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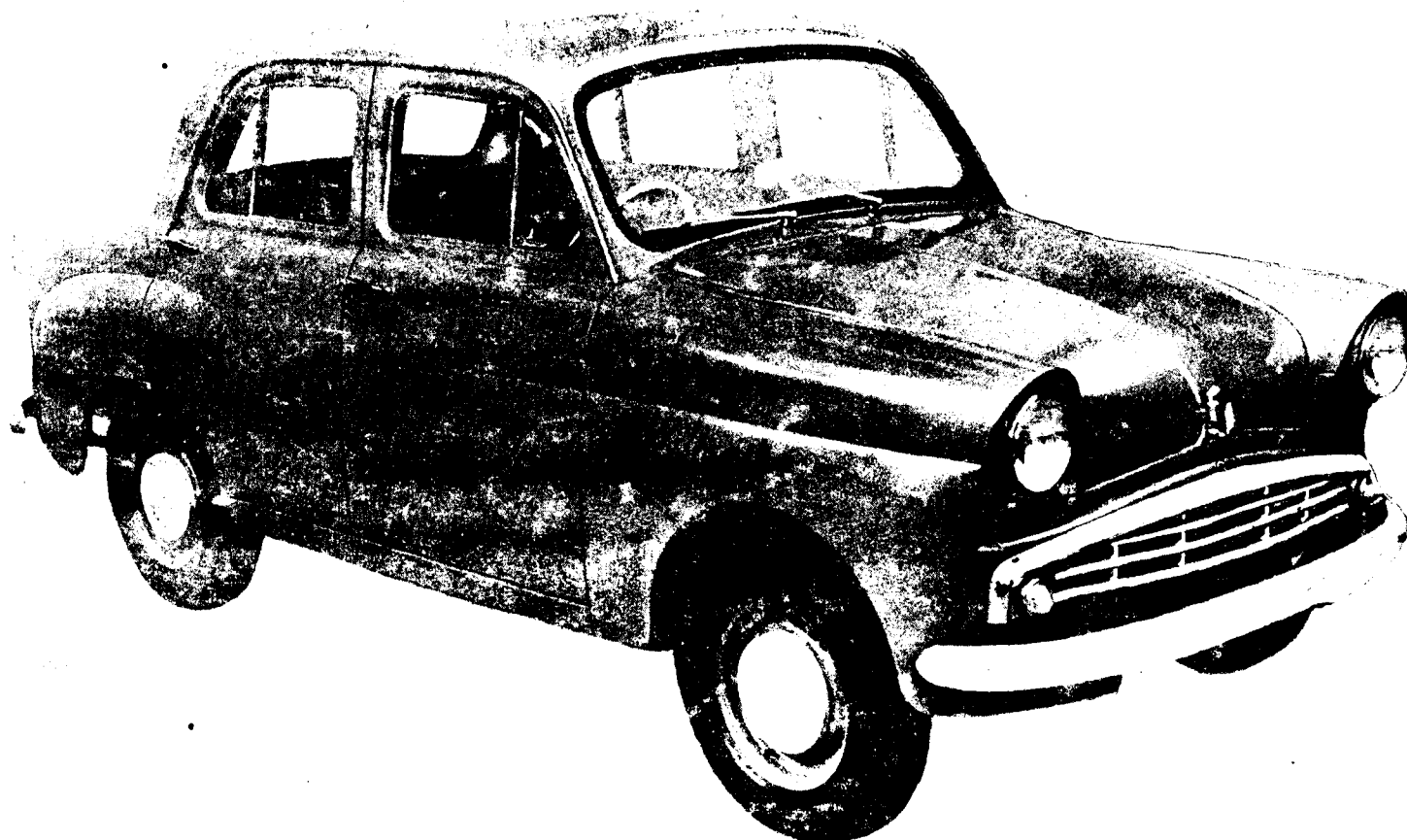
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VOLUME 4

DECEMBER 1959

NUMBER 5

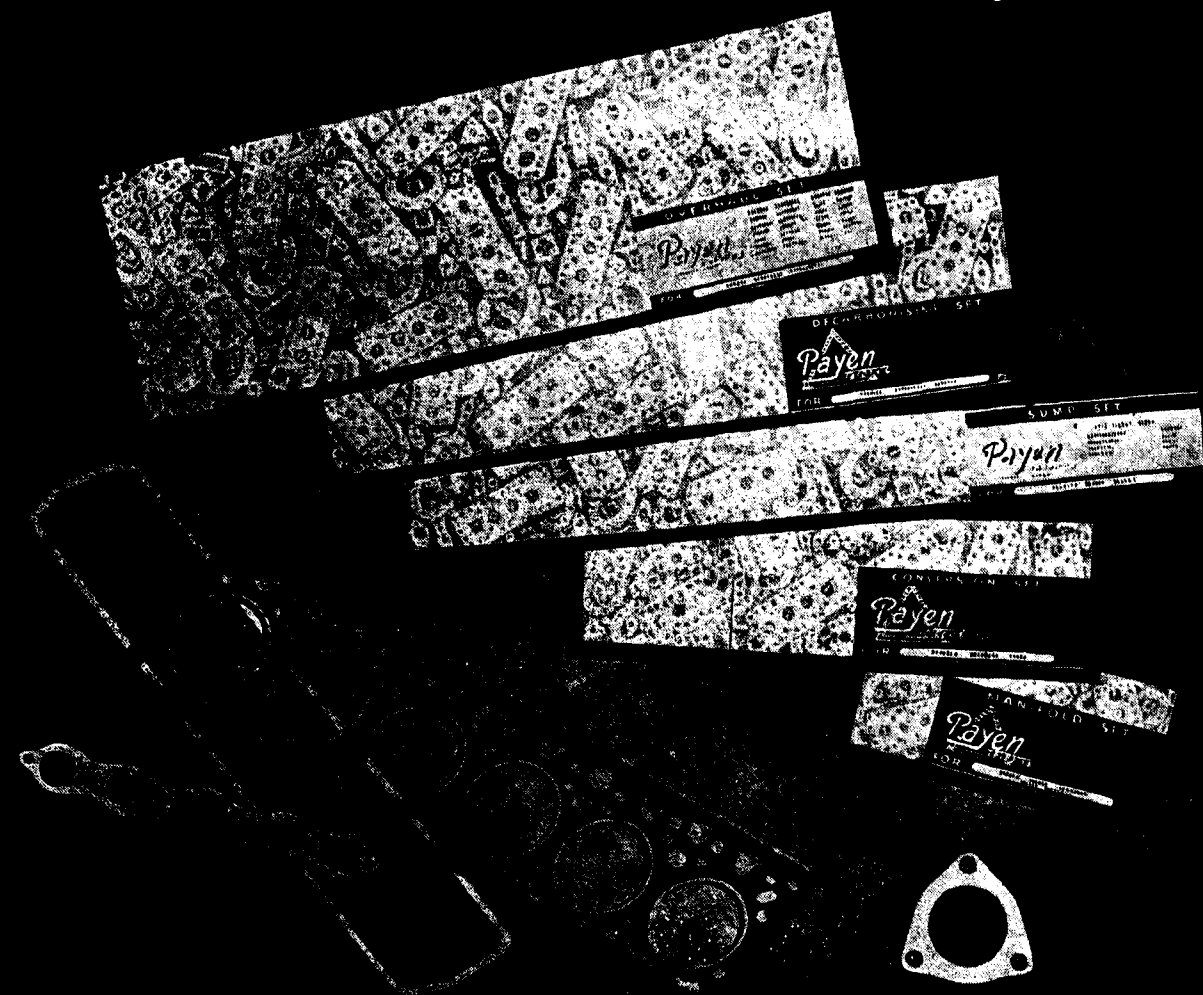
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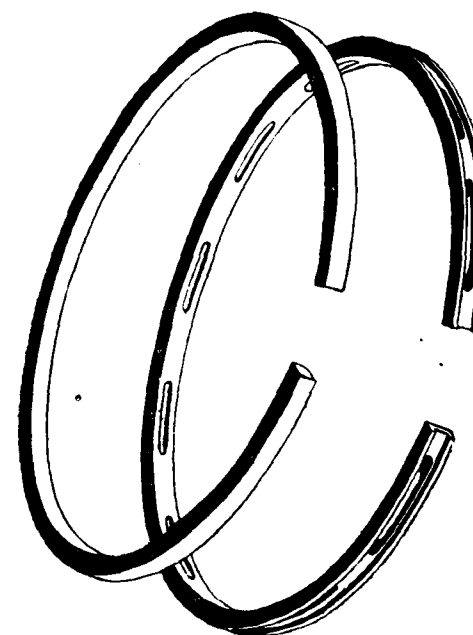


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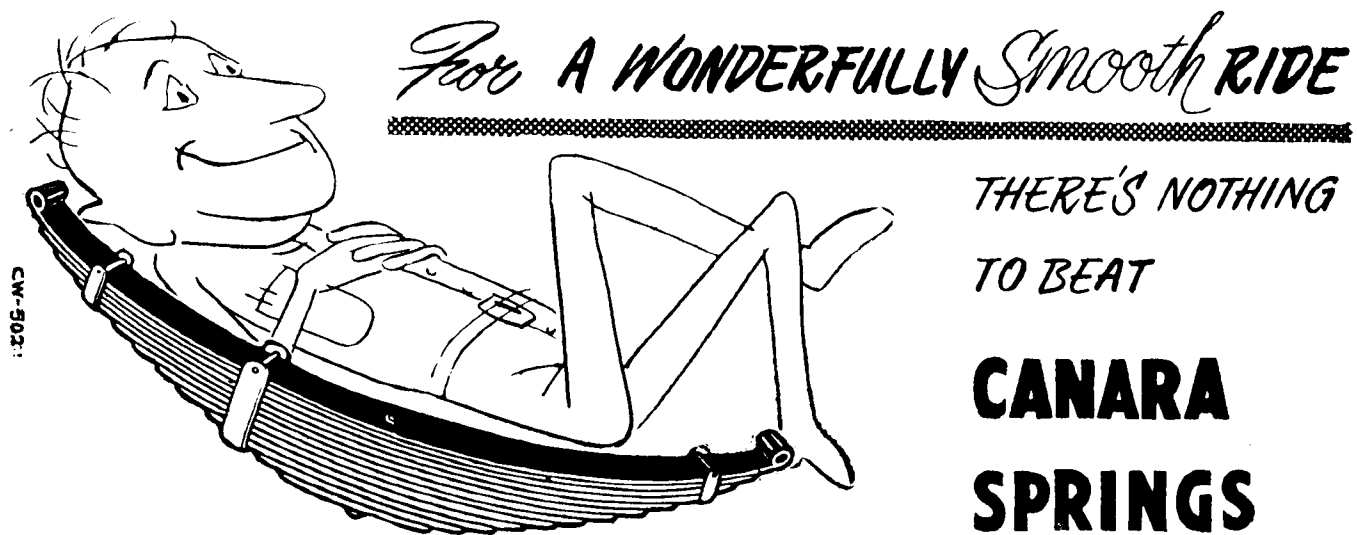
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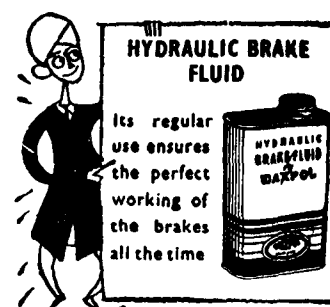
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DECEMBER 1959

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editorial

GREETINGS

New Year's Day in India varies from place to place, and it has become a matter of reverential routine for the population to exchange greetings on the occasion of the respective New Year Day in each territory. But, by far the most important New Year Day still happens to be the English New Year Day, which is still being celebrated in India, as indeed in various other countries of the world.

Looking back, we now have the proud privilege of offering, for the fourth time since our inception, to readers, patrons and well-wishers of MOTOR-INDIA OUR HEARTY GREETINGS for a very happy and prosperous New Year. In offering these greetings on this occasion, we trust that the year 1960 will be a momentous one with the planned production of various automobile components and with the proposed increase in the output of automobiles in this country. Thus, we have no doubt that the coming year will be one of unprecedented prosperity for the automobile and allied industries and trades in this country. We wish them all every success.

CONGRATULATIONS

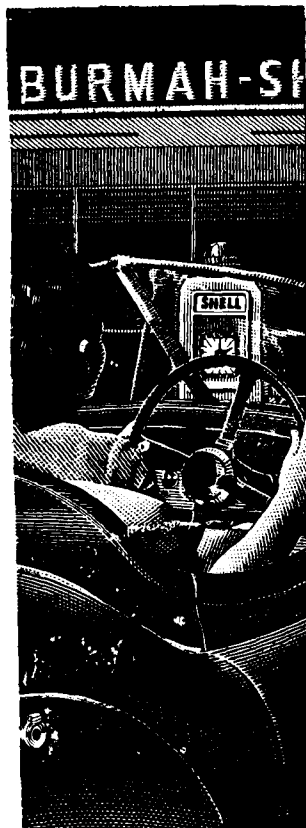
We congratulate the organisers of the Madras Motor Sports Club on the excellent success that attended their recent "South India 800 Non-Stop Motor Rally."

Being the first of its kind organised in South India, the problems to be encountered not only by the organisers, but by the participants, particularly those who were riding the two-wheelers, were enormous, and the way in which they have successfully tackled the problem without a single mishap and the fact that the Rally itself attracted so many entries from far and near speaks a lot not only about the organising capacity of those incharge but also the team-spirit that is gradually developing among motorists, particularly in this area.

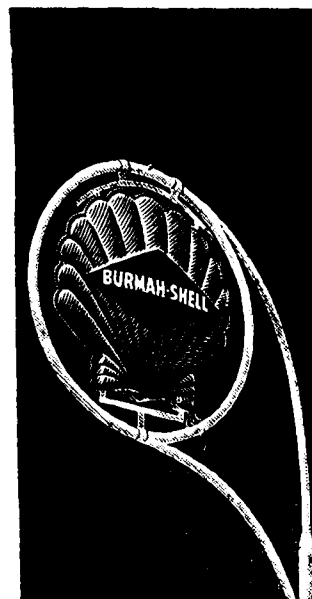
It is our hope that this is just a forerunner of many more such rallies which will no doubt give an insight into the standards of driving, not to mention the chance to gauge the strength and durability of the Indian cars, now being manufactured.

It is also our hope that in future events like these, manufacturers of not only automobiles, but essential parts that make the automobile, will take a keen interest in promoting such events, instead of leaving it almost entirely to the young and enthusiastic members of the Madras Sports Club, as it happened during the last Rally. The co-operation that the organisers received from the Police Department however needs special mention.

CARS AND THEIR FUELS



**Courtesy
Speed
Efficiency**

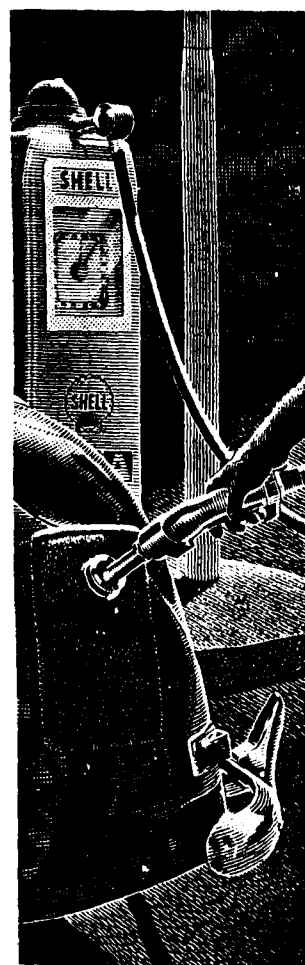


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MOTORINDIA

December 1959

Although diesel engines are making small inroads into the car market outside the U.S.A. and liquid petroleum gas is increasingly used as an engine fuel in a few countries, no fundamentally new technical development is in sight which will displace the gasoline engine from its pre-eminence as the motive unit for passenger cars. Forecasting the engines and fuels of the next few years is therefore largely a matter of extrapolating existing trends. These were examined in five papers* presented to the recent New York World Petroleum Session of the Congress dealing, between them, with both the production and use of motor fuels.

In the U.S.A., the past rapid increase in the horsepower of cars is not expected to continue. There, the average maximum BHP of new cars has risen from 151 in 1954 to 259 in 1958, but should stabilise at about 300 in 1964. On level roads at 60-65 m.p.h. (there are speed limits of 50-60 m.p.h. in most of the U.S.A., but few in European open roads) only 10-20 per cent of the power thus available is used, the rest is provided for effortless climbing of hills and for rapid acceleration. Neither a demand for greater reserves of power nor for heavier cars is expected in the next few years. On the other hand, the steady rise in compression ratios is expected to go on. In the U.S.A. they reached an average of 9.38 : 1 in 1958 cars and by 1964 should have risen to 11 : 1, with the highest approaching 12 : 1. To avoid detonation, gasoline octane numbers will have to keep step with the increase in compression ratios. In 1958 over 80 per cent of the car population in the U.S.A. was satisfied with a Research octane number of about 95, but by 1962 only about 55 per cent will be satisfied with this number, while 87 octane will be suitable for only a small proportion of all cars.

Power braking and steering, installed in a third or more of new U.S. cars, does not affect octane number requirements, but the increasing use of air conditioners (installed in 10 per cent of 1958 cars) affects both octane number and fuel volatility requirements. The high compression ratio engine can, however, be used in such a way as to alter the conditions under which knocking is most likely to occur. The growing use of automatic transmissions—54 per cent of all American cars on the roads in 1958 were fitted with it—prevents the use of full throttle at low speeds. This can be tolerated in engines with so much power in reserve, but it reduces the significance of the Research octane rating, which is based on an inlet air temperature of only 120°F and 600 r.p.m. In contrast the Motor method is based on 300°F and 900 r.p.m. and is therefore more suitable as a means of predicting road performance.

To meet the range of needs of the higher compression engine, refiners are now attaching increasing importance to the difference between the Research and the Motor method octane numbers. This difference is known as the sensitivity of a fuel. The chief aim is to keep this sensitivity as low as possible, which in practice puts a premium on iso-paraffins at the expense

of olefines and aromatics. The olefine content of a gasoline can be reduced without difficulty, but it is not expected that aromatics will be removed because the cost of producing a pure iso-paraffinic mixture is not likely to be acceptable to the consumer.

Despite the striking growth in the numbers of small cars, Europe is also expected to shew some increase not only in compression ratios but also in horsepower

The Standard Ten 1960 Model illustrated on the front page of our last issue (November 1959) is with accessories (detailed on page 7 of that issue) as items that can be provided at extra cost.

during the next few years; one paper estimates the 1964 levels to average about 9 : 1 and 90 respectively. So far, the use of automatic transmissions in European cars is rare. It is estimated that in the U.K. less than 1 per cent have this type of transmission and it is only likely to be adopted by a few high-powered models representing a very small proportion of the car population. The position elsewhere in Europe is similar.

