

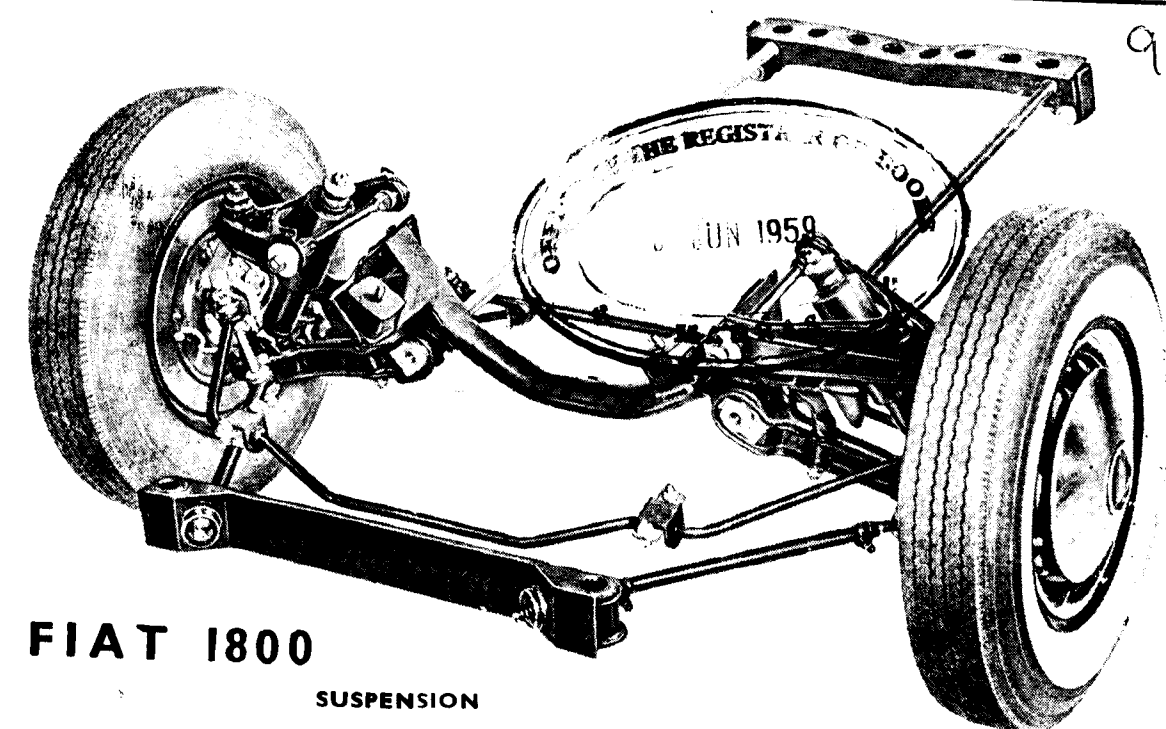
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1951 **MOTORINDIA**

