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VOL. 3 No. 12

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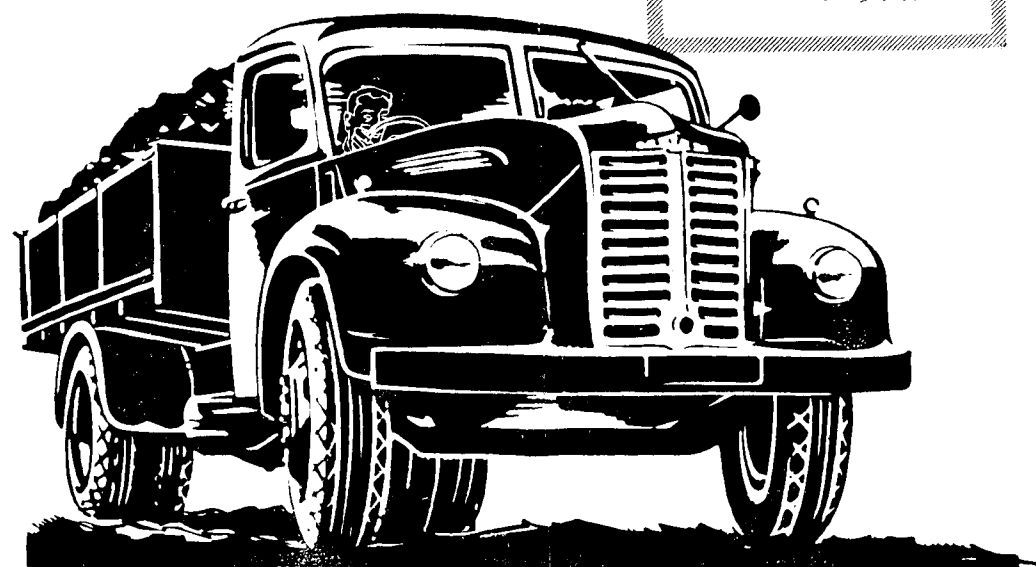
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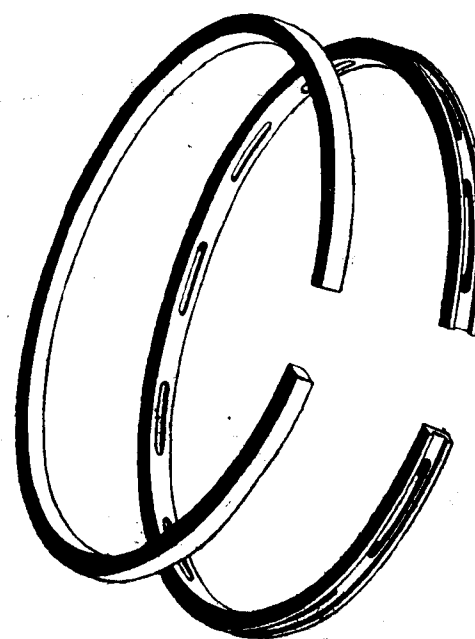
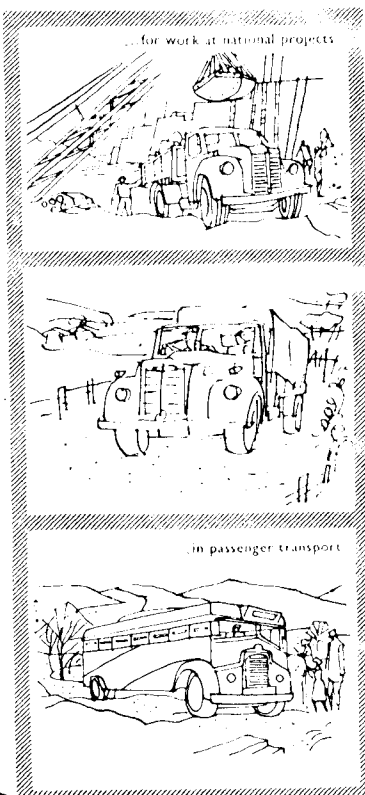
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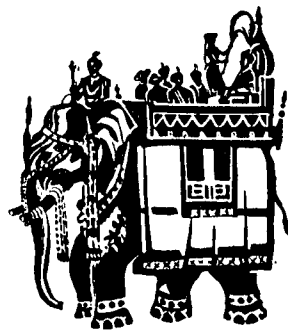
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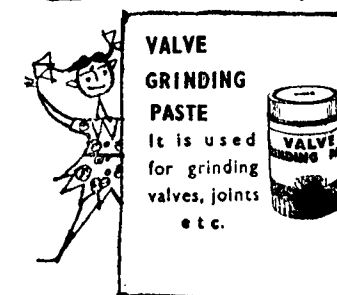
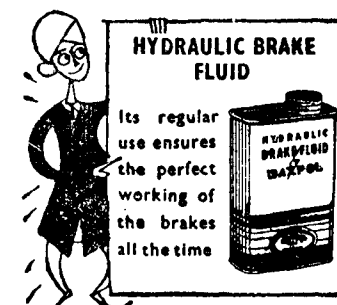
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Vol. 3

JULY 1959

No. 12

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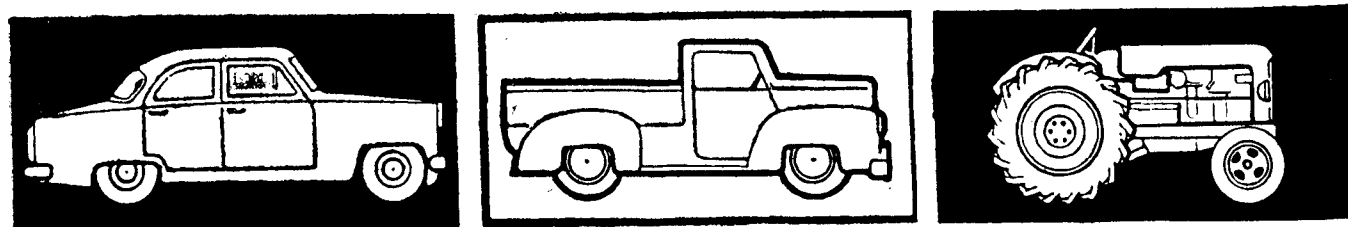
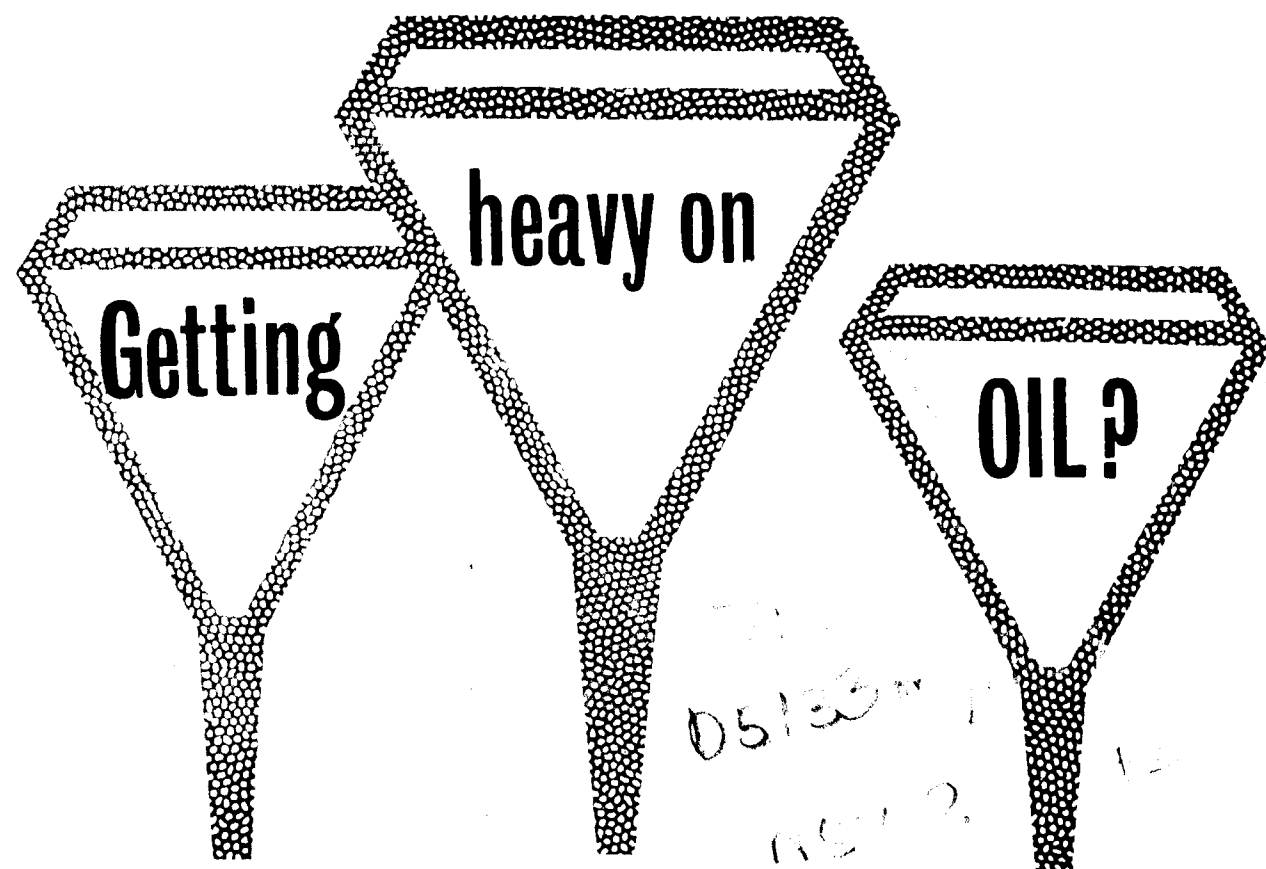
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editorial

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AUTO TECHNICAL INSTITUTE

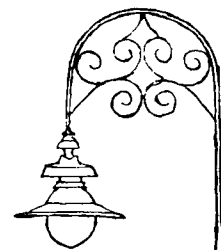
A Technical institution to train persons for the automobile industry and for purposes of research! It sounds most welcome at a time when motorists as well as traffic authorities all over the country are, day in and day out, discussing methods to reduce traffic accidents. It is generally agreed that though the pedestrian, the bullock cart and the cyclist do contribute their full share in creating such accidents, the root of the trouble lies also in the fact that a good many of our drivers, particularly of commercial vehicles, lack that amount of caution and alertness which can come not merely by experience, but will follow only early training in the fundamentals of automobile mechanism as well as in a clear understanding of the rules of the road.

The situation, therefore, calls for research and training in as many areas as possible in connection with the automobile and its driving. Though this need has been realised by practically every motorist and automobile industrialist, it was given to a leading transport operator from the districts to make a start in this direction. We refer to the generosity of Mr. P. S. Narayana Iyer, Managing Director of M/s. Raman & Raman, who in a quiet and unostentatious manner pulled out a bundle of currency valued at Rs. 60,000 on the occasion of his Sashtiabdapoorthy at Kumbakonam recently and earmarked the amount for the starting of a technical institute relating to automobile training and research. We are sure that there are many others who can follow this generous example by similar donations for starting such institutes elsewhere. There is a lot of scope for young men who get such training to be usefully employed in the road transport industry which is already faced with the problem of finding enough number of sufficiently skilled drivers and technicians. Coming as it does at a time of great shortage of technicians, the voluntary spontaneous donation of Mr. Iyer and his efforts to start a technical institute deserve the thanks of all those who are interested in road transport and much more so of all who are interested in road safety.

We offer Mr. Iyer the grateful thanks of the motoring world and add our own humble congratulations.

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MOTORINDIA

July 1959

Easier Credit Facilities for Road Transport

Transport Dev. Council wants Scheduled Banks to get in



Shri S. K. Patil, Union Minister of Transport and Communications, inaugurating the first meeting of the Transport Development Council. Shri Jagjivan Ram, Railway Minister, and Shri Raj Bahadur, Minister of State in the Union Ministry of Transport, are also seen in the picture.

Transport Development Council

A meeting of the Transports Development Council was held on June 24, at New Delhi. The Council endorsed the suggestion for setting up a high level committee to lay down a long-term policy for the development of all forms of transport.

Earlier, the Union Minister for Transport and Communications, Shri S. K. Patil, in his opening address to the Council had said that there was a proposal to set up such a committee composed of independent economists and administrators, who should give a lead on the role that each mode of transport should play in the economy of the country.

The Council considered the question in detail and also approved the suggested terms of reference, viz.,—

“Taking into account the existing stage of development of the various means of transport and the economic, political, social and strategic purposes which the transport machinery is designed to serve, the committee should recommend—

- (a) What broadly should be the long term transport policy of the country, so that the development of the transport machinery may be effected in consonance with our growing

needs, with economy and efficiency, avoiding duplication to the maximum extent practicable.

- (b) In keeping with the policy defined under item (a) what should be the respective role of the various means of transport in the country during the next 5 to 10 years, and

- (c) What is the best mechanism for the regulation and co-ordination of the various means of transport, so that the transport needs of the country are met in an efficient and economic manner consistent with the larger interests of the country.”

The Council discussed the measures that should be taken for rail-road co-ordination pending the examination of the question by the proposed Committee. It was felt that there would be legal difficulties in associating railway representatives with State Transport Authorities, as had been suggested at one time. Instead the Council accepted the suggestion of the Union Ministry of Transport and Communications that whenever applications for road transport permits for routes exceeding 300 miles were considered, the State Transport Authorities might consult the Inter-State Transport Commission.

The Council also discussed the question of taxation on motor vehicles. In this connection it was felt that States which had not so far fallen in line with the policy of consolidation of taxes, fixation of ceilings on taxes, avoidance of double taxation, etc., should examine the question again and the whole question be reviewed in the next meeting of the Council.

On the question of financial assistance to road transport industry, including the provision of hire-purchase facilities, the Council felt that measures already taken were not adequate and efforts should be made to enable easier credit facilities. It was decided that a scheme should be worked out whereby scheduled banks would advance loans to transport operators on the security of hypothecated vehicles and other collateral security. Individual transport operators should be encouraged to form hire-purchase companies on a co-operative basis, such companies being guaranteed easy loan facilities.

