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Motor India

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NO-3

october-1958



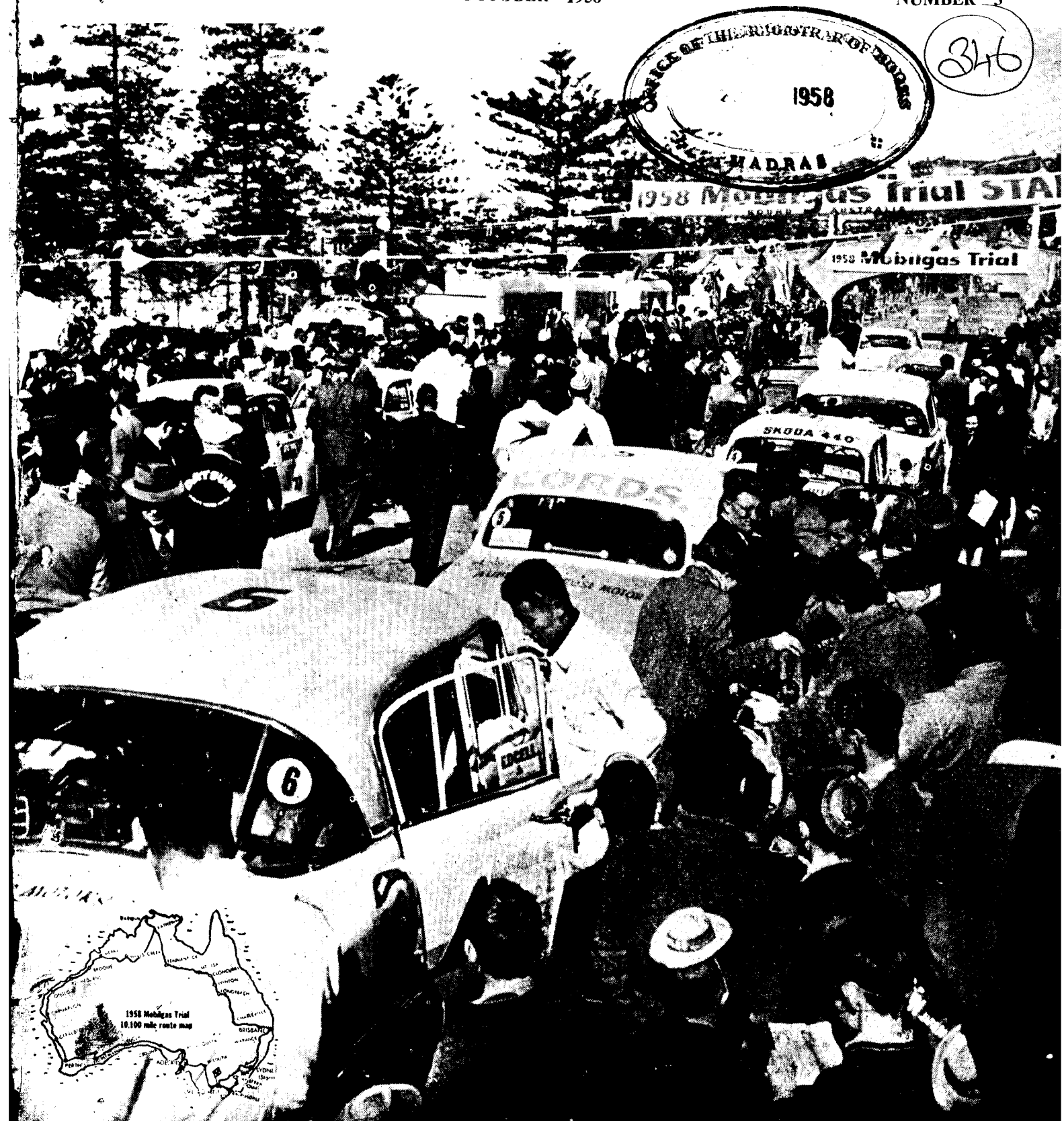
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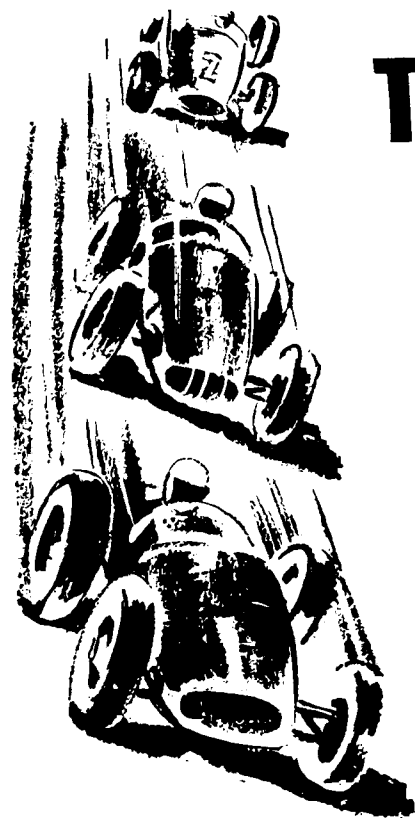
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VOLUME 3

OCTOBER 1958

NUMBER 3





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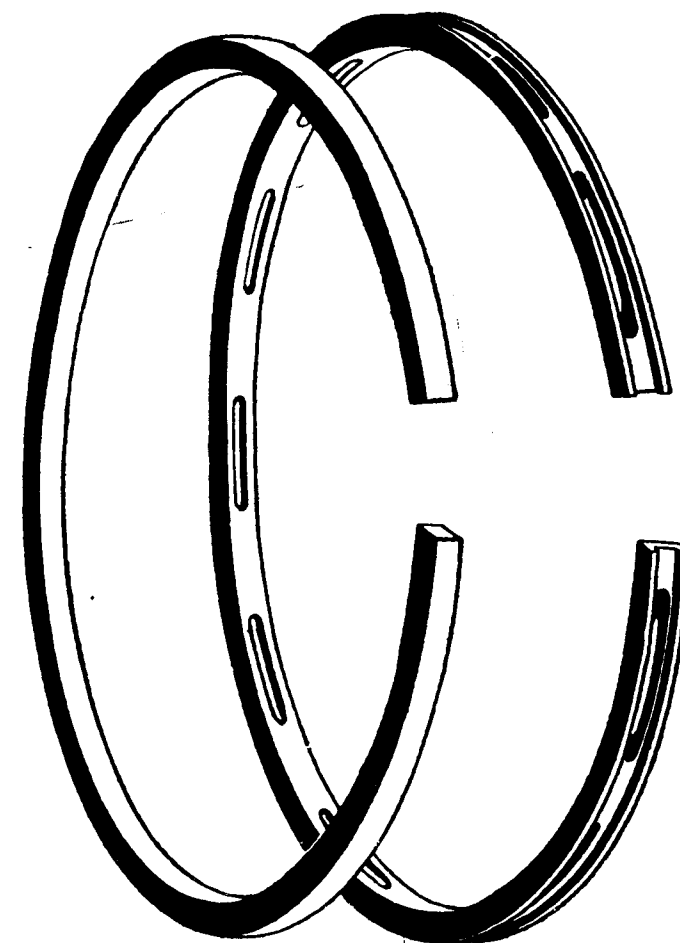
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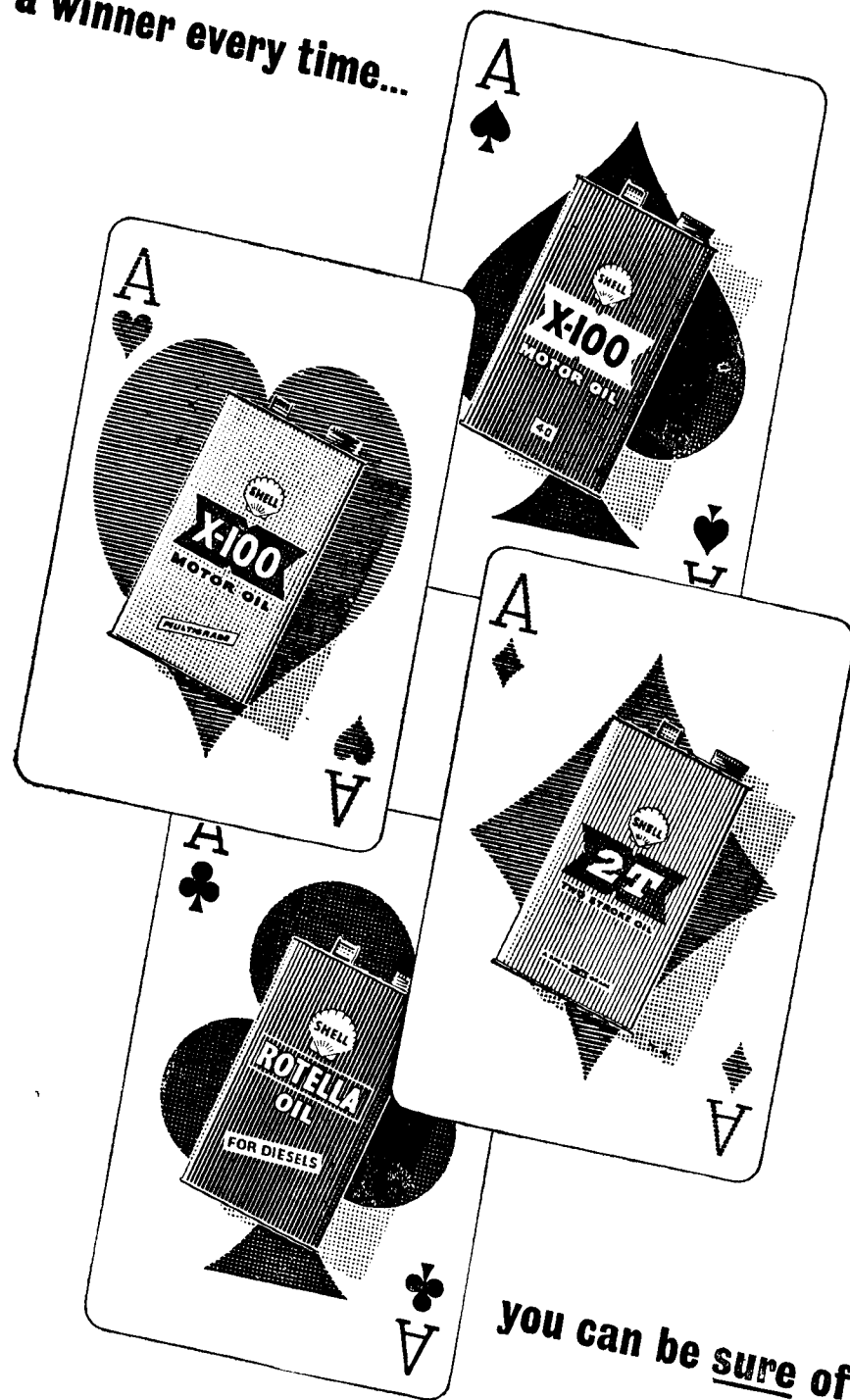
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Vol. 3

OCTOBER 1958

No. 3

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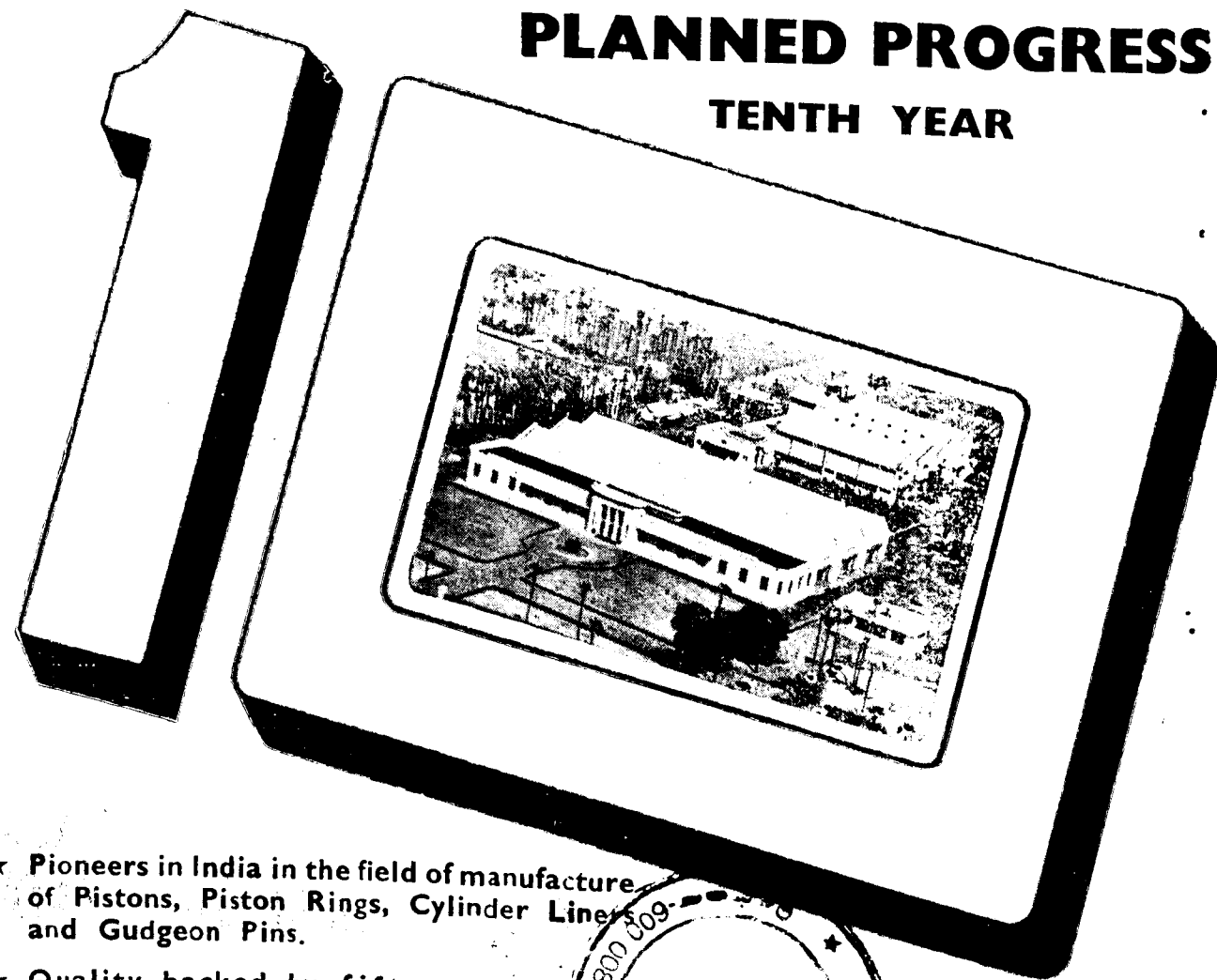
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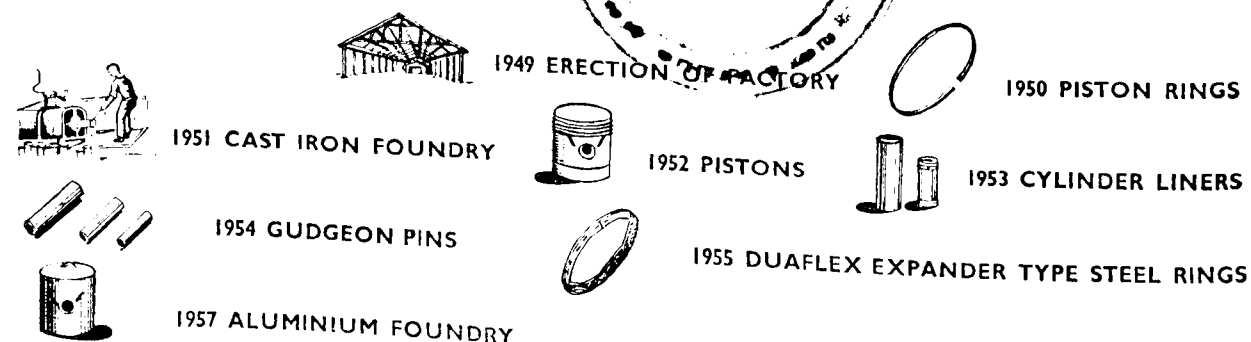
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MOTORINDIA

editorial

PLACE OF TRANSPORT IN NATION'S MARCH

Though designed primarily to give the world at large a glimpse of the more than ordinary productive activity in which Indian industries, new and old, are engaged since the attainment of freedom, and particularly during the last few years of plan stepped-up production, the India 1958 Exhibition—the first national venture of its kind in which both the public and the private sectors have rallied at such fleeting notice to exhibit their achievements—has brought to the fore some new aspects of the situation in the industrial progress of India, aspects which will have to be not only studied, but followed up by the Government of the Land.

The first lesson of the Exhibition is the extent to which the private sector has gone to co-operate with the Government in its endeavour to raise economic standards and national production, in spite of an almost unending succession of laws and regulations resulting, though not fully aimed, at maiming private industrial endeavour through taxes galore and restrictions after restrictions in the field of private investment. That the private sector should insist on its rightful place in the economy of the country, in spite of the sledge-hammer blows dealt by recent laws, has more than underlined the determination with which the private sector has taken its right to exist and to assist in the progress of free India. The numerically overwhelming number of private pavilions and stalls in the Exhibition in spite of almost unprecedented and unheard of cost under current Indian standards is, if anything, a clear indication of the certain role that private enterprise must play in the future economy of this country, if the nation's progress is not to be hampered, or halted.

Another, and more important point, as it seems to us, is the revelation that the transport sector in this country has the most vital part to play in the development of industries, whether private or public. The continued expansion of practically every other industry has to depend more and more on the progressive development that can be made in the field of modern transport, whether it is by road, rail, air, or by sea. Thus, the place of modern transport in the life of a developing nation like ours is more than ordinary, especially when one hears of development targets to be reached in the near future in both the public and the private sectors. At the same time, it is not possible to overlook the fact that the development of transport under various heads as planned at present will be extremely inadequate to meet the demands, the ever-growing demands of various industries in the years to come.

It is our fond hope that this industry of modern transport in all its aspects will be given all the necessary encouragement that is essential for an industry whose proper development is so vital for the all-round development of all other industries in the country, and there is no doubt, judging from what has been shown by this vast exhibition of our national effort, that the bulk of the burden that will lie on the transport industry in the next years, will not only be the greatest, but will undoubtedly be on the private sector of transport.

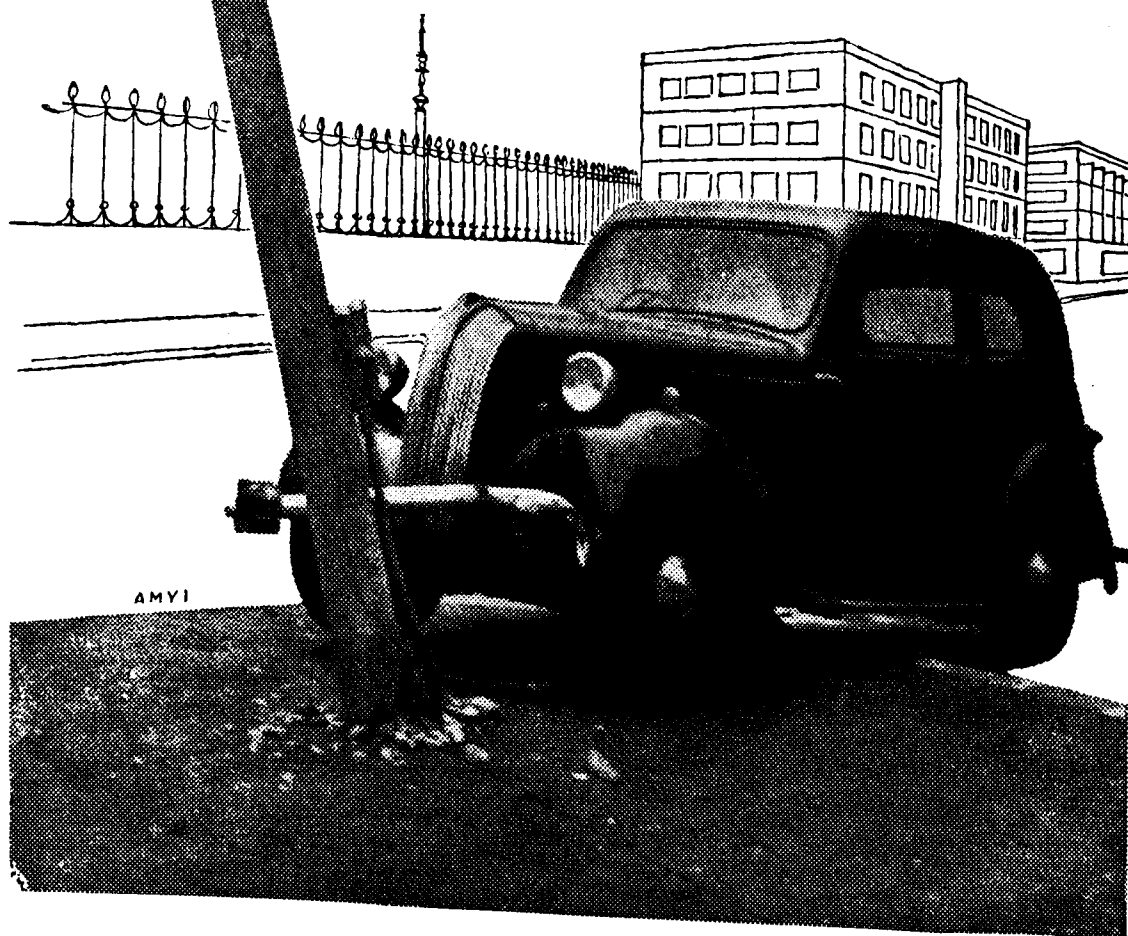


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CALCUTTA - BOMBAY - MADRAS



The State Minister for Housing, the Hon. A. Landa, M. L. A., figs away the first car in the 1958 Mobilgas Trial (Round Australia), from Bondi Beach, Sydney. A Czech entry from the Motokov Factory, Praha, this 1958 Skoda 440 is driven by I. Stewart and Laurie Kosstick, both of Victoria

ROUND-AUSTRALIA IN 19 DAYS!

BY A. HOLDEN

The Australian Commonwealth, with an area of 2,974,581 square miles, the largest island, but the smallest continent in the world, has a population of some ten millions, yet it is classed as one of the four world leaders in motorised transport.

It is significant that there are over 25,00,000 vehicles registered in Australia, and these operate on a road network involving in various categories, 5,37,890 miles. Further indication of the national "motorised" activities is symbolised in a £400 millions' automotive industry. Meanwhile, Australian refineries produce 1,00,00,000 tons of crude oil each year.

It is little wonder, that just about every five persons own a motor vehicle and interest in all phases of motoring activities is maintained at a high level. Apart from the industrial and commercial associa-

tion, such events as motor rallies, trials, economy runs, sports meetings and motor clubs and organizations, are well patronised from a participant and spectator point of view.

Of the several annual events on the Australian Motoring Calendar the "Mobilgas Round-Australia Reliability Trial" is perhaps the most popular and of the greatest significance. Sponsored by the enterprising Vacuum Oil Co., and held under authority of the Confederation of Australian Motor Sports, this trial rates high in international repute.