VOLUME 3

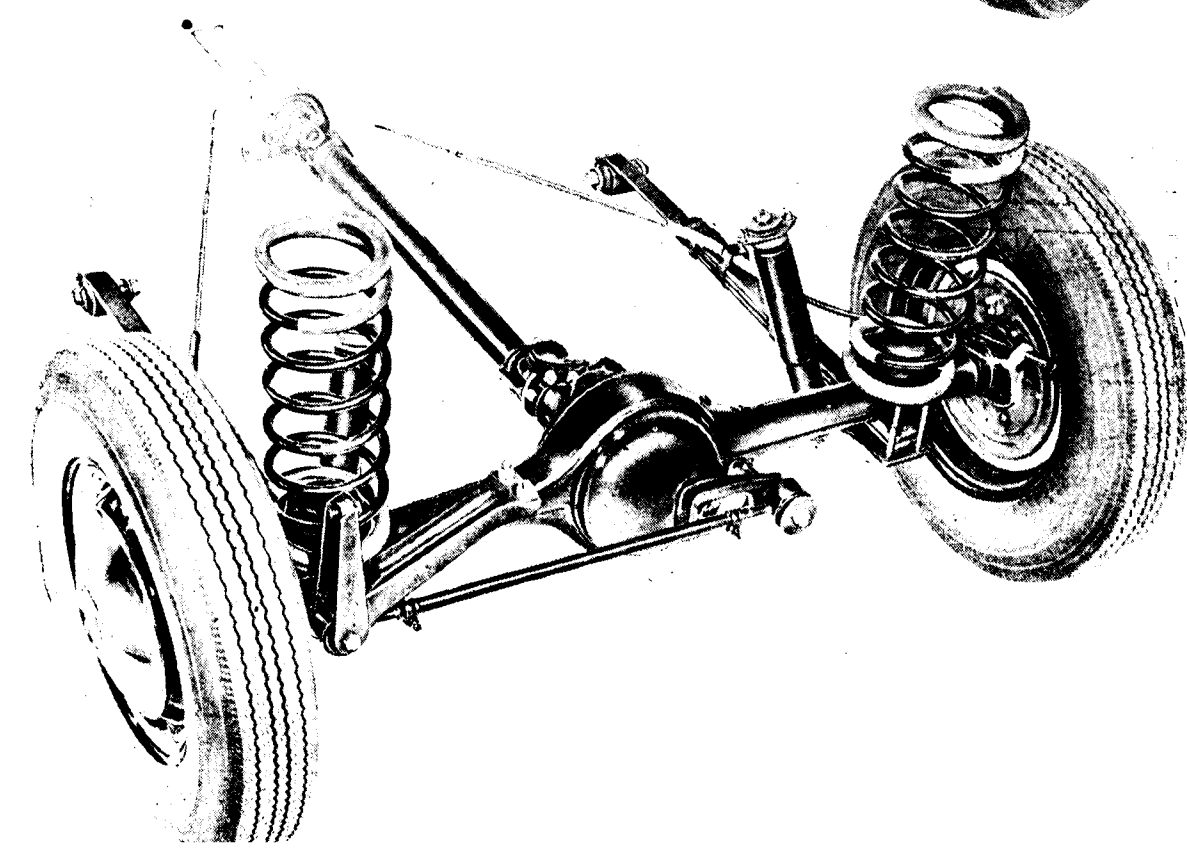
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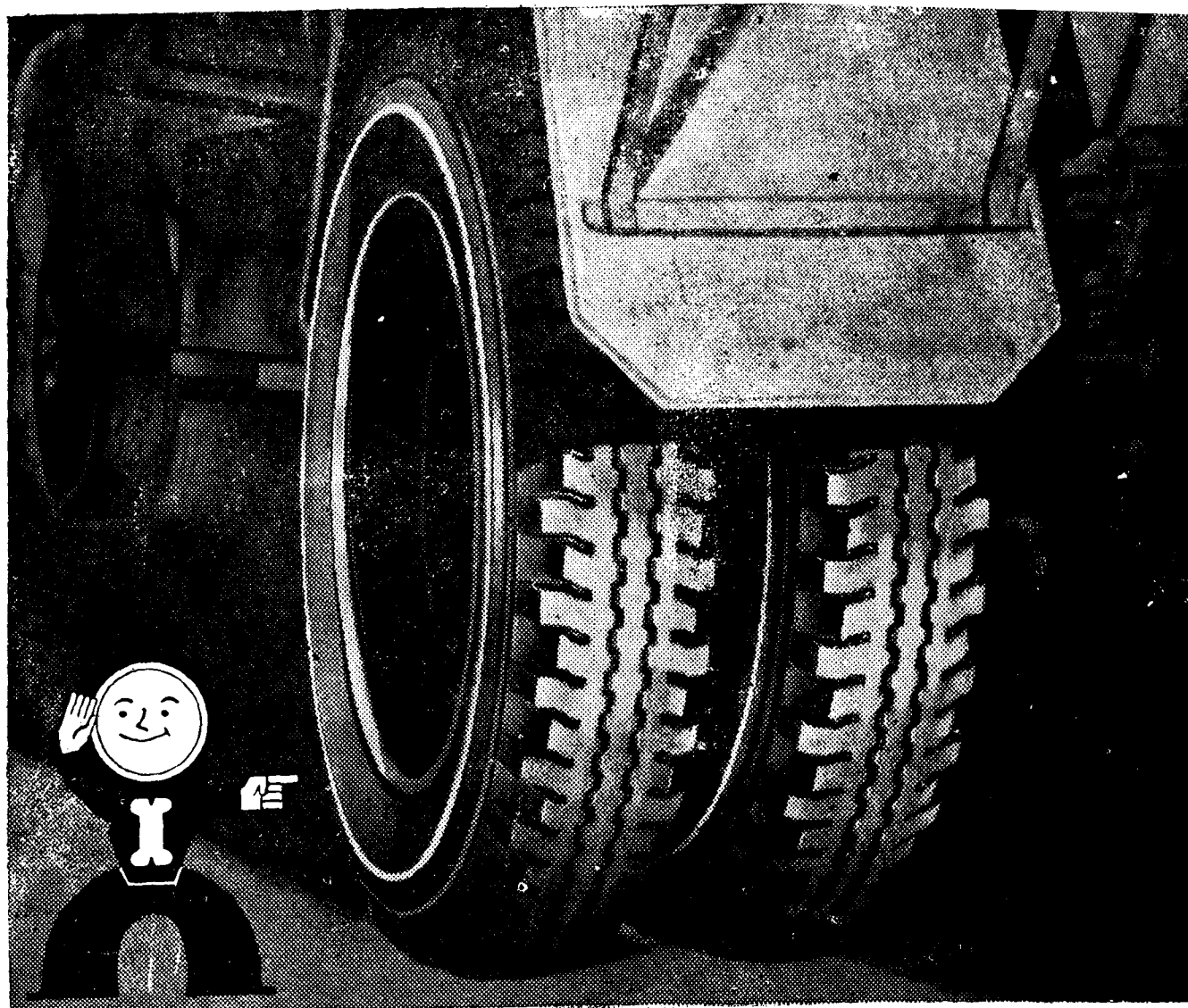
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FIAT 1800