The Council also recommended increasing use of trailers with trucks and tractors. It was decided that permits should be given liberally for truck-trailer combinations on roads 20-22 ft. wide but semi-trailer combinations (articulated vehicles) should be allowed on all roads other than minor district and other roads. Suitable concessions should be given

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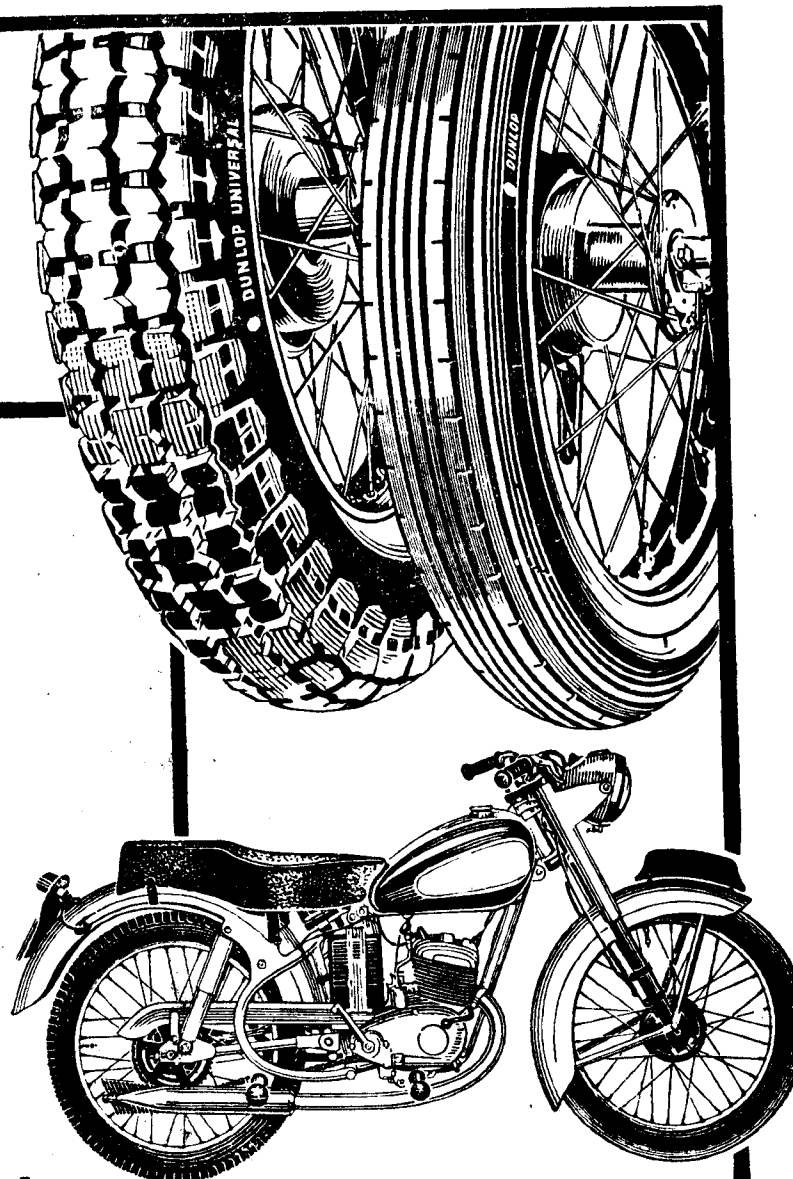
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to bring larger number of such combinations on the road. The Council recommended that strengthening of weak bridges and culverts on national and State highways to enable the use of such combinations should be taken up on a priority basis. In the meantime the State Governments should liberalise their licensing policy for the use of trailers. Members of the Council urged upon the Central Government to take steps for increasing manufacture of trailers.

The Council consists of Transport Ministers of State Governments ; Lt. Governors or Chief Commissioners of Union Territories, Union Ministers of Transport and Communications, Commerce and Industry and Railways ; Member in-charge of Transport in the Planning Commission ; Minister of State in the Union Ministry of Transport and Communications and the Deputy Minister of Civil Aviation. The Union Minister of Transport and Communications is the Chairman of the Council and the Transport Secretary to the Government of India is its Secretary.

The Council has been set up to advise Central and State Governments on problems relating to co-ordination between different forms of transport that may be referred to it. The Council is expected to meet at least once every year.

Shri Patil's address

Earlier, in his opening address, Shri Patil urged the need to give a clear lead on the role that each mode of transport should play in the economy of the country.

The Council, Shri Patil said, was the highest body to advise Government on development of road and inland water transport and co-ordination of various forms of transport. As administration of transport was mainly the concern of State Governments, no measures could be successful unless these had the whole-hearted support of the States. The need to expand transport capacity being urgent, it was desirable that the Council should become a decision taking body.

A convention should be established that the decisions taken by

July 1959
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this body were implemented without hesitation by the State Governments.

Continuing he said, " Road transport, which has the potential to expand quickly, must, therefore, receive our serious attention. Besides, road transport has certain advantages for which it is preferred by the consumer, as in the long run it proves economical to him."

Problems before the Council

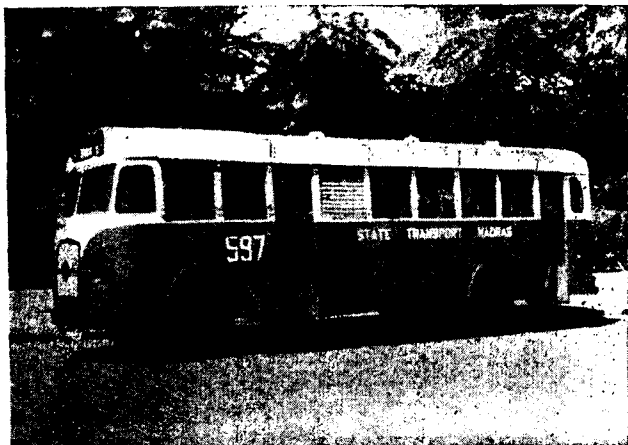
Referring to the items relating to different aspects of road trans-

port development, Shri Patil said, " rationalisation of the taxation system, liberalisation of permits, removal of inhibitory factors in the movement of vehicles, organisation of the industry, rail-road co-ordination and various other matters need to be tackled urgently if road transport has to take its legitimate share in providing the means for moving men and materials. There are items also concerning the development of roads and bridges etc., which are intimately connected with the development of road transport.



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So far as road transport is concerned, he said "Our efforts must obviously be directed towards making the best use of our available vehicle resources and in increasing the production of automobiles in the country."

Better Road Transport Organisation

"By and large, road transport industry in the country is not organised on proper lines," Shri Patil said, "It is composed largely of small operators many of whom own only one vehicle each. Recently there has been a tendency for the operators to get together in co-operative societies or unions of operators. This is a healthy tendency and must be encouraged because it leads to better utilisation of the vehicles and reliability of operation. It is perhaps because of this tendency and also because of the hard work put in by the transport operators that in spite of the shortage of vehicles, the carrying capacity of road transport has more than doubled during the last three years. At the beginning of 1956, the total number of goods vehicles in the country was about 90,000. The number of vehicles on the road today is about 1,30,000—an increase of about 50 per cent since 1956. The load carried by these vehicles has however gone up by about 150 per cent. This is partly due to better utilisation and partly to greater loading capacity on the newly produced vehicles. The organisation of the industry is, therefore, of paramount importance. We have already advised the State Governments to encourage the formation of viable units either on the co-operative basis or otherwise and we expect that the industry will co-operate fully in bringing about such an organisation at the earliest possible time. Such an organisation will eliminate wasteful competition and will lead to greater utilisation of the vehicles."

He said that the difficulty of obtaining sufficient foreign exchange had certainly been one of the reasons for the shortage that people had been complaining about, "but we hope to overcome this difficulty partly by finding increased foreign exchange and partly by producing more and more components within the country."

Advantages of Road Transport

"Technological advancement, the Minister added, had made road

transport the fastest mode of moving men and materials. "What a bullock-cart can do in 9 days, a rail wagon does in 3 days and what a rail wagon does in 3 days, a truck can do in less than one. Road Transport has also many other advantages. For instance, carriage by road means saving in terminal costs, elimination of the inconvenience of transshipment, door-to-door delivery, greater speed, less packing charges, avoidance of pilferage and less manpower for handling the job. Thus, for distances up to 300 miles, even if the road charges are double or treble of those of the Railways, it may be profitable for the industrialist or business man to use road transport. Popularity of road transport during the recent years can, therefore, be easily explained. This popularity will grow in the coming years. In fact, the trend in the advanced countries of Europe and America is clearly indicative of the growing importance of road transport as against other carriers. Roads are the only effective method by which we can open up the country and link the villages in the interior with market places and development centres. Expansion of the road system is, therefore, absolutely necessary to foster the unity of the country as well as for economic advancement."

Masani Committee Report

Concluding, Shri Patil referred to the report of the Masani Committee on re-organisation of the transport administration in the States and said that the Committee had covered a very wide field and made a number of recommendations. The Council could not go through each recommendation in the short time at its disposal. He added, "we will accordingly only place before the Council the main recommendations of the Masani Committee regarding re-organisation of the administrative set up. The other recommendations will have to be gone into in detail by a small committee which the Council may appoint or by a selected group of Transport Commissioners. After an examination has been made by such a small group, the recommendations can be considered again by the Council if it so desires; otherwise action can be taken straight away by the Central Government

on the advice of the Committee of Transport Commissioners."

The Council at its concluding session discussed the need for a more rapid development of roads in the country.

Develop the roads

The Chief Minister of West Bengal, Mr. B. C. Roy, said that roads were not a luxury, but were essential for the development of the country's economy. Adequate investment in roads was essential for the attainment of the objectives of development of industry, commerce and agriculture. "If you want to develop the country, you must develop the roads," he declared.

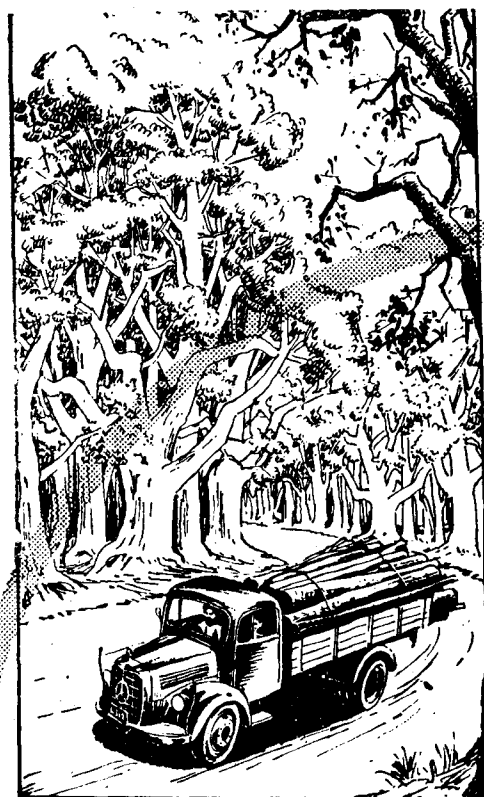
He further said that motor cars were no longer a luxury and that there was a great demand for small cars. He, therefore, urged that there should be "a deliberate and definite programme for the production of small cars" which could be supplied at prices between Rs. 5,000 and Rs. 7,000.

At the end of the meeting, Shri S. K. Patil said that it was proposed to hold the next meeting some time in November or December. The first meeting, he said, was mainly an exploratory one and decisions on some subjects had, therefore, to be deferred. He hoped that the next meeting would take final decisions on matters which had been pending for a long time.

F. T. Magennis

Mr. F. T. Magennis, President of Goodyear International Corporation and a member of the Board of Directors and former Chairman of the Board of the International Road Federation, returned to Akron after attending the International Road Federation's III World Highway Congress in Mexico City.

In its ten years of operation, the International Road Federation has expanded from a group of six national highway associations to a group of 64, most of which were represented at the World Meeting. IRF officers are maintained in Washington, London, Paris and Geneva and the Federation is highway consultant to the United Nations and is authorized co-operating status by the organisation of American States and the organisation for European Economic Co-operation.



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No matter how you look at it, there will always be plenty to "sing" about—until we can travel place to place by satellite. So let's make the most of the situation in the world of motoring and try and enjoy ourselves while we can.

And what more satisfying way of going about this is there than by raising our voices in song, humming or whistling to ourselves and others, as we travel along, the old favourites of yesterday and the odd numbers of this modern age.

You may as well start with those very songs that have from time to time been composed—for vocal or instrumental renderings, and suitably commemorative of motoring in its various guises, phases or moods.

Merry Oldsmobile

Surely one of the most familiar of such musical compositions is that concerned with a particular brand of automobile, namely, "In My Merry Oldsmobile." Destined never to hit the top of the hit parade, no matter how nostalgic the tune, none does it justice on records than our old friend, Bing Crosby.

Solid Gold Cadillac

Then, we have the advertisement for one other make of car, in the musical score of "Solid Gold Cadillac," which, naturally enough, of American origin, deals with a vehicle we would like one day to ourselves own—even if it be solid silver or aluminium—let alone in solid gold.

"Susie the Little Blue Coupe" deals musically with a car of this class of automobile luxury, and is an effective number for its purpose. It's perhaps not unusual to recognise the fact that the coupe must have some traits similar to the

fair sex—let's say unpredictable and fastidious—hence the name of "Susie."

Perhaps, too, we could expect that "Little Bo Peep Has Lost Her Jeep" to be "treated" musically, and otherwise, by the inimitable American musical satirist, "Spike" Jones. The old nursery rhyme character has been given a face lift, and how terrible to think that Little Bo Peep has lost a jeep, the very thing with which she is able to earn her livelihood!

"Keep your motor hot" is the title of a number that has come of recent years from American "song merchants," and while some of us admit that the car performs better when the engine's "warmed up," to try and keep it "hot" at all times, might be asking for trouble.

Composers of popular songs, if you can call them such, have searched high and low for suitable themes to deal with, and even the fire engine entered the pictures. Directed to the children, this number "Flick—the Fire Engine" publicises in song and word the heroic act of an inexperienced fire tender in quelling on his own a disastrous and unexpected conflagration.

But in the modern idiom we have the song under the one word caption of "Lovemobile" seemingly to concern itself with a small car "especially built for two"—if that. Motor cars are not always intended for business, but can be profitably employed for purposes of pleasure and "Lovemobile" is destined to apparently do just that.

A well-known Sydney gramophone executive several years ago originated an expressive tune, in half-English and half-French phrasing, (the composer hails from France), captioned: "Ma Petit Taxi." The theme was one of driver-to-passenger conversation in amusing fashion.

Similarly, put on records some time back, the tune: "Call me a Taxi." A simple enough request,

but one that is often hard to comply with in a city of too-few taxi cabs, at the wrong place when most needed.

Nor should we overlook the irrepressible honks of the taxi cabs from Paris, which are noisily evident as "background atmosphere" effects for another overscas score, "The last time I saw Paris." Of sentimental appeal, the number became very popular immediately in the post-war period.

And Judy Garland, the American star of stage, screen and song, has long made capital of her recorded version of the "Trolley Song." In strident tones, she handles the automobile-cum-bus with great aplomb.

"Love on a Greyhound Bus" seems to suggest a worthy place in which to engage in some billing and cooing, and likewise of American origin has treated the subject in a delicate manner, but frank enough in its content.

Almost of similar appeal as been the number, "Us on a Bus," which could suggest all manners of things—even a simple beginnings for a love affair, as indicated with the tune, "Love on a Greyhound Bus."

George Formby, the British songster, in his own inimitable style, has made much out of the composition, "Keep your seats, Please," which could be either a request or an order.

Meanwhile, "The Jalopy Song" publicises an automobile of allegedly no great importance, except to its owner. A song suggesting a close understanding between car and owner, we might better nowadays refer to the car as a "bomb."

Among other songs of motoring significance is one called simply, "Busman's Holiday." We now realise that drivers of buses have to have holidays, and what better way of spending the time than by riding in someone else's bus!

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H. O. SANDHURST ROAD BOMBAY

The cause of road safety and accident prevention has been dealt with in song and music. "Stop, Look and Listen" comes immediately to mind, and nominally directed to children, the tune has purpose and meaning to us all, should we be motorists or mere pedestrians.

The skilful piece identified as "Transfusions," treated by another versatile American comedian, with a most droll sense of humour, light-heartedly satirised road accidents. The words were most graphic purposeful, while the sound effects used to signify a succession of road crashes ("I'm never gonna speed again!") keeps the number rolling at a break-neck speed.

"Beep Beep!" made hit-worthy by the American singing combination, "The Playmates," has capitalised on the speed aspect of motoring, yet touched with a little devil-may-care, the tune, which reaches a climax in due course, is a race between a little "Nash Rambler" and a posh Cadillac. Vieing with one another for supremacy in the art of speed, the composition lacks nothing in originality.

