

MOTORINDIA

VOLUME 2

DECEMBER 1957

NUMBER 5

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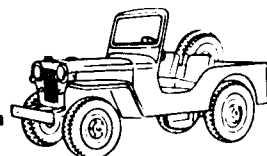
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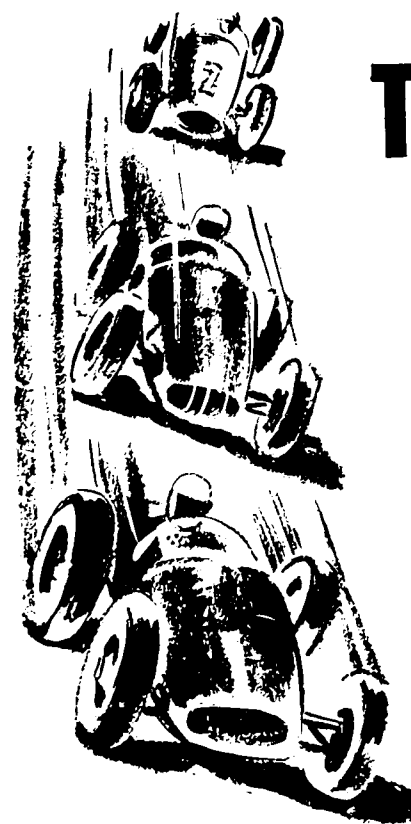
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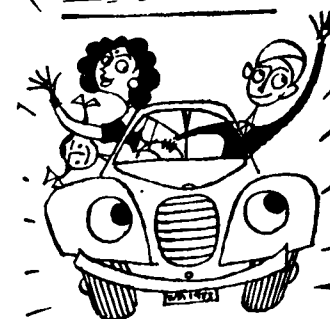
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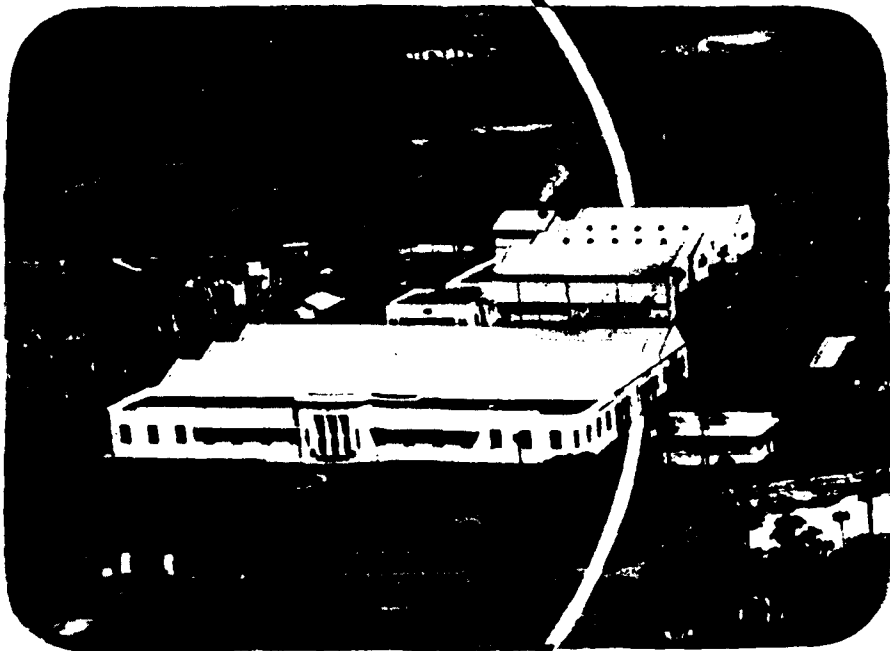
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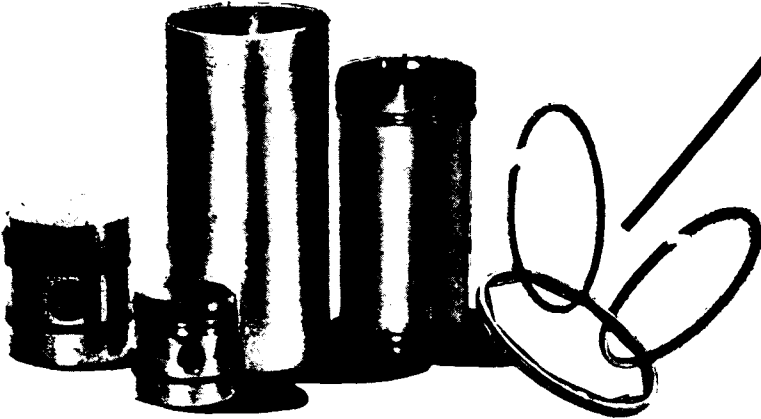
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MOTORINDIA

December 1957

editorial

MORE NATIONALISATION ?

Closely following the threat of nationalisation of bus transport in the Krishna District of Andhra Pradesh, comes a report that the Madras Government is considering steps for the nationalisation of bus routes in five suburban areas in the City. This is indeed very disquieting news not only for the operators who are likely to be affected and displaced, but much more so for the thousands of users of public transport in the City and elsewhere. It is common knowledge that non-nationalised buses are more efficient, more keeping to the time schedule and what is most important, has more facilities, for the ordinary passenger. Very few people are seen standing on the suburban buses that ply in the routes of Madras City today, whereas there can be no two opinions about the terrific overcrowding that is witnessed in practically every nationalised transport bus within the City limits.

It is to be hoped that the Governments of Madras and Andhra will retrace their steps before it is too late and postpone, if not, abandon this policy of extending nationalisation. Instead, they have very wide scope, as it is, to improve their fleet and to increase its strength so that the passengers in the City buses can travel seated. Though, no doubt, there is a definite improvement in the bus transport in the City during recent months, yet it is far from satisfactory and very far from the condition in which the bus passenger would like the bus service to be.

We have also no doubt that any reconsideration of the proposed nationalisation schemes will be not only welcomed by all concerned, but it will be equally quite in keeping with the dignity and prestige of Governments and their spokesmen. Because, time and again, we have been told by high authorities at ministerial level both in the Centre and in the States, not only in this country, but also from the rooftops of other parts of the world, that there is not going to be any extension of nationalisation in India for at least some years to come. If, on top of these, Governments here and there think of extending the nationalisation plans, it is an open flout of their own pledged words. Needless to point out that such breaches of open pledges given at Government levels would hasten to bring down the esteem and regard with which the public at large receive Government announcements on such important matters. It is our earnest hope, therefore, that all Governments will make it a point not to go back on their promises here and elsewhere.

WELCOME EXHIBITION

We welcome with pleasure the organisation in Bombay of a week long exhibition of Automobile and Ancillary Products manufactured in this country. It was only some months ago that another Exhibition, perhaps on a smaller scale, was organised by the Redex Car Club of Bombay. The proposed Exhibition which begins on the 29th of this month is being organised by the Automobile and Ancillary Industries of this country who are trying their best to organise themselves into a full-fledged association. It is to be hoped that all manufacturers of indigenous products, big and small, will give this exhibition the fullest encouragement that is necessary and at the same time profit by pin-pointing the attention of the public and the motorist to the manufacturing programmes they have already undertaken in various spheres. The motor and allied manufacturing industry in this country has a long way to go and the organisation of such Exhibitions will, we have no doubt, be a great impetus to the manufacturers themselves and will be a source of attraction for the motorist in general and the trade in particular.

MOTORINDIA

December 1957

Some motorists are never happier than when poring over mechanical details. Their hearts warm to thoughts of king-pins, swivels, grease-nipples and the like. Others (and who can blame them?) are either baffled by such things or just can't be bothered with them.

Read...mark...learn...

(and be completely bewildered)

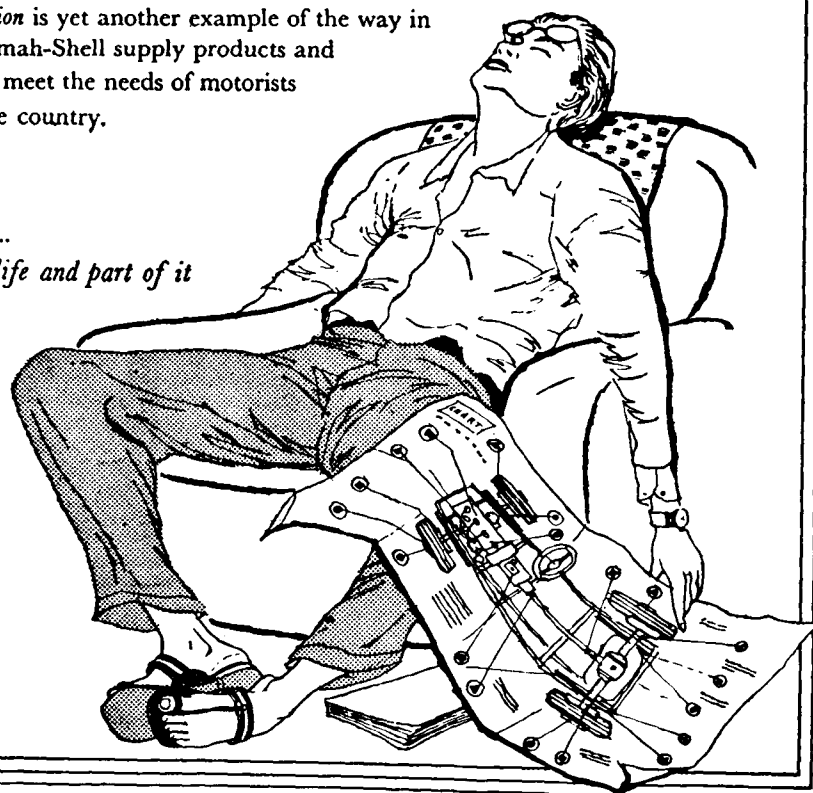
But *someone* must bother. There are between 35 and 40 parts of a motor car which need regular checking, greasing or lubricating. The car won't fall apart if they are neglected, but it will run much more sweetly, economically and safely if they are properly looked after.

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INDIA'S FUTURE OIL NEEDS

Much hangs on India's Five-Year plan for economic development which though sustained by help from the West and the U.S.S.R. is being retarded by a shortage of foreign exchange. Inland oil demand should rise substantially above the present level of 5¼ million tons a year. Production, now 400,000 tons a year could, in due course, rise to nearly 3 million tons if agreement between the Government and Assam Oil can be reached on the development of recently discovered areas at Nahorkatiya and Hugrijan. Some exploration is being carried on in various parts of the country by the Government and by Indo-Stanvac with Government participation. But much more extensive exploration is needed, and conditions must be made more attractive to the oil explorer if India's needs in the long term are not to go unsatisfied owing to balance of payments difficulties.

However if one assesses the significance of any particular development in today's troubled Asia, none can doubt the supreme importance attaching to the course of affairs in India. In determining that course, her own predilections and choice may be less effective than the compulsion of force of circumstances. This is certainly the case in the economic field. Awakened by her new sense of nationhood and more sharply aware than ever before of the possibility and attractions of material progress, the raising of the miserably low standard of living of India's millions is a goal from which there can be no retreat. All hopes are therefore centred on the current Five-Year Plan for economic development. This, however, is now endangered because sufficient foreign exchange is not available.

Today, the import of capital goods imposes a strain on the balance of payments of any developing country since the dwindling of the old-fashioned voluntary inflow of capital which, in the past, gave railways and power to several Latin American countries and which is so energetically developing Canada today. India has, of course, received substantial aid from overseas. But the Plan is ambitious and has already had to be cut down to the "hard core"; it looks as though its full execution will be a long drawn-out affair. Meanwhile drastic measures have been taken to keep going. An emergency ordinance has authorised a large reduction in the gold and foreign exchange reserves of the Indian currency, and whereas gold cover must be retained at Rs. 1,150 million (1 rupee : 1s. 6d.), foreign

securities—represented by India's sterling balances—may be allowed to fall to Rs. 850 million. This measure will help to tide over the drain expected next year when a number of orders for capital import will be fulfilled. New licences for capital goods and equipment are, in general, now only to be issued when the first payment falls due after April 1961, while import cuts imposed in July for three months were extended for six months from October 1st. Virtually, only raw materials for industry and spares and replacement machinery are now being licensed.

India still hopes to obtain more assistance from abroad, particularly from the West in the form of loans, credits, or plain investment. She has recently attempted to allay fears that there was no place for the foreign investor in India or that the state intended to extend state ownership throughout the whole economy. It is contended that the state is assuming greater responsibilities only for promoting the development of the country, particularly by making basic investments which are not commercially attractive. An agreement has just been made with the U.S. guaranteeing facilities for conversion into dollars and remittance home of profits in respect of any new U.S. investment in India but no guarantee against expropriation could be given by the Indian Government. (It will be recalled that it has given such a guarantee for 25 years in respect of the three oil refineries built in recent years.) Taxation laws are in fact not unfavourable to foreign investment in general and there are at present no

restrictions on remittances of profits or capital. Nevertheless, foreign investors continue to fight shy of putting money into India, but the World Bank recently made a loan in various currencies totalling the equivalent of U.S. \$90 million destined for railway equipment imports in 1957 and 1958 : the term is 15 years, with interest at 5½ per cent and amortization will begin in 1961. This and the Bank's participation with North American banks in a loan to the Tata Iron and Steel Company, brings the Bank's total loans to India this year to \$170 million. The Canadian Government is giving \$15 million under the Colombo Plan. In the 10 years since independence India has received U.S. aid totalling \$1,000 million.

But neutralist India is also open to receive aid from the U.S.S.R. It was recently agreed that the Russian credit of Rs. 620 million (£46½ million) offered last year will now be applied to the construction of heavy machine-building and mining machinery plant, to coalfield development, to provide a thermal power plant, and an optical glass factory, and for the financing of Russian technical assistance. These credits bear annual interest of only 2½ per cent, and will be repaid in 12 equal instalments, beginning when deliveries have been made in each case. India has also arranged to import from Czechoslovakia tractors and machinery including diesel generators, marine diesels and narrow-gauge diesel locomotives, against payments in rupees, with unused balances being convertible on demand into sterling. In her present

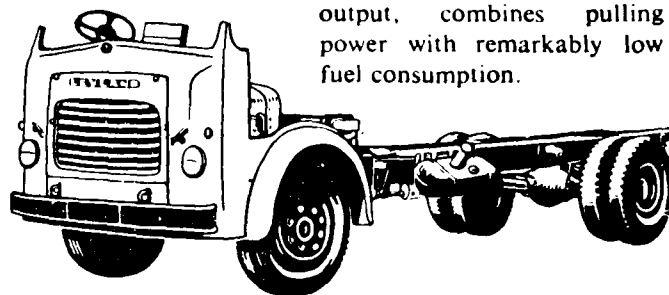


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plight India must accept help wherever it is offered. Certainly with today's worldwide shortage of capital there is little to cavil at the Communist bloc in thus sharing in the burden of helping the under-developed areas of the world.

Industrialization will inevitably increase India's need of commercial energy, and unless there is a bolder approach by the India Government to the whole subject of local oil exploration and development this additional demand for energy could add to her balance of payments difficulties. So far commercial energy is much less important than the non-commercial energy provided by dung, wood, and animal and human traction and transport. Indeed, bullock carts have increased in number since 1945 from about 8½ million to perhaps 10 million today. Of commercial, energy coal now supplies 80 per cent, petroleum products 14 per cent, and water most of the remainder. But oil needs will increase both relatively and absolutely. The trend to oil will be enhanced by the upward course of coal prices owing to increasing difficulties of extraction, the depletion of wood resources, and especially by the desirability and, even urgency, of providing an alternative fuel for the countryside to avoid the loss of animal manure resulting from the extensive burning of animal dung. The volume of dung burnt is estimated to be no less than 180 million tons a year. Even a small change here would lead to a need for a substantial tonnage of other fuels.

Meanwhile, it can already be seen that the partial deferment of the Second Five-Year Plan is reflected in the course of demand for petroleum products this year, which, though still 9 per cent above that of last year, has run below expectation. There has been no direct restriction on oil consumption or imports, and none is foreseen. On the contrary, a substantial increase in diesel consumption will shortly follow present improvements to the railways. For the Indian railway system—which with 36,000 miles of track is the fourth largest in the world, after the U.S. the U.S.S.R. and the Canadian railways—dieselization is particularly advantageous

in view of the problem of water, and of the existence of coalfields only in a few provinces, and mainly in the north-east, causing the railways to use much capacity hauling their own fuel. The 1957-58 import programme for rolling stock includes 130 diesel locomotives, compared with 56 steam and 7 electric; this is part of a Five-Year Rail Development Programme to increase freight capacity by 40 per cent, entailing the acquisition altogether of 2,300 locomotives, 11,500 passenger-cars and 107,000 freight cars, the doubling of 1,600 miles of mainline tracts, and the electrification of 1,373 miles.

The biggest single item of investment in the Second Plan is Rs. 1,385 crores for transport and communications and the railways are to get the lion's share of this, with an investment of Rs. 900 crores, compared with only Rs. 263 crores for roads and road transport. The mileage of national highways will rise from 12,900 to 13,800 and that of surfaced roads from 107,000 to 125,000. ROAD TRANSPORT IS HAMPERED BY TAXATION AND BY RESTRICTIONS ON THE IMPORT, PRODUCTION AND ASSEMBLY OF MOTOR VEHICLES, AND BY VARIOUS IRKSOME LICENSING AND REGISTRATION REGULATIONS, DESIGNED ORIGINALLY TO PROTECT THE STATE-OWNED RAILWAYS.

INDIA'S ESTIMATED INLAND CONSUMPTION OF PETROLEUM PRODUCTS

(Thousand Long Tons)

	1951	1955	1956	1957*
Gasoline ...	900	900	960	1,000
Kerosine ...	1,050	1,470	1,500	1,600
Diesel Fuels ...	650	850	970	1,150
Fuel Oil ...	620	680	730	850
Other Products.	350	560	670	650
Total ...	3,570	4,460	4,830	5,250

* Partly estimated.

At present the railways consume more than one-third of the coal produced in India. Total coal production rose from 38.3 million

tons in 1955 to 39.2 million tons in 1956, and under the Plan should reach 60 million tons in 1960-61. The major part at present comes from privately owned collieries but additional production will come as to 10 million tons from the private sector and 12 million tons from the public sector, all development of new coal-bearing areas being reserved to the state. The present, proportion of coal output absorbed by electricity generation will be preserved at 10 per cent under expansion so that the power stations will be using 6 million tons by 1960-61. The requirements of the steel industry will rise from 2 million to 7 million tons and other industries will also need more coal but the railways will continue to be the coal industry's largest consumer.