As a result of the increase in compression ratios and octane numbers a phenomenon, known as fuel segregation, is also coming in for notice. This can occur at low speeds under full throttle—the conditions under which knocking is most prevalent—when cooling causes a less finely atomised fuel/air mixture to be produced. In these circumstances, heavy ends—together with most of the tetra-ethyl lead—may condense on the manifold walls so that the fuel first entering the cylinders is deprived of its higher octane components. Fuel segregation can be counteracted to some extent by altering the design of combustion and manifold systems. However, it can also be prevented by using a fuel with high octane-equivalent components in the

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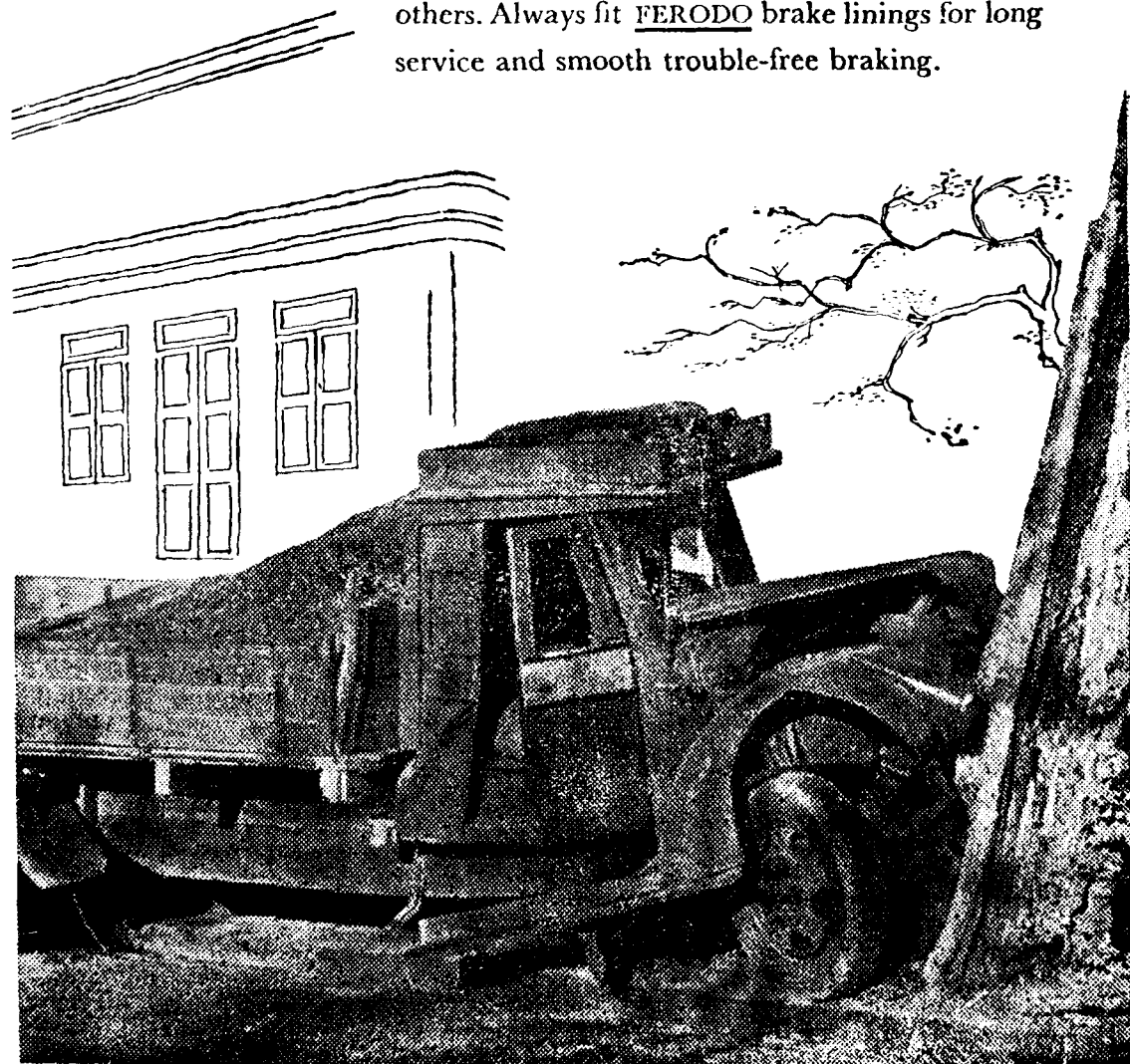
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MOTORINDIA

December 1959

front and middle boiling-point ranges. Some of the most useful compounds for this purpose are the olefines, the very compounds which in the U.S.A. keep fuel sensitivity high.

Tetra-ethyl lead has always been used to a greater degree in the U.S.A. than in Europe where the belief that it is partly responsible for valve wear persist despite the contrary view and experience in the U.S.A. where European cars satisfactorily use gasoline of higher TEL content than in Europe. It is notable too, that engine life of U.S. cars has improved at the same time as gasoline TEL content there has increased. In the U.S.A. the average TEL content is 2.6 and 2.1 millilitres per U.S. gallon respectively for premium and regular grades but it is only half this figure for premium grades in the U.K. and two-thirds for regular grades.

Higher octane numbers are going to cost money. Whereas in the past much improvement in gasoline quality has derived from processing facilities primarily destined to raise the yield of gasoline from crude oil, most octane number improvements in future, must, at least in the U.S.A., be obtained from plants installed specially for that purpose. This means higher costs which will have to be passed on the consumer. What, then, is the economic optimum octane number? In the U.S.A. it is about 98 Research method, the level reached for current models, but the average remains at about 94 owing to the large numbers of old vehicles in operation. As these are retired the average

will rise to approach the optimum. To raise the average from 94 to 98 would cost about one cent per U.S. gallon, and the present average U.S. retail price for 94 octane is about 32 cents of which 18 cents is taxes and marketing costs. The higher cost will therefore have little effect on the U.S. motorist's budget for whom (on 10,000 miles a year) gasoline represents only 22 per cent of total motoring costs of say \$970 a year. On the other hand, while the individual consumer's costs would thus rise by only four dollars a year, this would mean higher manufacturing costs of nearly \$250 million a year for the U.S. oil industry.

Both the gasoline engine and gasoline are already highly developed products and engine designers and refiners are not preparing for a new revolution. On the whole, while the refiner has many fresh assessments to make, the cost of producing fuels with improved octane ratings and sensitivities are likely to involve over the next few years, only marginal changes.

(*) "The Refiner looks at Cars of the Future" by J. A. Nevison, C. D. Wrigley & L.J. Test : "Processing Needs for Higher Quality Fuels" by J. F. Walter & M.J. Sterba ; "Comparison of Performance and Octane Number Requirements of American and European Cars" by G. B. Cipollina, G. A. Dickins, O. P. Veece & P. A. Meronneau ; "Road Octane Number of Past, Present and Future Gasolines" by D.M.A. Masterman, E.B.V. Potter, A. Skull, & C. G. Sprake ; "Economic Aspects of raising Compression Ratio and Octane Quality" by J. B. Duckworth, E. W. Kane, T. W. Stein & T. O. Wagner.

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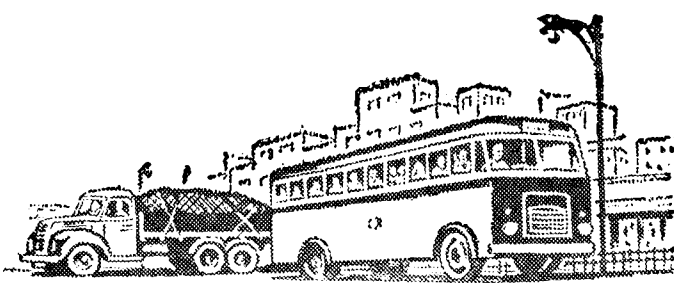
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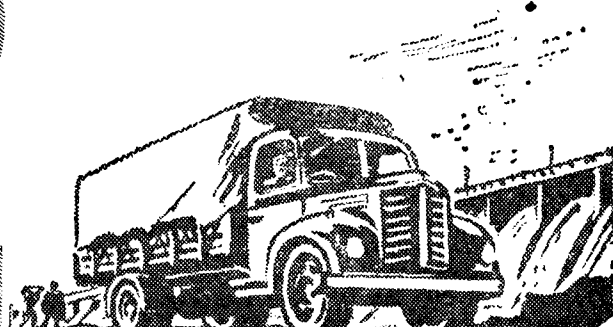


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DGC-6

An Indian-Designed Low Priced Utility Car

A low priced utility car which a man of average means can afford is Hindustan Aircraft's latest contribution to the elusive problem of a car for the common man in India. First in the field of aircraft manufacture in the country, first to evolve a new technique in railcoach construction in steel, first to produce standardised bus bodies: it is hoped that HAL'S first new car will help solve the utility passenger car demand in the country.

New Concept: The new car represents a revolutionary concept in the low price car field. The idea of producing such a car was first conceived in 1954 by Mr. P. M. Reddy, Deputy General Manager, Engines Division at H.A.L., who set himself the task of developing a car completely indigenous in design. It is light weight but rugged in construction, simple and economical to operate and fully capable of negotiating the different kinds of roads that we have in the country. It also offers enough accommodation for an average Indian family and above all, is available at a price which will be within the means of the average middle class man in the country.

Plastic Body: The major development work on the car has already been accomplished. The engine and chassis have been indigenously designed and manufactured and the first prototype fitted with cold setting polyester resin reinforced with glass fibre body is now almost ready. It was decided to do away with steel as experiments have proved that a glass fibre body is equally strong, very much lighter and does not require heavy presses used for forming steel panels and which have largely to be imported. However, if required, a steel body can be provided but it will be 250 lbs. heavier in weight.

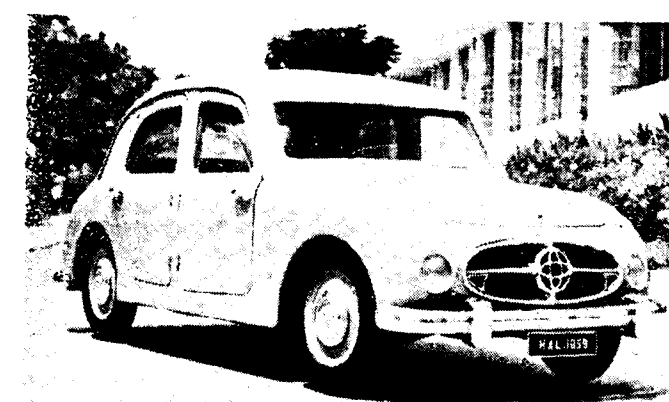
Indigenous Engine: The car is powered by a two stroke-two cylinder air-cooled engine indigenously designed and manufactured in India—the first petrol engine to be manufactured in the country.

Salient features: The salient features of the car are light-weight, sturdy construction, simplicity of operation, a high ground clearance, and generous accommodation for five persons and a luggage space for 250 lbs.

Economic operations: In designing the car, special attention has been given to keep the manufacturing and maintenance costs low to facilitate a man of average means to maintain and operate such a car. Thus the radiator and fittings, water-pump, camshaft tappets, valves (inlet and exhaust) Timing mechanism, etc., have been eliminated thus saving on manufacturing as well as replacement costs. To give adequate cooling under all climatic conditions experienced in this country, a forced draft system has been incorporated. The car is of front wheel drive and all four wheels independently suspended through torsion bars. The rear axle has been eliminated to give a clear under surface with a good ground clearance.

The car can develop a maximum speed of 55 miles per hour and has a cruising speed of 40 miles per hour. It gives 50 miles per gallon of fuel at 40 miles per hour.

Price: The main object in making this Indian designed car has been to enable more and more people to afford a private means of transportation for him-



The new low priced car designed at H.A.L. Factory, Bangalore self and his family. With this end in view the price of the car has been kept as low as possible. It is expected that this car will be made available to the public at a delivered price of Rs. 5,000 to Rs. 5,500.

A model of this new car was recently shown to the members of the Jha Committee (on the Automobile Industry) at Delhi and seems to have created a very favourable impression.

Specifications:

(i) Engine—

Design	... 2 cylinder, 2 stroke air-cooled.
Bore	... 78 mm.
Stroke	... 76 mm.
Capacity	... 730 c.c.
Compression ratio	6.75
Horse Power	... 20 H.P. at 3,500 R.P.M.
Lubrication	... Oil mixed in petrol.
Fuel pump	... 12 V. electric impulse situated near petrol tank in the rear.
Ignition	... Simple twin contact breaker, twin coil, driven direct from crank shaft.

(ii) Chassis—

Front	... 2 Round Torsion Bars (Longitudinal)
Rear	... 2 Round Torsion Bars (Transverse)
Shock absorbers	Telescopic Double acting hydraulic type—front & rear.
Wheels	... Disc type.
Tyres	... 5.20-14
Brakes (foot)	... Hydraulic.
Brakes (hand)	... Mechanical—front only.
Clutch	... Dry plate single disc.

(iii) Body—

The body is a 4 door sedan type, made of cold setting polyester reinforced with glass fibre, with seating accommodation for 5 adults and a luggage space for 250 lbs.

(iv) Dimensions and weights—

Length (overall)	12 ft. 6 in.
Width	... 5 ft.
Height	... 4 ft. 10 in.
Wheel Base	... 7 ft. 9 in.
Ground clearance	9½ in.
Tare weight	... 1000 lbs.
Pay load	... 1000 lbs (5 of 150 lbs plus 250 lbs)

Budhilal and his 45-minute walk



Every day, for five years, Budhilal took 45 minutes to carry 4 'ghadas' containing 60 seers of milk to the main village...

Today, the scene has changed. In his village square stands a Tata-Mercedes-Benz truck, and Budhilal has found that road transport is fast. This Tata-Mercedes-Benz truck makes two

trips each day—the cost is economical—and it can reach the heart of the remotest village.

Now Budhilal's son accompanies him with an additional 60 seers of creamy milk to the Tata-Mercedes-Benz truck...

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Non-Stop 805 Miles Motor Rally in Madras

The Madras Motor Sports Club organised "South India 800" a non-stop motor rally of 805 miles on the 24th of October. The route covered Madras, Ranipet, Bangalore, Mysore, Ootacamund, Coimbatore, Tiruchi (via Dindigul), Villupuram and back to Madras. The route was divided into eight different legs with static check points at the places mentioned above and with numerous secret check points. The official route card gave the speeds to be observed at various stretches on the route and the competitors were divided into groups as—

Group (a) Scooters, Motor Cycles and 3-Wheelers upto 150 c.c. with the range of permissible speed from 10 m.p.h. to 30 m.p.h.

Group (b) and (c) Scooters, Motor Cycles and 3-wheelers above 150 c.c. and cars upto 1500 c.c. with the range of permissible speed from 10 m.p.h. to 40 m.p.h.

Group (d) of Motor Cars above 1500 c.c. with the range of permissible speed from 10 m.p.h. to 40 m.p.h.

Summary of the Timing Sheet

			Time					
			Group A		Group B and C		Group D	
			H.	M.	H.	M.	H.	M.
1st Leg	70 miles	...	2	30	2	08	1	52
2nd Leg	136 miles	...	5	13	4	13	3	48
3rd Leg	86 miles	...	3	03	2	23	2	23
4th Leg	100 miles	...	5	00	3	52	3	27

5th Leg	52 miles	...	2	36	1	57	1	57
6th Leg	164 miles	...	6	36	5	36	4	16
7th Leg	100 miles	...	3	20	2	50	2	35
8th Leg	97 miles	...	3	54	3	51	2	42

805 miles	...	32	12	26	50	23	00
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Average speed ... 25 m.p.h. 30 m.p.h. 35 m.p.h.

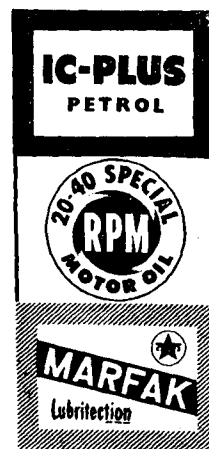
Time lost or gained on any leg could not be made up at the next leg. Forty-eight competitors entered the rally, the first of its kind in the south, and were made up of 38 motorists, 7 motor-cyclists and 3 scooters. All started with 1000 points and deductions were made for early or late arrival. B. Kamath and his co-driver T. K. Kutty in a 1957 model Hindustan Landmaster secured 991 points and were adjudged over—all winners of the prize worth Rs. 700 and also the group prize "Mico Trophy" donated by the Motor Industries Ltd., Bangalore. The Group (a) prize, a Madras Motor Sports Club Trophy has been won by Freddy R. Pochkhanwalla of Bombay on a Lambretta, securing 936 points. The Group (b) prize, "Enfield Trophy" donated by the Madras Motor Private Ltd., has been won by N. Purushotham in a Royal Enfield 3.5 c.c. securing 935 points, and the Group (d) prize "Castrol Trophy" donated by M/s. C. C. Wakefield & Co. Ltd., has been won by S. Govind Swaminadhan and A. C. Thimmiah in a Mercedes Benz securing 976 points.



around the world every two years!

The average motorist, with his daily run to the office and weekend trips, quite easily achieves in two years a mileage that is equal to a trip right around the world. This, of course, is quite a strain on your car (and your financial budget), so it's doubly important that your car (and you) receive the kindest treatment. So, be wise and always use Caltex Big 3—for better performance with proved economy.

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TO CUSHION YOUR DRIVING

Your car chassis lubricated according to a special lubrication chart covering your make and model car—with superior Caltex Marfak. It assures you quieter driving, easier handling, and that cushioning feeling for 1000 miles or more.



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Scooters also took part in the South India 800 Rally



Messrs Shenoy, Navigator, B. Kameth, Driver and T. K. Kutty, co-driver, with the car in which they won the South India 800 Rally

My First Attempt in a Motor Rally

BY B. KAMETH

About two months before the event I had a vague idea that a Motor Rally was being organised. It was really my cousin who kindled the interest and told me who the organizers were. After acquainting myself with the rules I had to choose between my 1957 model Hindusthan Landmaster which had already clocked 18,500 miles and a 1957 model smaller car but a popular and a much made of make which had clocked about 13,000 miles and which I could borrow. I chose my Landmaster because I had, after the first 9000 miles, put her through a severe test of a speedy run of about 1000 miles with only overnight stops, the day time driving being in hot weather. The route covered a ghat section—Mercara Ghat—steeper than the Gudalur-Ooty section of the "South India 800." This run was trouble free in spite of my exacting driving and gave me a sound idea of the performance, including limitations, of my car. I knew exactly what to expect from her in a steep climb and would therefore get out of her only what was within her means. Other reasons for the choice were, adequate radiator capacity for the power of the engine, driving comfort and greater stability at sharp turns. A reasonably well maintained car that had careful and systematic lubrication service preferably under the supervision of the owner who has some knowledge of the works under the bonnet, was good enough. After the first 10,000 miles, the vital parts of the electrical system such as the voltage regulator, starter and the dynamo were checked up and attended to by properly qualified people. Contact breaker points, plugs and the fuel pump contact points had also been replaced. She had had a de-coke too at 10,000 miles when a peep inside the engine revealed no faults. The choice of the car was easily made by me.

Preparation for the Rally :—The rally of 805 miles non-stop was a test for endurance of both the machine and man. I had a month to prepare for the event when

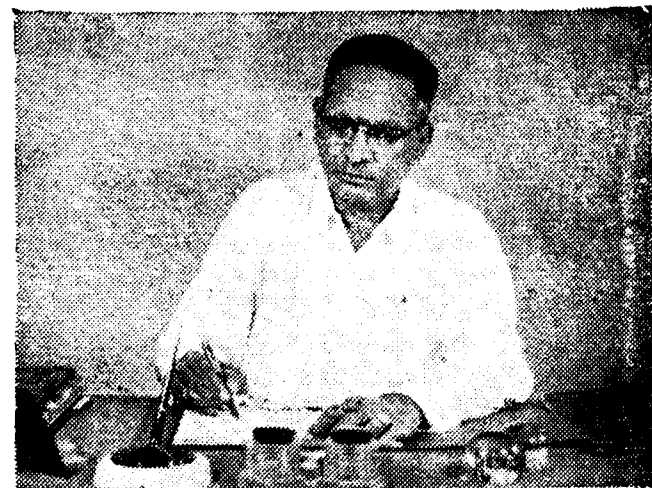
I signed up and bought the ticket. I had no idea at that time who would with enthusiasm, after knowing the rules of the game, offer to be my co-driver. Passengers were also allowed by the rules which did not prohibit anyone helping with time keeping or navigation. I wanted to have such companions who were prepared to cheat the normal physiological impulses like sleep etc., etc. for at least 27 hours. T. K. Kutty as my co-driver and K. S. Shenai as navigator teamed up with me eventually.

I drew up a plan for a systematic check up of the car which had by now done 19,000 miles. The engine head was removed to replace a faulty valve. The opportunity was utilised for a de-coke although there was very little carbon. The contact breaker points and the S.U. pump points were renewed. The high tension cables were replaced. Fan belt, radiator hoses, and valve cores of the tyres were all renewed. Brake linings and the flexible connections were checked up. Carburetter jets were examined. The standard ignition coil was replaced by a heavy duty sports coil. After trying out with a pencil torch various positions above the front seat for a satisfactory map light, an efficient lamp was designed and installed which threw hardly any reflection on the windshield. A provision was made to fix an additional condenser externally with the shortest possible lead from the distributor. In case the original failed it could be left as it is with its wire cut and without wasting the time on dismantling the assembly. The speedometer struck work just two days before the event much to my consternation. I have to gratefully acknowledge that it was enthusiastically repaired in the record time of six hours and refitted with a new cable.

I was really worried about my tyres which had done 19,000 miles. Out of the five tubeless, one was vulcanised. The nail holes in two of the tyres were plugged five weeks before the event. To assess their reliability the plugged tyres were given a harsh trial in the front,



Sri A. R. Shanmugam Pillai



Sri M. Somasundaram Pillai

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"TWO PLUGGED TYRES WERE FITTED AT REAR" SAYS WINNER

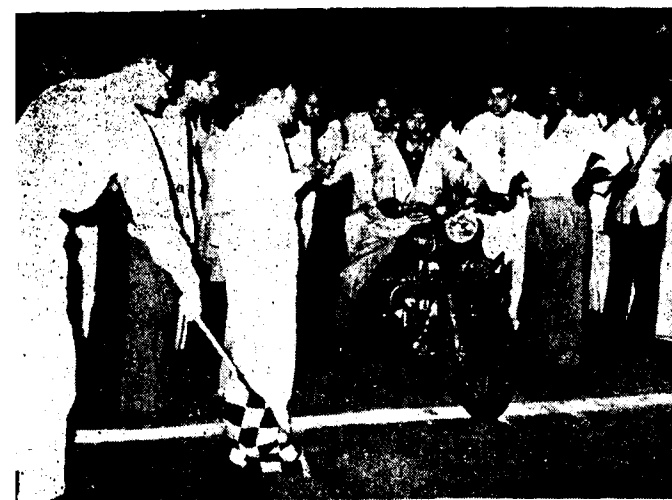
for four weeks. The pressures were checked every day. As often as possible the car was jacked up and all the tyres were examined for nails. Eventually, for the rally, the two plugged tyres were fitted at the rear, the vulcanised tyre was left behind and there were two borrowed wheels in the luggage boot.