During last year, with much fire and thunder, an animated orchestral composition was heard for the first time in London's Albert Hall. A hundred piece orchestra gave life to Anthony Hopkins' score, "Coner to for Car and Orchestra."

Realism was added to the occasion by the appearance of an old car mounted on the stage, whose owner, Mr. Peter Hornblower Rock-cliff, sounded at the right times, an enormous Bach trumpet running the full length of the car's bonnet. The crashing of the car's gears also helped the piece along in an amazing concert of "comis and curious music."

The vocal perambulations of that American comic film personality, Jerry Lewis, has been commemorated in the number, "Sunday Driving." Rendered so effectively, the number considers in word form the various matters that make Sunday Driving not so much a pleasure as a challenge, an ordeal, full of anticipation, expectation and frustrations.

"Get out and get under" is another title that has been all too

familiar and frequent an occurrence with motorists, and the poor old non-mechanical driver gets the worst end of the stick when he has to examine the underpart of his vehicle, broken down on a dark and stormy night in an unfamiliar place.

In so far as roads and the state of roads go, the one word song,

"Detour" (There's a Muddy road ahead) does not help matters for the driver not familiar with the area where the too-frequent road sign is met with. He realises that the detour may mean an improvement being effected in the road, etc., obstructions don't seem to make the lot of the motorist any happier at the immediate moment.

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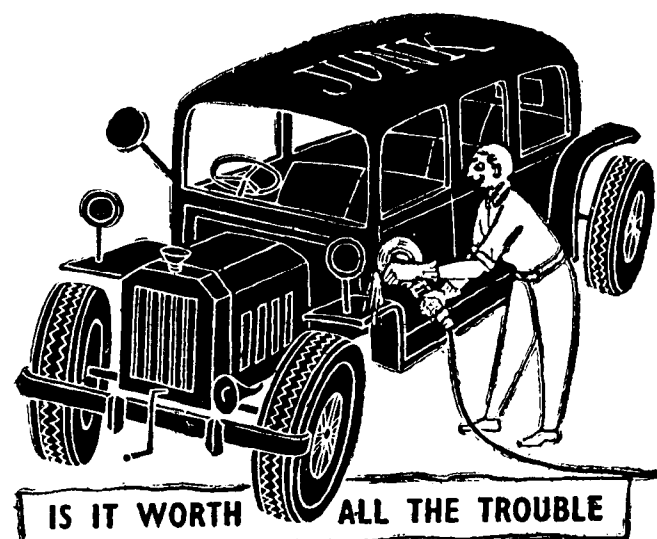
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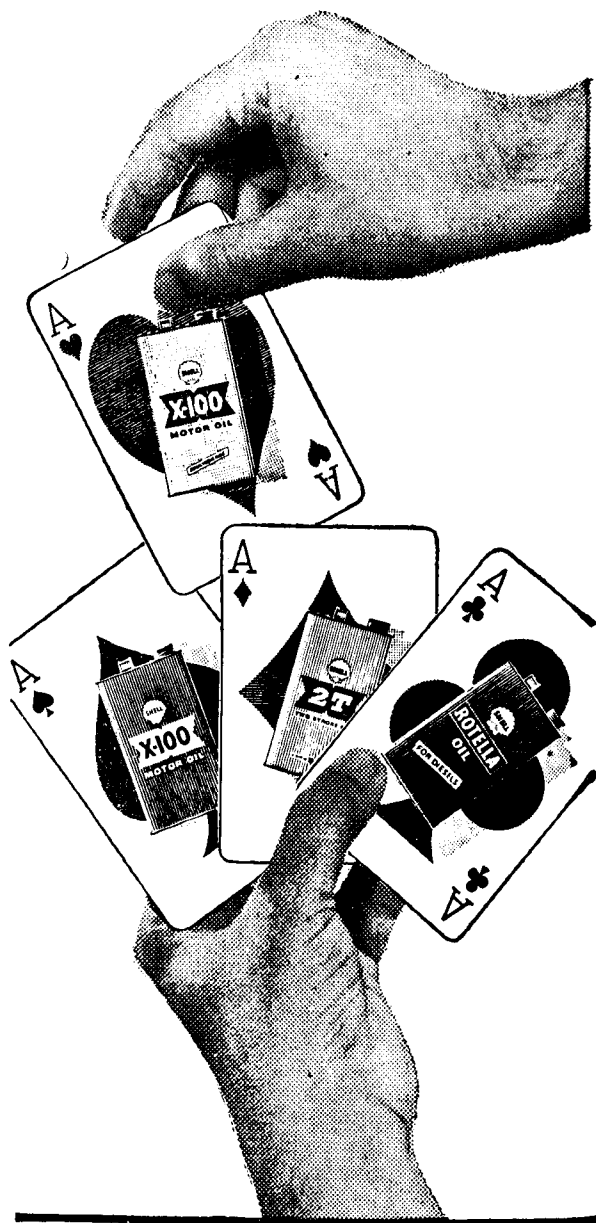
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CW-6

ACCIDENTS CAN BE REDUCED

Pedestrian responsibility

A study of accidents in the cities of India shows that most accidents (as reported to the Traffic Department in each city) are caused by motor vehicles, pedal cycles and pedestrians. Of these, it is very rare that accidents due to motor vehicles escape the notice of the police; but accidents caused by pedal cycles or by pedestrians do not come to the notice of the traffic department unless they are in conjunction with motor vehicles or of a very serious nature. If a pedestrian dashes against a cyclist or another pedestrian and falls, no report is made. If a jay walker is careless enough to fall into a ditch and injure himself, he just picks himself up with the help of others and goes on his way. If a body bumps into a cyclist, both get up with minor injuries, and perhaps the boy gets a thrashing. It is therefore to be assumed that the number of accidents caused by pedestrians is at least ten times the recorded figure.

Serious accidents to pedestrians are caused by vehicles solely due to the presence of the pedestrians on the roadway. Public sympathy is almost always with the pedestrian and the motorist is accused of reckless and dangerous driving. It is therefore refreshing to read an occasional news item similar to the one reproduced below:—

Pedestrian hit in car accident to pay damages

"Sixty-nine year old James Sheridan of Huddersfield was struck by a car while crossing the road.

He has just been ordered to pay £5,200 damages to a man who was in the car when it happened.

The decision was reached at the Leeds Assizes when Justice Paul decided that it was the careless way in which Sheridan crossed the road that caused the accident.

Sheridan was lifted on to the car bonnet, shattering the windscreen. Removal of glass injured the passenger's eye so badly that it had to be removed in hospital.

As his sight in the other eye has been bad since he was born, he is now almost blind.

Sheridan's problem now is to find the money. He says he is an old age pensioner with no money worth mentioning."

Every one is a pedestrian most of the day. Even the motorist is a frequent pedestrian. He has to walk from one shop to another when they are closeby. Hence there need be no antagonism between the motorists and the pedestrians, who may be children, youth, or aged.

The first and last of these groups are especially prone to accidents. Children are impulsive and they suddenly run into the road or run across it.

Very old people are too slow in their movement and often err in judging distances owing to defective eye sight. The only way to save both these classes of pedestrians is to keep them away from the roadway. Both these types have to be treated with kindness and with understanding.

The motorist has a special responsibility when he drives a vehicle capable of killing or maiming a person. It is not a pleasant experience to lose one's limb or to be snatched away suddenly from the land of the living. Road Safety matters to every one—the motorist as well as the pedestrian. However successfully a propaganda campaign is run by the Government or by the Automobile Association of Southern India or by any other agency, it cannot have full effect unless every citizen co-operates and makes his contribution to the solution of the problems of road safety.

The pedestrian has responsibility too. He must keep himself away from the roadway meant for vehicular traffic. He must not have the side walk meant for his sole use. Then accidents to pedestrians will disappear.

(From the A.A.S.I. News)

25,000 KMS OVER "WORST" ROAD IN WORLD

A mud-spattered Hillman Minx pulled into Brussels' Lembremont Service Station—at the end of a brutal journey equivalent to a distance of two-thirds of the way round the Equator.

This was the Minx which, 22 days ago, set out to cover 25,000 kms. (15,534 miles) of continuous motoring over the notorious Belgian Pave cobblestones.

Sheila Van Damm, former Woman European Rally Champion, was at the wheel of WKV 933 when the car set off on this experiment on February 10th, and it was she who had the honour of making the closing triumphant lap that day. The car was still "going wonderfully" and to prove it, her last lap was the fastest for the whole test. She returned an average speed of just under 50 m.p.h.

The test was designed by the Rootes Group to see how well a standard production saloon would stand up to such a car-killing ordeal—and to demonstrate the result on the doorstep of the Common Market countries of Europe.

To prove that the car didn't need brute strength at the wheel to complete the test, only women drivers were used throughout.

A new factory

F. Perkins Ltd., announce that a 140,000 sq. ft. factory at Walton, Peterborough, will be used to manufacture the new 6, 16 and 35 h.p. outboard motors marketed by its subsidiary, Perkins outboard Motors Ltd.

The Walton Factory is expected to commence large scale outboard motor production in October or November. This will occupy about one-third of the factory and the remainder will be used mainly for storage.

Perkins Outboard Motors Ltd. was formed this year after F. Perkins Ltd., announced that a new range of British petrol outboard motors for boats would be the first of its new products.

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TOUR OF CEYLON ON LAMBRETTA

T. S. KRISHNAN, M.A., B.L.
(Secretary, Madras Lambretta Club)

Fifteen scooter owners, members of the Madras Lambretta Club, joined on a week's tour of the beautiful island of Ceylon, organised under the auspices of the Club. Accompanied by the members of the family or their friends, with the total luggage stacked on the carriers of the vehicle, they left Madras on the afternoon of Saturday, the 2nd May 1959, at 4 p.m. and reached Colombo on the night Tuesday, 5th May. The distance of 580 miles from Madras to Colombo, excluding the journey from Mandapam to Dhanushkodi by train and from Dhanushkodi to Talaimannar by boat took 30 driving hours.

After 3 days' stay in Colombo, the members spent an evening at the holy shrine at Katharagaram, about 170 miles from Colombo. The drive to Katharagaram through Galle and Hambantola running along the sea coast and flanked on both sides by palm trees, affords a unique pleasure for the tired motorists.

From Katharagaram, passing through 70 miles of Ghat section with steep climbs at the Hapatule and Hakgala passes, the party reached Kandy, the ancient capital of Ceylon. En route they had a glimpse of

Newara Eliya, the summer resort in Ceylon.

After spending a day as the guests of Mr. P. S. Menon, of the Indian High Commission at Kandy, the party drove to the rock temple at Dambulla, to the frescoes at Sigiriya and the archaeological ruins of Anuradhapura and finally reached the shores of India on the 13th May 1959.

The travel documents for the temporary export of scooters consisting of Triptyque or Customs

The leader of the party, Sri T. S. Krishnan seen with Sir Kanthayya Vaithianathan at Thirukateswaram Koil, near Mannar, Ceylon



Members of the Madras Lambretta Club in Peradeniya Gardens, Kandy, Ceylon.

Pass, International Registration of Motor Vehicles, International Identification Plates, International Driving Permits were obtained through the Automobile Association of Southern India, Madras, on payment of the prescribed fee after depositing the value of the scooters, amounting to about Rs. 25,000 with the Association.

The adherence to the planned schedule of the trip was made possible through the kind co-operation of the Customs officials both at Dhanushkodi and at Talaimannar who did their jobs thoroughly and efficiently, in record time, with a pleasing smile on their face, without a trace of vexation.

Before reaching Madras, they spent a day at the Periyar lake at Tekkadi.

The main roads of Ceylon, though not as broad as the Trunk roads of the Indian Highways, are good. The scenery around is similar to the one that meets the eye in the southern part of India, in Malabar and Cochin. There is a thick vegetation all over the island and in the hill tracks, a cool aroma from the Tea estates revitalises the passing motorist.

Regarding victuals, the familiar rice and curry of the South India



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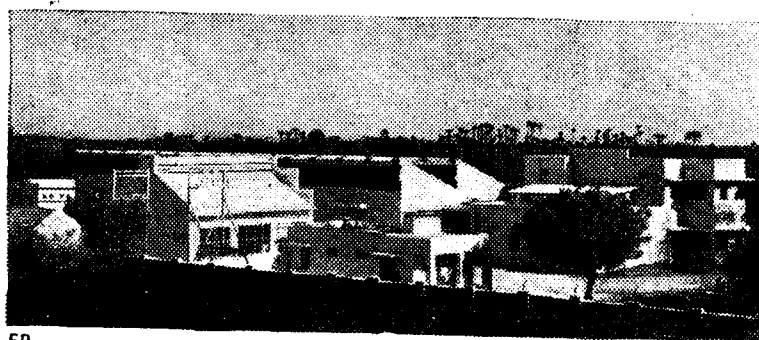
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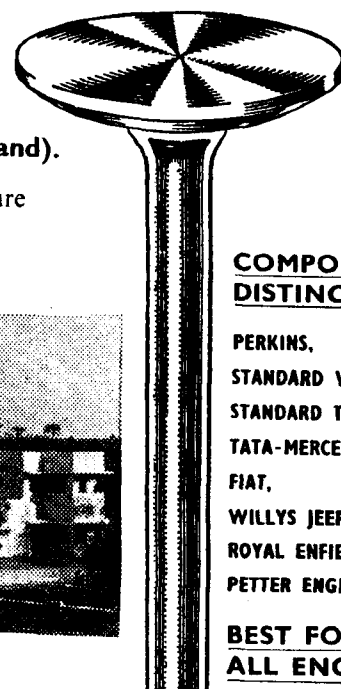
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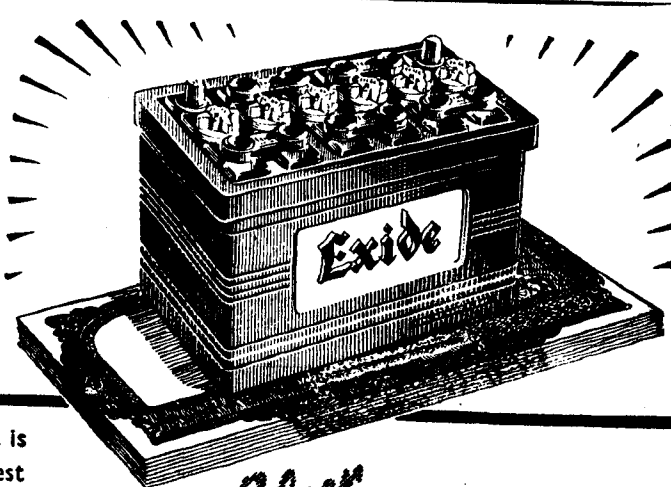
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MOTORINDIA

EBSC-20

July 1959

is available easily in Colombo in its chief restaurants, but is almost totally extinct in the outstations. As chillie is being liberally used in all these places, it looked advisable to stick to bread and butter and tea that is available in every restaurant in quality and quantity wholesome and nourishing.

Buttermilk without which no lunch is conceived to be complete is conspicuous by its absence.

On the whole if the tour has been a success it is in a large measure attributable to the friendly spirit and understanding co-operation, that was extended to the tourists by the Press and public of Ceylon. The thirty members who toured Ceylon returned to their country richer by their experience with a feeling of indebtedness to the friendly islanders who made their sojourn pleasant and enjoyable.