India has great reserves of thorium and some uranium, and nuclear power could become competitive fairly soon in areas remote from coalfields and without hydro-electric resources. The chairman of the Indian Atomic Energy Commission estimates that nuclear plants could produce electricity for 10 mills per kilowatt hour, which might be later brought down to 9 mills, compared with between 7.5 and 12 mills for conventional plants, according to their modernity. He also estimates that India might achieve 1 million KWs. of nuclear power by 1965. The case for nuclear power is, of course, enhanced in some respects by the fact that oil must be imported involving continuous foreign currency expenditure which today accounts for about 9 per cent of India's total imports bill.

The foreign exchange aspect is likely to be crucial in determining the volume of petroleum supplies available to meet the large calls that the Plan will make. In his presidential address to the Geological, Mining and Metallurgical Society of India in Calcutta recently, Mr. W. B. Metre, the Indian Senior Geologist of the Assam Oil Company, ventured an estimate that assuming that consumption of petroleum would increase annually by 10 per cent till 1958, with the rate of increase rising to 14 per cent a year by 1967, India would need 7½ million tons in 1961, 14 million in 1966 and possibly over 50 million



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twenty years from now. High though these estimates appear in view of the very high rate of investment in consuming equipment which would be necessary, they only represent a rise in the present average *per capita* consumption of 3 to 4 Imperial gallons per head to about 25 gallons by 1976, which would even then only be equivalent to today's *per capita* consumption in Japan and two-thirds that of Egypt. It is highly improbable that the country could afford to import such large volumes of oil. IF THEREFORE INDUSTRIAL PROGRESS IS NOT TO BE HELD BACK, EVERY EFFORT SHOULD BE MADE TO FIND OIL AND GAS WITHIN THE COUNTRY.

Unhappily, there are man-made obstacles in the way. The only existing fields are in Assam, where the Assam Oil Co. (Burmah Oil) now produces about 4,000 tons a year from Digboi and Nahorkatiya. Digboi is an old declining field and gradually Nahorkatiya will be contributing a greater proportion of total output. Reserves in the new Nahorkatiya-Hugrijan area are however good and estimated to be sufficient to support production of nearly 2½ million tons a year. Step-out wells have unfortunately failed to promise any substantial extension. However, in the Moran area where the first two successful wells were followed by two dry holes nearby. Moran No. 5, taken to 11,760 feet has given indications of good commercial production; a sixth well has just been spudded-in. It is hoped that further drilling may allow production estimates for Nahorkatiya-Hugrijan and Moran to be raised to about 3 million tons a year. Even the exploitation of the recently discovered new areas in Assam is still held up for lack of agreement on the formation of a joint local company, in which it has been agreed the Government will have a one-third interest. This company was to make arrangements for the transport of the oil to a new refinery. But the location has not been settled; nor has the procurement of the finance for the pipeline.

The Central Government is itself engaged in oil exploration. In the Sibsagar area of Assam the Govern-

ment's Oil and Natural Gas Commission is carrying out a seismic survey to select a drilling site. At Jawalamukhi, in the extreme north in the East Punjab up towards Kashmir and Jammu, the Commission is drilling in co-operation with Russian and Rumanian experts and the Geological Survey of India. Drilling began in the spring, using a rig purchased from Rumania at a cost of Rs. 4 million, now using a turbo-drill from Russia; the well is to be taken to nearly 11,000 feet. Further south in the Jaisalmer area the Commission intended to seek the help of French technicians owing to their experience in similar desert locations in North Africa, but this has been decided against in view of the foreign exchange position. Late this winter structural drilling is beginning in Cambay in eastern India about 1,200 miles north of Bombay.

In West Bengal, Indo-Stanvac, with 25 per cent Government participation, is drilling a second well near Galsi, 90 miles north-west of Calcutta and 20 miles from their first well at Burdwan which was abandoned as a dry hole at nearly 9,000 feet.

The exploration effort now being made is only a fraction of what is needed. What are half a dozen exploration wells and three operators in the vast sedimentary areas covering most of the northern part of the country? No one can say, of course, that oil resources of any magnitude would in fact be discovered in India. But one can say that unless the search is greatly widened in every way, it is unlikely that whatever oil there is to find will all be found. And no matter how large the effort put into the task it is likely only partly to be achieved within 20 years. It seems impracticable that the public funds should be risked in this way or undertake more than a part of the large-scale investment required. In Mr. Metre's view the Government should seek to interest at least a dozen concerns possessing the necessary large resources and "know-how" to look for oil in India.

In any event the achievement of the Plan requires foreign finance in one form or another. And there is

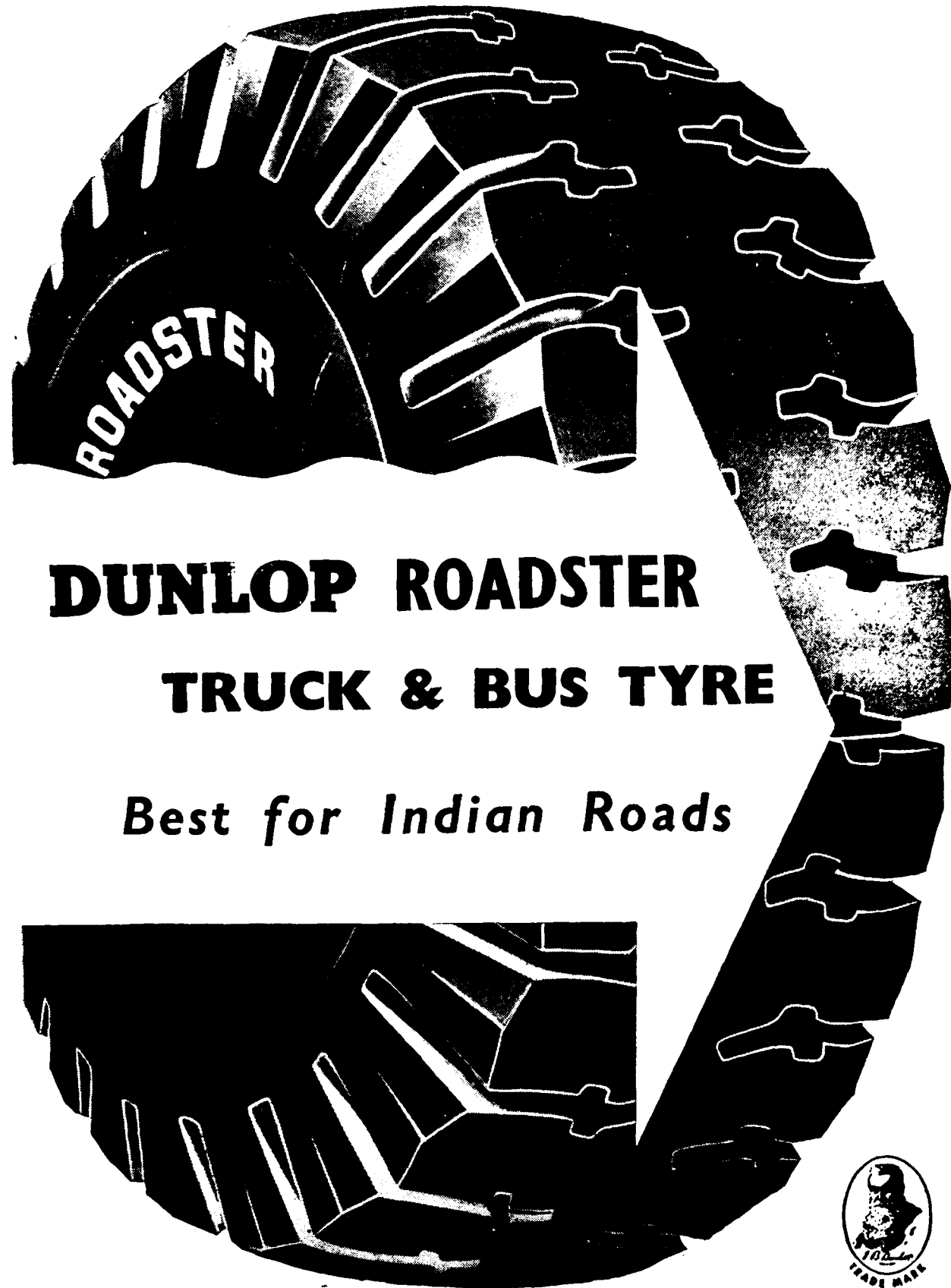
little time to lose. India's economic advance is a race against the Indian birthrate. There is, however, no doubt as to the effort being put forward by the Indians themselves, after their own fashion and within their own means. Every village has now its project on which all work in co-operation. A new movement is "gramdan" under which land is given voluntarily by landowners to a village as a whole. This is an improvement on "bhoodan" under which landowners have already given away several million acres to landless individuals which, however, only further diminished the uneconomic size of holdings. The methods of the saint, which flourish in adversity and make do with little, have always been at home in India. Today she is thinking ahead on new lines, creating the conditions and mastering the techniques of producing plenty. Copyright.—(Exclusive to Motor-india)

PIONEER OF CALTEX GROUP DIES

William, H. Pinckard, retired chairman of Caltex, New York, died in Palo Alto, California, on October 20 after a brief illness. He was 63.

Mr. Pinckard was formerly manager of the Caltex Asia division in India and, in this role pioneered the entry of Caltex into the Indian market and organized Caltex (India) Limited.

Mr. Pinckard, who retired in April after 40 years in the international oil industry, started his career with The Texas Company in Port Arthur in 1917 and subsequently spent more than 20 years in the Far East and other foreign ports.



DC 490

TRAFFIC PROBLEMS IN MADRAS CITY

Mr. Anantaramakrishnan Pleads for More Buses

Presiding over a General Meeting of the Indian Institute of Road Transport when Mr. Chengal Rao, Dy. Director of State Transport spoke on Traffic Problems in Madras City, Sri S. Anantaramakrishnan, Chairman of the Madras Branch of the Institute complimented the Madras State Transport for the improvements they have been able to make for the fleet of city buses and on the way in which buses were now kept in good condition. He would however urge that the State Transport Department atleast to double its fleet of buses with a view to relieving the shortage of accommodation in buses in the City, particularly in the peak hours. He hoped that with such an additional increase in strength the Department will be able to give very good service to the public of the City.

He also thanked Mr. Chengal Rao, Deputy Director, State Transport on the interesting lecture he gave the Institute on the question of Traffic Problems in Madras City.

In his address, Mr. Chengal Rao said :

When automobiles were first seen on the roads of Madras at the beginning of this century no one anticipated the rapidity with which they would multiply not only as a luxury carriage for the few but as everyman's transport, both for pleasure and for business. This great development of road transport is due to the realisation of the advantages which automobiles possess for certain kinds of transport work. They are an extremely flexible means of transport and can be used to provide door to door services. In the case of private car, the advantages of having vehicles which can be used as and when the owner desires, are obvious. With the bus, passengers can be picked up and set down at any point enroute and the vehicle has complete freedom on the road unlike the tram or trolley bus, since it is not confined to a track. In regard to goods traffic, road transport has the

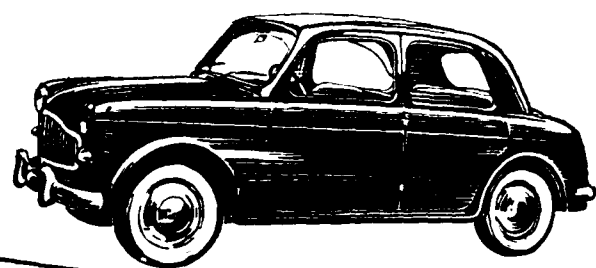


Mr. Chengal Rao, Dy. Director of State Transport

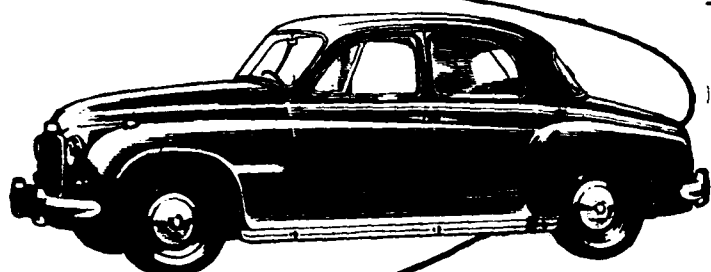
advantage that consignments can be picked up and delivered from door to door which is not possible under other forms of mechanical transport. Since the war, growth of road traffic has been phenomenal and in the last ten years the number of licensed mechanically propelled vehicles in almost every country has increased considerably. In U.K. the average vehicle increase is something over 2,00,000 vehicles per year. In Madras City the number of vehicles has been steadily increasing from 8,210 in 1947 to 12,179 in 1955 and 14,375 in 1956. This increase in the number of vehicles combined with the growth of population of this city 7.8 lakhs in 1941, 8.8 in 1946, 14 in 1951 and 16 in 1957.....has brought in its train various problems which may be ranked amongst the most difficult issues with which we are confronted to-day. There are two aspects to the traffic problem, that of circulation and that of safety. As regards circulation the problem has been created by the excessive increase in the number of vehicles all of which require not only to

circulate in the streets but also at times to wait. The increased number of vehicles and particularly the number of standing vehicles is the main cause of the difficulties as to circulation. The eventual cure will be the provision of increased and better road space and in particular of siding space. Until that space is provided, various restrictions upon traffic movement and upon standing vehicles in particular, are necessary. When we discuss about road safety one of the matters to be considered is the extreme disparity of speed between traffic units. Speed of pedestrians, hand and bullock drawn vehicles have remained more or less constant over the ages, whereas the automobile speed has vastly increased. If road traffic entirely consists still of carts drawn at 3 miles an hour, road casualties would be practically unknown. As however with the advent of fast moving motor traffic and better roads, casualties are increasing. Road casualties are thus not merely the result of motor traffic, but of vehicle speed. Under modern conditions casualties could no doubt be reduced very rapidly if vehicle speeds are reduced and the nearer the speed of cars are brought to 3 or 4 miles per hour the better will be the results. Obviously, so drastic a reduction in speed is not possible as it would destroy the value of modern transport. For the preservation of public safety therefore motor vehicles are subjected to various legal restrictions under the Motor Vehicles Act. But unfortunately no such restrictions are imposed on other traffic units, viz., pedestrians, rickshaws, pedal cycles, auto-rickshaws, etc., who still continue to mix with the motor traffic in an unreasonable manner, for example, the pedestrian who crosses when and where he wishes without due precaution or the cyclist who threads in and out at high speed through fast wheeled traffic or who rides on the crown of the road between two opposed lines of motor vehicles in movement. So these unexpected encounters which

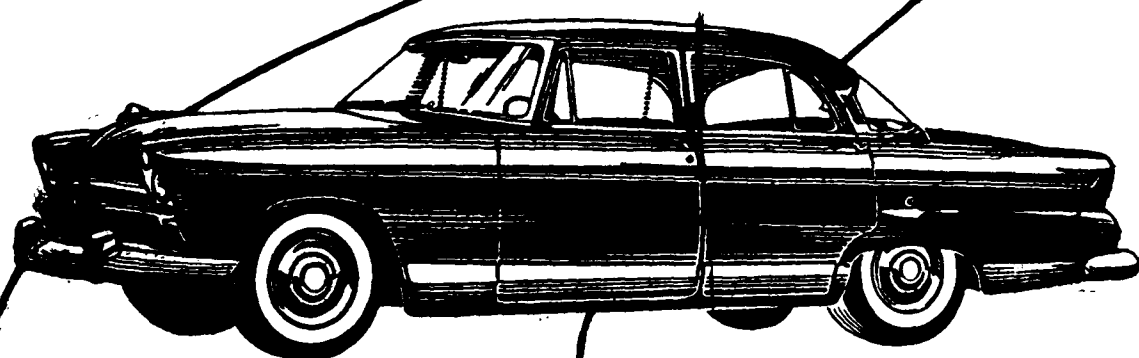
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are perpetual occurrences practically do all the damage, whose lethal effect increases with the vehicle speed. They can be prevented of course through improved road designs, check on vehicle speeds and by rules for co-ordinating the movement of traffic units. The whole field of enquiry therefore reduces itself to a range of interconnected problems.

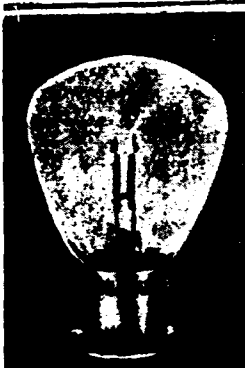
Among these problems the one which deserves special mention is "traffic congestion". Traffic in many of our streets—Mount Road, Pycrofts Road, Broadway has reached a saturation point, a state where the road will not take any more traffic without a slowing up process taking place. It is difficult for the public to appreciate the fact that in a given street there are only so many vehicles which can pass in an hour and to add to that number is mainly to slow down the whole, ultimately causing a complete blockage. Acute congestion is caused in the morning and evening periods when public transport vehicles are heavily loaded with workers, office goers, students and business community to and from the centre and where there is a simultaneous tidal movement of private cars, buses, etc., in the same direction. The State Transport Department is vitally affected by this problem. Traffic congestion causes operating costs to rise by reducing the average speed of vehicles in the centre of the city and increasing the number of accidents. Complaints are sometimes received by the Transport Department of gaps in the services and 'bunching' but the public do not always realise that irregular running arises mainly from causes outside the control of the Department. The problem is a constantly changing one, the position becoming progressively worse year by year from several causes, viz., number of vehicles on the roads raising annually, development of civic centre by the erection of higher buildings, steady growth of peak traffic, construction of housing colonies and factories on the outskirts of the city and the spreading of population over a wider area, waiting vehicles, slow moving transport, etc. The practical measures that should be adopted for the relief of traffic congestion may be classified as

(1) Steps to make the traffic fit the streets and (2) Modification of streets to take the traffic. The purpose of these practical measures is to obtain a uniform flow of traffic at the highest possible speed consistent with safety. It has been estimated that on an assumption of an unobstructed even flow of traffic in a traffic lane of 10 feet the number of vehicles that can pass a given point in an hour is no more than 1,500 but the present condition of many of our city streets are such that the actual number per hour falls far below this figure, but every step taken to improve the street capacity and remove obstruction will help to lift the flow towards that figure. Among the classification of measures to make the traffic fit the streets are one way streets, gyratory traffic movement (roundabouts), automatic signals, pedestrian crossing places, control of parking of vehicles, prohibition of standing vehicles, staggering of hours of employment and schools, etc. Modification of streets comprises of street widening, reserved parking places, refuges and subways for pedestrians. One way traffic system has been fully developed in many cities in recent years and it is generally accepted, that in the absence of street widening which incidentally is very costly, this is the chief method to relieve traffic congestion and delay, in moving traffic. We have a few one way traffic streets in Madras but there are still a number of busy streets where this system could be introduced by the Police Traffic Department with advantage and safety. A parallel type of control is the gyratory system of traffic flow at important road traffic junctions, as we find on Mount Road and other roads. Automatic signals and pedestrian crossing places are to be found at road junction in important cities. We have an automatic signal at Egmore and some more can be installed at Central, Esplanade, Pycrofts Road, Triplicane High Road and other important intersections where roundabouts are not possible. A modern innovation is the pedestrian crossing popularly known as "Belisha Beacon" in U.K. In London there are 10,000 such crossings and it is reported that by this innovation there has been a

reduction in the number of fatal accidents by about 28 per cent as compared with the rest of the country where crossings are not in existence. We have a few such crossings in Madras but many more are required and they should be enforced strictly. The right of the pedestrian to wander at will over the road can still further be controlled by fencing up pavements in many of the principal streets and road junctions, from the roadway. Such fencing we see at many places on Mount Road junction, Triplicane, Central Station and Broadway.