The 12 volt battery was as old as the car, that is two and a half years. The specific gravity of 1140 in two of the cells was poor and in the other cells rather low at 1150. But the slight improvement after a test run of four hours was reassuring. Specific gravity apart, the battery had enough spark for a quick start and the lights were of normal brilliance. An abnormal vibration in the dynamo was detected only five days before the event and the bearing had to be replaced.

The compilation of a laps-speed-miles-time table was a laborious process which consumed some midnight oil. A comparison of the mileage figure on this ready reckoner at any given time with the (corrected) milometer reading gave us an accurate idea of our progress or regress. Undoubtedly this helped us not to lose any points even at any of the secret check points. I must mention here that the milometer reading did not always correspond with the milestone on the road. Perhaps some of the reasons are—(1) Mechanical error in the speedometer. (2) Inaccuracy in the spacing of milestones. (3) The condition of the tyres-traction-and the speed at which the car is driven. There was always a positive error in our speedometer which increased at high speeds on certain stretches of the run. The overall average error was 1.5 per cent.

The accessories and other items we had on the car included two fan belts, radiator hoses, condenser, fuel pump, contact breaker points, 4 plugs, rotor arm, flexible fuel connection to the carburettor, foot pump, fuses, bulbs (headlamp, tail lamp, brake lights, dashboard and for maplight), ignition coil, brake fluid, engine oil, two wheels, 2 gallons of water for the radiator, mat, rags, bucket, two rope and a hurricane lantern.

he starter showing the flag for the start of the Rally which attracted 50 wheelers as well



December 1959
M.-5



Photo above shows a car at the start of the South India 800 Rally

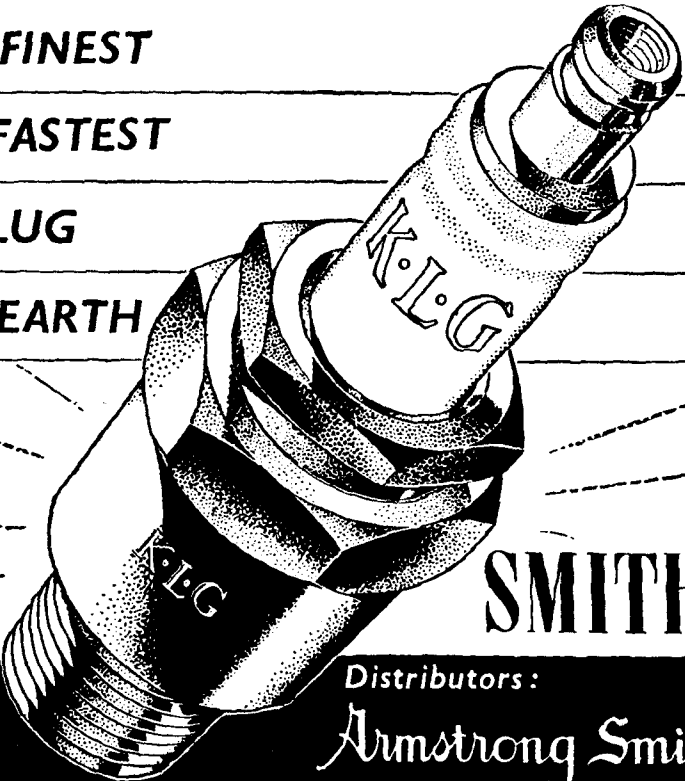
We also had an alarm clock, a stop watch, eight wrist watches including a wrist chronometer stop watch, compass, field glasses, opera glasses, magnifying lens, two three-cell torches and one pencil torch.

It is imperative to test for at least three or four running hours every electrical accessory, and also the other spare parts of doubtful manufacture. During the week before the event a new ignition coil was found defective. A new radiator top hose sprung a leak within 24 hours. Somehow circumstances prevented me from testing just one item—the spare bulb for the maplight which for some inexplicable reason I fitted for use just before the start. This bulb fused before we got to Poonamallee. The well tested original bulb was refitted, but I found the absence of a spare bulb agonising till I forgot about it.

Preparation of the personnel of three, scheduled to ride the car was also thought of. A diet of bread and coffee was imposed from 24 hours before the start, vegetables and fruits having been prohibited. We endeavoured to have as much sleep and rest as possible from three days before the event. During the run each of us had two naps of thirty minutes duration at a time. Breakdown drill was thought of and duties were clearly defined on a rota sheet. Except for some hot coffee obtained in a jiffy 509 miles or 16 hours 53 minutes from the start, we were self-sufficient for nourishment during the run. At the start we had on the car, sandwiches, cakes, half a dozen apples, plantains (half ripe), thirty bottles of aerated waters, two vacuum flasks of coffee, pan-supari and cigarettes; polythene tumblers and a wide mouthed polythene jug. Now, after the event the elaborate preparation for the rally does seem good enough for a 8000 miles non-stop run. But at that time I was acutely conscious that we were going to compete against seasoned veterans on cars of much superior performance and reliability.

None of us could have a picture of any sorts in our minds of the exact location of the static check points after Ranipet. None of us could go on a pre-rally

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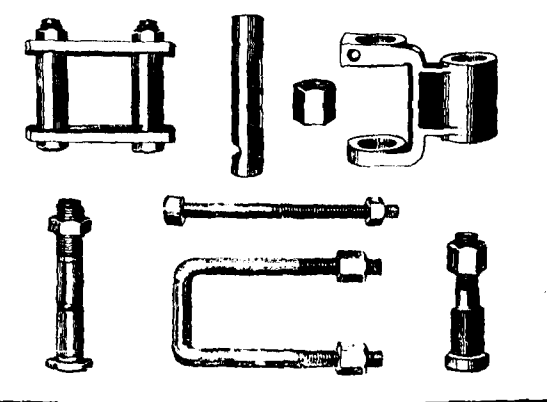
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Sri N. Purushotham, a winner in the South India 800 Rally

The marvellous crowds that lined the roads of Ooty, Coimbatore and at certain spots in Trichy were all an asset. The directional signs before the approach to the check point at Trichy, although not very conspicuous with red letters on cardboard background, were however noticed by us with gratitude. At Villupuram we were flummoxed at not finding a check point at the first Caltex petrol pump. Checking milestones inside a town is not an easy proposition. In all we lost nine points. It was alleged we were one minute early at Ooty thereby losing six points and one minute late at Coimbatore thereby losing three points. We did not lose any points at the secret check points.

Notwithstanding my experience of trouble free climb of the steeper Mercara ghat when the car had done only 9000 miles, it will be of interest to record the manner in which Kutty, my co-driver, tackled the Gudalur-Ooty section. At Mysore check point the ignition timing was slightly advanced. Just after Gudalur, at the approach of the steep ghat section of about 10 miles, the car was put in the next lower gear, which is the 3rd in a Landmaster and a speed of about 18 m.p.h. was chosen, which was well within her means, although most of this section she could have ventured at over 20 m.p.h. A momentum was obtained at 18 m.p.h. on 3rd gear and it was Kutty's endeavour to maintain this momentum without changing over to top gear when possible and thereby not creating the necessity to use the heating up 2nd gear, perhaps at a hairpin bend which the top gear cannot cope with and where the car may have lost most of the momentum for the 3rd to be of any use. A sports car shot past us like an arrow of was it like a hare overtaking the tortoise, in the initial stage of the climb. But we met her again resting at the top of the hill and that was the last we saw her.

Kutty drove the car to Bangalore, Ooty and Trichy static check points. I drove her into Ranipet, Mysore, Coimbatore, Villupuram and the finish at Madras. The car behaved beautifully and not even an ounce of water was required for the radiator. This was just as well, for even a replacement of fan belt or a puncture involving change of wheel would have cost us the

CARBORUNDUM UNIVERSAL LTD

With reference to the advertisement of the above firm's product Coated Abrasives, published in our November issue, it is to be noted that the Nagpur Branch of the firm is no longer in existence, as this has been closed down recently.

Also, in the list of Distributors, Messrs. Arawheel Private Ltd., are Distributors for Bombay State, including Nagpur area. The error is regretted.

victory, if it had happened in any section of the run except perhaps Coimbatore-Trichy or Villupuram-Madras sections. The average petrol consumption for the run was 30 m.p.g.

For the first rally of its kind held in the South, the enthusiastic organizers have to be congratulated for the arrangements made and particularly for the competent timing sheet. On the road we found the police most helpfully posted in Ooty and Coimbatore. It appeared to us that Southern Railway were aware of the rally, for even the notorious level crossings were open. We were held up twice at the level crossings but for a very short time, and we considered ourselves lucky to find the other nineteen level crossings open to us. The A.A.S.I. itinerary was also of great help to plan the strategy of time keeping. The special arrangements made by Burmah Shell dealers on the route and also by Caltex of Villupuram deserve our thanks. Much to our dismay than but amusement now, we found competitors who should actually have been ahead of us overtaking us long after the static check points were passed, along with other frantic drivers who should really have been behind us. I wonder if some of the erratic driving had anything to do with the special arrangements.

I should like to pay a tribute to the competitors on Motor Cycles and Scooters. Theirs was a far more real test for endurance and "South India 800" could not have been half as gruelling to us as it was to them.

The finish of the Rally shows one of the entrants completing the course



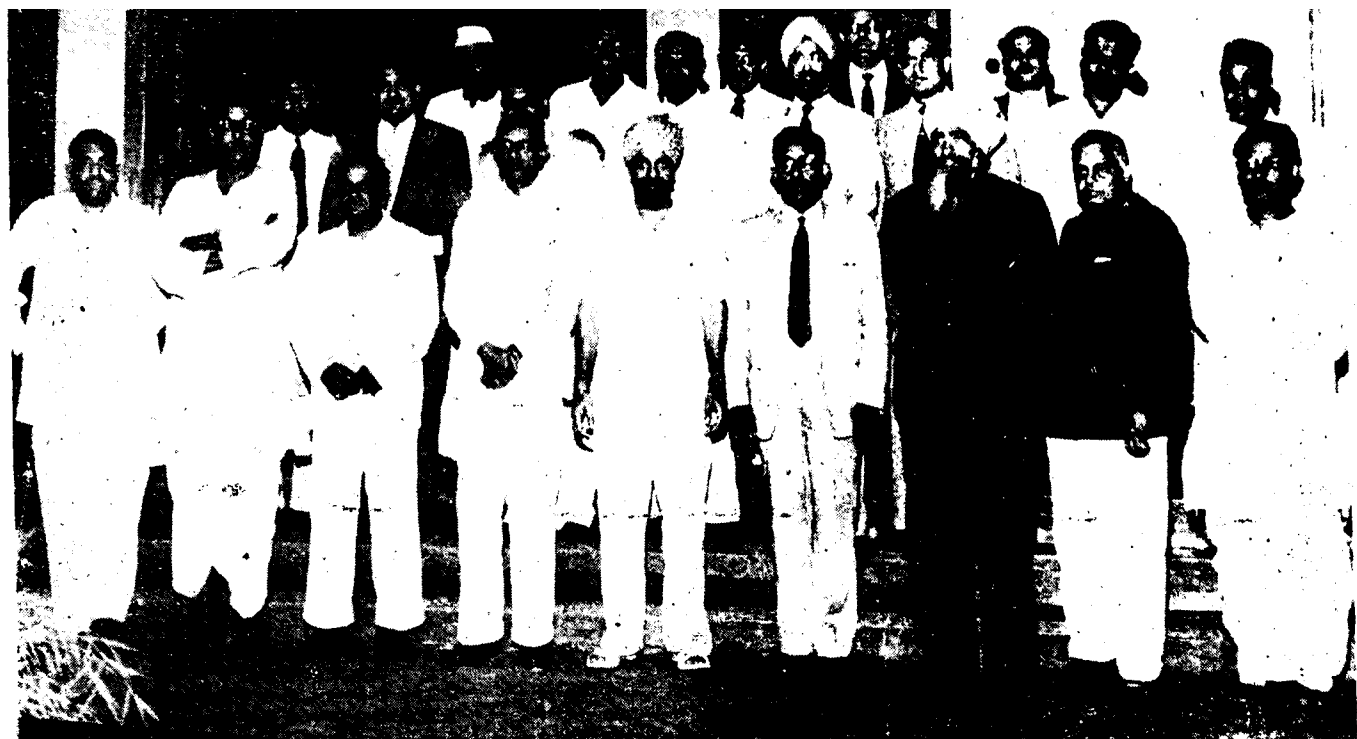


Photo taken on the occasion of meeting of auto parts dealers to discuss a federation idea shows — Messrs. Sarvashree J. P. Sheth, B. Mookerjee, Karsondas Khimji, M. G. Kapadia, S. Sajjan Singh Sethi, S. Natarajan, Dr. Trilok Singh, Sarvashree B. M. Shaw, P. K. Basu, Sarvashree Sharma, S. B. Anand, S. N. Mudbidri, M. L. Arora, B. C. Mehta, P. G. Patel, R. M. Trivedi, G. S. Sethi, M. D. Shah, M. C. Parikh, J. S. Kalyanpur, K. N. Sanghani and D. R. Asher.

Auto Parts Dealers Agree on All India Federation

A conference of the representatives of Bombay Motor Merchants' Association Ltd., Calcutta Motor Dealers' Association, Delhi Motor Traders' Association and Madras Motor Parts Dealers' Association was held from 9th to 11th October 1959 at the R. H. Vora Hall of the Bombay Motor Merchants' Association Ltd., Sukh Sagar, Sandhurst Bridge, Bombay-7, to consider the subject-matter of formation of the Federation of All India Motor Trade Associations and after due deliberations on the matter, broad outlines of the Federation were agreed to unanimously. Thereafter the respective associations were requested to place these broad outlines of the Federation before their members and after approval of the same by them, it was proposed to hold a second meeting of the represen-

Photo shows a section of the dinner in connection with the meeting of motor parts dealers from all India held at Bombay

tatives of the above four associations at Delhi for finalisation of the matter.

Following persons attended the conference : Messrs. M. G. Kapadia, President of the Bombay Motor Merchants' Association Ltd., P. G. Patel, Vice-President, S. B. Anand, Honorary Secretary, Behari C. Mehta, Honorary Joint Secretary, Manubhah D. Shah, Honorary Treasurer, B. M. Shaw, D. R. Asher, J. P. Sheth, J. S. Kalyanpur, K. N. Sanghani, Sardar G. S. Sethi, M. C. Parikh, Managing Committee Members, all of B.M.M.A. Ltd., S. Sajjan Singh Sethi President, D.M.T.A., Dr. Trilok Singh, ex-President of the D.M.T.A., Karsondas Khimji, President, P. K. Basu, Vice-President, B. Mookerjee, Secretary of the Calcutta Motor Dealers' Association and S. Natarajan, Secretary of the Madras Motor Parts Dealers' Association.

Picture shows Mr. Trilok Singh of Delhi addressing auto parts dealers on need for a federation.



Mr. S. Natarajan,
Hon. Secretary

M
M
P
D
A



Mr. Manohar Singh
Joint Secretary

OFFICE BEARERS



Mr. T. S. Krishnamurti,
President

FOR
1960



Mr. P. Chandriah,
Vice-President



Mr. S. M. Subramaniam,
Hon. Treasurer

Madras Motor Parts Dealers Annual Meeting



Photo taken at the annual general body meeting of the Madras Motor Parts Dealers' Association shows Messrs. S. Natarajan, P. Chandriah, K. Vasudevan, T. S. Krishnamurti and S. M. Subramaniam.

T. S. KRISHNAMURTI ELECTED PRESIDENT

The Annual General Body Meeting of the Madras Motor Parts Dealers' Association was held on 28th November at the Office of the Association at General Patters Road, Mr. Inder Sain presiding. A large number of members of the Association was present. The meeting began with light refreshments, after Mr. S. Natarajan presented the Annual Report of the Association for the year 1959. The Report among other things stated that the Committee met 20 times during the year and submitted various memorandums to Government regarding Import Policy, duty assessments, Sales Tax, etc.

The Association had on its rolls, as on 30th September 1959, 107 members. Eight new members had joined the Association this year.

The Report says that the long pending proposal that the four major motor parts dealers associations should form themselves into a federation so that the interest of the trade could be effectively taken up on an All-India basis, had almost come into reality.

It was announced with acclamation that Mr. T. S. Krishnamoorthy of Motor & General Trading Co., was unanimously elected President of the Association for the year 1959-60. The meeting then proceeded with the election of 10 members for the Committee out of 13 nominations that were received under the Rules. As a result of the election, the following were declared elected to the Managing Committee :

Messrs. P. Chandriah of Modern Automobiles ; S. M. Subramaniam of Modern Distributing Co. ; V. R. Sivaraman of Madras Auto Service Private Ltd. ;

Dinner & Dance at Woodlands

S. Natarajan of Auto Parts Trading Co. ; Sardar Manohar Singh of Singson & Co. (India) ; Sat Dev of Auto Sales Co. ; Indu Chandhok of Upper India Trading Co. Private, Ltd. ; S. S. Kalyanpur of Automotive & Allied Industries Private, Ltd. ; V. Kunjithapam of Bharat Motors.

Then, the members adjourned to Woodlands Hotel at Edward Elliotts Road for the Annual Day Celebrations. The celebrations were attended by a very large number of members of the automobile and allied trades, besides a number of other prominent invitees. Mr. L. L. Narayan, Managing Director of Ranc (Madras), Ltd., presided over the occasion. There was a dance performance which was thoroughly enjoyed by the members who had gathered in large numbers in spite of the incessant rain that evening.

After dinner, Mr. T. S. Krishnamoorthy, the new President of the Association, welcomed all those who had responded to the invitation on the occasion of the Annual Day. He said that they were particularly happy that Mr. L. L. Narayan, whom they could claim as one of their own and yet who was a progressive auto industrialist, had agreed to preside over the occasion and give them the benefit of his experience. Mr.



Mr. T. S. Krishnamurti, President, MMPDA addressing the gathering at the Annual Dinner.

Narayan needed no introduction to the auto parts trade and the industry, said Mr. Krishnamoorthy, who incidentally congratulated Mr. Narayan on the success with which he has been carrying out the plans to manufacture automobile components through Engine Valves and through the new factory.

MR. L. L. NARAYAN PLEADS FOR HEALTHY DEVELOPMENT OF ANCILLARY INDUSTRY

Mr. L. L. Narayan said :



L. L. Narayan

I thank you for the honour done to me this evening. The Automobile Industry since 1954 had a revolutionary change in India. There are six Automobile Manufacturers and many Ancillary Industries which have been established and the progress made by them is satisfactory.

The Automobile Industry has a voluminous capacity for employment, in the production and distribution

both on large and small scale, in the trade and in the transport services and maintenance. It is also a large source of revenue for the State and Central Governments, and in national emergency this can be switched over to other means of production. Because of the importance of this industry as a whole in the life of the common man its well being and progress are his every-day concern.

It is said about this Industry by a very prominent man, "Once an Automobile Industry attains a certain size, it becomes the Nation's master as much as its servant." Again, Mr. Wilson of General Motors who was also a Cabinet Member, said of General Motors, "what is good for General Motors is good for the U.S.A." This observation was not approved by some

The main table shows at right Mr. L. L. Narayan, between Mr. T. S. Krishnamurti and Mr. Inder Sain, the new and past Presidents of the MMPDA.



December 1959



Mr. L. L. Narayan who was chief guest at the Madras Motor Parts Dealers' Association Annual Dinner is seen addressing the gathering.

critics but there is more truth in it than his scandalising critics would admit.

When we look into the estimated figures of 1959 there is a total demand of nearly 16,000 trucks, 5,500 Jeeps and 13,000 cars. But, in fact, the actual demands are much higher today and there has been a great scarcity of vehicles in the market which is only an indication of the future prosperity of this Industry. The Government are passing through great difficulties in allocating the required foreign exchange, but they are giving great priority to the Transport Industry and they have liberalised the policy in 1959.

Now, coming to ancillary industries, considerable progress has been achieved. For a healthy and balanced development of Automobile and Ancillary Industries

MMPDA Annual Dinner : Photo shows Messrs. Indu Chandok, K. Vasudevan, P. Mohanakrishnan, M. Rajagopalan and others.



MOTORINDIA

"South Holds Important Place in Auto Industry"

as a whole, it is essential that there should be perfect co-ordination between these two inseparable sections and it should be a pride for each to be associated with the other. This has become an accomplished fact in the Western countries. It will be an asset when the products manufactured are of better quality and, acceptable as original equipment by the manufactures of automobiles in this country and will also attain international standards.

When the Hon'ble Minister, Mr. Manubhai Shah addressed the Automobile Development Council as early as 13th July 1959, he laid emphasis on the demand for the ancillaries which according to him was only Rs. 42 lakhs in 1951, 3 crores in 1957, and 5 crores in 1958. It is really a very big achievement and according to him the demand will be much more in the coming years and can be raised to Rs. 15 to 20 crores. This can be achieved only by setting up industries of small and medium type and it is for you, who are experienced in the trading and distribution business to come forward boldly and set up schemes which can be done on co-operative basis as well as individually.

