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Motor India

NO-5

December-1958

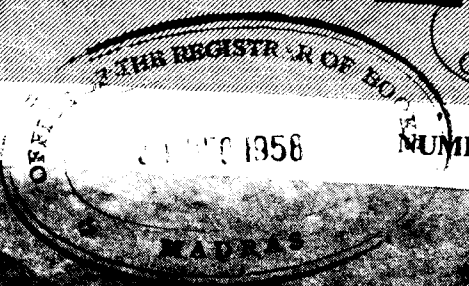
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MOTORINDIA

VOLUME 3

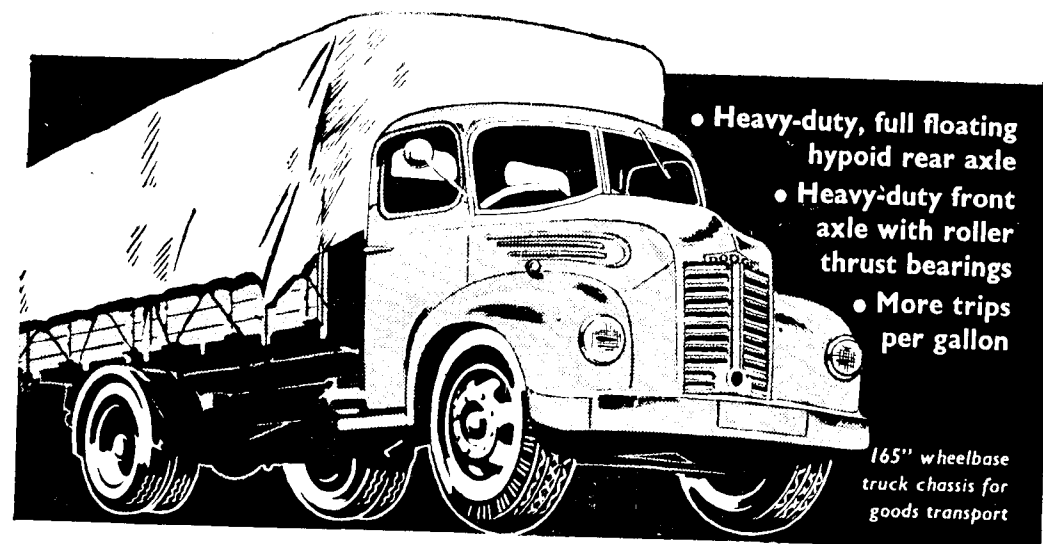
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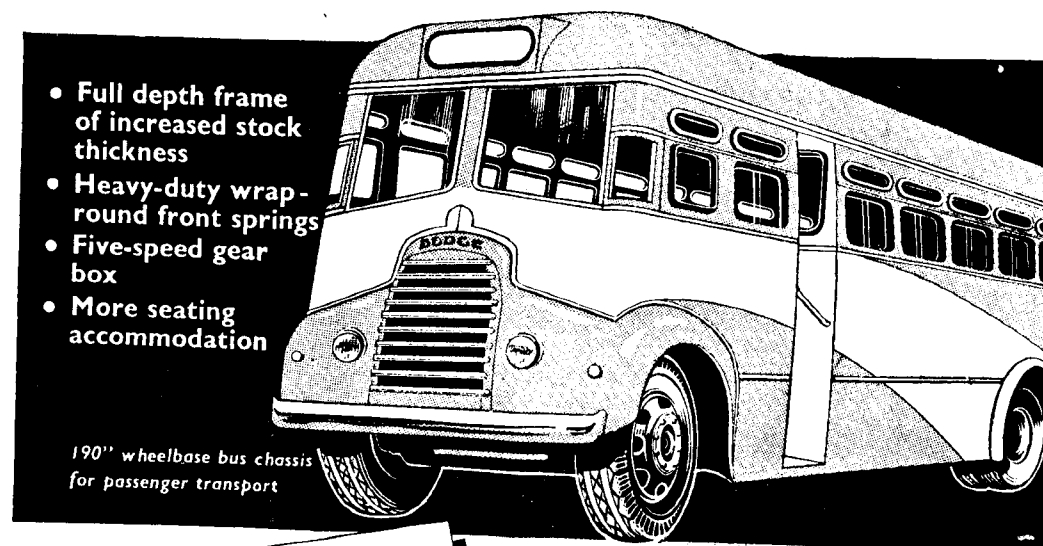


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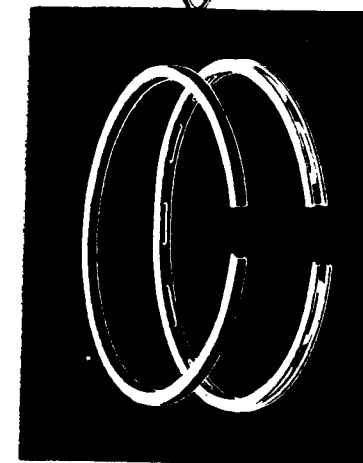


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Vol. 3

DECEMBER 1958

No. 5

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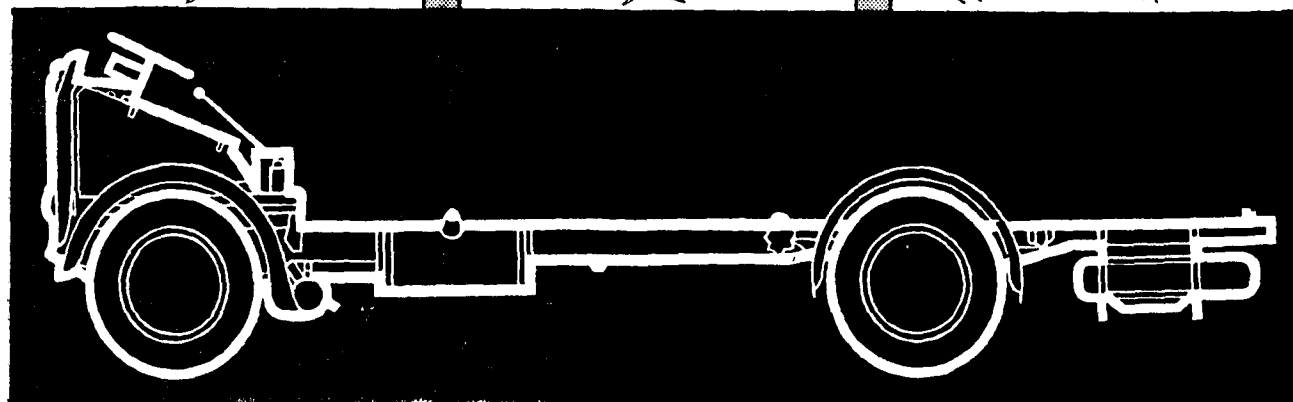
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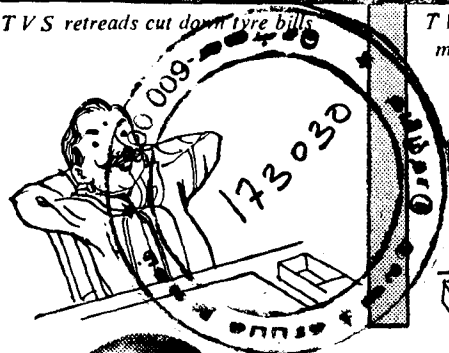
TVS builds bodies both for buses and lorries



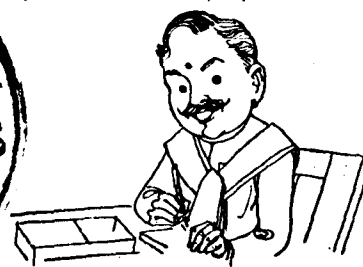
My motor vehicle is insured through TVS—so I have peace of mind



TVS retreads cut down tyre bills



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I buy chassis from TVS because I get all I need under one roof

TODAY, the rising tempo of production demands speedy transport of men and materials. Road transport, therefore, offers excellent opportunities for expansion and progress.

TVS, with its several units, meets the increasing demands of the automotive industry in all its aspects in South India.



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T. V. SUNDARAM IYENGAR & SONS PRIVATE LIMITED, Madurai, Motor Vehicle Dealers, Automobile Engineers & Body Builders. MADRAS AUTO SERVICE PRIVATE LIMITED, Madras—Bangalore, Distributors of Motor Parts & Accessories. SOUTHERN ROADWAYS PRIVATE LIMITED, Madurai, Passenger & Parcel Road Transport Undertaking. SUNDARAM MOTORS PRIVATE LIMITED, Madras, Dealers: Fiat, Plymouth, Fargo, Leyland, Willys Jeeps & Ferguson Tractors. SUNDARAM INDUSTRIES PRIVATE LIMITED, Pudukkottai—Madras, Tyre Retreaders. THE MADRAS MOTOR INSURANCE COMPANY LIMITED, Madras. SUNDARAM FINANCE PRIVATE LIMITED, Madras. INDIA MOTOR PARTS & ACCESSORIES PRIVATE LTD., Madras, Distributors of GM parts and accessories for all India. SUNDARAMS PRIVATE LTD., Madurai.

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editorial

ROAD TRANSPORT

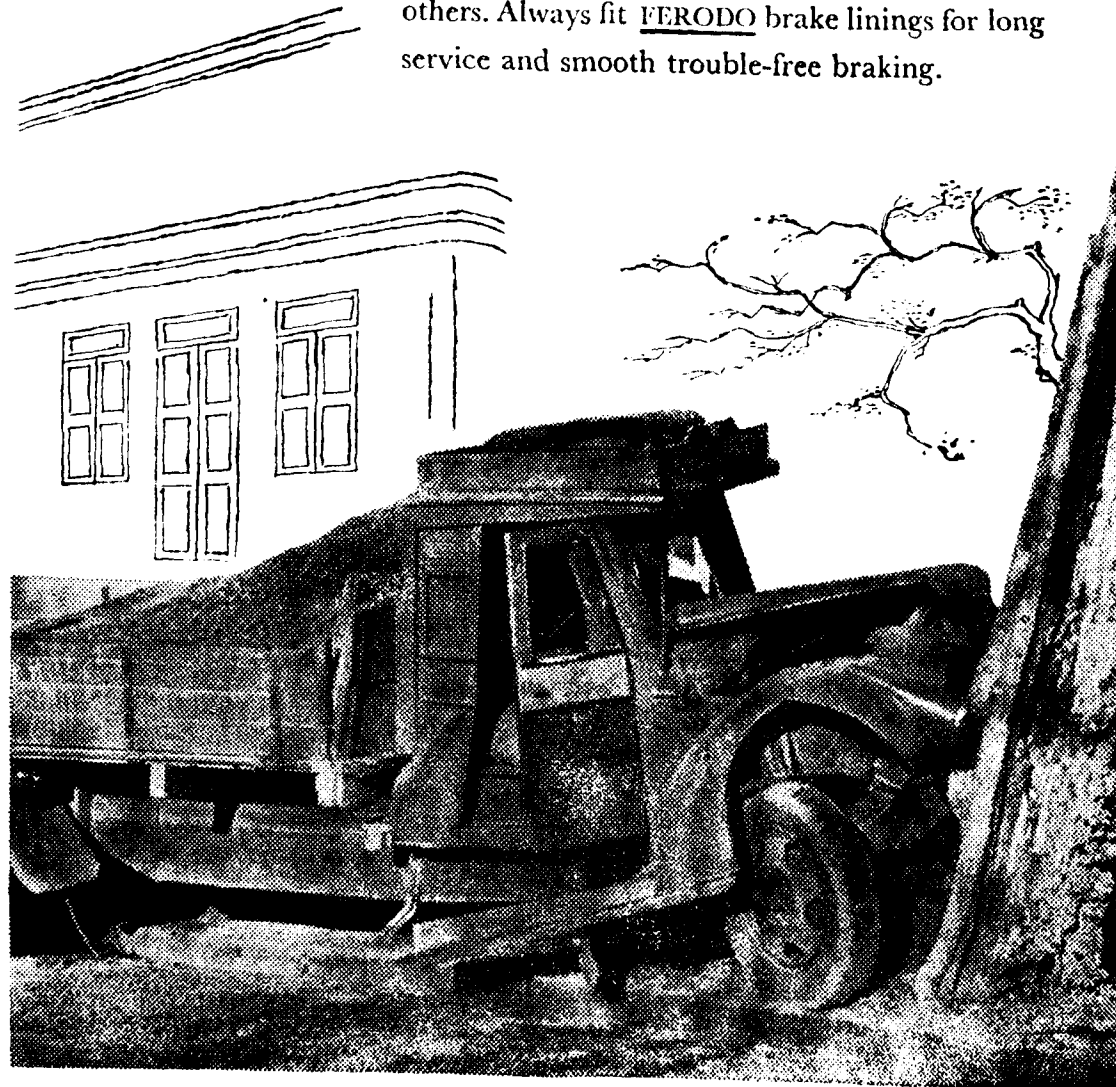
A good part of the country has already been covered by the Masani Committee on Road Transport which has been visiting the various State Capitals and other cities in India ever since its coming into being some months ago. Those interested in road transport and its proper development are now keenly awaiting the report of this Committee which perhaps may be ready about the end of the current official year. The terms of reference to the Committee and the way in which the Government have set about the business for the development of road transport by the appointment of this Committee leave no doubt as to which way the minds of the Government are moving. The need for increasing the quantum of road transport facilities in the country has been increasing tremendously with the growth and progress that is being made under the Second Five-Year Plan. There are indications that this progress will continue in the next plans as well so that the demand for greater transport facilities is bound to grow from time to time. The Report of the Masani Committee therefore will play a very prominent part in helping the Government arrive at decisions to help proper and organised growth of transport particularly in the road sector.

At such a juncture as the present, it is surprising to learn therefore that the Union Government has proposed to introduce shortly a pilot scheme of transport co-operatives in the leading States of West Bengal, Bombay, Kerala Madras and Delhi. The announcement also makes it clear that the new societies will operate on specified routes on near monopoly basis. Another arbitrary part of the announcement is that such societies are to be restricted to workers like drivers, mechanics etc., to be recruited from among the educated unemployed. A minimum qualification of Matriculation has been fixed for entering into such co-operatives.

The idea of co-operative effort, whether it is in transport or in any other industry, is indeed a laudable one. But the way in which the Government have now set about the problem and the time they have chosen for doing so are, to say the least, most unwelcome, unjust to the present operators and untimely because the Report of the Masani Committee should necessarily precede any all-India scheme that can be thought about in the matter of transport. We cannot understand the great urgency with which this new proposal has now been announced. It is common knowledge that the majority of people engaged in road transport at present are people endowed more with a sense of service and skill gathered as a result of years of experience than by any schooling or education in technical or other matters. It would have been therefore, doing them justice if the scheme had announced the pooling of all the existing operators into the co-operatives and fixed educational and technical qualifications for those who may be new entrants hereafter. Unless this distinction is given due regard, there is bound to be a great dislocation in the road transport industry, which is even now far from a satisfactory position. Whatever the merits of the case, there is no reason why these pilot schemes should not await the Report of the Masani Committee and the orders of Government on the Report. It is even now not too late for keeping in abeyance the proposed pilot scheme and we trust that the interests of transport operators throughout the country will make proper representations to the Government in this regard so that the latter may see the need for justice to the operators who are already doing a great national service by their no insignificant part in keeping the men and vehicles moving throughout the length and breadth of this vast country.

are you sure you can stop in time ?

If not, it's time you had your brakes tested. Regular brake testing every 2,500 miles means greater road safety for you...for others. Always fit **FERODO** brake linings for long service and smooth trouble-free braking.



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The March of Science

The Mercedes-Benz 220 Se with Fuel Injection Engine

A LIVELY SEDAN FOR FAST TRAVELLING

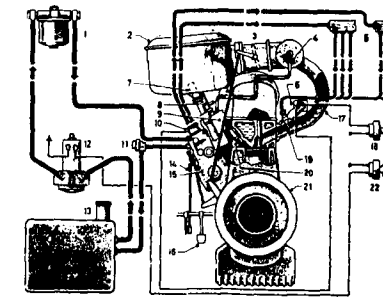
In an effort to offer every customer an automobile according to his wishes, Daimler-Benz had developed an additional version of the model 220 S which is so popular, both at home and abroad. This vehicle, equipped with a 6-cylinder engine of 130 h.p. (SAE) is the model "220 SE." As compared to its sister model with carburettor engine, the "220 SE" has higher engine torque through the entire speed range and thereby a generally more powerful acceleration at all speeds. Speaking of figures, maximum torque and output have been increased by 9% each. In designing this model the increase in the torque curve through the entire speed range (greatest gain as compared to the 220 S : + 12%), was not intended to increase maximum speed, but together with the higher output was solely designed to increase acceleration.