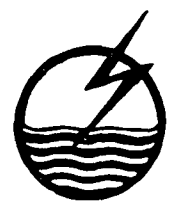
One of the most serious causes of traffic congestion is the indiscriminate parking of motor cars and lorries which take place during the day in almost every street in the central area of our city. With a view to improve traffic congestion on main thoroughfare a "No Waiting" rule should be enforced whereby no vehicle may wait in the streets specified between certain hours of the day except to pick up and set down passengers or to enable goods to be loaded and unloaded when this cannot be reasonably done in the neighbouring streets. Legislation to this effect exists in U.K. where "no waiting" restriction is enforced on busy streets public are invited to park vehicles at selected points on public streets with a view to provide the maximum capacity on the main thoroughfare for moving vehicular traffic. Steps in this direction should be taken by the Corporation and Police even though acquisition of sites is a costly affair. Coupled with this question of parking of private vehicles, is the obstruction of goods vehicles. The loading and unloading of stationary lorries have been restricted in London by regulation, to certain streets and during certain hours. A similar enforcement appears necessary in Pophams Broadway and some other roads where lorries obstruct the movement of passenger transport vehicles.

Any question of restriction of traffic must take into consideration the needs of public as a whole. Diversions of traffic are possible but when a position is reached where preference has to be given to one class of vehicle over the others, then so far as passenger transport vehicles with its economy in road



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space occupied to the number of persons conveyed, is the one which has the strongest claim to priority. Buses are often accused of blocking the thoroughfare by occupying the whole of the street, yet they cover a very small area of street per person carried as compared with the ordinary motor car. It is therefore recognised abroad that public service vehicles are entitled to preference over other vehicles in the matter of right of way in view of their greater carrying capacity and the need to adhere to a regular time table.

A fundamental cause of traffic congestion is the peak load traffic. Very high peaks of short duration are a modern characteristic of urban passenger transport. The peak hours in Madras are from 8-30 to 11-30 a.m. and 4-30 to 6-30 p.m. The number of passengers travelling during these four hours constitutes nearly 50 per cent of the total number carried throughout the day. This situation creates a demand for additional vehicles during peak hours only. Planning of routes and provision of services on them so as to provide a continuous flow of traffic throughout the day in each direction of travel and utilisation of vehicles to the best advantage is our main duty. This no doubt requires a constant study of the nature of traffic trends and demands so that the services are planned and routed to the best advantage. In this connection it is important to note that the provision of services involves the use of certain amount of capital by way of vehicles and equipment. Once that capital is acquired the fullest employment should be made of it. The greater the use to which a vehicle is employed the less becomes the cost per vehicle mile. In the case of urban peak hour traffic, passenger requirements are such that some vehicles can only be used for a limited period of the day. In such cases the cost of operation will be exceptionally high owing to the fact that the overhead charges can only be distributed over low mileage. In Madras the peak hour service averages about 70 miles per day as against 140 miles performed by the all day basic services. In comparison with this in U.K. the vehicle utilisation of

peak hour services is only 30 miles. For this reason accommodation provided for rush hour traffic should be restricted to the minimum required to cater for the traffic. We are operating 75 additional buses during peak hours as duplicate services and shuttles on sectors of the routes. Further we have stationed emergency spare buses at strategic traffic centres to be utilised for clearing any unexpected traffic. I may therefore say with certain amount of satisfaction that we have been able to tackle the peak hour problem. No doubt certain amount of overloading still exists in our buses which we are attempting to reduce. However, standees cannot be eliminated altogether in city services. The present trend in western countries is to provide more standing accommodation and reduce the number of seats in buses intended for urban transport.

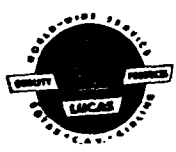
One of the measures which should make more for an uniform traffic flow and reduce the pressure on passenger services during rush hours is the opening and closing of factories, firms and educational institutions at varying hours of the day. It is true that staggering of working hours is sometimes difficult to arrange; but where the system has been adopted as in a few western countries, there has been some measure of relief. It is claimed by the committee for staggering set up by London Transport Executive that they have been able to persuade 60 institutions involving 15,000 men to alter their working hours. In Madras attempts were made in this direction in 1952 but with little success. This should be tried again.

There is a tendency on the part of public living considerable distances away from the centre of the city, for services to the inner area so that they may have the convenience of a through journey without change. When congestion is so heavy during peak period as to endanger general mobility of traffic it can hardly be admitted that people living in outer suburbs have a *prima facie* case for a through service from their own doors to the premises where they work in the centre of the city. If this principle of "unbroken Journey" is recognised this would inevitably lead to heavy congestion in the inner area. It is

therefore necessary to work upon a system whereby the services serving outlying suburbs and districts shall terminate on the periphery of the central area and from that point operate shuttle services to the inner area. As an illustration instead of operating services right from Adyar to Parrys it would be better to operate a shuttle upto Mylapore to connect services from Mylapore to Parrys. Similarly the various suburban and mofussil services should terminate on the periphery of the city where a proper bus terminus should be constructed and from this bus station, services should be operated to the inner area of the city. This would reduce most of the congestion in the central area during peak hours.

What has been described so far are the attempts made to adjust traffic to the capacity of the streets but as you will appreciate, these attempts are only limited in their effect. As time goes on it would become increasingly necessary to redesign streets for the purposes of accommodating traffic. The widening and improvement of many of our older streets is of urgent necessity. New arteries of traffic are required to reduce the pressure on the main thoroughfares and to cater for the extra traffic thrust upon them by the construction of higher buildings in business quarters. The approach roads within the vicinity of places which attracts heavy concentration of traffic such as railway stations, shops and places of amusement are inadequate and narrow with the result that streams of traffic have to pass through a bottleneck at the points where the traffic is most concentrated. Mount Road near Round Tana and General Hospital Road are illustrations. Intersecting points of traffic are responsible for much of the delay and obstruction. Many of these traffic junctions require a new lay out on modern scientific lines. It is understood that the Madras Corporation have proposals under consideration for subways on Mount Road and Central. Where necessary, buildings should be improved to cater adequately for loading and unloading of goods and parking of passenger vehicles. Internal loading bays (layby) should

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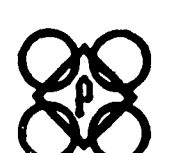
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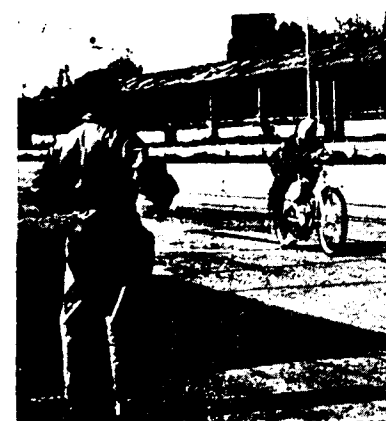
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The 48 c.c. Lambretta runs 100 hours non-stop, at 38 m.p.h.



The Lambretta 48. cc nearing completion of the 100 hours non-stop run at Milano, Italy

Beyond all records is the performance of the Lambretta 48 c.c. which successfully achieved at the Monsa's Autodrome (Milano—Italy) 100 hours non-stop run!

It is a remarkable performance of great technical importance, as it differs from the usual official world records based mainly on high speed, and it is based on the exceptional long time of continuous running.

According to Innocenti's technical staff the motorcycle could have reached easily 10,000 kilometers (6,250 miles) of non-stop run at the same average speed.

When the motorcycle stopped, after four days, four nights and four hours of continuous running, it was far from having reached the strength's limit of its mechanical components.

The only question mark now arises: till when could the Lam-

be constructed wherever possible. The Restriction of Ribbon Development Act of 1935 of U.K. has placed powers in the hands of local authorities to require the provision of means of entrances and agrees as a condition of approval of plans of new buildings. No plan for the erection of new building is approved unless local authorities are satisfied that either the character of the new building is such as not to be likely to cause increased vehicular traffic along any road adjacent thereto or satisfactory arrangements will be made for limiting interference with traffic along the road adjacent thereto. Such legislation appears

bretta 41 c.c. last at that speed? The answer is implicit in the tremendous demand of the Innocenti's product throughout the world.

We think it advisable to resume here the main features of the vehicle:

48 c.c. Lambretta is a two-stroke engine with a compression ratio 6.5; output 1.7 h. p. at 5,000 r.p.m.; ignition by magneto; two-speed gearbox with control on the handgrip; primary transmission by gears and secondary by chain. Pressed steel sheet frame; front suspension by railing links and coil springs; rear suspension by swinging fork and coil springs of progressive type. Weight: 44 kgs (97 lbs); fuel consumption 1.25 liters per 100 kms (226 m.p.g.).

The main points of the wonderful performance can be resumed as follows:—

When the last driver stopped the vehicle after 100 hours, 1 minute and 3 seconds, 6,058.541 kilometers (3,800 miles) were covered at the average speed of 60.585 kilometers per hour (38 miles per hour).

necessary in Madras where new buildings are coming up without any provision for parking of vehicles resulting in congestion on the main roads. All these improvements call for closer co-operation and co-ordination between all the authorities affected in the transport area whether they are concerned with transport, housing, police, town planning etc. Planning should be studied from the special view point of transport as it is in the interest of the community to ensure a free flow of traffic. Therefore any steps taken to reduce congestion in the city should endeavour to encourage rather than retard the development of road transport.

The only stops during the running were due to 2 tyre punctures.

The only loss of time was a few seconds everytime that it was necessary to replace the driver and refill the petrol tank.

The drivers were 7 and they have driven the vehicle alternatively every 2 hours day time, and every one hour and a quarter night time, because of the quite cold temperature (between 1° C and 2° C) and because of the high humidity during night time.

To have a better idea of the performance, we quote below the following date:

The total distance covered is the same distance between Milano (Italy) and Toronto (Canada) or between Milano (Italy) and Karachi (Pakistan).

The number of revolutions of the wheel is equal to 3,158,400.

The number of strokes of the piston is equal to 19,377,000.

The reason for this test, of which the results were officially checked and controlled, is to give a clear demonstration of the strength and durability of the smallest product of Innocenti's factory. This product is more and more satisfying the requirements and taste of the public throughout the world.

Deccan Motor-cycle Sports Club

Poona: Mr. Noshir K. Irani was elected President of the Deccan Motor-cycle Sports Club at its annual meeting held here recently.

Mr. S. D. Dabholikar and Mr. T. A. Khambatta were elected Honorary Secretaries, Mr. Saifulla Khan was elected Treasurer.

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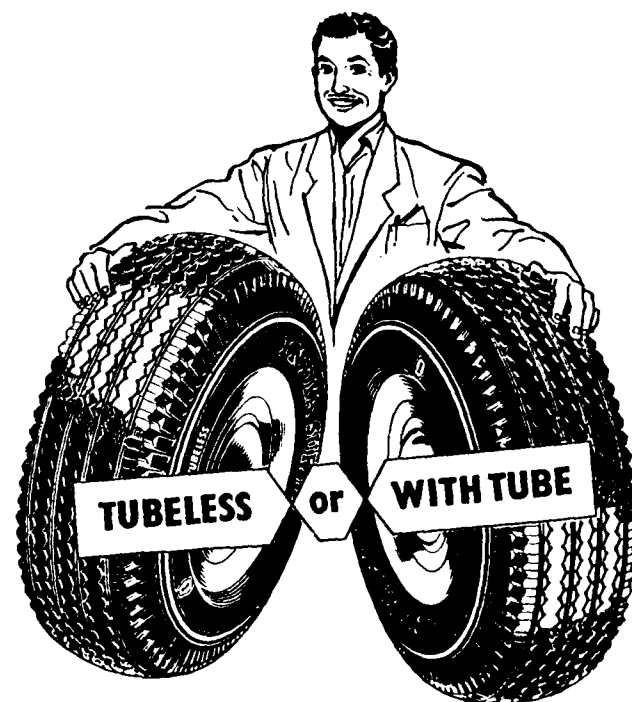
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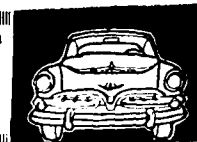
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**ABOUT
YOUR**



By 'ROBOT'

At one time or other, you might have had the nasty experience of your car refusing to start when you want it to. You might try to crank the engine by starting handle; push it and try. But you may not succeed. You get excited and swear at your car. If you live in a big city where some of the automobile association or a workshop service is easily available you can get your car started within a short time. If it happens to you on a highway, you will have to wait till someone comes to your rescue. So it is worth knowing the reasons for such an emergency and to know how you can detect the causes.

The engine will not start (1) if starter will not turn engine. Possible causes (a) battery leads loose. Tighten the leads (b) battery leads badly corroded. Clean the terminals and smear with vaseline. (c) battery discharged. You may start the car by pushing, but have the battery charged as soon as possible. (d) defective battery. Have the battery tested by your service agent and replace if necessary. And (e) stuck starter pinion. Starter turns but does not engage on flywheel. (2) If starter turns engine very slowly, possible causes (a) battery leads loose. (b) battery partly discharged. Use handle to start, but have the battery properly charged as soon as possible. (3) If starter turns engine smartly, do not keep using starter. Try to trace the fault. Likely causes—(a) ignition not switched on. (b) No petrol in tank or carburettor. (c) carburettor mixture control wrongly set, causing too rich or too weak a mixture.

There may be defects in the ignition system. To locate the fault turn engine by hand and flash disconnected plug lead against engine. If good sparks occur the plugs may be dirty, oiled up or have incorrect gap. Remove and clean plugs and check the gap. If the disconnected plug lead does not give a good spark, the H.T. leads may be loose or

broken. Check for security, feel along leads for breakage. Carbon brush inside distributor head may be sticking. Check for freedom and spring tension by pressing brush and releasing.

Fault in L.T. circuit. Remove L.T. lead to distributor, switch on, flash lead against engine block. If small spark occurs it may be due to loose or bad contact of the L.T. lead to the distributor; contact breaker points have incorrect gap; contact breaker points dirty or pitted. Adjust the gap or have the points cleaned. If no spark occurs when the L.T. lead is flashed against engine block, check for tightness of battery leads and for break in L.T. Wire.

There might be causes arising from the carburettor. The petrol pump (S. U.) when first switched on does not tick or ticks only when float is depressed. May be due to faulty petrol feed. Switch on. Press plunger on top of float chamber. If pump ticks 2 or 3 times float chamber needle valve is sticking. Undo the hexagonal nut on top of the float chamber. Remove float chamber cover. Rotate needle on its seating with fingers. Switch on and petrol should flush away any dirt. Fault may also be due to faulty contact points or a stiffened diaphragm.

If the pump does not tick, fuel pump is not working due to (a) blocked filter. Unscrew hexagonal plug at base of pump body and clean filter in petrol with stiff brush; (b) blocked pipe. Unscrew pipe leading to tank and blow down it. (c) banjo union filter blocked. Disconnect banjo union, draw out filter from recess in float chamber cover and clean in petrol with stiff brush.

If the pump ticks very noisily, it may be due to air leak on suction side. Check level in tank. If petrol not too low, check all unions and joints, especially pump filter and inlet unions.

If the pump ticks intermittently, it may be due to carburettor flooding owing to dirt in float needle seating.

The engine starts, but runs erratically. The possible causes are—

'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 'MOTORINDIA' 5/141, Mount Road, MADRAS-6.

(a) loose H.T. leads to plugs; (b) Incorrect setting of plug points; (c) one or more plugs damaged, oiled up or dirty. Locate faulty plug by shorting each in turn (engine running) with a wooden-handled screw driver. Plug that does not alter engine note is faulty. Remove, clean, check gap and insulation (porcelain) for crack or damage; (d) loose connections on battery or in ignition circuit; (e) faulty H.T. leads or leads shorting. Examine with engine running in the dark; (f) defective contact breaker.

Carburation faults: (a) water in float chamber; (b) petrol filters clogged; (c) petrol tank cap vent blocked; (d) carburettor mixture control wrongly set or adjusted.

Mechanical defects: Bad compression caused by faulty or incorrectly set valves, faulty cylinder head or gasket, faulty or worn cylinders or pistons or rings. Check with a compression gauge.

Faulty ignition timing. This adjustment should better be left to a trained mechanic who can set it right accurately with the help of a vacuum gauge.

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YOUR CAR

BY EUGENE MILMOE

(Special to Motorindia)

You may get away with maintenance neglect for months, but when winter rolls around, it can be an entirely different—and sadder story. For instance:—

1. A defective radiator pressure cap valve may not give you serious trouble in other seasons, but when the weather turns frigid it could permit some loss of antifreeze protection and eventual engine damage.

2. Keeping the gas tank as nearly full as possible becomes more important, too. This practice minimizes the chances of moisture, condensation in the tank which causes water to get in fuel lines and freeze.

3. Pre-winter inspection for holes or cracks in muffler and exhaust pipe may be a life-saver. Fumes escaping from them can be especially quick and deadly when all car windows are closed against wintry blasts.

H.P. writes:—“If the air-fuel mixture feeding into the engine is too lean or too rich, can it be damaging to engine parts?”

(A) Either extreme will eventually prove harmful. When the fuel mixture is too lean, engine wear is increased, whereas rich mixtures promote the formation of sludges.

Mrs. M.I. asks:—“A young garage mechanic was patching a tire tube for me when his boss told him to do it at the workbench before he ruined the tube. Did he mean that abrasive dirt and the rough floor cement would harm it?”

(A) I think he was trying to protect the tube from grease and oil which will rot rubber.

From Mrs. A.H.:—“My 1955 car is used every day, and because I don't have a garage, it sits outdoors every night.