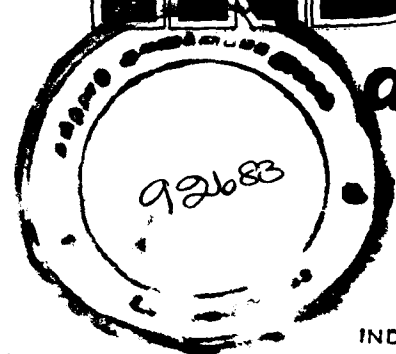
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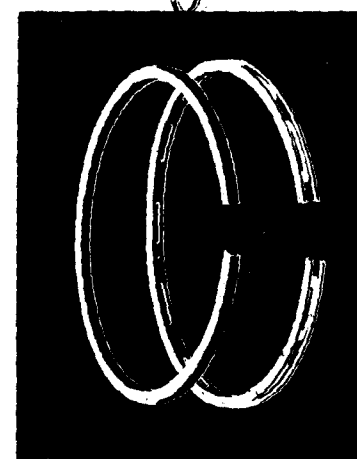


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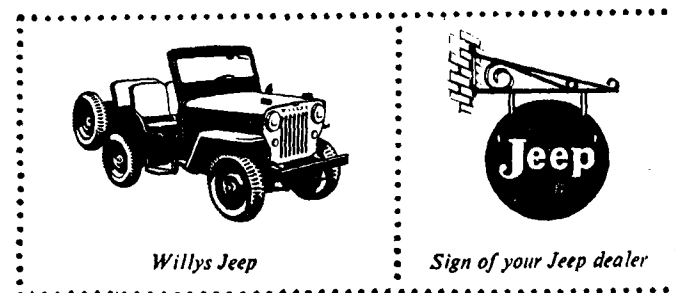
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MOTORINDIA

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April 1959

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Vol. 3

APRIL 1959

No. 9

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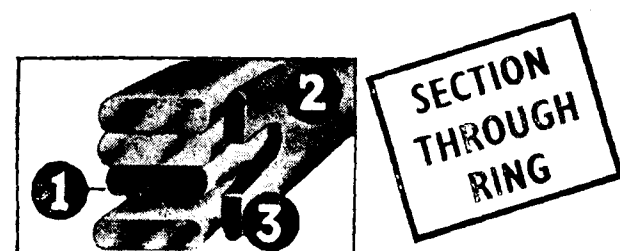


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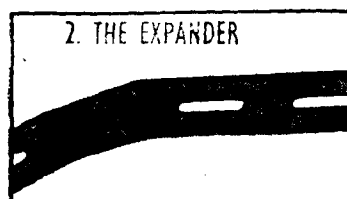
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This member does the vital job of maintaining the rails firmly in contact with both sides of the ring groove.



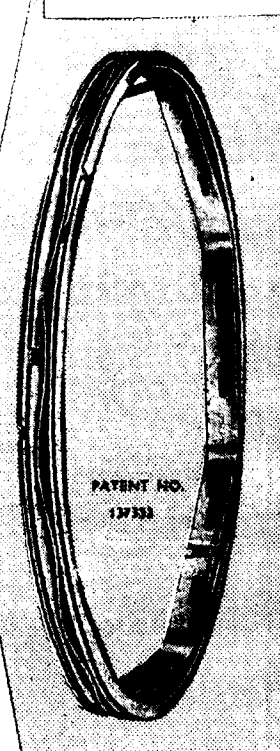
THE EXPANDER
Made from the finest spring steel which will not lose its temper under working conditions in any engine.



THE RAILS
This magnified cross-sectional view of one of the rails, forming part of a Duaflex ring, shows the radiused wiping surface which has no sharp corners or cutting edge to cause bore wear.

Duaflex is the most successful oil control ring yet produced. The rails of the Duaflex ring are harder than the steel used for conventional rings, yet their rounded edges cause less bore wear as they do not scrape but wipe away oil from the cylinder walls. The steel expander maintains even outward pressure throughout the stroke, centralising the piston and giving a quieter engine. The crimped spring keeps the rails in perfect contact with the ring groove.

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4

MOTORINDIA

April 1959

editorial

ROAD TRANSPORT

"Misfortune never comes single," is an old saying. But in the context of current affairs in regard to transport in this country, it looks as if troubles to Road Transport never come single.

Closely following the threat thrown out by the railways, which form one of the four forms of inland transport in this country, against another form of transport, viz., Road Transport, came the Finance Minister's decision to increase the levies on Diesel Oil and Tyres. When the Road Transport industry is just wondering as to what extent these will affect its contribution to the country's progress, two more orders have come, in the State of Madras, which seek to restrict the movement of goods transport. We refer to the recent ban on lorries plying between midnight to 4 a.m. anywhere in the State and to the other order restricting movement of lorries during peak hours in the morning as well as in the afternoon in the Mount Road proper. These have hit the lorry traffic and the movement of goods to such an extent that protests have been raised in the Press and platform, not to speak of representations made by various organisations interested in the smooth flow of Road Transport. Even the Madras Trades Association, whose conservative outlook and non-interference in most matters of controversy is wellknown, has been forced to draw the attention of the Government to the implications of the Government order and the hardships that this ban may cause for numerous business houses whom are situated mostly on the Mount Road area.