Apart from the engine which has an intermittent manifold fuel injection system, the car is identical with model 220 S inside and outside. The 220 SE has also the all-speed baulked synchromesh 4-gear transmission as standard equipment and, upon special request, can be delivered with the hydraulic automatic clutch developed by Daimler-Benz.

Now, in addition to the familiar 220 S which is considered an outstanding example of European medium-sized automobiles in so many parts of the world, the fuel injection 220 SE represents a still more spirited choice of this elegant and spacious car.

The engine of the 220 SE

The recently developed 2.2 litre 6-cylinder "220 SE" fuel injection engine with overhead camshaft differs from the 220 S carburettor engine by its carburetion system and its camshaft. A characteristic of the intermittent fuel injection system of the 220 SE is its two-plunger pump.



Manifold-type fuel injection with governor and fuel diagram Type 220 SE.

Each plunger presses the fuel into a distribution block. From each distribution block three injection lines lead to the six injector nozzles in the in-take port of each cylinder. Throttles in the distribution blocks guarantee an even distribution of fuel to each cylinder. The injection pump has a twin cam for each plunger and runs at half the engine speed.

The New Injection-System Governor

For this engine a new, mechanical injection pump governor has been developed in co-operation with Bosch, which functions as follows : A rod leads from the gas pedal to the governor lever on the injection pump and from there to the throttle of the air in-take. In addition, a centrifugal governor which runs at half the engine speed is built into the injection pump.

A kinematic system with cam combines the position of the Governor lever (which depends upon the gas pedal and the throttle), with the setting of the centrifugal governor (which depends on the engine speed). Thereby, the regulation of the control rod in the injection pump depends on the gas pedal as well as on the engine speed. In turn, the control rod controls the amount of fuel which is injected by the two plungers into the six in-take ports at a pressure of 215 lbs./sq. ins. = 15 kg./cm.

This mechanical governor gives the following advantages : the throttle and the injection pump control rod, which control the amount of air and fuel respectively, are simultaneously and automatically regulated so that the engine responds flawlessly to the gas pedal without requiring an extra acceleration device for the injection pump.

Moreover, when the car is decelerating (foot taken from gas pedal) the governor sets itself on "Stop" so that absolutely no fuel can be injected. Odourless exhaust when coasting and low fuel consumption are thereby guaranteed. Only when the engine speed goes below 1,500 r.p.m., even when the gas pedal is released, does the governor automatically again establish the necessary quantity of fuel in order to prevent the car's jerking at low speeds and to assure perfect idling of the engine.

In addition, the governor is equipped with the following fully automatic devices.

Magnet for cold starting

When the cold engine is started, this magnet automatically adjusts the control rod for the fuel quantity necessary for starting. A thermostat stops the function of the cold starting magnet as soon as the engine reaches a temperature of 95°F. = 35°C.

Correction for warming up period

Because of the higher viscosity of cold oil, the cold engine has greater friction until it reaches running temperatures. Therefore, it needs more fuel and more air. A thermostat in the cooling water system assures that the engine receives the needed mixture boost. As the temperature increases the additional fuel and air are gradually reduced.

Air temperature regulation

As the temperature rises, the density of the inducted air decreases

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ALONG
SAFELY**

DUNLOP UNIVERSAL
the best motor-cycle tyre for everyday use.

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specially designed for the front wheels of high-efficiency motor-cycles.

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DCTC-15

MOTORINDIA

December 1958

and therefore also the volumetric efficiency of the engine.

As the air density decreases, less fuel should be injected so that a constant richness of the fuel-air mixture is guaranteed. This is achieved through a thermostat protruding into the air filter which adjusts the fuel quantity according to the temperature of the in-coming air.

• **Altitude correction**

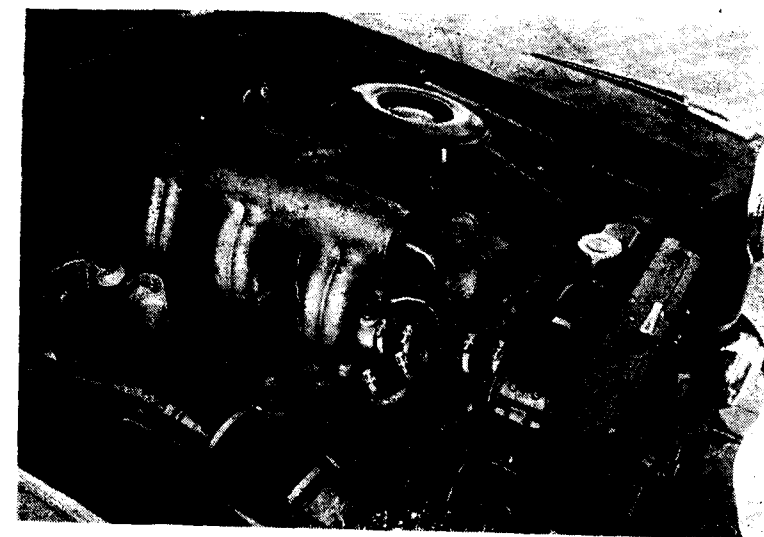
As altitude above sea level increases, air pressure decreases. Again the density of the in-coming air and the volumetric efficiency of the engine are lessened. An altitude meter measures the air density which depends on the height above sea level and automatically reduces the injected quantity of fuel. Thereby, full engine output is assured even during high mountain driving.

A 300 H.P. TRACTOR

The Chelyabinsk Tractor Works (Urals) has completed tests of a powerful new diesel-electric tractor. It has a 300-h.p. engine. The gear box fuel supply, control of mounted machines is wholly mechanised. The designers thought of the driver's comfort too. The cabin is a spacious one, warmed in winter, and with a steady supply of dust-free air in summer. This tractor can be used in agriculture, building, industry. It can also be used as a travelling power station, capable of supplying light to more than 300 houses. In the near future, the plant will commence serial production of these machines.

In recent years, Soviet industry has considerably increased the production of tractors. During the past six months, for instance, almost as many of these machines were manufactured as during the whole of 1953. By the end of the current year, Soviet agriculture will be supplied with over 150,000 tractors of different capacities and purposes.

December 1958
M-3



The new 130 H.P. (SAE) 6-cylinder engine with intermittent fuel injection.

**WELDING TIME
REDUCED TO
ONE-EIGHTH**

Automatic equipment now being used for the welding of motor vehicle axle cases at the Birmingham factory of Fisher and Ludlow Ltd.—one of the British Motor Corporation companies—has reduced average welding time to about one-eighth of that taken by former manual methods on certain thicknesses of material. The equipment, which has been supplied by Quasi-Arc Ltd., of Staffordshire, consists of two automatic welding heads, mounted on a runway above the jigging, which are traversed at welding speeds through a split lead screw. Each end of this has its own driving motor, the traverse of the two heads therefore being independent.

Welding current is supplied to the heads from two 750 ampere direct current power packs which incorporate auxiliary direct current generators for supplying power to drive the lead screw and other controls. The axle cases consists of two pressed halves which are placed together horizontally in the jig. Here they are held by air-operated, self-locking clamps, which correctly align the pressings and hold them tightly together during the welding operation.

The welding heads, starting at either side of the centre shaft hold of the axle case, traverse outwards,

welding the two halves of the seam simultaneously. With one side of the axle case completed, the clamps of the jig are released and the case is turned over for welding the opposite side. While this is being done by the operator, the welding heads automatically return to the starting point of the seam.

The control panel is built into the main frame of the jig, and the vacuum melt circulation system is also controlled from there. In addition to a considerable increase in production since the adoption of the new installation, it is also claimed that the equipment produces consistent, high quality welding with even penetration.

**SMALLEST MARINE
ENGINE IN WORLD**

A new British "baby" 1.6 litre marine diesel engine is announced by F. Perkins Ltd., the Peterborough diesel engine company. It will be shown for the first time at the National Boat Show and full-scale production will start early next year.

**KNOWN AS THE PERKINS
FOUR 99 (M) DIESEL ENGINE,
IT IS BELIEVED TO BE THE
SMALLEST FOUR-STROKE IN-
BOARD MARINE ENGINE OF
ITS POWER IN THE WORLD.**

The Four 99 marine engine develops 33 s.h.p. at 3,000 r.p.m. This is the maximum continuous rating, and the intermittent rating is 40 s.h.p. at 3,600 r.p.m.

MOTORINDIA

a winner every time...



you can be sure of SHELL

MOTORINDIA

December 1958

Features of the new engine include a new type patented combustion chamber, specially designed for the smaller size of cylinder and for high speed operation, and a rotary type fuel pump.

It is offered with direct drive or 2:1 reduction and is particularly suitable for small single and twin screw cruisers, fast runabouts and craft where space is limited and weight of particular importance.

Although engines on view at the show are fitted with the Parsons D-type gearbox, it is planned to offer the Four 99 marine engine with an oil operated gearbox in the near future.

For example, more than 1,000,000 road miles were covered by vans, cars and taxis fitted with this new British diesel engine before it even went into production. Last year, a Four 99 engine completed 3,000 hours continuous test bed running at 3,000 r.p.m. under full load—and it was found that the pintle-type injector nozzles were still perfectly serviceable. Thousands of hours have also been put in by Four 99 engines in combine harvestors working in harvest fields on the Continent this summer.

NEW SOVIET BUS PAZ-652

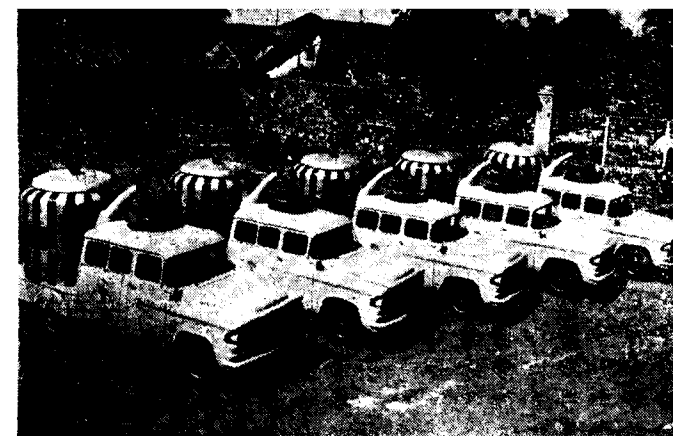
Buses carry some 12-million passengers daily in the Soviet Union.

PAZ-652 made by the Pavlovsk (RSFSR) Bus Works has a 90-h.p. engine which can develop a speed of 80 kilometers an hour. The body is of semi-support construction and its underbody serves also as its frame. Its interior is finished in imitation Karelian brich, walnut and marble. It has a large glazed surface and the roof slopes are also glazed. The coloured-glass sidelights protect the passengers from the sun. In cold weather a special heating system is started.

The bus has two folding doors for passengers to enter and leave. They are opened by the driver with the aid of a vacuum mechanism.

Besides urban types the factory puts out inter-urban and touring models. The seven-year plan of national economic development now being drafted outlines a considerable expansion of the automobile industry.

December 1958



Dodge Tea-cum-Cinema vans supplied to the Tea Board by Premier Automobiles. Six vans have so far been supplied and six more are to be supplied shortly. The beautiful bodies have been designed and built by Sion Garage, Body Builders, and will operate all over the country, particularly in rural areas of India.

NEW ICE CREAM MARKETING TECHNIQUE MOBILE FACTORIES TO COVER U.K.

Ice cream, freshly made on the spot from vans fitted with ice cream manufacturing equipment, is now available in Britain.

The vans, based on Karrier, Cruiser one-ton short wheelbase chassis, are equipped with power plants, continuous soft ice cream freezers, conservators for ice cream mix storage and a water supply. An example of this new equipment was exhibited on Karrier Motors stand (No. 74) at the Commercial Motor Show, Earls Court.

The dispensing of ice cream by mobile vehicles has been developed

in the United States, the biggest single American operator being the 'Mister Softee' concern.

This company controls well over 300 mobile dispensers throughout the States.

To operate a similar service in the United Kingdom and Overseas a new company is being incorporated under the title of 'Mister Softee (International) Ltd.' The company intends to offer franchises to re-trailers and others interested in the distribution of freshly made ice cream.

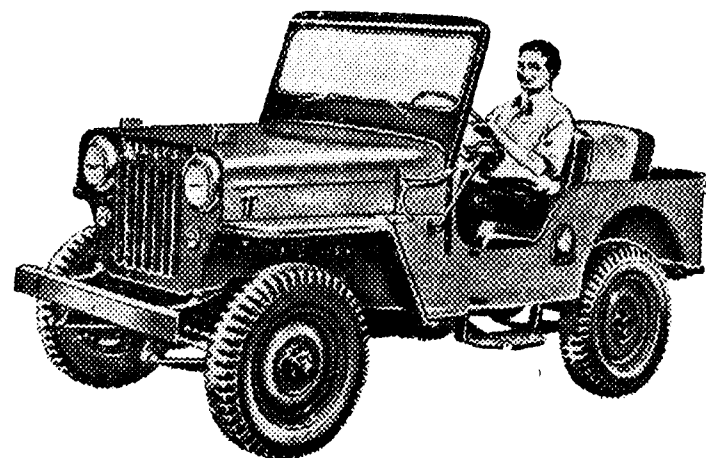
PAZ-652 bus of the Davlove Motor Works. AT 2399



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11

you
never
get
stuck...



... with a Jeep



The extra traction provided by the 4-wheel drive and the amazing mobility and versatility of the Jeep keeps the vehicle moving in any place, in any weather.

But, even a Jeep must be periodically cleaned, oiled and adjusted to give you maximum operational efficiency. To assure you of constant all-year-round service there are over 100 authorised dealers throughout the country.

This vast dealership organisation is fully equipped with genuine factory approved parts and a team of service staff specially trained by our experts to assure customer satisfaction. Contact your nearest Jeep dealer for that Factory Authorised Service which assures top performance of your favourite vehicle.

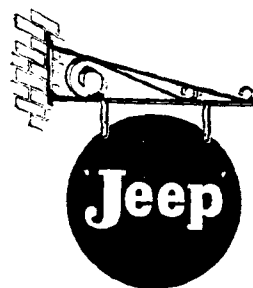


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and over 100 sub-dealers throughout the country.



Look for the sign
of your Jeep dealer

Bronze Bust of Sri T. V. Sundram Iyengar unveiled at Madras

SPONTANEOUS EFFORT OF T. V. S. EMPLOYEES

Dr. A. Lakshmanaswami Mudaliar, Vice-Chancellor, University of Madras, presided and unveiled a bronze bust of the late Sri T. V. Sundram Iyengar, on Saturday the 22nd November at the premises of Sundaram Motors at Mount Road Madras at a function organised by the employees of T.V.S. Units at Madras.

After prayer, a welcome address was read and presented by Sri P. T. Radhakrishnan, of Sundaram Motors Private Ltd., eulogising the qualities of the late Sri Iyengar.