In the mornings I usually drive off just as soon as the engine starts, but I've been criticized for this practice by a friend who says it is bad for the car in winter.”

(A) On cold mornings it is best to let the engine idle for just a few minutes before driving off. This gives the oil an opportunity to circulate properly and lubricate engine parts. You may also find that it helps gas economy.

C.F. writes:—“Since your readers are undoubtedly interested in good gasoline mileage, I would suggest you advise them how various road speeds will affect it. As a new car dealer, I find that the average car owner never considers this difference when he compares gas mileage with another owner of the same make and model car.”

(A) How right you are! Drivers certainly should realise that gas consumption increases with speed. For example, an engine that is good for 20 miles per gallon when driven at a steady 30 m.p.h. will only give about 18 at 40 m.p.h. If a steady 60 m.p.h. speed is maintained, there is a drop to 14 or 15 miles per gallon.

* * * *

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SALES TAX ON MOTOR VEHICLES

I.R.T.D.A'S PLEA FOR REDUCTION

The Indian Roads and Transport Development Association in a recent representation to the Government of India, Ministry of Commerce, has urged that transport vehicles should be treated alike whether drawing railway goods, wagons, bullock carts, cargo steamers or automobile lorries. The Association has stated that the transport of motor vehicles, like other forms of transport of goods is indispensable to Indian economy and constitutes the very back bone of the Five-Year Plans. They have, therefore, urged that the sales-tax on transport vehicles should be at the same rate as that is of other essential requirements of the poor man instead of the luxury rates being applied just now. It has been pointed out that heavy sales-tax is deterrent to increase the use of road transport, particularly at a time when the augmentation of various resources for increased transport capacity in the country is becoming increasingly urgent and necessary.

CENTRE PERSUADING STATES

It is learnt that the Finance Ministry has informed the Association in reply, that motor vehicles, including commercial transport vehicles like trucks and buses are already subject to a higher rate of sales-tax than the tax on ordinary goods in most of the States under State Sales-Tax Laws. The Government of India were now therefore persuading the States to levy a uniform rate of sales-tax on certain State goods, including of course automobiles, in order to check incentive for evasion of tax due to differences in rates in different States.



Foreign automobiles are one of Los Angeles Harbour's leading import commodities. During the last one year 32,000 tons of foreign cars arrived at this harbour. Picture on top shows Renault Dauphines at the dock area ready for the on the road drive. The ship above unloaded 725 French cars

Cargo of Fiats for U.S.A.

LOS ANGELES: Fiat Motor Company's motorship ITALTERRA sailed into busy Los Angeles Harbour recently to discharge 709 Fiat automobiles consigned to dealers in the Southern California area.

This shipment represented 71 per cent of the total cargo—1,000

Fiats—brought from the factory in Turin to the Pacific Coast, Globe Press Service reports.

The giant "floating garage" is operated by the Italnavi Line, a wholly-owned subsidiary of the Fiat Motor Company and has made two previous trips to this port in June and August, delivering about the same number of autos each time.

Again she will bring a capacity

World's most expensive used Car "Gold Car" at Los Angeles

Los Angeles: Royal Mail Line's M.s. Loch Ryan arrived at Los Angeles Harbour recently with one of the world's most expensive used cars aboard.

It was a custom-built Daimler Limousine—one of five formerly owned by Lady Nora Docker, wife of free-spending Sir Bernard, Globe Press Service reports. Until ousted in 1956, the titled Britisher was for 14 years managing director and board chairman of Birmingham Small Arms Co., which makes rifles, machine guns, motor cycles, machine tools, special steels—and Daimler cars.

On hand to take dockside delivery of the inbound Daimler was its new

cargo of 1,000 Fiats before the end of this year, with the major portion earmarked for this port. This will mean that since June, Fiat will have shipped more than 2,800 of its small cars for the biggest single foreign-car market in the country—Southern California.

owner, William E. Johnson, Jr., a distributor of British motor cycles in nearby Pasadena. He bought the luxury car on a recent buying trip to England.

Johnson's purchase will be familiar to those who followed the sensational newspaper accounts of Sir Bernard and Lady Docker and their extravagant way of life—supported largely by company expense accounts—which ended abruptly in August 1956 when stockholders backed the board's ouster of its chairman.

The California businessman had what had been solemnly christened the Gold Car. This and the four other specially built Daimlers—Blue Clover, Silver Flash, Star Dust and Golden Zebra—Lady Docker used to drive from party to party.

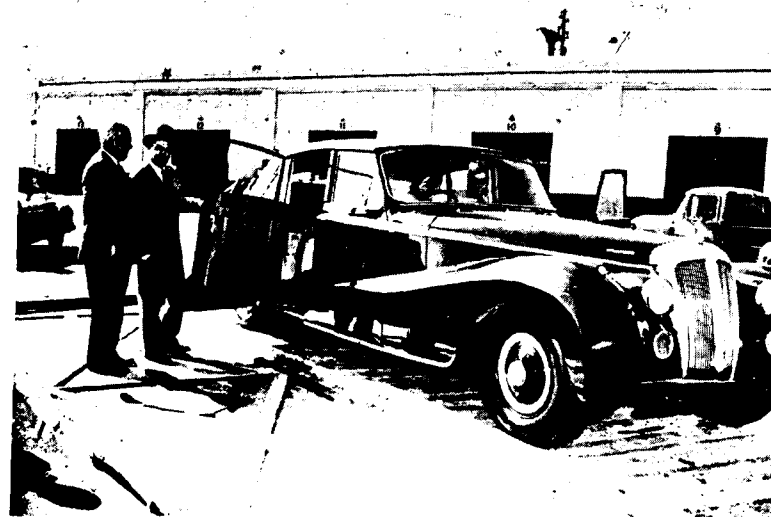
But one thing was missing when the crating was removed from Johnson's Daimler. Its famous 18-karat gold sheathing had been

stripped before shipment—by order of Her Majesty's Government, according to the new owner.

Still, the 20-foot long Daimler, weighing 6,600 pounds, has enough elegant touches to raise eyebrows in plush Pasadena and even in flamboyant Beverly Hills. Persian lamb cover the floor of the limousine. And in the tonneau are a brunch

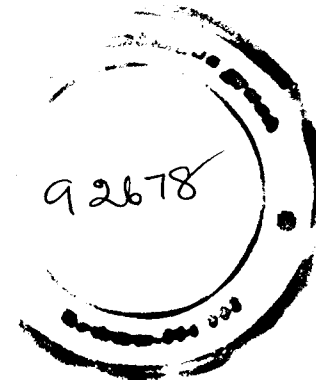
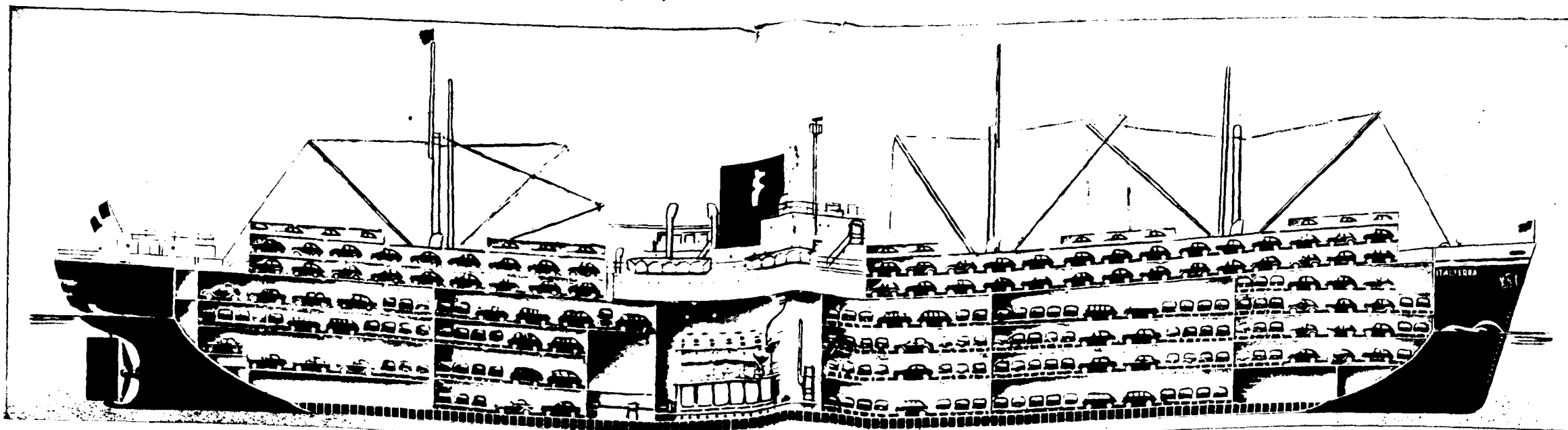
table and a small bar—both handwrought of Australian camphor wood—and a radio installed in the back seat armrest.

Johnson declined to set a price on the big car. But last year, he said, the British firm had refused a \$45,000 offer for it—including, of course, that gold trim which was valued at \$22,000.



Mr. W. E. Johnson, hat on, shows his recent purchase to his partner. The Daimler is a gold car with all special fittings and is claimed to be easily the costliest used car in the whole world

The manufacture of automobiles in Western countries is in such great contrast to conditions in India, and has advanced to such an extent that even ship companies find it worth while building special ships for carrying automobiles to various countries. Picture below shows a Fiat ship, the *Italtterra* specially fitted to carry Fiat automobiles to the United States market. The photograph below is a cross section of the ship



55,000th vehicle of Premier Automobiles Ltd., rolls off



The 55,000th Vehicle produced by Messrs. Premier Automobiles at their factory at Kurla happened to be a Diesel truck. A suitable function took place on November 22nd in connection with the launching of this truck by Sri Lalchand Hirachand, Chairman of the Company, who is seen breaking a coconut on the front wheel



Pressmen, who were invited by the Premier Automobiles on the occasion of the launching of the 55,000th vehicle are seen listening to the Master mechanic, Mr. Ghatnandey about the manufacture of transmission gears. MOTORINDIA Representative, Mr. Baburao Khandekar is seen on the extreme right

SIXTY PERCENT MADE IN INDIA

In response to the invitation of M/s The Premier Automobiles Ltd., Bombay pressmen attended a conference at the factory.

Mr. S. S. Gupte, Publicity Officer, received the guests who were taken round the various departments in batches, each batch entrusted to one of the officers of the host Co. The guides explained the purpose of the various machines and the process through which each part and component passes before it becomes a part of the main vehicle.

The group then assembled in the front of the main workshop from where the 55,000th vehicle, manufactured by The Premier Automobiles was driven out by Shri Lalchand Hirachand, Chairman. These 55,000 include their Dodge, Plymouth and Fiat cars and Dodge and Fargo trucks.

This is a remarkable achievement, as it means nearly 16 of the total number of vehicles on road in India today are Premier-built cars and trucks.

This achievement would be considered all the greater when it is realised

that over 60% of the components of the automobiles are produced in India by the Premier Automobiles.

The Premier Automobiles—one of the biggest industrial concerns in Bombay, is engaged in the production of cars and trucks for the country. Today, Dodge, Plymouth and Fiat cars and Dodge and Fargo Petrol and Diesel trucks are rolling off its plant at the rate of one vehicle every twelve minutes or about forty vehicles a day. Sixty per cent of the components of these vehicles are Indian-made. This has been achieved after years of hard labour, planning and huge financial commitments. Their ultimate goal is to make complete Indian-made cars and trucks as early as possible.

The concern was indeed fortunate in having as its founder the great enterprising Industrialist, the late Seth Walchand Hirachand. He was a man endowed with sterling qualities required to guide an enterprise of such a magnitude and to place it on the road to progress and prosperity.

The Premier Automobiles was founded in 1944 with an authorised

capital of Rs. 10 crores and a paid-up capital of Rs. 2,25,00,000. The factory was erected in 1946 and assembly operation of cars and trucks started in 1947.

From 1949, the company commenced its manufacturing programme. Prior to that, years were spent in planning the successive stages of the manufacturing programme. It was a new industry in the country; the Government's attitude was neither encouraging nor helpful; yet the Company adhered to its aim and continued with its programme until the end of 1953, when the Tariff Commission recommended full support to Indian automobile industry. To-day, over 60% of the Automobile is manufactured by the Premiers. Important components like the Engine, Transmission, Chassis, Frames, Radiators, Mufflers, Propeller shafts, Springs, Shock absorbers and many other parts have been in production for a long time. They are now nearing the completion of the differential and rear axles the production of which will be taken up shortly.

Ever since 1947 it has been the policy of the company to train its

NEW FIAT ASSEMBLY LINE ON LATEST METHODS

own personnel for all important technical and administrative posts. With this end in view, the company has been sending its employees abroad to U.S.A., U.K., Germany and Italy from time to time to acquire specialised training in different aspects of automobile manufacturing.

Their factory is situated at Kurla, Bombay, on 87 acres of land. It is one of the best laid factory in the country. Its well equipped, modern toolroom is capable of producing every type of jigs, dies, and other tools required by the factory. The Forge Shop has 1-ton, 2-ton and 4-ton pneumatic hammer and is making such complicated forgings as Engine Crankshafts, Transmission Gear Blanks, Connecting rods, etc., and some forgings for Indian Railways. They have a complete spring making plant for their cars and trucks and also for Railway Wagons. The Press Shop is equipped with a battery of presses of various capacities including a 1000 ton hydraulic press—One of the biggest of its type—which presses out chassis frames and some body parts. The Engine Department has precision machines for the machining and finishing of crank shafts, cam shafts, cylinder blocks, Cylinder heads, Exhaust and intake manifolds, connecting rods, etc. The transmission section has the latest type of machines for gear cutting and checking. The Premiers have an up-to-date Mechanite Foundry situated at Wadala six miles from the factory, where most of the castings for the automobile parts are made.

Greatest stress is laid on accuracy and perfection at every stage of production in all departments. No item, however minor, is allowed to pass on to the next stage unless it has been thoroughly checked and found satisfactory in all respects.

To augment the production of Fiat cars which are in great demand all over the country, the Company has set up a new Fiat assembly line. This incorporates the latest methods of assembly of automobiles which eliminate to a large extent

the necessity of road tests for the vehicles. Yet the vehicles, off the assembly lines, undergo further extensive "road tests" on a specially built track.

To ensure the quality of the products produced in the Premier's factory, samples of all newly developed parts are sent to their associates in U.S.A. and Italy for thorough tests, and it is only when these have been approved as equal to the best foreign standards that regular production is undertaken at the factory.

There is also a well-equipped laboratory which carries out chemical analysis of ferrous and non-ferrous metals used in production of automobile parts, to ensure quality control.

The Premiers have an extensive sales organisation throughout the country. District Sales Managers are posted at important centres like Bombay, Delhi, Madras, Calcutta and Indore. To look after the service facilities of the customers, field service Representatives are also posted at important centres. Service, Sales and Parts representatives constantly tour the country to ensure that dealers, truck operators, state transport authorities and Government Transport departments do not have difficulties in obtaining vehicle requirements, parts and service facilities. District Sales Managers tour their areas and maintain personal touch with over 200 dealers and sub-dealers through whom Premier-built vehicles are distributed throughout the country.

Right from the beginning, the Premiers have been moved by an overwhelming desire to contribute to the economic development and prosperity of the nation by giving encouragement to local talent, help in establishment of subsidiary industries for production of raw materials, and giving employment, directly and indirectly, to thousands of people. The factory is employing today 5,000 workers. As far as possible, only locally-made material is used in all its ancillary parts,

such parts, such as Rubber, Rexine, Paints, Leather, Plastic, etc.

They have taken an active part in the nation's development projects by supplying strong, dependable and sturdy vehicles on almost all projects. Their trucks have given worthy account under the most difficult conditions on Bhakra-Nangal Dam Project, Damodar Valley Project, Hirakud Project, Bhilai Steel Project and many other projects.

Thousands of Premier-built Petrol and Diesel buses are to be found on almost all the routes of state transport authorities of Bombay, Mysore, Assam, Orissa, PEPSU, Bihar, Madhya Bharat, Madhya Pradesh, Andhra, Madras, U.P. and a number of other official and private road transport undertaking. Premier's contribution to the Nation's defence needs is also noteworthy, thousands of Premier-built and designed trucks, with all-steel cabs, are in use by the Defence Services. Its trucks, Power-Wagons, cars and utilities are playing an important part in the country's defence.

This is not all, the human side of the industry is also not lost sight of. The Premiers take utmost care of their employees by providing welfare facilities like housing, transport to and from the four nearest stations, medical assistance, etc., There is a residential colony built near the factory housing over 300 families. Annual sports and social functions are held to foster the spirit of comradeship and fellowship among the staff and workers.

The last few years have been a remarkable upward trend in the production in their factory which now includes three cars, Dodge, Plymouth and Fiat 1100 and Dodge and Fargo Petrol and Diesel trucks of different wheel bases.

TODAY, THE PRODUCTION IS OVER A 1000 VEHICLES A MONTH. PREMIERS ARE STEADILY NEARING THE

FULFILMENT OF THEIR PLEDGE TO THE NATION TO PRODUCE VEHICLES WHICH WOULD TRULY BE INDIA'S OWN.

GOVT. APPROVES EXPANSION, SAYS LALCHAND

Shri Lalchand, then briefly traced the history of the concern. Ten years ago the factory was started on a modest scale and has now grown up to its present big size.



Mr. Lalchand Hirachand, Chairman,
Premier Automobiles Ltd

He paid a tribute to the Chrysler Corporation. It appears that the Corporation have frankly admitted that the special heat treatment technique of the Premiers is of a very high standard.

Shri Lalchand said he was satisfied with the progress made by the Company in spite of its having to face many hardships, and he said he was particularly happy at the way public have taken to the Premier Vehicles.

Seth Lalchand said that the Government had approved of the expansion programme of the company.

EXHIBITION OF INDIAN AUTO PRODUCTS

An exhibition of Indian Automobile products is to open on December 29, 1957 at Bombay and will run for a week ending 4th January 1958. The Exhibition has been sponsored by the recently found All-India Automobile and Ancillary Industries Association.

The management of the Exhibition is in the hands of a committee with Mr. Lalchand Hirachand as Chairman, Mr. M. A. Chidambaram as Vice-Chairman and the following as Members :

Messrs. Pranlal Patel, N. K. Firodia, W. N. Kamath, K. R. Anand and H. R. Aslot as the Secretary.

The Exhibition will have three sections—One for Assembler manufacturers, one for Auxiliary producers and others and the third for exclusively Ancillary producers.