LE MANS RACE

Aston Martin's victory

British Aston Martins finished first and second in the 24-hour Le Mans (France) sports-car race on June 21. The winner covered 4,350 kilometres (2,720 miles) averaging 111.96 m.p.h.—a record.

It was the 12th British victory in the race out of 27 so far held.

After going round on the lap of honour, two Aston Martins virtually disappeared in a flood of well-wishers. Once the other cars had been stopped. The crowd swarmed on to the track to mob drivers and cars.

Only 13 of 53 starters lasted out this tremendous test of endurance and speed. British cars finished first, second, seventh, eighth and tenth.

It was the Aston Martin's first victory in the event—a just reward for consistent performances in the last few years. They were second in 1955, 1956 and 1958.

July 1959

THE REDEX CAR CLUB

The Fourth Annual General Meeting of the Redex Car Club was held on 26th June at Bombay.

The meeting adopted the Annual Report of the Club which shows that 115 new members have joined the Club in the fourth year of the Club.

The Report referred to the two outstanding events of the year—the Record established by Mr. Pochkhanawala in covering the Madras-Bombay distance in 30 hours 30 minutes on his lambretta; and the 2nd twelve hours endurance trial at the Juhu Aerodrome, Bombay.

The meeting then proceeded with the election of office-bearers.

The office-bearers and members of the Managing Committee for the current year were as under:

Office-bearers: Mr. R. A. Nadirshah, President; Mrs. M. N. Wadia, and Mr. P. K. Master, Vice-Presidents; Mr. G. Mascarenhas, Hon. Treasurer and Mr. P. F. Lally, Hon. Secretary.

Members: Messrs. S. B. Mama, S. H. Captain, R. D. Aria, M. D. Lali, F. Mascarenhas, B. V. Bhatia, Lt.-Com. D. B. Vaccha, P. H. Nariman, D. S. Cambata and R. K. Sundaram.

Welcome to new members

The Hon. Secretary of The Redex Car Club announces the enlistment of the following members from 1-4-58 to 31-3-59. (They are all readers of *Motorindia*).

Mr. M. R. Nevatia, Miss B. M. Roovala, Dr. R. K. Shah, Mr. E. F. Dhondy, Mr. R. R. Acharia (Life), M/s. G. S. Ratra & Co., Dr. S. K. Sanghani (Life), Mr. P. S. Mody, Mr. M. K. Fyze, Mr. N. B. Daver, Mr. C. D. Damani (Life), Mr. G. M. Bhuta, M/s. Bombay Cycle & Motor Agency Ltd., M/s. Zenith Automobiles & Electrical Works, Mr. U. T. Dadia, Dr. B. Vakil, Mr. F. D. Nanavati, Mr. K. K. Nambiar, Mr. D. M. Parekh, Mr. R. K. Bharat Singh (Life), Mr. F. R. Poonawala, Mr. A. R. Jagannathan, Mr. K. Rajagopal (Life), Mr. B. J. Boyce, Mr. F. R. Pochkhanawala, Lt.-Com. P. R. Kerawalla, Mr. B. M. Patel, Mr. S. K. Panthaki, Mr. M. P. Khambata, Mr. M. B. Asha, Mr. F. C. Kohli, Mr. J. J. J. Cursetji, Capt. Y. V. Mahajan, Mr. M. P. Kabali, Mr. N. S. Gupta, Mr. J. B. Gwalani, Com. S. J. Lalkaka, Mr. S. K. Sethna, Mr. B. A. Bachooali, Dr. H. C.

Mody, Mr. P. M. Mathrani, Mr. F. D. Rego, Mr. D. S. Bedi, Mr. R. H. Shah, Mr. C. F. Shroff, Mr. Y. P. Pandit, Mr. J. H. Randelia (Life), M/s. Ahoora Blocks Private Ltd., M/s. Modern Universal Garage, M/s. Headway Printers, Dr. K. H. Shah, Mr. B. D. Patwardhan (Life), Mr. H. Rustomji, Mr. J. G. Juman, Mr. S. M. Lall, Mr. G. Hira, Mr. M. Abdulla, Mr. W. De Souza, Mr. I. O. Mitha, Mr. G. P. Tolani, Mr. P. A. Umrigar, Mr. S. G. Jaisinghani, Mr. T. F. Khambatta, M/s. Tata Hydro-Electric Agencies Private Ltd., M/s. Veenus Polishes, M/s. Auto, Accessories (I) Private Ltd. (Life), Mr. H. N. Kothari, Mr. A. H. Bachooali, Dr. K. N. Kamdar, Mr. P. R. Patel, Mr. M. H. Batheja, Mr. D. Ramchand, Capt. N. E. Warner, Mr. G. K. Godia, Mr. G. Barkwitz, Mr. M. L. Waniar, Mr. S. Mazumdar, Com. B. P. Paradkar, Mr. B. G. S. Iyengar, Mr. K. G. Parikh, Mr. K. H. Jaising, Ing., B. L. Mukerji, Mr. M. Sabnis, Mr. S. A. Doctor, Mr. H. Bebbington, Mr. Jay's Engineering, Mr. A. V. Salukhe, Mr. K. M. Toprani (Life), Mr. R. Ramanujam, Mr. S. A. Kaka, Mr. J. E. Baria, Mr. V. M. Parekh, Mr. P. K. Lilaoonwala, Mr. R. J. Tibrewala, Mr. M. D. Khambata, Mr. B. M. Medora, Mr. M. V. Prag, Mr. S. B. Katgara, Mrs. N. K. K. Kalro, Mr. T. P. Panpalia, Mr. K. S. Irani, M/s. Collins & Co., Mr. V. P. Bhute, Mr. G. B. Modi, Mr. B. D. Katira, Mr. M. S. Lulla, Mr. S. B. Lakdawala, Mr. K. M. Mehta, Mr. N. V. Junnar, Mr. A. D. Naterwala, Dr. T. K. Jagose, Mr. M. K. Bilimoria, Mr. A. B. Ranjee and Mr. H. De Souza.

ELECTED

At the Adjourned Meeting of the Club held on 2nd July, the following five members were elected in place of those who retired by rotation but are eligible for re-election:—

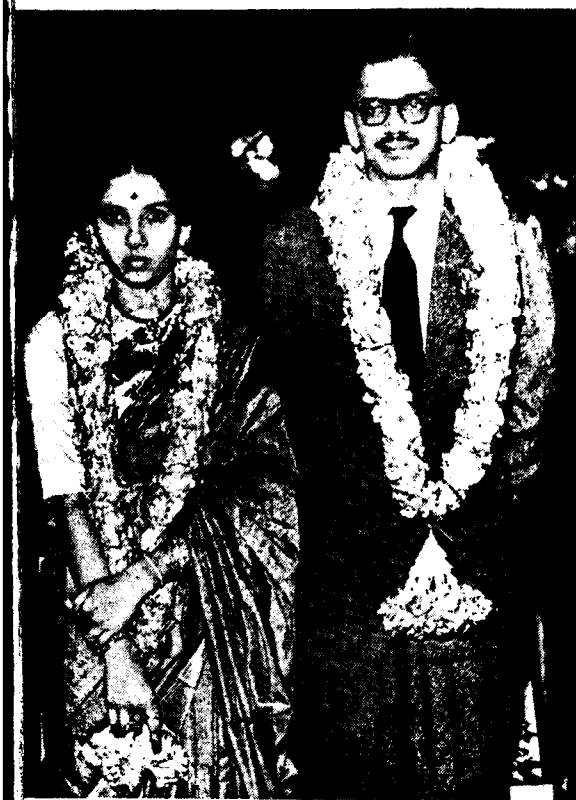
Mr. K. A. Cama, Mr. F. Pochkhanawala, Mr. D. R. Engineer, Mr. R. K. Sundaram, and Mr. P. F. Lally.

Office-bearers for 1959-60: President, Mr. E. A. Nadirshah; Vice-Presidents Mrs. M. N. Wadia and Mr. S. B. Mama; Hon. Treasurer Mr. R. K. Sundaram and Hon. Secretary Mr. P. F. Lally.

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The wedding of Chi. Ramaswamy, Engineer, Hindustan Lever Ltd., son of Mrs. and Mr. R. R. Aiyar, Manager and Director, Walford Transport Ltd., Calcutta with Sow Leela, daughter of Mrs. and Mr. Narayanaswamy, Kozhikode and niece of Mr. L. L. Narayan, Managing Director, M/s. Rane (Madras) Ltd., and Director of M/s. Engine Valves Ltd., Madras was celebrated at Abbotsbury, Teynampet, Madras on Sunday the 21st June.

The muhurtham and the reception in the evening were largely attended among whom particular mention must be made of the Hon'ble Dr. U. Krishna Rao, Speaker, Madras Legislative Assembly, Mr. A. S. P. Ayyar, Retired High Court Judge; Mrs. and



The bride is taken to the wedding place in the Mahalakshmi Temple by the two daughters of Mrs. & Mr. G. P. Nair under the guidance of Mrs. Paniker and other ladies.

Mr. S. Anantharamakrishnan, Chairman, Amal-amations Ltd., Madras; Mrs. and Mr. T. S. Rajam and Mrs. and Mr. T. S. Santhanam of T. V. S. Mr. G. Parasmull Chordia; Mr. A. M. M. Murugappa Chettiar; Mr. A. M. M. Arunachalam Chettiar; Mrs. and Mr. M. Subbaraya Iyer; Mr. M. V. Venkataraman, Simpson & Co., Ltd., Mr. V. E. Chetty, Sheriff of Madras; Mr. P. Suryanarayana, Cauvery Spinning and Weaving Mills Ltd.; Mr. D. G. Little, Perkins Representative; Mr. S. Arogyaswamy, Director, S.R.V.S.; Captain P. S. Mahindra and Mr. T. V. S. Mani, Mahindra of Mahindra Ltd., Mrs. and Mr. K. G. Parameswaran, Amco Batteries Ltd., Dr. U. Krishna Rao, Surgeon; Dr. B. Ramamurthi, Neuro Surgeon; Mr. T. Sadasivam; Srimathi M. S. Subbalakshmi; Mr. P. Matthen and Mr. A. R. Sundareswaran of Automobile Products of India Ltd., Bombay and Mrs. Indira Ramadurai.



The wedding of Mr. R. Nagamanickam, son of Mr. K. S. Raju Naidu, Partner, M/s. Raju and Mannar Lorry Transport, Salem, with Sow Suseela, daughter of Mr. M. Mannar Naidu, Partner of Raju & Mannar Lorry Transport, was celebrated. The pink of the automobile industry and trade were present. There was a music performance in the evening by Smt. T. V. Rathnam & Party, which was also well attended.

INDIRA—SHANKAR



Indira, daughter of Mr. M. K. Pillai of George Oakes Private Ltd., was married in Bombay recently to Mr. N. S. Shankar of Gladstone Lyall & Co. Ltd., Bombay.

A reception was held at the Bharat Scout Pavilion which was attended by many members of the automobile and industrial engine trade as well as other industries. Photo shows a section of the guests at the reception.



WEDDINGS



Mr. D. N. Gadi

BOMBAY: Mr. D. N. Gadi, till recently Bombay District Manager of Caltex, left for New York on June 23, for Caltex Special Management Training. Mr. Gadi will spend a year in the United States.

Mr. C. L. Mehta

Mr. C. L. Mehta, who was on a special assignment with the Dunlop U.K. Organisation for over a year, returned to India in May. He has been appointed Co-ordination Manager, Projects, at Head Office in Calcutta.

Mr. Prem Pandhi has been transferred to the Head Office as Manager, Import and Export Department.

Shri C. G. Gopaldas

The Management of the Premier Automobiles have announced recently the appointment of Shri C. G. Gopaldas as Service Manager of the Company.

Shri Gopaldas joined the Company in 1947 in the Assembly Plant

Mr. Ashok D. Setalvad, Sales Manager of Standard Batteries Limited left a few days ago on a holiday-cum-business trip to Europe and U. K.



PERSONS



Far East-America Council held a Luncheon in honour of His Excellency Mahomed C. Chagla, Ambassador of India, at the Waldorf-Astoria, New York, recently. From left to right are seen, Mr. William N. Bramstedt, Chairman of the Board, California Texas Oil Corporation (Caltex), and His Excellency Mahomed C. Chagla.

IN THE NEWS

Mr. J. R. Price, Managing Director of both Caltex (India) Ltd. and Caltex Oil Refining (India) Ltd., left Bombay for Europe and the United States on a business and holiday tour on 9th June, 59. Accompanying him were his wife and two children, who are pictured with him aboard M. V. "Victoria" prior to sailing.



and was transferred to the Service Department in 1948. As Field, Service Representative, he toured extensively and was later posted at Calcutta for 4 years.

In 1953, Shri Gopaldas was appointed Assistant Service Manager and was put in charge of the Premier's Service Department. He has been mainly responsible for organising the extensive service facilities of the Company throughout the Country. He visited U.K. and other countries in Europe on a study tour in 1957.

Mr. T. J. Emmert

The appointment of Mr. T. J. Emmert as Vice-President of Massey-Ferguson Limited has been announced by Mr. A. A. Thornbrough, President. After a familiarization tour of the company's world-wide operations, Mr. Emmert's responsibilities at Toronto will be additionally announced.

Since 1950 Mr. Emmert has been Executive Vice-President of Ford Motor Company of Canada Limited, where his activities included both automotive and farm implement operations in Canada and in other major markets of the Commonwealth, United Kingdom, Australia, New Zealand, South Africa and India. He is also widely known throughout the automobile industry in North America.

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COMMONWEALTH MOTORISTS CONFER IN LONDON

Indians among delegates

Nearly 60 delegates—including a number from India,—representing about 6,000,000 organized motorists met in London on June 10. They attended the Commonwealth Motoring Conference convened by Britain's Automobile Association and Royal Automobile Club.

A projected federation of Commonwealth motoring associations and clubs to ensure reciprocal motoring services is one of the principal subjects for discussion. Others include road safety, touring, and means of assisting expansion of small motoring associations in the Commonwealth.

The delegates were welcomed on behalf of the British Government by the Parliamentary Under-Secretary of State for Commonwealth Relations, Mr. C. J. M. Alport, who praised the initiative which had caused the Commonwealth Motoring Conference to assemble.

Mr. Alport's speech

"In the minds of millions all over the world who belong to the Commonwealth," he said, "co-operation is usually symbolized by the meetings of the Prime Ministers. They seldom realize the progress which is being made in building what our American friends call the 'infra-structure' of Commonwealth relations. This comprises the coming together of men and women from each Commonwealth country with an interest in some specialized field.

"As in the case of this conference, the urge to do this is spontaneous. It is natural for those in one Commonwealth country concerned with a particular type of public activity to want to know how people in other Commonwealth countries deal with common problems. The sensible thing to do is to meet and talk things over, to learn and, perhaps, to have the satisfaction of seeing one's own bright ideas catch on and spread across the world."

He hoped each delegate would be able to say, as a result, "That is a good idea; we could do with that at home," and that from the

conference would emerge "something that will make motoring easier or safer or more enjoyable for the private motorist."

Individual welfare

Mr. Alport recalled that within the Commonwealth are a total of about 15,000,000 motor-cars and motor-cycles—6,000,000 of them in Britain. So this conference represented very important economic and social interests. The conference was rightly not concerned with the broad problems of the politics of motoring, but with the welfare of the individual motorist and the "safety of his neighbour who wants merely to cross the road."