Addressing the gathering next, Dr. Mudaliar said:

"I am very happy that it has fallen to my lot to associate myself with the many kind sentiments that have been expressed and the very frank manner in which the work and worth of Sri T. V. Sundram Iyengar has been referred to. I cannot claim any deep acquaintance with Mr. Sundram Iyengar except that on occasions when I was in Kodaikanal for the summer season I used to meet him occasionally in the lake or coming down from his residence which was just above my little cottage in that place. At a very early stage I realised the great amount of interest that was taken in this enterprise and the amount of thought and care that was put in here. Almost 25 years ago, I remember an incident as if it were yesterday very vividly indeed. I was going to a place called Ambasamudram and going by car from Kodaikanal via Madurai and it so happened that one of the buses of T.V.S. & Sons was following me. At frequent intervals I saw the bus stop and a group of little children between the ages of 10 and 15 running up with something in their hands. I was very curious to know what it is and I enquired and found that bullock shoes that were loose on the road that were being picked up and handed over to the bus driver and the little children got a couple of annas or so for each collection. It immediately struck me as indeed a marvellous piece of work on the part of the company that they



The bronze bust of the late Sri T. V. S. was unveiled last month at Madras.

should have thought of sparing the tyres and not only sparing their tyres, but our tyres also by this very kindly action of picking these cast-away shoes from the roadside so that the tyres may not get punctured. I have had the privilege once of going in one of their buses right through for about 200 miles to Tirunelveli and beyond and I can say this that if there was one company more than another that kept to the time-schedule and that the passengers were carefully looked after it was the company of T.V.S. The amenities to the passengers, the delay which was avoided and the efficiency with which any little trouble was looked after the manner in which the whole service was organized was a marvel of efficiency. It is no wonder then that so far as Madras State is concerned, Mr. Sundram Iyengar's name has become a household word for all those who have to travel in public transport. It is true in those days there was not the same degree of regimentation as we have today. It was certainly surprising to learn that about the year 1900 bus owners were expected to make their own roads so that buses may run. In the United States of America, those of you who have visited the States will remember that it is these transport operators that generally make these

roads for thousands of miles. I know that a particular traffic road between Philadelphia and Washington which is over 250 miles has been made by the transport operators themselves and maintained in an excellent manner so that four cars can go on at the same time and four return in the opposite direction. Traffic in the United States of America is something that one has to see. Really it is magnificent—almost every second or third person owns a car and it is certainly very necessary to have such a quick mode of transport. Not only that, at each of these places there is one public spot where some collection is made, called bus stop charges, for the toll gate as we call it. I was surprised the other day when I was going to Cuddalore to find that in Pondicherry there is still that system prevailing since we have not completely integrated Pondicherry with our country. In the United States of America there is the Greay Hound Service who are the largest operators in the world. They have kept cinema house, various amusement places etc., all along their routes. They have got lounges for the persons who want to travel in comfort and when a person finds it necessary to stop on the way and get into another bus and continue the journey, you have motels and hotels. Motels are wayside stations where cars can be parked and people can have some light refreshments; hotels are places where you can take rest and change. I am mentioning all these because it has all been by the effort of private enterprise; but it has been suggested that private enterprise should not be encouraged, as socialistic pattern of society will not be ushered in with its acceptance. What the public enterprise has done, people in general are fully aware of and it is not necessary for me to refer to it at length; that private enterprise stand in the way of progress is one of the slogans to be removed from public mind: **All of us must face the reality and fewer still to state it clearly and frankly, that if India is to progress and make headway**

(Continued on page 27)

No stalling, no boiling

TATA-MERCEDES-BENZ

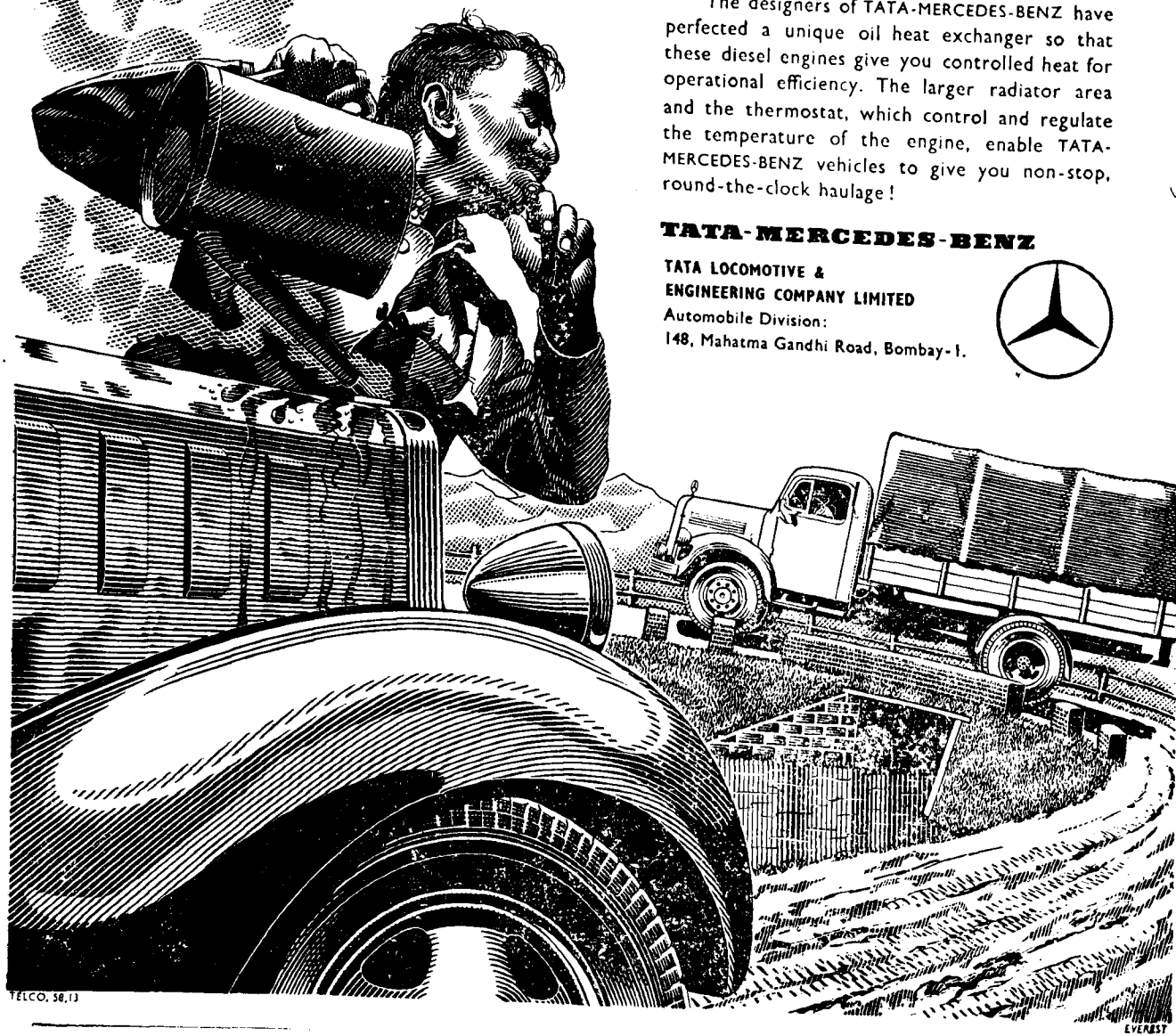
hauls non-stop round the clock

At the very first early-morning start, the TATA-MERCEDES-BENZ engine leaps to life. Later, when the sun is at its highest and the other overheated vehicles pause along the highway, the TATA-MERCEDES-BENZ streaks ahead! Steadily, through the gathering dusk and the suddenly cold night, this vehicle keeps travelling—non-stop! And another job is done: safely, speedily and comfortably.

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Shows & Exhibitions

TURIN SHOW

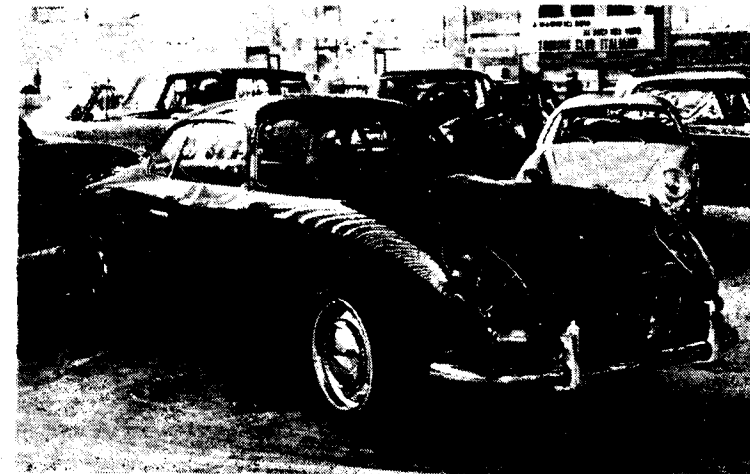
FROM GORDON WILKINS

- Common Market Brings Price Cuts and Prospects of Increased Competition on Italian Car Market.
- New Models from Fiat and Lancia.

The Turin Motor Show brought fresh evidence of the way in which a European motor industry is developing under the influence of the Common Market agreement which commits Benelux, France, Germany and Italy to reducing tariff barriers. Fiat, who have held a virtual monopoly of the Italian small car market, now face competition from Alfa Romeo, who are going to assemble the Renault Dauphine in Italy, and Innocenti makers of the Lambretta scooter, who are going to produce a small car rather like the new Austin A-40 using mechanical parts of the new Goggomobil 700. Fiat have reacted boldly by cutting prices, bringing the price of the Fiat 500 down by £40 to £224 and knocking £8 10sh. off the Fiat 1100.

Volkswagen, who already hold an important part of the limited imported-car market in Italy, slashed their prices on the Italian market by up to 14 per cent and Porsche prices were also cut. This was good news for the Italian motorist, but with fuel price pushed up to 7sh. 4d. per gallon by taxes (only half the Suez Surtax has been removed so far) and steeply rising annual taxes, he needs all the help he can get and with 30 people to every motor vehicle there is plenty of scope for expansion.

In 1948, Italy had about 400,000 vehicles in circulation and annual production was 60,000. There are 1,850,000 vehicles in use and the industry is building over 400,000 a year. Fiat, who have about 90 per cent of the Italian market, rushed a new sports car to the Turin Show. It is in effect a



Lancia Appia Gran Turismo Coupe by Zagato.

1,200 chassis with a four-cylinder 1,500 c.c. twin overhead camshaft engine based on an OSCA unit designed by the Maserati brothers. Farina built the body in record time, 22 workmen working night and day for four days to produce the panels and trim and it was shown on Farina's stand; not on Fiat's own. Impossible to give full mechanical details 78 x 78 m.m. 1,491 c.c. 8.6 to 1 compression 80 b.h.p. at 5,500 r.p.m., as development work has not even begun but its appearance is taken as a hint that if the state-controlled Alfa Romeo factory intends to enter the popular car market by building the Dauphine in Italy, it will have to face competition by Fiat in its traditional sports car markets. In fact, Alfa are expected to be making the Dauphine at the rate of 2,000 a month by the spring of 1959 at a price strongly competitive with the Fiat 1100.

Lancia recently came under new management (the new managing director is Tubb. Ing. Braldo Fideza and Commercial Director Dr. Della Seta, with Ing. Fessia as Chief Engineer) and demonstrated its vitality by showing prototypes of three new versions of the V-6 Flaminia, with engine developed to give 130 b.h.p. SAE 9 117 net.) On a new shorter wheelbase of 108 in. there is a wonderfully elegant coupe by Farina based on "Florida 11" their exhibition car which was the hit of the 1957 show. With four seats, and centre gear shift, it is credited with 170 k.m.h. 106 m.p.h.

On the same wheelbase, Carrozzeria Touring have produced a low-built Gran Turismo coupe weighing 1,240 kg. (2,734 lb.) which is said to do 112 m.p.h. (180 kmh.). It has a particularly interesting front, using four headlamps, and an original rear-end treatment with big tail lamps.

A shorter wheelbase of 99 in is employed for the third new Flaminia, a light-weight sports coupe by Zagato with plastic side and rear windows. Weight has been brought down to 1,100 kg. (2,425 lb.) and the car is expected to do 195 k.m.h. (120 m.p.h.). Zagato also does the body of the new Appia Gran Turismo coupe a light-weight competition two-seater, which weighs 750 kg. (1,654 lb.) and has an engine developed to produce 53 b.h.p., giving a top speed of 150 k.m.h. (93 m.p.h.). One of these cars, with additional modifications by Zagato has been doing very well in Italian 1,100 c.c. Gran Turismo events, winning its class repeatedly in 1958. It lapped the Monza road circuit at a 150 k.m.h. (93 m.p.h.) average and touched 177 k.m.h. (110 m.p.h.) maximum.

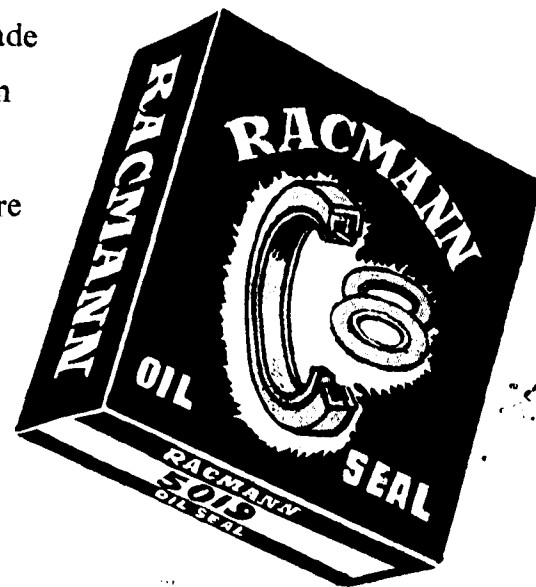
Also on the Appia chassis is a two-seater convertible, with optional hard top by Vignale, and a four-seater hardtop sedan by the same coach-builder.

The Alfa Romeo Sprint Speciale stream lined coupe by Bertone is now in production. It has a slightly shorter tail and more headroom than last year's prototype and a fairly standard Super Sprint Giu-

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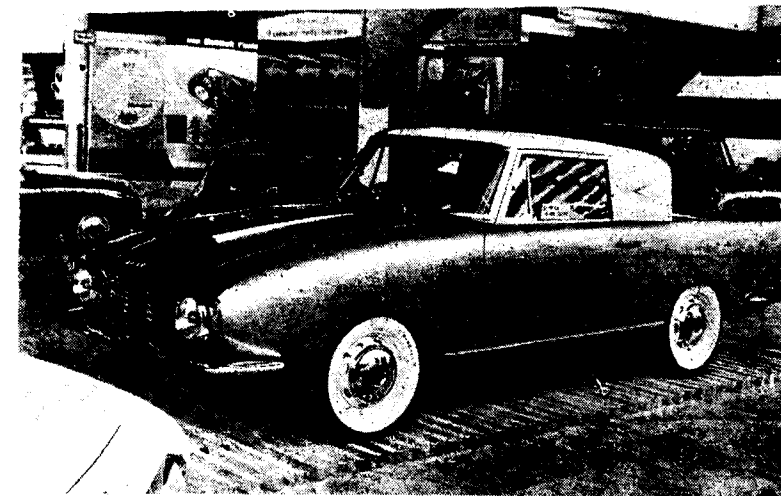
MANUFACTURERS:
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lietta Embine. Weight has been increased some 60 kg. (130 lb.) by using steel instead of aluminium panels.

Theracing driver now has an alternative mount in the Alfa-Abarth 1,000 c.c. coupe, with tubular chassis by Abarth, using Giulietta road gear, lined down Giulietta engine, and very short low-built coupe body by Bertone. The exhaust system goes forward to a front-end silencer before passing under the car, to avoid making the silencer too vulnerable.

Abarth's other innovation is the twin-cam 750 with two chain-driven overhead camshafts and two twin-choke downdraught Weber carburettors. It runs up to 8,500 r.p.m. and delivers 57 b.h.p. at 7,000. Mounted in the Abarth Fiat chassis, derived from the Fiat 600, with tiny waist-high coupe by Zagato, it gives really impressive acceleration and a maximum speed of about 110 m.p.h.

Moretti showed a new 750 c.c. roadster with single-camshaft engine giving 35 b.h.p. for the U.S.A. and Siata showed a prototype convertible with 1,700 c.c. engine, a long-stroke unit derived from the Fiat 1400 said to give a maximum of 100 m.p.h. (160 k.m.h.).



Unusual roof line on a 4-seater Fiat 1200 Coupe built by GHIA. It gives a flat rear window and good rear head room.

The price of the little Bianchina coupe, derived from the Fiat 500 was cut by £28 and a sports version with 8.6 compression and 21 b.h.p. instead of 13 was announced. Maximum speed has risen from 60 to 65 m.p.h.