Coming to the Automobile Industry in the South, it holds a very important place, as the Leyland Trucks, Standard Cars, Perkins Engines and other ancillaries like Pistons, Valves, etc., are being manufactured. Recently, licences have been granted for Wheels, Tie Rod Ends and Instrument Panels also. There is a very big scope for further expansion. But we should bear in mind that we should conform to International standards and specifications. We do not lack intelligence and skill and from my very small experience of setting up the Valve Factory, I can boldly say that the Indian labour is as good as efficient compared to the foreign technicians. It is only the training that we impart which is important.

At this juncture, I would like to stress that the labour has to do its duty with an element of sacrifice for building up a nation which is backward and growing steadily. This aspect is seen very well particularly in West Ger-



Photo shows Messrs. Onkar Singh of Firestone, P. Chandriah of Modern Automobiles and others at the Annual Dinner.

many which was defeated twice but has built up big industries in such a short time to compare favourably with the gigantic U.S.A. and Great Britain. The same case with France which produced only 2,86,000 vehicles in 1949 and she will be producing 12,70,000 this year. Thus you will see that there is a very great scope for a big country like ours where the Transport Industry is growing and it is our duty to contribute our mite to the country's prosperity.

I would like to conclude my speech with a mention about what an European Correspondent has written recently about the French Industry: "When a nation sets itself on wheels, there is no looking back. The Automobile Industry has a dynamism that gets the better of most economic and cultural obstacles."

The new Managing Committee of the Madras Motor Parts Dealers' Association met at the Association premises on 30th November last to elect office-bearers under the Rules, and to co-opt members to the Committee.

Under Clause 8 (a) of the Articles of the Association, Mr. K. Vasudevan of Messrs. Overseas Manufacturers' Sales Co., and Mr. D. V. D'Monte of Indian Engineering & Trading Co. were co-opted to the Managing Committee.

The Committee also elected the following office-bearers for the year 1959-60:

Mr. P. Chandriah, Vice-President; Mr. S. Natarajan, Honorary Secretary; Mr. Sardar Manohar Singh, Joint Secretary; and Mr. S. M. Subramaniam, Treasurer.

A CORRECTION

With reference to page 39 of our October issue wherein the proceedings of the Tamilnad Motor Parts Dealers' Association were printed, the sentence "It was decided to send a telegram to the Seminar" should be read as "It was decided to send a delegation to the Seminar."



Mr. S. S. Kalyanpur



Mr. K. Vasudevan



Mr. S. D. D'Monte



Mr. V. Kunchitapadam



Mr. V. R. Sivaraman



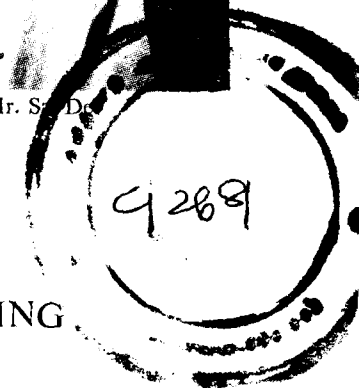
Mr. Indu Chandhok



Mr. D. V. D'Monte

THE MADRAS MOTOR PARTS DEALERS' ASSOCIATION

MANAGING
COMMITTEE
MEMBERS
1960



32
D. V. D'Monte
1960

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Fiat's Fast Motor Coach : It has 100 hp. diesel underfloor engine

New Fashions Evolve at Turin Show

From GORDON WILKINS

After the big shows at Frankfort, Paris and London, there were very few new models left to make their debut at the Turin Show, but the Italian coachbuilders made up for it with their usual dazzling display of new body styles. Recognition of the unnecessary wind drag created by cowls over the headlamps is causing them to disappear and the lamps are more often semi-recessed to cause minimum interference with the smooth flow of the front panels. But interest in airflow has not yet caused any break in the popularity of hard angular lines, which are sometimes more aggressive than ever.

Pinin Farina showed a new coupe for the Ferrari 410 Superamerica of extraordinarily heavy and chunky shape, with a big square radiator grille. Front seats slide forward electrically when the backrests are tilted, to give access to the rear. The Farina enterprise is now big business. They expect to build 12,000 bodies in 1960, 60 per cent for export, with a labour force increased to 1,400. With the exception of the design studies done for General Motors, most of Farina's designs are now destined for quantity production, but he is doing the single-seater streamlined body for a Fiat Abarth 750 destined for record runs up to 10,000 miles in the U.S.A.

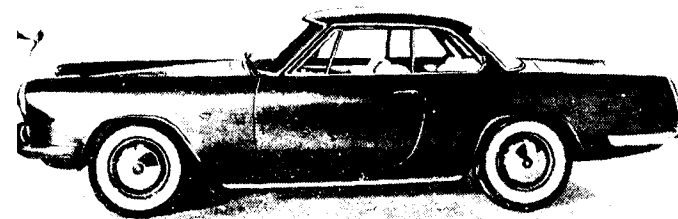
Most radical project was Ghia's Selene, a look at the automobile of the future. It is a rear engined car with driver and front passenger sitting ahead of the front wheels. An aircraft-style control bar on a swinging

arm allows it to be driven from either front seat. In the centre is a compartment for four people in pairs facing each other, where they could play cards to relieve the tedium of travel on motorways. Ghia also showed an angular new coupe for the Plymouth Valiant which set visitors wondering if this might foretell an excursion into the Thunderbird market.

Most coachbuilders had produced new body designs for the Fiat-Osca twin-camshaft sports chassis, which could well be designated the chassis of the year, while the designer with a greatest number of new creations to his credit was once again Giovanni Michelotti, whose imagination seems to be inexhaustible. Many orders were taken for Triumph's new TR3 Italia coupe designed by Michelotti and built by Vignale. In production form it has a holder grille and a revised roof line giving more headroom than on the prototypes.

Bertone showed a fine streamlined coupe on the Fiat Osca chassis with engine modified to raise the power from 90 to 120 b.h.p. and Birling disc brakes at the front : an interesting competitor for the Alfa Giulietta coupe which he already builds in quantity. His Maserati 3,500 G.T. coupe was also much admired.

British disc brakes are steadily penetrating into the faster Italian cars. They are now on all the Lancia Flaminias except the four-door sedan and on the 250 G.T. Ferrari which in short-chassis form, with new coupe by Scaglietti, has engine power boosted from



Coupe Fiat/Abarth 2,200

240 to 280 b.h.p. and is said to do 165 m.p.h. Girling discs will probably be adopted on Farina's.

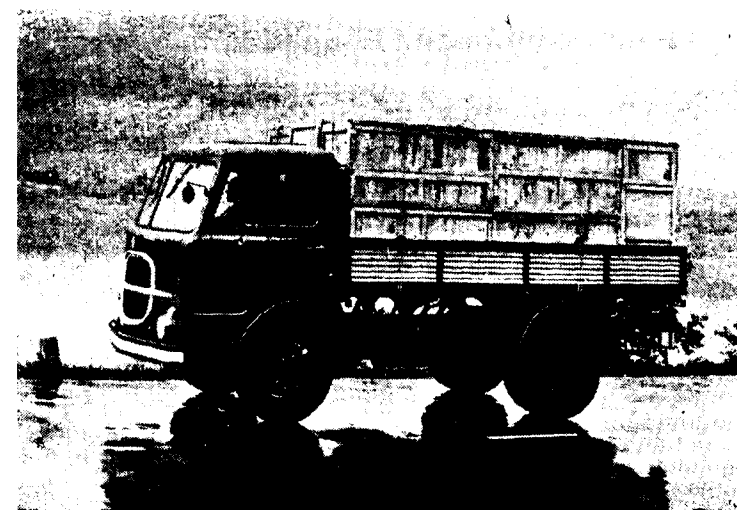
Fiat Osca coupe and Dunlop discs are on Moretti's Golden Arrow prototype with 12-litre twin-cam engine.

Maserati showed their great new £5,000 Granturismo, propelled by the stark power of a 5-litre V8 engine delivering 340 b.h.p. This is no more than the output of the 3.7-litre Aston Martin DB 4 G.T., but it is a heavier machine and will presumably have a higher torque. The first example, with two-seater coupe body by Carrozzeria Touring has been built for the Shah of Persia.

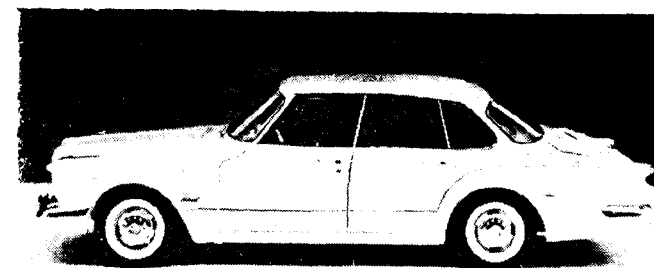
Lancia are now offering an Appia station wagon with body by Viotti, with one door at each side and a lift-up tailgate. The fastest of the Flaminias, the Zagato coupe with 150 b.h.p. engine, can now be had with the headlamps exposed or covered by streamlined plastic fairings.

Besides his latest 750 and 850 sports models with pushrod and twin-camshaft engines, developed from the Fiat-600, Abarth showed a new convertible and a fixed head coupe developed from the Fiat 2,100 with bodies built by Allemano to designs by Michelotti. The coupe has four headlamps. A 2mm. increase in the

NEW at Turin Show : Fiat Truck 645 N. It has 10,000 lb payload; 6 cl. 90 hp. diesel. Produced to come within category for which no speed limit is imposed in new Italian road code.



December 1959



Plymouth Valiant made its first European appearance at London followed by Turin.

bore raises engine capacity to 2,160 cc. Three twin-choke Weber carburettors, a 9.5 to 1 compression and an Abarth exhaust complete the transformation which pushes power output up to 135 b.h.p. at 6,000 r.p.m. an increase of 42 per cent.

For sports car racing, Osca showed their latest 4-cylinder twin-cam 2-litre engine, with desmodromic valve operation, said to deliver 175 b.h.p. at 6,500 r.p.m. Both Osca and Moretti showed beautiful and very expensive single-seaters for Formula Junior racing.

New car registrations on the Italian home market are now running at the rate of about 240,000 a year, but in 1958 only 5,300 foreign cars were imported. Alfa Romeo is now assembling about 100 Renaulty Dauphines a day, for the Italian market but the difficulty of selling in Italy still causes some bitterness among constructors of other countries. During the Turin Show, Mr. F. M. Paradise of Ford Italiana sharply criticised this state of affairs, recalling that Italian car factories were rebuilt and re-equipped with Marshall Aid after the war. Quoting the British-built Ford Anglia as an example, he said 59 per cent of its Italian selling price was accounted for by duties and taxes.

Third 12 hours Endurance Trial

The REDEX Car Club will hold the Third 12 hours Endurance Trial, which will commence at 6 p.m. on the 16th January, 1960 and end at 6 a.m. on the 17th January, 1960. The event will be held at the Juhu Aerodrome. This sports event is open for all types of Cars, which will be divided into different categories according to their engine capacities.

Details of the above event and application forms for entries can be had from the Hon. Secretary, The REDEX Car Club, 3 Sprott Road, Ballard Estate, Bombay 1.

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MOTORINDIA

A BATCH OF APPEALS DISMISSED

NEW ENTRANTS VERSUS EXISTING BUS OPERATORS

Scope of all G.O.s., Section 47 of the Motor Vehicles Act, etc., fully analysed

(BEFORE : SRI K. S. VENKATARAMAN, I.C.S.,
State Transport Appellate Tribunal)

Appeal No. 52928/A-3/58.

APPELLANTS : (1) M/s. Southern Roadways Private Ltd., (2) Sri V. Krishnaswamy Reddiar ; (3) Sri R. Krishnaswami Reddiar ; (4) Sri A. P. Subbu Reddiar ; (5) Sri R. Chinniah Naidu ; (6) Sri A. S. T. Arunachalam Pillai ; (7) Sri Ayyappasami Lorry Service ; (8) Sri N. Sivaprakasam ; (9) Sri R. Venugopal Reddiar ; (10) Sri A. S. M. Jaganathan ; (11) Trichy Srirangam Transport Co. Private Ltd. ; (12) Sri M. Palanimuthu ; (13) Sri M. S. N. Shanmugham Pillai ; (14) Sri A. S. M. Kandasamy ; (15) Sri S. Raju Pillai.

versus

RESPONDENT : The Tiruchirapalli Co-operative Motor Transport Society for Ex-Servicemen Ltd.

Appeals against the order of the Regional Transport Authority, Trichy, passed in his Proceedings in item No. 2, dated 25th September 1958, communicated in Endorsement No. 17159-A-3-58, dated 11th October 1959.

ORDER

This is a batch of appeals against the grant of a stage carriage permit on the Trichy Main Guard Gate to Tiruvaramburo route, a town route, made in favour of the Trichy District Co-operative Motor Transport Society for Ex-Servicemen Ltd., the Respondent in these appeals by the Regional Transport Authority, Trichy, as a result of a meeting held on 25th September 1958. The Regional Transport Authority followed G.O. Ms. No. 2265, Home, dated 9th August 1958 and it is that G.O. which I have also to follow. Two other routes were also considered at the same meeting ; they are Trichy-Purathakudi, a mofussil route and Trichy to Manachanallur, a town route. All these three routes are short distance routes within the meaning of G.O. No. 2265, their distance being less than 15 miles. The G.O. says that in respect of short routes new entrants may be preferred, but in none of the three routes was a new entrant preferred. This is one of the main questions arising for determination in these appeals.

Appellant No. 1 is Southern Roadways (P) Ltd., for whom Sri P. N. Nagasamy has appeared. The Regional Transport Authority has awarded them 1 mark for sector qualification which is correct, because they cover the entire route by their existing buses. The award of 1 mark for experience is also undoubtedly correct because the period of their experience is about 25 years, according to the broadsheet report of the Regional Transport Authority at page 383 current file. Under Clause (c)

of para. 6 of the G.O. the Regional Transport Authority has awarded them 1 mark for their being a registered private company.

CAN'T QUESTION G.O.

Objection has been taken to the award of this one mark by the non-company operators led by Sri N. G. Krishna Iyengar appearing for appellant No. 3, Sri R. Krishnasami Reddiar. I had occasion to touch on this question in my judgments in Erode Town route cases where the question arose for the first time (*vide* MOTORINDIA, September 1959 issue). I adhere to the view expressed there that this Tribunal being a creature of the Motor Vehicles Act has no jurisdiction to question the Government Order issued under Section 43-A of the Act itself and made binding upon the transport authorities and consequently on this Tribunal hearing appeals from their decisions. The matter can really be agitated only in the High Court or in the Supreme Court by a Writ Petition.

So far as this Tribunal is concerned, I have to follow the G.O. and award one mark to this appellant for their being a registered private company. The marks of this appellant are $1 + 1 + 1 = 3$.

Appellant No. 2 is Sri V. Krishnasamy Reddiar for whom Sri K. Tirumalai has appeared. He has been awarded one mark for experience and no mark under the other columns. His marks are $0 + 1 + 0 = 1$.

Appellant No. 3 is Sri R. Krishnasamy Reddiar for whom Sri N. G. Krishna Iyengar has appeared. The Regional Transport Authority has awarded him one mark for sector qualification. It is urged by some other parties that though this appellant covers more than 75 per cent of the route in question, he cannot get the full one mark under the G.O. No. 2265 because he covers the route only by his mofussil buses and not by any town bus.

TOWN OPERATOR vs. MOFUSSIL OPERATOR

I touched on this question in my judgment in the Erode Town route areas. There I pointed out that some distinction would necessarily have to be made between a town operator and a mofussil operator covering a town route in the matter of sector marks, because of the essential differences between a town service and a mofussil service—for instance—a town bus runs almost throughout the day with halt at either terminus only for about 10 minutes unlike a mofussil bus and the stops for a town bus are at shorter distances. The fares are also different. The minimum permissible fare for a mofussil bus is 5 annas whereas in the case of a town bus it starts from one anna and goes up by stages. Greater attention is required in the case of a town service than in the case of a mofussil service.

It was not necessary in Erode Town route cases to decide the extent to which the marks will have to be deducted in the case of a mofussil operator on account of these differences even though he covers the full route. It has now become necessary to decide that question for the present case. As at present advised, I feel that a deduction of one-fourth mark would be proper. Accordingly, I would substitute three-fourth mark for the one mark given to this appellant by the Regional Transport Authority for sector qualification. The award of one mark for experience by the Regional Transport Authority is not disputed. Hence, he will be entitled to $\frac{3}{4} + 1 + 0 = 1\frac{3}{4}$ marks.

WANT OF RESIDENCE NO DISQUALIFICATION

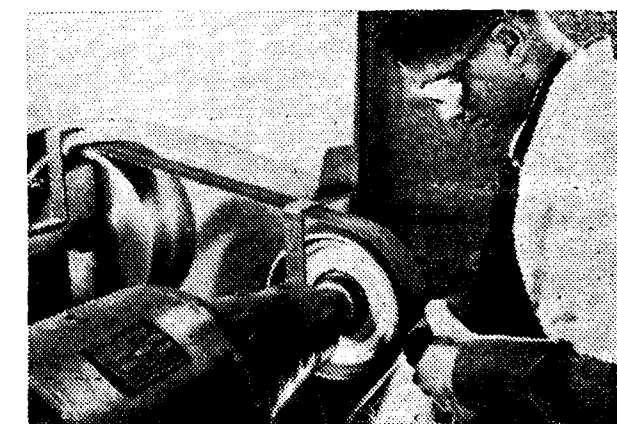
Appellant No. 4 is Sri A. P. Subbu Reddiar for whom his representative Sri R. Srinivasa Iyengar has appeared. The Regional Transport Authority disqualified him under clause (vi) for want of a residence. Now I had occasion to point out in my earlier judgments—for instance—Tindivanam-Chetput, Tiruvannamalai-Chidambaram that I propose to take into account the modification introduced by G.O.Ms. No. 3517, Home, dated 18th December 1958 according to which a person need not be disqualified for want of residence on the route provided he has a branch office on the route. Now the appellant has in his representations itself claimed a branch office at Trichy and the claim is reiterated before me by the representative who points out that there is even a phone with No. 76. The existence of the branch office at Trichy is conceded by the others and accordingly the order of disqualification is set aside. By way of marks, only one mark is claimed under the heading 'experience.' Thus he would get $0 + 1 + 0 = 1$ mark.

Appellant No. 5 is Sri R. Chinniah Naidu for whom Sri Jambunathan of the Trichy Bar has appeared. He has been given only one mark and that was under the heading 'experience.' No further marks are claimed before me either. The award of one mark is confirmed, the details being $0 + 1 + 0 = 1$.

Appellant No. 6 did not press his appeal and it was accordingly dismissed on 7th July 1959.

Appellant No. 7 is Sri Ayyappasamy Lorry Service for whom Sri G. R. Jagadeesan has appeared. They are new entrants so far as bus transport is concerned because they only run lorries now. They are a firm of three partners. In their representations they urge that they are plying their 5 lorries in Trichy and in other neighbouring districts, for the past ten years and since their lorries cover this route, they are entitled to mark for sector qualification as well as for experience. The Regional Transport Authority did not award them any mark for sector qualification and no claim for sector marks is made before me by their learned counsel. The reason is obvious that under the G.O. the sector mark is available only to an existing bus operator covering the entire route or part thereof. For experience as lorry operators, the Regional Transport Authority has awarded them half a mark. But this Tribunal has consistently held hitherto that experiences as a lorry operator cannot earn any mark under the head 'technical or business experience of transport' in respect of stage carriage permits. The underlying

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reason is that the nature of bus service is so very much different from lorry service in its essentials, that for all practical purposes it will not be proper to give any mark. Sri G. R. Jagadeesan has put in a strong plea that this policy should be revised and that some mark should be given, however slight it may be for experience as lorry operator, which in his submission is to some extent akin to experience as bus operator, and he submits in this connection that a lorry operator cannot be put on the same footing as one who does not have even lorry experience, say, a merchant dealing in rice or a person running a restaurant. Some point was also made of the fact that the G.O. mentions business or technical experience in motor transport and that the words 'motor transport' are wide enough to embrace even lorry service.

I certainly agree that as between two new entrants one of whom has had experience as lorry operator and another who has not had even that experience, a lorry operator will *prima facie* be entitled to some preference merely on the question of experience. But I do not see sufficient reason to depart from the settled policy of this Tribunal in not awarding any mark as such for a lorry operator. In fact, I feel that when the G.O. speaks of business or technical experience in motor transport, it only contemplates stage carriages because the G.O. deals only with stage carriage permits, and from this point of view it may not even be permissible to give any mark to a person who has no experience of running stage carriages as such. I think that in actual practice it will sufficiently take note of the claims of the lorry operators to take their experience as lorry operators into account at the end under para 7 of the G.O. without assigning any mark as such under clause (v) (b) of para 6 of the G.O. I would, therefore, delete the half mark given by the Regional Transport Authority for experience.

