that countries who proclaim their obvious need for capital and themselves lack an adequate supply of it, should, at the same time, sometimes repel capital from abroad. India seems to be embarking on just such a course with regard to oil. One consequence is that the Assam Oil Company, wholly owned subsidiary of the Burmah Oil Company, and the only oil producing concern in India, established there before the turn of the century, is at present discouraged from undertaking exploration for new fields. Though recently successful in finding four new oil areas in northern Assam with potential output of 2½ million tons a year, Burmah Oil has stated that it is unable to undertake any further expenditure on exploration in new areas while present conditions persist. The company has referred in the past to the difficulty it experienced in the light of India's evolving socialist pattern of society, and when verbal encouragement by the Government was sometimes contradicted by legislative and executive measures. Further measures last year have made the position worse.

According to an official pronouncement early last year, private enterprise is permitted in the future to prospect for petroleum only by means of a rupee company in which the Government itself will have a majority share-holding and therefore a controlling voice. What company is going to risk its money on the highly speculative job of exploration in a foreign country on a minority basis? Furthermore, the Seventh Amendment made last year to the Indian Constitution legalized the setting up of a State Trading Corporation to compete with normal pri-

vate enterprise, while the Finance (No. 3) Act of 1956 contains provisions under which a company cannot qualify for the benefits of depreciation allowances for income-tax purposes unless it deposits a substantial part of its current and accumulated profits and reserves, not represented by fixed assets, with the Reserve Bank of India, any release of the deposits requiring the approval of the Government. Each of these measures could have direct and adverse effects upon local or foreign private enterprise. Their cumulative effect has naturally to be taken into account when the question of investing further capital is under consideration. It is difficult to see what benefit India will get from such exclusive legislation, but when this and other discouragement is imposed on any new oil exploration and production venture, a charge of short-sightedness is hardly out of place. Thanks to earlier more enlightened measures, oil exploration and development by private enterprise continues for the time being. The development of the Nahorkatiya and the two contiguous areas, the Nahorkatiya Extension, Hugrijan, and the nearby new Moran area, about 25 miles to the south-west, is being held back pending the provision of transport facilities and until the location of a new refinery is finally settled. As already mentioned production of the area is expected to be 2½ million tons a year, but to realize this transport to the seaboard must be provided. Meanwhile, however, in accordance with the terms of the concession, a rupee producing company is to be formed, with a prescribed percentage of the equity reserved for Indian participation: this percentage has been agreed at 33.1/3 which the Indian Government will itself take up. Discussions with the Government have been going on for more than

a year and are still continuing.

Also under an earlier arrangement, Standard-Vacuum, with the Indian Government bearing one-quarter of the costs up to a maximum of £1,875,000 is now exploring in India; a test well is being drilled 3½ miles east of Burdwan in West Bengal, 60 miles north of Calcutta. Also, following upon preliminary work by a Canadian team working within the Colombo Plan, an Indian Government agency is now drilling at Jawalamukhi in the Kangra district of the North Eastern Punjab, using drilling equipment purchased from Rumania and working under the supervision of Rumanians employed by the Government; it is intended to take the well to about 11,000 ft. India has bought some rotary rigs and geophysical equipment from U.S.S.R. and has now signed a supplementary agreement to buy further equipment, including turbodrilling equipment, raising her total purchases of oil equipment from that source from Rupees 13.4 million to Rs. 15.4 million (about £1,155,000). — By arrangement with P.P.S. (Copyright).

High-Octane Motoring up in U.S.

If present American predictions come true, octane ratings of U.S. premium gasolines will keep rising from their current average of 97 research number to top grades of about 110 by 1960. A steady upward move of antiknock values has, of course, been a familiar feature of American motor gasolines for the past 10 years, but in most other parts of the world octane rates did not begin to improve markedly over the generally modest war-time levels until the early 'fifties. Before then, suitable refining equipment for making high-octane gasolines was comparatively scarce outside the

U.S.A., and rather few countries could afford to buy expensive premium grades from dollar sources.

Over the past five years, however, the picture has changed strikingly with the rapid build-up of new, big, and highly versatile refining plants in all the major consuming countries in Europe and elsewhere. Oil companies on both sides of the Atlantic are now well-equipped with the most modern and varied catalytic process facilities for producing high-octane motor gasolines and, naturally, they are anxious to make the most of them. In 1950, when research octane numbers of premium gasolines in the United States already reached 94, and regular grades over 80, in most other countries they barely surpassed 75-80 in the mostly one-grade brands then available. Exceptions as, for instance, in Canada, Norway, Belgium and Switzerland, where 85-90 octane brands were already marketed at that time, contrasted with ratings below 75 in the U.K., the Netherlands, Denmark, Portugal, Austria, Argentina, Japan, etc.