The night lorry ban seems to have no parallel anywhere in the world; we wonder whether the implications of the ban have been analysed deep enough before the order was issued. Accidents involving lorries have increased since. If lorries can create accidents during night hours on roads which are practically deserted throughout the length and breadth of the State, one can well visualize what is in store when their running hours are compressed in such a way that they are forced to travel always along other forms of transport and in busy hours of the day.

The main and logical argument against lorries plying in the nights comes from the deadly and powerful lights that these vehicles throw on the traffic opposite. Lorries have their lights at a higher level which is exactly the eye level of the driver who sits in the ordinary private car opposite. The modern automobile is fixed with headlamps that are much more powerful than before. If something tangible can be done to restrict or regulate the light of the headlamps, that will go a long way in eliminating direct glare and so night accidents. We feel that Government should analyse the various points involved and remove the ban as early as possible so that the flow of goods can go on smoothly and without hindrance to trade and commerce.

April 1959
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MOTORINDIA

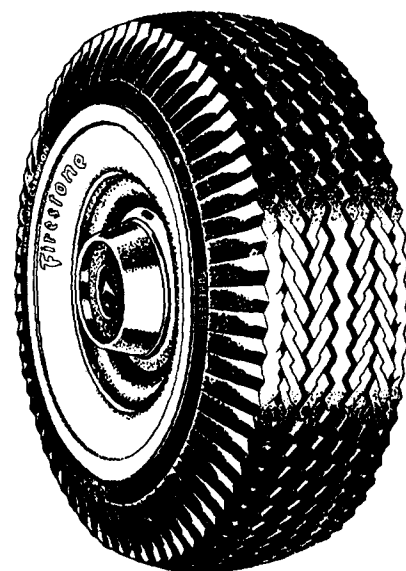
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Jimmy Bryan, winner of the world-famous 'Indianapolis' 500-mile race, paid a glowing tribute to Firestone tyres, which stood up so well to a speed of 180 miles an hour, subjected to brutal pounding, twisting and grinding on this exacting race track. You, too, can have this same safety and dependability because the Firestone tyres for your car are built with the same safety construction features as racing tyres. Firestone tyres are Safety-Proved by performance.

Firestone

New DeLuxe Champion
TUBELESS OR WITH TUBE



MOTORINDIA

April 1959

THE GENEVA SHOW

Many Improvements to Current Models

Apart from the Italian star exhibits, the Fiat 1800 and 2,100, Lancia introduced the third series Appia sedan to consolidate the position of this small quality model. The front was restyled with a new wide grille bringing it more into line with the appearance of the big Flaminia and power of the 1090 c.c. V-4 engine was raised from 43.5 two 48 b.h.p. which the manufacturers say gives a maximum speed of 82 m.p.h. The brakes now have to leading shoes and smaller wheels with tyres 155 x 14 have helped to lower the centre of gravity. Body changes have increased the head room, while the seats are slightly wider. Rear wings have been changed to include tail lamps like those on the Flaminia and the bumpers are also new.

Alfa Romeo who are rumoured to be working on a 6-cylinder engine to go in the 2,000 sedan and convertible produced a mystery exhibit in the form of a light sports chassis with 32 litre 6-cylinder engine with twin overhead camshafts based on that of the old Disco Volante, clothed in a new sport Spyder body by Farina but whether this was a stop gap of a direct forerunner of a new production model was not clear at the time of writing. Farina have also been making improvements to the line of the Fiat 1500 Sports Coupe while Fiat are proceeding with development of the chassis and its twin camshaft engine. There is also a new Fiat 1100 roadster for which Farina is building the body.

There are persistent rumours of a new small Peugeot to replace the ageing 203 and those who claim to be in the know have even named it the 103 but Peugeot have denied any early intention of dropping the 203 and to reinforce the denial they have improved its equipment, with electric clock, thermometer, arm rest for the driver and better sound insulation. All models can now have a thermostatically controlled fan driven by an electro-

magnetic clutch which is disconnected when not required so as to reduce noise and improve fuel consumption. It is said to increase maximum speed by 2 m.p.h. and give an extra 3 m.p.g. in favourable conditions.

Britain had the biggest display of new and improved models not hitherto seen in a motor show with the Austin A.55, MG Magnette and Wolseley 15/60 from the BMC. together with the restyled Vauxhall Victor and the improved Ford Consul, Zephyr and Zodiac.

From Germany N.S.U. brought a new version of the little Prince sedan fitted with the sports engine giving 30 b.h.p. from 583 c.c. a power increase of 50 per cent which combined with an entirely new 4-speed all synchromesh gearbox should make this a very lively small car indeed.

Czechoslovakia is now opening an increased sales drive in Western markets with improved versions of the small Skoda called the Octavia, Octavia Super and Felicia. The Octavia sedan with the 1100 c.c. engine has a neater front grille, new tail lamps, new instrument panel, safety steering wheel with recessed centre and horn ring and more comfortable seats. The makers claim 78 m.p.h. and 40 miles Imperial gallon.