In fact, it has been rightly described as "the world's greatest, longest and toughest" reliability trial. The 1958 event, which has just concluded, was staged over a period of 19 days (from August 20 to September 7), during which time a 10,000 mile journey around Australia was undertaken.

Added incentive was created this

year by the allocation of almost £17,000 in prizes, put up by Vacuum and some 53 associated enterprises, mostly connected with the automobile.

The 1958 event was limited to cars of 1951 vintage and upwards, and was run in five classes, viz., up to 1,000 c.c.; 1,001 to 1,300 c.c.; 1,301 to 1,600 c.c.; 1,601 to 2,600 c.c. and over 2,600 c.c. While the maximum number eligible to compete was 200, only 67 cars set out with 37 finally finishing the course.

Before setting out on their grueling trial, all cars had to be in a first class running order, and were naturally given a thorough examination for road worthiness. Seals on the vehicles were checked at various control points as they progressed.

As it was not a speed trial, but judged on performance and on a points basis (least lost,) it remained for the entrants to demonstrate

MICO



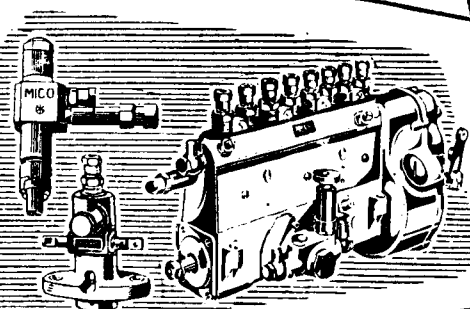
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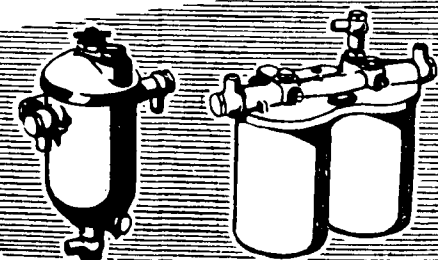
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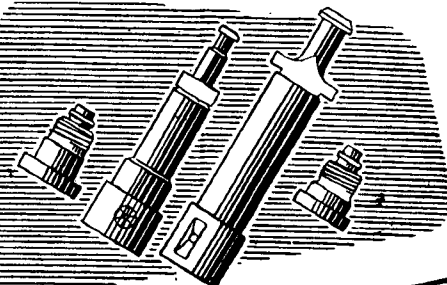
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MOTORINDIA

October 1958

driving skill, to rely on expert navigation and above all, to possess unflagging energy and stamina.

The route traversed all the mainland States, the Northern Territory, Central Australia and the Australian National Territory, at Canberra, and control points were established at Melbourne, Adelaide, Ceduna, Perth, Carnarvon, Derby, Darwin, Mt. Isa, Charleville, Brisbane, Sydney and Dandenong.

Due to the exacting conditions and the distances between settled areas, the cars equipment comprised such gear as safety belt, fire extinguisher, a gallon of water for each crew member, with sufficient rations for each to last one week, first-aid kit, and mudguard flaps were advised to minimise flying stones.

The Trial cars subsequently set out from Sydney's (N.S.W.) famous Bondi Beach, and in the following 19 days competitors were to experience all kinds of road and weather conditions. Sand, dust, rain, ice, fog, snow and floods made the navigation tasks most trying. There were several nasty mishaps and minor injuries, and often cars beset with mechanical difficulties lost considerable time and points. Withdrawals were invariably one way out.

Inhospitable country was travelled, and frequently roads were little more than marks on a map, with settlements few and far between. Drivers had to detour often, and wrong turnings were evident. Some drivers "lost their way."

While so-called "horror stretch

ches" were not anticipated, one such obstacle in this category occurred on the coastal route up the coast of Western Australia. Flooding of the region due to heavy rains caused some 31 vehicles to become bogged—drivers were forced to stand in water 3 feet deep to push and to extricate their vehicles.

This was particularly so at a place called Green Head, and as a result some cars were 8½ hours behind schedule, and special allowance in points allocation had to be made to competitors. Many "Good Samaritan" deeds were performed, which, causing individual loss of points, created some temporary heartaches and problems.

Victoria car No. 36 Morris 1000 stuck in sand at Jurian Bay W.A.



October 1958
M-3



Mobilgas Trial cars in Port Rime (SA) Maintenance Area.
1½ hours allowed for maintenance

Another stretch which presented other problems was between Hall's Creek and Top Springs, in Central Australia, being a nightmare, when the road traversed dry watercourses, minute dust, and arid terrain.

In addition to prominent Australian personalities in the motoring world—in sporting, administrative and executive fields, the trial attracted many entrants from countries overseas. There were representatives from 7 nations, including New Zealand, Japan, Czechoslovakia and Germany.

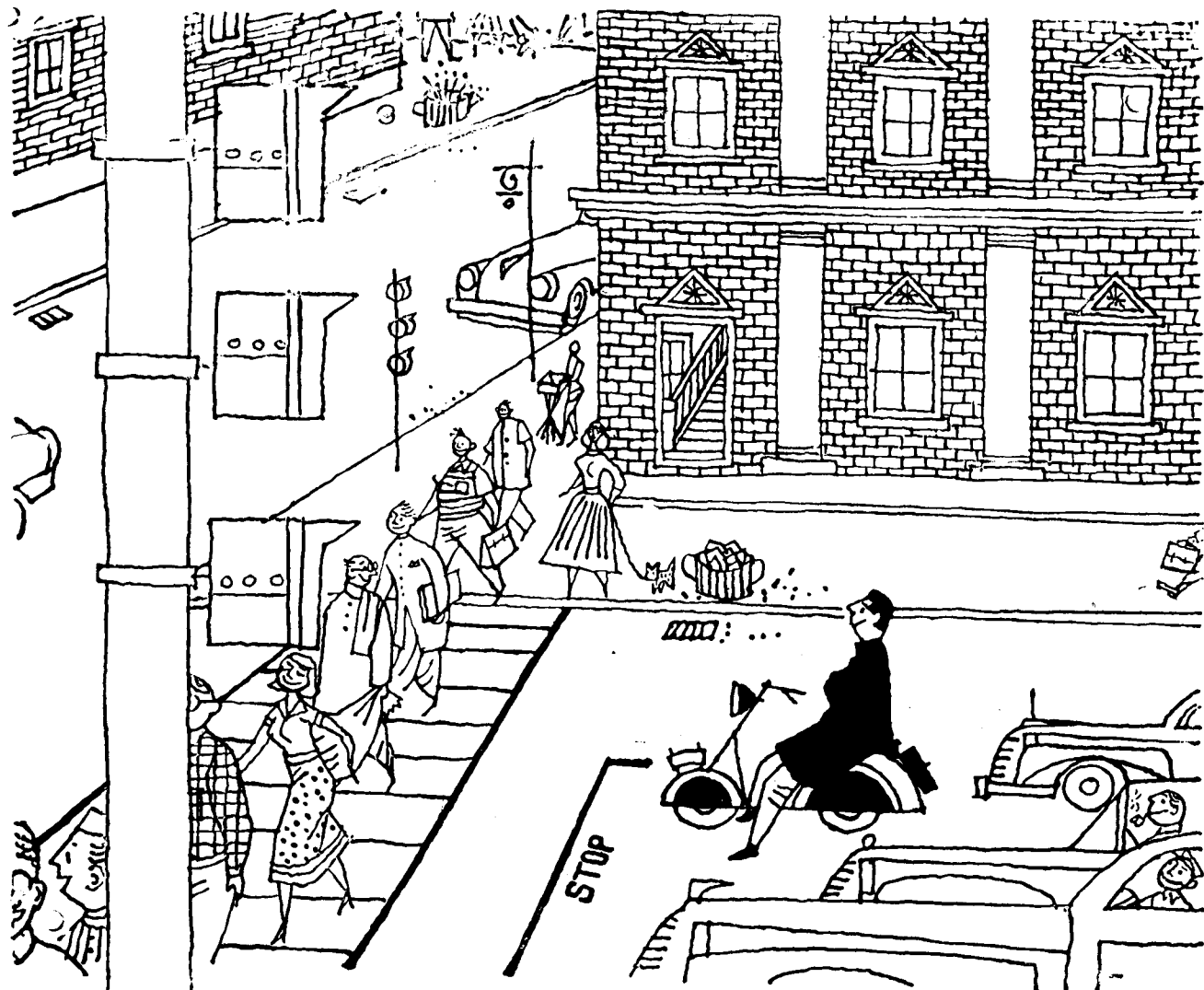
Similarly, some 26 models were entered in the Trial, ranging from the largest—the Chrysler Royal and Ford Customline down to the tiny Renault 75 and Dauphine. Australian Holdens were represented by 16 vehicles and some 11 Volkswagens initially started. Singularly enough, the VW's performed well, taking off most of the honours.

For the third year in succession Volkswagens became outwinners, 3rd in their class, second in outright field, and first in the teams position. Other models comprised Morris, Fiat 1100, Rover, Morris Marshall, Ford Zephyr, Consul, Hillman, Simca, Spacemaster and the Toyota and Dat Suns from Japan.

There were six Japanese cars and six from Czechoslovakia, one each from Germany and New Zealand. One of the Australian Holdens entered by a Derby, West Australian

MOTORINDIA

9



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They give—

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- * Stability when cornering



DCTC-16



Car No. 63 entered by Elaine Lenegau of New South Wales, a Holden heads north from Geraldton.

entrant, was fitted out with several types of clocks and gauges attached to the back seat.

However, one of the Japanese cars was forced to withdraw, when its radiator was wrecked after striking a kangaroo, one of the zoological inhabitants of "outback" Australia that habitually impede the normal progress of inland motorists.

The first car to depart from Sydney was a Skoda 440, driven by a Victorian driver, while the Japanese Consul-General in Sydney and the Consuls for Czechoslovakia and Germany, gave the Trial a real international air, by "sending away" several entrants.

C. J. Coles, one of the largest chain stores in Australia, entered a Holden, on behalf of the organizations' 250 stores. Its 13,000 employees watched and followed its progress with considerable interest and expectation.

In such a gruelling motor event as the Mobilgas Round—Australia Trial—which was claimed at the beginning to be "no picnic," it was to be expected that men would dominate the field as far as participation went. But there were several man-and-wife teams in the trial, and in all 12 women took part, a Fiat 1100 having an All-Women crew.

One of the Japanese entries was

driven by Mrs. Misako Togo, who was accompanied by her husband and Evan Thomas, of Ipswich, in Queensland. Wherever they went the Japanese drivers created much comment, their cars being examined with inquisitive admiration.

One of Willys Jeeps, recently produced in Australia, was co-opted by the Trial organizers to act as "sweep" and proof of its ruggedness and versatility was proved time and again. The sweep followed 3 hours behind the field, winning out

bogged vehicles, towing breakdowns and giving mechanical assistance.

The "sweep" rescued over 50 cars, one breakdown being towed a distance of 180 miles, another for 110 miles. It had to average a speed faster than the Trial cars, and rarely, "missed a beat" on the entire route.

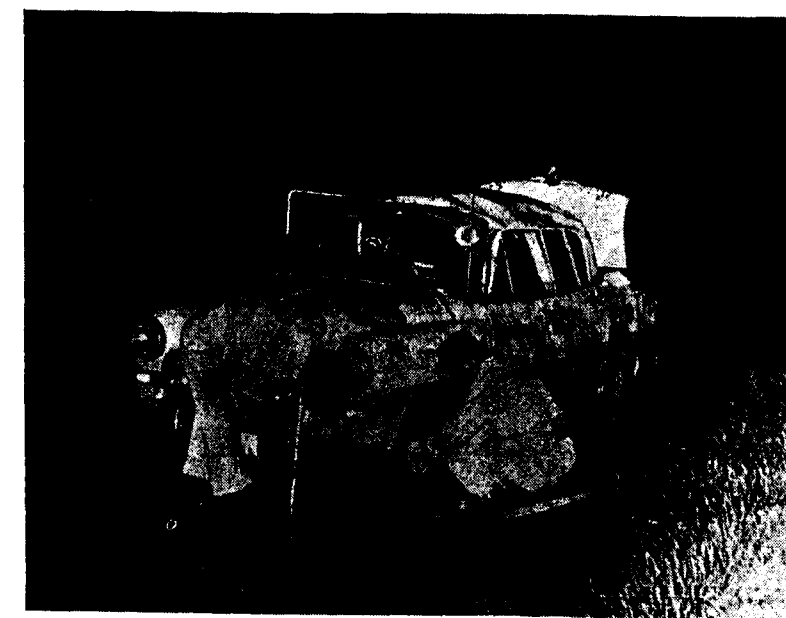
Although there are bound to be criticism and complaints levelled at the Trial itself, particularly by folk in whose area the competitors pass (and who cause damage to roads, already non-existent,) it cannot be denied that the Event is an exciting, exacting and spectacular one.

One thing the Trial aims to do is to encourage manufacturers of cars to slant them towards suitability to Australian conditions.

It is expected that modifications will be made to design and to improving certain features to ensure more reliability and to ensure that the Australian motorist, no matter in what part of the Commonwealth he lives, will find a vehicle that has all the features and equipment suited to his particular area and requirements.

The Trial certainly in so far as entrants are concerned demonstrates their driving prowess, and proves their mastery over vehicles, and ascendancy over unexpected problems and ordeals that give a fillip to the occasion.

The Toyopet Car No. 6, after it overturned on the Nullabor Plains beyond Ceduna



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NETWORK OF SERVICE EVERYWHERE IN INDIA.



Mr. & Mrs. Keith Gamble (Victoria) with their Rover 90 at the finishing line at Albert Park, Melbourne on Sunday, September 7, 1958 after completing the 10,100 mile gruelling trial round Australia



Provisional winner Greg Cusack receives a welcoming hug from his pretty Wife Dorothy after crossing the finishing line at Albert Park. Cusack lost only three points during the gruelling 10,100 miles Mobligas Round Australia Trial

Although some competitors at the end of the Trials vow that they would never enter another, for various stated reasons, within a few months they will be eagerly awaiting the next Event, their resentment and negative approach to its purpose forgotten.

Rivalry in such motoring events is apt to be very keen and often over-enthusiastic, but the friendships created during the Trial are lasting. To Australians, participation would ensure one way of visiting places that formerly were known to them only as names on a map.

And as one non-participant has said: "Taking part in a Trial must be a wonderful way to spend a Holiday!!"

It is hoped that many entries will be made by motorists in India for the 1959 Trial, but intending competitors are advised to become thoroughly conversant with the conditions of the terrain the route will traverse, and the requirements made on individual drivers. They

Arthur Smith and Eddie Perkins, Car No. 2, look happy after their arrival in Sydney



are advised to have a qualified and fully experienced Australian accompany them as navigator and adviser.

At writing, Eddie Perkins, of Victoria, who was the 1956 Trial winner has been listed as provisional winner, along with Greg Cusack, of Canberra, both of whom were individually driving Volkswagens. A decision has not been reached on the final winner, as certain reports and claims have to be analysed in the light of "protests" regarding loss of points.

Shortly after the Trial ended it was announced that the two men would probably share the prize money, Perkins having initially lost only 11 points and Cusack 2 points. The two men will form a team to take part in the famous Monte Carlo Rally, being held in January next.

Most popular since 1932

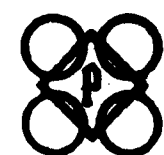
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BY

GORDON WILKINS



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Rover 3 litre
Standard Vanguard
Standard Sportsmen
Wolseley Six-Ninety

As well as the standard *Rolls Royce Silver Cloud* and *Bentley 'S'* cars which will be seen at the London Motor Show, there are several interesting coachwork exhibits and for the first time for many years, there will be a Rolls-Royce with drophead coupe body.

H. J. Mulliner shows a Silver Cloud with drophead coupe body in whitehall grey over rose beige with red hide upholstery. There will be a Rolls-Royce with the 127" long wheelbase with division fitted by Park Ward and a Silver Wraith 7-passenger limousine on 133 in. wheelbase both with coachwork by Park Ward.

Park Ward are also exhibiting two Continental Bentley, one saloon and one drophead and there will be the Continental by H. J. Mulliner the Flying-Spur-4 door saloon.

All Rolls-Royce and Bentley chassis now have the same engine, the six cylinder unit of 4887 c.c. The gearbox is fully automatic, brakes are servo assisted, chassis lubrication centralised and ride control of the rear shock dampers are all standard features. Optional extras include Power assisted Steering at a basic price of £110. Refrigeration (Air Conditioning) £385 basic and Rolls-Royce Electrically operated windows at a basic price of £65.

CITROEN 1959

Citroen have made only detail changes to the D.S. 19 including a re-siting of the clock, but there is a new version, the prestige, intended for the business man, politician or other executive with a chauffeur. For high-level talks in privacy it has a glass division between front and rear. For information from outside, it has a radio set and for urgent communications it has a radio telephone. Front seats and door trim are in grey leather; rear

JAGUAR 1959 PROGRAMME

The Jaguar Mark Nine saloon made its debut at the London Motor Show. This model has the same outward appearance as the Mark Eight, which will continue unchanged, but will have a larger engine of 3.8 litres and will also have Dunlop disc brakes on all four wheels. The new Mark Nine is also fitted with power assisted steering.

The new 3.8 engine develops 225 b.h.p. which is an increase of 15 b.h.p. over the 3.5 litres of the Mark Eight. However, the increase in power has not been developed to obtain higher maximum speeds (which are about 110 m.p.h.) but to provide increased torque and improved acceleration in the medium and lower speed ranges.

Price of the new model will be announced later.

At the 1958 Motor Show the Borg

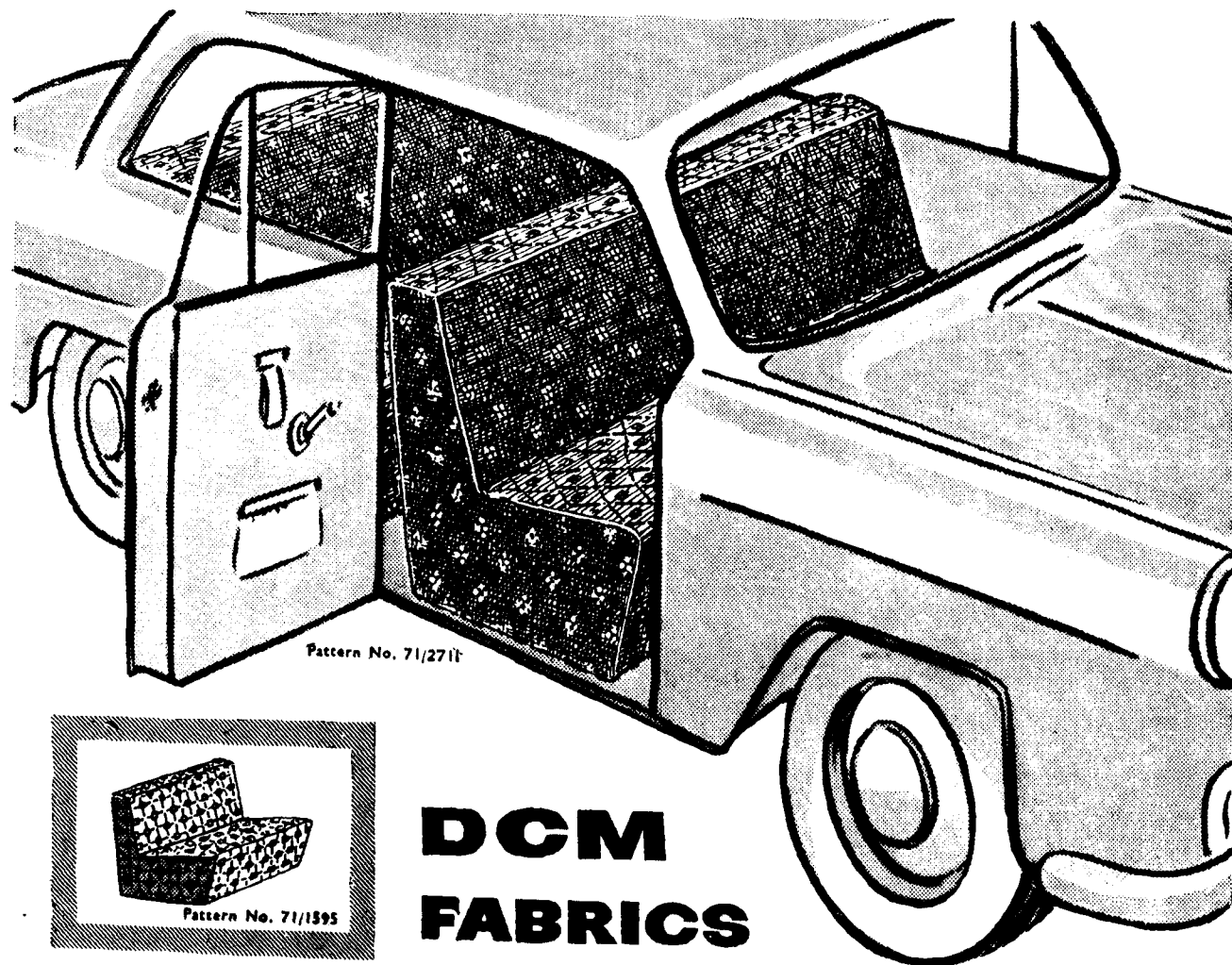
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Humber Hawk
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Jaguar Mark VIII
Jaguar Mark IX
Jaguar XK 150 Two-seater
Jaguar XK 150 Fixed-head Coupe
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Armstrong Siddeley Star Sapphire
Mercedes-Benz 300
Riley Two-point Six.

October 1958

M-5

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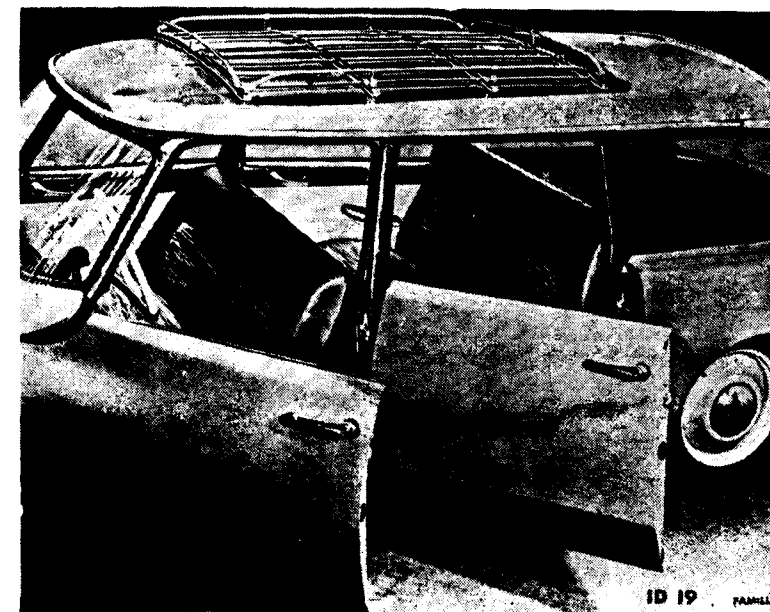
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THE DELHI CLOTH & GENERAL MILLS COMPANY LIMITED, DELHI.

compartment is in a new material called Helanca. Built into the division is a desk with telephone, radio controls, a microphone for instructions to the driver, cigar lighters, and electric clock.