The chief Italian coach-builders now have lucrative agreements under which they give styling assistance to car manufacturers in all the chief producing countries of the free world. In fact their influence is extending even further, for Ghia, who specialise in both styling and mechanical design, are now building prototypes of a new body for the Warszawa car to be made in

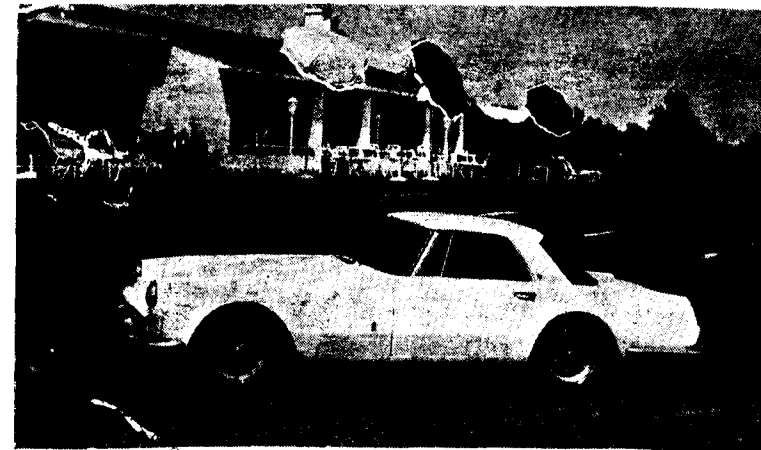
Poland. Ghia already has contracts with the Chrysler Corporation, with Volkswagen (for special bodies like the Karmann-Ghia) and has produced the prototypes of the Renault Florida in collaboration with Frua.

Pinin Farina has close relationship with General Motors which has now taken a new turn. In a screened-off section of the 'new Farina works, top Cadillac engineers were supervising assembly, trim and finishing of the bodies for the 1959 Cadillac Eldorado Brougham America's most exclusive car. The bodies are now being finished entirely by Farina to customer's requirements in Italy. A whole Range of new cars for the British Motor Corporation is being styled by Farina and he is also working for Eeugeot, Fiat, Lancia and Alfa Romeo.

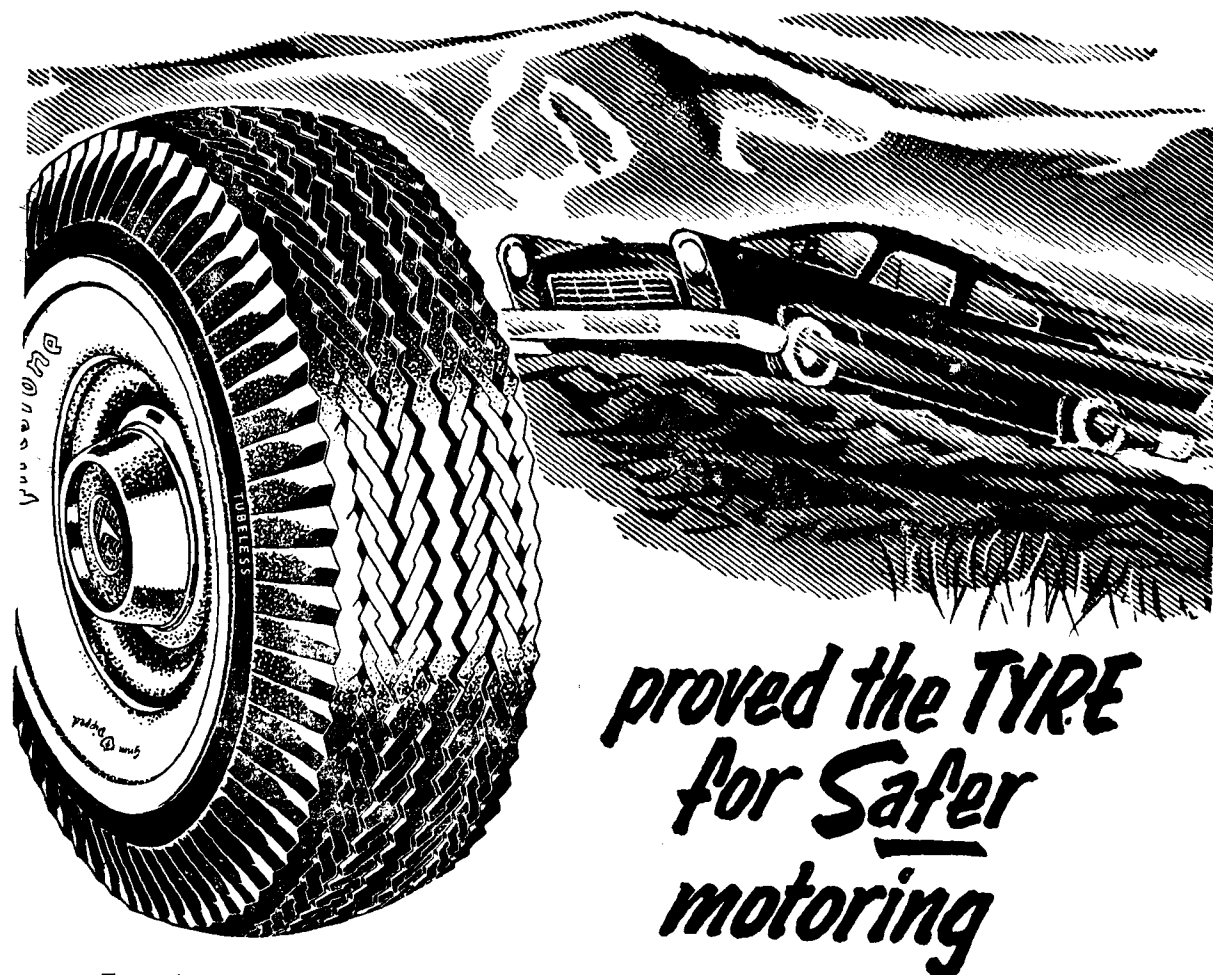
Carrozzeria Touring, builders of Superleggera bodies, are now engaged on the prototype of a new Lagonda saloon, following their success on the DB-4 Aston Martin. They are also working for Maserati, Lancia and Alfa Romeo.

Vignale have been building prototypes for future Standard and Triumph cars to designs by Michelotti following the successful trans-

Production model Ferari 250 G.T. 3-litre Coupe by PININ FARINA.



The hairpin bends of Pikes Peak Mountain Climb



For the 29th consecutive race, Firestone tyres were on the winning cars in the Pikes Peak climb, where cars battle on dirt and gravel tracks around hairpin bends. The manufacturing skill and quality control that built these tyres ensure the same extra safety and dependability in the Firestone tyres for your car.

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formation of the Standard Vanguard sedan. Bertone is styling consultant to Alfa Romeo and Zagato are working for both Lancia and Abarth. Frua produced a delightful little coupe on the Lloyd 600 Gran Turismo chassis as a study for Lloyd and Fissore produced a re-styled version of the Auto Union 1000 coupe to the order of the Italian distributor for the make.

F. Perkins Ltd., the Peterborough diesel engine manufacturers, are showing a wide range of three, four and six cylinder diesel engines at the National Boat Show from December 31st to January 10.

Four of the current models are being exhibited on the Perkins stand (No. 38). They are the 21-37 b.h.p., P3/144, 40-58 b.h.p. L4, the 43-79 b.h.p. P6 and the 65-120 b.h.p. S6 engines, suitable for a variety of lifeboats, fishing boats, work boats, pleasure and other craft.

Colour at the International Motor Show COFFEE AND CREAM SHADES POPULAR

Lighter and Brighter—this is the trend in car colours at the International Motor Show. In particular, coffee and cream shades have been used extensively, both individually and in two-tone combinations.

Duo-tone schemes were again a feature of the show, not so much by force of numbers, but by the use of colour combinations, which are bolder and more imaginative than in previous years. Colour divisions seldom coincided with the centre line of the cars—in some cases, roofs only were painted in the second colour; in others, the roof colour was repeated in a waist-line 'flare' with the upper and lower body sections in contrast. More noticeable than ever this year was the important part colour can play in motor car design, and in many cases the use of two colours was evidently an integral part of the design conception.

These were among the facts to emerge from the annual investigation of Motor Show colours, conducted by the Paints Division of Imperial Chemical Industries Limited, principal supplier of finishes to the British motor industry.

Metallic finishes as a class showed something of a revival after losing favour last year and they, too, followed the trend toward brighter colours; the dark greys, so familiar a few years ago, have given way almost entirely to cleaner, lighter shades.

The number of all-black cars was the lowest ever—a mere 3½% of the total and the proportion of exhibits in full colours and pastel shades remained much as last year.

Of the full colours reds and maroons slipped a little from their high position in 1957 but were still the most popular. Full, bright blues gained in favour and greens continued the decline that has been evident since 1955.

The decline in pastel coloured exhibits noticed in last year's survey was halted, due largely to the swing towards creams, ivories and 'coffee' colours and not to any strong revival of the other pastel shades. Greys increased slightly over last

year but there were fewer cars in pastel blues and greens.

Although metallic finishes were used on more exhibits as single colours their use in dual-colour schemes, whether combined with a 'straight' colour or with another metallic, decreased sharply compared with 1957. Duo-tones composed of two metallic finishes have in fact declined steadily over recent years.

Abridged analysis of colours at the motor show

Of the 303 cars examined 11 were black (3.5 per cent) and 292 were in colour (96.5 per cent). This shows little change from last year's percentages.

CARS PLEASE WOMEN

No matter whether a woman is the driver of the family car or whether she leaves that job to her husband, there is no doubt that feminine influence on the design of all cars in Britain today is enormous. In fact, say manufacturers, women are responsible, either directly or by influence, for 80 per cent. of the cars bought, and that being so it is obvious that they will select the model which pleases them most.

The net result is that colours are gayer, doors open wider, there is more space for parcels, and the spare wheel is positioned for easy removal in all the new cars. Some firms go so far as to employ a woman, usually a well-known driver, to keep an eye on every point which may have its effect when sales are being made.

Dual-toned schemes are already popular, and two new colour combinations which will be seen in the 1959 models will be a pale grey with calypso red or sea green.

The feminine insistence for a greater variety of practical upholstery materials which can be easily cleaned with a damp cloth or will, at any rate, not attract dirt, will also be seen in the new models and the number of mirrors to be found in many of them may be traced to the average woman's desire to alight from her car looking at her best.

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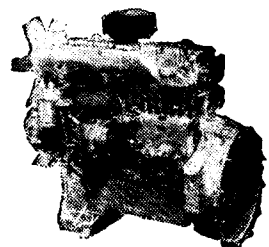
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CYCLE AND MOTOR-CYCLE SHOW GREATEST EVER

GLITTERING ARRAY OF MODELS ON DISPLAY

The United Kingdom cycle and motor-cycle industries, which, between them, manufacture 50,000 machines each week, are staging at Earls Court, London, what was described by the president of their association's council on November 14 as "perhaps the greatest show they have ever organized."

The Cycle and Motor-cycle Show opened on November 15 with new product designs backed by advanced manufacturing techniques which would undoubtedly continue to command the lion's share of the world's markets, the president of the British Cycle and Motor-cycle Industries Association's council said. Of the 50,000 machines manufactured by the two industries, 30,000 are exported. These earned in foreign currency the equivalent of £30,000,000 a year. The excellent quality of British cycles and motor-cycles was accepted everywhere without question, he added.

The show is a glittering array of motor-cycles, scooters, mopeds, and bicycles. It is two years since the last show in Britain and there has been great advance in design and in engineering techniques.

In the design of motor-cycles the influence of the scooter is shown to some extent by the greater emphasis on weather-protection of the rider. Several years have elapsed since the appearance of the first scooter, and in that time it has advanced from a little runabout for local journeys to a machine which pays proper attention to the correct principles of steering, weight distribution, and road-holding. For the first time at this show, mopeds and scooters outnumber the bicycles at the show—an indication of their advance in popularity.

A major British group is showing a new, inexpensive moped with a straightforward open tubular frame, attached to which is a two-stroke power unit under a bottom bracket.

PREMIERS HAVE A NOVEL STALL IN "INDIA 1958"

Among the Transport and Communications sector, the Premier Automobiles Ltd., one of the leading automobile manufacturers of the country, have a refreshingly novel design for their stall. Built on a spacious 8,000 sq.ft. area, the stall consists of a delicately architected open pavilion with two circular galleries, one above the other, suspended from a conical shaped concrete column. This is the first time in any Exhibition in India that a visitors' gallery is built for a panoramic view of the exhibition. Crazy shaped bare brick walls have brought a rare artistry to the entire pavilion.

The main attractions inside the pavilion are the four-coloured Truck and Fiat Chassis depicting a visual graph of the manufacturing progress of the company. They give an immediate idea to the visitor of the remarkable progress made by the company. The truck chassis is kept on a rotating platform.

At the entrance, a sleek Fiat Car leans alluringly on a pedestal, while a richly coloured Dodge Bus and Fargo Truck stand gracefully in the open yard.

A large number of components made by the Premier Auto-

In contrast are two streamlined mopeds with luxury specifications, including spring forks and rear suspension.

The trend in bicycles is emphasis on designs for young people, and that means much attention has been paid to colour, gaiety, and novelty. Manufacturers are quick to point out, however, that these features have not been introduced at the expenses of good design and high engineering standards.

* * * *

The Japan Industry Floating Fair has left Tokyo early this month to hold trade fairs at various ports in Latin America.

Readers may recall that the Japan Industry Floating Fair was in Bombay last year.

biles Ltd., are attractively grouped for visitors who would like to study a car's anatomy. The components of engines, Transmissions, Chassis frames, etc., are exhibited in one section. The company is now making practically everything in Trucks except the front and rear axles, which are now being developed in this factory. The company is making their own castings of cylinder blocks, cylinder heads and forgings of all complicated parts like crankshafts, etc.

A large model of the 87-acre factory premises of the company with a myriad tiny lights, is sure to attract the visitor's attention.

One of the special features of the stall is its pleasant colour scheme—a great relief to the eye from the bright colours seen everywhere in the rest of the exhibition.

Prime Minister Nehru is seen inspecting the luxury coach built by M/s. Simpson & Co., Ltd., Madras on a Leyland 203" w.b. Comet at the Ashok Leyland Stall at the India 1958 Exhibition. Explaining the details of the coach work is Mr. C. T. Ethiraj of Simpsons. Some more Simpson-built Comet buses will soon be on Delhi roads. The firm is now engaged in building bodies on 39 Comets. Their previous supply to Delhi Transport Authority numbered 140.



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GOETZE AT "INDIA 1958"

In a stall of Goetze (India) Private Ltd., at the India 1958 Exhibition, New Delhi, are on display original Goetze Piston rings of the highest quality.

These excellent products of the Goetze factory established at Bahadurgarh (Patiala) at the initiative of its Governing Director, Shri H. P. Nanda, with the collaboration of the world-renowned German manufacturers, Goetzewerke Friedrich Goetze A.G., have been tested, approved and accepted for use as original equipment by leading automobile and diesel engine manufacturers in India. Rightly does a slogan prominently inscribed in the Stall describe the achievement of Goetze (India) Private Ltd., as "a link in the chain of India's Industrial Progress."

Messrs. Escorts (Agents) Private Ltd., functioning as Sole Selling Agents, have established agency ramifications all over the country.

These piston rings are manufactured from indigenous raw material. Since they will be exported to many neighbouring countries, they will bring in a considerable amount of foreign exchange.

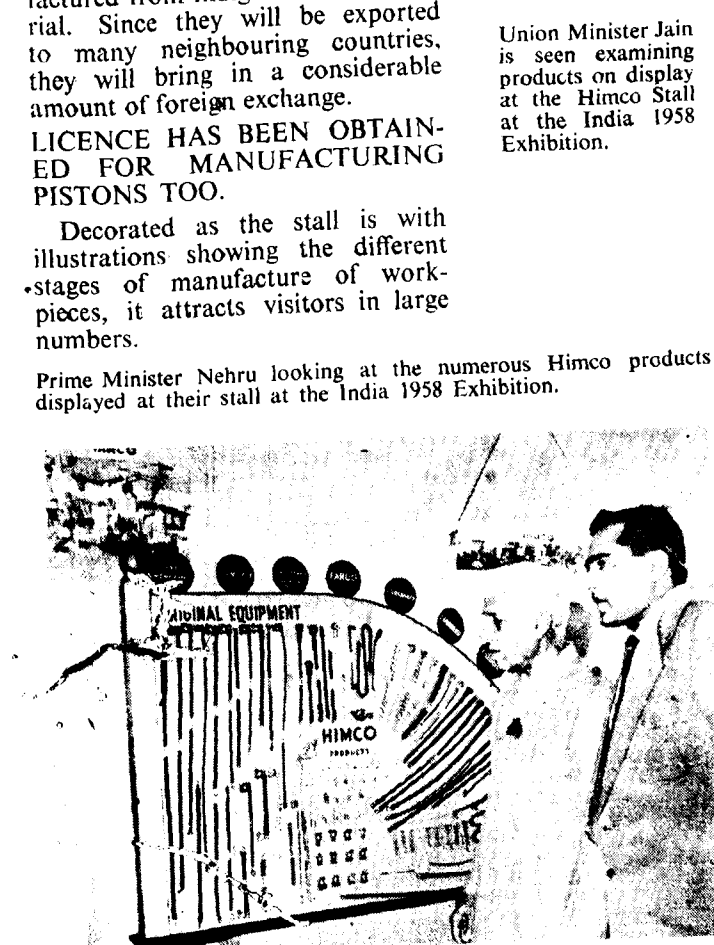
LICENCE HAS BEEN OBTAINED FOR MANUFACTURING PISTONS TOO.