The Regional Transport Authority has awarded one mark to this appellant under clause (c) of para 6 of the G.O. Now it is only a firm and not a company and the learned counsel therefore concedes that the appellant is not entitled to any mark under clause (c) of para 6 of the G.O. See also my decision in Erode Town Route cases. Thus the appellant's mark is '0' by way of marks.

Appellant No. 8 is Sri N. S. Sivaprakasam for whom Smt. T. N. Ananthanayaki has appeared. He was applicant No. 33 before the Regional Transport Authority. He was screened and disqualified under clause (iv) of para 5 of G.O. 2265 for want of workshop. Now in his representation this is what he claimed :

"I am arranging workshop facilities at Salai Road, Tiruchirapalli and the workshop will be established with all the necessary modern tools and machineries within a few days."

The meaning of this is clearly that on the date of the representations, viz., 21st August, 1958 he did not have any workshop and was merely going to instal a workshop at some place in Salai Road, not specific.

The appellant's learned counsel, however, claimed at the time of argument before me that both in the representations and in the appeal grounds, the appellant

meant only that his father Sri M. N. Shanmugam Pillai was having a workshop at 107-A, Salai Road, Worraiyur and that that workshop would be available for him also. In the peculiar circumstances of the case and in fairness to the others, I feel that it will not be right to allow the appellant to set up this arrangement with his father at this late stage and since the workshop which he claimed in the representations that he would set up did not come into being, it must be held that the order of disqualification is right and cannot be interfered with. His appeal will accordingly be dismissed.

The appeals of appellant Nos. 9 and 10 were dismissed on 7th July 1959 because they did not press.

DISQUALIFICATION SET ASIDE

Appellant No. 11 is Trichy Srirangam Transport Company for whom Sri A. R. Ramanathan has appeared. They have been screened and disqualified by the Regional Transport Authority under clause (ii) of the G.O., i.e., unsatisfactory history sheet for the one year prior to the date of the Regional Transport Authority's meeting, viz., 25th September, 1958. The copy of the history sheet shows 5 instances of non-adherence to schedule of timings on 25th June 1958 and 30th June 1958 and the offences were compounded. The number of buses held by this appellant is 20 and Sri Jambunathan, their standing counsel assured the Tribunal that in all those cases the buses arrived just not more than 5 minutes before time. I accept this statement and under these circumstances, I feel that the order of disqualification is not sustainable and it is accordingly vacated.

Coming to the marks, it is stated by their learned counsel that their existing town route buses cover about three furlongs of the present route. Now on a literal application of the G.O. since the total distance of the route is $7\frac{1}{2}$ miles this will only entitle them only to one-fourth mark but the learned counsel claims one mark, according to the practice hitherto prevailing in this Tribunal in assigning marks under G.O. Ms. No. 1298, Home, dated 18th April 1956. The practice was that whenever a town route came up for consideration, one mark was awarded to all existing town operators irrespective of the question whether they covered any portion of the route in question. This was justified on the principle that a town is comparatively compact in area and an operator who knows one part of the town is expected to know another part of the town as well as his facilities of staff etc., on the existing routes would suffice even for the route for which the permit was applied. I cannot help feeling that this principle is quite sound and should be applicable even under the present G.O. 2265. But I find that the wording of the G.O. does not leave any discretion to adhere to the old practice because whereas the old G.O. merely stated under column 5 "being near existing services owned by the applicant" as one of the special circumstances which would together earn two marks and, therefore, left it to the Tribunal to evolve its own policy, the new G.O. has specifically prescribed how marks should be given in terms of $\frac{1}{4}$, $\frac{1}{2}$ and $\frac{3}{4}$ according to the extent of distance operated by the applicant. To adhere to the old practice and to avoid the literal application of the new G.O. would in effect mean that the new G.O. is not expressly applicable to town routes at all, which would be a startling result

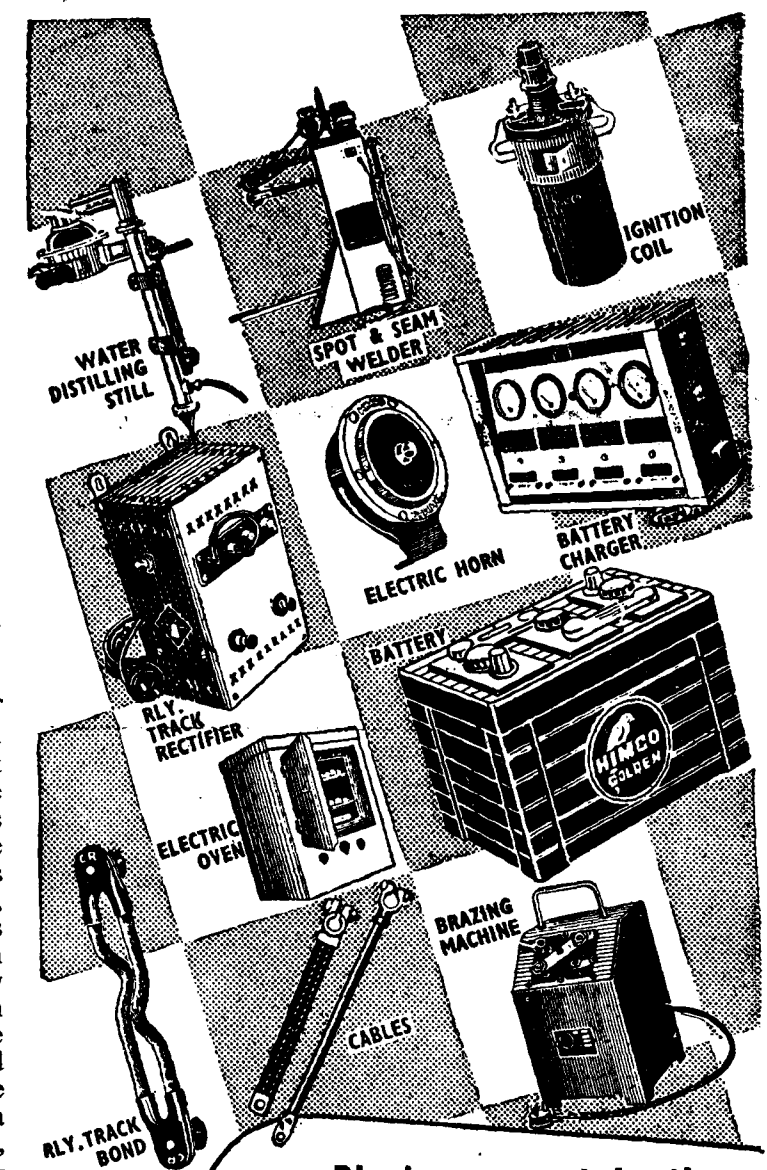
considering that town routes occupy an important place in motor transport. It is possible that the Government did not expressly have in mind these special distinctive features in the case of town routes, but all the same, the G.O. has got to be applied as it is and it is for the Government to modify the G.O. suitably. I, therefore, award one-fourth mark to this appellant for sector qualification.

They are entitled to one mark for experience, and one mark under clause (c) of para 6 of the G.O. for being a registered private company. Thus in all they will get $\frac{1}{4} + 1 + 1 = 2\frac{1}{4}$ marks.

G. Os. 1298 and 2265

Appellant No. 12 is Sri M. Palanimuthu for whom Sri B. Kalyanasundaram has appeared. He is a new entrant in the sense he has no permit now. His permit was set aside for reasons which are not germane now and in passing it is sufficient to say that those reasons cannot serve to disqualify him. The Regional Transport Authority has awarded him just one-fourth mark on the ground of prior experience. The learned counsel claims half mark for this experience. On the other hand, Sri M. N. Rangachary, the learned counsel for the respondent society urges that under G.O.Ms. No. 1298, Home, dated 28th April, 1956, this Tribunal was not awarding any mark for such a short period of experience. Now, I feel that in the case of new entrants applying for permits for short routes it may not be right to stick to the strict standard under G.O. 2265, because it directs that preference may be given to new entrants in short routes. In this respect G.O. 2265 has made a distinct departure from the old G.O. 1298. It is common knowledge that under the old G.O. 1298, new entrants practically got no chance. This was pointed out by Balakrishna Ayyar, J., in writ petition 964/57 where His Lordship indicated that consequently the G.O. should be suitably modified in its application to the new entrants. His Lordship did not indicate what the modifications should or might be. I had however occasion to indicate them and applied the decision in the routes (1) Ambur-Gudiyatham via Mailpatti, (2) Ambur-Gudiyatham via Pernambut, (3) Tiruvannamalai-Chengam and (4) Bagayam-Auxilium College. But it will be realised that even so, these formed only an infinitesimal portion of the large number of permits which came up before the authorities. The Government apparently realised the necessity of injecting fresh blood and new talent in the stream of bus transport and promulgated in the present G.O. 2265 that preference may be given to new entrants in the case of short routes. As to how this preference is to be applied, is the subject-matter of considerable controversy before me and I shall deal with it later. But at the present stage it is sufficient to bear in mind that the G.O. definitely lays down that some preference should be given to new entrants in the case of short route and it is the duty of the Tribunal to give effect to this G.O. I confirm the award of one-fourth mark to this appellant for experience. No further marks are claimed by him. Thus in all, he will get $0 + \frac{1}{4} + 0 = \frac{1}{4}$ marks.

The appeals of appellant Nos. 13 and 14 were dismissed on 7th July 1959 itself as they were absent.



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Appellant No. 15 is Sri S. Raju Pillai for whom Sri V. S. Ramakrishnan has appeared. He is a new entrant to bus transport, though he is a lorry operator with three lorries from 1947. The Regional Transport Authority has awarded him half a mark for this experience as a lorry operator, but as I observed in the case of appellant No. 7, Ayyappasami Lorry Service, no mark can be given for experience as lorry operator, though that circumstances may be taken into account at the end. He will get only '0' by way of marks.

For the respondent Trichy District Co-operative Motor Transport Society for Ex-Servicemen Ltd., Sri M. N. Rangachary has appeared. They have been granted one-fourth mark for sector qualification. For experience, the respondent has been awarded one mark by the Regional Transport Authority. The award of one mark is, therefore, correct.

IS IT ULTRAVIRES OF THE CONSTITUTION?

The respondent has been awarded one mark for being a registered co-operative society. Here again, it is contended that the award of one mark to the co-operative society is discriminatory against the other applicants. It was recognised that the Motor Vehicles Act itself in the proviso to Section 47 directs a preference to be given to a co-operative society. But it is urged that the Act is itself *ultra vires* under Article 14 of the Constitution and that in any case the G.O. goes further than the proviso, because under the proviso, a co-operative society has to be given preference only when other things are equal and that too only 'as far as may be' but the G.O. gives them one mark which is one-third of the total of 3 marks available. I had occasion to consider this question under the old G.O. Ms. No. 1298, Home, dated 28th April 1956 in my judgment on the route Vellore-Tindivanam where I referred to some High Court judgments as recognising the weightage accorded to the co-operative society under the old G.O. 1298. Sri M. N. Rangachari submitted that the Supreme Court too has in a way expressed its approval of the preference given to a co-operative society in Coir Industry case under the Coir Industry Act. I confirm the award of one mark for the respondent being a co-operative society. In all the respondent will get $\frac{1}{4} + 1 + 1 = 2\frac{1}{4}$ marks.

HEALTHY COMPETITION ESSENTIAL

It will be seen that the highest number of marks, viz., 3 has been secured by Southern Roadways Private Ltd. Before considering the question of how the preference to the new entrant has to be worked out, it will be convenient in this case to consider the claims of the applicants from the point of view of the marks alone at first. Normally, judging by marks alone, it is the Southern Roadways (Private) Ltd., who should get the permit. The Regional Transport Authority superseded their claims on the ground that they are big fleet owners. This of course is not a valid reason, but the remarks of the Regional Transport Authority on the appeal petition of appellant No. 1 show that the Regional Transport Authority superseded their claims on another ground as well viz., that they are the only operators running buses on the route on the date of the Regional Transport Authority's meeting and that

the Regional Transport Authority felt it desirable to introduce healthy competition in the interests of the public by giving the permit to another. Now this principle may be taken to have received finality after the recent judgment of our High Court in Writ Appeal Nos. 101 and 55/58 and the dismissal of the appeal therefrom by the Supreme Court. It is there pointed out that if, on the facts of a particular case, there is reason to think that it is better to introduce healthy competition the better claims of an existing operator can be overlooked. Now so far as the facts of the present case are concerned, the position on the date of the Regional Transport Authority's meeting undoubtedly was that there were only two town buses on the route each doing 20 singles and those two were operated by Southern Roadways (Private) Ltd. I agree with the Regional Transport Authority that it is better to introduce healthy competition by giving the third permit to another operator.

Sri P. N. Nagasamy cited the G.Os. discussed in Writ Petition Nos. 520 and 551/53 and submitted that the intention of the Government is that it is not desirable to have more than one operator on a particular town route in order to avoid the danger to the public safety from competitive driving and soliciting on narrow roads. But this is not an inflexible rule and the same G.O. also stresses the need for introducing healthy competition even in town services and from this point of view I feel that it is desirable to introduce a second operator on the route. Of course, there should be some restriction on the number of operators on the same route, but the introduction of a second operator cannot offend the above principle. I feel that if I am to conform to the precedents of this Tribunal, I am bound to uphold the order of the Regional Transport Authority superseding the better claims of Southern Roadways (Private) Ltd., by way of marks on the ground of desirability of introducing healthy competition by giving the third permit to another. From this point of view judging by marks alone the selection by the Regional Transport Authority of the respondent is correct because it is the respondent who gets the next highest number of marks, viz., $2\frac{1}{4}$. Their suitability for the grant was not otherwise disputed. They had only two warnings during the prior three years and they have a good workshop.

NEW ENTRANTS AND PREFERENCE

This brings me to the other question as to how the preference for new entrants should be worked out. Two extreme points of view have been put forward before me. The one on behalf of existing operators like Southern Roadways (Private) Ltd., and the Co-operative Society is that the term 'preference' implies that the other things should be equal before preference can be accorded and that with reference to the G.O. this means equality of marks. For this purpose, it is conceded that the marks for sector qualification may be left out of account as clarified by the Government in the later G.O.Ms. No. 3547, Home, dated 18th December 1958 but it is submitted that the marks under clauses (b) and (c) of para 6 of the G.O. viz., for experience and for being a registered Co-operative Society for a public or a private company will still form a necessary criterion.

It is urged that the very fact that under G.O. 3547 the Government dispensed only with the marks for sector qualification, reinforces its intention that the marks under the other columns should be taken as the criterion for new entrants. It is submitted in this connection that new entrants also may qualify for one mark under clause (c) by forming themselves into companies and that they cannot, therefore, really have any grievance against the mark under clause (c) being taken into account. It was recognised by Sri P. N. Nagasamy, appearing for Southern Roadways (Private) Ltd., that one mark under the column experience might still work as a hardship to new entrants, but he sought to get over the hardship by urging that the strict standards applied to an existing operator in awarding marks for experience need not be applied to new entrants, and that a liberal scale might be adopted, but he insisted that eventually it was only the equality of marks under clauses (b) and (c) which would qualify the new entrant for preference.

NO ABSOLUTE PREFERENCE

The other extreme point of view put forward on behalf of new entrant by Sri G. R. Jagadeesan appearing for Ayyappasami Lorry Service and Sri Ramakrishnan appearing for appellant No. 15 is that there is an absolute preference for new entrants in the sense that their cases alone should be considered at first and only if none of them is suitable, should the Tribunal or the Regional Transport Authority go to the existing operators. It is urged that the Government recognised that under G.O.Ms. No. 1298 Home, dated 28th April 1958 the new entrants got a raw deal and that the Government felt it desirable to inject new blood into the stream of motor transport and thought that the new entrants might be allowed to make a beginning in the case of short routes and that this policy demands that they should not be made to stand any comparison with the existing operators whose claims are bound to be superior.

It seems to me that neither of these extreme views can be sustained and that the true view is somewhere between these two, depending on the facts of each case. The contention of Sri Nagasamy and others like Sri M. N. Rangachary, is that new entrants are qualified for the preference only if they earn equal marks with the existing operators under clauses (b) and (c). I am unable to accept it because of a consideration firstly of the circumstances which in my opinion must have led to the promulgation of the G.O.Ms. No. 2265, Home, dated 9th August 1958 and secondly of the way in which the G.O. itself has been drafted. We must not forget that under G.O. 1298, there was practically no chance for new entrants getting in; in fact, as Balakrishna Iyer, J., pointed out in Writ Petition 964/57 G.O. did not seem to take notice of them at all. Even with the best will to help the new entrants making suitable modifications in the old G.O. as sanctioned by Balakrishna Iyer, J., it was not found practicable to encourage new entrants. It is not unreasonable to suppose that the Government in classifying the routes into three categories, short routes, medium routes and long routes in the present G.O. 2265 and in saying that in respect of short routes new entrants may be given preference, intended to rectify the injustice done



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to the new entrants and realised the necessity of introducing new talent in the field of bus transport also as in other spheres of life. If the new entrants are shut out, the old operators are likely to fossilize and deteriorate in efficiency. There might be very good talent among the new entrants who will have no chance if equality of marks has to be insisted before preference can be accorded.

IMPLICATION OF THE G. O.

Coming to the wording of the G.O. itself, if the intention of the Government had been that new entrants could qualify for preference only if, otherwise, they obtained equal marks with the existing operators the Government would have easily stated so in clear terms—for instance—they could have proceeded with the allotment of marks and then stated that if new entrants get equal marks with existing operators they might be given preference. It seems to me that some significance must be attached to the fact that the G.O. classifies routes into three categories in para 3 and the next para indicates the preference to the new entrants in the case of short routes and small operators in the case of medium routes. It is after that, the disqualification clause para 5 comes, and only thereafter the paragraph dealing with the marks comes. Though I am not prepared to agree with the other extreme contention that this arrangement indicates an absolute preference for new entrants in that we must exhaust their category before proceeding to the existing operators, I feel that this arrangement cannot be dismissed as entirely without

significance. It is true that in the later G.O. 3547, the Government dispensed only with the marks for sector qualification in dealing with the claims of new entrants on short routes, but in my opinion it does not necessarily follow that the intention of the Government is that in respect of the other 2 marks the new entrants should secure a footing of equality with the existing operators before they can qualify for preference. In my opinion, the fourth paragraph of the G.O. which says that preference may be given to new entrants and para 7 which says that the applications finalised in the sense of disqualifying some applicants under para 5 and the awarding of marks under para 6 should be disposed of according to Section 47 (1) of the Motor Vehicles Act are provisions justifying my view. In particular the preference to be given to new entrants could be justified even under clause (a) of Section 47 (1) viz., the interests of the public generally, because it cannot be gainsaid that importing fresh talent where it is available, would be in the interests of the travelling public.

After all, it must be remembered that the G.O. has dispensed with sector qualifications for new entrants only in the case of short routes but not in the case of medium routes and long routes in spite of the fact that the Government were aware that the new entrants cannot possess sector qualification. This shows that they did not want to show any concession to new entrants in medium routes and long routes and left them to stand on their own legs in respect of other routes. It will be unreasonable to suppose that even in respect of the short routes the Government intended that new entrants should practically stand on their own legs without any concession which is what the argument of Sri P. Nagasamy and Sri M. N. Rangachary lead to. I think it is more in keeping with the spirit of the G.O. and the antecedent circumstances to interpret it in the way indicated by me, viz., that in order to qualify for preference, the new entrants need not necessarily secure equal marks with the existing operators under clauses (b) and (c) of the G.O. This of course does not mean a *carte blanche* or a blank cheque for new entrants. It will be legitimate to expect them to have some qualifications in respect of motor transport before they can be trusted with a permit. We cannot forget that the interests of the travelling public are paramount and should not be sacrificed, but this does not mean that we should always choose the grantee from existing operators. The interests of the travelling public in the long run require that new talent should be encouraged whenever available. No hard and fast rule can be laid down and the selection must be made by the primary authority and the appellate authority on the facts of each case weighing all the factors *pro* and *con* and they should make an honest endeavour to apply the G.O. in its true spirit.

It will be clear from what has been said, why I do not subscribe to the other extreme point of view that there is an absolute preference for new entrants in the sense that we cannot proceed to consider the claims of the existing operators unless none of the new entrants is suitable. If that was the intention of the Government that could have been expressed clearly. Indeed

the fact that in the later G.O. 3547 only the sector mark was dispensed with but the other marks including the mark for experience were retained, militates against the argument of absolute preference of new entrants, though as I indicated it does not mean either that there should be equality of marks under clauses (b) and (c) before preference can be accorded.