The Exhibition is intended to assess the progress so far made in the sphere of manufacture of automobiles in the country in accordance with the phased programme of development of the automobile industry and with a view to bringing the six main assembler manufacturers on the one hand, and the numerous other manufacturing interests associated with the automobile industry, notably the ancillary and auxiliary producers on the other, at a common forum for exchange of views and thus accelerate the progress towards complete manufacture of automobiles in the country.

The Exhibition will be run at the premises of the Victoria Jubilee Technical Institute, Matunga and is to be inaugurated by the Union Minister for Industry, Sri Manubhai M. Shah.

MOTORINDIA understands quite a large number of manufacturers of automobile and allied industries have already taken advantage of the Exhibition and are likely to display their products for the benefits of the public.

EFFORTS AT ASSOCIATION FORMING

A meeting of the Automobile Manufacturers and Ancillary Producers was held at the premises of the Engineering Association of India, at Brabourne Stadium, Bombay on November 2nd with Mr. Pranlal Patel representing Messrs. Malleable Iron & Steel Castings Co. Private Ltd., in the chair.

The meeting was informed by Mr. Patel of the talks he had had with Sri Lalchand Hirachand, President of the Automotive Association of India on the question of amending the constitution of that body so as to bring within its fold the automobile ancillary industry, thus fulfilling the objective of having a single body both for the six leading automobile manufacturers in India as well as the numerous ancillary producers.

Sri Lalchand Hirachand had advised Shri Patel that the question of amending the Constitution of their Association was being examined. Sri Lalchand had also recognised the possible difficulties in the way of bringing the numerous small-scale ancillary producers within the fold of the automotive association and had suggested that in such an event, these small-scale producers could form themselves into a single body and ways and means could be devised for the integrated working of the two organisations with the maximum of co-operation.

Shri Pranlal Patel therefore advised the meeting that the final decision on the subject may be postponed to be considered at the proposed Exhibition at the end of December when all the manufacturing interests in the automobile industry were expected to come together. Shri Patel then informed the meeting about the progress for the Exhibition, etc.

* * *

TRANSPORT OFFICIALS VISIT



Transport officials of various States in India recently visited the modern Factory of Goetze where piston rings and allied components are being manufactured. Pictures show (1) Transport officials watching the accuracy of the finished piston rings (2) Sri. Guru Prasad of Andhra Road Transport and Sri N. Annaswamy of Telco, examining cast piston rings shown by Sri M. K. Swamy, Managing Director of Goetze (India) Private Ltd. and (3) another view of the officials of the Nationalised road transport watching the Piston ring moulds at the end of a roller conveyor

Soviet Auto Exhibitions Give Striking Picture

OF PEOPLES' ACHIEVEMENT—SAYS G. C. PATTABHIRAM

"I went to Moscow as a tourist as the terms offered by Mercury Travels and the Intourist of Moscow were attractive. My trip was very comfortable and pleasant and the attention bestowed on us by the Intourist is praiseworthy. We were comfortable in Moscow though the autumn temperature was ranging between 28° to 40° F. We had the experience of travelling by the Jet plane from Tushkind to Moscow. We were flying 30,000 ft. above at the speed of nearly 600 miles per hour and yet very comfortable. We felt as if we were seated in our drawing room", says Mr. G. C. Pattabhiram giving his impression of the recent trip to the Soviet Union to *Motorindia*. Mr. Pattabhiram adds:

"Moscow is a very beautiful city with long avenues and majestic buildings. People who have visited U.K. and U.S.A. were with me and they were impressed by the cleanliness of the city. The Metros and the University buildings are marvelous. Administratively the city covering an area of 127.4 sq. miles is divided into 25 districts with a total population of 4,839,000, excluding the suburbs.

Moscow's public transport facilities are excellent and in spite of the city's population I found no crowd near the bus stops. Thirty years ago Muscovites had only tramways and horse driven cabs at their disposal. Today they have the Metro, the trolley bus, bus, taxi and tram-car. There are no horse driven cabs.

The Metro is comfortable, rapid and an economical mode of travelling. The Metro passenger pays an average fare of 8 kopeks (one hundredth of a rouble is a kopek) per kilometre, the bus passenger—17 kopeks, the trolley-bus passenger—15 kopeks and the tram car passenger 9 kopeks. At present the tramways carry more than a thousand millions a year. An average of 3,000,000 passengers make use of the various operating Metro lines every day. The Moscow Metro is an

outstanding feat of engineering. It provides rapid, punctual, uninterrupted and absolutely safe traffic. I wish our cities have such a nice transport system so that people may not wait indefinitely to catch a bus or a tram. The fare is cheap and transport is quick and efficient. Though they are all state owned the consumer gets maximum benefit at minimum cost.

In Moscow our programme was so crowded that we had no time to visit any of the factories. We came to know the industrial capabilities of USSR only through the Agricultural and Industrial exhibition which is one of the worth seeing places where we find art and science wedded together. Each pavilion is wonderful not only because of the exhibits but also because of the buildings that house these exhibits which are lyrics in marble. Today USSR is a first class industrial power, where science and engineering are on a high level of development. Compared with the pre-revolutionary period we were told that industrial output has increased 30 times while the heavy industry has stepped up production more than 50 times.

I saw the Soviet automobile industry's exhibits in three halls and in an open demonstration ground where huge lorries, special purpose automobiles and auto trains are on view. Passenger cars are represented by the Moskvich' Volga and other automobiles. In this pavilion I saw a car that can be driven even by lame people as brakes, accelerator and others are arranged in such a way that they can be operated by hands.

The Moscow low displacement car plant has designed and is putting out several variants of the low displacement Moskvich with a taxi body and universal body for transporting small freight and passengers. The M-410 low displacement car has front and rear driving axles which make it a splendid cross country vehicle. The Volga passenger car displayed there by the Gorky Automobile work has a 70

h.p. engine and develops a maximum speed of 130 kilometres per hour. A hydro transformer with an automatic gear box makes driving much easier. Centralised oiling simplifies maintenance, while tilting seats provide great convenience for passengers.

There were also general purpose transporter that carries freight and passengers across the impassable country and urban, suburban, and interurban buses exhibited in this section. These are all the products of Moscow, Lvov, Pavlovo and other cities. A large space is occupied by the lorries and special automobiles with the most diverse load carrying capacities. They are being put up by Moscow, Minsk, Gorky, Yaroslavl, Kutaisi and other works. There are also exhibits that tell us of the work of research institutes and factories in perfecting design and creating new automobile parts and units. Motor cycles, Scooters and bicycles and new highly commercial V type automobile engines are also there among the exhibits. The prices are nearly double that of India if the rouble is calculated according to the bank rate and not according to the tourist rate of exchange. The price of Volga which is comparable to our Vanguard is 30,000 roubles. Considering the purchasing power of the country and the standard of living I don't think it is too much. This exhibition gives a striking picture of the Soviet people's achievements in peaceful and creative labour.

In Leningrad I was taken round the porcelain factory. This is more than 100 years old and now there are more than 2,000 workers. The average salary is between 16 to 32 roubles per day according to the nature of the work and seniority of service. The photos of the workers who are considered best among others are hung at the entrance. It is a nice idea and acts as incentive for further progress. Both the director and the manager received us and took us round the factory where we saw how the porcelain articles were manufactured, painted

with artistic flowers in attractive colours and polished. As there was no time I couldn't visit the factories manufacturing shaving blades and toys, though the Intourist representative promised to take me there.

I found that in the Soviet economy money is considered only as a means to an end. It has utility only when it circulates. There is no tendency to hoard as there is social security like full employment, free education and old age pension. Further people can't own capital goods. Hence though there are more than 250 theatres in the city of Moscow all of them are crowded and all the cafes and restaurants and departmental stores are over crowded. I think the progress in Soviet economy is more due to the circulation of money.

There are many Indians in USSR. They are all employed in Moscow Radio and Foreign Publishing House. The latter has engaged many Indians to translate Russian short stories into respective regional languages. They are all well paid and very comfortable. I had been to their flats and they are comfortably accommodated."

PATTABHIRAM ENTERTAINED

In Honour of Mr. G. C. Pattabhiram who recently returned after a stay of three weeks in the Soviet Union, Mr. P. Chandriah of Messrs. Modern Automobiles gave a luncheon party at the Cosmopolitan Club recently which was attended by a select gathering of people in the automobile and allied industries. Those present included, Mr. V. Narayanan of Goodyear, Mr. V. Kunjitapadam of Bharat Motors, Sri S. M. Subramaniam of Modern Distributing Co., Sri S. K. Vasudevan of Overseas Sales Manufacturers Co., Sri S. Krishnamurthy of Motor & General Trading Co., Sri S. Natarajan of Auto Parts Trading Co., Sri V. Narayanaswamy of Madras Mercantile Agencies, Mr. Sivaraman of Madras Auto Service, Mr. K. V. Srinivasan of Union Co. (Motors), Mr. N. Krishnan of Associated Trades, Mr. G. Radhakrishnan of General Automobiles, Mr. Indersain and Mr. Indu Chandok of Upper India Trading Co., After lunch, Mr. Chandriah thanked the guests for responding to his

Nationalisation Threat

DEPUTATION TO A. P. GOVERNOR

A deputation, on behalf of the Andhra Pradesh Motor Unions Congress, consisting of Messrs. Y. Ramabrahmam, Ch. Ramakotiah, V. Soma Sankara Sastry and Shaik Khader Mohiddeen, met the Governor of Andhra Pradesh, Sri. Bhimsen Sachar at Hyderabad on October 24 last and presented to him a Memorandum on the subject of the proposed nationalisation of road transport services in Krishna District.

The deputationists were with the Governor for 90 minutes when they explained the hardships that will be caused to the memorialists in view of the impending threat of nationalisation of road transport in the Krishna District. They pointed out the futility of the Andhra Pradesh Government's proposed scheme for nationalisation which was in direct contrast with the assurances given by the Union Government and the State Governments in India that it was not their intention to have any new nationalisation schemes during the Second Plan period. The Memorialists expressed their surprise at the action of the Andhra Pradesh Government which was against declared promises and pledges given by the Government of India and hoped that His Excellency, the Governor would offer his good offices in postponing or deferring the idea of nationalisation which is now threatening hundreds of operators in the Krishna District.

Sri. Bhimsen Sachar gave a patient hearing and promised sympathetic consideration of the request of the Memorialists.

invitation and referred to the varied activities of Mr. G. C. Pattabhiram who was a great social figure in his area besides being a leading automobile personality. Mr. Pattabhiram gave an idea of the things he saw in various parts of the Soviet Union during his sojourn and hoped that more and more Indians will have the opportunity of seeing some of the magnificent sites of that country.



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NEW AND IMPROVED MODELS AT THE LONDON MOTOR SHOW

Ford and Standard Programmes for 1958—New Sports Cars from
Lotus Lister and Berkeley—Isetta with Automatic Clutch

From Gordon Wilkins, Motorindia Special Correspondent

There were several interesting last minute developments on view when the doors opened at the London Motor Show at Earls Court.

Ford of Dagenham have made improvements throughout their range for 1958. Prefect and Anglia have new tail lamps and larger rear windows and the Anglia has a new square-mesh radiator grille instead of the three horizontal bars previously used. Interiors of both models have also been improved, notably by a completely new fascia treatment. Instruments are grouped in two dials in front of the driver, and there is a large closed lockable glove box on de luxe.

Grilles on Anglia and Prefect are painted for normal models; chromium plated for de luxe, but all bumpers are now chromium plated. Head linings are now washable plastic, rear seat construction is improved, and de luxe models have coat hooks.

The latest Ford Anglia in both deluxe and standard form incorporates several new interior and exterior refinements. Picture below shows the standard model equipped with chrome bumpers



MOTORINDIA

The system of chromium plating head lamp bezels on the de luxe models has been dropped; instead they carry a ribbed chromium plated insert, which gives the glitter without breaking up the body line.

Most important technical development for the new season is the offer of an automatic clutch giving two-pedal control on Anglia and Prefect. It is based on Newton patents, and the clutch itself, with the vacuum control valve is of Newton construction, but the installation is neater than has been achieved hitherto, and there are several new features. The unit is a centrifugal clutch, with vacuum servo to withdraw it, worked by a solenoid valve under control of a switch in the gear lever. The micro switch is built into the knob, so there is no button to press; the action of putting a hand on the knob is enough to free the clutch. In the top of the gearbox is an inhibitor

switch, so that the engine can only be started with the gears in neutral. Finally there is a tow-start device, which allows the clutch to be locked up if the car has to be towed to start the engine. The device is operated by pulling out a small handle under the instrument panel, and it operates by bringing together the entire clutch faces, and not by operating a small sprag as on some other systems. When the engine reaches 800 r.p.m., the locking device is automatically disengaged, so that no further action is required from the driver. The installation is very neat, particularly in the rod control between carburettor and control valve, which prevents premature clutch engagement when the engine is idling fast during warming up. The only flexible cable in the system is that which puts the tow-start lock into action.

The station wagons, Escort and Squire have had generally the same improvements as the Anglia and Prefect saloons. New rear seats are constructed largely of foam rubber, and a change in floor design permits a lower seating position. The wood side mouldings on the Squire have been replaced by chromium plated metal strips.

Consul, Zephyr and Zodiac saloons have new front seat frames, and new seat cushions, with combined springs and foam rubber, giving much greater comfort. Front seat centre armrest is standard on sixes, optional on Consul. Rear seat centre armrest is optional on sixes. There is also a new style chromium decoration on the rear quarter panel. On sedans and convertibles, there is now a much neater gear shift, using a concentric tube on the steering column. It requires a more deliberate movement than the old one, but is very precise in action and neater in appearance. The steering gear is

now by recirculating balls, instead of worm and peg.

The Zephyr has a new grille, with more bars, set closer together. For the first time, there is a de luxe version of the Consul, with two-tone finish, front seat centre armrest, nylon or hide upholstery, carpets instead of rubber mats, dual wind-tone horns, screen washer, cigarette lighter, vanity mirror on passenger's sun visor, coat hooks, chromium window frames and rear lamp frames, and Zephyr-type steering wheel with full horn ring.

Standard are presenting two new models, the Pennant and Ensign. See separate description.

One of the most interesting exhibits at the show, and one that will cause a sensation, is the new Lotus Gran Turismo coupe. During this year, rising production has permitted Lotus sports racing cars to conform with international Gran Turismo regulations as at present framed, but some organisers and press critics have claimed that the cars are pure racing machines which do not conform with the spirit of the rules. Chapman himself never claimed that they did, but he now confronts his critics with a new low-built streamlined coupe which is technically one of the most interesting cars of the year. It has a unit body-chassis structure entirely in plastic, with no metal frame, other than a tubular reinforcement which strengthens the scuttle, forms



The new Austin A 55 Cambridge saloon is a 5-seater family car and has new lines and a powerful engine

the windscreen, frame and gives support to the roof. The engine is a Coventry Climax, and the suspension is derived from that on the Formula 2 single seaters.

The open Lotus models have been modified in detail to increase the comfort of the occupants.

The pioneer small plastic-chassis sports car, the Berkeley, appears in several new forms. There is a new fixed-head coupe, with two doors, and a large wrap-round rear window. The gear lever is now centrally mounted on the floor.

The Berkeley Coupe has a three cylinder two stroke engine



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Both coupe and open two-seater models are available in standard or de luxe form, the latter including more elaborate interior trim, chromium plated front grille, and plated wheel discs, with dummy centre-lock hub caps.

There is also a choice of engines for all models. The 328 c.c. two-cylinder Excelsior air cooled twin is supplemented by a new three-cylinder air-cooled Excelsior, transversely mounted at the front. This engine has a bore and stroke of 58 x 62 mm. (492 c.c.) and gives 28-30 b.h.p. at 5,500 r.p.m. on a compression ratio of 7.5:1. It is fed by three Amal carburettors. Overall gear ratios for this model are 15.21, 9.18, 6.35, 4.64 to 1 with Reverse 16.61 to 1. Basic prices in England are approximately £50 higher than for cars with the twin cylinder engine.

Isetta of Great Britain Ltd., have now built well over 1,500 of the British BMW Isettas at their works at Brighton, and next year they intend to start manufacture of the BMW 600 in England. For this year's Motor Show they have introduced optional two-pedal control on the Isetta which should greatly increase its attraction as a small economical and compact town car. The clutch is the electro-magnetic powder clutch produced by Smiths, and it is the latest version, in which the rotating weight has been kept

Two New Standards

Pennant is Developed From Ten, with Redesigned Body, More Powerful Engine—Ensign is Economy Vanguard with Smaller Engine and Four-Speed Gear box—Improvements to other Models.

Standard Motor Company presented two new models at the London Motor Show, a small quick sedan called the Pennant, developed from the Ten, with more powerful engine, and redesigned bodywork, and an economy version of the Vanguard Sedan, known as the Ensign, with smaller engine of 1,670 in., and four-speed instead of three-speed gear box.

At the front, Pennant has a longer wing line, with hooded headlamps, and there is a full width radiator grille extending outwards to include the side lamps. Rear wings are also longer, than those on the Ten, and there is a larger rear window, so that appearance is completely changed. Two-tone colour schemes are provided for by a chromium moulding which runs along the side and then dips over the rear wings.

The improved engine is known as the Gold Star. Swept volume remains unchanged at 948 c.c. but higher compression ratio of 8:1 and other modifications raise power to 37 b.h.p. at 5,000 r.p.m. Gear ratios and tyre sizes are the same as for the Ten. Gearshift is by remote control floor lever, and Laycock de Normanville overdrive is optional. Car weight is about 33 lb. more than for the Ten.

The body is rust-proofed by to the minimum, and moving electrical contacts are eliminated. In the first forms, as now used in France by Peugeot and Panhard, this clutch employed electro magnets built into the engine fly-wheel to produce the magnetic flux which draws the iron powder into a solid mass to make the connection between driving and driven members. It has since been found that stationary windings, built into the clutch housing will suffice to induce the magnetic flux between the magnet on the fly-wheel, and the driven disc, to draw the powder into a solid mass between them.



The new Standard Ensign saloon

Bonderising. As with 1958 Eight and Ten models, the rear seat folds forward to give extra luggage space extending from locker through to front seat.

The Standard Ensign is basically a Vanguard with cylinder bore reduced from 85 to 76 m.m. to give 1,670 c.c. On a compression ratio of 8:1 this is said to produce 60 b.h.p. at 4,000 r.p.m. The car has the four speed gear box of the Triumph TR3 sports car, instead of the Vanguard three-speed unit, and it has a remote control floor shift lever instead of a steering column shift. The use of four-speeds has allowed the axle ratio to be changed from 4.55:1 of the Vanguard to 4.1:1, so reducing engine revolutions, despite the reduction in engine size. The main accent is on economy, but there should be fairly brisk performance available by using the gear box. Ensign is distinguished from other Vanguard variants by a square-mesh radiator grille. Instruments are grouped under a cowl in front of the driver, and on the other side is a

large open parcel shelf. The basic price in England is only £599, which is £76 below that of the Vanguard III.