Decorated as the stall is with illustrations showing the different stages of manufacture of work-pieces, it attracts visitors in large numbers.

Prime Minister Nehru looking at the numerous Himco products displayed at their stall at the India 1958 Exhibition.



Visitors inspecting the products at the Goetze Stall at the India 1958 Exhibition.



Union Minister Jain is seen examining products on display at the Himco Stall at the India 1958 Exhibition.

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Another picture of the Dealers Meeting.

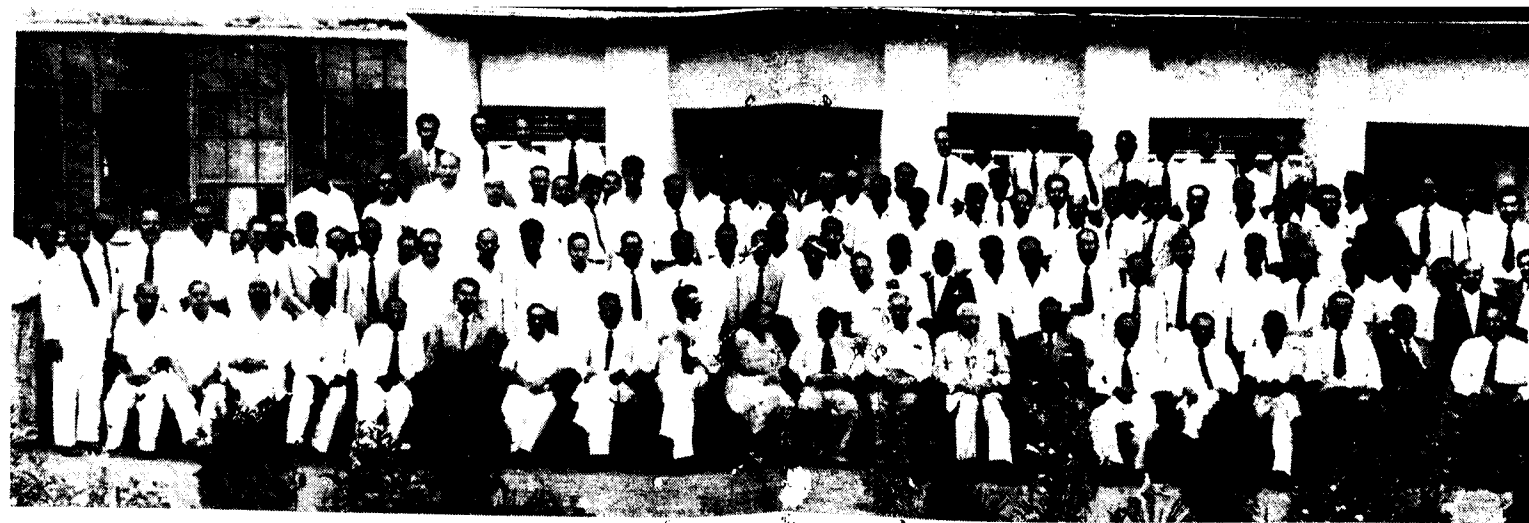


A luncheon held at the Banqueting Hall of the Great Eastern Hotel during the Hindustan Motors Dealers Conference. Seen in the picture (L. to R.) Mr. M. Sanjiva Rao, Mr. B. T. Thakur and Mr. S. D. Jhunjhunwala.

During the Hindustan Dealers Conference, a cocktail party was given at the Banqueting Hall of the Great Eastern Hotel. In the picture are (right) Mr. B. T. Thakur and (centre) Mr. R. R. Aiyar and Mr. S. L. Jhunjhunwala.



Another view of the luncheon held at the Banqueting Hall of the Great Eastern Hotel during the Hindustan Motors' Dealers Conference held in Calcutta recently.



This group photo was taken when Hindustan Motors Dealers from all over India met in conference at Calcutta recently.

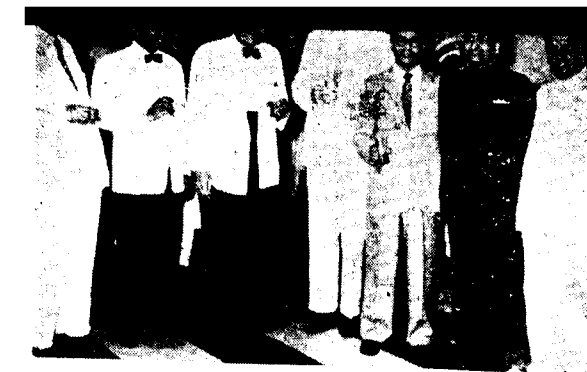
HINDUSTAN DEALERS' CONFERENCE IN PICTURES



Mr. B. N. Birla (second from left) Chairman of Hindustan Motors Limited, is seen inaugurating the conference. To his left are Sir L. P. Misra, General Manager of the Company and Mr. S. L. Jhunjhunwala, Sales Manager. On the extreme left is Mr. B. T. Thakur of Hindustan Motors Corporation Ltd.



During the Hindustan Motors Dealers Conference held at Calcutta recently a dinner party was held at the Banqueting Hall of the Great Eastern Hotel. In the group (centre) are Sir L. P. Misra and Mr. B. T. Thakur.

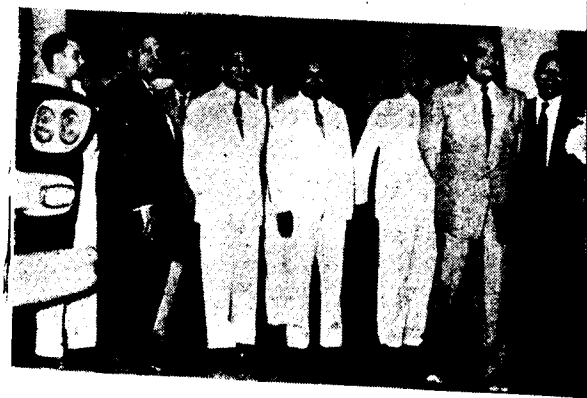


Another picture taken at the Cocktail party held in the Banqueting Hall of the Great Eastern Hotel during the Hindustan Dealers meeting held at Calcutta recently. Sir L. P. Misra, General Manager, is third from left.



Hindustan Motors Dealers, who met in Calcutta recently, were really happy to see the new Bedford and Chevrolet truck chassis.

Hindustan Motors Dealers had a preview of the Chevrolet truck chassis which was displayed in the showroom of Messrs. India Automobiles. To the right are Mr. S. L. Jhunjhunwala, Sales Manager of Hindustan Motors, and Mr. P. Pasari.



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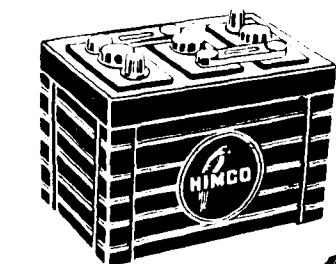
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**"T. V. S. HAS DEMONSTRATED POSITION OF
PRIVATE ENTERPRISE"**

**Dr. A. L. Mudaliar's Tribute to
late Sri T.V.S.**



Dr. A. Lakshmanaswamy Mudaliar,
addressing the gathering after the un-
veiling of the statue of late Sri T.V.S.

(Continued from page 13)

it is essential that private enterprise should be encouraged, as far as possible and may be certain conditions in the interests of the public may be imposed that will not create monopoly. It is in this respect that I feel that T.V.S. have completely demonstrated the position of private enterprise in the transport field in this State. I have gone to many States in India more than once and I can say that so far as the transport facilities are concerned, we do not lag behind any other State in the whole of India and I would go further and say that we do not lag behind any of the public enterprises in regard to all forms of transport, whether it be bus or whether it be train. Those of us who have gone by train in these days know how punctual they are and particularly if you have got to go a long distance and you can say good-bye if you have to attend an engagement the same day unless you are at least 24 hours in advance of the time—in addition the inconvenience caused, lack of proper amenities. The food supplied is most hopeless—it is most insanitary in many cases. I am not saying all this in a spirit of criticising public enterprise—perhaps there are many difficulties but the

fact remains that the State can always control private enterprise much more than it is possible to control its own public enterprise and it is in this respect that the State which does not give any housing accommodation for their thousands of employees are asking the private enterprise to give housing accommodation and many other facilities, increased dearness allowance etc., and have industrial tribunals and various forms of which those who are in the private enterprise are aware of. I am very happy indeed that the organisation started by Sri T. V. Sundram Iyengar has been so ably supported by his distinguished sons in every respect. It is not often that we grown-up parents can really be proud of our sons. There are even occasions when we cannot support too frequently or in public their endeavours and about the way in which they support themselves!! I know and every one of you know Sri T.V.S. has left a legacy which is solid, substantial in knowledge, in enthusiasm and in patriotic fervour. His family has underlined this task. It is given to few of us to see such efforts succeed in the second and further generations.

Ladies and gentlemen, it is not my intention to speak at great length, but I should like to say this that amongst the many persons who have done great service to an industry fifty years ago was T.V.S. and the remarkable manner in which he faced the various problems of the industry, the way in which he has constructed the various places where industry can be looked after, cars can be brought in for repairs and properly repaired and the factors concerned with the day-to-day problems. All these and more require certainly our earnest and sincere words of praise. WHEN WE SEND OUR GOODS BY THE LORRIES OF T.V.S. WE ARE PERFECTLY SURE OF ITS REACHING THE DESTINATION IN TIME AND INTACT. THE LATTER IS MORE IMPORTANT, THAN THE FORMER AND I NEED HARDLY TELL YOU THAT. I do feel that it is proper that the memory of T.V.S. should be kept green by this bronze figure head that I have been asked and honoured to unveil. I have great pleasure in unveiling the Bust."

The speech was translated into Tamil by Sri S. N. Ramaswami.

A section of the large gathering who attended the function.



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Sri T. S. Krishna, Managing Director of the firm of T.V.S. is seen accepting the bust on behalf of the Management.

The President then unveiled the Bust.

Sri T. S. Krishna, third son of Sri T. V. Sundram Iyengar and Managing Director, T. V. Sundram Iyengar & Sons Private Ltd., accepted the Bust on behalf of the Management. He said that his father did not set much store by money, but was always anxious to develop human contact, humane conduct and satisfy the consumer by sweet service and honest price. He always emphasised that industry is a joint effort of capital and labour. "Following his ideal, we sons and grandsons are endeavouring our honest best to follow his foot-steps. We thank the employees of T.V.S. Units at Madras for honouring my father's memory."

Sri B. Vijayendra Rao who has put in 33 years service and retired in 1955 in a reminiscent mood said :

"May I at the outset express my gratitude to T.V.S. Units at Madras

for their kind invitation to take part in this happy function. My association with Sri T. V. S. began 36 years ago as a Parts salesman. Even now I see before me his vision with a happy smile clad in spotless white khadder, with a white-laced angavasthrum around his neck and a broad namam on his forehead. His sons were studying in Sethupathi High School, Madurai. I still remember the old premises of our small building at West Tower Street, Madurai, of 25 by 10 feet.

I remember his advice on the very first day of my service. "Be punctual; be cleanly-dressed; not carry over office worry or domestic difficulties; start each day with a fresh and fertile mind to attend to the day's job." He insisted that I must receive all customers with courtesy and smile, not to interrupt a customer's say and always be alert to know his needs. He deprecated any argument with customer. Whenever he was in a reminiscent mood he was a father to me. He said that true education is in conversation and debate, exchange of thought, and yet be a patient listener. He said often that we cannot reach the heights of life, if we lack character. He was not worried about standard of living.

Turning to car and bus of the early years of this century, I may say they were not entirely dependable or comfortable. Many were the difficulties of a motorist with bad roads, poor engine performance, failing brakes etc. Drivers had to have not only great patience and skill but also develop a thick skin to withstand the jeers of common people. Looking back from the picture of the modern era, I think 1912 car was an oddity on wheels, a travelling joke, combining the intractability of a rhino with the speed of a paralysed slug!! There was no battery. Brass, acetylene lamps adorned the

front of the car. Those lamps were a nuisance leading to a messy business of cleaning the container for fresh carbide. No self-starter, no bumpers, no air-cleaner, no oil filter, no direction indicators, no windscreen or wipers, no shock absorbers, to mention a few of today's essentials. It was unsafe to drive a car at more than 20 miles speed. Makes were Ford, Dodge, Hupmobile and a few from England. Motor owners of those years were not informed about a car and so at the mercy of the chauffeurs. A dishonest chauffeur had wangled money out of his master for buying a few pounds of "compression" and his occasional requirement of coconut oil, in addition to the usual lubricating oil!! This driver got a nickname and was called "Compression Ayyathurai."

Yet T.V.S. and his able son Rajam, studied their business satisfied the consumer and prospered. Operators from Coimbatore used to come to Madurai to buy parts for Garford Buses.

Madras is very intimate with the development of automobile indus-

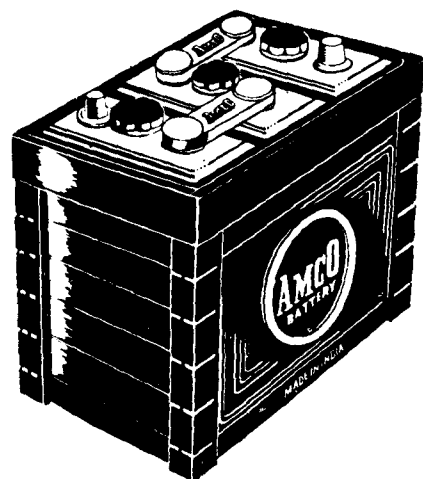
Sri B. Vijayendra Rao is seen addressing the gathering.





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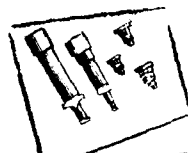
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Sri P. T. Radhakrishnan reading the
Welcome Address.

try. Simpsons are the body builders
from then on. I remember T.V.S.
sent chassis to Simpsons for body
building. I think in the year 1933,
the workshop was reorganised by
Sri T. S. Krishna, after his return
from America.

My impression during my 33
years of service is that Sri T. V. S.
was a gentleman of courage and
character, a philanthropist and yet
gifted with a sense of humility.