While all the objectives set out for the conference were practical, only one thing created a slight doubt in Mr. Alport's mind—the question of uniformity of policy in motoring affairs. He knew such uniformity represented logic, commonsense, and efficiency, but "co-operation and unity in the Commonwealth has never in all its long history meant uniformity.... There is no compulsive uniformity in the Commonwealth. We may voluntarily have to adjust our policies to those of others out of friendliness, or where it suits us, on a fair basis of give-and-take. That, I am sure, is the right way to approach these matters.

"I hope this will be regarded as a piece of pioneering in a new field of Commonwealth co-operation," Mr. Alport said.

PERMANENT COMMON- WEALTH MOTORING BODY SET UP

The Duke of Edinburgh is to be patron of a Commonwealth Motoring Conference, now established as a permanent body as an outcome of the meetings held in London.

Chairman of the working sessions was Mr. Alex R. Morrison, President of the Canadian Automobile Association. He said at a press conference: "The new organization has been founded with

the chief object of ensuring reciprocal motoring services throughout the Commonwealth."

He explained that Britain's two premier motoring organizations—the Automobile Association and the Royal Automobile Club, which jointly arranged the conference—have undertaken to maintain a permanent secretariat in London. Through it, all accredited motoring organizations in the Commonwealth will be provided with information of general interest about such matters as membership services, trends of international touring, road safety, technical and engineering services, traffic engineering, and the role of motoring organizations in national road development plans.

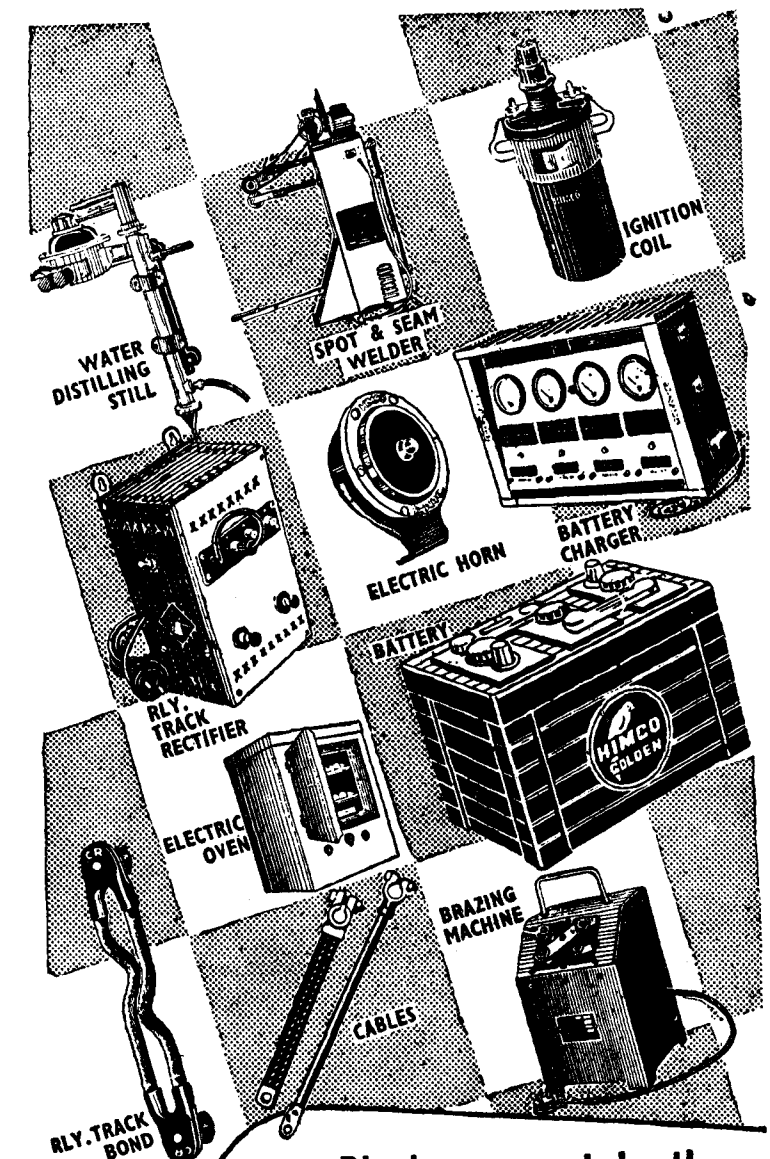
Already under way

It was revealed that the new body's first inquiry is already under way. Details of what is being done throughout the Commonwealth towards road safety are now being collected, and the information will be distributed from London to all members.

Among the many subjects about which delegates from India spoke during the meetings was that of Customs barriers between Commonwealth countries and what the motoring organizations could do towards simplifying them.

The secretariat in London—with the assistance of all the constituent bodies—will also be concerned with co-ordinating efforts to create new motoring organizations where none exist, and generally to promote the interests of motorists throughout the Commonwealth. In this way, it is considered, an effective body of opinion can be brought to bear in the field of international motoring.

Mr. Morrison said: "The Duke of Edinburgh's interest in motoring is well known. His patronage will be an inspiration to the millions of motorists whose voice has been heard at the London talks."



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P. S. NARAYANA IYER'S MUNIFICENCE ON SHASTIABDHA- POORTHI DAY



Sri P. S. Narayanan and Mrs. Gnanambal Narayanan during the Shashti-abdhapoorthi Muhurtham.



A Ponnadai is presented to Sri P. S. Narayanan on behalf of His Holiness Sri Pandarasannadhigal of Dharmapuram Adheenam.

Dr. U. Krishna Rao, Speaker, Madras Legislative Assembly who presided over the evening function is received with Poornakumbham.



Unveiling the portrait of Sri P. S. Narayanan, Managing Director, Raman & Raman (Private) Ltd., Bus fleet owners, at a function got up by the Welfare Association of their employees to celebrate the 'Shastiabdhapoorthi' (61st birthday) of Sri Narayanan on 20th June, 1959, Dr. U. Krishna Rao, Speaker of the Madras Legislative Assembly, who also presided, declared that the function became important for him not only because he has known Sri Narayanan for a long time, but because it particularly enabled one to think aloud the wonderful achievements made by sincere and strenuous efforts of Sri Narayanan. He said, it gave him great pleasure to unveil the portrait of a person, who is self-made and who is much attached towards his employees.

Dr. U. Krishna Rao praised the generosity of Sri Narayanan who announced a donation of Rs. 60,000 on his 'Shastiabdhapoorthi' viz., a donation of Rs. 50,000 for starting a technical institution, to train persons for the automobile industry, like mechanics, turners, fitters, smiths, drivers etc., and Rs. 10,000 for the propagation of Lord Rama's name and for research work in that connection. In addition, Sri Narayanan declared that a bus with a valid permit on a lucrative route is being transferred to a separate trust (Raman & Raman educational and Charity Trust) for charity purposes, like donation for educational purposes, scholarships to poor and the helpless etc.

Dr. U. Krishna Rao stressed the need for opening of such institutions in large numbers so that the country could progress well industrially.

"Sri Narayanan's courage and experience, besides his personal knowledge about the automobile industry and his humane approach towards the labour have made this institution (Raman & Raman) what it is to-day and his worthy sons, will no doubt, follow his foot-steps and attain industrial triumph" concluded the President.

PORTRAIT UNVEILED AT KUMBAKONAM

After prayer, welcome addresses were read and presented to the distinguished guest by Sri N. Kasiraman (Director) on behalf of the company and by Sri A. Subramaniam (Vice-President) on behalf of the Raman & Raman Welfare Association. A welcome address in Tamil was presented to Sri Narayanan by Sri V. Natarajan on behalf of the Association.

Sri V. G. Daniel, President of the Association then presented a 'Ponnadai' to Sri Narayanan on behalf of the Association. This was followed by the reading of messages by Sri N. Sethuraman, one of the Directors of the company. Messages from Ministers, leading businessmen and other notaries were read.

Two addresses, one by Sri V. G. P. Veeraswami Naidu, a well-known contractor of Ariyalur and the other by 'Thanjaimani' a leading non-political local weekly, were also given to Sri Narayanan.

After President's speech, Messrs. C. R. Ramaswami, M.L.A., Madras, G. Narayanaswami Naidu, M.L.A., Mayuram, T. Sampath, M.L.A., Kumbakonam, Venkatakrishna Pillai and T. K. Srinivasa Iyer of Tanjore made touching references

Thirumangalya Dharanam.



The portrait of Sri P. S. Narayanan is being unveiled by Dr. U. Krishna Rao.

to the unique qualities of Sri Narayanan and wished all prosperity and success to the institution.

Sri V. Natarajan proposed a vote of thanks and the function concluded after the National Anthem was sung by Srimathi Lalitha Sethuraman.

The staff and the large number of people who attended the function then listened to Sri A. K. C. Natarajan and party who provided a

nice entertainment on Clarinet, after which there was also a dinner to all the invitees, the staff and the family members of the staff.

In commemoration of the 61st birthday celebration of Sri Narayanan, the entire staff of Raman & Raman (Private) Ltd., Kasi & Sethu and Sivaraman & Co. and their children were given new dhoties and dresses.

Dr. U. Krishnan Rau presenting the donated amount of Rs. 60,000 to Mr. N. Kasiraman one of the trustees of Raman & Raman Educational Trust.



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DTU MONOPOLY NOT PROPER Private operator's appeal succeeds

Mr. A. D. Pandit, Chief Commissioner of Delhi, has ordered the Delhi State Transport Authority to renew the stage carriage permit of Mr. P. C. Kohli, a private operator running a bus service on the Subzi-ramdi-Kingsway Camp route.

The STA had on April 15, 1959 by an order refused to renew the permit.

In allowing the appeal of Mr. Kohli, the Chief Commissioner held that the reasons given by the STA "to establish DTU monopoly on some routes" are not valid and proper under the Motor Vehicles Act.

"The provisions of the Act cannot be utilized to give effect to certain economic policies and doctrine." The "clear reason," the Chief Commissioner said, for not renewing the permit is "not the inadequacy of the existing service (DTU) but the desire to remove a competitor from the field."

Injunction

The Chief Commissioner criticized the chairman of the Delhi Transport Committee, who is also a member of the STA, for "transgressing the civil court's restraining injunction in spirit by avoiding technical disobedience."

The Chairman of the DTC was restrained by the court from attending the meeting of the STA at which the order was passed as he was an interested party. The STA had postponed the meeting on that particular date to the next day.

The Chief Commissioner said: "Injunction or no injunction, in the light of the principles of natural justice his participation in these meetings in which the DTU had been allowed to be party in spite of its time-barred objection was clearly most improper."

Appellant had applied for renewal and notified it for objections. The last date for the objections was January 25, 1959. Appellant had received a copy of the objections on January 28 instead and the STA considered it as time-barred.

The STA, he held, had gone "out of its way to give a hearing to the DTU and its resolution on refusal was not a very neat and logically argued document."

The Chief Commissioner also rejected the argument of the STA that its order was "in the interests of the travelling public." The DTU, he held, is unable to meet its commitments on the 30 odd routes it is serving and that it is well known that there is a general shortage of transport in the capital.

DELHI OPERATORS' CONFERENCE

The Delhi Motor Operators' Conference was inaugurated recently at Delhi by the Transport Minister, Mr. Raj Bahadur.

The notable feature of this year's conference was that the different modes of transport operators—operators of buses, trucks, taxis, motor cycles, rickshaws and scooters—participated in the function.

It was pointed out that the problems that were facing the operators in the capital were the difficulty in getting motor tyres at reasonable prices, inadequacy of parking arrangements and the composition of the State Transport Authority with the Superintendent of Police as a member of it. The Superintendent of Police thus functions both as a prosecutor and as an appellate authority in spite of the several High Court pronouncements about the illegality of such a constitution of S.T.A.

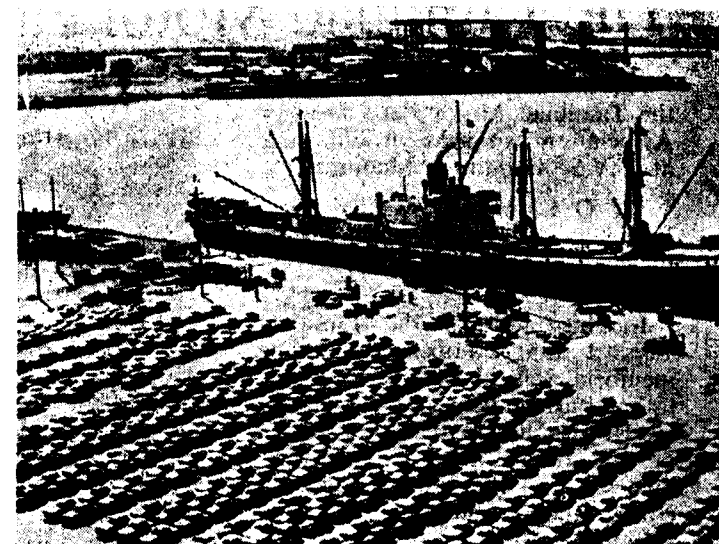
The Minister agreed to consider sympathetically their grievances especially that of the constitution of S.T.A. He also said that something should be done towards eradicating and eliminating the evil of black-marketing in tyres.

The Chairman of the Reception Committee strongly pleaded for winning the co-operation and support from the public at large. He exhorted the operators to try to create a friendly public opinion towards them.

Some of the suggestions made at the conference, were the formation and encouragement of service co-operatives to make credit available for purchase of vehicles; and regular joint meetings between the S.T.A. and the representatives of the Union to acquaint themselves with the problems the operators are facing.

NEWS

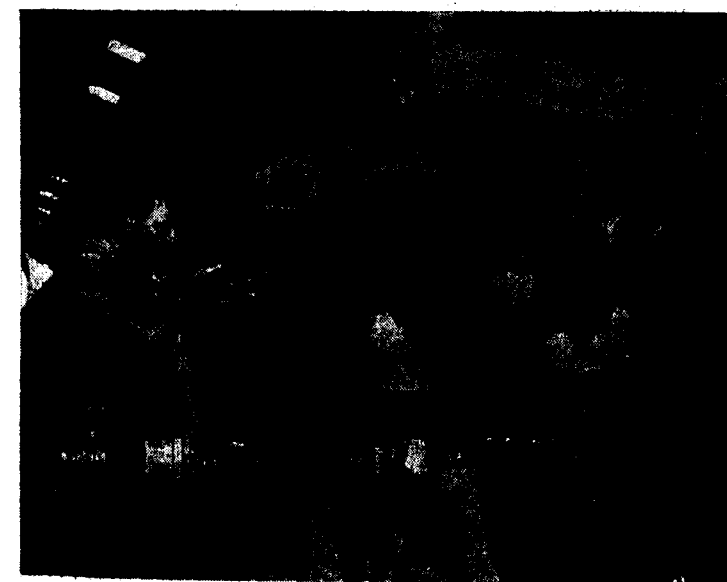
Part of 1,500 Renaults, as seen from a helicopter flying over Pacific Auto Terminals, Los Angeles Harbour. The popular French cars arrived into vessels of the California-Central American Line. A third vessel of the same French registry arrived soon after with an additional 749 Renault cars.



The body of the first Three-Tonner Military Truck produced at the Ordnance Factory at Jabbalpur, being built.

IN

PICTURES



The Chassis of the truck being lowered on.

The Tamilnad Motor Parts Dealers' Association

An ordinary general meeting of the Tamilnad Motor Parts Dealers' Association was held on 20th June at T.V.S. Buildings, Madurai.