The Standard Vanguard III now has greatly improved rear seating, with new springs and upholstery. New gear box mountings and improved rear suspension have eliminated much road noise and vibration, and a new range of colour schemes is introduced. Earlier this year, the car was given a lower line, by the use of smaller wheels.

The 8 to 1 compression 37 b.h.p. Gold Star engine of the Pennant also goes in the Ten and the Companion station wagon. Acceleration is much improved and a maximum of over 70 m.p.h. is claimed. The Ten also has the larger rear window, new folding rear seat, improved instrument panel, dished steering wheel, ashtrays front and rear and new head lining. Basic price is cut £10 below that of the 1957 model. Companion estate car now has single rear door instead of twin doors. No change in Triumph, TR3 or Standard Sportsman.

COLOUR TRENDS AT THE SHOW

Readers of MOTORINDIA, who have read about the Colour trends of the 1956 Motor Show last year will be interested to note some details of the colour that found favour at the 1957 Motor Show at Earls Court, last month.

Two facts stand out in a colour survey of cars at this show. More cars than ever before were finished in two colours. Secondly, these duo-tones were this year more cleverly harmonised with the design of the vehicles. Colour, thus, has become an integral part of the car design.

These trends were noted during the annual investigation of car colours at the show undertaken by the Paints Division of Imperial Chemical Industries Ltd., the largest suppliers of finishes to the British Motor Industry.

According to the survey, almost half of the 313 cars on exhibition were finished in duo-tones, but there was no apparent inclination about manufacturers to indulge in car finishes composed of three distinct colours. Only one such vehicle was noted by the investigators.

The use of duo-tones as an integral part of the design of motor car coachwork was noticeable for the first time last year. This year two-tone colouring themes—composed of a wide variety of gay and attractive colours—were a feature of the Show. Where the main coachwork was in one colour, the second colour had been used imaginatively in many different ways—on the roof, as a stream-lined midriff streak or as a mass in a small area.

Few blacks, reds gain ground

All-black pointwork was again down near the zero percentage—at 4 per cent.



The new Standard Pennant

Among the full colours, reds and maroons gained considerably. But blues and greens fell from favour a little (unlike their counter-parts in the pastel range, where blue and green pastels were more popular). There were more cars in full dark grey.

Two cars only were finished in full yellow and two in coral.

Pastels and Metallics

The number of cars finished in pastel shades has shown a steady general decline since 1955. This continued at the 1957 Show, although there were rather more cars this year finished in pastel blues and greens than last year.

There was a marked drop in the number of light greys (classified as pastels for the purpose of the survey).

Metallic finishes as a group, also fell from grace a little, the drop in metallic greys being particularly noticeable. Here again, in contrast to the general trend in the group, blues and greens gained some ground.

'Junior' Test Bench at London Show

A new Hartridge Junior Diesel Test Bench has been introduced and this was on show at the London Motor Show recently.

The Hartridge Junior is a complete floor mounted Test Bench at an exceptionally economical price for diesel injection pumps, governors and lift pumps. Incorporating the new Hartridge Overflow calibration system and speed range of 100 to 200 r.p.m., together with many of the famous features of the larger Hartridge Test Benches.

The Junior is suitable for the majority of the smaller popular Distributor and base or flange mounted In-line pumps up to 6 cylinder made by American Bosch, Robert Bosch, Bryce, C.A.V., Demco, International, Lavalette, Precision Mecanique, Pyrox, Roosa-master, etc.

The Test Bench presents a most modern appearance, but occupies only a small floor area, and has an all steel welded construction. Ample power is provided by the 1½ h.p., 3 phase a.c. motor and all main power shafts run in self-lubricating bearings. A detachable drip tray permits clean working conditions and the whole machine is

finished in the standard Hartridge polychromatic blue.

Special features include, the over-flow calibration system which brings extreme accuracy so vital to the measuring of small outputs necessary with the new C.A.V., D.P.A. fuel pumps; infinitely variable speed between 100 to 2,000 r.p.m. made possible by the variable gear which is so selective that pumps can run at any test speed for indefinite periods without the slightest variation; High Pressure and Spill Phasing; Instantaneous 100shot Trip Mechanism which gives fast calibration and Interchangeable Pump Mounting Brackets and Drives which ensures absolute pump concentricity. Various types are available for a wide range of standard pumps, and also for the new distributor type pump.

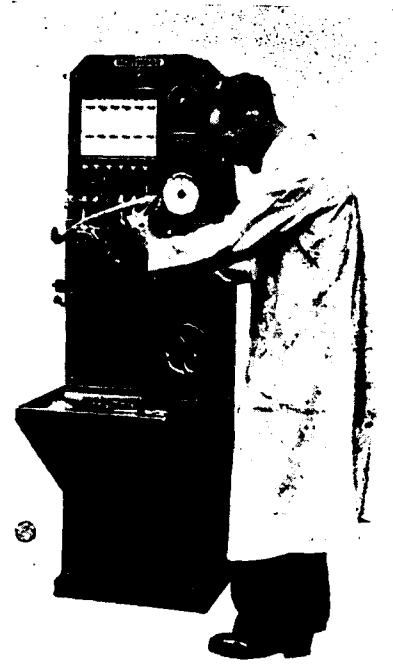
It was also announced at the show that the Hartridge Nipple Forming Toll which is powered by a 40-ton hydraulic ram this essential piece of diesel shop equipment forms a nipple in two minutes. Yet another introduction at the show also by Hartridge was the Minor Diesel Fuel Pump Calibrator which is claimed to be the lowest priced motor driven pump tester ever made. It provides essential tests for fuel injection pumps in various ranges up to 6 cylinder capacity. The fuel flow is controlled through an instantaneous automatic trip mechanism.

Powered by a 1 h.p. motor with a press-button starter and reserving

A luxury coach of the Ahmedabad Municipality Transport Service, built with a Tata Mercedes Benz bus chassis



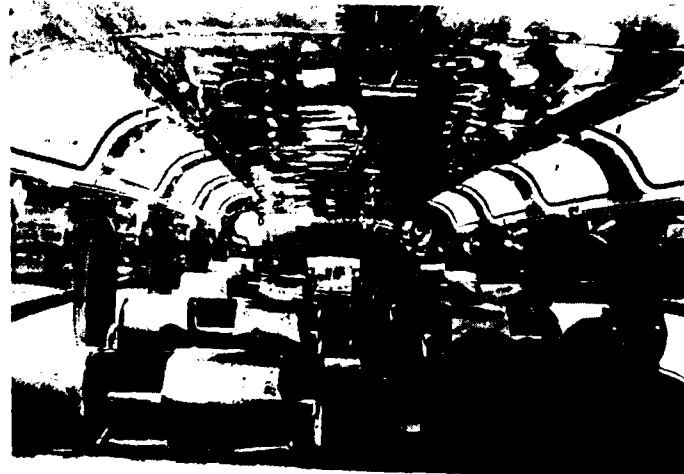
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The Junior Hartridge Test Bench on show at Earls Court

switch, enabling the machine to be run in either direction. The Calibrator has a speed range of 200-600-100 r.p.m. The end face of the large drive pulley is fitted with an accurately graduated adjustable degree ring and pointer for spill phasing.

In South India, the Agents for the Hartridge Equipments are Messrs. South India Export Co., Ltd., Madras-2.



An interior view of the luxury coach

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Calcutta Motor Sports

MR. PORTER WINS IN HIS FIAT 1100

Calcutta motor racing fans had their share of thrills at the second meeting of the season on Sunday, the November 3, when six events were on the card.

The day started with a five-lap handicap race for cars in Class 1 (slow car class) Mrs. Pan, one of the finest lady drivers recently seen in Calcutta started in a black Morris Minor followed by Chisholm in his noisy fawn-coloured Morris Minor, Taylor driving the SS-II. and Porter a Fiat 1100. Before three laps were over Chisholm was almost out of the picture lagging far behind the other competitors. Mrs. Pan, in the lead, being hotly pursued by Taylor and Porter. On the last lap, near the Alipore bend, the order was reversed and out flew Porter like a meteor in his Fiat 1100 to win, closely followed by Taylor and Mrs. Pan.

FORD FAIRLANE'S ROUND THE WORLD TEST TRIP

For the first time in automobile history a new model has been driven and tested secretly around the world before its public introduction.

A Ford Fairlane 500 four door sedan returned to Detroit Monday October 14 having departed July 2 for a round the world trip. The route included extremes of road and climate conditions through England, France, Switzerland, Italy, Yugoslavia, Greece, Turkey, Iran, Afghanistan, Pakistan and India.

Calling it the most rugged pre-production endurance test ever given an American car, Ford said the expedition was known as "Project X" and only a relatively small handful of executives in the Company knew of its existence.

Announcement of the unique test expedition was made on Wednesday October 16 at a press preview of the latest Ford line. The round-world record was set without failure of any engine, transmission or major chassis parts and with only routine maintenance of such items as shock absorbers and spark plugs.

Co-operating with Ford Division throughout the expedition were Mobil Oil Companies and Standard Vacuum which supplied Mobilgas and Mobiloil Special for the trip even in the most inaccessible areas.

In addition to the capital cities of Southern Europe, the route led through the northern mountains, plains and deserts of Turkey, Iran and Afghanistan. In Turkey the expedition camped beneath Mount Ararat where the Turkish Army provided an all night guard.

During the Afghanistan crossing the Ford expedition swung north for nine days on a seldom travelled route which ran close to the Russian border.

Mountain crossings led through Simplon Pass in the Swiss Alps, a 9,000 foot climb above Kotor, Yugoslavia, the 9,400 foot heights of Afghanistan's Shibar Pass and the historic Khyber Pass in the Himalayas at the border of Pakistan.

December 1957

Reports from the expedition showed that heavy dust, rough roads and high temperatures were the most serious problems for the vehicles and for the men of the expedition. For five weeks they encountered no rain and were forced to drive at least a half mile apart to be able to see through and breathe in clouds of dust.

Food, shelter and rest also were problems for the expedition personnel. On several occasions the expedition was on the road more than 20 consecutive hours while the caravan toiled over difficult terrain. A doctor was sent out from New York to travel with the group from Teheran after members of the expedition began to experience a siege of illnesses due to fatigue and changes in diet and climate.

On September 23 the expedition crossed into Pakistan at Peshawar, the heart of the famous Pathan country of old India. From there the route lay through hot, flat lands to Calcutta.

East meets West, with no problems at all. Photo below shows a scene when the 58 Ford Fairlane pulled into an Indian Mobilgas station. The car was driven round the world as a test long before the model was shown to the public in America



The round-the-world 58 Ford Fairlane being serviced in a mobilgas station in Denham, North London. The car was driven over the beautiful countryside of England, the picturesque mountains of Europe, the dusty roads of Asia and almost impassable paths of the Far East

The Ford car was flown back across the Pacific after covering the continuous international roads of all descriptions that exist between England and the Far East. It landed at San Francisco and was driven non-stop from California to Michigan.



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Madras Motor Parts Dealers Association

The following are points included by the Madras Motor Parts Dealers Association in the Joint Memorandum submitted by the Andhra Chamber of Commerce, Madras-I to Sri S. N. Bilgrami, I.A.S., Chief Controller of Imports, Government of India, New Delhi, during this officer's visit to Madras on 15, 16th November 1957.

IMPORT OF BOLTS, NUTS, SCREWS & WASHERS (S. N. 293, 295 and 297 OF PART IV).

In Appendix XXVI, para 8 of the Import Policy Book for October 1957-March 1958, it is mentioned that Bolts, Nuts, Screws and Washers whether specifically adopted for use on Motor Vehicles or not will be allowed clearance to the extent of 1% of the face value of the licences for Motor vehicle parts, falling under S. Nos. 293, 295 and 297 of Part IV. This is a very big anomaly as items such as Hub Bolts and Nuts, Connecting Rod Bolts, and Nuts, shackle bolts and nuts, main bearing washers, valve spring washers, Tensioner plunger screws, Relief valve bolts, etc. etc., which are pucca Motor vehicle parts are restricted and they are allowed clearance only upto 1% of the face value of the licences for Motor vehicle spare parts.

If we understand correctly, we feel that the idea is to restrict import of bolts, nuts, screws and washers which are normally used both for automobile and other purposes. As the hub bolts etc., mentioned above are intended only for automobiles, this restriction should be removed and they should be allowed to be imported against Motor vehicle parts licences, S. Nos. 293, 295 and 297 of Part IV without any restriction. Instructions may kindly be issued immediately as number of consignments have already arrived at the ports.

BASIC PERIOD.

(1) *Fuel Injection Equipment and Component parts thereof* S. No. 30(f) (1) of Part II.

A quota percentage of 40% has been fixed for this item but the basic period is from 1st April 1945 to 31st March 1952. Actually Diesel

Memorandum to Import Controller

Engines of Road vehicular type came to prominence only in 1954 and licences for the import of Fuel Injection Equipment and Components thereof were issued to importers on *ad hoc* basis, based on the imports of Diesel Engines of Road Vehicular type. Most of the importers would not have imported this item during the period from 1st April 1945 to 31st March 1952. Therefore the basic period for this item should be extended upto 1956-1957 and licences should also be issued on the basis of imports and sales made by importers for Diesel engines of Road Vehicular type upto 1956-57. You are aware that thousands of road vehicular type Diesel engines are in operation and the present restriction on the import of Fuel Injection Equipment and components thereof will keep many essential Transport vehicle off the road unless instructions are issued immediately as per the above request.

(2) *Sealed Beam units, all types* S. No. 38-A (ii) of Part II.

Sealed Beams are vital components of the Head lamps of the automobiles. They were allowed to be imported till the last licensing period, against the licence for motor vehicle parts and accessories S. Nos. 293, 295 and 297 of Part IV. In this current period, a new serial number as mentioned above has been given for this item and a quota percentage of 50% is fixed. We also reliably understand that there is no manufacturing programme for this item and therefore we do not understand why this restriction has been made for this item. Therefore we could request you to continue to allow import of sealed beams against the licences for motor vehicle parts and accessories.

Moreover, the basic period runs only upto 31st March, 1952. If for some reason, sealed beams are not allowed to be imported against the licences for motor vehicle parts, at least, the basic period should be extended upto 1956-57. We may also mention that automobile bulbs cannot be supplemented in the place

of sealed beams as all the modern vehicles are equipped only with sealed beams. Please therefore do the needful as requested.

(3) *Auto bulbs, all sorts* S. No. 38-A (i) of Part II.

It is clearly mentioned that licences will be "Valid" for the import of all types sealed beam lamps. It is not mentioned that auto bulbs should not be imported. But when a clarification was asked, the J.C.C.I. Madras has written that auto bulbs should not be imported against this S. No.

There are some special types of Auto bulbs which are not manufactured in our country and therefore, we request you to allow import of auto bulbs against this S. No. as the percentage is only 5% and importers will import only such of those special types and not the ordinary types.

(2) *Gaskets* S. No. 293, 295 and 927 of Part IV, List III.

Hitherto, the items in question was allowed against motor vehicle spare parts licences whereas now, it is put under List III for which importers have to get a separate licence. We reliably understand, the firm which has undertaken to manufacture this items has not even started manufacturing. We have also not come across any indigenous manufactured product. Under the circumstances, we request you to allow import of gaskets against the licences for motor vehicle spare parts and accessories without applying for a separate licence.

(5) *Leaf Springs and Spring leaves* S. Nos. 293, 295 and 297 of Part IV, List II.

You are aware that the quota percentage for motor vehicle parts and accessories has been reduced to 25% from 60%. The same 4% was allowed last time for the import of List II item. The 4% on the present quota of 25% for motor vehicle parts is a very big cut which works out less than 2% for the List II items. Moreover our account of

scarcity for raw material of steel, the three big indigenous manufacturers of leaf springs and spring leaves say that they will not be in a position to supply the market requirements. Leaf springs and spring leaves are very important items for automobiles and the transport industry will be crippled in the near future unless reasonable imports are allowed. We, therefore, suggest that 5% of the face value of the import licences for motor vehicle spare parts and Accessories S. Nos. 293, 295 and 297 of Part IV may kindly be made available for the import of leaf springs and spring leaves.

(6) *Piston Assemblies* S. Nos. 293, 295 and 297 of Part IV, List III.

In the last licensing period of January-June, 1957, out of the quota percentage of 100% for the piston Assemblies, 25% of the face value of the licences was allowed for the import of Piston Assemblies of 6" diameter and less without any restriction of vehicles whereas in the current period it is mentioned that 25% out of 33 1/3% can only be allowed for the import of Piston Assemblies of 6" diameter and less for models detailed in Annexure to this Appendix. The models and vehicles specified in the Annexure are the current models that are running in our country and therefore the percentage now works out only 8.3% compared to 25% last period. This is a very big cut and we request you to allow the importers to utilise the full 33 1/3 of the face value of the licences for import of Aluminium Piston Assemblies of 6" diameter and less irrespective of vehicles and models and for the balance of 66 2/3%, cast Iron Piston Assemblies of any diameter can be allowed.

(7) *Garage Tools*, S. No. 275 (b) of Part IV.

In the last licensing period, 2% of the face value of the licence for motor vehicle parts and accessories,

S. Nos. 293, 295 and 297 of Part IV was allowed for the import of Garage Tools whereas in the present policy, this has been removed. Garage tools is one of the attached item of motor vehicle parts. Most of the motor vehicle spare parts dealers are dealing in Garage Tools. They have now been denied the privilege of importing these garage tools. We request you that like last period 2% of the face value of the licences for motor vehicle parts should be allowed for the import of garage tools.

(8) *Brake-lining*.

There has been a drastic cut in the current policy for Brake-lining, this we presume is to protect the indigenous manufacture. Only moulded type brake-lining is manufactured in India suitable for current models of cars and light-rucks. Woven-brake lining is *not manufactured* in India which is not only used on automobiles but also on various industrial machinaries. Old vehicles which are mainly dependant on woven linings will be off the road in case of restriction on imports. In view of the unsuitability of the indigenous manufactured moulded lining for heavy trucks the cut in the licensing policy must be removed.

(10) *The Filter*.

Fuel filter manufactured for Diesel only. For other vehicles imports must be allowed.

Lastly we wish to mention that whenever a clarification is required and when we approach the Customs department, they ask us to approach you or vice versa. In some cases, the Customs Department refuses to accept the ruling of the Commerce Ministry and therefore, we suggest that a Liason body is established between you and Customs Department whose decision can be taken as final.