• There are four new versions of the mechanically simpler ID 19, all based on a new body of station wagon style. The "station wagon" has folding rear bench seat and ingenious disappearing tailgate which swings down under the rear floor. The "Break" is similar with the addition of two folding occasional seats behind the rear bench. There are also a van and an ambulance with stretcher 6½ ft. long. Load capacity is three people on the front seat plus 500 kg. of freight. Other features include auxiliary brake, stronger suspension and rear wings with normal cutaways to facilitate wheel changing.



The Citroen ID 19 Familiar

FACEL VEGA WITH 5.9 ENGINE

France's elegant and beautifully finished fast coupe, the Facel Vega is externally unchanged but now has a new Chrysler-built V8 engine of 5910 c.c. giving 365 b.h.p. at 5,200 r.p.m. and has British Dunlop disc brakes as an optional extra. Other 1959 features include improvements to ventilation and optional power-assisted steering mechanism, and right-hand drive being available in conjunction with the four-speed synchromesh gearbox but not with the alternative two-pedal transmission.

Facel-Vega 1959 Four-seater sport coupe

HILLMAN MINX FOR 1959

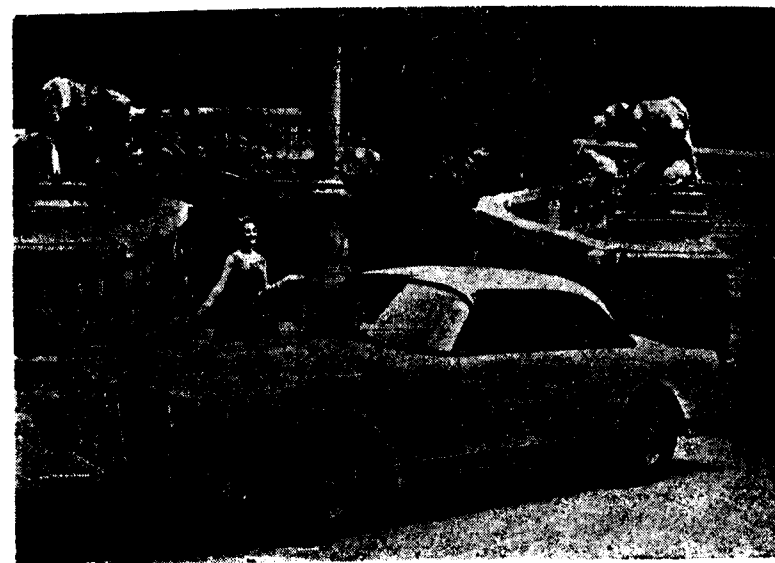
Bigger Engine running more slowly. Closer gear ratios. Bigger Clutch. New Style Features, interior finish.

For 1959 the Hillman Minx engine is enlarged to 1,494 c.c. and the axle ratio is changed from 4.78 to 4.55 to 1, reducing the engine revolutions for a given road speed. The clutch is increased in size and both first and reverse gear ratios are changed to bring them closer to the other ratios in the box. Externally

the latest model is distinguished by a neat new all-chromium grille extending out to embrace the side lamps, bright side mouldings which give a new dividing line for two-tone colour schemes, new tail lamps and trunk lid mouldings. Inside, seats and instrument panel have been redesigned and sound insulation is improved. Net result is claimed to be better top gear performance, improved low-speed acceleration and increased comfort without any significant increase in fuel consumption.

Cylinder bore is increased from 76.2 to 79 m.m. to give 1,494 c.c. (91.2 cu. in.) the same as on the latest Sunbeam Rapier engine, and compression ratio is raised from 8 to 8.5 to 1. Maximum power now becomes 52.5 b.h.p. gross (49.2 installed) at 4,400 r.p.m., increasing the low-speed pulling power. Peak torque is now 78.4 lb. ft. (10.85 mkg.) at 2,100 r.p.m. For export to countries where high grade fuels are not available, a 7 to 1 compression ratio can be supplied, giving a gross output of 49 b.h.p. and peak torque of 73.8 lb. ft.

Diameter of the Borg and Beck clutch is increased from 7½ to 8 ins. (28.6 to 31.5 c.m.) and the gearbox now has the same ratios as that on the Sunbeam Rapier, 1st and Reverse being brought closer to the others. The engine has a new, larger, silencer



October 1958

MOTORINDIA

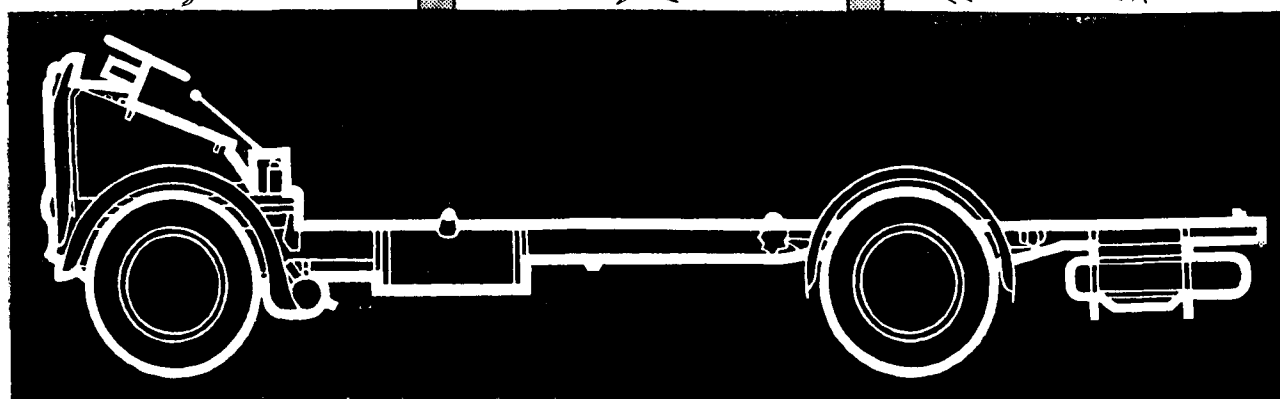
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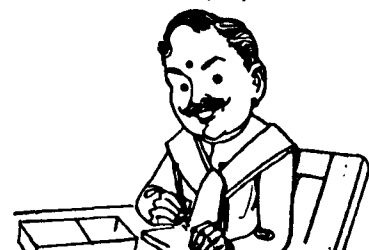
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T. V. SUNDARAM IYENGAR & SONS PRIVATE LIMITED, Madurai



Hillman Minx 1959 (Sedan or convertible). Engine enlarged to 1494 cc (52.5 hp.) Axle ratio 4.55 to 1. Larger clutch, closer gearbox ratios. Bigger battery. New instrument panel, improved interior trim. New grill, tail lamps and side mouldings.

and extra felt is used on the front bulkhead for further sound insulation. Battery capacity is increased from 30 to 38 AH, giving increased reserves for cold starting and the operation of accessories. As usual, the Manumatic auto clutch is available on demand, giving two-pedal control.

The new radiator grille is a one-piece pressing fully chromium plated for both special and De Luxe models. The De Luxe has new bright mouldings along the sides and both models have new bright strips on the trunk lid. The lid pressing has been modified to accommodate a horizontal number plate and the surround for the rear window widened. Rear lamps now have slightly cowed chromium frame as on the Rapier.

The instrument panel is new, with fuel gauge in centre and space for a clock. Balancing the speedometer is a three-in-one dial with thermometer and spaces for optional ammeter and oil pressure gauge. The cowed group of warning lamps on the steering column is deleted and they are now on the main panel. There is a full width parcel shelf and the bonnet release is controlled from inside the car. Interior trim, in duo-tone plastic follows a new design, and the seats have been modified for greater comfort. Front seat cushion is 2.5 c.m. (one inch) deeper and the rear seat has modified cushion and backrest to give more space.

The low-priced Special has the new engine, clutch and gearbox, but with central stick shift. It has the new grille without the side mouldings and tyre size is increased to 5.60-15 as on the De Luxe. Estate Car has the new mechanical features and grille but not the side or rear chromium. Tyres are 5.50/5.90-15 and the axle ratio is 4.78 to 1.

The Hillman Husky which was extensively redesigned early this year continues unchanged except for new colour schemes.

Hillman Minx Car delivered in the United States can now be fitted with a locally produced air condi-

tioning system. It has a freon gas refrigerator using a compressor driven by belt from the engine, and a heat exchanger at the front of the car. The rest of the system is in a neat case in the trunk and it feeds cold air through a grille in the rear parcels shelf.

New Austin A 40

FARINA-STYLED BODY COMBINES SEDAN AND STATION WAGON FEATURES

The trend towards a new kind of small car; something between sedan and station wagon, with smart appearance and big carrying capacity, receives a big impetus with the introduction of the new Austin A-40. It is the best looking Austin for many years, as might be expected for it was styled by the Italian master Pinin Farina. Grisp uncluttered lines enclose four seats and unusual luggage space, and the rear seat backrest can be folded flat for extra freight space, making it a versatile small family car.

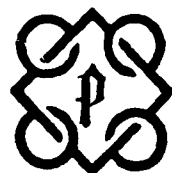
It has the same engine, transmission and suspension units as the A-35, so Austin agents throughout the world already carry stocks of spares but it is longer, lower and wider and has bigger brakes. Running weight, at 1596 lb. without fuel is a little above that of the four-door A-35 sedan but well below that of the 2-door Morris Minor and the A-35 station wagon. Austin claim the A-40 has a maximum speed

1959 Model Austin A-40



October 1958
M-6

PROFIT



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"THEY GIVE YOU
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around 70 m.p.h. (112 k.m.h.) and a fuel consumption of up to 50 miles/imp. gal. (7.06 lit/100 km.)

Two big doors 3 ft. wide (91.5 c.m.) hinged at their forward edges give easy access to the four seats and the long flat roof line promises good head room at the rear. A dropping tail gate reveals a luggage locker and spare wheel enclosed in a plastic cover. Normally there is 11½ cu. ft. (0.33m3) of luggage space below the waistline but when only the front seats are in use, the plastic-covered parcel shelf below the rear window can be unclipped and the backrest of the rear seat tipped forward, giving a total of 18½ cu. ft. (0.53m3) of freight space below the waist rail.

The steel unit structure is fully rust-proofed and finished in a choice of six colours. It has stood up without trouble to 2,000 miles (3,200 km.) on the car-breaking pave track at the MIRA proving ground, equivalent to years of hard use on the road. Seats, door facings, inside of the roof and the safety pad on top of the instrument panel are covered in plastic. Front seat cushions are of foam rubber with backrests of rubberised hair, and there is a choice of six upholstery colours.

A single instrument cluster in front of the driver comprises speedometer with total distance recorder, fuel gauge, and warning lamps for dynamo charge, headlamps main beam and direction indicators. Key starter, and switches for panel light, wipers and director indicators are grouped in the centre of the panel. A closed glove box on the passenger's side, an ashtray in the centre and a full-width parcel shelf complete the facia assembly. A finger tip lighting switch is under the steering wheel. Fresh air is taken through a vent at the base of the windscreen and a heater is optional equipment. The doors have drop windows and swiveling ventilation panels with gutters to exclude rain. The floor and the back of the rear seat are rubber covered.

The engine is the BMC A-type 4-cylinder ohv unit of 948 c.c. (57.8 cu. in.) and on a compression ratio of 8.3 to 1, with Zenith carburetter, it gives 34 horsepower installed at 4,750 r.p.m. (or 38.5 SAE at



The luggage room of the New A-40. Photo also shows the double door which is a new feature

5,000 r.p.m. on the test bed.) It has a full flow external oil filter, ignition distributor with centrifugal and vacuum control and pressure cooling with pump, fan and thermostat.

The clutch of 6¼ in. diameter (15.9 c.m.) is the same as on the A-35 but is hydraulically operated; the gearbox has four speeds with synchronised second, third and top, controlled by central lever and drive is through the usual open propeller shaft to the hypoid rear axle. Front suspension is conventional by wish-bones and coil springs, using A-35 parts but the track is 2¼ in. (5.6 c.m.) wider and the wheelbase is 4 in. (10 c.m.) longer than on the A-35. The rear half ellipsics have rubber bushes and piston-type dampers are used. Front brakes have drums of 8 in. diameter and 1½ in. wide (20.3 × 3.8 c.m.) while rear brakes are 7 × 1¼ in. (17.8 × 3.2 c.m.) giving a total lining area of 76.2 sq. in. (491.6 c.m. 2) which is an increase of almost 25 per cent over that on the A-35. Front brakes have two leading shoes.

The car is offered in two versions standard and de luxe and according to Austin it does not take the place of any other model in the range, but that is a matter in which public opinion will have some influence.

AUSTIN A 40 TECHNICAL DETAILS

Engine. 4-cyl. ohv. push rod operated 62.9 × 76.2 m.m. (2.478 × 3 in.) 948 c.c. (57.8 cu. in.) 34 b.h.p. nett at 4,750 r.p.m. (38.5 b.h.p. SAE at 5,000 r.p.m.) Max torque 50 lb. ft. (6.95 m.k.g.) at 2,000

SIMCA 1959 PROGRAMME

NEW BODIES FOR ARONDE.
WIDER CHOICE OF ENGINES,
COLOURS, AND TRIM COMBINATIONS

The Simca Aronde has been given new bodies for 1959, with oval grille, lower bonnet, deeper screen and larger glass areas all round and a slim canopy roof. Redesign of the floor structure has increased the legroom by about 1½ in. and the flat roofline gives better rear headroom. Slim ribs down the centre of the roof increase the rigidity of the panel. Seats are improved and there is a choice of eight attractive colours, with 17 two-tone combi-

r.p.m. Compression ratio 8.3 to 1 (7.2 to 1 optional.)

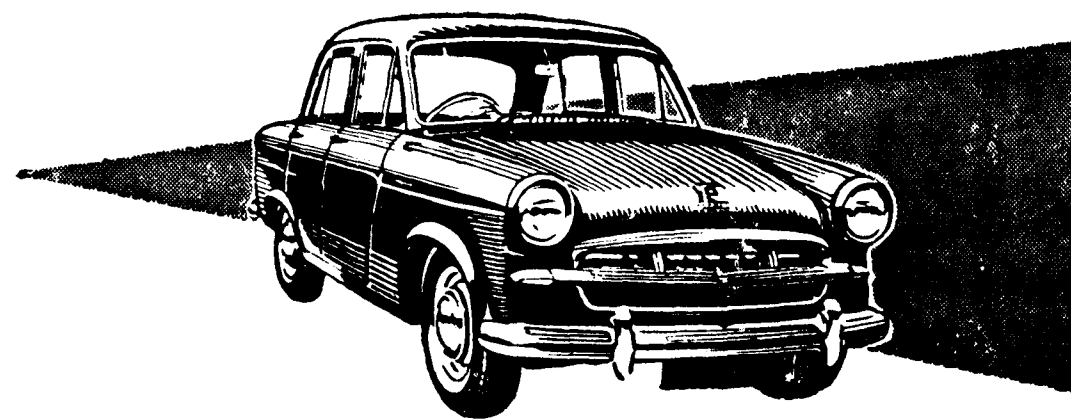
Transmission. Single plate dry clutch, hydraulically operated 4-speed gearbox with synchronised 2nd, 3rd, 4th. Central lever. Hypoid final drive. Overall ratios 16.51 10.80, 6.43, 4.65 to 1 Reverse 21.2 to 1.

Chassis. Independent coil springing at front, half elliptic rear. Piston-type dampers. Cam and peg steering. Steel disc wheels.

5.20-13 tubeless tyres 12 volt 38 AH electrical system.

Dimensions. Wheelbase 83.5 in. (212c.m.) Track front 47½ in. (120.6 c.m.) rear 47 in. (119.3 c.m.) Length 144.25 in. (366 c.m.) Width 59-3/8 in. (151 c.m.) Height 56½ in. (144 c.m.) Turning circle 35 ft. (10.65M) Kerb weight less fuel 1,596 lb. (724 k.g.) Speed at 1,000 r.p.m. in top 14.26 m.p.h. (22.95 k.m.h.)

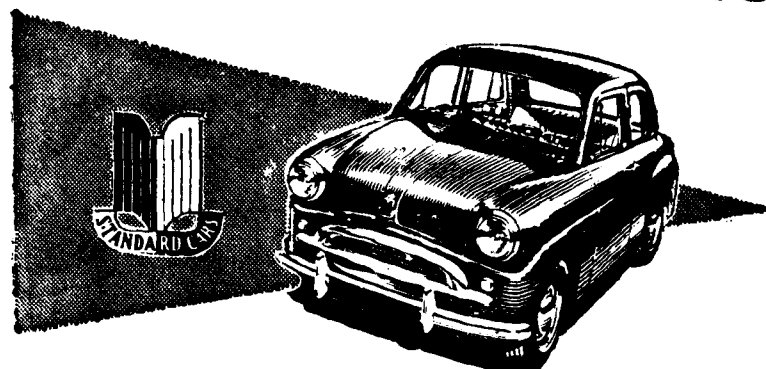
"INDIA 1958" Indian National Exhibition



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Keymers—SMZ 51

We apologise to
the public on
this occasion—
just to say that
we are unable to
participate in the
"India 1958 Exhibition"
due to the limited time
at our disposal to
organise our
exhibits.



Simca Aronde P. 60 Montlhery 59 Model

nations and four schemes for the interiors. The new instrument panel has a ribbon-type speedometer. Only detail changes have been made to mechanical parts but there is now a wide choice of power units. In its new form the car is called the P. 60.

The Elysee four-door sedan, with narrow side flash has the 1,290 c.c. Flash engine with a modest 6.8 compression ratio, giving 48 b.h.p. at 4,800 r.p.m. The Montlhery is basically the same car with a broader decoration and the Flash Special 7.8 compression engine giving 57 b.h.p. at 5,200 r.p.m.

Grand Large is the 48 b.h.p. two-door hardtop and Monaco is the same with the 57 b.h.p. power unit, which is said to accelerate it from 0 to 60 m.p.h. in less than 20 sec. All cars have the same axle ratio of 4.45 to 1 and all have an improved steering column gear shift.

For the French home market the old Aronde is also continued at a lower price under the name De Luxe and to mitigate the hardship caused by soaring French fuel taxes there is an economy model with 1,089 c.c. engine giving 40 b.h.p. at 4,600 r.p.m. on a compression ratio of 7.2 to 1.

All models can now be fitted with a Simca towing attachment for trailers.

The two Simca sports models, the Oceane convertible and the Plein Ciel fixed head coupe have new grille, bumpers and instrument panel, seats with adjustable backrests and new floor structure.

NEW TRANSMISSION FOR SIMCA VEDETTE

The Simca Vedette Beaulieu and Chambord, and the Marly station wagon, France's 2.3-litre V8 cars are largely unchanged for 1959 except for a new transmission called the "Rushmatic," available as an optional extra. In effect this is simply the familiar British Laycock de Normanville overdrive combined with an unusual arrangement of gear ratios and push button control to give four ratios where there were three before, with automatic or semi-automatic changes between third and top.

The ratios of the three-speed box have been brought closer together, the axle ratio has been changed from 3.9 to 4.77 to 1 and the overdrive has been added, working in top only. The result is as follows:

Overall ratios	1st	2nd	3rd	4th
Normal trans- mission ...	12.166	6.944	3.9	...
Rushmatic ...	12.24	6.99	4.77	3.79

Third gear will now scale ascents of 10.5 per cent against 7.5 per cent for the old top and the new fourth speed will deal with grades of 6.5 per cent. First and second gear performances are unchanged.

The driver makes normal manual shifts as far as third with the steering column lever. This generally means only one shift, as the car will start in second. Control is then by two illuminated push buttons marked

Rush and Route on the instrument panel. Press Rush and you get automatic upward changes to fourth at 68 m.p.h., with automatic downshifts to third below 56 m.p.h.

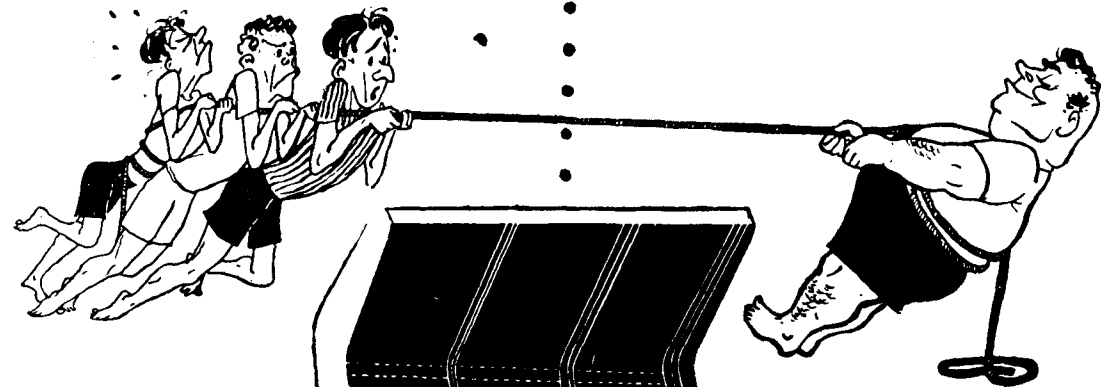
Press Route and you get fourth above 31 m.p.h., but between there and 68 m.p.h. you can drop to third by kicking down on the gas pedal. Below 31 m.p.h. the box holds third and above 68 it changes to fourth anyway, but when slowing down on a closed throttle 4th remains engaged down to 12 m.p.h.

By combining the use of push buttons and the kick-down the driver who is familiar with the transmission can get many variations to suit his temperament and road conditions.