PREFERENCE TO A CO-OPERATIVE SOCIETY

So far, I have considered the question of the preference of new entrants in relation to the existing operators generally. It is now necessary so far as the present appeals are concerned to consider the question of the preference to be accorded to a co-operative society, under the proviso to Section 47 of the Motor Vehicles Act, because the respondent is co-operative society. Sri M. N. Rangachary urges that the proviso says that when other conditions are equal, the co-operative society should get a preference and though the proviso says that the preference may be given "as far as may be," the word used is 'shall' and that all these circumstances together mean that when the claims of the co-operative society are equal with the claims of a new entrant, the co-operative society should necessarily be given preference, much more so when the claims of the society are superior to the claims of the new entrants. He further submits that one mark given under clause (c) of para 6 of the G.O. to a co-operative society is not necessarily indicative of the preference to a co-operative society because a public or private company also can get that one mark and in that connection he refers to my judgment in the Erode Town route cases. So far as the last question is concerned, the question does not arise because none of the new entrants is a company and none of them has got the one mark under clause (c). The other question still remains and it leads to the following subsidiary questions :

- (i) In view of the proviso to Section 47 directing preference to be given to a co-operative society subject to the extent indicated there, is it permissible for the Tribunal to ignore the higher marks obtained by the respondent and prefer any of the new entrants on the ground that the G.O. contemplates preference being given to them?
- (ii) If the Tribunal wants to seek shelter for preferring a new entrant on the ground that the G.O. says so, is it open to the Government itself to issue such a G.O. in violation of the proviso to Section 47 of the Act?

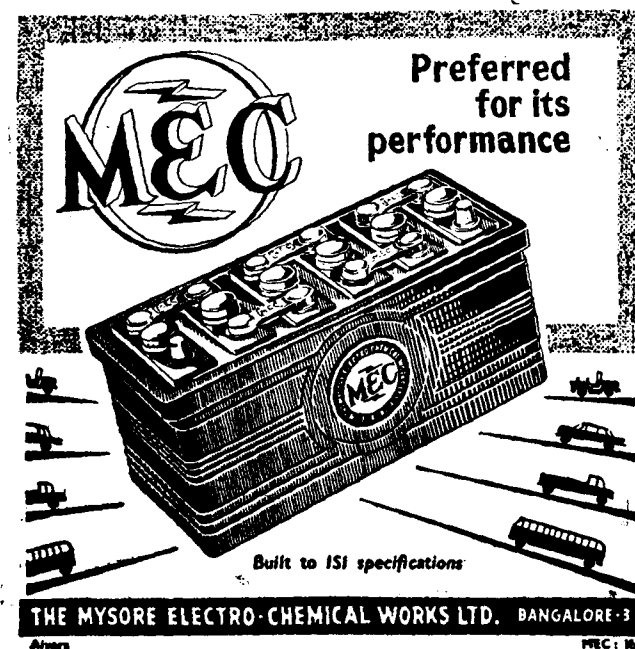
SECTION 47 IS NOT VIOLATED

Now, it seems to me that the proviso is not a bar to the Tribunal preferring a new entrant to a co-operative society on the facts of a particular case, even though the co-operative society may have secured more marks than a new entrant. In this connection, it may be remembered that the proviso does not say that the preference should necessarily be given, but hedges it by the words "as far as may be." Further, it seems to me that the G.O. cannot be impugned as being in conflict with the proviso. The G.O. seeks to give preference to new entrants duly in one type of routes and as I have endeavoured to point out, even there the primary authority and the appellate authority will not automatically choose a new entrant. Hence in substance the spirit of the proviso to Section 47 is not violated. The small interference with the preferential rights of the co-operative societies which is involved by this limited preference to new entrants in the case of short routes can be justified in the larger interests of the public themselves, that is to say under Section 47 (1) of the Act itself. From this point of view, it can be said as pointed by Sri G. R. Jagadeesan that conditions are not equal for the application of the proviso, one of the other conditions being the necessity of introducing new talent in the interests of the public. Further there is also the clause "as far as may be."

But this does not mean that the proviso to Section 47 should be ignored altogether; it all depends on the facts of each case and the primary authority and the appellate authority must here again make an honest attempt to remember the proviso to Section 47 also in granting the permit.

To sum up, the position as I see it, is as follows :

The new entrants need not obtain equal marks with existing operators under clauses (b) and (c) of para 6 of the G.O. before becoming eligible for the preference in para 3. But this does not mean that new entrants have an absolute preference in the sense that the authority issuing the permit cannot consider the claims of the existing operators unless the new entrants are all found absolutely unsuitable. The true position is intermediate between these two extreme views and depends on the facts and circumstances of each case. The authority issuing the permit should make an honest endeavour to encourage new entrants, but at the same time without sacrificing the public interests. This may well mean that in some cases the existing operator has to be preferred. The above propositions hold good



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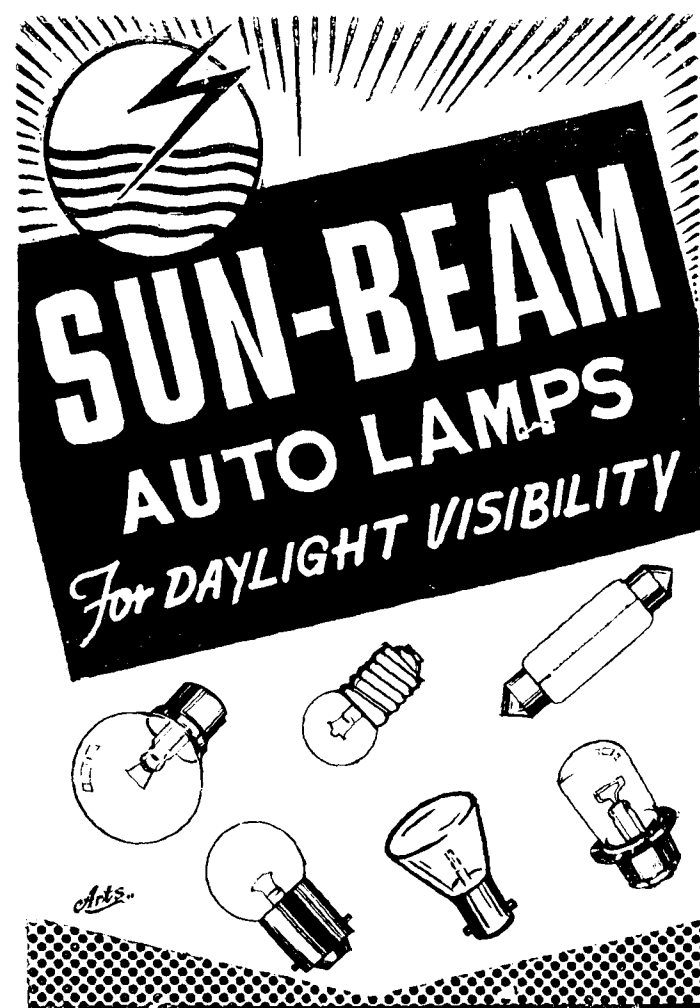
even in the case where an existing operator who has applied for the permit is a co-operative society, but the authority must not entirely overlook the fact that the Act itself intends some preference to be given to a co-operative society subject to the conditions enacted in the proviso to Section 47. These principles, which primarily hold good for short distance mofussil routes, may have to undergo some slight modification in their actual application to town routes. In town routes, the authority must bear in mind the principles laid down in the Government orders discussed in writ petition Nos. 520 and 521/53 etc., namely the danger on the one hand of competitive driving and soliciting on narrow roads and the consequent desirability of restricting the number of operators and the need, on the other hand, of introducing healthy competition.

Finally, I would respectfully suggest to the Government that they should collect statistics of the permits issued every six months and review them to see whether the decisions of the Regional Transport Authorities and the Tribunal conform to their intention and any modification is necessary.

ALL APPEALS DISMISSED

I have carefully considered the claims of all the operators, and in particular new entrants in the light of the principles enunciated above in this route as well as in the two other routes and I have come to the conclusion that the grants made in favour of the existing operators in the town routes need not be disturbed and

that the preference to the new entrant can be sufficiently given by giving the permit in the mofussil route Trichy-Purathakudi, to the new entrant Sri M. Palanimuthu. So far as the present route is concerned there is the added circumstance that the respondent grantee is a co-operative society and that their record is fairly clean. They had just two warnings, one for non-adherence to the schedule of timings on 17th April 1956 and the other for minor offence of not carrying 'B' permit on 15th April 1957. Consequently, all the appeals are dismissed.



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Wolseley 6/99.

B.M.C. have quickly followed up the success of their 1½-litre Farina-styled saloons by introducing a new six-seater car with 3-litre six-cylinder engine, five-speed transmission and disc brakes on the front wheels. Known as the Wolseley 6/99, this model too has a body styled by the Italian master; in fact the extra width of the six-seater body gives better proportions to front and rear and shows off the lines of the massive hard-angled style at their best. With an engine giving 112 b.h.p., a three-speed all-synchromesh gearbox supplemented by overdrive on second and third speeds, disc brakes on the front wheels (servo assisted) and luxurious interior finish in leather, walnut and pile carpets, this is one of the most impressive medium-priced models to come from the European industry in recent years. Costing not much more than the old and undistinguished 6/90 it represents remarkable value for money. Borg Warner automatic transmission is offered at extra cost.

The body is a unit-construction all-steel job of four-door four-window style with double-curved windscreen and full-width rear window. The tail fins are not exaggerated but are big enough to enable the driver to see all four corners of the car without stretching his neck. They terminate in grouped stop-tail and turn indicator lamps with red reflectors.

The body is a genuine six-seater with two wide front seats which can be lined up to form a bench seat. For four people, the seating is luxuriously comfortable, with big foam rubber cushions upholstered in leather rolled gently under the knees, and high broad backrests. There are armrests on all doors except the driver's and folding armrests at the inner side of each front seat. Front head room is generous and rear head space is tops for today's styles. Although the body lines are handsome, this is not a car where passenger

NEW WOLSELEY

comfort has been sacrificed to appearance. There are pivoted ventilating panes on each door. Heater, demister and fresh air circulator are available as required in export markets. Road/fog lamps are recessed into the front alongside the radiator grille and a reversing lamp is built into the hand grip on the trunk lid. There are two sun visors, lockable glove box, electric clock, screen washer, cigarette lighter and four ashtrays (two in front doors and two in the backs of the front seats). There is a parcel shelf in front (interrupted by the casing for the heater and ventilation system, which is housed partly within the body) and a full width parcel shelf behind the rear seat.

Although the smaller models have a lever under the wheel to work the turn indicators the 6/99 has a small switch on the centre of the wheel which is a retrograde step, but there is an unusual feature as the little switch trigger is itself illuminated when they are showing. The switch is of course self-cancelling.

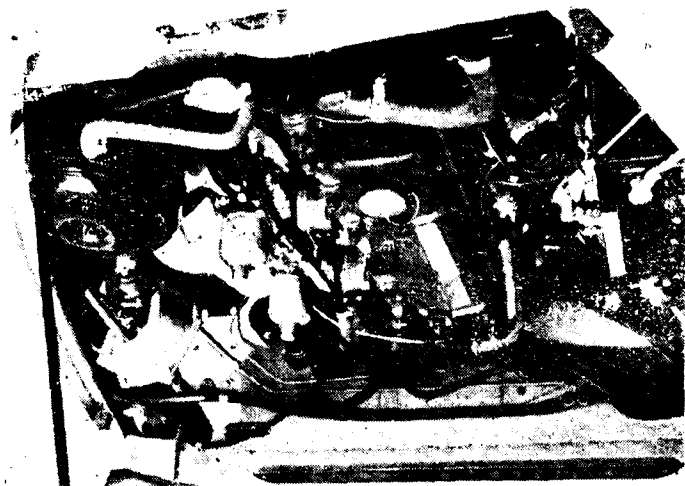
The luggage trunk is vast—18 cu. ft. and quite unobstructed, as the spare wheel is carried in a separate cradle under the floor.

The engine is basically the BMC C-type six, expanded by bigger bores as on the Austin Healey 3000 already announced, to 2,912 c.c. (177.7 cu. in.) Compression ratio is 8.23 to 1 (7.2 for markets where fuel grade is low) and gross brake horsepower is 112 at 4,750 r.p.m. (or 109 b.h.p. on the lower compression ratio). There are two SU carburettors, but unlike the Austin Healey, this engine has them bolted to a manifold which forms part of the cylinder head and is not a separate unit. A light alloy air trunk connects the carburettors to a dustbin-sized oil bath air filter. A gear type oil pump replaces the former rotor type.

The clutch is now of 10 in. diameter and the gearbox is entirely new. It has Porsche servo ring synchromesh for all three speeds, and is controlled by a steering column lever. Behind it is the Borg Warner overdrive, which operates on second and top gears.

Suspension is conventional, with wishbones, coil springs and piston type dampers at front on a rubber-insulated cross member and a rigid axle with half elliptic springs and piston type dampers at the rear. Anti-roll bars are used at front and rear.

Braking system is a new design by Lockheed, with vacuum servo assistance. The front disc brakes have a diameter of 10 in. They have fixed iron calipers with operating pistons and segment-shaped pads on each side of the disc. The front brakes provide approximately 60 per cent of the braking effort. Drum brakes are used at the rear with drums 10 in. diameter and there is a valve in the hydraulic circuit which limits the total pressure that can be applied to the rear brakes. This should help to prevent rear wheels locking when braking hard. Alongside the fuel tank behind the rear seat backrest are two SU electric pumps of the latest type. Normally both are in use, but in the event of trouble with either one, the other is capable of keeping the car running at up to two-thirds throttle.



Air trunk on left takes air from heater to demister slots. Two SU carburettors, on right, carburettor air cleaner, brake servo, windshield washer.

ROAD IMPRESSIONS

First impressions: easy entry at front and rear, good head room, generous width and knee room. Good vision, aided by oval shaped screen pillars, which are slim in the plane of the driver's vision. The two-spoke wheel carries a half horn ring and allows unrestricted vision of the two instrument dials. One is the speedometer with trip and total odometers. The other groups together fuel gauge, oil pressure gauge, thermometer and ammeter. The steering column gear shift works smoothly and precisely and the pendant pedals are well spaced, in a position which allows use of heel and toe on accelerator and brake. The new Porsche synchromesh is particularly effective; noiseless downshifts into first gear can be made at about 20 m.p.h. and snap upward changes at high speeds are equally quiet. The Borg Warner overdrive

is useful on open highways where it gives effortless fast cruising. It suffers the usual disadvantages of this particular type: free-wheeling at low speeds, inability to change up with the throttle open, and a tendency to engage overdrive when not required if the driver should ease the throttle for an instant to see that the road is clear before a burst of acceleration. It can be locked out of action by using a control knob below the parcel shelf and this many drivers will do in heavy traffic. Alternative transmission is the Borg Warner three-speed automatic with torque converter and lock-up clutch made in England.

The ride is smooth and steady with very little roll when cornering fast and the foam rubber seat cushions are nicely phased to complement the smoothness of the suspension. For a non-power system, the steering is light and has good castor action. Brakes are highly efficient and thanks to the servo, pedal pressure is not heavy. They seem to have more "bite" at low speeds than some disc systems. Hard emergency braking produced a quiet straight-line stop without any tendency to lock the rear wheels, thanks to the pressure-limiting valve. Of course care would still be needed in ice, snow or other slippery surfaces where pressures below the pre set limit could still lock the rear wheels.

In the rear seats, slight resonance was felt through the floor when accelerating, but in general the silence and smoothness is most impressive and places this among the most refined touring cars at anything like the price. In second gear, the car would accelerate from 40 to 60 m.p.h. in about 7 sec. and indicated 68 m.p.h. In top it ran swiftly to reach an indicated 80 m.p.h. and 90 was seen on a straight of about half a mile. 0-60 m.p.h. through the gears took about 14 sec. on a quick check with three people on board.

Wolseley 6/99 Technical details

Engine. 6 cyl. ohv. pushrod 83.34 x 88.9 m.m. (3281 x 3.5 in.) 2912 c.c. (177.7 i). Compression 8.23 to 1 (7.2 to 1 optional) 122 b.h.p. SAE at 4750 r.p.m. (109 b.h.p. with lower compression) Torque 158 lb ft. at 2000 r.p.m. Two SU H4 carburettors. 4-bearing crankshaft. White metal thin shell bearings.

Transmission. Borg and Beck single plate dry clutch, hydraulically actuated. Three speed gearbox with synchromesh on all forward speeds: steering column shift. B.W. overdrive on second and third speeds. Hypoid final drive.

Overall ratios 1st 12.09, 3rd 6.44. Overdrive second 4.508, 3rd 3.9 overdrive third 2.73 to 1. Reverse 11.73 to 1.

Suspension and Steering. Coil springs and wishbones at front with upper wishbone pivoting on piston-type damper. Rigid axle with half-elliptic springs rear; piston type dampers. Anti-roll bars front and rear. Can and lever steering.

Brakes. Lockheed. Discs at front 10.8 in diameter. Drums rear 10 in. diameter. Vacuum servo.

Dimensions. Wheelbase 9 ft. Track front 4 ft. 5½ in. rear 4 ft. 5½ in.

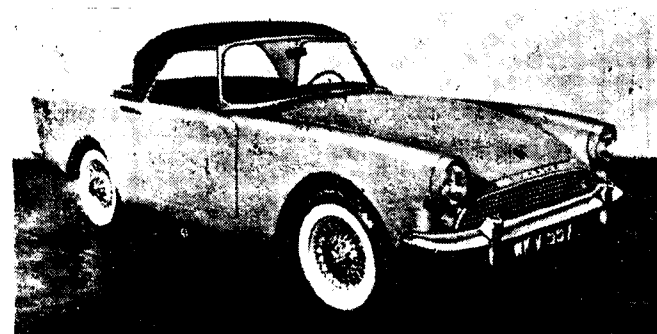
Length 15 ft. 8 in. width 5 ft. 8½ in. Height 5 ft. Ground clearance 6½ in.

Turning circle 40 ft. Tyres 14-7.00 tubeless Fuel tank 16 Imp. gal. (19.2 US gs).

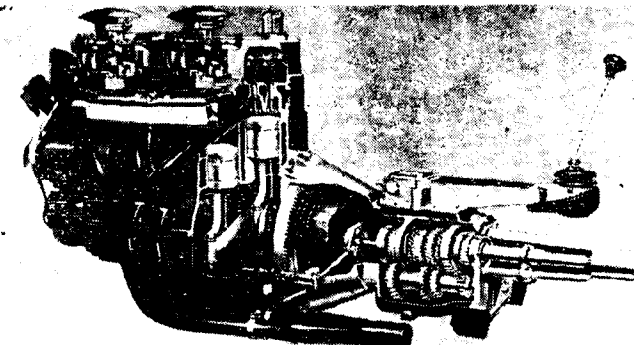
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Sunbeam Alpine



Sunbeam Alpine cutaway Engine.

Rootes Produce a popular-priced Sports Car 1½ LITRE TWO SEATER WITH SMOOTH STYLE AND UNUSUAL WEATHER PROTECTION

Rootes are entering the two-seater sports car market with a popular-priced roadster which has smooth style, unusual weather protection and disc brakes. Mechanical parts are based on those of the Sunbeam Rapier, but the engine is extensively modified to raise the power output to a reliable 83.5 b.h.p. (SAE) and the car has an entirely new all-steel unit structure. Basic model is a two-seater roadster with wrap-round windscreen and wind-up side windows, but a detachable hard top is available. There is a small luggage trunk and additional space for baggage behind the seats on a platform 38.5 x 15 in. which can also be used as seating space for two children.

Power of the 4-cylinder ohv pushrod engine (1494 c.c.) has been raised nearly ten per cent chiefly by the use of a new aluminium cylinder head with inclined valves in line and a compression ratio of 9.2 to 1. There are four inlet and four exhaust ports and this has permitted valves to be arranged alternately, inlet exhaust, right down the head, simplifying cooling problems and reducing head distortion under heavy duty. The crankshaft runs in three white metal bearings and there is a new camshaft, also in three bearings. Big end bearings are copper-lead, indium lined. To strengthen the block for the higher power output, stiffening webs now run down inside the crankcase wall. The crankshaft itself is made of steel with higher tensile strength than that used for the Rapier coupe and convertible. Carburettors are two downdraught Zeniths and there is a four-branch exhaust system merging into twin down-pipes.

Transmission is through a single-plate Borg and Beck clutch of 8 in. diameter with hydraulic control. Four-speed gearbox with synchromesh on top three, controlled by a central lever, and hypoid rear axle. In the gearbox, top, third and second gears are more closely grouped than on the Rapier, which is a welcome improvement, but bottom gear is lower than ever, so that the gap between first and second is much wider. However, as the axle ratio is 3.9 to 1 against 4.55 to 1 on the Rapier coupe, the overall first gear is still higher. Here are the comparative figures.

Sports gearbox 3.346, 2.141 1.392 1 to 1 Reverse 4.239 to 1, Axle ratio 3.89 to 1, Rapier coupe gearbox 3.187, 2.471, 1.491, 1 to 1. Reverse 4.037 to 1, axle ratio 4.55 to 1.