Mr. O. Chinnaswamy Pillai, Vice-President of the Association took the chair and conducted the proceedings.

In his address, the President stressed that co-operation among members was absolutely necessary to build up the Association to higher levels. He hoped that they would be able to get a building of their own soon so that the Association could function more actively and effectively.

Then, the Secretary Mr. Ramanathan Chettiar read his report of the activities of the Association during his tenure of office which said:

Please accept my best wishes for a very happy and prosperous New Year. Let us hope the new year will bring best of luck and a growing sense of security in our future and in the pursuit of prosperity and happiness for all concerned. Let us pledge ourselves anew to the service of this Association which stands for the progress and development of Automobile Trade and Industry in the country. I am confident in my heart of hearts that the Association will continue to receive the same sympathetic and active co-operation from you as it had been receiving in the previous years. I invite your esteemed suggestions and views for properly guiding the affairs of the Association. One of the ways by which you can best afford your co-operation is for each member to secure at least six new memberships for our Association within the coming New Year.

It is just two and a half months since we held our Annual General Body Meeting and hence I have very little news to place before you regarding the activities of our Association. We have been able to enroll new members with the kind co-operation of the Branches of Messrs. T. V. Sundaram Iyengar & Sons Private Ltd., and I wish to thank them on behalf of all of you.

We have had the pleasure of informing all our members, the full



Sri R. Ramachandran, President of the Association.

upto date particulars regarding the Sales Tax and Import problems through circulars. I assure the members that any matter in regard to our trade referred to me for information or assistance will be immediately attended to and I will definitely do all that is possible with the kind co-operation of all of you.

The Government of India have not made much change in the current Import Licences issued except for Garage Tools which was increased to 50% quota from 33 1/4%. These strict restrictions of Motor Parts Imports have very much handicapped our sales. Unless our local manufacturers produce good quality goods, we will not be able to satisfy the needs of our customers. Hence, our only hope would be to watch the future and to improve our sales by patronising Indian Products. At the same time we must at least have 25% more quota for imports of Motor vehicle spare parts to equally meet our potential requirements. Hence I hope the Government of India will improve this position and increase the imports to a certain extent.

We have had one Committee Meeting till now and we have decided to subscribe to *Motorindia* (English Edition) or the *Motor* (Tamil Edition) for our Association.

The Association has now on its roll 62 members. We had 22 mem-

bers last year and in this short period of two and a half months we have enrolled 40 new members. I hope we will be reaching definitely the target of 100 members before the end of the year.

In our last General Body Meeting we called for donations to the Association. But we are still to receive any. I would like to bring this point to your notice and invite all the members to contribute as much as possible by way of donations to the Association.

I wish to thank my predecessors for their great services rendered to the Association and the members for taking an increasing interest in the activities of the Association. I feel that there is a lot more to be done to make this institution an effective organisation to further the interests of the members and the trade.

I am pleased to bring to your notice that our appointment of Mr. K. Sivasubramaniam, Chief Accountant of Messrs. T. V. Sundaram Iyengar & Sons Private Ltd., Madurai, as the Hony. Auditor of our Association, has been accepted by him and I wish to thank him for having acceded to our request and I also wish to thank Messrs. T. V. Sundaram Iyengar & Sons Private Ltd., Madurai for this kindness.

We have included the other districts, viz., Trichinopoly, Tirunelveli, Coimbatore and Salem within the jurisdiction of our Association and approached all the dealers to become members and we have been successful to a certain extent. I think with the kind co-operation of all of you, we will be able to enroll all the dealers in the mofussil area as members.

Our Registered Office at 101, Sandai Pettai Street, Madurai is expected to be given to us in a month or two as certain arrangements are still to be made. Once we are in a position to run a regular office for our Association, the work of maintaining a library, etc., can be carried out and be of more assistance to all of you. I wish to thank Mr. R. Ramachandran for his generosity in having consented to allow us to use the Building at 101,

Sandai Pettai Street, Madurai for our Registered Office.

With great pleasure we nominated Sri T. S. Krishnan and Sri T. S. Srinivasan of M/s. T. V. S. & Sons and Sri A. S. Rajasabhai of A.R.A.S. & P.V. P.V., as patrons of our Association and I am sure they will give us all the guidance and help to bring this Association on a par with that of the Calcutta, Delhi, Bombay and Madras Motor Parts Dealers' Associations.

In conclusion I wish to take this opportunity to thank you all for the co-operation extended to me and request you to extend the same in future and sincerely hope that this steady progress maintained by the Association will show a further increase in the coming year and all the members will evince still greater interest in the activities of the Association, so that it can champion their cause undaunted and unchallenged.

Then the accounts were submitted to the members present by the Treasurer. This showed that the Association has, as its funds, a sum of Rs. 4,228-84.

The following new members were admitted to the Association:

M/s. Pandyan Automobiles, Madurai; M/s. Rajanathan & Co., Madurai; M/s. A.R.A., S.P.V.P.V. & Co., Palayamkottai; M/s. A.R.A., S.P.V. P.V. & Co., Trichinopoly; M/s. G. N. Chakrapanichetty & Sons Private Ltd., Tirunelveli; M/s. Arasan Automobiles, Tirunelveli; M/s. Sundaram Automobiles, Tirunelveli; M/s. Lakshmi Automobiles, Trichinopoly; M/s. Everest Automobiles, Trichinopoly; M/s. Anjaneya Motor Stores, Erode; M/s. City Automobiles, Erode; M/s. Bangalore Automobiles, Salem; M/s. L. G. Balakrishnan Bros., Coimbatore; M/s. Associated Agencies, Coimbatore; M/s. The Pudukottai Industries Ltd., Pudukottai; M/s. Lakshmi Automobiles, Cuddalore, N.T.; M/s. Katteri Automobiles, Coimbatore; M/s. Coimbatore Auto Industries, Coimbatore; M/s. S.P.S.S. Auto Stores, Karaikudi; M/s. Madura Auto Stores, Tirunelveli; M/s. Balu Automobiles, Salem; M/s. A. Muthuswamy Chettiar Namakkal; M/s. Erode Automobiles, Erode; M/s.

Plea For 25% More Quota for Parts Imports



Sri Rm. A. Rm. Ramanathan Chettiar, Hon. Secretary of the Association.

Meenakshi Automobiles, Erode; M/s. T. V. Sundaram Iyengar & Sons Private Ltd., Salem; M/s. Motor & Services Ltd., Coimbatore and M/s. Lucky Auto Stores, Madurai.

It was decided to observe the following holidays:

January 1, New Year's Day; January 14, Pongal, January 26, Republic Day; April 10, Ramzan; April 14, Tamil New Year's Day; August 15, Independence Day; October 31, Deepavali Day; December 25, Christmas.

Mr. K. S. Poochi desired that some amenities may be provided to the representatives from whom donations are collected.

Mr. Ramanathan Chettiar requested the members to refer him for any clarification with regard to sales-tax, when he would be pleased to take up the matter with the authorities concerned.

IT WAS DECIDED TO TREAT *MOTORINDIA* AS THE OFFICIAL ORGAN OF THE ASSOCIATION.

It was unanimously accepted to include Mr. Padmanabhan of Bangalore Automobiles, Salem and Mr. Pattabiraman of G. N. Chakrapani Chetty & Sons, Tiruchirapalli in the Executive Committee.

The members consented to the request of Mr. O. Chinnaswamy Pillai to hold the next meeting at Dindigul.

The deliberations came to a close after a sumptuous dinner, followed by a musical concert by Mrs. Meenakshi Raman and Party.

S.T. circular

In a circular to its members, on the subject of Sales-tax and Packing Materials, the Hon. Secretary of the Tamilnad Motor Parts Dealers' Association writes:

We come to understand from the clarifications communicated by the Deputy Commissioner of Commercial Taxes, Madurai that no sales tax will be levied from 1-4-59 on packing materials in cases in which they are not charged for separately in the bills issued by dealer.

Regarding clarification on submission of C forms, he says that a communication has been received by him in which it is said that one C form should be sent in respect of each sale for more than Rs. 5,000 and that a single C form would suffice for a number of sales of similar nature if their aggregate turnover does not exceed Rs. 5,000 within one official year.

Vauxhall motors production record in 1958

Vauxhall Motors Ltd., accounts for 1958 show a profit before taxation of £1,120,872 (net £755,929) compared with a loss in 1957 of £2,366,831 (net loss £1,143,744). This is after absorbing depreciation and special pooling charges £3 million greater than in the previous year.

Total sales were at a new high level of 174,124 cars and trucks which is an increase of 21 per cent over 1957. Sales turnover exceeded £95 million—25 per cent greater than in the previous year while 103,411 units were exported which was an increase of 22 per cent and brought in £49 millions and accounted for 59 per cent of all unit-sales.

Exports to North America increased by 22 per cent but those to the Commonwealth fell by 10 per cent and Europe by 11 per cent.

De Luxe bus service

The Kodaikanal Motor Union has introduced a De luxe bus service on the Madurai-Dindigul route. The bus covers 40 miles in about one hour and 40 minutes.

An express bus service is also to be introduced between Madurai and Palni for the convenience of passengers without charging any extra fare.

A trial service of the "Jaya Express Deluxe Bus" was arranged recently and pressmen were invited to the same. The Directors of M/s. Kodaikanal Motor Union Congress, Mr. G. J. Rajarathnam, Mr. J. Soundararajan and the Manager, Mr. V. S. Raghava Iyengar welcomed the pressmen and explained to them the details of the service.

Built at a cost of Rs. 75,000 the bus has a capacity to hold 42 passengers comfortably. Newspapers, books and cool drinks are all provided inside the bus itself for the convenience of the passengers. The seating arrangements are excellent and up-to-date, the seats cushioned.

Mr. Rajarathnam said that more such buses will be put on road soon.

M.A.P.A.M.A.

A meeting of the Executive Committee of the Mysore Automobile Parts & Allied Merchants' Association was held on 20th June at Bangalore, Mr. Ujagar Singh presiding.

The Committee unanimously resolved to follow up the matter with the Government regarding the Central Sales Tax (Second Amendment) Act, 1958 about which they have already sent a memorandum in the month of April 1959. It was also resolved to write to the Mysore Chamber of Commerce, Mysore to pursue the matter.

The membership application of M/s. Shoukatali Automobiles, 7 Seethurao Road, Bangalore-2 was accepted and it was resolved to admit them as a member of the Association with immediate effect.

The Committee also discussed a number of complaints received by them.

ADHESIVE FOR FOAM RUBBER

A new adhesive for the blending of natural and synthetic foam, suitable for use in the upholstering of carriages, coaches, and aircraft as well as the manufacture of mattresses, cushions, and pillows is now being produced by a British rubber company.

It is a white adhesive comprising plasticized synthetic rubbers in a blend of non-toxic solvents, and gives a particularly strong and flexible bond.

JAYASREE

A pleasant function—the Graha-pravesham of "Jayasree" of Sri K. S. Chakrapani, Partner of the Bharath Automobiles, Bangalore, took place on the 10th of June, at Jayanagar, Bangalore.

The function was largely attended by leading auto dealers of South India, Ministers and Officials of Mysore.

Madras Motor Parts Dealers' Association

IMPORT OF GARAGE TOOLS

A Press Note issued by the Government on the above subject says :

"The Government of India has decided to increase the quota for import of garage tools from 33-1/3% general and 33-1/3% soft to 50% general and 50% soft during the current half year. This has been announced in the import trade control public notice.

Established importers who have already obtained quota licences may apply for supplementary licences to the licensing authorities concerned for this item on the basis of the enhanced quota."

SUPPLEMENTARY LICENCES FOR IMPORT OF TYRES AND TUBES

A Press Note on the above subject issued by the Government says :

"The Government of India has decided to issue supplementary licences for import of tyres and tubes for trucks and bicycles of all sizes during the licensing period April-September 1959, according to an Import Trade Control public notice.

The supplementary licences will be granted to established importers for a value equal to one-fifth of the face value of the basic quota licences issued to them for the current licensing period.

In a Circular to its members on the subject of Grant of Import Licences to Established Importers against past imports from Soft Currency and Dollar areas, the Honorary Secretary of the Madras Motor Parts Dealers Association calls the attention of the importers to the following provision contained in para. 38 of Chapter II of the Handbook of Rules and procedure, 1956 :

"Where an item is licensable only from soft currency area, an Established Importer will be entitled to claim a licence on the basis of his quota on Soft Currency Area plus his past imports on the Dollar Area in the same basic year of which he has obtained his quota certificate on the Soft Currency Area. On the other hand, where an item is licensable both on Soft and General Areas, the Importer will be granted two import licences on the basis of his quota certificates on Soft Currency and Dollar Areas."

It is hereby clarified that in the case of items only on Soft Currency Area, the concession allowed in the above provision for claiming a licence on Soft Currency Area on the basis of past imports of the item concerned from both Soft Currency and Dollar Areas is allowed subject to the condition that the imports from both the areas should fall within the same basic year. In such cases, the Established Importer should make only one consolidated application for import licence on Soft Currency Area on the basis of his quota certificate on Soft Currency Area plus the documents of his past imports from Dollar Area within the same basic year which is applicable to his imports from Soft Currency Area. If, however, he has no imports from Soft Currency Area or his imports from Soft Currency Areas are less than the imports from Dollar Area falling in a different basic year, he will be allowed to claim a Soft Currency licence on the basis of his past imports from Dollar Area alone. The submission of two applications for import licences on Soft Currency Area on the basis of past imports from Soft Currency and Dollar Areas will not be permissible."

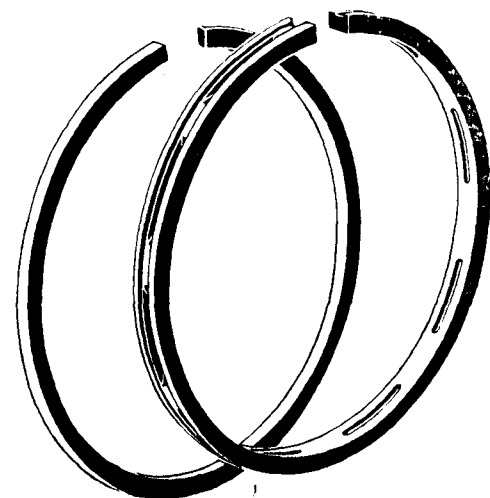
MINIMUM VALUE LICENCES IN CASES OF DIVISION OF QUOTA

A Public Notice No. 54-ITC (PN), dated 25th May 1959 issued by the Ministry of Commerce and Industry clarifies the position as regards issue of minimum value licences in cases of Division of Quota, as under :—

"Attention of importers is invited to para. 33 of Section I of the Red Book for the current period whereby established importers, whose past imports exceed certain limits mentioned in para. 32 of Section I of the Red Book, become eligible to the grant of quota/additional licences for minimum values specified therein.

In the case of partnership firms who split up their business and ask for division of quota rights in terms of the provisions made in para. 78 (b) of Section I of the Red Book, the division of quota right is allowed to enable the reconstituted succeeding parties to get their proportionate share of the approved quota of the original partnership firm. It has been decided that while allowing the division of quota rights in such cases, none of the reconstituted succeeding parties will be allowed the concession of obtaining minimum value licences as provided in para. 33 of Section I of the Red Book, but the total value of licences admissible to the reconstituted succeeding parties will be equal to the entitlement of the original firm, had there been no dissolution. The quota certificates granted to such parties will be suitably endorsed in this regard."