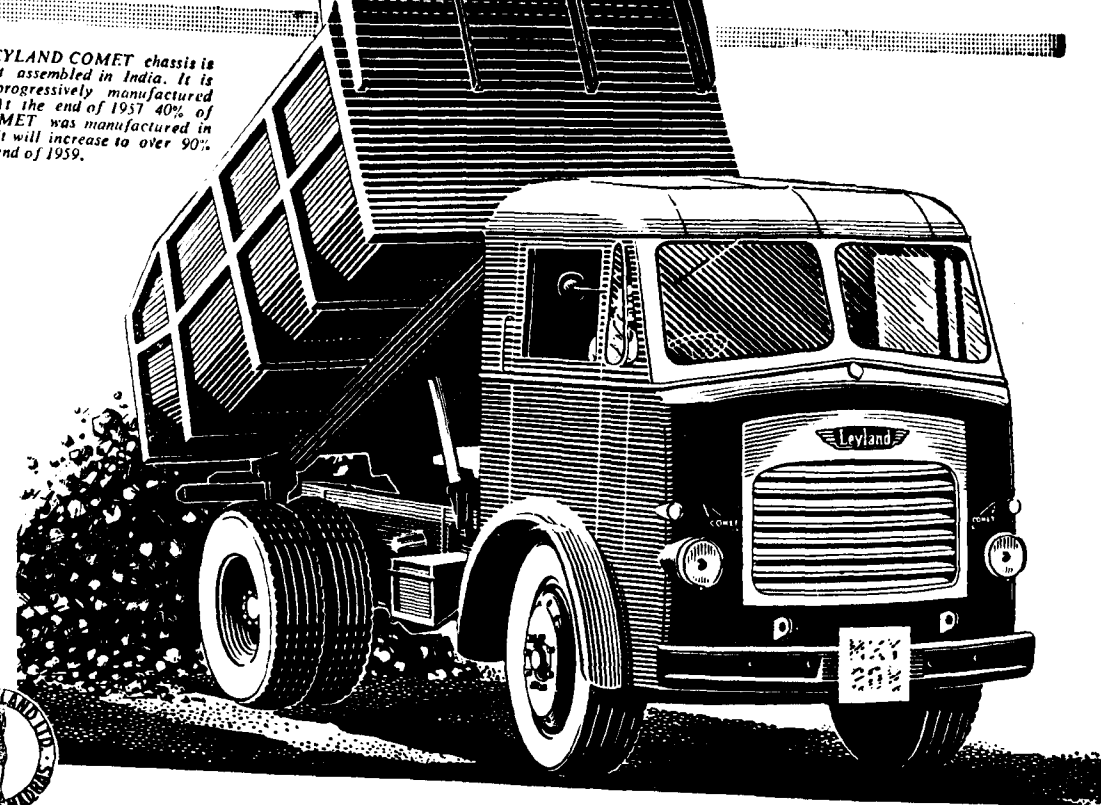
NEW HUMBER SUPER SNIPE

The new Humber Super Snipe completes the Rootes passenger car range by making available once more a large luxuriously finished six-cylinder car with quick acceleration, high cruising speed and powerful servo brakes. The basic structure is the same as that of the Humber Hawk which already offers as much passenger space and luggage accommodation as any car built in Europe. Into it they have fitted the high efficiency 6-cylinder engine of 2.6 litres without increasing the overall dimensions. The new engine has hemispherical cylinder heads with inclined valves operated through two rocker shafts by short pushrods at diverging angles worked by a single camshaft high in the crankcase. It is a "square" unit with bore and stroke of 82.55 m.m. (3¼ in) giving a swept volume of 2,651 c.c. It is a free-revving engine with good breathing power which is reflected in a relatively high power output and a good flat torque curve on a moderate compression ratio of 7.5:1 and it should therefore not be particularly demanding in matters of octane rating. It delivers 112 b.h.p. (SAE) or 105 installed at 5,000 r.p.m. and gross torque is at least 138.3 lb. ft. at 1,600-2,400 r.p.m. The crankshaft runs in four bearings, all bearings being white metal thin shells. A single Zenith down-draught carburettor is mounted on an inlet manifold which is water jacketed as it is on the opposite side to the exhaust manifold. The clutch is hydraulically operated and a new 3-speed gearbox has been developed

BUILT TO HAUL HEAVIER LOADS



The LEYLAND COMET chassis is not just assembled in India. It is being progressively manufactured here. At the end of 1957 40% of the COMET was manufactured in India. It will increase to over 90% by the end of 1959.



LEYLAND COMET THE BIG CHASSIS FOR THE BIG JOB

The Leyland Comet carries in two trips what others do in three or more. That's true economy in time, saving on fuel and saving on maintenance. The fast, sturdy and powerful Leyland Comet trucks, tippers and tractors

have proved their reliability and exceptional fuel economy in well over 50 countries around the world. Leyland Comet is truly the BIG chassis for the BIG job—the only 7½ ton payload chassis made in India.

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for this engine with synchromesh on all ratios. Optional extra is a Laycock de Normanville overdrive operating on 2nd and top giving 5 forward speeds.

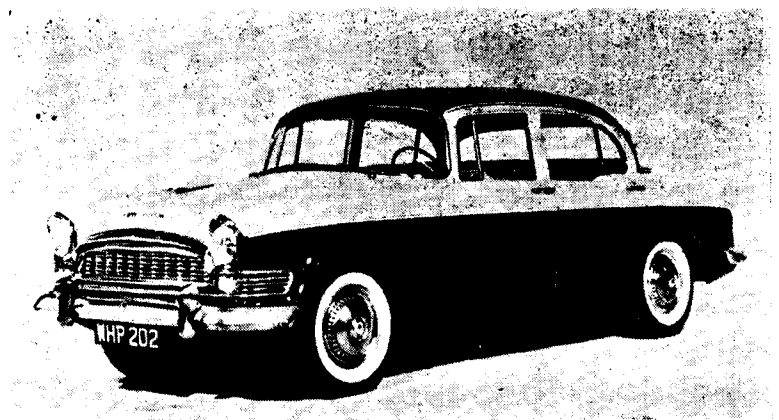
Alternative transmission is Borg Warner automatic, with a control on the instrument panel allowing the driver to hold the intermediate gear when driving on hilly or winding roads. Brakes are Girling with twin trailing shoes and automatic adjustment at the front. This eliminates self-energising effects and so cuts the tendency to fade when hot, but demands higher pressure which is provided for by a vacuum servo. Pressure of 2 lb. on the pedal brings the servo into operation.

The car is luxuriously finished with leather upholstery and real walnut for instrument panel, door garnish rails and folding tables set in the backs of front seats. Top of instrument panel is heavily padded. There are three models, saloon, limousine with glass division and estate car. Maximum speed is said to be 92-97 m.p.h. according to transmission.

The cylinder block is a deep casting with full-length water jackets round all cylinders and crankcase walls extending well below the crankshaft. The camshaft is driven by chain with hydraulically loaded tensioner and runs in an oil bath formed by a trough cast in the side of the cylinder block. Oil pump and the ignition distributor (which has centrifugal and vacuum control) are driven by skew gears from the camshaft and an oilway bored across the shaft registers with oilways in the casting, twice every revolution thus providing an intermittent supply of lubricant to the valve rocker shafts. The pistons are flat topped and carry four rings above the wrist pins. The plugs are located on the centre line of the engine but slightly offset towards the front of the combustion chambers.

Transmission on normal gearbox models is through a 9 inch Borg and Beck clutch and two piece propeller shaft with centre bearing to hypoid rear axle with semi-floating shafts.

Brakes have drums of 11 inch diameter (27.9 c.m.) at front and rear, total lining area being 168 sq. in. (1038.9 cm.) Tyres are 6.70-15 on bolt-on steel disc wheels.



The new 2.6 Humber Super Snipe. There is luxury accommodation for six people and the smooth six cylinder power unit develops 112 b.h.p.

The latest Burman recirculating ball steering gear is used and is available with power assistance at extra cost.

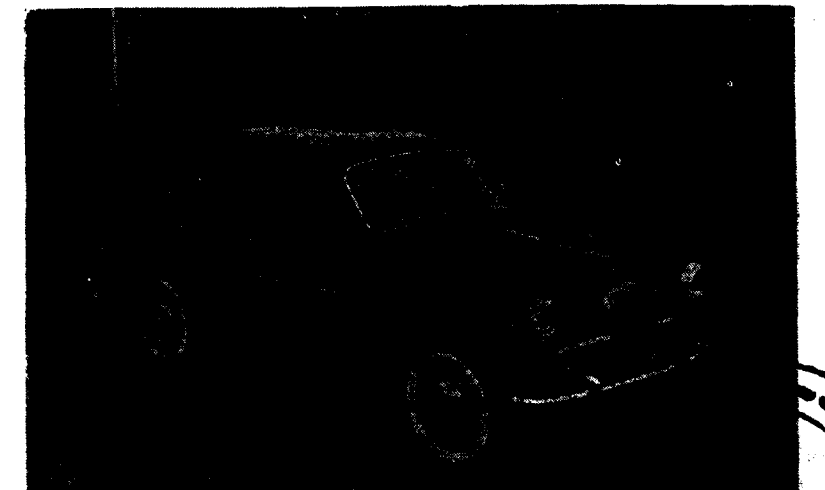
In performance and finish this is one of Europe's most distinguished big cars. The bench-type front seat is adjustable for height as well as fore and aft and there are armrests on all four doors. Standard equipment includes speedometer with trip and total, distance recorder, fuel and oil pressure gauges, water thermometer, ammeter, clock and cigar lighter. Panel lighting is rheostatically controlled and the top of the panel is padded. There is a glove box on the passenger's side with its own illumination and there are pockets in both doors. For the rear passengers there are two folding tables in burr walnut, two ashtrays and a cigar lighter. The thick

pile carpets have a sponge rubber underlay. There is a lamp inside the luggage trunk which gives more than 19½ cu. ft. of useful space. Fuel tank capacity is 12½ Imp. gal.

In the Touring Limousine there are heaters for front and rear, and ashtray with cigar lighter are built into the rear armrest. There are nine single and dual colour schemes.

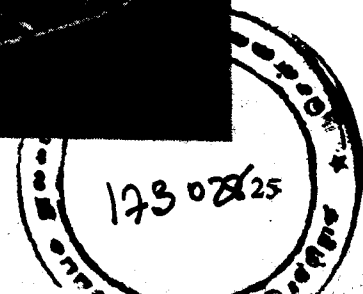
The Estate Car is just as luxuriously finished. With rear seat folded there is 56 cu.ft. of freight space and the tailgate drops to increase the length of the load platform. At a basic price of £995 in England the new Super Snipe is very good value in the luxury car market. Optional extras are overdrive, automatic transmission, separate front seats with reclining backrests and power assisted steering.

Singer Gazelle 1959. New colour division, 1494 cc pushrod engine. Centre armrest on front bench seat



October 1958

MOTORINDIA



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and customer satisfaction



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RACMANN the best known
in Automotive World.
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53 INDUSTRIAL AREA, NAJAFGARH ROAD

NEW DELHI 15

NEW ALVIS 3-LITRE SALOON AND DROP-HEAD

Alvis 3-litre with new body built by Park Ward London to designs by Graber of Switzerland. Chassis with 6 cylinder push rod engine of 2,993 c.c. developing 104 b.h.p. on compression of 8; 0 to 1 has only minor changes—chiefly a gear-box with slightly different 1st and 2nd gears ratios—a little more widely spaced.

Choice of 4 light, 2 door saloon and convertible coachwork furnished in leather; large built-in luggage accommodation with spare wheel container below, having separate access; separate front seats, adjustable for reach; equipment includes Smith's heating and ventilation system.

Dimensions :—

Wheelbase 9 ft. 3½ ins.
Track front 4 ft. 6½ ins. rear 4 ft. 6 5/16 ins.
Overall length 15 ft. 9 ins.
Overall height 5 ft. 0 ins.
Overall width 5 ft. 6 ins.
Ground clearance 7 ins.
Turning circle 39 ft. 6 ins.
Max. speed over 100 m.p.h.

Standard Vanguard III

Basic price in England—
Saloon £1,995.

Drophead £2,195.
It is hoped to start limited production soon.

STANDARD AND TRIUMPH

The Standard range this year will show the first influence of the work of the Italian designer Michel-



Alvis 3 Litre

lotti who is now doing the styling for Standard and Triumph production cars. The Italian coachbuilders Vignale, carried out Michellotti's modifications to the Vanguard 111 as it will be called.

New external features include deep headlight cowl, a distinctive new grille incorporating side lights and flashing indicators, new division for the two-tone paintwork, deeper windscreen and rear window for improved visibility and a revised arrangement for the rear lights, flashing indicators and reflectors. Also new are the ribbed wheel discs of anodised aluminium. Improvements to interior trim include padded roll to the bottom of the fascia and a new carpeting material. The Standard Vanguard Estate Car has had similar re-styling roads treatment except that as the car is often used for hard work on bad roads, ribbed wheel discs are not fitted.

The Standard Ensign has similar alterations to the Vanguard and also has a second sun-visor, water thermometer, front seat centre armrest and mileometer trip recorder are now basic fittings at the same price. The Standard Pennant, is more luxuriously equipped and the Standard Ten, the Standard Companion and the Standard Eight are now fitted with a reserve fuel control and an organ-type accelerator pedal.

The Triumph TR3 was given a new radiator grille and re-styled front earlier this year, together with improved side-screen arrangements and this model continues unchanged for 1959.



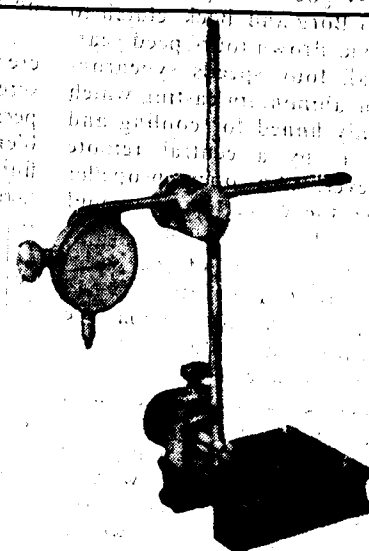
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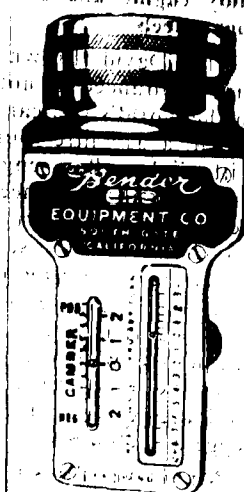
**HONES
BRAKE CYLINDER**
Small Bore Hones
and Cylinder Hones
(AMMCO - LISLE)



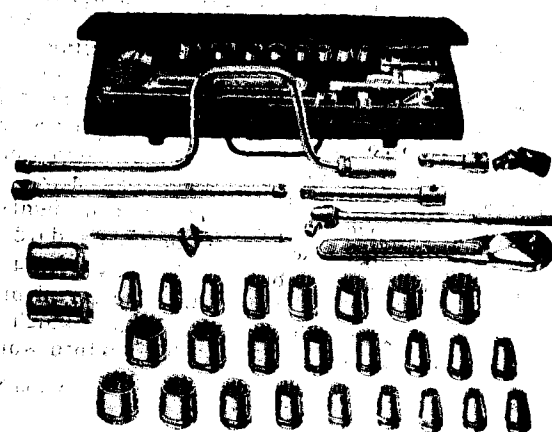
AMES SURFACE GAUGE No. 22B



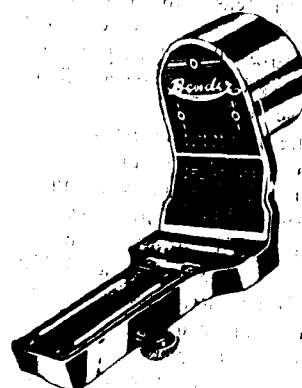
**ELECTRIC DRILLS
& STANDS**
(STANLEY & WOLF)



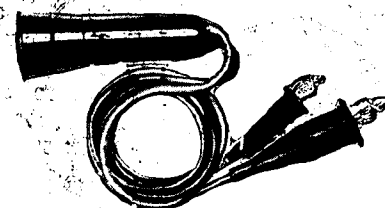
**Model 400
MAGNETIC CAMBER
& CASTER GAUGE**
(BENDER)



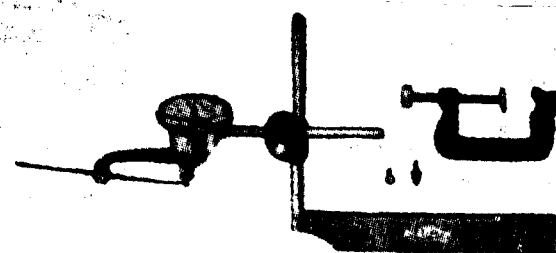
SOCKET SETS (Small & Large)
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ASTON MARTIN DB 4

Fast new 3.7 litre Four-seater with Italian-designed body, aluminium alloy engine and disc brakes to all four wheels.

The David Brown Group have just announced a notable addition to the world's fast cars with the new DB 4. This four-seater coupe with light alloy engine and disc brakes to all four wheels. The body design is the first fruit of the collaboration between Aston Martin and Carrozzeria Touring of Milan. It is being built at the Tickford works at Newport Pagnell, a David Brown subsidiary where Italian workmen have been instructing the coach-building craftsmen in the Superleggera methods of production.

Mr. David Brown has long maintained that maximum speed and even acceleration are not a complete indication of a car's usable performance and he has profited from the racing experience gained by the Aston Martin team to produce a four-seater closed car which will accelerate from 0-100 m.p.h. (0-160 k.m.h.) and stop again all in less than 30 seconds!

The engine is an interesting new unit with bore and stroke of 92 m.m. giving 3,670 c.c. It has two chain-driven overhead camshafts and a compression ratio of 8.2 to 1. Gross output is 263 b.h.p. at 5,700 r.p.m. (240 b.h.p. installed at 5,500 r.p.m.) and maximum torque is 240 lb.ft. at 4,250 r.p.m. Cylinder block and crankcase are a single deep light alloy casting with a skirt extending well below the crankshaft and there is a wide cast aluminium sump. Cylinder liners are centrifugally cast iron and the head is in light alloy carrying two chain driven overhead camshafts which operate valves inclined at an included angle of 80 deg. Combustion chambers are fully machined. The horizontal SU HD8 diaphragm type carburetors with simple disc-type air cleaners are mounted on a pair of three-branch inlet pipes connected by a large-bore balance pipe. On the other side are two separate exhaust pipes. The ignition distributor, with centrifugal and vacuum control is driven off the rear end of the inlet camshaft. The crankshaft runs in seven bearings, all engine bearings being thin shells of copper-lead and carries a damper on its front

end, with a fan pulley to drive dynamo and the water pump which is bolted to the massive light alloy chain case.

The drive goes through a 16 inch (25.4 c.m.) Borg and Beck clutch to a new David Brown four-speed gearbox with all four speeds synchronised in an aluminium casting which is plentifully finned for cooling and operation is by a central remote control lever. An open propeller shaft takes the drive to the hypoid rear axle with semi-floating shafts.

Far-reaching effects of the collaboration with Carrozzeria Touring are evident in the total departure from previous Aston Martin chassis design. The new chassis is a platform structure in steel sheet with reinforced sides, making a unit with front wheel valances and luggage trunk floor. Also integral with it is the light tubular structure for screen frame, roof and rear wings, the whole structure being covered with light alloy panels.

Front suspension is by double wishbones and coil springs with antiroll bar and telescopic Armstrong dampers. Steering is by David Brown rack and pinion with an offset universally jointed column. The rear axle is located by radius arms and a transverse Watt linkage. The coil springs are behind the axle, so that the spring base is longer than the wheelbase and double acting piston type dampers are used. Centre lock wire wheels carry 6.00-16 tyres. Dunlop disc

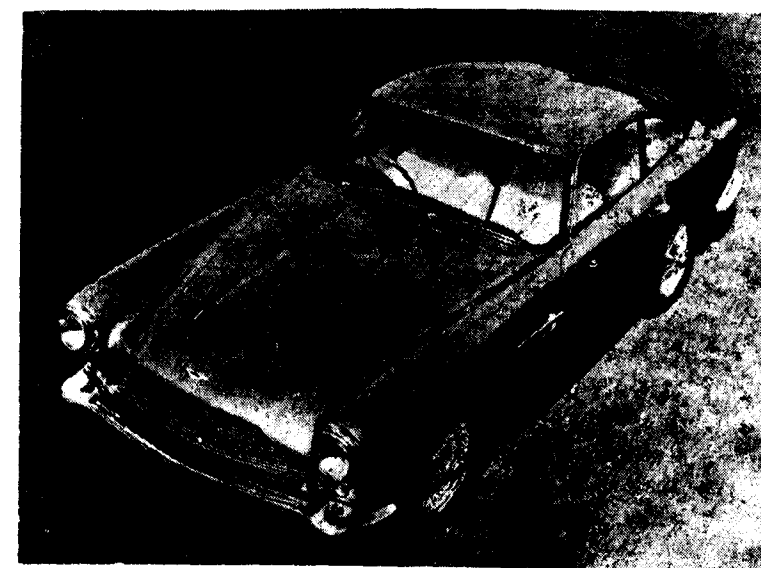
brakes with vacuum servo assistance are used on all four wheels. The fly-off handbrake, a well-placed pull-up lever alongside the driving seat, takes the place of separate levers on the rear discs.

The body style is a neat modern creation with wrap-round windscreen and big rear window. Bumpers and other fittings are neatly blended into the basic line. Interior finish is in leather with a padded fascia carrying an inset support handle for the front passenger. Front seats have Reutter reclining backrests and the two rear seats are fairly small but well shaped. The luggage locker is big and unobstructed with the battery located in a separate locker at the side. A comprehensive heater and demister system is provided with separate controls on each front door pillar.

Instruments including speedometer, tachometer, oil pressure gauge, thermometer, fuel gauge with reserve lamp, ammeter and electric clock are grouped under a hood in front of the driver. An elegant wood-rimmed steering wheel provides the extra touch of craftsmanship; screen washer, two wind horns, are standard. Finger-tip control on the steering column work direction indicators and flash headlamps. Map and interior lights and reversing lamps are standard.

The new DB 4 is built entirely within the David Brown car production factory which is now centred on the Tickford works.

The David Brown 37 Aston Martin DV 4



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MOTORINDIA

October 1958



The photos above show two of the four architectural gates of India 1958 Exhibition. The centre portion shows Prime Minister Nehru inaugurating the Exhibition before a galaxy of world diplomats sitting just in front of the rostrum

INDIA 1958

THE STORY OF INDIA'S INDUSTRIAL, TECHNOLOGICAL AND SCIENTIFIC PROGRESS

Exhibition Reveals Transports' Vital Role

When the Prime Minister formally opened "India 1958" on October 8, the story of India's industrial, technological and scientific progress since Independence unfolded before Indian and foreign visitors.

Planned and executed in the record time of less than five months, this is the first National Exhibition of its kind. Over an area of 123 acres—46 acres of these newly reclaimed—the Exhibition presents a co-ordinated and comprehensive picture of the Nation's march towards economic wellbeing, social regeneration and cultural advancement.

OVER A QUARTER OF THE TOTAL SPACE, ROUGHLY ABOUT A MILLION SQ. FT., MORE THAN 160 MAJOR INDUSTRIES IN THE PRIVATE AND PUBLIC SECTORS AND MINISTRIES AND DEPARTMENTS OF CENTRAL AND STATE GOVERNMENTS HAVE ATTEMPTED TO PROVIDE AN ACCOUNT—BOTH PANORAMIC AND DETAILED—OF THEIR ACHIEVEMENTS AND THEIR ROLE IN THE NATIONAL ECONOMY AND IN PLANNED DEVELOPMENT.

Besides, in a separate trade centre, a large variety of consumer goods—machine made as well as handicraft products—made in India will be on display and sale in about 135 shops.

While the Exhibition had been

planned to synchronise with a series of International conferences which brought important people from all parts of the world to Delhi, it also coincided with two important national festivals, Dusserah and Diwali, and is likely to attract visitors from different parts of India in large numbers. The opening day attracted 50,000 visitors whose number is increasing daily.