Sri Inder sain said : My asso-
ciation with your founder dates
back to 1926. Those were the
days when personal transport was
considered a luxury. At that time,
public transport had not made
any headway because people trusted
to their legs, and were not conscious
of time. And so in that limited
clientele of car owners and bus
operators, there were only a few
people who did a business in
motor vehicles and fewer still in
spare parts. Even from that time
I was struck by the sweetness of
the T.V.S. set-up and the way in
which they handled a friend or a
customer. Whatever be our require-
ments or whatever time of day or
night, we indented on the service

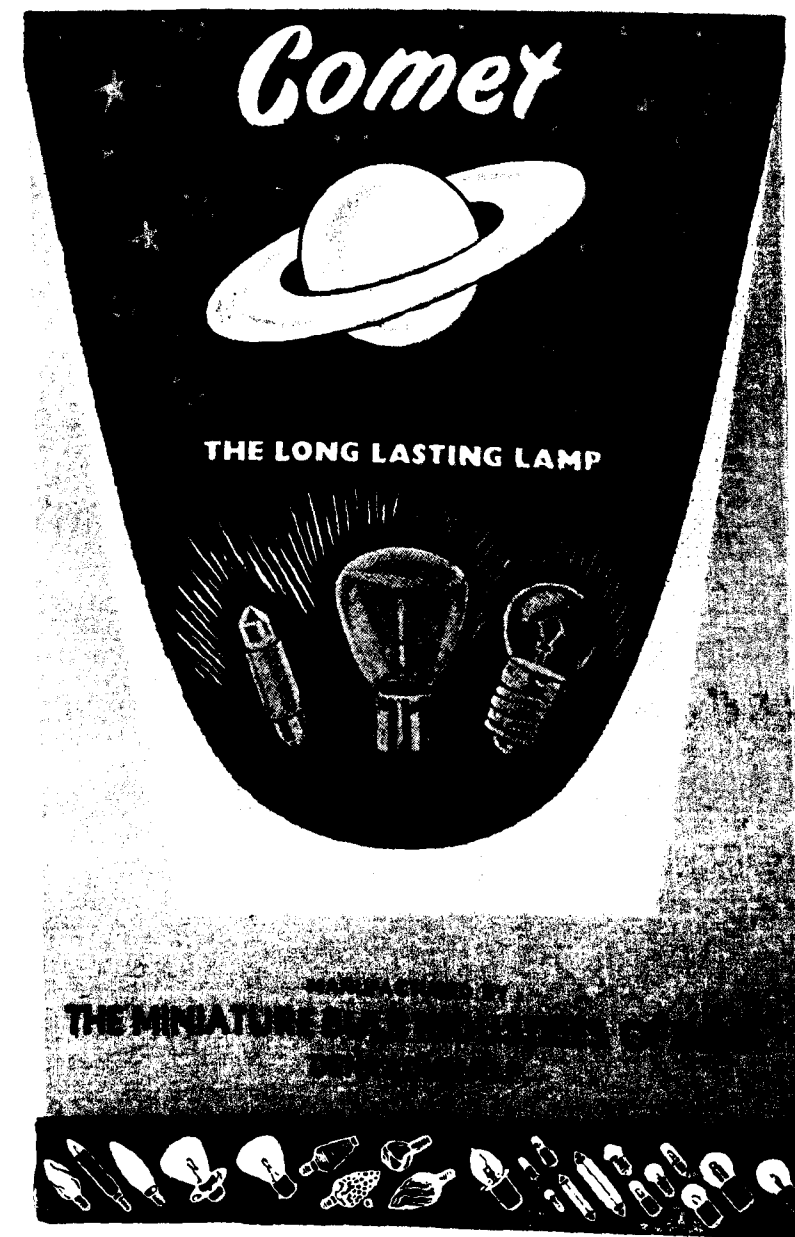
December 1958

of T.V.S. and we were sure of a
good reception and satisfactory
service. As a young man then,
I was observant of the team spirit
of T.V.S. his son Rajam and his
few assistants who can be counted
on the fingers. In addition to the
quality of service, the atmosphere
in that setup was self-confident
and through these years I had the
good fortune to see that organi-
sation grow. May God bless it
with greater strength and finer life."

Sarvasri R. V. Krishna Iyer, P. S.
A. Krishnappa and N. K. Thiru-
malachari spoke on the different
aspects of the life of T.V.S. Sri

S. N. Ramswami dealt with the
tenacity, suavity and courage of
Srimathi Lakshmi Ammal. He
pointed out the cementing influence
of the lady energising her sons
and grandsons with complete faith
in her husband's way of life.

The President distributed watches
presented by the Management to
45 employees who have completed
10 years of continuous service in
Sundram Motors, Madras. After
a cultural programme of drama and
dance by Kumari Padmini Priya-
darsani and vote of thanks of Sri T.
S. Govindachari, the pleasant func-
tion terminated.



MOTORINDIA

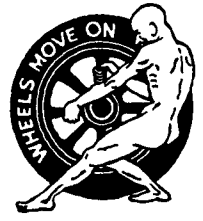
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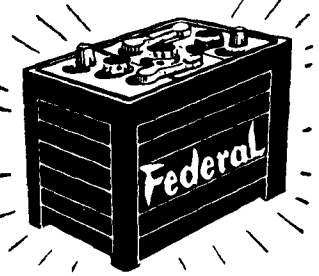


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Dealer News

Federation of All India Motor Trade Associations

EFFORTS AT FORMATION CONTINUE

Taking advantage of the visit to Delhi by Shri Satya Bhushan, Honorary Secretary, Bombay Motor Merchants' Association Ltd., Shri Rattan Lal Kohli, the Vice-President of the Delhi Motor Dealers' Association considered it expedient to have a discussion with him about the formation of Federation of All India Motor Trade Associations in which our President Dr. Tirlok Singh is keenly interested and who was out of station at this particular time. Accordingly, Shri Satya Bhushan was approached to visit the Association Office when the following also turned up :

S. Gulab Singh, Shri P. Sharan, Shri Kundan Lal Dhand, Shri Bishambar Dayal, Shri Chandar Shekhar, Shri Sain Doss, Shri B. R. Sach Deva, Shri I. D. Sethi, Shri I. R. Chadha, S. Sajjaan Singh Sethi, Shri J. L. B. Reys, Shri Mangal Dass Beri, Shri Munshi Ram Bhasin, Shri S. N. Mahajan, Shri P. D. Gupta, Shri D. S. Bhat Nagar, Shri Nand Lal, Shri Khairati Lal, and Shri P. N. Chopra.

Welcoming the guest, Shri Rattan Lal Kohli stated how efforts, in the past were made to form an All India Federation by our esteemed friends and how we had practically succeeded and then the matters became stale owing to certain problems having cropped up. He described the difficulties which the Trade throughout the country is facing on account of the Import and Taxation Policy of the Central Government as also the Transport and Taxation Policies adopted by the different States. In point, he referred to the Central Sales Tax which has now been raised to 7% ; the treatment of spare motor parts by the various State Governments as luxury goods under their respective Sales Tax Acts ; the Import Policy of the Central Government drastically cutting the imports and allowing major quotas to particular companies controlled by the

same persons, etc. He felt, therefore, that if the Trade had an All India Organisation, the grievances of the Trade could be voiced from a common platform ; variation in opinions, which was being explicit-ed by the Government to the detriment of the Trade, ended ; even treatment ensured to each dealer ; and besides the Federation could play its vital role in the development of the Transport and thus help in the improvement of the Commerce and Economics of the country.

Shri Kohli referred to the recent visit by Shri Dang, President, Calcutta Motor Dealers' Association, when he called on our President Dr. Tirlok Singh and requested him to revive the old matter and take an initiative in the formation of the Federation. Accordingly, the various Associations throughout the country had been sounded and the replies received from some had been very encouraging.

Shri Satya Bhushan replying thanked the host for having provided him with an opportunity to express his views on the subject ; and Dr. Tirlok Singh, the President of D.M.D.A. Association who has been evincing keen interest in the matter. He pointed out that Bombay, Madras, Calcutta and Delhi Associations represented about 90% of the Trade throughout the country and in fact these had been more in favour of the formation of an All India Organisation to represent the Trade and protect and safeguard its interests. He felt unless the trade organised itself, the fate of the dealers in the line would also be the same as had befallen the cycle dealers. He appreciated the spirit of mutual consultation on vital problems by the different Associations, but pointed out that it had not been very effective. In point, he referred to the treatment of spare motor vehicle parts as luxury goods by various States Governments, and said that although

all the Associations had voiced their feelings against this, and the Bombay Government had even supported his association, the matter went by default owing to the absence of an All India Organisation. He requested the Vice-President of D. M. D. A. to forward copies of the Memorandum and Articles of the proposed Federation to Bombay, Madras and Calcutta Associations to enable them to consider the matter fully. Each association may be requested to authorise some members to attend a conference and take decisions on their behalf. While intimating the names of their representatives, the associations may even suggest an agenda for a conference which may be convened to finalise the matter.

Shri Rattan Lal thanked Shri Satya Bhushan for having given him time and expressed his views on this very important problem, and was glad to learn that the matter had, in fact, been agreed to in principle, but details had to be worked out. He hoped Shri Bhushan would have this matter considered by his Association so that this long cherished dream may become a reality and at the earliest. He also thanked those who had attended and thus given an evidence as to the importance of this matter.

SRI S. KRISHNAMURTY

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Shri S. Krishnamoorthy, the proprietor of the Auto and General Supplies Company, was born in 1801 and started his career as a clerk in the city before he joined M/s. Rane (Madras) Ltd., in 1929. He then started his own concern under the name and style of the Auto & General Supplies Co., on 12-11-1938. Though they were importing goods in small scale in the beginning their business has improved step by step. They are now one of the fairly big importers of Madras holding a variety of Import licences as an established importer. Mr. Krishnamoorthy has also served as the treasurer of the Madras Motor Parts Dealers Association for about five years.

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A group photo taken on the occasion of the 15th Annual General Body Meeting of the Madras Motor Parts Dealers Association held at the Association premises recently at Mount Road. In the centre is seen Mr. Inder Sain, the newly elected President for the coming year.

The Madras Motor Parts Dealers Association ELECTS MR. INDER SAIN PRESIDENT NEW OFFICE-BEARERS ELECTED

Madras: The 15th Annual General Body Meeting of the Madras Motor Parts Dealers Association was held on November 29th at the office of the Association, Bharat Buildings, Mount Road, Mr. V. Kunjitapadam presiding.

After the adoption of the Annual Report and Statement of Accounts for the year ending September last by Mr. V. Narayanaswami of Madras Mercantile Agencies Private Ltd., Secretary, the meeting unanimously elected Sri Inder Sain of M/s Upper India Trading Co. Private Ltd., as President for the year 1958-59. The Committee also unanimously elected the following as members of the Managing Committee:

Mr. P. Chandriah (The Modern Automobiles); Mr. T. S. Krishnamurthy (The Motor and General Trading Co.); Mr. V. Narayanaswami (The Madras Mercantile Agencies Private Ltd.); Mr. S. S. Kalyanpr (The Automotive and Allied Industries Private Ltd.); Mr.

S. Natarajan (The Auto Parts Trading Co.); Mr. Sardar Manohar Singh [M/s Singson & Co. (India)]; Mr. M. V. Chauhan (M/s Visram Motors); Mr. S. M. Subramaniam (M/s Modern Distributing Co.); and Mr. Sat Dev (The Auto Sales Co.).

The Managing Committee elected at a meeting held immediately the following office-bearers:

Mr. T. S. Krishnamurthy was elected Vice-President; Mr. S. Natarajan, Hon. Secretary; Sardar Manohar Singh; Joint Secretary and Mr. S. M. Subramaniam, Treasurer.

Sri Kunjitapadam of Bharat Motors and Sri K. Vasudevan of M/s Overseas Manufacturers Sales Co., were co-opted to the Managing Committee under Clause 8 (a) of the Articles of Association.

At the General Body Meeting, after refreshments and tea, the out-going President, Mr. V. Kunjitapadam in an address stated that the past year had been a crucial one

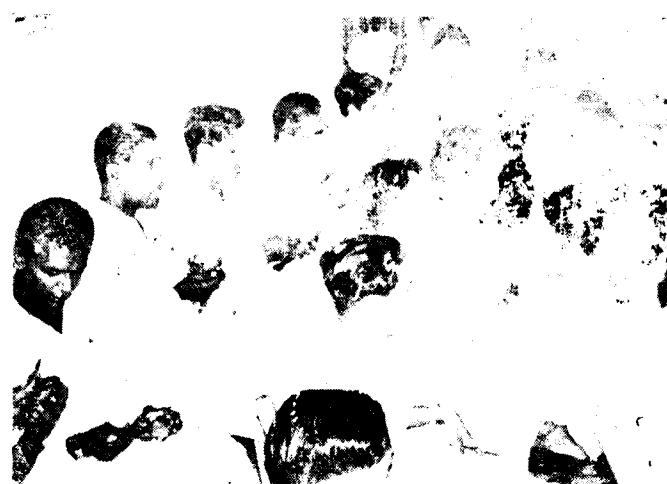
for the country in general and for the auto parts trade in particular.

He added: "The acute foreign exchange position, drastic cuts in the imports, pruning for the 5 year plans and the none-too-sure foreign aids promised and realised—all these have contributed their mite in keeping the market unsteady and often speculative. As a result there has been a certain amount of apprehension in trade circles not only about the present situation, but also about the future.

However, we have to face the circumstances as they are, and make the best of them in the interest of the trade, the community and the country. We have to realise that ours is a trade which play a vital part in the economic development of the nation. Transport is the nucleus of a nations progress and in a vast country like ours Road transport should, and is forming its backbone. Successful implementation of the plan targets, even the essential movement of vital goods



Mr. V. Kunjitapadam conducting the deliberations of the Annual Meeting.



Members of the MMPDA partaking refreshments at the Annual General Body Meeting.



Mr. Roshan Singh (extreme right) snapped with his colleagues in the trade.



The retiring President, Mr. V. Kunjitapadam has just thrown a question and waiting for a reply from Mr. Natarajan and other colleagues in the trade.



Mr. Inder sain, the new President is seen addressing the members.

Mr. V. Narayanaswamy, the out-going Secretary of the Association is seen garlanding the present and past Presidents of the Association.



Mr. S. Natarajan, Secretary, Mr. P. Chandriah, former President and Mr. T. S. Krishnamurthy, the new Vice-President seen at the Annual General Body Meeting.



TURN IMPORT SITUATION INTO A BOON

Kunji apadam's Call for Auto Manufacturers

are all dependent on a smaller or greater degree to the efficient maintenance of road transport. We should be proud to be linked to such an industry and I do hope that all of us would rise to the challenging occasion.

I hope there will be people in the trade who would turn the present foreign exchange and import difficulties into a boon. Just as the 1st World War and consequent scarcity of goods gave Japan the real "break" to gate crash into the realm of highly industrialised nation, our present import cuts and scarcities could stir the enthusiasm of far-sighted men. Quite a few ventures are coming up, but not yet in any laudable degree.

I hope that the time may not be far when more and more entrepreneurs enter the motor field making the country self-sufficient in such a vital industry. Gentlemen, coming closer, I must say that our association itself could be a lot more active than what it is now. Much as I appreciate the work of my colleagues in the committee with whom it has been a pleasure to work with, and pleased as I am with the co-operative spirit of our members, I cannot help wishing that we had some more activities and life in this organisation. Only unity and co-operation amongst us in a positive and active way can provide us with real strength. We could do much more to each other and thus collectively to the progress of the trade.

I hope you will all take even a greater part in the successful running of this association such that

Messrs. V. A. Neelakanta Iyer, Chowdry, Santhanam and K. Vasudevan are discussing an interesting point as Mr. M. P. Narayanan (right) is watching.



Mr. S. S. Kalyanpūr, poses the MOTORINDIA camera as Mr. Satpal (extreme right) and Chamin Singh Kapoor (left) look on.

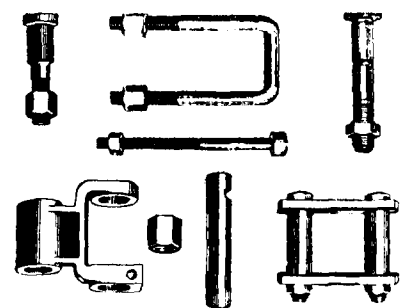
Photo shows Mr. Kunjitapadam and Mr. S. M. Subramaniam and others waiting to receive the President-elect at the Annual General Body Meeting.



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Mr. Inder Sain, the new President is seen arriving at the General Body.

- this organisation not only gain greater strength but also impart it to its members effectively and generously."

ANNIVERSARY DINNER

The Anniversary Dinner of the Madras Motor Parts Dealers Association was held at new Woodlands Hotel on the 13th December evening when a very large and distinguished gathering of automobile interests responded to the invitation of the Association. Practically all the members of the Association were present.

The Celebrations were presided over by Mr. K.V. Srinivasan, Director of M/s. Standard Motor Products and President of the South Indian Chamber of Commerce. There was an interesting programme of dance recital by Kumari Anuradha. Mr. Srinivasan presented the Kumari with a Souvenir on behalf of the Association and complimented her on the excellence of performance.

After Dinner, Mr. Inder Sain, President of the Association, in a short speech, exhorted the dealers to

encourage Indian manufactured products by handling sales of such products. He also emphasised the need for indigenous manufacturers improving their quality and where necessary getting quality certified by the Indian Standards Institution.

Mr. K.V. Srinivasan endorsed the views of Mr. Inder Sain as regards support for indigenous products and hoped that more and more enterprising businessmen would take up to manufacture of automobile and ancillary parts. He also referred to the vital place that labour played in the manufacturing programme of the country and hoped that the abundance of labour in India will result in the ultimate production of competitive products for the consumer.

With a vote of thanks by Mr. S. Natarajan, the pleasant function terminated. (Photographs relating to this function will appear in the next issue of MOTOR INDIA.)



Mr. V. Narayanaswamy, Secretary is seen presenting the Annual Report.



Mr. M. K. Govindaswamy and Sardar Manohar Singh enjoying a joke.

Mr. Inder Sain and other leading members having a chat as the photographer starts focussing for the click.