The same car becomes the Octavia Super when fitted with the 1221 cc. engine giving 47 b.h.p. which is said to raise maximum speed to 81 m.p.h. and give improved acceleration. Both engines can have a compression of 8:1 instead of 7:1 for export giving still better performance.

The Felicia convertible is externally unchanged but now has a sports version of the 1100 motor with two carburettors and 8.4:1 compression which raises power to 54 b.h.p. SAE. Maximum speed is said to be 87 m.p.h. Michelotti has designed a detachable hard top

which is being produced for this model by Ghia-Aigle.

All three models have a new front suspension with wishbones, coil, springs, telescopic dampers and anti-roll bar instead of the previous transverse leaf spring and the front end of the chassis is detachable for easy repair. The transverse leaf spring is retained at the rear but a helper leaf now gives it variable flexibility.

SKODA ENGINES

Octavia : 4 cyl. o.h.v. 68 x 75 m.m. 1089 c.c. Compression ratio 7:1 43 b.h.p. SAE at 4,600 r.p.m. Max. gross torque 50.5 lb. ft. at 2,800 r.p.m.

Felicia : Same with 8.4:1 compression and twin carburettors 53 b.h.p. at 5,750 r.p.m. 54.2 lb. ft. at 3,500 r.p.m.

Octavia Super : 4 cyl. o.h.v. 72 x 75 m.m. 1221 c.c. Compression ratio 7:1. 47 b.h.p. at 4,600 r.p.m. 62 lb. ft. at 2,500 r.p.m.

Auto Union introduced a new 1000 sedan with four doors, a comparative rarity in Germany. Main pressings are the same as on the two-door model and all doors are hung on the centre pillars, the front ones opening at the forward edge.

Among the sports cars, both Jaguar and Berkeley had cars with increased power at Geneva. The XX 150S Jaguar with specially modified engine is now available as convertible and fixed head coupe in addition to the roadster already announced. It has a compression ratio of 9 to 1 and three S.U. HD-8 carburettors instead of the normal 2. It produces 250 b.h.p. at 5,500 against 190 from the standard engine or 210 from the Special Equipment model.

In addition to their three cylinder two-stroke front drive models of 492 c.c. Berkeley have introduced two much more powerful versions of the roadster powered by a Royal

April 1959

M-3

MOTORINDIA

7



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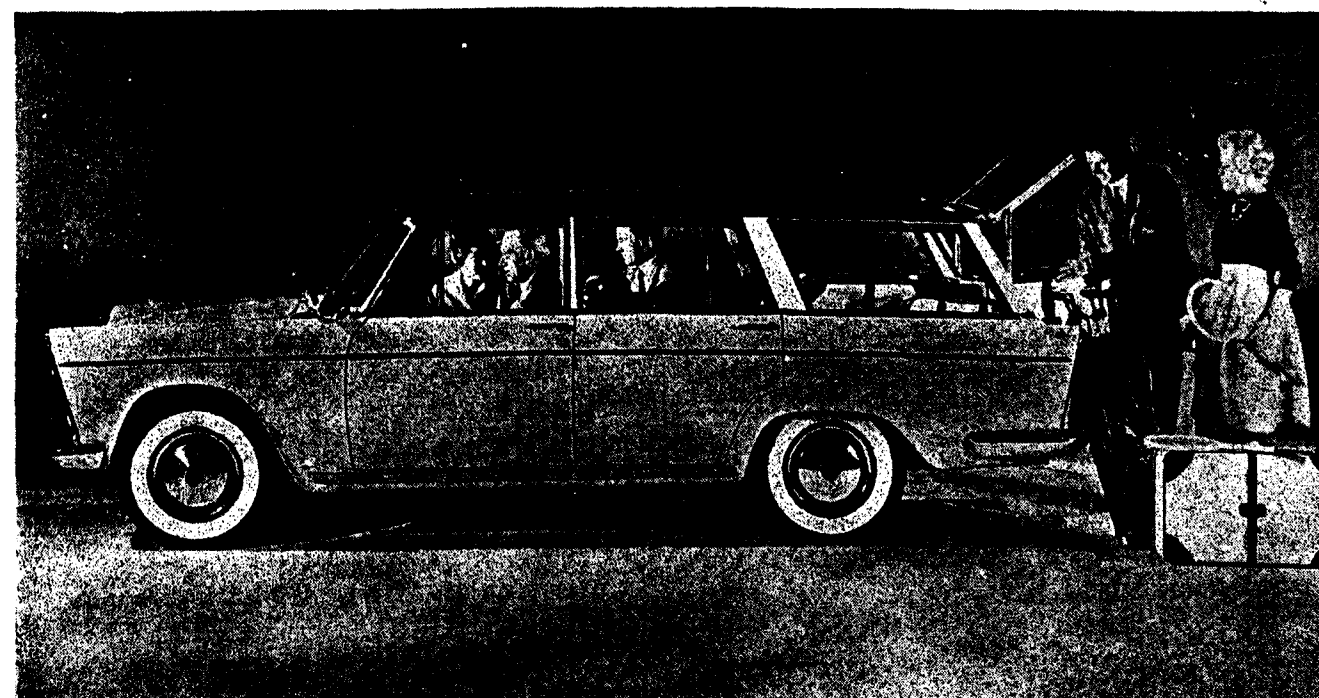
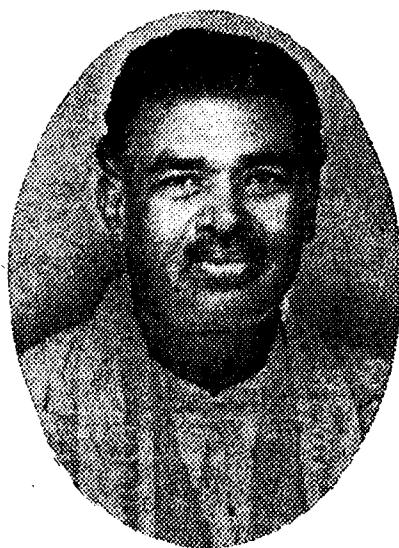