Industrywise display

A distinctive feature of the Exhibition is the grouping of pavilions and stalls industrywise which will enable the visitors to have a clear insight into the state of progress of different sectors of industries. Here can be seen the vast range of industrial output in India, from crockery and tiles to locomotives and wagons, from textiles to textile machinery and from scientific instruments to automobiles.

The major industries are divided in about a dozen different sections like heavy engineering industries, electrical engineering industries, automobiles, mechanical and general engineering industries, industrial plant and machinery, chemicals, textiles and ceramics and glass. State industrial enterprises take their place in their respective sections to which they belong.

Although the number of pavilions and stalls is over 160, the total number of participants is several

times bigger. In a number of cases, under one roof there are groups of participants.

The All India Manufacturers' Organization pavilion, for example, has 30 different participants; the Council of Scientific and Industrial Research in its Science Pavilion has 51 participants. State Government pavilions provide space for a number of small manufacturers.

Architecturally, the Exhibition presents a blend of the modern functional styles and ancient historical styles like Sanchi. There are in between some charming innovations like the pavilion of a textile mill which represents a huge inverted bowl. The newly devised main gate of the Exhibition is the work of Shri S. K. Joglekar, Chief Architect and Town Planning Adviser to the Government of India. He, Shri P. K. Panikkar, the Director of the Exhibition and a number of leading firms of architects have provided guidance and advice in making a happy blending of various architectural styles.

The largest individual pavilion in the Exhibition, covering an area of 40,000 sq. ft. rightly belongs to Hindustan Steel, the Government Company in charge of the giant steel plants at Rourkela and Bhilai, nearing completion, and at Durgapur where work has progressed more than half-way.

MOTORINDIA

October 1958

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Close to this Pavilion (Telco—Tata Engineering and Locomotive Works—covers a space of 25,000 sq. ft. displaying its achievements both in the production of metre gauge locomotives and trucks.

200 engineers, 500 artisans and 12,000 labourers, besides a number of technicians, have worked hard for six weeks to complete the construction and other works assigned to the Central Public Works Department. These included the laying of new roads, renovating existing roads, laying of filtered and unfiltered water mains, stormwater drains, development of additional area, etc. There are 32,200 ft. of roads in the Exhibition which measures 3,000 ft. from north to south along the Mathura Road and 1,600 ft. from east to west.

The access to the Exhibition is through four gates each having separate booking offices, the main gate being the one opposite Bhagwan Das Road.

Some highlights of "India 1958"

"Indian Panorama," the pavilion put up by the Directorate of Advertising and Visual Publicity, Ministry of Information and Broadcasting, presents an integrated picture of the land and people of India. It depicts India's past and present achievements.

Dominated by a big photograph of Mahatma Gandhi, the pavilion shows through colour photographs, life-like pictures and stuffed specimens, the flora and fauna of India, the people of the land, the art of tolerance, the festivals of India, and centres of pilgrimage and tourist interest.

Added features of this show are "You and the Plan" emphasising people's participation in the Plan and "India and the World" showing India's contribution to international peace and progress.

Over an area of 33,000 sq. ft. the Irrigation and Power pavilion depicts the progress of hydro-electric schemes. The striking feature of this pavilion is a relief map of India showing the major rivers and irrigation and power projects. Another feature is a model showing rural electrification. Besides, there are models of river valley projects, like Bhakra Nangal, Hirakud as well as State schemes.

Science pavilion

Symbolic of the strides taken in the field of science and technology since Independence, the Science Pavilion, organised by the Council of Scientific and Industrial Research, displays results of scientific research.

The pavilion, which is a joint effort of the National Laboratories, University Research Departments and Technological Institutions, has on show exhibits from some 50 laboratories and institutions representing both basic and applied research.

An array of pilot plants, working and still models and scientific instruments and appliances will be seen in one section while exhibits of plant and natural life in natural surroundings in another. Across a bridge visitors go to another section where among other things they can see the experimental production of steel by the L.D. process.

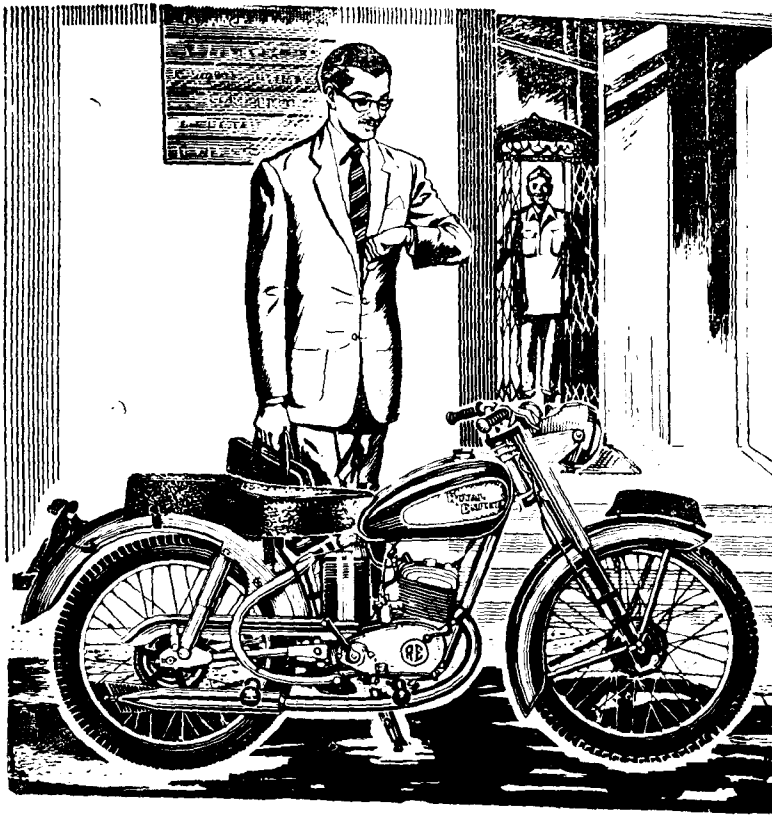
Among important exhibits in this pavilion are samples of optical glass produced for the first time in India by the Central Glass and Ceramic Research Institute and processes and techniques developed by Indian scientists.

A view of the pavilions and stalls of the Automobile Section.



October 1958

MOTORINDIA



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SEARCH FOR OIL

The progress of oil prospecting in India, highlighted by the recent oil find at Cambay, is portrayed at the pavilion of the Oil and Natural Gas Commission. Emphasis is laid on the importance of oil, the drain of foreign exchange through oil imports, programme of oil exploration in 1958 and the various uses of oil. Through glass pictures and photographs, the fascinating work of oil prospecting is displayed. A model of Jwalamukhi where gas has been found is also on show.

In the industrial sector, the Hindustan Steel pavilion has large models of the three steel plants at Rourkela, Bhilai and Durgapur and photographs showing the stages of construction. The locomotives and trucks manufactured by Telco are on display in the Telco pavilion. In the same heavy engineering industries section, other things displayed are scrapers and bull-dozers, tractors and wagons.

In the Hindustan Machine Tools stall are nine types of machine tools manufactured by this State-owned factory. It has made a significant contribution to the development of machine tool production in India.

INDIAN AIR CONDITIONERS

In the Electrical Engineering Industries section are Indian air-conditioners and coolers, now nearly 70% Indian different types of electric fans for which there is a growing export market, electrical machinery and equipment like motors, transmission towers, cables, rectifiers, storage batteries and aluminium conductors. Equipment for the building industry is displayed in another section.

Indian sewing machines, which are now being exported to Europe and the United States, are shown in another section devoted to mechanical and general engineering industries. This section also shows duplicators, steam generators, steel furniture, agricultural implements and machinery and diesel engines and pumps, another item with an export angle.



The ceiling of the Tata pavilion is decorated with murals by well known artists



The open air portion of the Tata pavilion showing trucks and other Tata Mercedes Benz vehicles

A Tata locomotive on two rails stood in front of the Tata Pavilion



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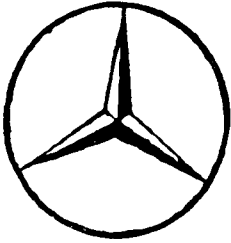
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The interior of the Simpson & Group Companies pavilion showed among others, products of M/s Simpson & Co including the Perkins Engine, batteries manufactured by Amcos, Pistons and allied parts produced by India Pistons, Spartan paints of Addison Paints & Chemicals, not to mention Jubilee Rims that are being manufactured by wheel & Rim Co at Sembium

Industrial machinery

The progress made by the country in the manufacture of industrial machinery and equipment is the theme of another section where textile machinery, grinders, mining equipment, haulage pumps etc., are on display.

In the section devoted to automobile and ancillary industries the entire range of automobiles and ancillary articles produced in India can be seen.

The strides taken by the bicycle industry, which has nearly achieved self-sufficiency, is prominently displayed at six stalls while another stall shows the achievements of the motor-cycle industry which is of more recent origin.

Defence Pavilion

The Defence pavilion, one of the biggest in the Exhibition, focusses public attention on the production efforts of the Defence industries, particularly its contribution to the country's economy. The items on display are mainly of interest and value to civilians. A wide range of items for civil use like trainer aircraft, rail coaches, bus bodies, wireless receivers, machine tools, microscopes and mechanical ploughs are now manufactured by the Defence industries.

Progress on railways

The important part of transport in the national economy can be realised through the displays at the Railway pavilion, one of the largest in the Exhibition.

A feature is a full-fledged platform with a locomotive, coaches and wagons, flanking either side of it. Interesting still and live models and a three dimensional display of

the achievements and the targets of the two plans of the Indian Railways attract visitors' attention. The importance of self-sufficiency in railway equipment is also emphasised.

The Department of Transport depicts the progress in the construction of roads and ports and shipping and navigational aids. An interesting exhibit is the harbour Radar which is to be installed later at Bombay. The Civil Aviation Department displays a two-seater training glider designed and constructed by the Department.

The all-round increase in communication services on account of rapid industrial expansion is shown in the P and T section. Working models and a special tele-communication equipment developed at the Tele-communication Research Centre are also on show. A special display of India's postage stamps since Independence has also been arranged.

An educative display of how exporters can help themselves and the country by earning higher foreign exchange can be seen at the stall of the Export Promotion Directorate of the Ministry of Commerce and Industry. Visitors can familiarise themselves with the metric system at the stall of the Standing Metric Committee.

State Governments, besides providing space to small industries for their display, have arranged educative and informative exhibits showing their achievements in the First and Second Plans.

Nearly 75 exhibitors were institutions who were directly or indirectly connected with some form of modern transport or other, and most of them with the automobile industry. This is a significant feature because the Exhibition showed that over a quarter of the exhibits related to transport in one form or other. The pavilions and stalls of interest to transport

The exterior of the Simpson & Group Companies Pavilion

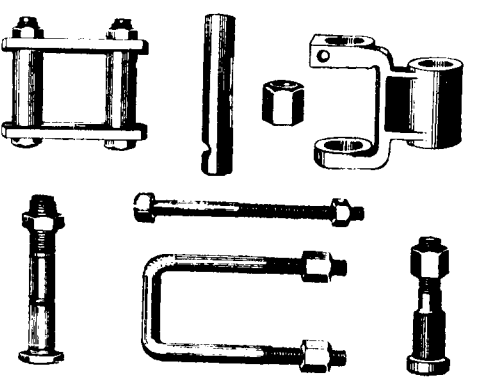


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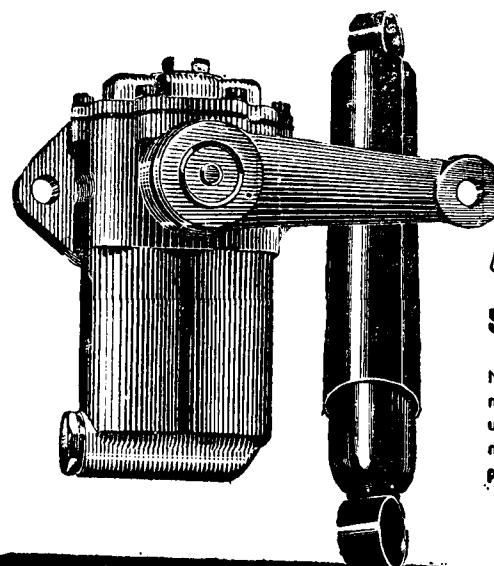
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 Indian Rubber Industries Association, Bombay.
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 Imperial Chemical Industries, Calcutta.
 Delhi Cloth Mills, Delhi.
 Wearwell Cycle Co. India Ltd., New Delhi.
 Hindustan Vehicles Ltd., New Delhi.
 Machinery Manufacturers Corporation, Bombay.
 Parry & Co., Madras.
 William Jacks & Co. Ltd., Calcutta.
 T.I. Cycles (I) Ltd., Ambattur, Near Madras.
 Sen Raleigh Industries, Calcutta.
 Pearl Cycle Industries Ltd., New Delhi.
 Atlas Cycle Industries Ltd., Sonapat.
 Godrej-Boyce Manufacturing Co. Ltd., Bombay.
 Radio Lamp Works Ltd., New Delhi.
 Jay Engineering Works of India, Calcutta.
 Aluminium Industries, Kundara.
 Voltas Ltd., Bombay.
 Council of Scientific and Industrial Research, New Delhi.
 Indian Standards Institution, New Delhi.
 Patent Office, Calcutta.
 Metric System (Standing Metric Committee) New Delhi.
 Hindustan Cables, Distt. Burdwan (West Bengal).
 Standard Vacuum Oil Co., New Delhi.
 Ministry of Transport and Communications, New Delhi.
 Burmah-Shell Oil Storage and Distributing Co. of (I) Ltd., New Delhi.
 Metal Box Co. of India Ltd., Calcutta.
 Indian Aluminium Co., Calcutta.
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 Goetze India Private Ltd., New Delhi.
 Tata Engineering and Locomotive Works, Jamshedpur.
 Ministry of Railways, Government of India.
 Electrical Machine Corporation, Calcutta.
 Air India International, New Delhi.
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 Dynocraft, Bombay.
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 Amalgamation Ltd., Madras.
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A general view of the Ashok Leyland stall at the India 1958 Exhibition

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 Hindustan Steel Private Ltd., New Delhi.
 Praga Tools Corporation Ltd., Hyderabad, (Deccan.)
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 Travelling Equipment Manufacturing Corporation, New Delhi.

I.C.I.'s STORY OF ACHIEVEMENT

The growing resources of I.C.I. and its associate companies in India are illustrated on the company's stand at the 'India 1958' Exhibition. An impressive display tells the story of I.C.I.'s early days in India and its development as a manufacturing as well as a distributing organisation.

The stand shows how the company today operates factories making products varying from insecticides and alkalies to plastic pipe and paints, and explains how I.C.I. is contributing to the nation's

The Automobile Section attracted quite a lot of youngsters. There of them are seen examining some of the parts manufactured at Ennore displayed at the Ashok Leylands stall



A sectional view of the Leyland engine



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From
A to Z
in
AUTOMOBILES

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MADRAS 2

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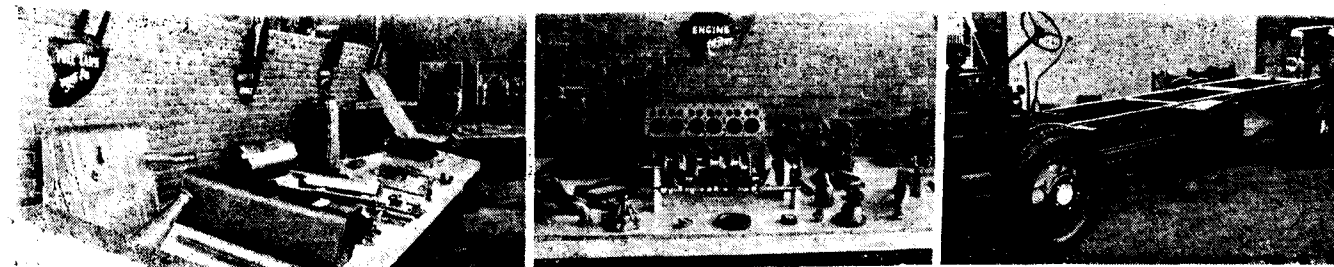
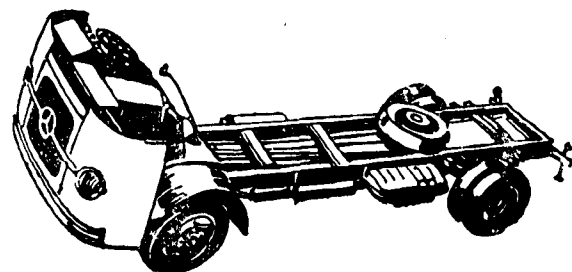
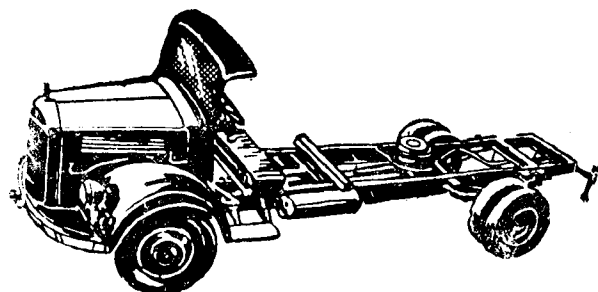
IT'S
TOUGH
POWERFUL
ECONOMICAL

**TATA
MERCEDES
BENZ**

DIESEL BUSES & TRUCKS

V. S. T. MOTORS PRIVATE LTD
MADRAS

SALEM



Photos on top show the various fuel tank parts, engine parts and the chassis, all being manufactured in India by Premier Automobiles Ltd

development. The theme is portrayed on a colourful panel at the entrance, symbolising the part that science and the chemical industry are playing in modern India's agriculture, commerce and industry.

Establishing and industry

I.C.I. (India) has come far since the day in 1929 when it was first established as a small selling organisation. Today, the company has an investment in India's economy amounting to many crores of rupees. The beginning of this expansion can be found in the erection in 1938 of a factory near Calcutta, at Rishra. This factory was built by the Alkali and Chemical Corporation of India—a subsidiary of I.C.I. (India). The Indian public has a substantial stake in the capital of A.C.C.I.

From the Rishra Factory come liquid chlorine and caustic soda, hydrochloric acid, "Gammexane," BHC insecticides and "Delux" and "Duco" paints. Another giant plant rising by the Railway that skirts the Rishra site will be India's first polythene plant. Here A.C.C.I. will make I.C.I.'s "Alkathene" brand of polythene, the plastic that has found so many uses in industry and in the home. Polythene was, incidentally, an I.C.I. discovery.

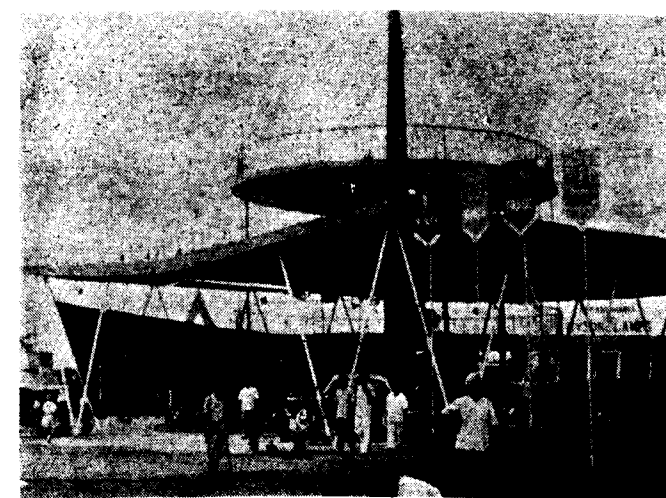
Creative power

India's vast new development projects—her dams, her power houses and her other civil engineering achievements—are being created with the aid of commercial explosives. The coalmining and iron-ore industries, the working of quarries, the building of railways and news road all these use explosives to shift rock and earth and to drive tunnels. To ensure the nation's supplies of



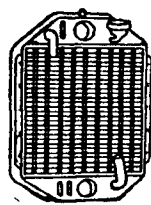
Visitors to the exhibition seeing the latest Fiat exhibited at Premier Automobiles stall

A general view of the Premier Automobiles Pavilion, the only one of its kind built on three tires. Many enthusiastic visitors climbed up the top to have a bird's eye view of the Exhibition pavilions



INDIA 1958 EXHIBITION

Shows the country's progress in all branches of Industrial Developments over the past one decade.



A. BASHA
THE LEADING RADIATOR
ASSEMBLERS AND SERVICE
EXPERTS IN INDIA

Contributes its share to the branch of Automobile Ancillary Industry for the past seventeen years.

Assembly plant:

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BANGALORE 2

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MOTORINDIA

OUR
JANUARY 1958 ISSUE
WILL INCLUDE
A SPECIAL SUPPLEMENT

ON THE STORAGE

BATTERY

IF YOU ARE A

★ BATTERY MANUFACTURER

OR

★ BATTERY DEALER

PLEASE SEND US THE STORY OF
YOUR ACHIEVEMENT WITH PHOTOS
IMMEDIATELY

ADVERTISEMENTS SHOULD
REACH EARLY TO
ENSURE BETTER POSITION

MOTORINDIA

5/141 MOUNT ROAD
MADRAS 6

these essential explosives. I.C.I. has built at Gomia, in Bihar, a factory costing Rs. 4 crores.

The company established to operate this plant is Indian Explosives Ltd., in which I.C.I. is in partnership with the Indian Government. The factory has been designed and erected by the Novel Division of I.C.I. pioneers in explosives manufacture. I.E.L. will eventually make India self-supporting in industrial explosives. Its Gomia plant will come into operation before the end of this year.

Colour

Throughout India, I.C.I. is known as a manufacturer of dyestuffs and auxiliary chemicals for the textile industry. The dyestuffs packaging and mixing plant at Sewri, Bombay, was set up as long ago as 1930, and today it produces dyestuffs in mixtures and packings to the exact requirements of the Indian market. It also makes a comprehensive range of auxiliary chemicals for the dyeing, printing and finishing of every known textile fibre.

I.C.I. has an international reputation in the field of dyes, for during the past 35 years the company has been responsible for five of the seven major dyes discoveries. These are, Monastral Blue, 'Caledon', Jade Green and 'Dispersol', 'Alcian' and 'Procion' dyes.

The Sewri plant is also responsible for the production of 'Lissapol', an economical all-purpose detergent for many purposes. I.C.I.'s Lissapol is being increasingly used in the textile industry, in dairies, hotels, railways and homes.

Atic industries

I.C.I. has other interests in the dyes industry, for at Bulsar, Bombay, it has set-up—in partnership with Atul Products Ltd.—a factory for the manufacture of vat dyes. This plant is operated by Atic Industries Private Ltd., which produces Atic Jade Green, a fast, bright green dye for cotton textiles. Soon it will be making a range of other vat colours for India's textile industry.

Macrath Paints

An interior stall which displayed paints of every kind manufactured in India, including road paints, was that of Macrath Paints, 46 Fasal-ganj, Kanpur. It was claimed that their NMO road marking paint top 'A' was tried under all conditions for ultimate durability and found to excel.