There are still regular brands of 70 octane or less marketed today in, e.g., Mexico, Peru and Spain, and over 70 countries—including Turkey, Greece, Egypt, India, and many countries in the Middle East and in Africa—continue to offer motorists only one-grade gasolines, but the octane levels of these now exceed in cases the 85 mark. Meanwhile, some 60 countries are marketing both regular as well as one or more premium brands, of which the former range from about 80 to 90 (in some cases even to 95) research octane, and the latter from about 85 to 95 and more. In addition, super grades of up to 100 octane have been introduced by most oil companies in the U.S. as well as in Britain and several other European countries. So quality differences between American motor gasolines and those produced elsewhere are disappearing rapidly, but the U.S. lead in pushing up octane rates to ever higher levels is likely to continue unchallenged in the years ahead.

ADVANTAGES OF 15" AND 14" TIRES

Whenever new automobiles are introduced, questions always arise from the buying Public as to "why certain features were adopted. This year, tires will undoubtedly be a topic of major discussion between customers and salesmen. Here are some general facts on the 14" vs. 15" tires that may help to convince the potential customer that tires are built for safety and not just appearance.

All motorists who buy 1957 model cars will be riding on more dependable and easier steering tires, whether they're the new 14" or the familiar 15" size. The latest engineering accomplishments developed by tire companies in construction, compounds, and tread, are being built into both sizes to meet public demand for tires that match the higher horsepower and longer, lower styling of the new cars.

E. F. Tomlinson, President of B. F. Goodrich, recently stated that approximately 70% of 1957 cars are equipped with 14" tires. They and the new improved 15" tires help to give the models the stylish longer and lower look because they appear smaller.

These tires are about one inch smaller in overall diameter, but the section width is approximately 10% wider. Because they have a wider section width, these tires contain more materials and weigh slightly more than the 15" tires they replace. With the overall diameter lowered and the sectional width increased, an optical illusion is created that makes the tire look smaller in diameter.

These tires carry 22 pounds of air pressure, two less than their 15" predecessors, although the load carrying capacity of the 14" tires is about equal to that of the 15" casing. Because the new tire will carry the same load with less air pressure, this reduction in pressure makes the tire more resilient, more shock absorbing and will provide a softer ride. This is also a safety factor because the tire will withstand greater shocks without blowing out.

RESERVE
YOUR SPACE
IN OUR
FIRST
ANNUAL
NUMBER

Indian Battery Manufacturers Association

The new President of the Association, Sri R. D. Char, is one of the country's leading industrialists. Born in 1897, Sri R. D. Char took his B.E. degree from Mysore University in 1922, worked in Bombay for some years, then left for Europe. On his return he founded the firm, The Industrial and Agricultural Engineering Company (I.A.E.C.) in 1928, of which he is Chairman today. He is also the Founder and Chairman of Standard Batteries Ltd., Bombay, (founded in 1943); Mysore Electrical Industries Ltd., Bangalore, (founded in 1945); and Fuel Injections Ltd., Bombay, (founded in 1955). He is also a Partner of Associated Textile Engineers (founded in 1939). Founder of the Mysore Engineering Institute at Bangalore, and Member, American Society of Heating and Ventilating Engineers, New York. He is a Member of the Development Council, Light Electrical Industries.

Sri Char has travelled extensively, is a keen sportsman, and takes great interest in social and Educational activities.

DO YOU KNOW?

TOURISM IN INDIA

The number of tourists coming from foreign countries had recorded a very high increase in 1956—it rose to 75,550, excluding 2,75,877 from Pakistan who came on category 'C' visas for holiday or pleasure.

This number was higher than that of Japan or Egypt—two Eastern countries which have always attracted a very large number of tourists.

The hotel accommodation had increased in many cities, and in Delhi, in particular, about 800 new beds had been added.

Within a year or two, more accommodation is expected to be available at some of the important tourist centres like Khajuraho, Bhuvaneshwar, Konarak, Aurangabad, Mandu, Madurai, and Udaipur.

The tourist division of the Transport Department would be undertaking the management of some of the new rest houses and would run them as sort of semi-hotel establishments.