The late Sri G. N. Chakrapani Chetty of Messrs. G. N. Chakrapani & Sons, who passed away recently at the ripe old age of 76.

Enfield twin engine of 692 c.c. In standard form this gives 40 b.h.p. an increase of 33 per cent over the power of the 3-cylinder model. But there is also a hotter version with the Royal Enfield Constellation engine tuned to give 50 b.h.p. This will give the tiny Berkeley the astonishing power to weight ratio of 160 b.h.p. per long ton and should produce a phenomenal performance.

The front end body moulding has been redesigned to accommodate the new larger engine and the front wings have been restyled to take headlamps conventionally mounted in their very extremities instead of being set back under plastic windows.

The late Sri S. G. Jayaraja Nadar of the wellknown firm of Messrs. S. G. Jayaraj Nadar & Sons and allied concerns, whose death was reported in these columns recently.



The Fiat 1,800 Station Wagon just introduced in European markets is called the "Familiare"

ITALY'S NEW MEDIUM SIZED CAR—FIAT 1,800 AND FIAT 2,100

Entirely new 6-cylinder car with choice of two engine sizes

FROM GORDON WILKINS

The new Fiat is that rare thing nowadays, a new car right through body structure, engine, transmission, suspension and brakes. It is called the Fiat 1,800 and 2,100 according to the size of engine, the big engine being the main line for export. It is a fast 6-cylinder quality model imaginatively equipped with up to the minute styling replacing the 4-cylinder 1400 and 1900. It has the angular lines which Italian coachbuilders have popularised an entirely new engine with hemispherical combustion chambers, new 4-speed all synchromesh gearbox, new front suspension by torsion bars, brakes with light alloy drums and a clever new anti-skid device.

Product of one of Europe's biggest industrial groups with over 80,000 employees producing iron and steel, jet fighters, locomotives,

marine engines, street cars, machine tools, refrigerators washing machines besides cars, trucks and buses; the new model marks Fiat's 60th year of car building. Prototypes have been running for over three years and have been tested in all types of climate from Africa to Sweden. Body styles are sedan and station wagon plus a de luxe 2,100 with more room which will go into limited production for V.I.P.s. Body lines were developed in Fiat's own styling division by Boano Junior, son of the former independent coachbuilder who did some dream cars for Ford of Detroit. Before the design was finalised Farina was consulted and devised refinements to line and equipment particularly on the station wagon. General line and hard edged style are close to those Farina has made familiar in his work for

Lancia and the British Motor Corporation but the front end echoes Chrysler Group styling especially on the special 2,100 which has four head lamps. The large grille takes air to the radiator, brake cooling ducts and heater. Most exterior bright work is rust proof, stainless steel or aluminium alloy. Flashing indicators are built into the grille, side moulding and rear wings. Parking lamps are in grille and waist moulding. Fog lamps and reversing lamps are also provided.

The unit structure is entirely new. The trunk lid opening is fairly shallow, stopping short above the number plate to increase torsional stiffness. Front suspension by torsion bars is generally similar to that originated on the Morris Minor and later adopted by Chrysler. A single lower arm is splined to



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OUR GENUINE PRODUCTS FOR GUARANTEED
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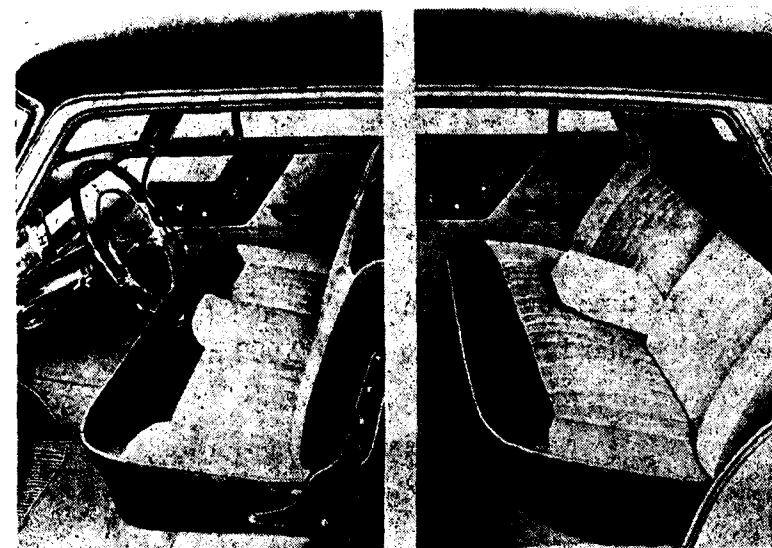
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THE STANDARD RUBBER MOULDING CO

4-C PURSHOTHAM BUILDING

Gram : BUSHRING

TRIBHUVAN ROAD, BOMBAY 4



A comfortable interior of 5-6 seats is what the Fiat 1800 offers the motorist.

the torsion bar and a light diagonal tie rod takes the braking effort. Above is a simple pressed steel wishbone. Ball joints act as steering pivots and there is an anti-roll bar.