Mysore Pavilion

The beautiful sceneries and places of historical interest in the State of Mysore were depicted by the various exhibits in the pavilion of the State of Karnataka. Visitors took very keen interest in some of the paintings and pictures of places of interest and of architecture from this enlightened State of India.

Simpson and Group Companies

The Simpsons pavilion—to be more precise, the pavilion of Simpson and Group Companies—though simple in design was tastefully got-up with the result it was almost a centre of attraction in the automobile section. Bodies built by Simpson were exhibited, including the one at the stall of M/s Ashok

Leylands. The Simpson and Group Companies pavilion revealed the magnificent work that has been turned out in their numerous factories in and around Madras.

The Wheel and Rim section of this pavilion gave an insight into the numerous wheels and rims manufactured by this company.

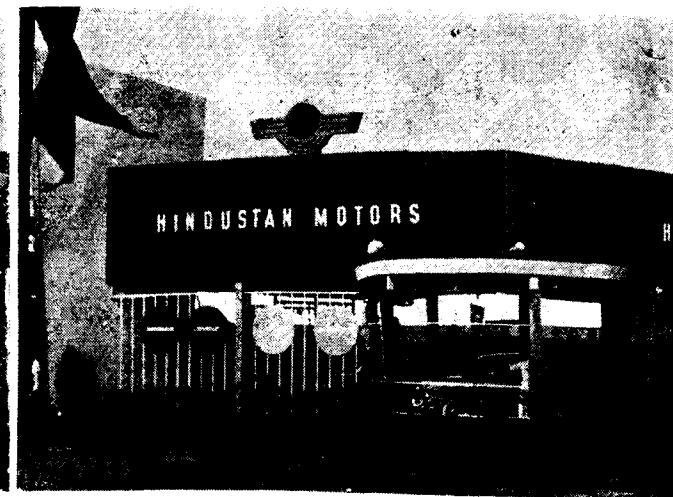
The paint section displayed the various products of M/s Addison Paints and Chemicals, whose factory at Sembium has been continuously expanding in manufacturing various varieties of Spartan paints and Acme Super Hydraulic Brake Fluids.

The section relating to M/s Addison & Co. of Madras in the Simpson Group pavilion displayed the manufacture of various items like small tools, sprayers, dusters and speed-craft items. It was a pleasant surprise to most to find that so many of these items were being manufactured by M/s Addison & Co. in the heart of Mount Road in their workshop. Another interesting exhibit of Addisons was the Foundry section which was established in 1873. The manufacture of various parts for automobile engines in this foundry was exhibited in a nutshell.

The popular Perkins engines now being manufactured by Simpsons also formed part of the pavilion. The paintings of the factory at work were done very neatly and perhaps in record time reflecting the powers of organisation that can be expected from a leading firm like Simpson and Addison Paints.

Visitors to the Exhibition showed keen interest in the new Chevrolet assembled for the first time in India by Hindustan Motors and displayed for the first time at the Exhibition

A general view of the Hindustan Motors stall



The pistons that move the engines of various automobiles now being manufactured in India were displayed at the section of M/s India Pistons who are already leaders in the matter of Pistons and allied automobile parts.

Ashok Leylands

The other interesting pavilions of interest to the automobile industry included the Hindustan Machine Tools Stall and the Ashok Leyland Stalls.

M/s Ashok Leylands exhibits gave an idea of the progress that has been made by this company in recent years in the matter of progressive manufacture. Mr. A.E.L. Collins, Managing Director of this firm had specially flown to Delhi to receive the distinguished guests on the opening day.

Hindustan Motors

The pavilion of M/s Hindustan Motors was artistically got-up displaying not only the Ambassador and the Baby Hindustan, but also Chevrolet and Bedford Trucks being assembled for the first time in India in recent years. Mr. Jhun Jun Walla, Sales Manager and Mr. N. C. Chaturvedi, the Publicity Officer received visitors on the opening day and took them round.

Premier Automobiles

The Premier Automobiles pavilion was a class by itself. Built with lot of open ventilation and in a circular type, the stall had three floors. The ground floor gives a detailed exhibition of every product now being manufactured at their factory at Kurla. It is no exaggeration to say that this almost gave a pleasant surprise to the critics of automobile manufacture because it was found that practically all the important parts of the automobile were now being manufactured at Kurla. Only a handful of parts like the steering and wheel discs were yet to be made and it is learnt that it will not be long before these are also manufactured either at Kurla Factory or by some ancillary manufacturers of India so as to make vehicles coming from M/s Premier Automobiles completely Indian within a very short time from now.

Ancillary Industries

The remarkable progress in the matter of manufacture of ancillary



Mahindra & Mahindra had put up an excellent display of their various products, not to mention the tall attractive design at the top of the stall which attracted people from a long distance

products in the automobile field was well registered by the numerous stalls of manufacturers of such small but yet useful items. Exhibitors like Amco Batteries of Bangalore, M/s Himco Batteries of Bombay, Delhi and Madras, Associated Engineering Works of Delhi, Sharco of Delhi, Auto Pins of Faridabad, Auto Lamps of Delhi, Motor Industries of Bangalore, had all come forward to take stalls at the exhibition in spite of the heavy cost involved purely on patriotic grounds.

"INDIAN PANORAMA"

An integrated picture of India is presented in all its varied facets in the "Indian Panorama" put up by the Directorate of Advertising and Visual Publicity, Ministry of Information and Broadcasting, in the "INDIA-1958" Exhibition.

Spread over a large area, the pavilion depicts the glory of India in the past and in the present and the spirit of endeavour and sense of purpose that permeates the nation today.

The pavilion, with its facade executed in picturesque Moghul style, comprises several sections, devoted to specific subjects.

As we enter the gate, we see a mural symbolising the theme of the exhibition. A sparkling fountain lends enchantment to the scene.

The place of honour in the pavilion is given to the Father of the Nation. There is a beautiful photograph showing Gandhiji on the Juhu Beach as also a picture of him during the historic Dandi march.

Thereafter the rich flora and fauna of the country are depicted in colour photographs and through stuffed specimens of birds and animals. Also the people of this land including the tribesmen in their distinctive and colourful costumes are represented.

The spirit of tolerance and freedom of religious worship, which is a vital part of our tradition and culture, is brought home by a striking visual display.

The festive mood catches on when we come to the section on the festivals of India. This mood is heightened by impressive photographs and musical instruments, showing the development of the classical arts of dancing and music. Pictures and models of famous temples, places of cultural and

Other interesting stalls to be visited relating to the automobile section included the United Provinces Commercial Corporation pavilion, which was still under construction on the opening day, and the stall of M/s Mahindra and Mahindra which could have been in a much better locality for the public to realise their excellent contribution in the cause of road transport.

architectural interest and hill stations are also displayed at the pavilion. An outstanding exhibit is the 7-foot high replica of the Taj.

"NEW INDIA"

The inspiring saga of the progress of the country after independence begins with photographic records of many memorable moments in the political sphere.

After the achievement of independence, the economic and social development of the country has become a paramount task. The aspirations of the nation for a higher standard of living through balanced economic development are embodied in the Five-Year Plans.

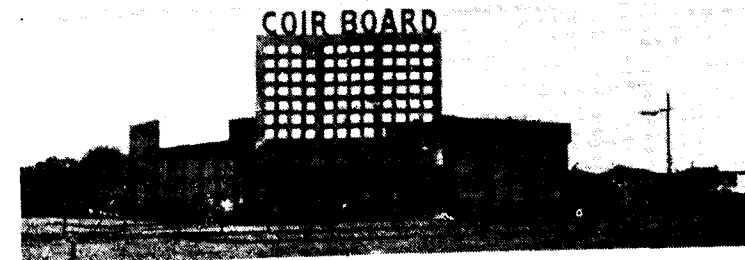
The importance of planned development, the achievements of the First Five-Year Plan and the objectives and progress of the Second Plan are graphically presented. All the important sectors of development, like food and farming, community development, irrigation, power, heavy industries, transport and communications and social welfare are covered. Informative displays on new reforms like Decimal Coinage and Metric System of Weights and Measures are also included. Particularly educative and interesting are the working models of multi-purpose projects, industrial enterprises, the oil refinery and the unique display of India's exports and imports. An appropriate inclusion is the section on Indian sports and games.

A number of colour transparencies utilised imaginatively, lend colour to the exhibition.

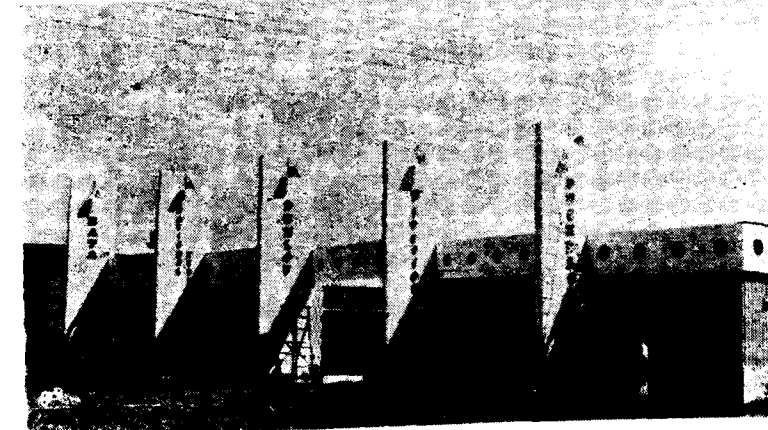
That the success of the Plan depends on the willing and enthusiastic co-operation of the people is brought home pictorially. A chart illustrated with representative pictures of different sections of the people like farmers, office workers, industrial workers, housewives and students, tells them how each of them can help to implement the Plan and simultaneously benefit by their efforts.

"INDIA AND THE WORLD"

India's outstanding contribution to knowledge and world peace forms the theme of a separate section entitled "India and the World."



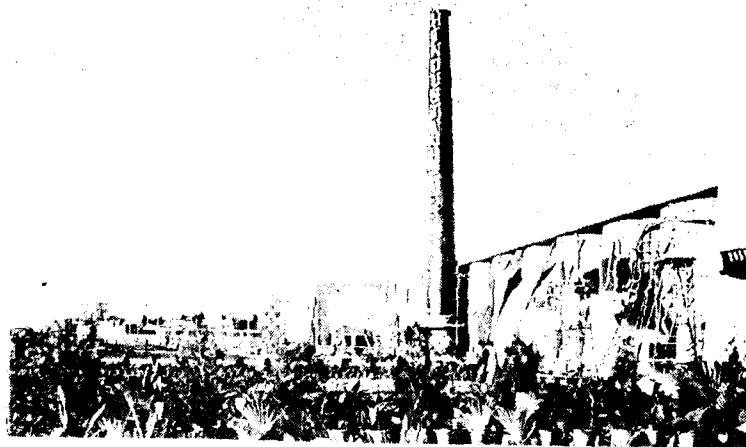
An imposing pavilion at the Exhibition was that the Coir Board which displayed varieties of Coir manufacture.



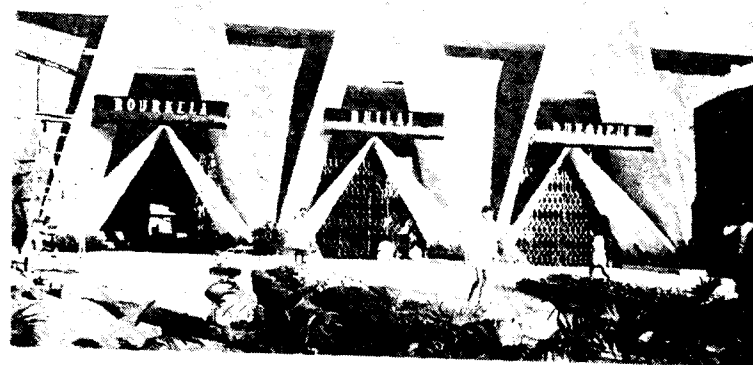
Rubber manufacturers of India exhibited their products in a huge common pavilion. A front view of the pavilion shows the names of leading participants on pillars.

A neat little stall of modern architecture displayed manufactured products of M/s Auto Lamps, M/s Auto Pins, M/s Sharco and those of Associated Engineering Works.



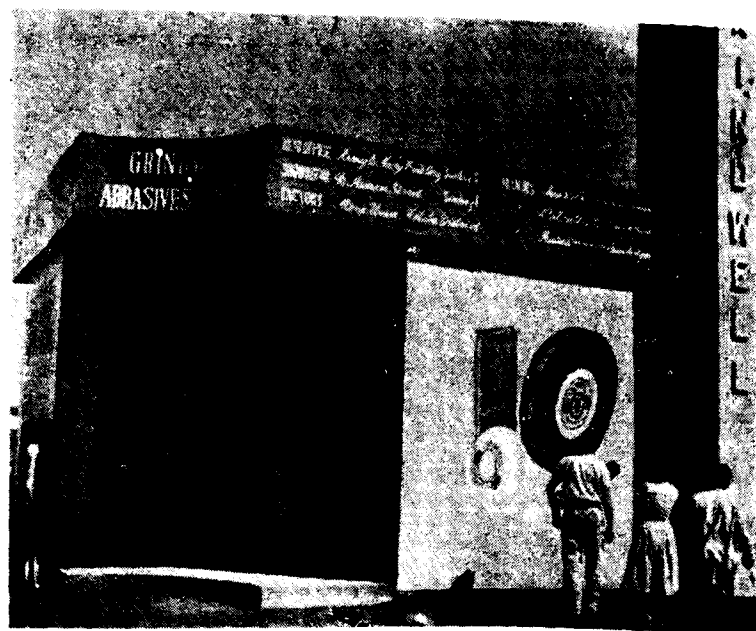


The Hindustan Steel pavilion was such a centre of attraction as steel plays a vital part in Indian economy today.



An entrance to this pavilion gives an idea of the exhibits inside relating to the steel plants at Rourkela, Durgapur and Bhilai

Grindwal Abrasives Ltd. had a neat little stall to display their products manufactured in this country.



A giant globe, encircled by two decorative panels, which narrate the achievements, strikes the eye in this section. Also included here are photographs illustrating India's role in the United Nations and the work in India of the specialised agencies of the U.N. like F.A.O., U.N.I.C.E.F., I.L.O., W.H.O. and U.N.E.S.C.O. There are also on display about 100 representative books on India.

The TELCO PAVILION which stood foremost in the Automobile Section naturally led the section.

With an impressive front facade, giving massiveness to its overall structure, the TELCO pavilion provides a landmark for visitors to the "India 1958" Exhibition, the huge neon letters "TATA" in blazing red being visible from miles around.

Eye-catching huge murals, one of which is 130 feet long and 16 feet high, depicting various operations carried out inside the Telco factories in Jamshedpur, designed by the famous Bombay Artist Shri Manohar Joshi; huge photographs, some of which are in 10 x 9 feet size, and graphs, hung from the ceiling, all go to make for an interior in keeping with the overall objective of the designer of the pavilion conceived by Mr. T. S. Mani of Tata Art Department.

On the neatly laid out lawn, a Tata-Mercedes-Benz LP 312 bus chassis is the first to meet one's eye. On the left, is a four-wheel drive LA model chassis set up against an improvised rocky hillock to show the flexibility of its frame. A little at the rear, is displayed their 5 ton diesel truck, ready for the road, with an all-steel cab and body designed and manufactured by Telco. Right at the background is "children's delight," a real Locomotive, the latest type YG, built by Telco to the Indian Railway Standards.

" LOCO EXHIBITS "

Stepping inside the pavilion, one sees a broadgauge Boiler, XC type, in front of which, lined up on nice wooden platforms are the various Loco components and parts, cast and fabricated by Telco. The huge Integral Twin Cylinder, cast for the first time in this country at the recently installed Foundry is pro-

minently displayed with the finished cylinder a little further along the bay. At the right is a very interesting scale model of their foundry. The extreme end of the bay is devoted to the display of Small-Scale Models covering the various Social Services and amenities provided for the Telco workers in Jamshedpur, which include housing colonies, recreation centres, open air theatre, etc.

" AUTOMOBILE SECTION "

The exhibits in the Automobile Section, on the left begin with a presentation of the Apprentice Training Scheme in operation at Jamshedpur, giving details of the work schedules followed in the three year period during which young men are trained to become " mechanics " in accordance with German Standards for future employment at the Telco Works.

The Automobile part and components now being fabricated at the Telco Works are displayed, on both sides of the bay, in the raw cast form as well as in the finished condition in which they are fitted to the Tata-Mercedes-Benz chassis. A chassis frame suspends from the ceiling between four photographic enlargements representative of each of its divisions, Loco, Foundry, Automobile Division and the Apprentice Training Scheme.

For the very orderly manner in which the exhibits are displayed, with the objective of " telling the complete story " of its achievements in indigenous manufacturing activities to the public, the Telco pavilion will be appreciated both by the trade, the Engineer and the layman.

ASSAM OIL COMPANY TELLS THE " STORY OF OIL "

A fossil fish, approximately 50 million years old, displayed together with a huge mural showing the " Origin of Oil," is one of the highlights of the Assam Oil Company pavilion at the Indian National Exhibition, 1958.

No one is sure how oil originated. The most widely accepted theory is that it resulted from the decay and alterations of the remains of pre-historic animals and plants. This organic matter was washed from



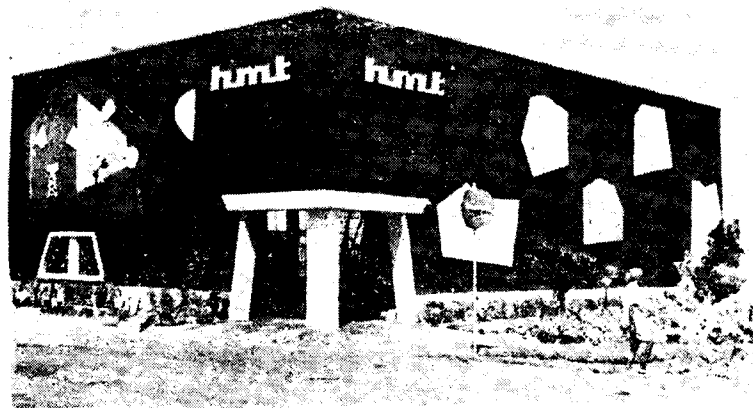
The only motorcycles manufactured in India now were displayed at the Enfield India stall in the Transport Section of the Exhibition.



The Automobile Products of India displayed their products being manufactured, including Scooters at the India 58 Exhibition.

Motor Industries of Bangalore displayed their Spark Plug and other manufactured products in a tastefully constructed little pavilion at the Exhibition.



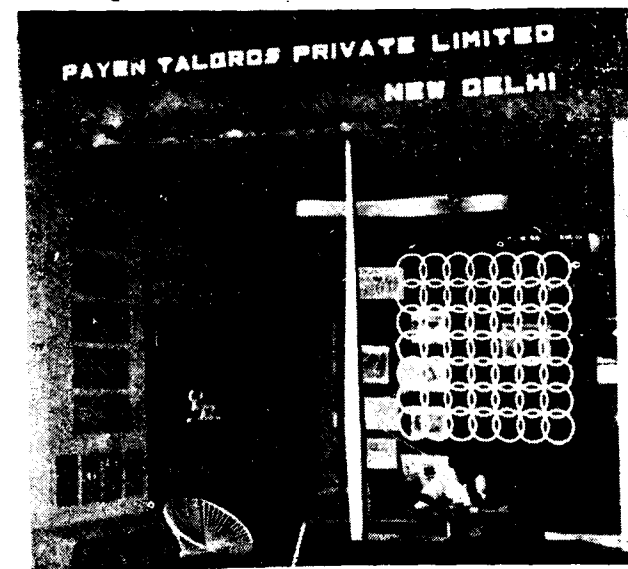


'H.M.T.' denotes the popularity of Hindustan Machine Tools in the country's industrial advancement.



Jr. Anand, son of Mr. K. R. Anand, tactfully waits outside the stall of M/s Himco India Private Ltd. to welcome visitors to the stall.

Payen-Talbro's, Gasket Manufacturers of New Delhi whose name is so familiar to the readers of MOTORINDIA, displayed their products in an interior stall in tasteful style.



the land into the vast jungle of marine life under the seas. The deposits mixed with mud and sand, formed layer upon layer on the bottom. As these became buried, Nature's mysterious chemistry got to work. It slowly transformed the organic matter into compounds of hydrogen and carbon which we now know as crude oil or petroleum, and at the same time the fine sediments which covered it were compressed into rock strata. The newly-formed oil oozed into the nearest layers of porous rocks, which held it as if in a sponge, and here it remained.

Parts of the continent of India have these marine sedimentary rocks beneath them. The waves of the ancient seas once rolled over Assam, and here, close to the growing Himalayas and Naga range, the oil-pools of Digboi, Nahorkatiya and Moran began forming millions of years ago.

Despite popular belief, petroleum does not collect in large underground pools. If it did, exploration and discovery would be comparatively easy. Instead it lies usually with a quantity of salt water, in layers of solid-looking porous rocks closed in by walls or caps of non-porous rocks which prevent it escaping.

At the time of great public interest in the future of India as an "oil country," the Assam Oil Company has on show a most comprehensive display at the exhibition, which describes the "Story of Oil" in different chapters, viz., Prospecting, Drilling, Production, Refining, Distribution and Marketing.

The AOC pavilion, landmarked by a 60-foot tall pylon decorated with a neon-sign and symbols of hydrocarbon, contains a 10-foot diameter revolving stand showing the different chapters of the "Story of Oil" in photographs and models; and saying politely "Assam Oil Company Does It All." There are also ten blow-ups presenting the story with appropriate diagrams and texts.

Another display to greet the visitors at the entrance of the pavilion is a huge photograph of the signing of the agreement reached between the Government of India and The Burmah Oil Company on the for-



Display of Jacks AIAEW and SHARCO STALL

mation of a new oil industry in the country, Oil India Limited, on 14th January, 1958.

Particulars of the areas where the new company will operate are in the AOC pavilion, including the depths of wells drilled so far in the areas by the AOC drillers. A chart displayed in the pavilion shows that a well drilled in Moran area went deeper than 13,739 feet (more than two and a half miles.) Some of the instruments used in these operations are also on display.

Development of oil well drilling technique has been displayed by two pictures, one showing the latest rotary drilling method in use at Nahorkatiya and another showing drilling at Digboi in 1889, when the first well of the sub-continent was going down at a jungle clearing. The depth of this well was only 662 feet. A model of a drilling rig, placed nearby, will explain the drilling technique to the visitors. It has also been arranged to show the visitors traces of oil in sands or rock cuttings collected from a depth of about 10,000 feet with a fluoroscope. They will also be able to see, touch and smell rocks containing crude oil.

Supplementing the exhibits will be illustrated literature about "Story of Oil" and the company's continuing efforts to ensure the proper development of one of India's strategic mineral resources.