Central Holidays for 1958

The list of Government of India Holidays for 1958 is as follows :—

Bank Holiday	...	Jan. 1	Wednesday
Republic Day	...	„ 26 & 27	Sunday & Monday
Shivaratri	...	Feb. 16	Sunday
Holi	...	Mar. 5 & 6	Wednesday & Thursday
Ram Navmi	...	„ 29	Saturday
Good Friday	...	Apr. 4	Friday
Baisakhi	...	„ 13	Sunday
Id-ul-Fittar	...	„ 21	Monday
Budha Purnima	...	May 3	Saturday
Id-ul-Zuha	...	June 28	Saturday
Muharram	...	July 28	Monday
Independence Day	...	Aug. 15	Friday
Janamashtami	...	Sep. 6	Saturday
Id-i-Milad	...	„ 26	Friday
Mahatma Gandhi's Birthday	...	Oct. 2	Thursday
Dussehra	...	„ 20, 21 & 22	Monday, Tuesday and Wednesday
Diwali	...	Nov. 10 & 11	Monday & Tuesday
Guru Nanak's Birthday	...	„ 26	Wednesday
Christmas Day	...	Dec. 25	Thursday

Mr. S. Natarajan to Represent M.M.P.D.A. on Andhra Chamber

We are glad to announce that Mr. S. Natarajan of Auto Parts Trading Co. has been elected as a Member of the Managing Committee of the Andhra Chamber of Commerce, as a nominee of the Madras Motor Parts Dealers Association.

Mr. K. Santhanam on Transport Needs

Speech at S. R. V. S. Anniversary

Presiding over the 16th Anniversary Celebrations of Sri Rama Vilas Service Ltd., at Kumbakonam recently, Mr. K. Santhanam, former Minister of State for Transport and till recently Chairman of the Finance Commission of India, made a strong plea for finding ways and means to coordinate railway and motor transport so that the bulk of short distance traffic, both passenger and goods, was transferred to motor transport, reducing the pressure on railways.

Mr. Santhanam said the railways were unable to handle the traffic, which was growing steadily. Urgent relief was required, and that could be provided by motor transport, which could be expanded more quickly and easily than railways.

"Central legislation has provided for railway participation in State Road Transport Corporations, and it should be possible to extend this partnership to well-organised private corporations. If this can be done, minor railway stations may be handed over to motor transport and road-cum-rail tickets and way-bills can be issued so that passenger and goods trains need not stop at short intervals."

Referring to the Industrial Policy resolution, adopted by the Union Government in April 1956, Mr. Santhanam said though that policy envisaged the establishment of new undertakings in each industry, it also assured that private enterprise would have the opportunity to develop in the field of motor transport, either on its own or with State participation.

Though motor transport was a legitimate field for State enterprise, there was no justification to replace private enterprise in areas where efficient service was provided.

Stating that the time had come for a comprehensive review of the policy regarding motor transport, Mr. Santhanam said future development should be on the lines



MR. K. Santhanam

laid down for banking, which allowed the existence of private scheduled banks, side by side the Reserve Bank and the State Bank.

"Similarly, I would like that in each State, there should be a field of State Transport, which should be run as an autonomous concern on business principles. Side by side, there should be areas where motor transport is managed by well-organised and big operators with a minimum fleet of about 100 units and the requisite workshops, capital and other resources.

While I would not like to hurt the minor operators working in the field, new licences should not be given to such operators except in special circumstances, and every encouragement should be given for the merger of the existing small operators into bigger concerns.

Admitting that Madras State had the highest motor taxation in the country, Mr. Santhanam said that high taxation had not only helped the State revenue but also made motor transport in the State more efficient than elsewhere.

It required great ability, skill, organisation and economic management to make motor transport paying, in spite of the heavy taxation. That Madras could boast of many concerns like S. R. V. S. and T. V. S. was an indirect result of that heavy taxation," he said.

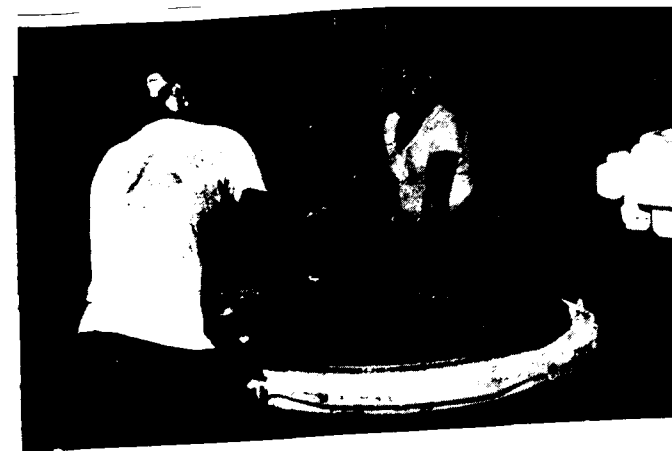
Concluding, Mr. Santhanam hoped that the Madras Government would permit big concerns to continue and expand their services, and concentrate State enterprise in non-motor transport areas, where new services had to be provided or the existing services were unsatisfactory.

Speaking on the occasion of the Anniversary, Mr. S. Anantharamakrishnan, Chairman of the Board of Directors, Amalgamations Ltd., requested the Union Government to define clearly the place of private sector in this country. He also put forth a strong plea for giving some relief to the private sector from the oppressive taxation, because the taxes now were so many striffling the very existence of industries.

He also referred to the backward State of Madras in the matter of industries and suggested regional industrialisation as a remedy.

Mr. S. Anantharamakrishnan, Chairman of the firm said that while the place of public sector had been well-defined, there was no such definition of the functions of the private sector. Private industrialists would like to have an unambiguous clarification as to which industries would be nationalised and which would not be so that they may know where the private sector stood and where they can develop in the interests of national progress. Already, the private sector had improved and in the field of labour relations as well, the industries were adjusting themselves to changing conditions.

He held that the taxation from income was very high in India and hoped that some relief might be given atleast in respect of companies which ploughed back their profits into business.



A giant tyre being removed from a mould at the Dunlop Sahagunj Factory where extension plans for increased production are under way. A new Dunlop Factory at Ambattur, near Madras is also expected to manufacture similar tyres early



Photograph above shows the first three pneumatic tyres made at the Sahagunj Factory 21 years ago

Air Safety Tyres Tested

Four Goodyear Captive-Air Safety Tyres, with outer chambers punctured and deflated by a ragged quarter-inch drill, were driven 311 trouble-free miles in another of a series of tests being run by The Goodyear Tyre & Rubber Co., Akron, Ohio.

The Captive-Air tyres, driven at speeds upto 50 miles an hour between Miami, Florida and Tampa, Florida retained an inner chamber air pressure of 24 pounds throughout the trip. Inspection at trip's end found each tyre to be completely serviceable.

This unusual product test was the third in a series of "run-flat" demonstrations being made by The Goodyear Tyre & Rubber Co. in various sections of the United States to illustrate the ruggedness of the new Goodyear dual-compartmented safety tyre.

Several months ago, a four door sedan, equipped with Goodyear Captive-Air tyres, was driven from Boston, Massachusetts to New York City, a distance of 231 miles, without incident. In May, a 204 mile run across hot desert roads from Yuma to Phoenix, Arizona was made without difficulty.

Described as a tyre which carries its own built-in spare, the Captive-Air is actually a tyre-within-a tyre. In case of a blow out or puncture, only the air in the outer chamber escapes. The car remains supported by the "captive-air" in the inner tyre, eliminating the possibility of swerving, stopping, or even slowing down.

Transport Bottleneck Retards Industry in Andhra

While the public in general and the transport industry in particular are watching with interest the reactions to come from the Government of Andhra in response to various appeals, memorandums and deputations against the proposed nationalisation threat in Krishna District, an interesting news comes from various places in Andhra State which indicate clearly, if proof is necessary, of the attention that is called for to meet them and more transport problems, in the State. The Chief Minister of Andhra, Mr. Sanjeeva Reddi, announced on November 3, 1957 in the State Assembly that 8,000 workers in Garividi Manganese Mines of Srikakulam District were temporarily disengaged as the ore stock had accumulated due to shortage of wagon supply. This piece of information has given an indication of the shortage of transport facilities and stressed the need for proper attention being paid to increase the transport capacity whether it is by road, rail or sea. This transport bottleneck is not confined to one industry or territory. It is showing its ugly head in various spheres and in various States, the situation being particularly bad in Andhra. For instance, while the cement industry is greatly increasing its

output and production targets, it is feared in responsible circles that the transport bottleneck might create difficulties if expansion plans are not undertaken in time. Even now it is reported that in respect of the Krishna Cement Works, the new plan is not able to operate at full capacity on account of the difficulty in transporting the required quantity of limestone. Also, if the requested raw materials can somehow be cleared, due to lack of track capacity, the new cement mills are not likely to use for some time clinker stocks being accumulated beyond expectation. Transport circles are hoping that the Andhra Government will pay increased attention to such problems instead of frittering away its energies by meddling with transport services already doing regular services even though such service is being done by the private operators. It is expected that the Government will soon decide on supplementing the existing transport resources with a view to helping the various industries in the State.

Nationalisation ?

It is learnt that the Madras Government is considering a scheme for the extension of nationalisation of suburban bus routes in Madras City. Details are being worked out.

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MOTORINDIA

41

Reception to Mr. T. S. Santhanam

To meet Mr. T. S. Santhanam, Managing Director of Madras Auto Service, Sundaram Motors, etc., on his return from foreign tour quite a number of receptions and dinners were held and are being held since his arrival in Madras.

One of these was arranged by Mr. M. P. Narayanan, Motor Parts Dealer of 82, Harris Road, Madras-2, when he threw a dinner party in honour of Mr. Santhanam at the Hotel Dasaprakash, Madras on November 20. Prominent members of the Auto Parts and Allied Industries responded to the invitation of Mr. Narayanan in large numbers, and they were received by Mr. Narayanan and other members of his firm on arrival.

Mr. Santhanam was introduced to those present and after a chat with those present for sometime, the party adjourned to dinner. After dinner, Mr. Narayanan expressed his thanks to Mr. Santhanam for his finding it convenient to attend the dinner and the various guests for responding to his invitation. Mr. Santhanam spoke for a few minutes about his impressions of the automobile and allied industries in the countries he visited during the last three months.

Photo (top) taken on the occasion of the reception to Mr. T. S. Santhanam by Mr. M. P. Narayanan, Motor Parts Dealer and Radiator specialists, shows Mr. Narayanan, extreme left with Mr. T. S. Santhanam, talking to the members of the Trade who responded to the invitation

Some of the guests who responded to the invitation of Mr. M. P. Narayanan to meet Mr. Santhanam, on his return from a global tour, at Dasaprakash recently. Photo (centre) shows among others, Mr. V. Veeraraghavan of Gopal Motor Service, Mettupalayam, Mr. M. P. Kuppuswamy of M/s. M. P. Narayanan, Sri Sohanlal of Radhakrishna Motor Service, Sri S. M. Subramaniam of Modern Distributing Co., Sri Kesavan of M. P. Narayanan, Sri Sunder Singh of President Motors, Sri Indu Chandhok of Upper India Trading Co., Sri Seti of Bombay Motor Stores, Sri Narayanan, Sales Manager of Sundaram Motors, Sri R. Ratnam Sri Vijayaraghavan of Sundaram Motors, Sri Sriramulu of Madras Auto Service, Sri Krishnamurthy of Madras Auto Service and Sri Sundaram of S.R.V.S.

A view of the main table at Dasaprakash showing left to right Sri T. S. Santhanam, Sri M. P. Narayanan, Sri P. Chandriah, and Mr. P. K. S. Chari, former Postmaster General, Madras



MOTORINDIA

December 1957

New Refinery at Visakhapatnam Inaugurated

The new Caltex Oil Refinery at Visakhapatnam was inaugurated on November 30 by Mr. N. Sanjeeva Reddi, Chief Minister of Andhra Pradesh before a large gathering. The function was attended by Mr. G. R. Ferguson, President of the Caltex East Company and Chairman, Caltex Oil Refining (India) Limited, who arrived specially in India for the occasion. Other senior members of the Caltex Firm had also arrived for the occasion. After a short speech by Mr. Ferguson, the inauguration took place amidst cheers.

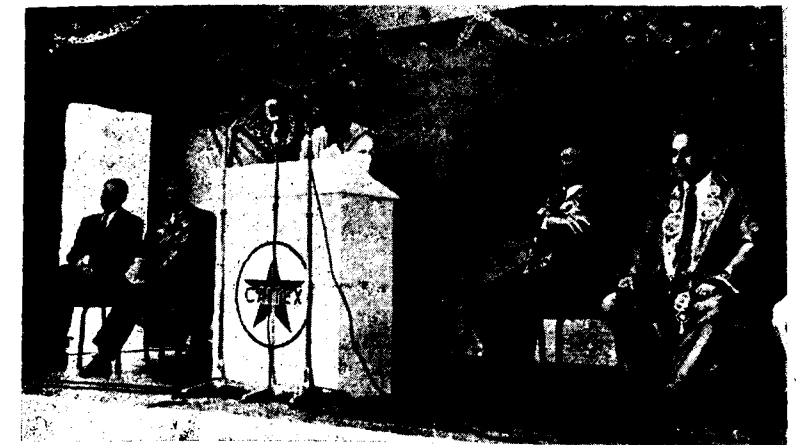


Mr. G. R. Ferguson, President, Caltex (East) Co. and Chairman of the Board, Caltex Oil Refining (India) Ltd., who had conducted negotiations with the India Government for the construction of the Caltex Refinery, flew in specially for the occasion at Visakhapatnam

The Refinery

The Caltex Oil Refinery at Visakhapatnam, is an offspring of India's Second Five-Year Plan. It is one of the most modern and efficient refineries ever erected. Locating a facility of its type and size in Andhra Pradesh was motivated by the many advantages to India's national economy.

Construction work at Visakhapatnam on a site of 515 acres, started with ground-breaking in 1955. Two years later, the major units were completed. Since the Refinery went into full operation on July 13th this year, its working has been satisfactory and the designed capacity has been maintained.



Mr. N. Sanjeeva Reddi, Chief Minister of Andhra, seen inaugurating the Caltex Refinery. Seated on the dais are Messrs. R. R. Tillotson, Mr. G. R. Ferguson, H. B. Nichols and J. R. Price

The latest technological developments in petroleum processing are embodied in the Caltex Refinery which treats crude oils both from the Middle East and Indonesia, the latter, introduced for the first time to India, having special properties. The Refinery has a daily throughput capacity of 13,500 barrels of crude oil which is processed into petrol, kerosene, diesel oils and fuel oils.

The Visakhapatnam port has constructed two new oil wharfs of 600 feet each which are now receiving ocean-going tankers, delivering crude oil, and carrying finished products to Calcutta and Madras.

Working 24 hours a day, the Caltex Oil Refinery at Visakhapatnam fulfils the major part of Caltex's programme of greater service to the Indian people with high quality petroleum products.

The Refinery at a Glance

Location	...	Visakhapatnam.
Refinery Agreement with Government of India	...	March 1953.
Cost	...	Rs. 15 crores.
Area	...	515 acres.
Ground broken	...	July 1955.
Construction period.	...	Two years.
First unit on stream.	...	April 15th, 1957.

Last unit on stream.	July 13th, 1957.
Cement in project	Over 16,000 tons.
Steel in project	Over 30,000 tons.
Length of pipelines.	Over 100 miles.
Number of storage tanks	68.
Major processing units	4.
Ancillary units	5.
Products produced.	Motor gasoline. Two grades of kerosene. High Speed Diesel. Light Diesel. Fuel Oil.

Workmen during construction ... 9,000.
Permanent staff ... Around 500.
Training benefits ... Extensive technical training in refinery operations given to all Indian personnel. A number of Indians spent from three to six months' training in the Caltex Refinery at Batangas in the Philippines. The Batangas Refinery was chosen because it is very similar to the Visak Refinery.

Government utilities utilized. The water is obtained from the Gosthani Project about 26 miles from the Refinery and the

MOTORINDIA

December 1957

VIJAY Opens at Bangalore

Vijay Trading Co. the business firm of Madras in automobile diesel and allied lines, who have been giving excellent service for various clients in this area, have now extended their operations to the State of Mysore to cope up with the increasing demand on their service and stocks.

Under the name Vijay Diesels they have now opened in Bangalore for the benefit of clients in that area.

Messrs. Vijay Diesels is managed by Messrs. P. V. Ramamoorthy and K. V. Venkataraman, each of whom have put in nearly 15 years of service with some of the leading automobile and transport firms of Madras. Their thorough knowledge and long experience in the matter of Diesel Engines will now be available to clients in the Mysore area as well.

3,00,000 More Tyres a Year

The total tyre production in India will go up by another 3,00,000 units per year shortly when the Ruby Rubber Works go into production at their factory now being built at Tiruvotthiyur. Messrs. Ruby Rubber Works during their short period of existence since inception have really made remarkable achievements. Having been encouraged with such success, the directors have recently launched a programme of expansion and license has been received for the manufacture of cycle-tyres and tubes. Necessary machinery is now on the way to this country as also giant size extruder. With the installation of all this machinery, the company will be able to produce tread rubber of the finest quality in their modern factory, now taking shape at Tiruvotthiyur.

electricity from the Machkund Hydro-Electric Project about 125 miles distant.

Daily capacity of Refinery 13,000 or 4,73,000 gallons of crude oil. Crude oil is supplied from the Middle East and Indonesia. This is the first Refinery in India to utilise Indonesian crude oil.

Oil berths at Visakhapatnam port. Two of 600 feet each.

Housing colonies ... Two.

Andhra Pradesh Motor Unions Congress

The Working Committee of the Andhra Pradesh Motor Unions Congress, which met recently at Hyderabad, has passed the following resolutions in respect of the proposed nationalisation of bus transport in the Krishna District.

Whereas the Government of Andhra Pradesh have announced their policy to nationalise the Bus Services in Krishna District from April 1958, by extending the services of the Road Transport Department which is operating in the Telengana region.

And inspite of this Association having repeatedly represented the Government by Appeals and Memoranda that, as a result of nationalisation of Bus Services in Andhra, thousands of middle class families would have to face disastrous economic ruin, the Government, instead of examining and solving the issue on considerations of public, labour and economic interests, have decided on nationalising the bus services in Krishna District against their own assurances given to the operators that they would not nationalise them till the end of the Second Plan Period.

And this Committee regrets and expresses protest for the hasty policies of the State Government in extending the uneconomic and unremunerative Road Transport Services to Krishna District.