Like the coupe, the sports car is available to order

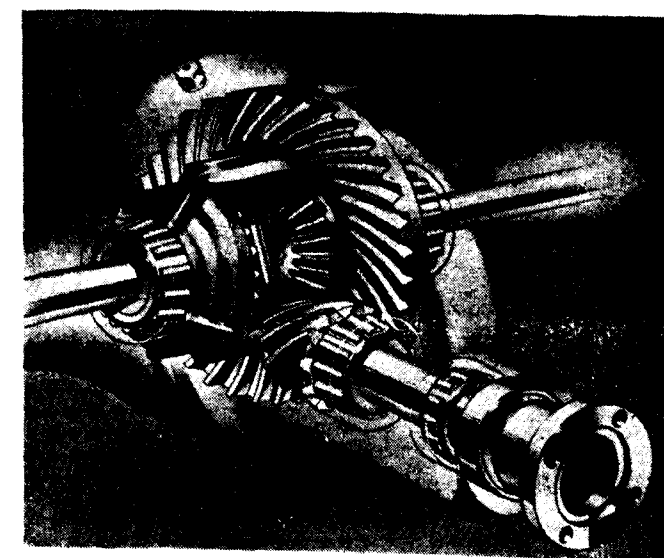
with the Laycock de Normanville overdrive functioning on third and top speeds. With it comes a 4.22 to 1 axle ratio instead of 3.9 to 1.

Front suspension is as on the coupe, wishbones, coil springs, anti-roll bar and telescopic dampers. Rear suspension is conventional, with rigid axle, half elliptic springs, and piston type double acting dampers. Girling disc brakes of 9½ in. diameter are used at front, with pads giving 20.6 sq. in. of friction area. Drum brakes are used at rear with 9 in. drums and 60 sq. in. of lining area. Wheels are perforated bolt-on discs, but centre-lock wire wheels with triple-cared hub nuts are an optional extra. Tyres are 5.60-15. Steering is Burman recirculating ball.

Interesting feature of the interior is a central armrest forming a locker for gloves, sun glasses, or a camera, with a lockable lid. Instruments include speedometer, technometer, oil pressure gauge, fuel gauge, thermometer, ammeter.

Body-chassis structure is an all steel unit with centre cross bracing, built by armstrong siddeley from pressings supplied by pressed steel. They also assemble the car, using mechanical elements supplied by Rootes, who retain control of all marketing and service matters. Styling was done in Rootes' own design department.

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INDIA'S OIL TASKS

The use of more mechanical energy is a major aim of India's economic planning. Coal and hydro-electricity can contribute more than at present, but oil developments are being given highest priority. Oil demand is expected to double to 12 million tons by 1967. The state is taking an increasing direct stake in all oil operations, and there is a vast amount of work to be done to explore the large areas of the country where oil might be found.

The twin problems of India are population and poverty. The second most highly populated country in Asia and the world, she has at present in a space half the size of the U.S.A. about 400 million people, and over 5 million more are added every year. Average income per head is one of the lowest in the world. Her immediate and pressing political and economic aim is to maintain and to raise the standard of living of the multiplying millions by industrialization and the improvement of agriculture which implies better communications and improved facilities of all kinds. It is axiomatic that to achieve all this more energy must be made available. Indian consumption of commercial energy is among the lowest in the world; at 0.12 tons coal equivalent a year per head it compares with 0.18 in China and 1.08 in Japan, with 2.45 in the U.S.S.R. and 8.58 in the U.S.A.* Oil consumption is under four imperial gallons per head per year.

To industrialize and to increase her energy supply, India is relying on the mixture of a state effort and private enterprise, and her first and second five-year plans have been drawn up on this basis. In basic industries, the public sector is growing in importance. Thus when the three new state steel plants now being erected at Rourkela, Bhilai, and Durgapur come into full production, half of India's six million tons of steel a year will be state-produced, with a fourth state-owned mill planned. Oil development is given the highest priority and here too the state is increasing its activities. It is already active in exploration, it has acquired a stake in the development of the new fields in Assam, it is to build two refineries, will partly own a pipeline, and through the recently formed state organization for distribution of petroleum products, intends to undertake oil distribution alongside the established marketers. The Government's instrument for all these oil activities is the existing Oil and Natural Gas Commission, but, recognising that, as now virtually a Government department, this body is ill-adapted for efficient commercial management a Bill has now been introduced into parliament to convert it into an autonomous entity subject only to general control from the Government. To that end it will be required to submit to the Government annual statements of accounts and activities and financial and operational programmes, and to obtain previous Government approval for certain specified matters. The Commission will consist of

three members appointed by the Government (one in charge of finance) and it will be called upon to advise the Government when desired. The Commission has a recent oil discovery near Cambay to its clear credit though a full-scale production test has yet to be made. Its entry into oil refining is largely imposed on it by the conflict between economics and balance of payments considerations, but its entry into marketing is not really necessary except for ideological reasons which also dictate its insistence on direct participation in oil exploration.

About 80 per cent of India's total energy used still comes from non-commercial sources—dung, wood, human and animal effort. Her consumption of commercial fuels increased between 1947 and 1957 at an average rate of 4.5 per cent a year to reach a total of 54.4 million metric tons coal equivalent, including about 5½ million tons of oil. Trends which will probably persist are for coal to provide the largest but a diminishing share while the share of oil will rise. India has coal reserves amounting to over 400,000 million tons, though only a small part of these is of really high quality; annual output has risen from 30 million tons in 1947 to 45 million in 1958 and though here, too, the state is playing a growing role, most of the actual increase in production so far has been achieved in the private sector. The target for 1960 is 60 million tons and for 1965 100 million, but the present coalfields are all in the north-east, in Bihar and Bengal, and even when the central Indian fields are developed, hauls of 700 miles and upwards will be needed to supply the south, west and north, so that the carrying capacity of the railways will be a brake on coal's usefulness.

Hydropower capacity is expected to be about 2.6 million kW. in 1961 and 5-7 million kW. by the late sixties, but its capital costs are high; on the basis of Rs. 1,100 per kilowatt installed capacity, the increase from 1.2 million kW. in 1957 to 7 million will cost the country over Rs. 6,000 million or about £450 million (Rupee: 1s. 6d.). As to nuclear power, India can provide her own fuels, present established reserves of uranium being over 30,000 tons and those of thorium not less than 500,000 tons. But capital costs are so high that the most optimistic estimate is for one million kW. of capacity by 1965.

Increasing at an average rate of nearly 10.5 per cent a year, oil consumption nearly trebled in the ten years to 1958, and is approaching an annual rate of 6 million tons. Last year's rise was only 6 per cent but it was held down by import restrictions. Demand is expected to rise by not less than 7 per cent annually and by 1967 to double to 12 million tons including bunkers.

Will such quantities be available? Already suffering from a chronic shortage of foreign exchange, India will not be able to afford the foreign exchange for ever-larger oil imports and present known reserves at home will supply less than 3 million tons a year. Potentialities for finding further oilfields, referred to later in this article, are, however, by no means exhausted. If

INDIA'S ESTIMATED INLAND CONSUMPTION
OF PETROLEUM PRODUCTS
(Thousand Long Tons)

	1955	1956	1957	1958	% change in 1958
Gasoline ...	900	900	980	950	- 3
Kerosene ...	1,470	1,500	1,600	1,905	- 1
Gas/Diesel Oil	850	970	1,180	1,390	+ 18
Fuel Oil ...	680	730	880	1,010	+ 15
Other Products.	560	670	650	670	+ 3
	4,460	4,830	5,290	5,610	+ 6

ample supplies of Indian crude were available, there remains the problem of the extreme imbalance in the pattern of consumption—impossible to match in refinery yields. The demand for middle distillates at nearly three million tons is out of all proportion to the rest, being now half of total consumption. It is likely to rise to about 6 million tons in 1967. India is the largest market in the world for illuminating kerosene which represents 30 per cent of total oil consumption. Demand for kerosene grows steadily and any rise in the general standard of living will bring still higher demands. It is not used for cooking for which dung, wood and other waste is used. It would be desirable

to conserve wood and to utilize dung as fertilizer, but such a switch in the villages where 80 per cent of the people live would only further swell the unwieldy demand for kerosene.

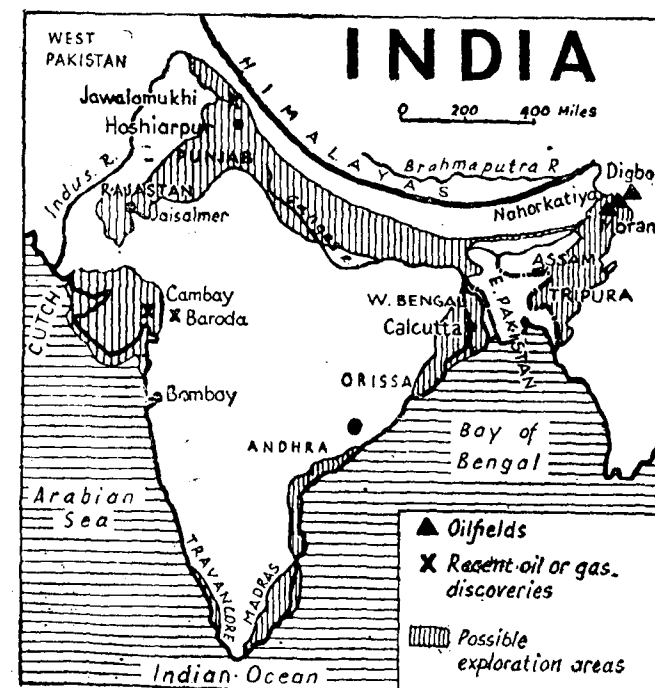
As to transport fuels, automotive diesel oil has gone ahead faster than any other major product and consumption will soon exceed that of gasoline. Taxation puts gasoline at a disadvantage, and demand is beginning to decline. Its share of total demand may fall from the present 15 per cent to 8 per cent by 1967. The railways, having been advised to adopt diesel shunting for all lines, and full dieselization of lines remote from collieries, will also require increasing quantities of diesel fuel. Oil's contribution to the generation of electricity was in 1957 only 3 per cent but for small scale industry in remote areas diesel plants are very useful and more may be introduced.

Fuel oil will probably continue to account for its present 30 per cent share of total oil demand; consumption follows closely the index of industrial production, 80 per cent being used in industry, particularly textiles. Natural gas is not yet commercially exploited in India.

In view of this very awkward demand pattern, India's four existing refineries with a capacity of nearly 5 million tons a year and using virtually all Persian Gulf crude, are unable to meet present requirements of kerosene (two-thirds of which have to be imported) while producing a surplus of gasoline. The refiners are doing their best to meet this problem—Burmah-Shell between 1956 and 1958 reduced its gasoline yield from 23 per cent to 16.5 per cent and expanded middle distillate output from 31.8 to 34.6 per cent—but possible adjustments are of course limited. This company is now expanding the crude throughput of its refinery (Bombay) from 2.3 to 2.6 million tons a year, thereby providing a further 250,000 tons of middle distillates. Abandoning the remaining small refining protection which it enjoyed, Burmah-Shell will now be allowed to expand its refining capacity to 4 million tons a year, and it will also build a plant for the manufacture of 50,000/100,000 tons of lubricants which will save foreign exchange. The two government refineries due to come on stream in 1961/1962 will add a further 2.75 million tons to India's capacity. If refineries are to be economically operated, a substantial surplus of gasoline and a deficiency of middle distillates seem inevitable.

Some steps could be taken to palliate the imbalance: for example the yield of middle distillates can be raised by hydrogenation processes or by Fischer Tropsch synthesis; a suitable multi-fuel engine could be developed—one is under test now; the consumption of gasoline could be stimulated by changes in fuel taxation or by increased production of gasoline vehicles. And, of course, petroleum products could be used as raw material in other industrial processes such as fertilizer and gas manufacture. The erection of a fertilizer plant at Trombay using refinery gases is provided for in the second five year plan (1956 to 1961) for completion in the third plan.

Present production from Indian oilfields is only



December 1959

MOTORINDIA

400,000 tons annually mainly from the Digboi field in Upper Assam discovered as far back as 1889, but in a year or two it will rise to nearly 3 million tons when the new nearby areas at Nahorkatiya and Moran, discovered by Assam Oil (Burmah Oil), come into full production on completion of pipeline and refinery facilities. The Indian Government has acquired a one-third participation in Oil India (Private) Ltd., which is developing the fields and is building the pipeline to the two new state-owned refineries. The first refinery at Gauhati in Assam is expected to be in operation in 1961, linked to the field by a 270-mile 16-inch pipeline. The pipeline will later be extended by about 450 miles to serve the second refinery to be erected at Barauni in Bihar.

Fairly large reserves of natural gas have been found at Nahorkatiya, and after meeting local requirements 60-100 million cubic feet a day could be made available. But there are no nearby markets and pipeline transport is handicapped by the territory of East Pakistan. A local fertilizer plant to produce 50,300 tons of nitrogen a year is planned. Natural gas was also recently found by the Oil & Gas Commission at Jawalamukhi in the Eastern Punjab but the extent of the resources is not yet known.

Assam Oil (a U.K. registered company) has now largely ceased exploration for lack of licences for new areas on acceptable terms, the Indian Government now insisting that newly undertaken exploration work be by rupee companies and with government participation. In the exploration now going on elsewhere the Indian Government has a direct stake. It has a one-fourth participation in Indo-Stanvac's search in West Bengal, while all other exploration (in four areas) is a wholly state effort, with the help of Russian and Rumanian technical personnel (which have to be paid for). The Minister for Mines and Fuel denied recently that exploration was to be reserved to the state and said India was prepared to consider proposals from any company for areas not covered by the government's own programme, on terms consistent with state policy. Certainly the job is too big and too speculative for the state alone, with the many calls on its capital and technical personnel.

Much of the vast sub-continent of India is, however, without attraction to the oil explorer. The triangular peninsular bounded by the Arabian Sea, the Indian Ocean and the Bay of Bengal is an ancient land mass, its crystalline shield and later lava flows being almost entirely without marine fossils.

But some of its coastal strips have at one time or another been sea-covered, and these and the extensive sedimentary basins in non-peninsular India total an estimated 400,000 sq. miles (about 1 million sq.kms.). They include 142,000 sq. miles in the valley of the Ganges, 68,500 sq. miles in the Cambay-Cutch area in the west, 46,500 in Rajasthan immediately northwest of the peninsular, 50,000 sq. miles in the north in the Punjab and Jammu, 30,000 sq. miles in Assam in the east, and another 30,000 in the West Bengal basin including parts of coastal Orissa, and 32,000 round the coasts at Madras, Andhra and Travancore.

There are only two areas where, so far, oil is definitely known, namely in Assam, where present production comes from, and in a region about 250 miles north of Bombay. Here, near Cambay, the Oil & Gas Commission a short time ago encountered oil in two wells and a shallow well near Baroda also yielded some gas and oil. In western Rajasthan northward and westward from Jaisalmer, aeromagnetic surveys over 17,000 sq. miles have indicated the possibility of thick sediments, while north of Rajasthan on the plains of East Punjab there are believed to be sediments 10,000-12,000 ft. thick and a deep test well is now being drilled here, near Hoshiarpur, by the Oil & Gas Commission. Similar geology exists elsewhere in the foothills of the Outer Himalaya, while the western portion appears to be an eastern extension of the West Pakistan oil province. At Jawalamukhi, in a main structure about 20 miles long and 10 miles wide, a test-well indicated encouraging horizons for gas and oil at about 6,000 ft. and methane at moderate pressure at 2,500 ft. Aeromagnetic surveys over 100,000 sq. miles of the Ganges basin give an encouraging picture, while in the Bengal basin, occupied by the Ganges delta and the Brahmaputra, gas shows have been recorded in Tripura near East Pakistan. Aeromagnetic surveys over 70,000 sq. miles in West Bengal followed by geophysical ground survey, have indicated sedimentary rocks and drilling has confirmed the presence of marine and other sandstones, shales and fossiliferous limestone.

In all this, the test drilling now being done by Stanvac and by the Indian Government amounts to less than a dozen wells. Except in Assam, the threshold of exploration has, as yet, barely been crossed and a vast amount of detailed work is waiting to be done. The search must be greatly speeded-up if hopes of self-sufficiency in oil are to be justified.



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"PAKISTAN'S OIL SEARCH NOT TOO WELL"

THE SEARCH FOR OIL NOW BEING CARRIED ON IN PAKISTAN BY EIGHT COMPANIES IS NOT GOING TOO WELL. SEVERAL OF THE NINE NEW TESTS BEGUN LAST YEAR HAVE NOW BEEN GIVEN UP AND THIS FOLLOWS THE ABANDONMENT LAST YEAR OF NO LESS THAN FOURTEEN WELLS AT VARIOUS DEPTHS, A NUMBER DEEPER THAN 10,000 FT. The only recent discovery has been, once more, natural gas, at Chhatak in East Pakistan. Despite this discouraging experience, the Pakistan Government has chosen to make the rules governing new exploration stricter and costlier than before.

The time allowed, including renewals at the Government's discretion, is cut from six to four years for exploration (surface work) licences, and from five to four for prospecting licences (required for drilling). Annual payments for exploration licence areas have been raised from Rs. 100 per 100 square miles to Rs. 10 per square mile for the first year (Rupee = 1s. 6d.) 20 for the second, 40 for the third and 80 for the fourth, and the minimum required investment is raised from Rs. 5,000 per 100 square miles to 250 per square mile in the exploration period and from 50,000 per 100 square miles to 2,500 per square mile in the prospecting stage, in which drilling must now start within a year of taking out the licence. The Government may now require the royalty of 12½ per cent to be paid in kind instead of cash—a provision in line with modern trends. These more stringent regulations are designed to foster the diligence of newcomers, but applied in this relatively unproven territory are hardly likely to increase their numbers.

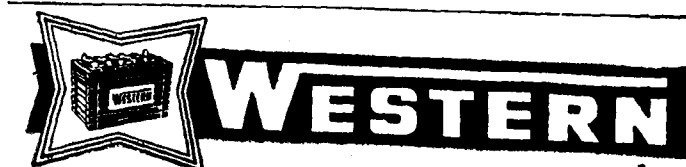
Existing explorers will not be affected until their licences expire, but their experience has not been very encouraging so far. One of the present licensees, Hunt International, although continuing survey work, is moving its drilling rig to Libya, following abandonment of its wells at Lakhra, Phulij and Bhadra, all in West Pakistan. Stanvac, which drilled two 10,000 ft. dry holes last year, is now drilling again at Mari, south-east of Sui, where some gas was found by Mari Nos. 1 and 2. But this company is now concentrating its efforts in the East wing of the country, where it has acquired additional acreage in the north near the Sylhet and Chhatak gasfields. Pakistan Shell, too, is transferring a rig for drilling in this area, in the region of the Assam oilfields in India, but will drill a second well at Karampur in the Multan district in West Pakistan—the first found very viscous bitumen—where it has taken up an additional 3,000 square miles of territory, surrendering at the same time 6,000 square miles further south. On the fringe of the Sulaiman Mountains, 80 miles south-west of Dera Ismail Khan, Pakistan Petroleum (Burmah Oil) and Pakistan Oilfields (Attock Oil) will spud-in before the end of this year at Domanda, a very difficult location where 300 men are working on access facilities. Another joint-venture by these two companies, further north near their producing fields, is Karsal No. 3, Karsal No. 1 having made an

unassessed discovery which Karsal No. 2 failed to confirm. Also in the north, Pakistan Oilfields has itself started two new wells. Near the Sui gasfield in Baluchistan Pakistan Petroleum is still drilling at Kandhkot, and in the south, in conjunction with Tide-water, it is drilling Karachi No. 2; the first well yielded no oil or commercial gas but justified a second try.

Pakistan capital is participating in all the exploration mentioned above, the government and/or private capital having between 25 and 30 per cent interest.

Production of oil in Pakistan in 1958 was 1,988,000 barrels or 279,700 tons, an increase of 3.3 per cent over 1957, but all from old fields in the Potwar Basin in the north of West Pakistan. Total consumption of petroleum products was a fraction lower last year, at 1,810,000 tons, and measures have been taken by the Government to reduce it by 10 per cent this year to save foreign exchange, since 86 per cent of supplies must be imported. Recently, the import and assembly of large cars was halted. With effect from 1st August 1959 the Government has revised the pricing of petroleum products and the oil marketers will get a lower return for their products. No change will, however, be made in selling prices. The difference is being taken by the Government for development purposes.

A bright spot in the economy is natural gas. Output from the Sui gasfield continues to rise even after last year's increase of 28.4 per cent to 15,200 million cubic feet, when natural gas from the Dhulian oilfield went up 15 per cent to 4,000 million cubic feet. The possibility of exporting liquefied Sui gas to Far Eastern markets, including Japan, is now being studied by Constock International Methane, following favourable preliminary enquiries, and another project under study by Constock, in conjunction with Burmah Oil, is the production of carbon black at Sui, also for export.