MOTORINDIA

IN OUR NEXT ISSUE:

OIL LEAK

By ENG. EDITOR

SELF-STARTER

By MEHERWAN J. PATEL

LEAD-ACID BATTERIES

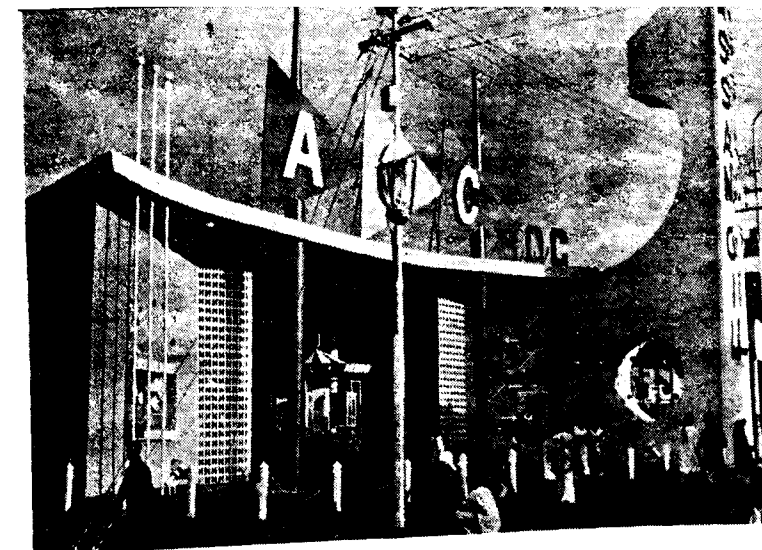
By V. CHOKKIAH

TOURISM IN INDIA

By S. NATARAJAN

ANDY THE AUTOMOBILE

By A. HOLDEN



The Assam Oil Co. pavilion was easily the best among the displays by Oil companies at the India 1958 Exhibition



Pistons rings and allied products manufactured at Goetze India Factory were prominently displayed at the Exhibition

The Festival of Lights?—No. It is a display of hurricane lamps in front of the Burmah-shell pavilion



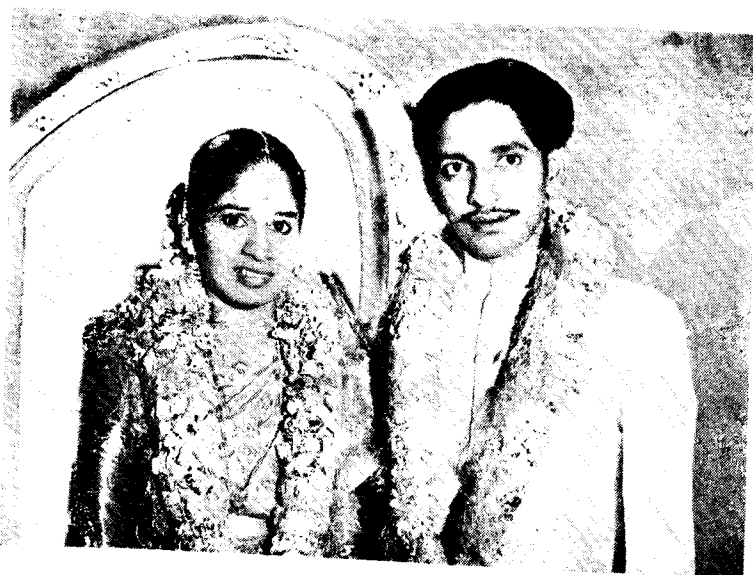


Mr. P. S. Jain of M/s. P. S. Jain Motor Co. (P) Ltd., Jullundur returned recently from his European tour which included visits to factories of M/s. Daimler-Benz, A. G. in West Germany. M/s. Jain Motor Co. are Tata Benz dealers in Jullundur.



Mr. D. R. Sondhi of Jullundur Motor Agency, Delhi left on September 13 last for U.K. and Germany in connection with plans for the manufacture of automobile and allied products. Photo taken at Palam Airport shows Messrs. S. D. Sondhi, A. P. Vohra, N. S. Sondhi, T. R. Chopra, Manager, Associated Eng. Works Ltd. S. N. Sondhi, K. K. Vij, Sales Manager, Jullundur Motor Agency and others.

Social & Personal



The marriage of Sri S. Rajamarthandan, B.A. (Hons.), son of Sri R. V. Swaminathan, Managing Director, Pandyan Automobiles Private Ltd., Madurai, with Sowbagyavathi Parvathi Sijhammai, niece of Sri S. Thondaman, President, Ceylon Democratic Congress, was celebrated at Paganeri, Ramnad District on 15th of September. Many distinguished persons graced the occasion and conveyed their blessings.



Mr. R. Srinivasan, Supplies Manager, Automobile Division, Tata Locomotive & Engineering Co. Ltd., who left recently for Germany to visit the Daimler-Benz Factory.

Mr. G. B. Gadre, Chief Engineer, Bus Body Division Hyderabad Allwyn Metal Works Ltd. Sanatnagar, Hyderabad, Andhra Pradesh, who has left by air on a business tour of the U. K., the Continent and the Middle East.

The President and the Managing Committee of the Bombay Motor Merchants' Association Ltd. had the pleasure of inviting Mr. V. Kunjitapadam, President, Madras Motor Parts Dealers' Association, to tea on September 27, 1958.

Opportunity was taken of discussing matters of mutual interest. Mr. Kunjitapadam also gave a gist of discussions he had with Mr. Daing, President, Calcutta Motor Dealers' Associations, regarding formation of the Federation of Motor Parts Dealers' Associations and it was suggested that another attempt be made towards the formation of the Federation.



OF INTEREST TO OPERATORS

ROAD TRANSPORT DEVELOPMENT

Suggestions Invited

The Inter-State Transport Commission has invited suggestions of schemes for the development of road transport and co-ordination and development of inland transport generally, in a manner calculated to serve best the interests of the country, from those engaged in the transport business, manufacturers and other users of transport facilities and those who may have made a study of the problem or have any special interest in it, says an official Press Release issued in New Delhi.

The Commission has been set up by the Government of India to develop, co-ordinate and regulate the operation of transport vehicles on Inter-state routes.

LADEN WEIGHT FOR TRAILERS —LIMIT RAISED TO 9 TONS

Instructions regarding fixation of laden weight in a tractor trailer combination used for haulage of goods have been issued by the authorities. The Chief Engineer (Highways) reported that the trailer with four wheel, in a tractor trailer combination used for haulage of goods (excluding the tractor), may be permitted a laden weight of nine tons and allowed to play on all roads which are reported to be safe for nine tons laden weight, subject to the following conditions: the trailer will not influence the axle weight of the tractor or vice versa the spacing of the axles of the trailer should not be less than 8 feet and the spacing between rear axle of tractor and front axle of trailer should not be less than 9 feet.

All Regional Transport Officers and Secretary, Regional Transport Authority, Madras have been requested to fix laden weight in respect of tractor trailer combination according to the above instructions after observing formalities, prescribed in the Act, and to revise the tax endorsement wherever necessary.

Lorry Owners to note

The Madras Motor Vehicles Rules have been amended so that goods vehicles under the rules should stop at the nearest police station on its route after every 70 miles and the driver of the vehicle should enter the particulars in the form G.V.M.R. maintained at the Police station for the purpose. Lorry operators are required to give necessary instructions for drivers to conform to this new rule.

The Government of Madras proposes to amend the Madras Motor Vehicles Rules under Section 70 of the M.V. Act to the effect that every goods vehicle will be required to be provided with two white parking lights with frosted glass at each side in addition to the front lights and in the rear with two red lights which shall remain lit even if the vehicles are kept stationary on the road with the front lights switched off at night and at times of low visibility. The draft amendment has been published in the Fort St. George Gazette recently.

E. V. Permits

The State Transport Authority in a reply to a representation from the Secretary, Madras State Lorry Owners' Association has informed the latter that he would advise the individual operators to bring any delay in the disposal of their applications to the notice of the Secretary, S.T.A. or Deputy Transport Commissioner by name so that the delay can be investigated then and there.

The representation made by the Secretary referred to the delay in disposing of E.V. permits.

Why Discrimination

The Secretary of the Madras State Lorry Owners' Association in a communication to us refers to a recent judgment of the Chief Presidency Magistrate, Madras, admonishing the driver of a Madras State Transport vehicle for having driven the same with defective brakes and causing death to some animals. The Association Secretary points out that usually in such cases, prosecutions are launched against owners of vehicles when such vehicles are

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privately operated. The fact that the State Transport Department was running the vehicle for the Government should not make any difference in the matter of applying rules and regulations which have a direct bearing on public safety. The Secretary feels that no discrimination should be made between private operator and public operator and all offences of similar nature should be dealt with without any discrimination of ownership. He hopes that this step-motherly treatment to Private Transport would not continue in the interests of justice and fairplay.

RAILWAYS PARTICIPATION IN S. T. UNDERTAKINGS

New Delhi : The Indian Railways are participating in the State Transport undertakings subject to the following conditions :

(1) That the Road Transport Corporation to be set up under the Road Transport Corporations Act, 1950, comprises of all road undertakings run by the State and there is an approved plan for expansion ; and

(2) That adequate representation is given to the Railways on the Board

of Directors. This information was given by Shri S. V. Ramaswamy, Deputy Minister for Railways, in reply to a question by Shri Kumaran and Sardar Iqbal Singh in the Lok Sabha today. The Deputy Minister laid the following statement on the table of the House giving information regarding Railway Boards investments in various transport undertakings :

Bombay State Road Transport Corporation, Rs. 605.53 lakhs ; Kutch Road Transport Corporation, Rs. 4.50 lakhs, (This Corporation came into being on December 1, 1954) ; Provincial Transport Services, Nagpur Rs. 8.47 lakhs ; Central Provinces Transport Services, Jabulpore, Rs. 9.67 lakhs ; Saurashtra Road Transport Corporation, Rs. 31.633 lakhs (this Corporation came into being on April 1, 1956) ; P.E.P.S.U. Road Transport Corporation, Rs. 5.20 lakhs (This Corporation was started on October 16, 1956) ; Orissa Road Transport Co. Ltd., Rs. 6.00 lakhs ; and Kulu Valley Transport Co. Ltd., Rs. 1.72 lakhs.

A twin-steered 3-axle truck of Daimler-Benz

LP 333 WITH HIGH PAYLOAD

New truck with two steering front axles

Following its policy to provide the road transport service with economical commercial vehicles, the Daimler-Benz AG has, on the basis of its large design experience, developed and put into production a type of vehicle which is new to Germany and which offers a new technical solution : the Mercedes-Benz LP 333, a forward control 3-axle truck with two steering front axles. The two steering front axles of the LP 333 provide excellent stability and driving behaviour even on slippery roads, as well as efficient braking and increased safety in case of tire trouble.

The two steered front axles and the precise steering geometry, together with the layout of the springing give this cab-over-engine 3-axle truck extremely agreeable driving qualities. In effect this is a 3-axle vehicle with an ideal steering kinematic which cannot be obtained by a three-axle truck with two rear axles. The four front wheels of the LP 333

are rolling correctly at all lock angles, thus reducing tire-wear.

This forward-control 3-axle truck with a payload of over 9 tons is powered by the well-known 6-cylinder Diesel engine OM 326 with an output of 220 gr. HP (SAE). With max. torque, the vehicle is able to climb gradients up to 40.7% and up to 18.4% with a 16-ton trailer. The top speed of 57.5 mph (92.7 km/h) allows to operate this truck which is mainly used for long-distance transport almost always in a favourable engine speed range and thus keep the fuel consumption within acceptable limits. In addition to that the favourable ratio of payload to vehicle weight, empty, is another essential point for the economy of the LP 333. The axle loads are 4 tons on each front axle and 8 tons on the rear axle. For export the vehicle may be fitted with a 10 ton rear axle, allowing a gross-weight of 18 tons.

Almost all structural parts have been taken over from well proved types already in production. This provides maximum operational reliability as well as highly rationalized production and in turn affects, favourably the price and also simplifies spare parts stockkeeping. It should further be mentioned that even the standard model LP 333 is equipped with an all synchromesh 6-speed transmission with pneumatic power shift, pneumatic exhaust brake, a pneumatic brake acting on

all 6 wheels and the ZF-Hydro-Gemmer steering system

This modern design of a 3-axle truck with two steering front axles is already well established in England, however in Germany the Mercedes-Benz LP 333 is the first vehicle of this type.

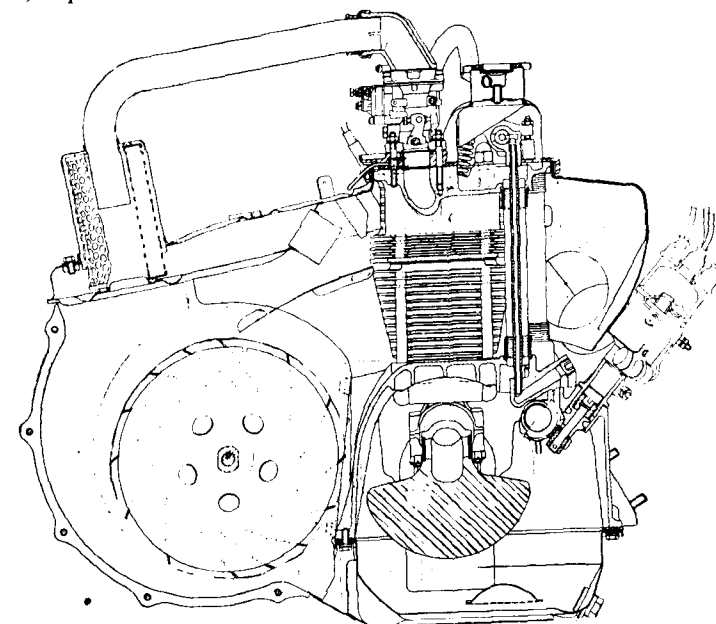
The LP 333 cab-over-engine truck is available in three versions, with

(a) short driver's cab with two seats for driver and co-driver ; length of platform in this case 244 ins. (6200 mm.),

(b) long driver's cab for long-distance transport with three seats and two berths ; length of platform 216.5 ins. (5500 mm.),

(c) raised bunk, the so-called "bird's nest" with two seats for driver plus co-driver and one berth ; length of platform 244 ins. (6200 mm.)

Of course the overall design had to be co-ordinated with the current regulations in Germany, e.g., the 1 : 1 proportion of the tractor and trailer and an engine output of 6 HP per ton. Since load distribution was considerably improved, this twin-steered three-axle truck is equipped with 9-00-20 cHD reinforced tires which are relatively small and whose price per set of nine tires is lower than that of a 7-tire set of a comparable two-axle truck. The minimum turning circle of 67.25 ft. (20.5 m) is also a very remarkable feature in a truck of this size. Production of all three versions has already been started at the Gaggenau works.



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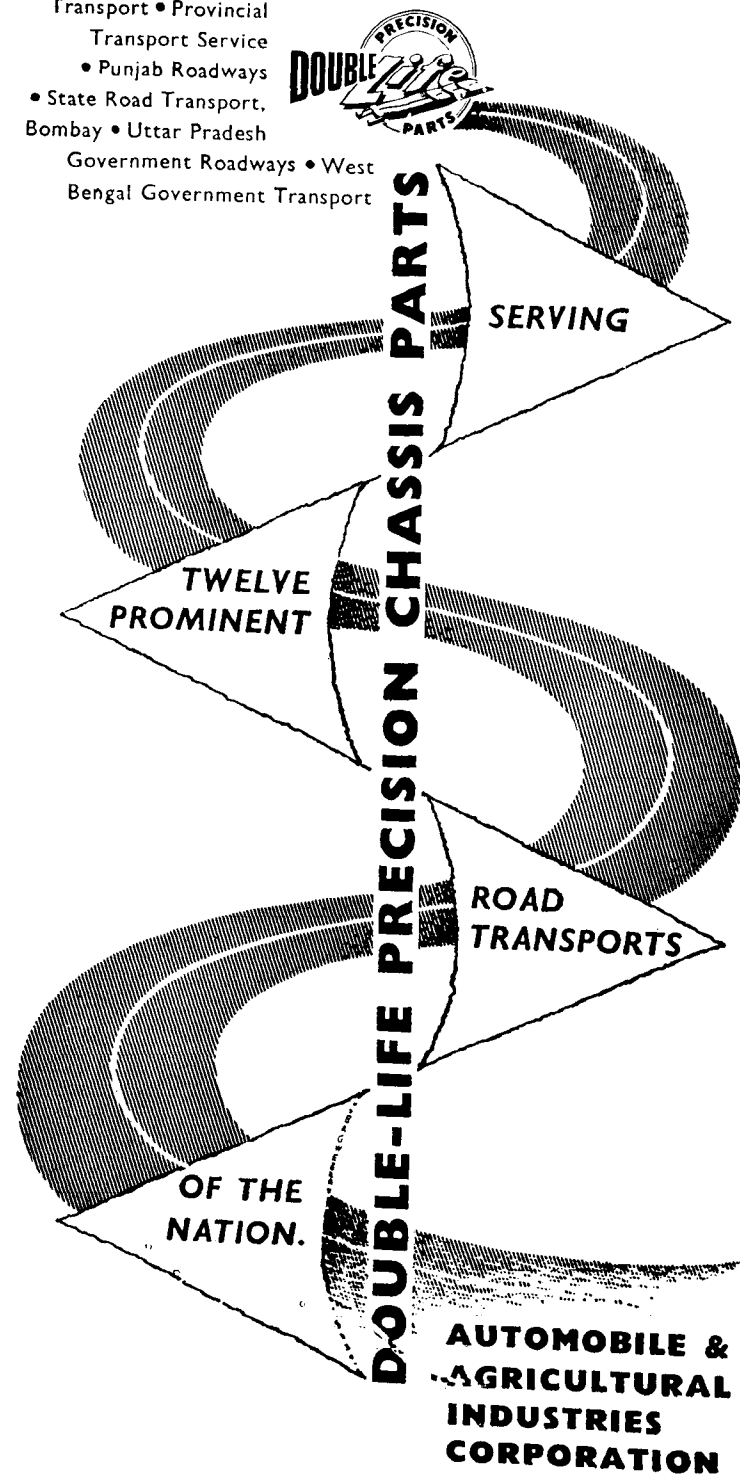
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THE CEAT TYRES OF INDIA

Indo-Italian technical collaboration will be further strengthened with the establishment of a factory near Bombay for the manufacture of rubber tyres. To be called the CEAT Tyres of India Ltd., the new company will be floated by Tata in collaboration with the Italian Industrial firm CEAT S.p.A. of Turin. Mr. A. D. Shroff is to be the Chairman of the new firm.

RADAR-CONTROLLED AUTOMOBILE BRAKES

Automobile manufacturers are showing interest in the possible use of radar-controlled automobile brakes, according to reports from the industry. This new type of brake was recently developed by a Detroit inventor, and has several potential advantages of great value.

The brake consists of a radar antenna, which is mounted between the front bumper and grille of the car. Electric circuits connect the antenna with the car's brakes. The antenna picks up approaching cars and automatically the brakes to slow down the car.

The car's brakes are applied with a force proportional to the distance away that another car or an object appears on the road ahead. The driver may also brake manually while the radar control is in operation and may at will disconnect the radar control.

HIMCO MADRAS

With reference to the Report of the Sashtiapadoorthy of Sri N. Ramachandra Iyer published on page 26 of the August issue of MOTORINDIA, wherein Mr. V. Kunjitapadam was reported to have said *inter alia* "He also pointed out the fruitful efforts of Mr. Iyer in setting up the Alandur factory of M/s Himco Batteries (M) Private Ltd.", we are informed by the Chairman of M/s Himco (India) Private Ltd., Bombay-7, stating *inter alia* that the Himco sales office at Dinroze Estate and the Factory at Alandur were managed by the late Mr. Shenoi under guidance from the Bombay office and on sentimental reasons, M/s. Himco wanted to close down the Madras operation.

"However at the instance of Mr. Ramachandra Iyer and persuasiveness of Mr. V. Kunjitapadam, the operation was allowed to continue under the Directorship of Mr. I. K. Luv, another Executive of the Company spared from Delhi. Messrs. Ramachandra and Kunjitapadam, two were accepted as Associates in the fully developed organisation."

RECORD AUTOMOBILE OUTPUT IN 1957

Italian automobile production in 1957 reached a new record, turning out some 40,000 units more than in the previous record year of 1956. The 1957 total for cars was 318,488, as against 279,713 in the preceding year. Despite a slight drop in the production of industrial vehicles (33,311 against 36,080) the overall figure for automotive vehicles set the new record of 351,799 units, with no sign of a tapering off in the rising curve of Italian production over the last 10 years. Production was up most sharply in the sector of passenger cars of low cylinder capacity: 184,567 units under 650 c.c. as against 163,403 in 1956. However, sales figures for cylinder capacities up to 1,200 were nothing to blush over; 105,297 as against 90,742 in 1956. The Italian automobile industry currently employs 80,000 persons, including 65,000 skilled and unskilled workers.

During 1957, Italian factories turned out 608,500 motor-cycles (as against 602,000 in 1956) of all kinds. As on December 31, there were 3,300,215 motor-cycles on the Italian highways, making an average of one motor-cycle per 15.1 inhabitants. Farm tractor production for 1957 came to 26,000 units bringing the nation's tractor strength to 188,047. This works out to slightly less than one tractor for every 10 acres. At the end of the year, there were 1,650,837 automobiles on the nation's highways, whereas the high point in 1956 was 1,447,705. This brings the automobile-population ratio down to 1 to 30.2, as against the 1956 ratio of 1 to 34.3. Most of Italy's automobiles are registered in Lombardy: 252,910. Next comes Piedmont with 158,239, and Latium with 150,840. The other regions trail by considerable margins. As for the automobile-population ratio, Piedmont holds the lead with a density of 1 to 17.9. Next come Latium with 1 to 20, Lombardy with 1 to 21.1, the Aosta Valley with 1 to 21.1 Liguria with 22.8, Emilia and Romagna with 24.3, Tuscany with 28.2, Trentino-Alto Adige with 30.1, Friuli and Venezia Giulia with 30.7, the Veneto with 33.6, the Marche with 36 and Umbria with 36.4. The ratio rises steeply in Campania, with 48.8,

Sicily 49.3, Sardinia 60.1, the Abruzzi and Molise 61.3, Calabria 78.3 and Lucania 109.5.

Automobile exports in 1957 came to 119,123 units, most of which were shipped to Germany (33,799). A total of 79,879 cars were exported to the countries of Europe; 7,083 went to Africa, 23,758 to America, 7663 to Asia and 770 to Oceania. During the year 4,638 automobiles were imported. The percentage of total production exported also set a record in 1957, with 33.86 as against the figure of 27.77 registered in 1956.

PANEL TO WATCH AUTO PROGRESS

A delegation sponsored by the All-India Automobile and Ancillary Industries Association met the Hon'ble Shri Manubhai M. Shah, Union Minister for Industry and the officials of the Ministry of Commerce and Industry and the Development Wing at Udyog Bhavan, New Delhi, on the 22nd August, 1958, at which a number of important and far-reaching decisions were taken. The delegation's meeting with Government was a sequel to an elaborate memorandum submitted by the Association to Government to accelerate the process of development of the automobile ancillary industries in India.

One of the main points convincingly urged by the delegation was the need for an integrated approach to the problem of the development of the two principal wings of the industry, namely, the manufacture and assembly of complete automobiles on the one hand, and the production of automobile ancillaries on the other, under the phased manufacturing programme for the automobile industry drawn up by Government.