And further, this Committee deplores the observations of the Chief Minister in his Press Conference held on October 24, as reported in *Andhra Patrika* of October 26, that "the public are halting the Bus Operators, etc."

This Committee further reiterates that except being anxious about their economic losses likely to cause as a result of such nationalisation, its members do not have any political ends, and

Resolves to repeat its request to the Government to examine the issue on economic grounds and postpone nationalisation of bus services in Krishna District till the end of the Second Plan Period in accordance with their own earlier decisions, declarations and announcements.

This Association receives with pleasure the decision taken on 18th October 1957 at the Mussorie Conference by the All-India State Transport Commissioners and Controllers recommending moratorium on nationalisation of goods transport till the end of the Third Five-Year Plan, favouring unrestricted movement of public carrier vehicles in the State and liberalised movement on inter-state routes for development of goods transport services in view of shortage of road transport capacity in the country.

And further requests the Government of Andhra Pradesh to implement their recommendations urging the State Governments to accept the principle of single point taxation by avoiding double taxation such as Octroi and Toll Taxes being levied on goods vehicles at different places within the same State and to accept the ceiling on motor vehicle taxation to a level of 75% of the prevailing Madras rate.

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MOTORINDIA

December 1957

AIR NEWS

Marking a new era in the history of commercial aviation, a Trans World Airlines Super-G Constellation touched Santa Cruz airport early this month creating a new non-stop record on an Athens/Bombay non-stop flight.

The sleek giant liner with its weather radar nose and streamlined wing-tipped tanks, carried top TWA officials on an exhaustive survey of conditions and facilities for their forthcoming extension to Manila.

Ray S. Roda, Deputy General Manager Operations Overseas and Gordon Granger, Director Flight Operations, Overseas, along with J. C. Wilson, Deputy General Manager, International Passenger Service and Emmet Riorden, Overseas Director, TWA Public Relations, accompanied top officials from Sales, Flight Training, Accounting, Meteorological Experts, Communications, Pilot Training, Food Service and other departments.

The Super-G Constellation will travel frequently between Manila, Bangkok and Colombo in either direction, allowing all departmental Officials to work towards ensuring the high standard of TWA service afforded passengers all over the world.

TWA's winter schedules now allow passengers to fly between Athens and Bombay either way on a non-stop schedule, with the introduction of the long-range intercontinental Super-G Constellation.

OLD ITEMS USED BY BOEING IN AIRCRAFT PRODUCTION

Baby diapers, stop watches, and pipe tobacco are among the more than 100,000 items used by Boeing Airplane Company, Seattle, U.S.A., in producing modern jet aircraft such as the KC-135 jet tankers, B-52

bombers, Bomarc pilotless interceptors, and the Boeing 707 jet airliners ordered by Air India International.

Baby diapers are used in Boeing aircraft production as lint-free cloths to clean B-52 bomb-sight lenses. Stop watches are employed in timing various service tests on airplane components. Smoking tobacco has been used in smoke generators to test airplane ventilating systems.

Other odd items used include cloth "window socks" such as those worn by shop-keepers when trimming shop windows (working on the wings, mechanics wear these on their shoes to prevent scratching the metal); chloroform and helium (for use in servicing and repairing flight instruments); finger-print remover and acid neutralizer (for use on unplated airplane parts to prevent corrosion due to handling); and zipper fasteners (for use in making covers for equipment).

.....The new airliner is a cantilever monoplane with swept-back wing and tail group and with four powerful turbo-prop engines. It is designated to transport passengers, luggage, mail and other cargo on airlines of the Soviet Union and International Air Routes.

A calm flight at a high altitude, good heat and sound insulation, convenient seats and pressurised and air-conditioned compartments should secure a non-stop flight of 10 to 12 hours from Moscow to far-off destinations such as, for example, Vladivostok, Peking, Tokyo, Delhi, Rangoon, New York

MORE AIR TRAVEL FORECAST

Total airline traffic in the non-Communist world in 1965 is expected to be equivalent to carrying every person in India on an air journey of more than 500 miles, according to a study carried out by Boeing Airplane Company, the American firm that is supplying Boeing 707 jet airliners to Air India International.

The study indicates that the greatest increases in air traffic will come about with the introduction of large jet airplanes around 1960. Each of the new long-range jet airliners will be able to do three times as much work as the largest present-day airliner in terms of passengers carried or miles flown.

The Boeing study predicts that non-Communist world airline traffic in 1965 will be 185,000,000,000 revenue passenger miles, or more than four times the 45,000,000,000 revenue passenger miles flown in 1955.

A revenue passenger mile is produced by carrying one paying passenger one mile.

The Boeing study is based on trends in world air travel and the present outlook for the world's economic future and population growth.

Worlds Biggest TU-114—New Passenger Airliner

and others in conditions not tiring the passengers. On the way they will be provided with lunch, dinner and refreshments.

The plane has the latest means of navigational, radio-navigational and automatic piloting which permit flying any part of the day or night.

In dimensions and passenger capacity the TU-114 is today the World's biggest passenger aircraft. The NK-12M turbo-prop engines are almost double the capacity of all turbo-prop motors on foreign planes. The TU-114 is the fastest turbo-prop. passenger aircraft.

MOTORINDIA

December 1957

MOTORINDIA NEWS SECTION

(BY OUR SPECIAL CORRESPONDENTS)

EXPANSION OF ASHOK LEYLANDS AT ENNORE

By the end of this year, it is expected that 30 per cent of the value of Leyland Comet Diesel-engined trucks being produced at the Ashok Leyland Ltd. factory at Ennore, Madras, will be of Indian manufacture, excluding Indian-made tyres and batteries. And by the end of 1959 the figure will have become 60 per cent.

This is disclosed in a statement issued at the headquarters of Leyland Motors Ltd. in Lancashire in connection with the factory extensions now nearing completion, which will more than double the size of the existing plant at Ennore. The statement adds that the expansion envisaged indicates the technical progress which India is making.

When the Indian Government gave approval to the manufacturing programme under which Ashok Leyland Motors were to be builders and distributors in India of Leyland Diesel-engined vehicles with a gross rating of 20,000 lb. and over, the factory at Ennore already consisted of modern, well-constructed ferro-concrete buildings which formed a sound nucleus for subsequent expansion. The layout and planning of the extensions was undertaken by Leyland engineers in joint consultation with the Indian company.

The expanded factory has new administrative offices and separate works offices, a service department with a well-stocked spare parts store, jig and tools stores, maintenance workshops, a canteen which has been designed for use also as an entertainment hall, a rest room, a first-aid station, and a dispensary.

Concurrently with the expansion of the factory buildings, the manufacturing facilities have also been developed, and machine tools, heat-treatment plant and other equipment including jigs and fixtures to a value of £300,000—have been progressively installed.

Excluding tyres, driver's cabs and batteries, which have been omitted from chassis exported to India by Leylands since 1950, 20 per cent of the value of the Leyland Comet chassis is now produced in India.

Leylands' investment is to continue in order to finance the installation of factory equipment to a value of £735,000. At the same time, Indian capital is being absorbed to bring the total investment to £1,500,000.

MINISTER'S ASSURANCE TO BABY-TAXI OWNERS

Madras : The Madras Baby Taxi

Owners' Association celebrated its anniversary at Woodlands Hotel. Mr. V. Ramaiah, Minister for Electricity and Transport, presiding. Mr. Gopal Association President, explained the problems of Baby-taxi owners and the Minister promised to consider their grievances. Mr. A. P. Santhanam proposed a vote of thanks.

RETIRING ROOMS IN BUS HALTS

Ernakulam : Mr. T. V. Thomas, Kerala Minister for Transport, told Pressmen recently that the Government proposed to put up canteen-cum-office with sleeping and water accommodation at all important transport junctions in the State as part of the scheme for improving the passenger amenities.

Replying to a question regarding nationalisation of the Ernakulam Mattancherry town service, the Minister said that the Government would consider the proposal for putting on this route a few State Transport buses atleast during the peak hours in the morning and evening to relieve the passenger traffic congestion. This town service is exclusively operated by private road transport owners.



MADRAS STATE LORRY OWNERS' ASSOCIATION

The Madras State Lorry Owners Association, in a circular to its members regarding the checking of lorries by the police, informs them that the Commissioner of Police has issued instructions to the checking staff not to take all the lorries for weightment indiscriminately. This assurance was given in response to representations made by the Lorry Owners Association following tightening up of measures for checking up of heavy vehicles by the Police in the City and nearabouts. Members of the Association are requested to express their grievances, if any, in the matter of detention of public carriers, to the Association Secretary so that the Association can proceed in the matter as and when necessary. Members are also requested to co-operate with checking officials and the Police Department.

The Commissioner of Police, Madras in their communication to the Lorry Owners Association who made representations regarding difficulties said to be experienced by the lorry operators has stated that although checking of lorries for various defects may take about an hour, it was an exaggeration to say that all lorries checked on the outskirts of the city at nights are detained for 10 hours. After pointing out the practical difficulties of Police officials on night rounds, the Commissioner points out that a lorry is not normally detained more than an hour. However, instructions have been issued to the checking staff not to take all lorries for weightment indiscriminately, but to take only those which are suspected to be overloaded.

The Commissioner of Police has also stated that there can be no objection to the Police launching prosecutions against drivers for overloading immediately after the offence was detected. They were not hustled into pleading guilty and the drivers can always plead not guilty and contest the case.

The Police Commissioner has also stated that it was totally incorrect to presume that any distinction was made between Government buses and the Private transport vehicles in the matter of enforcing the provi-

sions of the M.V. Act and Rules. Suitable action was also taken against the offending employees of the State Transport sometimes by launching prosecutions and sometimes departmentally.

As regards the enhancement of Permit Laden Weight of 8 tons, it is learnt that the matter is now under consideration of the Government.

Lorry owners are advised that to avoid accidents and to be within the rules of the road, headlights of lorries should be painted with black to three inches in diameter in the centre. They are also advised to limit speed.

More Americans expected to see India

Tourist circles in India expected a greater flow of Americans to this country in the near future following the opening of a new organisation in New York under the name and style of "Friends of India." The "Friends of India" organisation was widely welcomed in the United States and the main aims of this would be to encourage greater flow of Americans to this country. The organisation has been extended a warm welcome by prominent persons such as Senator Henry, Senator Hubert Humphrey, Mr. McGary and others.

During his recent visit to Gwalior, Mr. Ashok D. Setalvad, (sixth from left), Sales Manager of Standard Batteries Ltd., Bombay, visited the Modern Sales & Service, Indore, distributors for Standard Batteries. Mr. N. N. Sanelev of Modern Sales & Service is seen to his right in the photo below.



MOTORINDIA

CONCESSIONS TO TOURISTS

The Central Board of Revenue of Government of India, under the Sea Customs Act have passed rules for passing free of import duty baggage landed at Customs Sea Ports from persons coming from abroad as tourists. The international definition of a tourist has been accepted in these rules also. The baggage rules allowed to tourists are very liberal and they include in addition to their personal effects, allowances for imports of gifts and travel souvenirs.

Another important feature of the Tourist Baggage Rules is that a tourist, even if he imports certain articles of high value which he proposes to re-export when he leaves the country, is not compelled to deposit the customs duty or to execute a guarantee with bank security for re-export of the articles. It is enough, under these rules, if he makes a written declaration on plain paper that he will re-export the articles. To ensure such a procedure, every tourist is to be given a form which will mention all articles of high value imported by him. This form has to be produced at the time when he leaves India together with the articles mentioned in that form.

The rules have been published in a Gazette of India Extraordinary.

December 1957

MODELS AND THEIR Prices

CARS

	Rs. nP.
Plymouth Cars. (Sundaram Motors Private Ltd.) Ex-Premier Automobiles Factory, Kurla	20,270 00
Plymouth Suburban (Sundaram Motors, Ltd.)	22,646 00
Hindustan Ambassador 1957 (Southern Automotive Corporation Private Ltd.) ex-plant Uttarpara	11,161 00
Dodge kingsway sedan (Rane (Madras), Ltd.)	20,371 00
Dodge Suburban (Rane (Madras), Ltd.) ex-Bombay	22,899 00
Vanguard Phase III (Union Co. (Motors) Ltd.)	14,700 00
Standard Super Ten Saloon (Union Co. (Motors) Private Ltd.) on the road	10,022 12
Standard Estate Car (Union Co. (Motors) Private Ltd.) on the road	14,889 12
Studebaker 'Parkview' Station Wagon 1956 model (Reliance Motors Ltd.) ex-plant Calcutta	20,280 00
Studebaker 1956 Commander (V.S.T. Motors Private Ltd.) Including S.T. & Delivery Charges	22,239 86
Studebaker 1956 President Classic (V.S.T. Motors Private Ltd.)	24,499 78
The Fiat 1100 The Elegant (Sundaram Motors Private Ltd.) Ex-Factory	9,755 00
Willys C.J. 3B Universal Jeep ex-plant Bombay	12,160 00
Willys Model Station Wagon ex-plant Bombay	18,150 00
Jeep 1 ton truck	13,046 00

MOTOR CYCLES

Royal Enfield (The Madras Motors (Private) Ltd.)—	
"150 Ensign" (anywhere India)	1,890 00
"350 Bullet" with spring frame (anywhere in India)	3,430 00
499 c.c. Model 'j2'	3,500 00
"500 Bullet" with spring frame	3,950 00
"500 Twin" with spring frame and with Magdyno or coil ignition	4,450 00
"700 Super Meteor" with spring frame and with Magdyno or coil ignition	4,650 00

SCOOTERS

Lambretta, manufactured by Automobile Products of India Ltd. Distributors, South India Automotive Corporation Private Ltd., Madras.

(At Visakhapatnam—Western Automobiles Ltd.) Prices are ex-Factory, Bhandup, Bombay.

VANS

Standard Delivery Van. (Union Co. (Motors) Private Ltd.) on the road

Hindustan Traveller, price on the road (Reliance Motor) Co.

TRUCKS & COMMERCIAL CHASSIS

Sundaram Motors (P) Ltd. Leyland Comet "203" WB Passenger Diesel Chassis including S.T. & dely. charges

Leyland ECPO 2/2R-176 WB full forward control Passenger Chassis S.T. & dely. charges

Leyland ECOS 2/1R-163 WB goods chassis including S.T. & dely. charges...

Leyland ECOS 2/2R-118 full forward Tipper chassis including S.T. & dely. charges

(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

LP 312/42 165" W.B. Full Forward Control Truck Bus Chassis ex-Works, Jamshedpur

LP 312-48 190" W.B. Full Forward Control Bus Chassis ex-Works, Jamshedpur

L 312/36 142" W.B. 5-Ton Truck Chassis ex-Works, Jamshedpur

LK 312/36 142" W.B. 5-Ton Truck Chassis ex-Works, Jamshedpur

Fargo (at Sundaram Motors Private Ltd.) Dodge (at Rane (Madras) Ltd). Prices duty paid ex-factory Premier Automobiles Ltd., Kurla, Bombay.

C3D6-116" (4) 7.00 16-6

C4D6-126" (4) 7.00 16-6

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	Rs. nP.
C4H6-153" (6) 34 7-10	17,710 00
C4H6-153" (6) 34 7-12	17,979 00
C4H6-193" (6) 34 7-10	18,116 00
C4H6-193" (6) 34 7-12	18,385 00
C4H6-193" (6) 34 7-10	18,479 00
C4H6-193" (6) 34 7-12	18,748 00
K6D200-116" (4) 7.00 16-6	12,896 00
K6D200-116" (4) 7.00 16-8	12,961 00
K6D300-126" (4) 7.00 16-6	12,900 00
K6D300-126" (4) 7.00 16-8	12,965 00
K6W300-126" (4) 9.00 16-10	18,950 00
K6D400-129" (6) 34 7-10	16,372 00
K6D400-153" (6) 32 6-10	16,186 00
K6D400-153" (6) 34 7-10	16,531 00
K6D400-171" (6) 34 7-10	17,008 00
K6D500-129" (6) 34 7-10	18,092 00
K6D500-129" (6) 34 7-12	18,388 00
K6D500-153" (6) 34 7-10	18,331 00
K6D500-153" (6) 34 7-12	18,628 00
K6D500-171" (6) 34 7-10	18,606 00
K6D500-171" (6) 34 7-12	18,904 00
PICKUP	
C3D6-116" (4) 7.00 16-6	15,012 00
C4D6-126" (4) 7.00 16-6	16,058 00
K6D200-116" (4) 7.00 16-6	16,293 00
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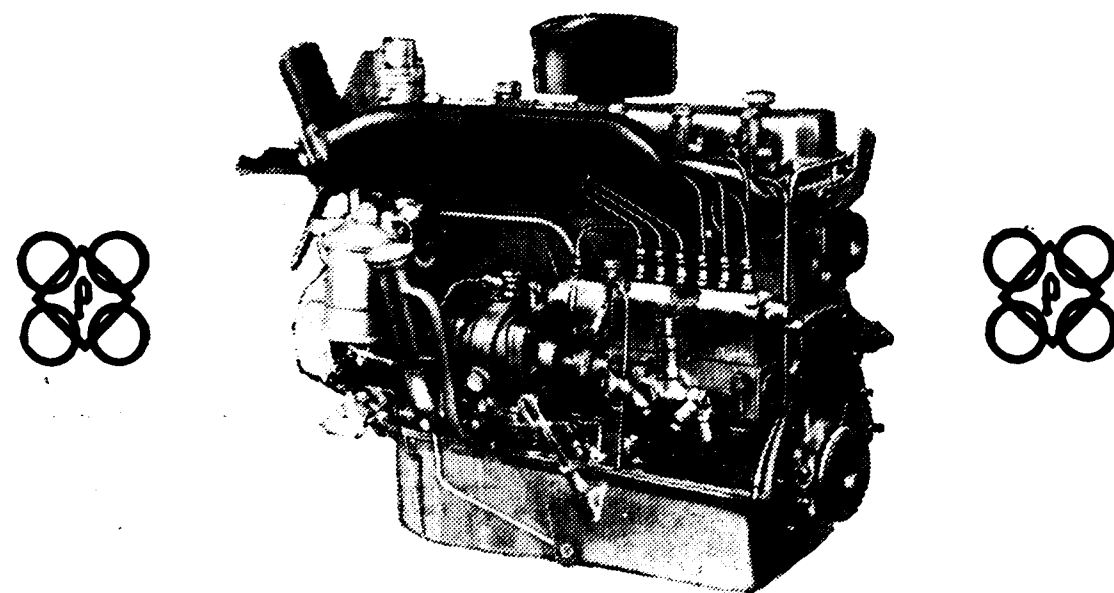
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