The Government of India has decided to set up a committee to formulate criteria for the classification of hotels and their rate structure etc.

There are now seven tourist offices overseas, two in U.S.A., three in Europe, one in Ceylon, and one in Australia.

There are thirteen tourist offices in India and two more are in the process of being established. Besides these, a number of bureaux have already been opened by the State Governments and many more are expected to be opened in the next two or three years.

CALTEX REFINERY

The Caltex Oil Refinery in Visakhapatnam has placed in operation the Fluid Catalytic Cracking Unit, the largest and most complicated unit in the refinery. This unit embodies the latest designs in automatic control and efficiency, and is one of the most modern in the world.

Feed to the Fluid Catalytic Cracking Unit consists of a heavy waxy gas oil which is not suitable for use as an industrial fuel. This oil is converted into cracked naphtha, which is a high grade component of petrol, and a light gas oil which is added to fuel oil to improve its burning qualities.

The Fluid Catalytic Cracking Process utilizes an Alumina Silica powder as catalyst which circulates like a fluid through the various lines and vessels at the rate of approximately ten tons per minute. The development of this process is one of the outstanding achievements of the refining industry in modern times.

In full operation the Caltex Refinery will produce about 450,000 Imperial Gallons a day of high grade petroleum products for the Indian market.

INCREASED DEMAND FOR PETROLEUM PRODUCTS

NEW DELHI: There was an improvement in the supply position of petroleum products in India during 1956. The country was able to export 80,785 tons of motor spirit and 2,48,552 tons of fuel oil during the year.

The production of these commodities was surplus to the requirement of the country.

The current demand for petroleum products in India is of the order of 4.3 million tons. The refinery at Digboi supplies only 7 to 8 percent of the demand.

The demand for petroleum products has been increasing in the country with the successful completion of various development

TWA Extends Super-G Flights to India

Trans World Airlines have extended Super-G Constellation schedules to serve India and Ceylon, according to an announcement by E. O. Cocke, TWA Senior sales vice-president.

Inauguration of Super-G service to Basra, Dhahran, Bombay and Ceylon, increases the air travel capacity in both low-fare tourist and first-class luxury services beyond Athens and Cairo to the Middle and Far East, Mr. Cocke said.

TWA schedules provide two flights weekly in each direction to Bombay and Ceylon. East-bound, Flight 802 leaves New York International Airport every Sunday, Flight 804 every Tuesday, Westbound, Flight 803 leaves Colombo every Wednesday, Flight 805 every Friday. These flights operate via Paris, Rome, Athens, Basra and Dhahran, with all flights stopping either at Zurich or Geneva, and some flights stopping at Milan. In the first-class section of the multiple-service Super-G, berths are available between Athens and Dhahran, and between Bombay and Athens, as well as on the trans-Atlantic portion of the flights.

Mr. Cocke also announced that TWA has increased Super-G schedules between the United States and Madrid to three a week in each direction. This brings the total number of TWA flights to and from the Iberian peninsula to eight weekly round trips.

projects. The demand for kerosene and high speed diesel oil has been particularly on the increase.

About 60% of the consumption of the high speed diesel oil is in diesel passenger buses, diesel goods vehicles, tractors and heavy earth moving bulldozers.

Kerosene is being used mainly for lighting purposes.

MODELS AND THEIR Prices

CARS

	Rs.	as.
Plymouth Car, (Sundaram Motors Private Ltd.) Ex. Premier Automobiles Factory, Kurla	20,270	0
1956 Model Plymouth Suburban	22,646	0
Hindustan Landmaster 1956 (Southern Automotive Corporation Private Ltd.) ex plant Uttarpara	11,161	10
Dodge kingsway sedan	20,371	0
Dodge Suburban (Addison & Co. (P) Ltd.) ex Bombay	22,899	0
Baby Hindustan 1956 (Addison & Co. (P) Ltd.) ex Madras including S.T. & Import charges	9,550	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
Studebaker Parkview station Wagon 1956 model (Reliance Motors Ltd.) ex plant Calcutta	20,280	0
Studebaker 1956 Commander (V.S.T. Motors Private Ltd.) Including S.T. & Delivery Charges	19,850	15
Studebaker 1956 President Classic [V.S.T. Motors Private Ltd.]	22,237	13
The Fiat 1100 The Elegant [Sundaram Motors Private Ltd.]	8,847	0
Willys C.J. 3B Universal Jeep [Sundaram Motors Private Ltd.] ex plant Bombay	12,160	0
Willys Model 4 x 4-75 Station Wagon [Sundaram Motors Private Ltd.] ex plant Bombay	18,150	0
Jeep 1 ton truck	13,046	0