The Government of India have accepted the Association's proposal to constitute a panel to watch the progress of the automobile ancillary industries. The panel will consist of six representatives of the Association and two or three representatives of the Development Wing.

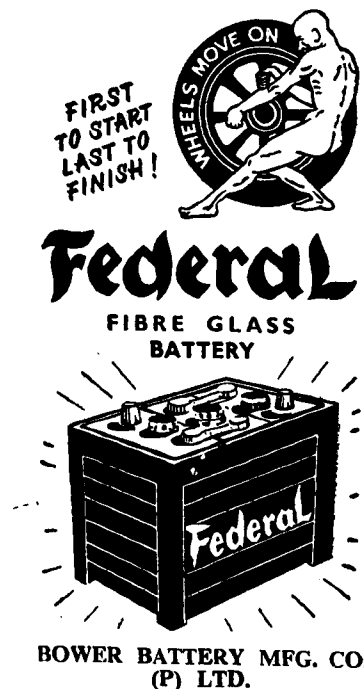
The Association's representatives on the panel are (1) Dipl. Ing. Pranlal Patel, President, or Shri Akbar N. Chinoy, Vice-President; (2) Shri H. R. Aslot, Honorary Secretary; (3) Mr. E. Lang of

Messrs. Motor Industries Co. Ltd., Bangalore; (4) Shri M. K. Raju of Messrs. India Pistons Pr. Ltd., Madras; (5) Shri M. S. Shastri of Messrs. Automobile Products of India Ltd., Bombay; and (7) Shri W. N. Talwar of Messrs. Payen-Talbro Pr. Ltd., New Delhi. The panel will meet in New Delhi once in two months.

At the first meeting of the panel proposed to be called in New Delhi in the latter half of October, the production programme for the auto-

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mobile ancillary industries covering a period of six months from October 1958 to March 1959 will be considered with particular reference to requirements of imported raw-materials and equipment to implement the programme. The panel will also go through the lists of automobile ancillary items at present being licensed for imports both by the assemblers and by the trade for replacement purposes and those items which can be produced within the country with a view to deleting from imports the items which can be indigenously produced.

The understanding is that the foreign exchange thus saved will be made available to the ancillary industries to finance the imports of raw-materials and equipment needed by them. Producers of automobile ancillaries experiencing difficulties in the smooth implementation of their production programmes are requested to contact the Secretary of the Association at "Brabourne Stadium," 87, Veer Nariman Road, Fort, Bombay.



1,00,000th Mercedes-Benz 180 Diesel car leaves assembly lines at Sindelfingen Plant of M/s Daimler in Germany.

100,000 MERCEDES-BENZ 180 DIESEL PASSENGER CARS LEFT THE ASSEMBLY LINE

A few days after the new Mercedes-Benz passenger car model 190-D had been presented to the public, the 100,000th car of model 180-D left the assembly line at the Sindelfingen plant of the Daimler-Benz AG. Ever since the Mercedes-Benz "260-D," the world's first Diesel engined passenger car, created a sensation at the 1936 Berlin Motor Show, the medium size Diesel passenger cars, the 170-D, and from 1954 on the 180-D, have won world-wide reputation for their unique economy. The 180-D was exported in 1957 to as many as 91 countries on all continents. In the last ten years over 220,000 Diesel engines of that very same type "OM 636" used also in the UNIMOG, the small "O 319 D" bus, the pickup "L 319 D" and for stationary, installation and marine units, have left the Unterturkheim engine factory. Together with the new and livelier model 190 D the sturdy and popular 180 D will also in the future continue to occupy an important place in the production program of the Daimler-Benz AG.

MOTORINDIA

CENTRAL HOLIDAYS IN 1959

The Government of India will observe 23 holidays in 1959.

The list of holidays along with dates is as follows :

Bank Holiday	January 1
Republic Day	January 26
Sivaratri	March 7
Holi	March 24 and 25
Good Friday	March 27
Id-ul-Fitr	April 10
Baisakhi	April 13
Ram Naumi	April 17
Budha Purnima	May 22
Id-uz-Zuha	June 18
Muharram	July 17
Independence Day	August 15
Janma Ashtmi	August 26
Miladun-Nabi	September 16
Mahatma Gandhi's Birthday	October 2
Dussehra	October 9, 10 and 11
Diwali	October 31 and November 1
Guru Nanak's Birthday	November 15
Christmas Day	December 25

October 1958

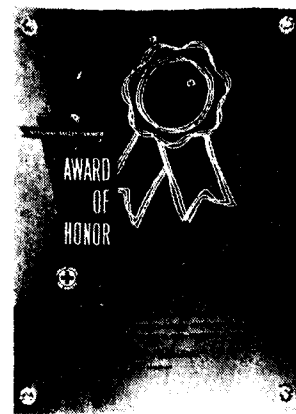
SAFETY IN INDUSTRY

FIRESTONE FACTORY AT BOMBAY SINGLED OUT FOR AWARD OF HONOUR

Presentation made by Shri Shantilal H. Shah, Minister of Labour and Law, Government of Bombay, on behalf of National Safety Council of the United States.

The importance of safety in industry and the part that a Safety Committee can play towards the reduction of disabling injuries in factories was stressed at a function recently held at the Taj Mahal Hotel, Bombay. The occasion was to mark the presentation of the Award of Honour of the National Safety Council of the United States to Firestone Tyre and Rubber Co. of India, Private Ltd., by Shri Shantilal H. Shah, Minister for Labour and Law, Government of Bombay.

In his welcoming address, Mr. A. D. Wenzel, Managing Director of the Company, stated that it had long been a slogan of the Company that "Safety is our Business at Firestone." He went on to say that the basis of the Firestone Safety Programme is built up under the four headings of Instruction, Education, Contests and Incentives. Every new employee receives detailed safety instruction and training on each machine and operation connected with his job before he actually starts work. Additionally, the general factory-wide safety precautions are also explained. Education in safety is promoted by the display of Safety Posters and the showing of safety films, along with suitable short films which add interest and entertainment. Safety slogan contests and safety limmerick contests with suitable monetary prizes are



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Photo taken at the party held in connection with the opening of the Firestone Branch at Hyderabad by Mrs. A. D. Wenzel

held two or three times during each year. The first prize is usually Rs. 50. Additional incentives towards safety consist of group awards for groups of factory departments. These groups qualify for Safety awards by completing over half a million man hours without a disabling injury. If a particular group exceeds one million man hours, then additional awards are made, and if the goals are exceeded for a second time, even further awards are distributed. The safety records maintained adhere strictly to the rules laid down by the National Safety Council of the United States, and the Award of Honour given this time to the Company was in recognition of 6,679,236 injury free man hours. This is the best record in the industrial goods industry.

Shri Shantilal H. Shah in making the presentation on behalf of the National Safety Council (U.S.A.) expressed his particular interest in the subject of factory safety as a part of labour department work, and he appealed to every industrialist to pay more attention to the prevention of accidents. Shri Shah emphasised the fact that the Indian workman mostly comes from the villages and he is not accustomed from childhood to the sight or use of machines. Hence it is difficult to impress on him that an accident is something which happens without warning. In conclusion, Shri Shah expressed his hope that the Firestone Tyre & Rubber Co. of India Private Ltd., would be able to maintain its high record of Safety and that others would benefit from the example.

Mr. A. A. Jasdenwala, President of the Safety-First Association, also addressed the meeting and spoke of the wider implications of Safety, not only in factories but also on the roads, by the seashore and in the home. Dr. S. V. Bhatt, Chairman of the Firestone Safety Committee, accepted the Award from Shri Shah and thanked him warmly on behalf of the Committee.

On Monday, 1st September 1958, Firestone inaugurated its new District Office in Hyderabad, which will take the place of the Vijayawada Depot and will look after Firestone interests for the whole of Andhra Pradesh. Distinguished guests present included Mr. P. Chandra Reddi, Chief Justice of Andhra Pradesh, Mr. K. V. Ranga Reddi, Home Minister, Mr. Justice Qamar Hasan, Mr. Justice Satyanarayana Raju and the Mayors of Hyderabad and Secunderabad.

In his address, Mr. A. D. Wenzel, Managing Director, Firestone Tyre and Rubber Co. of India, Private Ltd., gave the 300 guests a brief outline of the expansion of the Firestone factory at Bombay from three bays in 1939 to nine bays in 1958.

Mrs. Wenzel performed the Opening Ceremony, after which the guests were entertained by the screening of a film showing the uses of Firestone tyres on vastly different types of motor transport in all conceivable parts of the world.

The new Firestone District Office in Hyderabad is located at 5-9-98 Public Garden Road, Hyderabad-1.

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He requests all his customers to continue to give him the same kind of patronage as before in a greater measure

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THE REDeX CAR CLUB

The Redex Car Club welcomes the following new members who joined the Club in September 1958 and thanks those who introduced them.

Capt. N. E. Warmer, I.N.
Mr. G. K. Godia.
Mr. G. Barkwity.
Mr. M. L. Maniar.
Mr. S. Mazumdar.
Com. B. P. Paradkar, I.N.

Renewal Notice

The subscriptions of the following Annual members become payable in November 1958. Please be sure to renew your Annual Membership in time and receive your free copies of Motorindia regularly.

Mr. V. Karsondas—Mr. S. S. Hemmady—Mr. P. Chunilal—M/s. Churchgate Petrol Service Station—Dr. S. L. Deshpande—Mr. S. C. Dakle—Mr. A. Rikhye—Mr. N. N. Bhesania—Mr. R. J. Anjirbag—Mr. J. C. Doshi—Mr. J. McCaffrey—Maj. S. V. Chavan—Mr. V. R. Dravid—Mr. V. V. Khat—Mr. D. S. Bhirud—Mr. G. T. Mhas-kay—Mr. H. N. Rao—Mr. T. B. Agarwal—M/s. Rammal Nandlal & Co.—Mr. C. S. Lunkad—Dr. J. J. Merchant—M/s. Modak Rubber Products (P) Ltd.—Mr. R. R. Sheth—Lt.-Com. K. Murthy—Mr. B. N. Malhotra.

REDeX TRIAL AT BOMBAY

The Civil Aerodrome at Juhu, Bombay will be the scene of the Second 12 Hours Endurance Trial to be conducted under the auspices of the Redex Car Club on November 22. The trial is expected to be inaugurated by the Chief Minister of Bombay, Mr. Y. B. Chavan at 6 p.m. on that day and will end at 6 p.m. on 23rd November.

Prizes will be according to classification of the cars based on c.c. Special prizes will be given for ladies. One prize will be for an outright winner irrespective of c.c.

Details will be sent to those interested in due course.

TOURIST HOSPITALITY SCHEME

Madras : A hospitality scheme under which foreign tourists visiting this place will be lodged with local residents willing to accommodate foreign visitors has been prepared for Madras, thanks to the efforts of the Regional Tourist Office.

The number of foreign visitors to the South has recently been showing a steady increase and the figure for 1957 was well over 80,000 tourists. Among the many schemes for the construction of rest-houses, canteens etc., at various places of interest, the latest lodging scheme will offer special facilities for the tourists to live in private houses and study the menu and other systems peculiar to this area.

A. A. S. I. NEWS

The Automobile Association of Southern India is perhaps the only Club in India to keep its annual subscription rates unchanged since 1904, although the cost of living has gone up ten times and the services to members have been increasing from year to year. This has been possible by careful economy and efficient management by the Committee. The membership has grown from 15 in May 1904 to 1800 in 1948 and to 12,000 in May, 1958.

DAZZLING HEADLIGHTS PROHIBITED

The Commissioner of Police, under the Madras Motor Vehicles Rules, has prohibited the use of full headlights without dipping, by motor vehicles driving through the City during the nights should at all times so manipulate the lights of the vehicles that danger or undue inconvenience is not caused to any person by dazzle.

SPEED LIMIT

The Commissioner of Police, Madras, has by a notification under the Madras Motor Vehicles Rules restricted the speed of lorries plying on Raghavachari Street, Sembiam to 15 miles per hour and has closed Ramasamy Pillai Street, Purasawalkam to all lorry traffic with effect from October 1, 1958.

MADRAS CELEBRATES TRAFFIC WEEK

Madras : Traffic week was celebrated in Madras recently when meetings were held at various parts of the city to discuss the problems relating to road traffic in detail. The celebrations concluded with a huge public meeting at Rajarathnam Stadium under the presidency of Sri S. A. Aiyaswami Chetty, Chief Presidency Magistrate.

Mr. Aiyasami Chetty complimented the Traffic Department on their excellent work and on the impartial manner in which the officials conducted themselves. He had had opportunities to watch their work as Chief Presidency Magistrate and he can tell the public that he was very much impressed by the work of the Police.

Mr. G. Chengal Rao of the State Transport Department referred to the traffic problem, particularly for his department. He suggested the use of sparking lights and starting of a training school for drivers as in U.K.

Mr. V. T. Rangaswami Iyengar pleaded for more vigorous approach against traffic offenders and advised road users to follow three principles, viz., respect for the law ; respect for the other man's safety ; and respect for one's own life.

ENSURING SAFETY OF PEDESTRIANS

New Traffic Rule soon

There will be no infiltration on the red light at traffic inter-sections in Delhi in the near future.

It was learnt that a new traffic regulation will soon be enforced prohibiting vehicles from turning left when the red light is on. This rule is in conformity with traffic practices in some European countries.

The new regulation has been drafted on the basis of a Delhi traffic survey undertaken by Mr. Tejbir Khanna of the Central Road Research Institute. Mr. Khanna believes that the new measure is essential for the safety of pedestrians using pedestrian crossings.

CALCUTTA MOTOR SPORTS CLUB

Mr. W. P. Cooper, Secretary
writes *inter alia*

Despite the uncertainty which existed at the end of last season over the future of the Club, your Committee has great pleasure in announcing that the 1958-59 racing season will commence officially on the 2nd November, 1958 at the Alipore Airstrip. At the moment frantic preparations are going on in various backyards and we feel sure that you will see a fair selection of old and new specials, as well as the regular cars.

Membership renewals

Now, of course, we come to the painful business of extracting money from you—it hurts us more than it hurts you, but it is easier for us to operate with a “bit of lolly” in the bank. Enclosed you will find your renewal form—please complete and return it to us with your subscription as soon as possible—Thank you. You will also find 3 new proposal forms for membership, which the Committee feel are simpler than before. The idea is that you carry these forms in your wallet and when you find a new member, be it on business or pleasure, you produce the form, sign up the details, grab the money and issue the small receipt section to the person. Send us the proposal form and money and we will do the rest. Although our membership over the recent years has steadily increased, we ask all members to earnestly try and enroll new members this coming season.

S. S. II

At the Annual General Meeting it was announced that the S.S. II had been very kindly presented to the Club and was available for racing. It has been suggested that possibly amongst our members there are some who are unable to use their office cars for motor racing, but would be interested to form a syndicate to run and maintain the S.S. II. Based on the costs of racing last season, the cost to run this car would be approximately Rs. 1,700 per season which includes the cost of petrol, oil, tax, insurance, new tyres and servicing. Any syndicate taking over this car would be entitled to use the car for 12 months,

but naturally must race it at every meeting. Will those persons who are interested in this proposition please contact Mr. A. B. Taylor, Chloride and Exide Batteries (Eastern) Private Limited, Calcutta. Telephone No. 47-1802/3.

Programmes

The Club has been very fortunate in obtaining the services of a professional advertising man to produce the programme at every meeting. There will be several new features and we feel that it could be more appropriately called the Club magazine. A suggestion has been made that ex-members, up-country enthusiasts and members' friends outside of Calcutta might be interested in receiving it and should the response be worthwhile, the Club would prepare a suitable mailing list. If any member does know of someone interested, please let us have all the details so that your Committee can work out a suitable scheme.

CUSTOMS P.R.O.

A circular from the Collector of Customs Office says that Sri S. Narayanan, Asst. Collector of Customs has been appointed as the Public Relations Officer of the Madras Custom House with effect from 18-9-58. All communications intended for the personal attention of the Public Relations Officer may in future be addressed to Sri S. Narayanan by name.

DELHI MOTOR TRADERS ASSOCIATION

The Executive Committee of the Delhi Motor Traders Association in a series of meetings held recently co-opted Messrs. L. Munshi Ram Bhasin and Chander Shekhar as members of the Executive Committee. Sri B. R. Sachdeva was also nominated to represent the new constituency on the Executive Committee.

At a meeting of the members of the Committee held on the 18th July, the following office-bearers were elected :—

President : Dr. Trilok Singh.
Vice-President : Shri Rattan Lal Kohli.
Hon. Secretary : Shri Bishambar Dayal.
Hon. Jt. Secretary : Shri J. L. B. Reys and
Hon. Treasurer : Sri Gulab Singh

The Executive Committee meeting at a later date formed a number of sub-committees for Import and Representation, for Indigenous Industries and Planning for Welfare and Social Contact, and for reconciliation.

The meeting also decided to have a full time office Secretary for the Association.

Mr. J. L. B. Reys, a member of the Committee was entrusted with the task of editing the DMTA Bulletin for the year 1958-59.

NEW DEALERS

KHANNA AUTO

Khanna Auto Corporation is the name of a new firm of Motor spare parts dealers which has been opened on the 10th of September at 18, General Patters Road, Madras.

Mr. T. Gopal, a partner of the firm told MOTORINDIA that they will specialise in English car parts.

ORIENT GENERAL AGENCIES

M/s Orient General Agencies of Hamilton Road, Delhi are shortly to move into a new and a bigger premises at 2711, Lothian Road, Kashmere Gate. This new premises is now in the final stages of renovation with a view to suit the requirements of M/s Orient General Agencies and readers will be glad to know that the shifting will take place perhaps before this issue is out.

JAIN MOTOR CO

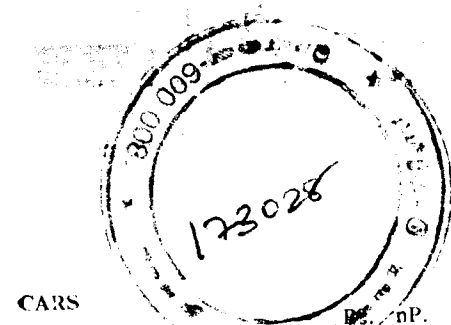
Right in the heart of General Patters Road and amidst workshops and garages, a new firm of automobile spare part dealers have opened their business on Vijay Dasami Day this year.

The new firm is styled “Jain Motor Co” and is located at 59 General Patters Road. Business is expected to be exclusive in English car parts and accessories.

The partners of the firm are Messrs. H. R. Mehra, Fatekchand Duggar and Vijay Singh.

DEENS GARAGE

M/s Deens Garage of Harris Road, have opened a new show room at 14 State Bank Street, Madras-2. The opening function was attended by friends and well-wishers of Mr. T. M. K. Mohideen, the Proprietor of the concern on the 24th October.



CARS

Plymouth Cars, (Southern Motors Private Ltd.) Ex-Plant 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" (any dealer point in India)	1,995 00
"350 Bullet" with spring frame (any dealer point in India)	3,559 00
Royal Enfield three wheeler chassis	4,654 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.

48 c.c. Scooterette	827 00
150 c.c. 'LD' Model Deluxe Scooter	1,795 00

VANS

Standard Delivery Van. (Union Co. (Motors) Private Ltd.) on the road	10,628 56
Hindustan Traveller, price on the road (Reliance Motor) Co.	14,700 00

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	36,000 00
Leyland ECOS 2/1R-163 WB goods chassis including S.T. & dely. charges...	35,500 00

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	34,700 00
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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	26,820 00
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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	28,570 00
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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 Ply	26,475 00
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 C4D6-126" (4) 7.00×16—6 Ply | 30,125 00 |

C3PW6-126" (4) 9.00×16—10 Ply | 11,615 00 |

C4G6-153" (6) 34×7—1 Ply | 12,662 00 |

C4G6-153" (6) 32×6—10 Ply | 17,974 00 |

C4G6-153" (6) 32×6—10 Ply | 16,391 00 |

C4H6-153" (6) 34×7—10 Ply | 16,062 00 |

C4H6-153" (6) 34×7—12 Ply | |

C4H6-193" (6) 34×7—10 Ply | |

C4H6-193" (6) 34×7—12 Ply | |

C4H6-193" (6) 34×7—10 Ply | |

C4H6-193" (6) 34×7—12 Ply | |

C4H6-193" (6) 34×7—10 Ply | |

C4H6-193" (6) 34×7—12 Ply | |

C4H6-193" (6) 34×7—10 Ply | |

C4H6-193" (6) 34×7—12 Ply | |

C4H6-193" (6) 34×7—10 Ply | |

	Rs.	nP.
C4H6-153" (6) 34×7—10 Ply	17,710	00
C4H6-153" (6) 34×7—12 Ply	17,979	00
C4H6-193" (6) 34×7—10 Ply	18,116	00
C4H6-193" (6) 34×7—12 Ply	18,385	00
C4H6-193" (6) 34×7—10 Ply	18,479	00
C4H6-193" (6) 34×7—12 Ply	18,748	00
K6D200-116" (4) 7.00×16—6 Ply	12,896	00
K6D200-116" (4) 7.00×16—8 Ply	12,961	00
K6D300-126" (4) 7.00×16—6 Ply	12,900	00
K6D300-126" (4) 7.00×16—8 Ply	12,965	00
K6W300-126" (4) 9.00×16—10 Ply	18,950	00
K6D400-129" (6) 34×7—10 Ply	16,372	00
K6D400-153" (6) 32×6—10 Ply	16,186	00
K6D400-153" (6) 34×7—10 Ply	16,531	00
K6D400-171" (6) 34×7—10 Ply	17,008	00
K6D500-129" (6) 34×7—10 Ply	18,092	00
K6D500-129" (6) 34×7—12 Ply	18,388	00
K6D500-153" (6) 34×7—10 Ply	18,331	00
K6D500-153" (6) 34×7—12 Ply	18,628	00
K6D500-171" (6) 34×7—10 Ply	18,606	00
K6D500-171" (6) 34×7—12 Ply	18,904	00
PICKUP		
C3D6-116" (4) 7.00×16—6 Ply	15,012	00
C4D6-126" (4) 7.00×16—6 Ply	16,058	00
K6D200-116" (4) 7.00×16—6 Ply	16,293	00
K6D200-116" (4) 7.00×16—8 Ply	16,358	00
DIESEL CONVERSION		
C4H6-153" (6) 34×7—10 w.b. Ply	22,668	00
C4H6-153" (6) 34×7—12 w.b. Ply	22,937	00
C4H6-171" (6) 34×7—10 w.b. Ply	22,903	00
C4H6-171" (6) 34×7—12 w.b. Ply	23,172	00
K6D500-153" (6) 34×7—10 w.b. Ply	20,997	00
K6D400-171" (6) 34×7—10 w.b. Ply	21,303	00
K6D500-153" (6) 34×7—12 w.b. Ply	22,930	00
K6D500-153" (6) 34×7—10 w.b. Ply	22,632	00
K6D500-171" (6) 34×7—12 w.b. Ply	23,414	00
K6D500-171" (6) 34×7—10 w.b. Ply	23,116	00

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