Mr. S. Krishnamurthy, Mr. V. A. Neelakanta Iyer and others at the Annual General Body.



Mysore Automobile Parts and Allied Merchants Association

Sri P. V. Venkatasubba Rao, the Secretary of the Association informs members in a Circular that the last date for establishment of fixation of quotas for established importers for the current licensing period has been extended to December 10, 1958.

The last date for application from established importers has also been extended to January 15, 1959.

He presumes that members have a copy of the Red Book (Import Trade Control Policy for the Licensing Period October 1958—March 1959) of the Government of India. Those who have not got the book may kindly refer to the Secretary for any information on the subject.

In another Circular, the Secretary gives a list of spare parts required for Dodge vehicles by Mysore Government Road Transport Department and requests members to quote their lowest to the Purchase Officer, Mysore Government, Road Transport Department.

Mr. G. K. Iyengar, President presiding, the Managing Committee of the Mysore Automobile Parts and Allied Merchants Association, at a meeting on November 15, considered a letter from the Delhi Motor Traders Association regarding the formation of an All-India Federation of Motor Parts Dealers Associations in the country, and endorsed the previous resolution of the Mysore Association resolved unanimously in July 1955 on the subject.

A letter from the Chief Controller of Imports, in reply to a telegram for liberalisation of licences for import of motor vehicle parts was read at the meeting and recorded.

The next meeting of the Committee, it was resolved will be held in Mysore State.

Another meeting of the Association Committee recently decided to invite for every Committee meet-

ing one upcountry member and one local member. In response to this Mr. K. Y. Paramashiv of Baharat Automobiles, Tumkur attended the meeting.

The Government of Mysore have directed the State Transport Authority to take necessary action to give effect to the certain arrangements entered into with the Bombay Government regarding inter-state operation of transport vehicles. The arrangements include that as far as possible each route shall be operated exclusively by one of the two State; the route mileage of all the Inter-State routes shall be equitably divided between the two States; that both the States will make arrangements for booking of through traffic feeding into the traffic points on either side and that the maximum fare and freight chargeable will be as prescribed by each Government in its own territory. It is also proposed to have discussions between the State Transport Undertakings of the two States to consider the equitable distribution of Inter-State routes on monopoly basis as far as possible. It is also specified that the number of public carrier permits to be countersigned by the Transport Authorities on routes in the other State shall not exceed 300, and that no permit shall be countersigned for more than three specific routes. The number of permits for private carriers of one State to be countersigned by other States has been fixed at not exceeding 30.

The arrangements are to be reviewed every six months at the instance of either State.

Under the agreement entered into between Mysore and Bombay, the Government of Mysore had directed that transport vehicles registered in the State of Bombay and plying in the State of Mysore under the reciprocal arrangement be exempt from payment of tax in the State of Mysore under the said Act, subject to certain agreed conditions of countersigned terms of transport authorities, etc.

Similarly the Mysore Government has directed that transport vehicles registered in Kerala and plying regularly on the "Inter-State routes" between Mysore and Kerala under the reciprocal arrangement between the two States be exempt from payment of tax under the Mysore Motor Vehicles Taxation Act provided that the tax for the period has been paid in Kerala. This exemption will come into effect from January 1, 1959.

M. V. A. M. A.

According to statistics released by the Secretary of the Motor Vehicles and Allied Merchants Association, the total revenue collected under the Madras Motor Vehicles Taxation of Passengers and Goods Act during the past year amounted to over 56 lakhs of rupees in respect of stage carriages and Rs. 10 lakhs in respect of public carriers. An appendix to the Statement reveals that at the end of 1956, permits had been issued for 3,536 stage carriages, 5,393 Class I Goods Vehicles, 1875 Class II Goods Vehicles and 1,372 taxis.

Importers, Clearing Agents and other concerned are informed that "Spot Lights" for use with Motor Vehicles will hereafter be permitted clearance against licences issued for "Motor vehicles and accessories" under Serial Nos. 293, 295 and 297/Part IV of the I.T.C. Schedule.

The question of correct classification of these goods under the Indian Customs Tariff is at present under consideration and their classification under the Indian Customs Tariff will be notified separately in due course.



Photo taken at a party given by the members of the staff of Amco Batteries to their Managing Director, Mr. K. G. Parameswaren (extreme left) in connection with his visit to foreign countries. Amcos are planning further expansion to include almost all types of Lead Acid Batteries as used in, motor vehicles, telephones, telegraphs, aircrafts, radios, railways and even defence purposes in collaboration with one of world's largest battery manufacturers.



Photo taken on the occasion of the completion of the 60th birthday of Mr. K. L. Anand (ex-President of B. M. M. A.) of K. L. Anand & Sons, Bombay. K. L. Anand was President of the B. M. M. A. in 1945 and in 1950. He was also Managing Director of M/s. Upper India Trading Co. The photo shows (from R. to L.) Messrs. Arthur Frank, Meghraj Sethi, Sardar Amrik Singh, V. S. Pawar, K. L. Anand, M. L. Anand, Kuldeep Chandhoke, Chimanlal Dessai, Ram Rao Khabadi, Satya Prakash Anand, Shantilal, Satya Pal Anand.

Mr. W. T. Cresswell, Consultant Engineer of M/s. Engine Valves Ltd., Meenambakkam, arrived on December 5 from England and was received by Mr. L. L. Narayan, Managing Director, Rane (Madras) Ltd., (extreme left) and Mr. G. K. Raman, Director, Engine Valves Ltd. (extreme right). Next to Mr. Raman is Mr. B. R. Baliga, who himself returned only recently from England after a thorough six months' training at the factory of Farnborough Engineering Co., Ltd., Technical Collaborators of Engine Valves. Mr. Cresswell will be in India for about a year by which time he is expected to complete training the entire personnel at the factory.



Photograph taken at the Palam Airport when Mr. R. S. Baisiwala, Director of M/s. Orient General Agencies, returned from his foreign tour. Among with him are the other two directors, Shri Ranji Lal and Shri S. S. Agarwal.

Photo taken at a reception given in honour of Mr. Baisiwala in the Roshanara Club Lawn, Delhi.



NEWS IN P I C T U R E S



Mr. S. Lazar Udayar, M.L.A., seen addressing the Members of the Tiruchi Branch of the Madras State Lorry Owners Association on the occasion of the First Annual Meeting.

Mr. S. Muthuswamy Iyer, reading a welcome address to Mr. Lazar Udayar.

TRICHI OPERATORS HOLD ANNUAL MEETING

The First Annual Meeting of the Trichirapalli Branch of the Madras State Lorry Owners Association was held on November 30 last when the first anniversary of the Association Branch was also celebrated at Trichi under the presidency of Sri S. Lazar Udayar, a Member of the Madras Legislative Assembly.

The function which was held at Karunanidhi Park, was largely attended by lorry operators from various parts.

The Legal Adviser of the Association, Sri S. Muthuswami Iyer inaugurated the proceedings and presented an address of welcome to the President of the Evening. The Address, among other things, mentioned with pride that the lorry owners were rendering a useful service to the merchant community playing thus an important role in the trade and economy of the country. It was however found that their services were not properly appreciated in as much as the Police looked upon the operators as law breakers and tax dodgers, said the Address.

The address pleaded for the support of Mr. Udayar in the Legislature to introduce healthy changes in the existing permit system and also in the system of enforcement of the penal provisions of the M.V. Act. The Address also pleaded for a regulation in the system of employing lorry-brokers. It was further stated that the zonal permit system introduced during the ration days had since become an anachronism and the power to launch

prosecution was being not infrequently exploited. It was the plea of the Association that the brokers should be licensed and statutorily controlled if unfair practices and unhealthy competition were to be eliminated.

It was hoped that lorry operators who were engaged in a free enterprise would be given all facilities and that undue discriminations and restrictions would be eliminated at the earliest.

The Secretary of the Association, Mr. T. S. Manian then read the Annual Report of the Association.

A number of speakers including Sri Udayar, Sri T. Durairaju Pillai, Sri S. Muthuswami Iyer, Sri T. Z. Manian, Sri T. C. Pani Rao and the Secretary of the Madras Association, Mr. A. G. Gopalakrishnan, narrated the endless difficulties to which lorry operators were being subjected to. They also pleaded for strengthening the Association so that united efforts may be made for the redressal of the grievances of operators. A number of resolutions, based on these pleas were passed unanimously.

* * * *

A section of the large number of lorry operators who attended the Annual Meeting.



MOTORINDIA

December 1958

Of Interest to the Operator

COMMITTEE TO DRAW UP NATIONAL TRANSPORTATION POLICY

New Delhi: The Road and Inland Water Transport Advisory Committee, which concluded a two-day session here has recommended an appointment of a committee to draw up the salient features of a national transportation policy.

Mr. Raj Bahadur, Minister of State in the Ministry of Transport and Communications, presided.

The Committee felt that State Governments should take steps to consolidate the various motor vehicle taxes and fees and centralise their collection, that the ceiling on motor vehicle taxation should be fixed at 75 per cent of the total existing Madras rates and that indirect taxes should be progressively eliminated.

The necessity of abolishing double taxation was stressed by the Committee and it recommended that the principle of single-point taxation should be accepted and acted upon by States which had not yet agreed to it.

Mr. Raj Bahadur made a plea for the development of road transport. This, he said, gained added importance on account of the high cost of laying a railway track and it was obviously more economical and easier to have a network of roads in the country.

A place of importance has been given to the construction of main highways and feeder roads, "he said, and added "it is the aim of the Government to connect every village to the highway so that the villager is in a position to carry his produce and sell them in the main markets and thereby obtain a fair price for his produce."

It has been widely felt, Mr. Raj Bahadur said, that our road policy should be reviewed and re-oriented to meet the village needs. The Chief Engineers of all the State Governments, meeting recently in Bombay, had proposed that the road mileage should be increased by about 73 per cent over the planned targets for 1961.

It had often been said and possibly rightly that one of the contributory

factors for the slow place of development of motor transport, had been the administrative setup in some of the States which had concerned itself more with the regulation of motor transport than with its planned development. In this connection he said that the *ad hoc* committee for conducting an enquiry into the transport administrative setups in the States and to make recommendations for its reorganisation would make its report in a couple of months.

To infuse a sense of security in the transport operation in the private sector, he said, the Government of India had advised the State Governments that they should not embark upon any scheme for the nationalisation of goods transport till the end of the Third Plan period.

CHINGLEPUT BUS OPERATOR WINS WRIT PETITION

Madras: Allowing a writ petition His Lordship Mr. Justice P. V. Balakrishna Aiyar held that a Checking Inspector under training in a bus would not be a "passenger," but only an employee of the permit-holder on duty, in terms of Rule 3 (h) of the Motor Vehicle Rules.

Mr. T. Jagannathan Chettiar, was running a bus in Chingleput district. On June 27, 1956, the Assistant Motor Vehicles Inspector, Chingleput, stopped the bus and found that it carried 49 adults, while the permitted seating capacity was only 45 passengers and the other four persons found at the time of checking were three police constables who got into the bus in spite of protest, saying that they were in pursuit of an escaped under-trial prisoner and a Checking Inspector under training. The Regional Transport Authority held that whoever might have been the persons allowed to travel and whatever might have been the circumstances, the vehicle was overloaded, which

was a violation of the condition of the permit. So he ordered the suspension of the permit for a week. On appeal, the State Transport Appellate Tribunal held that only a Checking Inspector on duty could be exempted and even if the truth of the appellant's explanation was accepted there was overloading by one person. In that view the Tribunal confirmed the suspension order. Against that, writ petition was filed in the High Court.

His Lordship observed that Counsel for the petitioner challenged the view taken by the State Transport Appellate Tribunal and submitted that Rule 3 (h) of the Motor Vehicle Rules, as it stood at the time, defined "passenger" as any person travelling other than the driver or the conductor or an employee of the permit-holder on duty. The explanation of the petitioner was that the person, who was undergoing training, must ordinarily be regarded as a person on duty. Every day in Government Service, His Lordship said, persons recruited for some post or other were attached for training to some office. A person so selected was always considered to be on duty while learning the duties of the post. That being so, the Judge was unable to accept the view of the State Transport Appellate Tribunal that only a Checking Inspector could be regarded to be on duty. It was not clear from the order of the Tribunal whether it accepted the explanation of the petitioner that the three constables had boarded the bus notwithstanding the protests of the conductor or the driver, as the case might be. So, the ground which the Tribunal took for holding that the condition of the permit had been contravened could not be supported.

Setting aside the order confirming the order of suspension, His Lordship added that the Tribunal was at liberty to dispose of the matter afresh.

Miss Nasreen Amiruddin appeared for the petitioner.

December 1958

MOTORINDIA

GRANT OF BUS PERMIT

By AN OPERATOR

It is my desire to point out certain anomalous consequences that follow from the procedure now being adopted for grant of permits under Section 57 (2) and (3) of the Motor Vehicles Act. From the experience in the past and after mature consideration, I have come to the conclusion that these anomalies are wholly avoidable and can be avoided.

When a bus service is required in a new route or an additional bus in an existing route, where other operators are already running their buses, applications are invited under Section 57 (2) and permit is granted to one of the applicants under Section 57 (3). The grantee is given four months' time to put the bus on the road, but in practice he puts it on the road immediately to establish his right. The aggrieved parties appeal to the State Transport Appellate Tribunal which takes not less than five to six months to dispose of the appeal. If it reverses the order of the R.T.A., the respondent who succeeded before the R.T.A. and has already invested to the tune of Rs. 40,000 on a new bus invokes the Writ Jurisdiction of the High Court.

It is the situation created, during the Writ period which takes not less than eight months to terminate, that causes all the difficulty. The Writ petitioner applies for interim stay of the order of the S.T.A.T. In some cases, the High Court allows both parties to run their buses till the disposal of the Writ and this state of affairs continues even after the disposal of the Writ and during the period of Writ appeal which inevitably follows and which takes not less than six months to dispose of, not to speak of any subsequent appeal to the Supreme Court.

Thus, it often happens that both parties run their buses for a couple of years in a route, where only one bus is required. If it is a new route, this may not matter much. But if this is allowed in an existing route where a number of other operators are already plying and where only one additional bus is required, the advent of a second

additional bus imposed by the High Court Order (against the only one that is required) has the unfortunate result of adversely affecting the interest of the other operators in the route, who are not parties before the High Court and whose business ought not to suffer in adjusting equities between the two contesting applicants of whom only one can ultimately succeed. As it is, these strangers to the proceedings before the High Court are made to lose by sharing, nay, snatching of their traffic by what may be called the 'interloper' bus and this is really unfortunate to other operators for no fault of them.

My suggestions for obviating this unintended and inequitable result is simple and born entirely of a desire to minimise litigation, reduce waste of time and reduce the expenditure. It may be safely taken that, as a period of four months is allowed by the R.T.A. to the grantee of a new permit to put the bus on the road, there is no urging demand within that period for a bus. The R.T.A. while granting the permit, may as well fix the date for putting the bus on the road under Section 48 (3) (i), viz., after 45 days and within four months from the date of grant of permit and post the proceedings immediately, to enable the unsuccessful applicants to prefer appeals within 30 days as required under the Rule 147 of the M.V. Rules. If no appeal is preferred, the R.T.A. grantee can put the bus on road and if there is any appeal, the permit need not be issued until disposal of the appeal. In the event of urgent need to provide transport facilities for the public temporary permit for a spare bus to any one of the operators on or near that route in question, may be issued.

The State Transport Appellate Tribunal is the highest authority for grant of permits. The grantee at the hands of that Tribunal (whether he is the grantee of the R.T.A. confirmed by the S.T.A.T. or the grantee of the S.T.A.T. by cancelling the R.T.A. permit) becomes the legal permit holder under the M.V. Act and he can then be allowed to put the bus on the route.

My humble object is to avoid the advent or imposition of the second bus which has to be eliminated in any event. If this is done, the advantages are as follows :

(1) Value of the chassis alone is met from foreign exchange. Foreign exchange in these days is not adequate, even for normal requirements of foreign goods. Avoiding the second bus, means, utilising this foreign exchange of Rs. 20,000 in another place where this vehicle can be best utilised.

(2) The existing operators on the route will not incur any loss of revenue, because of the second bus. If the R.T.A. grantee is a new entrant and if he is to lose the permit ultimately, he will be put to heavy loss, because he could not get proper price for his used bus.

(3) Writ petitions will be reduced.