MOTOR CYCLES

Royal Enfield [The Madras Motors (Private) Ltd.]—		
“150 Ensign”	1,890	0
“350 Bullet” with spring frame	3,430	0
499 c.c. Model “j2”	3,500	0
“500 Bullet” with spring frame	3,950	0
“500 Twin” with spring frame and with Magdyno or coil ignition	4,450	0
“700 Super Meteor” with spring frame and with Magdyno or coil ignition	4,650	0

	Rs.	as.
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
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	1,830	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
50 Swinging Arm on the road	4,892	8
Jawa (S.P. Ramam & Sons) 2.5 H.P. with spring frame, dual seat, with unique kick starter and gear change lever in one	2,660	0

SCOOTERS

Lambretta, manufactured by Automobile Products of India Ltd. Distributors, South India Automotive Corporation Private Ltd., Madras. (At Vishakapatnam—Western Automobiles Ltd.) Prices are ex-factory, Bhandup, Bombay.		
48 c.c. Scooterette	872	0
150 c.c. “D” Model Standard Scooter	1,500	0
150 c.c. “LD” Model Deluxe Scooter	1,795	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.]		
Leyland Comet “203” WB Passenger Diesel Chassis including S.T. & dely. charges.	36,000	0
Leyland ECPO 2/2R-176 WB full forward control Passenger Chassis S.T. & dely. charges	35,500	0
Leyland ECOS 2/1R-163 WB goods chassis including S.T. & dely. charges	34,700	0
Leyland ECOS 2/2R-118 full forward Tipper chassis including S.T. & dely. charges	34,500	0

Rs. as.

[Rane (Madras) Ltd.] Studebaker 1956 Diesel Truck Chassis.		
2E 38B-155 W.B. Chassis with Diesel Engine ex plant Calcutta	21,317	0
2E 38B-155 W.B. E.H.D. Chassis ex plant Calcutta	16,208	0
Willys Model 4-75 Wheel Drive one ton truck chassis 118” W.B.		
[Sundaram Motors Private Ltd.] ex plant Bombay	13,955	0
Jeep Trailer ex plant Poona or Madras	1,800	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	26,131	0
L.P. 312/42 165” W.B. Full Forward Control Truck Bus Chassis ex Works Jamshedpur	27,295	0
L.P. 312/48 190” W.B. Full Forward Control Bus Chassis ex Works Jamshedpur	28,085	0
L 312/36 142” W.B. 5-Ton Truck Chassis ex Works Jamshedpur	25,905	0
LK 312/36 142” W.B. 5-Ton Truck Chassis ex Works Jamshedpur	29,475	0
Fargo (at Sundaram Motors Private Ltd. Dodge (at Addison & Co. (Private) Ltd.) prices ex-factory Premier Automobiles Ltd. Kurla, Bombay :		

DODGE FARGO PETROL TRUCKS

C3D6-116” WB	11,615	0
C4D6-126” WB	12,662	0
C3PW6-126” WB	17,974	0
C4G6-155” WB	16,391	0
C4G6-153” WB	16,662	0
C4G6-171” WB	17,008	0
C4H6-153” WB	17,710	0
C4H6-153” WB	17,979	0
C4H6-171” WB	18,805	0
C4H6-193” WB F.F.	18,116	0
C4H6-193” WB F.F.	18,385	0
C4H6-193” WB W.S.	18,479	0
C4H6-193” WB W.S.	18,748	0

PETROL TRUCK WITH CAB AND PICKUP

C3D6-116” WB	15,012	0
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DIESEL CONVERSION

C4H6-153” WB	22,937	0
C4H6-153” WB	22,937	0
C4H6-171” WB	22,903	0
C4H6-171” WB	23,172	0
C4H6-193” WB F.F.	22,992	0
C4H6-193” WB F.F.	23,261	0
C4H6-193” WB W.S.	23,298	0
C4H6-193” WB W.S.	23,567	0

DIESEL TRUCKS

105P6-165” WB	22,018	0
105P6-165” WR	22,287	0
105AP6-165” WB	22,820	0
105AP6-165” WB	23,089	0
87P6-190” WB	23,962	0
87P6-190” WB	23,617	0
87AP6-190” WB	24,410	0
87AP6-190” WB	24,752	0



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