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Amendments to Madras Motor Vehicles Rules

Several amendments to the Motor Vehicles Rules have been published by the Government in their G. O. Ms. No. 2629 of the Home Department dated 15th September 59. These amendments state the new Rules regarding registration of Government vehicles, exemption of Central Government vehicles etc. Other amendments include :

For Rule 67, the following rule shall be substituted, namely—

Registration fee

" 67. *Registration fee* : Save as provided in Rule 68, the fee payable in respect of registration shall be—

	Rs.
(i) For a motor cycle below 3½ horse-power or an invalid carriage ...	4
(ii) For any other motor cycle or a motor cycle with a side car ...	8
(iii) For a light motor vehicle ...	16
(iv) For a medium motor vehicle, heavy motor vehicle or an articulated vehicle ...	32

- (v) For a trailer the R.L.W. of which— Rs.
 (a) does not exceed 1,700 lb. ... 4
 (b) exceeds 1,700 lb. ... 16
 (vi) For temporary registration ... 2

(5) After Rule 70, the following rules shall be inserted, namely—

Alteration in Notice Forms

" 70-A. *Alterations—Notice of—Form* : The notice to the registering authority under clause (a) of Sub-section (i) of Section 32 shall be in form NAMV and it shall be sent in duplicate by registered post. The registering authority shall return a copy of the notice signifying its approval or disapproval in Part II thereof.

70-B. *Alteration—Restriction to* : No replacement of the chassis of a vehicle shall be regarded as an alteration under Section 32 and no such replacement shall be made or permitted ;

70-C. *Change of classification* : No alteration involving or likely to involve change in the type or classification of a vehicle shall be regarded as an alteration for the purpose of the proviso to Sub-section (2) of Section 32 of the Act and prior approval of the registering authority shall be obtained for any such alteration.

70-D. *Vehicle to be produced* ;—The registering authority may, before entering in the registration certificate particulars of any alteration or change made in the vehicle, require the owner to produce the vehicle before itself or any other person authorized by it for the purpose of inspection of the alteration or the change made."

(6) After Rule 74, the following rule shall be inserted, namely—

" 74-A. Re-registration vehicles to be produced.—

The registering authority may require the owner to produce the vehicle for the purpose of satisfying itself of the correctness of the particulars contained in the certificate of registration."

(7) In Rule 80, the word " fee " occurring after the word " endorsement " shall be omitted ;

Duplicate Trade Certificates

(8) (a) Rule 92 shall be renumbered as sub-rule (i) of that rule ; and

(b) after sub-rule (i) as so renumbered, the following sub-rules shall be inserted, namely—

" *Duplicate Trade Certificate* :—(ii) If at any time, a trade certificate is lost or destroyed or defected, the holder of the trade certificate shall forthwith intimate the fact in Form T.C.L.D. to the registering authority by whom the certificate was issued or renewed and apply with the prescribed fee for a duplicate certificate. Upon receipt of such an application, the registering authority may, after causing such enquiry as it thinks fit, issue a duplicate certificate in Form T.C. clearly marked " Duplicate " in red ink.

(iii) When a duplicate trade certificate has been issued upon representation that the original trade certificate was lost and the original certificate is subsequently found by the holder, the original certificate shall be surrendered to the authority which issued it."

(9) In Rule 98, for the words " any police officer not below the rank of Sub-Inspector," the words " a registering authority or any person authorized by him or an inspecting officer of Transport Department " shall be substituted ;

(10) In Rule 99, for the words " and shall at the end of the trip be retained for inspection by such police officer as may inspect the register," the words " and shall on demand, be produced to the registering authority or an inspecting officer of the Transport Department who inspects the vehicle in the course of or after the performance of a trip " shall be substituted ;

(11) In Rule 107, for clauses (iii) and (iv), the following clauses shall be substituted, namely—

" (iii) any Inspector or Assistant Inspector of Motor Vehicles ;

or

(iv) any Gazetted Officer of the Transport Department " ;

(12) For Rule 114, the following rule shall be substituted, namely—

" 114. *Duplicate certificate of fitness*.—(i) Where a certificate of fitness is lost or destroyed, or not in the possession of the owner for reasons beyond his control owing to the loss of destruction of or not being in possession of the combined Form or Certificate of Registration and Certificate of fitness ; or

(ii) Where the Form H in the combined Form of Certificate of Registration and Certificate of fitness, is completely written up, becomes soiled, torn or otherwise defaced so as to be illegible ; or

(iii) if a duplicate certificate of fitness has been applied for and obtained ; or

(iv) if any registering authority or any inspecting officer of the Transport Department or any police officer in uniform not below the rank of a Sub-Inspector or any licensing officer appointed under the Madras Motor Vehicles Taxation Act, 1931, considers and serves a notice that the certificate of fitness is completely written up or has become soiled, torn or otherwise defaced so as to be illegible, the registered owner of the vehicle shall forthwith apply with a fee of Rs. 2 to the authority by whom the certificate of fitness was issued or last renewed for the issue of a duplicate certificate of fitness ;

(13) for rule 118, the following rule shall be substituted, namely :—

Provision for Appeal against Order

" 118. Any person aggrieved by any order made by an Inspector or Assistant Inspector of Motor Vehicles in respect of a certificate of fitness may appeal against the order to the Secretary, Regional Transport Authority " ;

(14) after rule 119, the following rule shall be inserted, namely :—

" 119-A. The powers exercisable by a Registering Authority under Sub-section (1) of Section 33 of the Act shall be exercisable also by the following officers namely :—

(1) Any Inspecting Officer of the Transport Department.

(2) Any Police Officer in uniform not below the rank of Sub-Inspector."

A notification also gives details of the new amended form C. R. Tem. under Rule 64 of the Motor Vehicles Rules to be issued by the Registering Authority or the temporary Registering Authority, as the case may be ; details of Form N.R.M.V. relating to notice of alteration to a motor vehicle under Rule 70-A of the M. V. Rules ; details of Form T. O. regarding intima-

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tion of transfer or ownership of motor vehicle, under Rules 71 and 84 of the M. V. Act : details of Form T.C.L.D. for the intimation of loss or destruction of trade certificate and for application for duplicate, under Rules 92 (2) of the M.V. Act.

In the first Schedule, entries of Registration Marks, MDM, MDK, relating to Malabar and South Kanara have been omitted under the amended Rules.



LAMBRETTA DISTRIBUTORS' CONFERENCE : The Automobile Products of India Ltd. recently held the third Lambretta Distributors' Conference at Governor's Pavilion, CCI. Photo taken on the occasion shows, Dr. Cottols, Mr. Doctor, Mr. Deva, Mr. Watsa, Mr. Mathen and Mr. Chidambaram.

DUNLOP SALES CHIEF FETED

To meet Sri H. R. J. Taylor, Sales Manager, Tyres, Dunlop Rubber Co. India, Ltd., Calcutta, a tea party was arranged at the Madras Woodlands Hotel, Bangalore, on the evening of 12th November 1959 by a Committee of Hosts, under the auspices of the Mysore State Lorry Owners' Association, Bangalore. A large gathering, including the members of the staff of the local branch of Dunlops, was present.

After a short address of welcome by Sri V. Ayodhyaraman, President of the Association, Sri Taylor in his speech thanked the members present for having accorded him a warm welcome, and assured the members that he would always be pleased to render any help and assistance. He requested individual members to contact the company where he assured the best of service and co-operation and goodwill.

He explained at length the difficulty now being experienced in training suitable personnel in the highly technical processes involved in the manufacture of special types of tyres and said that it would take some time more to step up production of these tyres. He, however, assured the members that before long, Dunlops would be able to meet the full requirements of members of tyres and tubes and that the present shortage of giant size tyres would go.

Sri P. L. Nagaraj, Secretary, Mysore State Lorry Owners' Association, proposed a vote of thanks. After taking group photographs, the function came to a close.

MOTOR VEHICLE TAX

Readers are reminded that quarterly motor vehicle tax licences will expire on 31st December 1959 ; and fresh tax licences are issued from the middle of December 1959.

REPRESENTATION TO S.T.A.

The Secretary, Madras State Lorry Owners' Association, in a representation to the State Transport Authority, Chepauk, Madras, states that made-up vehicles with public carrier permits in existence should be allowed all effects, subject to a condition that it should be used in our State as a public carrier so that the operators may not be put into any loss in any manner, till its lifetime according to the present instructions. The Association has also represented that made-up goods vehicles registered outside the State should not be allowed to any effect within Madras State and urged that temporary permits to such vehicles should not be issued in future, as the existing assignment of registration mark issued by other States should be honoured in our State.

PRODUCTION OF AUTOMOBILE VEHICLES

In a written reply to a question by Shri Anirudh Sinha in the Lok Sabha, Shri Manubhai Shah, Minister for Industry, stated that 8,080 cars were produced by the different automobile manufacturers during January-September 1959. The number of jeeps and trucks (including buses) produced were 3,942 and 13,672 respectively.

The Minister also gave percentages of indigenous content in the vehicles produced in the country. The percentage ranged from 49.4 in the case of Standard '10' car to 73.4 in the case of Hindustan Ambassador car.

The Directors and other officials of VDO Tachometer Werke, Frankfurt/Main, West Germany recently visited India on a goodwill tour. They were received by Mr. N. Krishnan, Managing Director, International Instruments Private Limited, Bangalore on December 1, at the Meenambakkam Airport, Madras. Photo shows from Left to Right : Mr. P. N. Swaminathan, Mr. Heinz Molloy, Mr. Brossat, Mr. Spies, Mr. S. Narayan, Mrs. Spies, Mr. N. Krishnan, Mrs. Barz and Dr. Barz.



December 1959

We regret to record the death of Sri V. C. Ramalingam Chettiar, Proprietor of Messrs V. C. Ramalingam and Sons, on 10th November at Madras. Born on 5th September 1907, Mr. Ramalingam was a popular figure in Madras trade circles, particularly in the Automobile Line.



These percentages, the minister stated, were worked out by comparing the c.i.f. price of the imported components with the ex-factory cost of the vehicle in the country.

DIESEL FUEL INJECTION EQUIPMENT INDUSTRY

The Government of India's resolution on the Tariff Commission report about the continuance of protection to the diesel fuel injection equipment industry has been published recently.

The Government have accepted the Tariff Commission's main recommendation that protection to the industry should be continued for a further period of four years ending December 31, 1963. The Government have also agreed that the rate of protective duty should be reduced from the existing level of 60 per cent *ad valorem* (standard) to 25 per cent *ad valorem*. The revised rate of duty is being brought into force with immediate effect.

Government have taken note of certain other recommendations of the Commission for assistance to the industry and will take suitable steps to implement them as far as possible.

FEDERATION OF INDIAN A.A.S.

The inaugural meeting of the Federation of Indian Automobile Association was held in New Delhi on 12th November 1959, under the Presidentship of Dr. P. Subbarayan, the Minister of Transport and Communications. A large gathering of officials of the Central Government, delegates from the five automobile associations and many prominent men were present. After the inaugural meeting, guests were entertained to tea by the Automobile Association of Upper India, who were the hosts.

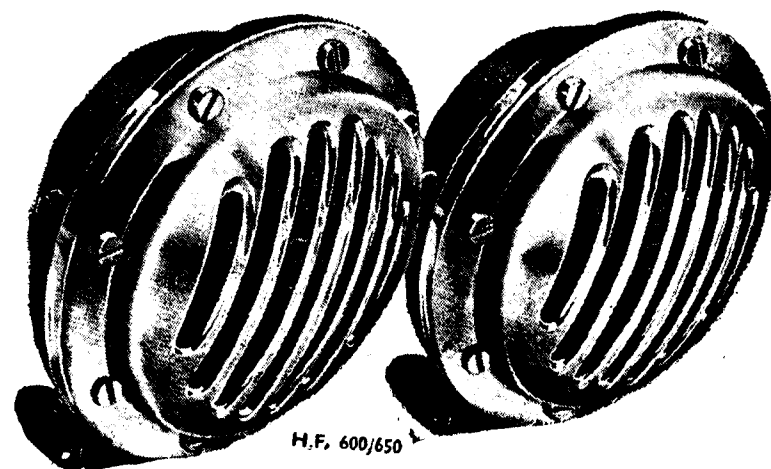
The meeting of the General Body and the meeting of the council will be held in Bombay on the 19th December 1959.

TRAFFIC PROBLEMS IN MADRAS CITY

The Committee of the A.A.S.I. has made a careful study of the traffic problems in Madras City, and has sent a memorandum of 14 pages to the Home Minister, Government of Madras and to the Commissioner of Police, Madras City. In it the Committee has made a review of the different causes of accidents and of traffic congestion, and has made a number of valuable suggestions for improving the flow of traffic and for reducing the number of accidents on the roads.

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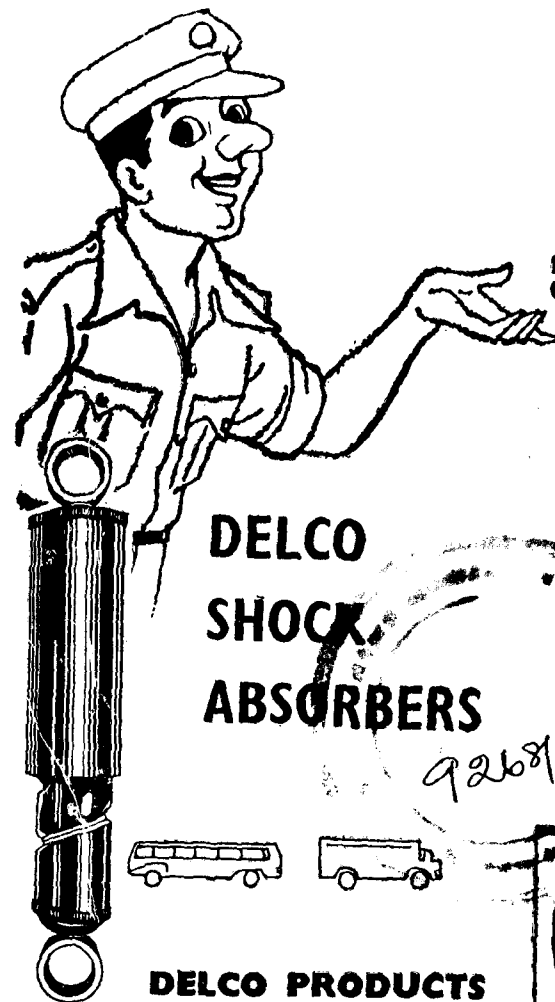
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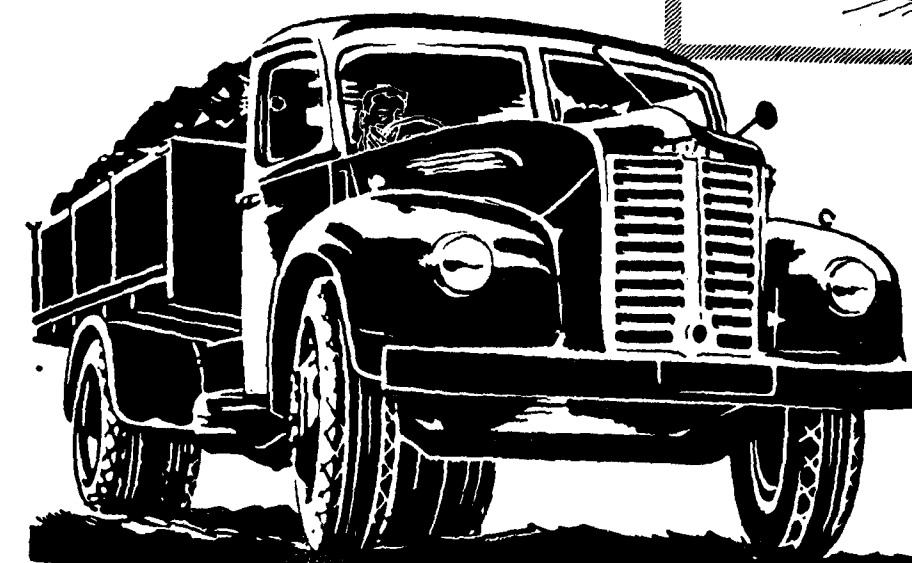
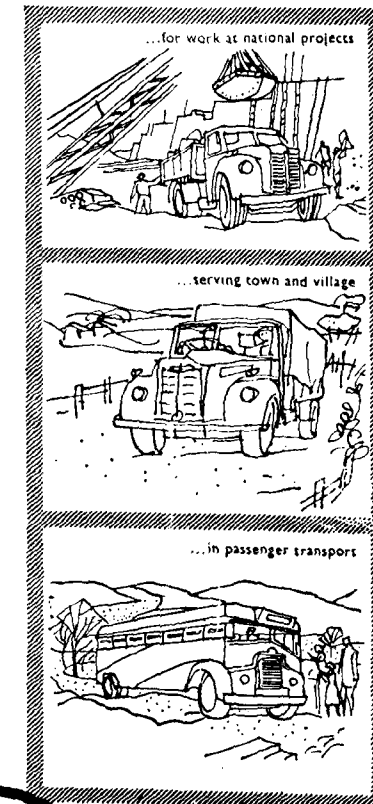
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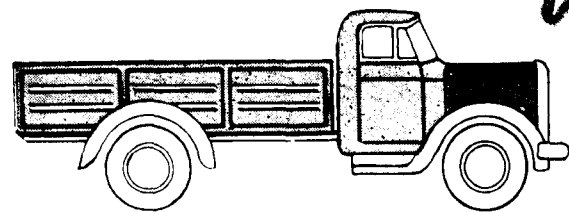


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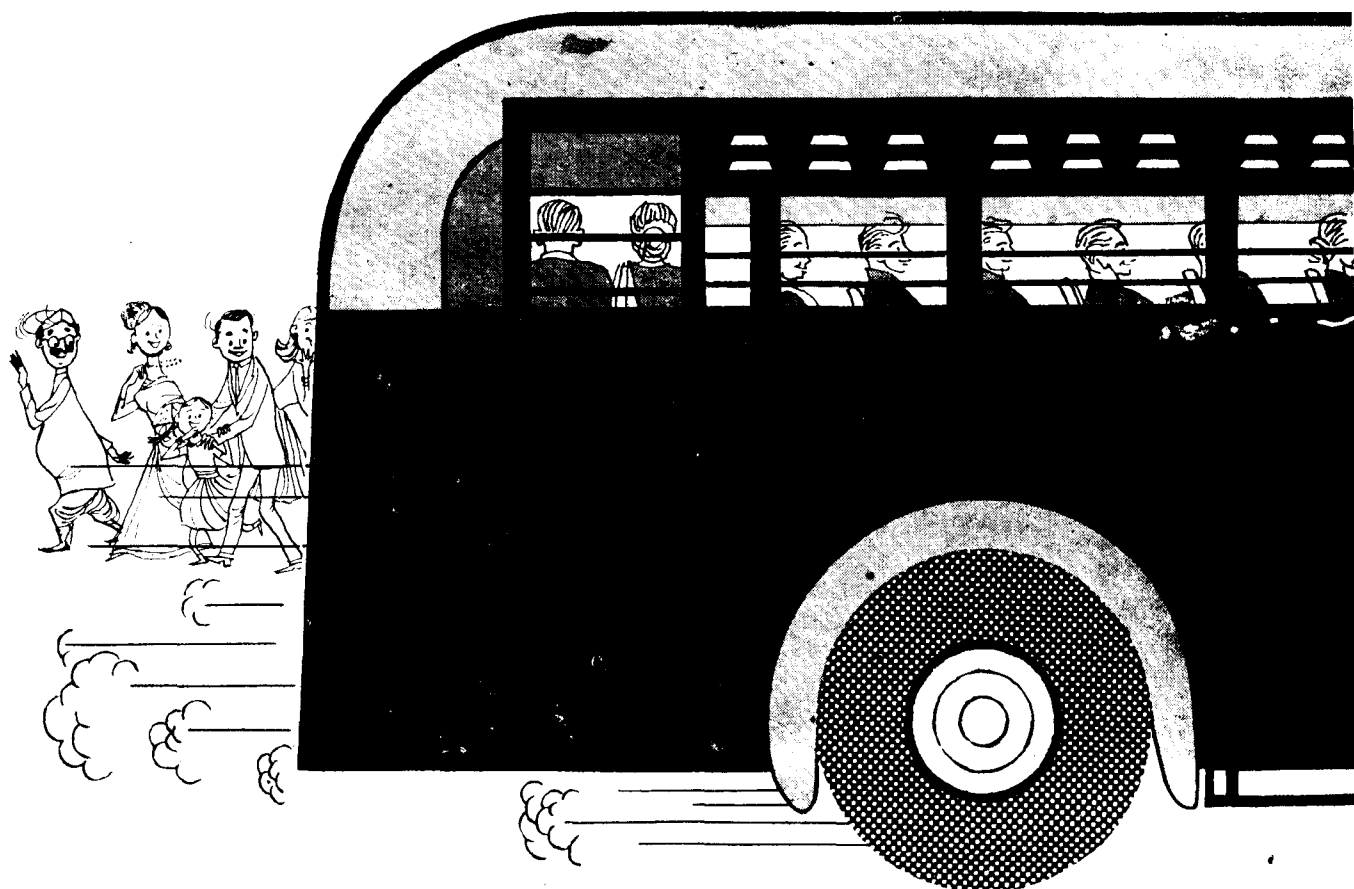
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