(4) There will be no occasion for staying the order of the S.T.A.T. by the High Court, because the unsuccessful party before the S.T.A.T. has not put any bus on the route, to incur any financial loss by him.

(5) Expenses on litigation will be greatly reduced and

(6) Money and time thus saved can be well utilised to improve the efficiency of service and the status of the workers.

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MOTORINDIA NEWS SECTION

(BY OUR SPECIAL CORRESPONDENTS)

UNUSUAL APPLICATION FOR NEW VEHICLE NOW IN SERVICE WITH LONDON BOROUGH

To provide washing, resting and cooking facilities for sewer maintenance workers, the Metropolitan Borough of Islington has put a specially designed van into service.

The vehicle is based on a Karrier 'Bantam' 10 feet 2 inches wheelbase chassis. Powered by a Karrier 4-cylinder diesel engine and fitted with a standard forward control cab, it mounts a box-type body of composite construction.

The body interior is fitted with clothing lockers, seats, a wash basin, a solid fuel cooking range and collapsible tables.

Being mobile, the unit can cover a considerable area and enables staff engaged on the maintenance of the Borough's sewers to clean, wash, change their clothes and have a meal before returning home after duty.

The interior body measurements are :

Length ... 14 feet.
Width ... 17 feet 6 inches.
Height ... 7 feet.

Two 3 feet wide doors are fitted at the rear, access being facilitated by means of a folding step.

The body equipment includes a stainless metal sink with metal surrounds and a 20 gallon, steel fresh water tank. The solid fuel cooking range is carried on a galvanised steel tray and has a small fuel bunker fitted beneath, the smoke pipe protruding through the body roof.



The Sewerman's service vehicle based on a Karrier Bantam 10 feet 2 inches wheelbase chassis.

Twin, rotary extractor type ventilators are fitted to the roof together with a hit and miss unit at the front of the body.

The vehicle is finished in dark green, the Islington coat of arms being in gold. The body interior is finished in white.

The body was constructed by the Zenith Motor and Engineering Works Ltd., of 591 Commercial Road, London, E-1, the vehicle being supplied by Ray Powell Ltd., Rootes main dealers in Eastern Avenue, Ilford.

DIRECTOR OF LEYLAND IN INDIA

Mr. Walter West, deputy managing director of Leyland Motors Ltd., is expected in India this month on a business tour of India and Ceylon. He is to be accompanied by Mr. F. Grimshaw, Leyland's general works engineer.

As director in charge of the Leyland foundries, Mr. West will

study India's present productive capacity if automotive castings in iron and aluminium, primarily as far as quality is concerned but also in relation to quantity and costs. This may indicate the possibility of establishing foundry facilities in India for castings such as are needed for the Leyland range of vehicles now in phased production at Ashok Leyland Ltd., Madras.

Mr. West will also study, in his capacity as chairman of Scammell Lorries Ltd., the possibilities of expanding the use in India of Scammell heavy-duty commercial vehicles, particularly the all-wheel-drive "off-the-road" vehicles which are required for the large building projects now being undertaken in various parts of the country. These vehicles are marketed in India by Ashok Leyland Ltd.

Mr. West, who will be away from England for 12 weeks, will also visit New Zealand and Australia. His visit to Australia will coincide with the opening of Leyland's new factory at Melbourne.

VEHICLE MANUFACTURE BY DEFENCE DEPARTMENT

CONGRESSMEN CRITICISE SCHEME

MOTORINDIA understands that strong representations have been made recently to the Government and the Prime Minister about the need for avoiding conflict and overlapping in the matter of manufacture of vehicles in the private and the public sectors. These representations followed a decision of the Government recently to undertake manufacture of trucks and tractors under the auspices of the Defence Department with a view to meeting the demands of the Defence Ministry in respect of such vehicles. The subject was recently taken up at the Legislature at Delhi when even members of the Congress Committee were critical of this new expansion of the public sector. However, this new situation definitely gives food for thought for the private sector. Perhaps the situation would not have arisen for the Defence Department to venture on this manufacturing idea, had our private manufacturers shown more than mere keenness in getting licences for the set up of factories and starting manufacture. A more vigilant and speedy attempt to manufacture trucks and heavy vehicles would have definitely minimised the chances of the public sector coming into the picture, according to informed circles in the Capital. Perhaps, it is not even now too late for the private sector to proceed with the task of indigenous manufacture in such a way and speed up the process so that except for defence requirements, there will be no need for the public sector to tackle the vehicle problem. Sufficient protection has been given for the truck manufacturing industry in recent years and it is feared that if they had not done enough to cope up with the progress that is necessary for the development of the country at the present rate, a good portion of the fault lies definitely on the private sector and their lethargy to act realising the urgency of the situation, which is also an eye-opener to various other industries that the "Democle's Sword"

of the public sector can any day come down upon them unless of course they go the full hog and flood the country with products manufactured indigenously, and make them available to the consumers at a more reasonable price than at present. In other words, the craze for quick and bulk returns and the tendency to exploit a scarcity situation should disappear from the private sector if this sector is to survive, as it must.

TAXI METERS ON LEFT

According to a decision of the Regional Transport Authority, Madras, taxi cabs in the City of Madras will soon have meters fitted on the left side of the vehicle. The change will be effected while granting registration for new taxis and while renewing taxis already plying. This was disclosed recently by Mr. F. V. Arul, Commissioner of Police, Madras.

The Commissioner has also disclosed a proposal to install, as soon as Government approval is obtained, automatic traffic signals at the following places :

- (1) On the Nethaji Subash Chandra Bose Road, near Law College.
- (2) On the General Hospital Road near the mortuary junction.
- (3) In front of the Central Station.
- (4) Junction of Nair Bridge with the Poonamallel High Road.
- (5) Luz junction in Mylapore and
- (6) Junction of Dams Road with Blackers Road.

It is expected that these automatic signals will help the freer flow of traffic at cross roads and also will help reduce accidents considerably. The authorities deserve the thanks of the road users, particularly the motorists.

AUTO-PRODUCTION IN ITALY

Official data on production and export of automobiles in Italy for the first six months of 1958 have been released. Total production was 201,209 units. Of these, 183,331 were passenger automobiles, 5,252 were light trucks, 11,470 were heavy trucks, and 1,156 were buses. This total marks an increase of 21.6 per cent over the figures for the first half of 1957. The monthly average was 35,200 units, reaching a peak in May just a few hundred units below the all-time high set in July of 1957. Passenger cars alone registered a gain of 24.4 per cent, most of the gain being in the small and medium cylinder capacity range. There was a marked drop in the production of buses.

The export picture shows 81,440 passenger cars, 764 light trucks, 2,986 heavy trucks and 369 buses, an overall increase of 48.6 per cent over 1957. Exports accounted for 40.5 per cent of the total production, a level never before reached in the post-war period. This figure comes very close to those of Germany and the United Kingdom, which have long claimed primacy in automobile exports.

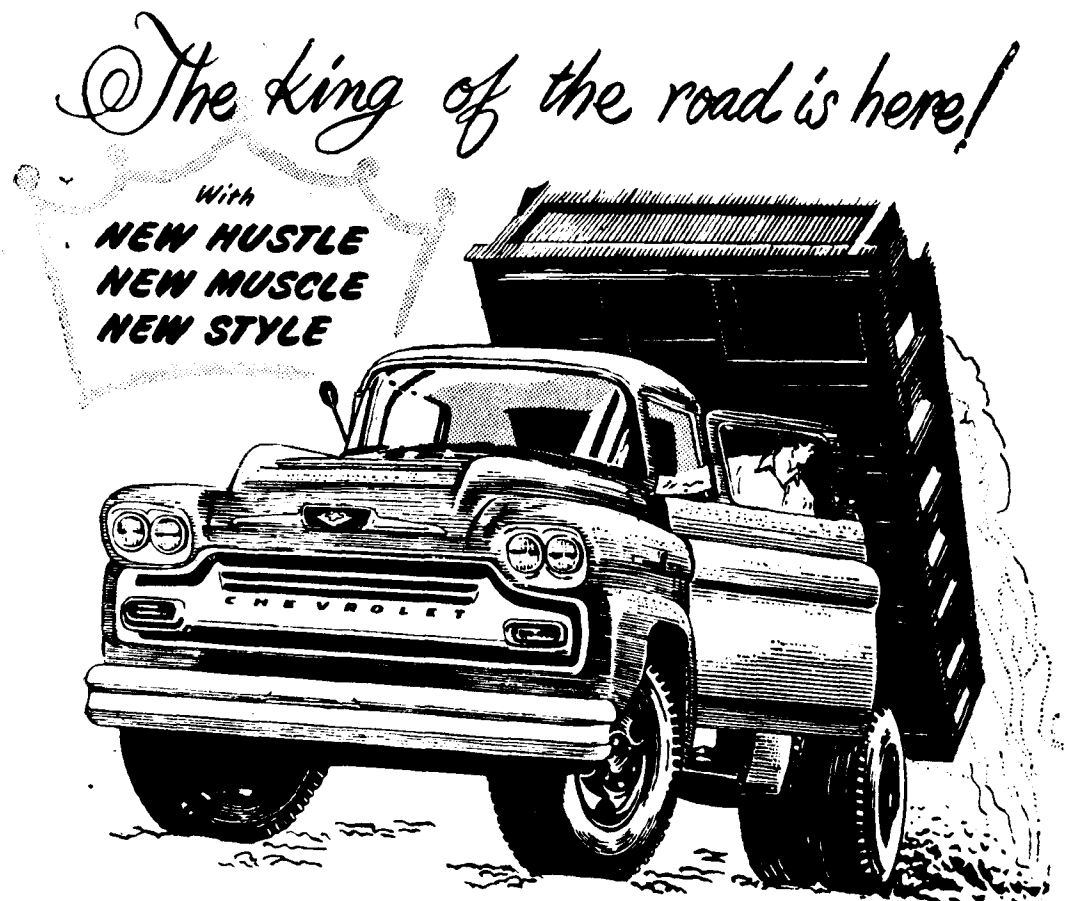
PERKINS FOR CHINA

The Mercury Truck and Tractor Co. Ltd., Gloucester, is supplying 40 Perkins-engined Model 32P towing—tractors to China.

This is the first order the company has received from China and, with spare parts, is worth nearly £40,000.

Powered by a three-cylinder, water-cooled P3 diesel engine developing 32 b.h.p. at 2,000 r.p.m., the tractor is designed specifically for industrial users. It has a maximum drawbar pull of 3,000 lbs. and has proved very popular at home and abroad.

The first seven tractors have already been transported for shipment and will be used in the main Chinese ports.



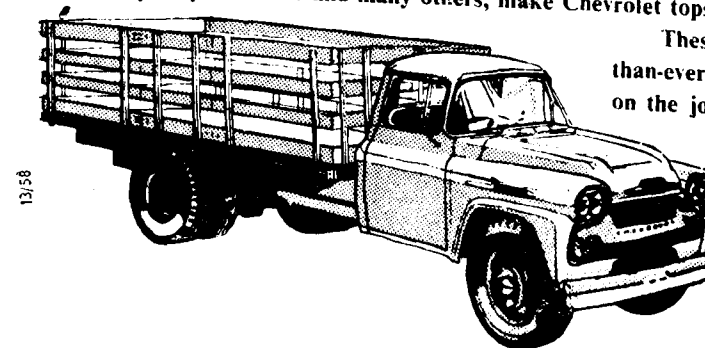
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Features like four-speed transmission, heavy-duty springs, long-stroke 7-inch diameter hydrovac brakes, sturdy chassis frame with alligator-jaw cross members, heavy-duty rear axle and many others, make Chevrolet tops in truck and bus value.

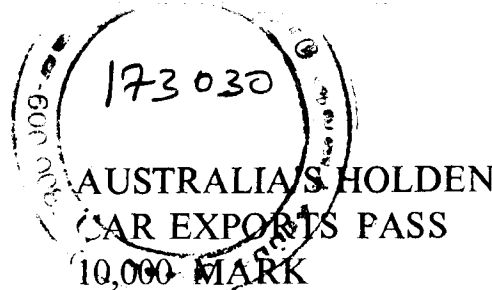
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By Charles Lynch

The enterprise of General Motors-Holden's Ltd., in producing the HOLDEN, the Australian motor car, moved a further stage forward when the 10,000th vehicle for export was prepared for shipment at Fishermen's Bend, Victoria recently.

The Minister for Trade, Mr. John McEwen, inspected 12 HOLDENS to be shipped to East Africa for the Cooper Motor Corporation of Nairobi, distributors for Kenya, Tanganyika, Uganda and Zanzibar.

The managing director of General Motors Holden's Ltd., Mr. Earl C. Daum, said that three additional overseas distributors had been appointed in territories to which HOLDENS have not so far been exported. These were Collettes Limited, Colombo, Hall Geneve Langlois Ltd., Port Louis, Mauritius; and Agencia E. Sequeira, Goa.

These appointments increased Holden export outlets to 15, covering 24 areas in the Pacific (New Zealand is a good market), Asia and Africa.

Mr. McEwen praised the achievements of the Australian automobile industry. He said that the greatest limiting force on the tempo of general Australian development was the question of overseas exchange. Exports could only occur from the base of a solidly-established home market. There had been a dramatic expansion of the Australian automobile industry, in which it was only fair to say that General Motors-Holden's Ltd., had become leaders.

Half-million HOLDENS produced

The same week as the 10,000th HOLDEN was made ready for shipment, the 500,000th HOLDEN rolled off the assembly line.

HOLDEN production started in 1948. The original target was only small. However, demand has been so great that half a million were produced in just under 10 years.

General Motors-Holden's has announced a further extensive programme, and expects the 1,000,000th HOLDEN to be off the assembly lines by about 1963.



Holden Cars for shipment to East Africa, at the General Motors Holden plant at Fishermen's Bend, Victoria. Export Manager Mr. W. Clare-borough (left), the Minister for Trade, Mr. John McEwen, and Managing Director Mr. E. C. Caum viewing the 10,000th HOLDEN to be exported.

MAHINDRA AND OWEN PRIVATE LTD.

Definitely heartening is the news that the Owen Group, one of the largest industrial organisations in the U.K. is to take an active interest in the manufacturing progress of our country. The parent firm, Rubery Owen & Co., Ltd., have entered into an agreement with Mahindra and Mahindra Ltd., to float a company, the Mahindra Owen Private Ltd., in India.

Rubery Owen, a private firm controlled by Mr. A. G. B. Owen, Chairman and Joint Managing Director and Mr. E. W. B. Owen, Joint Managing Director, is well-known in the U.K. for a variety of products such as motor vehicle components including chassis frames, axle and axle casings, wheels and discs, aircraft products, steel furniture, earthmoving and agricultural equipment, machine tools and battery operated fork trucks.

The concern which started in 1893 with a 30-man workshop now comprises a group of about fifty companies mostly engaged in general engineering. The parent firm, Messrs. Rubery, Owen & Co. Ltd., of South Staffordshire, is one of the largest privately owned companies in Great Britain. This firm and indeed the whole of the Owen organisation, is entered around the Owen family, and it is a family business. The Chairman and Joint Managing Director Mr. A. G. B. Owen, C.B.E., is well known not only in industry but for his work for religious and civic organisations in his country.

The manufacturing activities of this Group apply to almost every

aspect of industry with components and assemblies of complete end products.

This impressive background of technical experience and know-how is now available to their new associates. Mahindra & Mahindra Ltd. are pioneers in India in the field of automobile and trailer manufacture. The company in agreement with Willys Overland Corporation of the U.S.A. are at present engaged in the progressive manufacture of the Willys Jeep and the assembling and distribution of all Willys 4 wheel drive vehicles, such as the station wagon and the 1 ton truck. They are also engaged in trailer manufacture and have introduced a number of trailers to help relieve the country's transport problems. The companies comprising the M. & M. group manufacture a wide range of engineering products, some of which are—textile machinery, diesel engines, electric lifts and hoists, electrical insulations etc.

Mainly, with a view to expanding their trailer manufacturing factories, M. & M. have launched Mahindra Owen Private Ltd., with their new associates, Rubery Owen & Co. Ltd. Besides increasing the volume of production, of high speed and agricultural trailers, and bulk liquid carriers the new company is to produce axles, heavy trailer hitches, air brake equipment, heavy suspension units, pressed steel cabs and components for the automotive industries. It is hoped this liaison will not stop here but extend to other fields of activity for which the Owen organisation are renowned in the U.K.



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