Rear suspension is developed from the Fiat 1400 system using coil springs. The axle is located on trailing arms which are like quarter elliptic springs in reverse, smoothing out drive and braking impulses on the way to the body. Lateral location used to be by a torsion bar with its middle clamped to the axle and its ends fixed to the frame but is now by a special kind of Panhard rod which fixes the rear roll centre exactly. It is attached to the axle via a rubber bush which is perforated to give slight lateral play but firm vertical location. An additional refinement is a pad over the differential which makes contact with a rubber buffer on the frame to prevent the nose of the axle lifting under violent acceleration.

The engine is a highly efficient unit with compression ratio of 8.8:1. The two versions differ only in bore size, the smaller one being chiefly for the home market and other countries where taxation is based on engine size. Dimensions are :

1800 : 6-cylinder 72 x 75.5 mm.
1795 c.c. 85 b.h.p. SAE (47.4 b.h.p./litre).

2100 : 6-cylinder 77 x 73.5 mm.
2054 c.c. 95 b.h.p. SAE (46.3 b.h.p./litre).

5-cylinder manifolds. The 6-branch exhaust is on the opposite side of the engine and there is no heating of the inlet manifold. So for cold weather an extension pipe from the carburettor air cleaner picks up warm air in the region of the exhaust manifold.

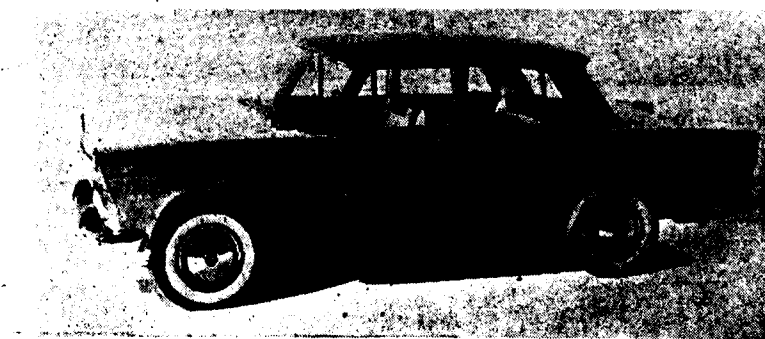
The five-bearing crankshaft well counter-balanced and with a torsional vibration damper, allows (the engine to run smoothly upto 6,000 r.p.m. A hollow light alloy fan pulley acts as a centrifugal oil filter as on the Fiat 500. There is also an external renewable filter of the normal type. The five-bladed fan is moulded in flexible plastic, the distributor has vacuum and centrifugal control and the plugs have waterproofed moulded covers incorporating radio suppressers. The starter with solenoid engagement is shielded from exhaust heat. Clutch housing is in light alloy and the gearbox is inverted with a closed top, the bottom face being sealed by a finned light alloy casting which forms a shallow oil sump. The propeller shaft is in two sections to cut down the size of the tunnel and ensure smooth running at high speeds.

Clutch and brakes are hydraulically operated from pendant pedals. Brakes, with two leading shoes at the front have radially finned aluminium drums with iron liners. Front brakes have the Baldwin booster, a simple hydraulic device which multiplies pedal effort during hard braking. The rear brake circuit contains a brilliantly simple anti-skid device which acts like a booster in reverse. During hard braking pressure in the rear lines rises much less steeply than in front thus minimising the tendency for the rear

The shallow iron block ends level with the crankshaft centre line, the crank case being completed by a deep steel sump. The light alloy cylinder head has fully machined combustion chambers of modified hemispherical form made up from section of four spheres. It has been given the name of "polyspherical" which may lead to confusion with the low cost Chrysler units which have a single rocker shaft. Fiat use push rods and two rocker shafts but valves are at a fairly narrow angle and the exhaust is slightly offset to allow room for the plug at the side. This gives a compact rocker box and eliminates the oil sealing problems experienced with a central plug.