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Darya Ganj

DELHI 7



Mr. M. I. Prichard, Managing Director of F. Perkins Ltd., speaking at a recent Press Conference in London. The Conference was to announce that a new company named Motors Perkins S. A. had been formed in Brazil to manufacture a six cylinder Perkins diesel engine following an agreement between Perkins and Murray Simonsen S. A., a well known Brazilian company.

Certain transaction deemed to be first sales or purchases.

"Notwithstanding anything contained in this Act, the sale or purchase of those Goods—

- (i) As were not liable to tax only at the point of first sale or purchase before the commencement of this Act.

and

- (ii) as are liable to tax only at the

point of first sale or purchase under Sub-section (ii) of Section III of this Act effected within the State after the commencement of the Act shall be deemed to be the first sale or purchase for the purposes of this Act, although any sale or purchase of such goods has taken place within the State before such commencement."

Photograph showing members of the Indian Battery Manufacturers Association at a luncheon following their recent Annual General Meeting.



MOTORINDIA

It is very clear that goods which were subject to multi point sales-tax and not subject to single point sales tax before 1st April 1959, should be treated as first sale from 1st April 1959.

As motor vehicle parts were subject to single point tax, prior to 1st April 1959, the members need not pay sales tax to Government on goods held by them, for which the first point sales tax of 6% has already been collected by the first seller in this State.

This above opinion is confirmed by The Andhra Chamber of Commerce and the Deputy Commercial Tax Officer, Mount Road Division, though some other Commercial Tax Officer are of a different opinion. Anyhow, I have already addressed a letter to The Secretary, Board of Revenue, Government of Madras, seeking clarification on the above point and a reply is awaited. The moment it is received, I shall communicate to you again.

S.T. Commissioner's Clarification

The Honorary Secretary of the Madras Motor Parts Dealers' Association in a Circular says that he has received a reply from Shri R. M. Sundaram, Commissioner of Commercial Taxes on the subject of Madras General Sales Tax Act, 1959. The letter says :

"The Madras Motor Parts Dealers' Association, Madras, is informed that Motor Vehicles and their parts were subject to single point levy of 6% before 1st April 1959 under the Old Act. So, with reference to Section 60 (1) of the Act, the stocks held by second dealers in these goods will not suffer the additional levy of 7% prescribed under the First Schedule of the Madras General Sales Tax Act, 1959."

The Circular says that it is now clear that stocks held by members on 1st April 1959 for which, single point tax of 6% has already been paid, are not subject to the first point sales tax of 7%.

July 1959

Import Trade Control Notifications

Import Policy for spare parts of earth-moving machinery grouped under S. No. 66 (5) (ii) (a)/V, during April-September, 1959 period :

Vide I.T.C.C. (Madras) No. 54/59, dated May 13, 1959.

Public Notice No. 46-ITC (PN)/59 dated May 8, 1959 issued by the Government of India in the Ministry of Commerce and Industry is reproduced under this circular. In partial modification of the provisions made in the remarks column against S. No. 65 (5) (ii) (i) /V in Section II of the current Red Book, the following provisions may be deemed to replace the remarks (i) (a) and (b) against that S. No. (i) ; (a) A certificate from the manufacturers indicating the various models and the modelwise quantities of the equipment grouped under S. No. 65 (5) (ii) (a)/V actually shipped by them to India year-wise beginning from January 1, 1948 upto the calendar year ending December 31, 1958 ; (b) A Chartered Accountant's certificate certifying the national C.I.F. prices of the year-wise imports of the equipment in question and this evaluation should be based on the following formula : (i) The quantities actually shipped will be evaluated firstly on the basis of the current list prices in the currency of the country of origin less distributors' discount in full so as to arrive at the nett current ex-factory prices ; (ii) To the nett current ex-factory prices thus arrived at, 20% should be added to cover port charges, insurance, ocean freight, etc., so as to arrive at a national c.i.f. price. This national c.i.f. price, should be converted into Indian Rupees at the following rate of exchange : U. K. £ 1 = Rs. 13.37 ; Australia £ 1 = Rs. 10.75 ; Austria, 1 shilling = Rs. 0.183 ; Belgium, 1 Franc = Rs. 0.094 ; Canada, 1 Can = Rs. 4.91 ; Denmark, 1 Kroner = Rs. .069 ; France 1 Franc (Heavy) = Rs. 0.97 ; Italy, 1 Lire = 0.0076 ; Netherland, 1 Florin = Rs. 1.26 ; Norway, 1 Kroner = Rs. 0.668 ; Portugal, 1 Espudo = Rs. 0.165 ; Sweden, 1 Kroner = Rs. 0.92 ; Switzerland, 1 Franc = Rs. 1.106 ; U.S.A. £ 1.00 = Rs. 4.77

West Germany, 1 Mark = Rs. 1.44 ; Japan, 1 Yen = Rs. 0.0132.

To facilitate quick disposal of applications that might be received for *ad hoc* licences, it is suggested that applicants should forward their applications for grant of *ad hoc* licences for spare parts falling under S. No. 65 (5) (ii) (a)/V through the Secretary, Tractor Earth-Moving and Construction Equipment Distributors' Association Limited C/o. Bombay Chamber of Commerce and Industry, P.O.B. No. 473, Bombay. This safeguard will ensure a uniform computation of national c.i.f. prices. For this purpose, it has also been decided that the last date for submission of applications be extended from June 30, 1959, to July 15, 1959 inclusive.

Import Policy for spare parts of Earth-moving machinery grouped under S. No. 65 (5) (ii) (a)/V during April-September, 1959 period :

Vide I.T.C.C. (Madras) No. 55/59' dated May 16, 1959.

Public Notice No. 55-ITC (PN)/59, dated May 25, 1959, issued by the Government of India in the Ministry of Commerce and Industry on the above subject is reproduced under this circular : Attention of established importers is invited to the import policy for S. No. 41 (iii)/V as given in Section II of the Red Book for the April-September 1959 licensing period, according to which this item is licensed to them on a quota of 50% Soft and 50% Genl. The above policy has been reviewed and it has been decided to increase the quota for S. No. 41 (iii)/V from 50% Soft and 50% Genl. to 100% Soft and 100% Genl. during the current half-year. The entry under column 4 against S. No. 41 (iii)/V in the Red Book for April-September, 1959 may be deemed to have been amended accordingly. Established importers may apply for supplementary licences to the licensing authorities at the ports on the basis of the enhanced quota now announced.

July 1959

MOTORINDIA

There Are No Better
Brake Linings

MINTEX

Popular British product
well known for quality,
efficiency and durability.

Available in ready drilled sets for
all cars and trucks and roll
lining in all sizes.

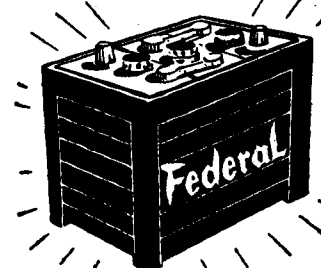
We solicit forward orders against
your import licences. Please
contact us for your requirements.

Distributors for Andhra, Mysore,
Madras & Kerala

The Madras Mercantile
Agencies Private Ltd
1/18 MOUNT ROAD
MADRAS 2



Federal
FIBRE GLASS
BATTERY



BOWER BATTERY MFG. CO.
(P) LTD.

335, Sandhurst Road, BOMBAY 4
Phone : 71059 Gram : AUTOBATTERY



Some members of the staff of the Indian Engineering & Trading Co.



Mr. D. V. D'Monte is seen addressing the staff.

THE INDIAN ENGINEERING AND TRADING CO CELEBRATES TENTH ANNIVERSARY

To celebrate the Tenth Anniversary of their existence, Mr. D. V. D'Monte, Proprietor, arranged a pleasant function at his residence on Sunday 10th May 1959. After High Mass at St. Andrew's Church, Vepery, all members of the Staff were invited to Dinner at No. 5, Hunter's Lane, Vepery. Speaking on the occasion, Mr. D. V. D'Monte paid a tribute to his loyal Staff who had been with him since the inception of the Company and who took a keen and active interest in the welfare of the Company. Mr. V. M. Vasudevan, the Stores-in-charge responded to the speech and this was followed by speeches in Tamil and Telugu by Mr. Abraham Bob and Mr. M. Parthasarathy respectively.

The Indian Engineering & Trading Company are established Dealers with a clientele from North to South. Starting from scratch in 1949 the Company began business as Importers of Fuel Injection Equipment and spares for Diesel Engines, Trucks and Tractors. They hold a wide and comprehensive range of

genuine and replacement spares for all popular makes of Diesel Plant and cater to a large wholesale and retail market.

A notable addition to their activities was the inauguration of the Fuel Injection Testing Room in 1957. Two highly trained Fuel Injection Engineers take care of this Department which handles the servicing and calibrating of Fuel Injection Pumps of all types and the reconditioning of Nozzles. With the addition of the latest Hartridge Calibrating Equipment incorporating Electronic Phasing and Merlin Service Masters in a special air-conditioned room, the Company is able to complete any servicing job within twenty-four hours of receipt.

In 1958, Mr. D. V. D'Monte started the Mechanical Engineering Department which is now functioning at No. 1, Smith's Lane, Mount Road, Madras-2. A team of well experienced Engineers and Mechanics undertake the overhaul and servicing of Diesel Engines, Tractors, Road-Rollers, Fort Lifts, Earth Moving Equipment, Com-

pressors and Civil Engineering Equipment.

The beginning of this year saw the inauguration of the Electrical Department headed by an experienced Electrical Engineer. From the servicing and calibration of precision instruments such as Ammeters, Voltmeters, etc., to the re-winding of Armatures, Electric Motors, Welding Generators and the heaviest Generating Plant are handled by this Department. The Department is equipped with the latest German Testing Equipment and more machines are on order with German Factories to cater to other Branches of Electrical service.

The Company is on the Approved list of State Transports, P.W.D., Highways, River Valley Projects and the D.G.S. & D. both for supply of spares and the servicing of Fuel Injection Equipment.

In its tenth year of business Mr. D. V. D'Monte dedicates himself to renewed efforts to improve the service of his Company to his large and varied clientele all over the country.

A view of the staff at dinner. Abraham Bob (extreme) left is seen replying on behalf of the staff.



Mr. D. V. D'Monte and Mrs. D'Monte with senior members of the staff at dinner.



VISIT KASHMIR

Entry Permit System abolished

The Government of India have abolished the entry permit system for Jammu and Kashmir with effect from 1st April 1959 for Indian as well as foreign visitors.

Registration : Visitors in their own interest should register themselves by filling up and signing the prescribed form obtainable at the Post of Entry.

Arms : For importing arms and ammunition, visitors, must be in possession of a valid all India licence issued by a competent authority in India.

Customs and Octroi : No customs duty or Octroi duty is levied on cars and similar articles imported into Jammu and Kashmir State temporary by bonafide tourists for their personal use.

Ration Cards : On arrival in Srinagar, visitors should call at the office of the Director of Tourism.

House-Boats : In the interest of visitors, they are advised to engage a licensed house-boat and enter terms and conditions of the engagement in the form provided. A schedule of rates can be obtained from the Director of Tourism, Srinagar.

When residing in house-boats or camps, visitors are advised to take precaution to secure pure drinking water, milk and butter.

Buying Art Goods : Visitors who are interested in art goods should select a firm and place of business for their purchase after comparing the prices and goods. For their information, it may be mentioned that standard art goods are sold at fixed prices at Kashmir Art Emporium and the Central Market both of which are run under Government supervision.

Shooting and Fishing : For information regarding shooting and fishing in the State and for permits, visitors should contact the Game Warden, Jammu and Kashmir Government, Srinagar.

Hawkers : These are provided with a licence and visitors are

advised to deal only with licensed hawkers who are in possession of identity cards issued by the Director of Tourism, Residency Road, Srinagar.

Servants : Local servants are issued with registration tickets by the Director of Tourism, and visitors should see when engaging servants that they hold the necessary registration tickets.

Shikaras, Ponies, Coolies, etc. : A printed tariff giving details of shikara or pony hire and cooly charges in Srinagar, Gulmarg and Pahalgam is obtained at the Tourist Department.

Buses : The time table fare schedule can be obtained on application from the Regional Tourist Offices, Delhi, Bombay, Calcutta and Madras.

Any further information required on Kashmir can be obtained from the Director of Tourism, Srinagar, Regional Tourist Officers at Delhi, Bombay and Madras or the Tourist Reception and Information Officer, Government of India Tourist Office, The Pond, Srinagar.

A. R. Denholm

Mr. Alastair Denholm, General Sales Manager of Perkins Outboard Motors Ltd., is leaving Britain on July 6 for an extensive six weeks' sales tour of the Far East.

Mr. Denholm's itinerary includes Singapore, Malaya, Siam, Saigon, the Philippines, Hong Kong, Borneo, Brunei, Ceylon and India.

The purpose of his visit is to establish distributors for the new Perkins 6, 16 and 35 h.p. outboard motors in a number of countries. He will also investigate potential markets in the Far East for the new Perkins product and form an up-to-date overall assessment of general developments there.

Mr. T. J. Firbank, resident representative for the Perkins Group in the Far East, who is now operating from Hong Kong instead of Singapore, will accompany Mr. Denholm to some of the territories.

July 1959

MOTORINDIA

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**FORDSON
MAJOR TRACTORS &
IMPLEMENTS**



**PERKINS
DIESEL ENGINES &
CONVERSION KITS**

Authorised Dealers :

**BHARAT
MOTORS**

**Proprs : N. R. PRIVATE LTD
35 MOUNT ROAD
MADRAS 2**

Phone : 85501 Grams : BHARATCARS

Showrooms 144, Mount Road Service Station 5, Greames Road

H. O.—MODI CHAMBERS
Sandhurst Bridge, Bombay - 4

In addition to popular Lines viz., HIMCO BATTERIES & ELEC. ACCESSORIES, KRALINATOR FILTER CARTRIDGES, WAXPOL PRODUCTS, LOCKHEED Brake Parts, BORG & BECK Clutch parts, Tools & Accessories, a wide range of parts for PERKINS Diesel Engine, FORDSON Tractor, BEDFORD Trucks and Vans, other G. M. Vehicles, FIAT, DODGE-FARGO are always carried in stock.

Renault with Perkins Engine

A Renault Fregate powered by a Perkins 1.6 litre Four 99 diesel engine has been driven 1,502 miles from Casablanca to Paris in 32 hrs. 10 mins.

This feat was accomplished by M. Bernard Vrigny, Commercial Director of Perkins-Maroc, Perkins distributors in Morocco, and his co-driver, Rene Simon. They were accompanied by an official observer, M. Robert Perrier, General Secretary of the Federation Royale Marocaine des Sports Automobiles.

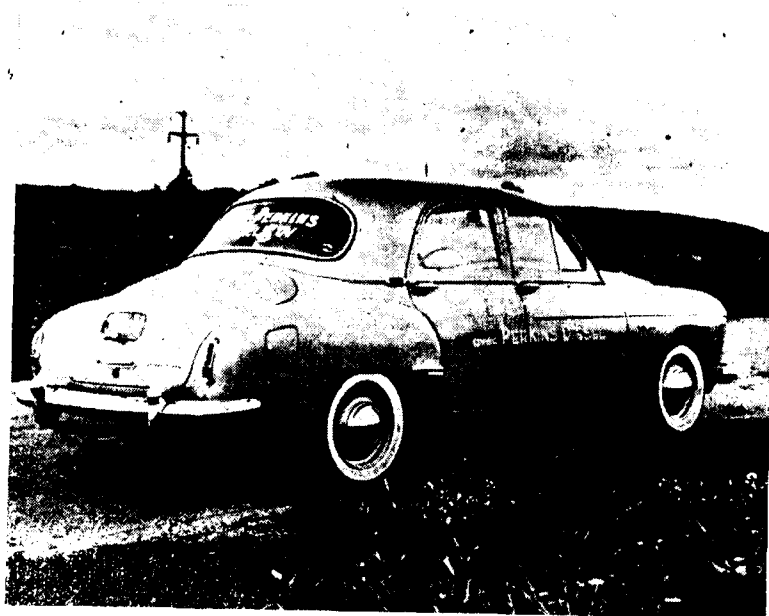
Fuel consumption for the trip totalled only 41 gallons (188 litres) and the vehicle averaged 36.2 m.p.g. for the whole journey, which included continuous fast driving and mountainous country in Spain and Southern France.

The Four 99 engine, which is suitable for many small family-type cars, is noted for its performance and low fuel consumption. The four cylinder diesel engine develops 43 b.h.p. at 4,000 r.p.m.

Perkins agricultural and vehicle diesel engines will be exhibited at the International Fair at Brno from September 6 to 20.

Agricultural power units on view will include the Four 270D, a four cylinder direct injection engine developing 62 b.h.p. at 2,000 r.p.m. The combustion chambers are formed in the piston crowns and fuel is injected directly into the chambers.

French officials photographed with the Perkins-engined Renault Fregate on arrival in Paris. The Arc de Triomphe is seen in the background. Monsieur Bernard Vrigny who drove the vehicle 1,502 miles from Casablanca to Paris in 32 hours 10 minutes, is seen on the extreme right.



The Renault Fregate powered by a Perkins 1.6 litre Four 99 diesel engine photographed on the 1,502 mile journey from Casablanca to Paris which was completed in 32 hrs. 10 mins.

The Four 270D develops 62 r.h.p. at 2,000 r.p.m. has a 4.25 in. (108 mm) bore, 4.75 in. (120.6 mm) stroke and a 296.5 cu. in. (4.42 litres) capacity. It is fitted with a mechanically governed, distributor-type fuel pump. Other features include cast iron wet liners, and a low level camshaft.

Perkins Four 99

The Perkins 1.6 litre Four 99 diesel engine is now offered as optional first equipment in the

Scammell Scarab three-ton mechanical horse.

Since it was announced last year, the Four 99 has made a big reputation for performance, economy and reliability. The vehicle version of the four-cylinder, in-line engine is rated at 42 b.h.p. at 3,600 r.p.m.

The Scammell Scarab is a development of the Scammell mechanical horse, designed originally to replace horse on railway collection and delivery services.

There are now more than 7,500 Scammell mechanical horses and 30,000 semi-trailers operated by the railways. The Scarab is also used in many other spheres of industrial and municipal transport.

New Rootes stores

has 60,000 Auto Parts

One of the most up-to-date, best equipped store depots in the world was officially opened in Birmingham recently by Mr. Geoffrey Rootes, Managing Director of the Manufacturing Division of the Rootes Group.

This fine factory which once made Singer cars now houses, in half a million square feet of covered floor space, 60,000 different motor vehicle parts worth £10 million.

ARNOLD WYCHODIL

Director Arnold Wychodil, Member of the Executive Board of the Daimler-Benz AG. and Export Manager, celebrated his 50th birthday on June 8th, 1959.

Arnold Wychodil is one of leading personalities of the younger generation in the German Automotive industry. From a modest basis, in the course of the past 9 years he has built up the world-wide sales organization of the Daimler-Benz AG. with its numerous production and assembly plants for trucks and passenger cars in about 130 different countries. He was never discouraged by the setbacks inherent in the field of export and steadily carried on with his work, always probing for the best possible solution under the given circumstances and always succeeding.

Whereas the Daimler-Benz export figure before the war amounted only to 10% of sales it now reached 45% under Dir. Wychodil's export management.

Mr. Emmert's appointment will further strengthen the management organisation of Massey-Ferguson, which has undergone extensive changes in North America in the past three years.

Rise in foreign car imports

Los Angeles: Shipments of foreign automobiles to the Port of Los Angeles continue to soar. Just released figures for the first quarter of 1959 show a rise of 58 per cent in car arrivals compared to the same period last year.

In announcing the big increase, Harbor Traffic Manager Kermit R. Sadler said: "Los Angeles distributors of the popular small cars imported 16,352 units from January to March of this year, or nearly 6,000 more than the 10,377 units bought during the first three months of 1958."

Los Angeles Harbor's Pacific Auto Terminals, the only specially designed auto discharge dock on the West Coast, scored another record in May when it handed 4,623 French, British, German, Swedish and Italian cars, according to an official of P.A.T.

HALF A MILLION SPARE PARTS

Over 400,000 different types of spare parts and accessories are manufactured by the auto-motive industry in Australia. This enormous range covers motor vehicles of above 30 makes, and goes back to models that first took the roads 35 years ago.

This range of products is greater than that now made in any other country in the world. For many types of spares for older models—particularly American vehicles—Australia is the only source of supply.

A striking example of the advanced technique attained by the industry is that the hard surface, chrome faced piston ring was perfected in Australia 12 years ago. In other automotive manufacturing countries, including U.S.A. the chrome faced piston ring has only recently been hailed as a great new accomplishment in piston ring manufacturing.

Australian automotive engineers have developed special purpose servicing machines and hand tools which are within the reach—for the first time in many cases—of non-specialist firms. Such equipment provides speed and precision, while reducing the need for specially trained highly skilled labour.

BRITAIN EXPORTS MORE CARS

Britain exported more cars in May than in any previous month, Board of Trade figures reveal. The total number of cars shipped abroad was 60,349.

The April figure, which had also been a record, was 55,358. Total exports of cars for the first five months of this year were 234,936 as against the figure of 217,448 for the comparable period of 1958.

More goods vehicles were also exported in May compared with previous months—a total of 12,583 as against 10,480 in April. The May figure was the best since December 1957.

Book Review

THE TRAVELLER IN INDIA: The April issue of "The Traveller" in India—a monthly journal issued on behalf of the Government of India, Department of Tourism—contains much useful and valuable information for tourists in India and abroad. On the cover page there is a beautiful colour picture representation of a panel from the murals on the walls of Ajanta Caves. The spirited elephant against the floral background forms one of the most famous panels and is also the official crest of the Department of Tourism, Government of India.

The journal is profusely illustrated with attractive photographs and drawings, depicting as it were, some of the incomparable charms of ancient and modern India.

The issue for May starts with a colour photograph showing the glorious sight of a sunrise on the Kanchenjunga as seen from Tiger Hill in Darjeeling. From this hill, it is said, one could have an excellent view of the highest mountain peak in the world,—Mount Everest—and contains a noteworthy record of an interview with the distinguished British architect and travel writer, Sir High Casson who is all admiration for "India, the land of colour and beauty."

The price per copy is 50 naye Paise.

LATEST LIST OF BOMBAY MOTOR MERCHANTS

We have received a copy of the latest printed list of the Members and Associate Members of the Bombay Motor Merchants' Association. Priced at Rs. 2-50 per copy, the same will be available for those who need it at the office of the above Association at Sukh Sagar, 3rd Floor, Sandhurst Bridge, Bombay-7.

MODELS AND THEIR Prices

CARS

	Rs. nP.	Sons). Prices are ex-plant Calcutta for Petrol Chassis.	Rs. nP.
Hindustan Ambassador 1957 (Southern Automotive Corporation Private Ltd.) ex-plant Uttarpara ...	11,161 00	132 1/2" W.B. ... 19,350 00 156 1/2" W.B. ... 20,080 00 174 1/2" W.B. ... 20,380 00 196 1/2" W.B. ... 19,580 00	
Vanguard Phase III (Union Co. (Motors) Ltd.) ...	14,700 00	BEDFORD (Assembled at Hindustan Motors Ltd., Calcutta and sold at Madras by Rane (Madras) Private Ltd., at Kumbakonam by Kasi & Sethu Private Ltd., and at Madurai by S. G. Jayaraj Nadar & Sons).	
Standard Super Ten Saloon (Union Co. (Motors) Pri- vate Ltd.) on the road ...	10,022 12	167" W.B. Petrol Chassis ... 17,880 00 167" W.B. Diesel Chassis ... 24,260 00 216" W.B. Full Forward Petrol Chassis ... 19,430 00	
Standard Estate Car (Union Co. (Motors) Private Ltd.) on the road ...	14,889 12	TRUCKS & COMMERCIAL CHASSIS Sundaram Motors (P) Ltd. Leyland Comet "203" WB Passenger Diesel Chassis including S.T. & dely. charges ... 36,000 00 Leyland ECPO 2/2R-176 WB full forward control Passenger Chassis S.T. & dely. charges ... 35,500 00 Leyland ECOS 2/1R-163 WB goods chassis inclu- ding S.T. & dely. charges... 34,700 00 Leyland ECOS 2/2R-118 full forward Tipper chassis including S.T. & dely. charges ... 34,500 00	
The Fiat 1100 The Elegant (Sundaram Motors Private Ltd.) Ex-Factory ...	9,755 00	(V.S.T. Motors Private Ltd. and Pandyan Automobiles Ltd.) Tata-Mercedes-Benz Diesel Truck and Bus Chassis L 312/42 165" W.B. 5-Ton Truck Chassis ex-Works, Jamshedpur ... 26,820 00 LP 312/42 165" W.B. Full Forward Control Truck Bus Chassis ex-Works, Jamshedpur ... 27,780 00 LP 312-48 190" W.B. Full Forward Control Bus Chassis ex-Works, Jam- shedpur ... 28,570 00 L 312/36 142" W.B. 5-Ton Truck Chassis ex-Works, Jamshedpur ... 26,475 00 LK 312/36 142" W.B. 5-Ton Truck Chassis ex-Works, Jamshedpur ... 30,125 00 Fargo (at Sundaram Motors Private Ltd.) Dodge (at Rane (Madras) Ltd) & at Associa- ted Accessories P. Ltd. Kur- nool. Prices duty paid ex- factory Premier Automobiles Ltd., Kurla, Bombay.	
Willys C.J. 3B Universal Jeep ex-plant Bombay ...	12,621 00	C3D6-116" (4) 7.00x16-6 Ply ... 11,615 00 C4D6-126" (4) 7.00x16-6 Ply ... 12,662 00 C3PW6-126" (4) 9.00x16-10 P.W. Ply ... 17,974 00	
Willys Model Station Wagon ex-plant Bombay ...	18,210 00		
Willys 4-75 4 W.D. 118" Truck Chassis ...	13,108 00		

MOTOR CYCLES

Royal Enfield (The Madras Motors (Private) Ltd.)— "150 Ensign" (any dealer point in India) ...	2,003 00
"350 Bullet" with spring frame (any dealer point in India) ...	3,568 00
Royal Enfield three wheeler chassis ...	4,670 00

SCOOTERS

Lambretta, manufactured by Automobile Products of India Ltd. Distributors, South India Automotive Corpora- tion Private Ltd., Madras. Prices are ex-Factory, Bhandup, Bombay. 48 c.c. Scooterete ...	827 00
150 c.c. 'LD' Model De- luxe Scooter ...	1,795 00

VANS

TEMPO Three Wheeler Vans (Manufactured by Bachhraj Trading Corporation Private Ltd. Bombay and sold by Rane (Madras) Private Ltd. at Madras and Stanluc Services at Bangalore). Prices are ex-plant Bombay. Hanseat ...	6,129 00
Delivery Van ...	8,118 00
Prichet Van ...	7,776 00
Standard Delivery Van. (Union Co. (Motors) Private Ltd.) on the road ...	10,628 56
Hindustan Traveller, price on the road (Reliance Motor) Co.	14,700 00

CHEVROLET

(Assembled at Hindustan Motors Ltd., Calcutta and sold at Madras by Rane (Madras) Private Ltd.) at Kumbakonam by Kasi & Sethu and at Madurai by S. G. Jayaraj Nadar &	
---	--

	Rs. np.
C4G6-153" (6) 34x7-1 Ply ...	16,391 00
C4G6-153" (6) 32x6-10 Ply ...	16,062 00
C4H6-153" (6) 34x7-10 Ply ...	17,710 00
C4H6-153" (6) 34x7-12 Ply ...	17,979 00
C4H6-193" (6) 34x7-10 F.F. Ply ...	18,116 00
C4H6-193" (6) 34x7-12 F.F. Ply ...	18,385 00
C4H6-193" (6) 34x7-10 W.S. Ply ...	18,479 00
C4H6-193" (6) 34x7-12 W.S. Ply ...	18,748 00
K6D200-116" (4) 7.00x16-6 Ply ...	12,896 00
K6D200-116" (4) 7.00x16-8 Ply ...	12,961 00
K6D300-126" (4) 7.00x16-6 Ply ...	12,900 00
K6D300-126" (4) 7.00x16-8 Ply ...	12,965 00
K6W300-126" (4) 9.00x16-10 P.W. Ply ...	18,950 00
K6D400-129" (6) 34x7-10 Ply ...	16,372 00
K6D400-153" (6) 32x6-10 Ply ...	16,186 00
K6D400-153" (6) 34x7-10 Ply ...	16,531 00
K6D400-171" (6) 34x7-10 Ply ...	17,008 00
K6D500-129" (6) 34x7-10 Ply ...	18,092 00
K6D500-129" (6) 34x7-12 Ply ...	18,388 00
K6D500-153" (6) 34x7-10 Ply ...	18,331 00
K6D500-153" (6) 34x7-12 Ply ...	18,628 00
K6D500-171" (6) 34x7-10 Ply ...	18,606 00
K6D500-171" (6) 34x7-12 Ply ...	18,904 00
PICKUP	
C3D6-116" (4) 7.00x16-6 Ply ...	15,012 00
C4D6-126" (4) 7.00x16-6 Ply ...	16,058 00
K6D200-116" (4) 7.00x16-6 Ply ...	16,293 00
K6D200-116" (4) 7.00x16-8 Ply ...	16,358 00
DIESEL CONVERSION	
C4H6-153" (6) 34x7-10 w.b. Ply ...	22,668 00
C4H6-153" (6) 34x7-12 w.b. Ply ...	22,937 00
C4H6-171" (6) 34x7-10 w.b. Ply ...	22,903 00
C4H6-171" (6) 34x7-12 w.b. Ply ...	23,172 00
K6D500-153" (6) 34x7-10 w.b. Ply ...	20,997 00
K6D400-171" (6) 34x7-10 w.b. Ply ...	21,303 00
K6D500-153" (6) 34x7-12 w.b. Ply ...	22,930 00
K6D500-153" (6) 34x7-10 w.b. Ply ...	22,632 00
K6D500-171" (6) 34x7-12 w.b. Ply ...	23,414 00
K6D500-171" (6) 34x7-10 w.b. Ply ...	23,116 00

The prices and specifications are subject
to change without notice.

Confidence on the road
with the tyre that doesn't skid!



Inspiring confidence
around the world,
the Goodyear Supercushion
and Deluxe Rib Tyres
have been designed
to grip any
road surface in any weather. These
tyres offer greater
economy with deeper
treads giving
extra mileage.

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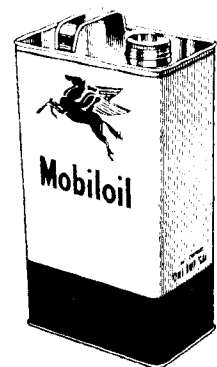
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