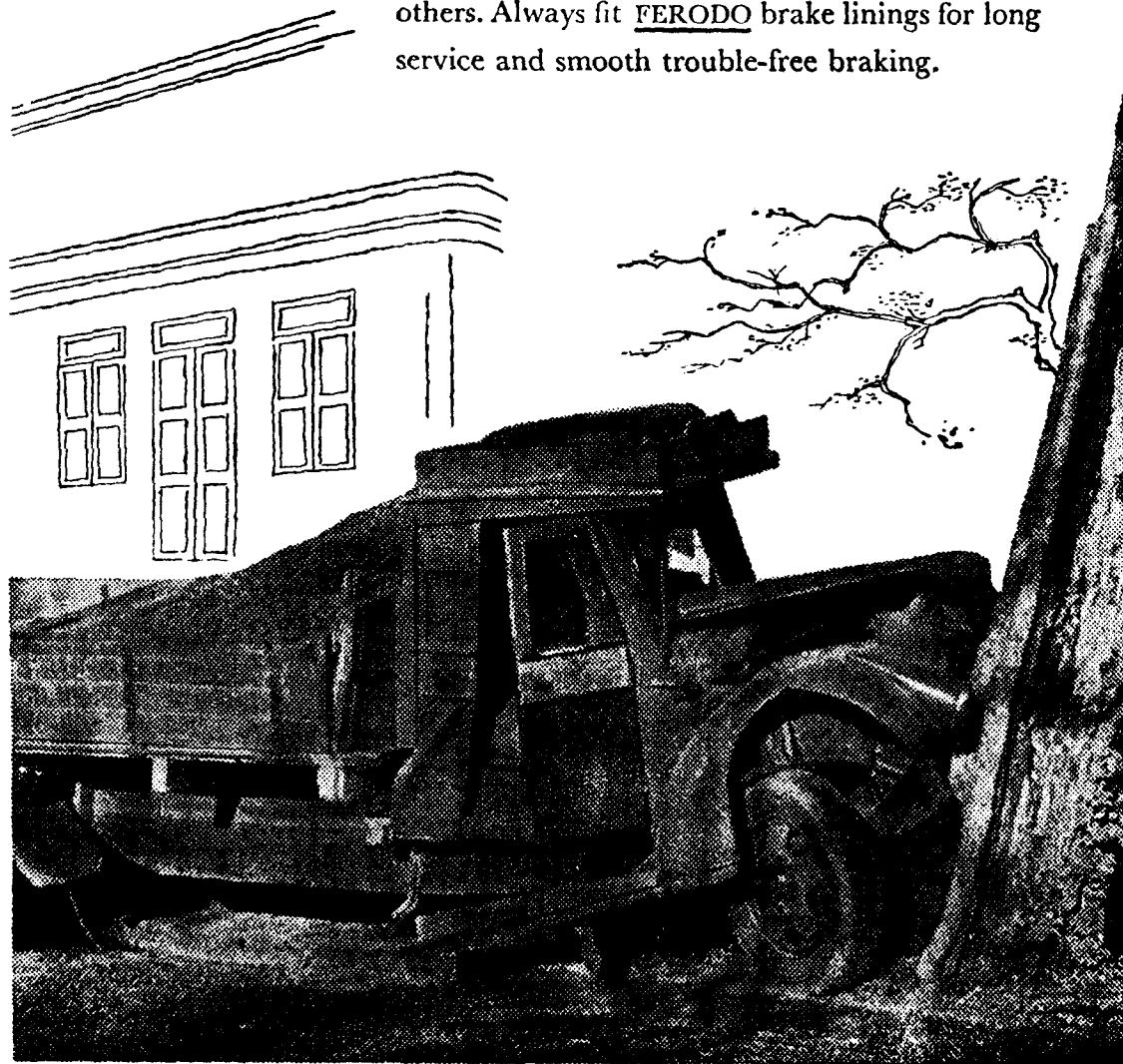
The twin choke down draught carburettor is mounted transversely on a cast aluminium distribution box with internal compartment dividing the gas flow to two separate

A view of the new Fiat 1800 now introduced in the European markets.



are you sure you can stop in time ?

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



AM&FM

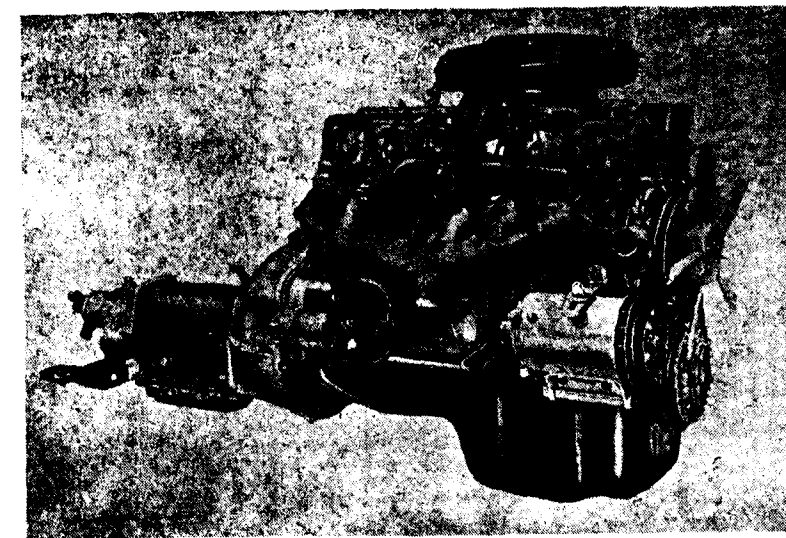
Manufacturers in India:
ASBESTOS, MAGNESIA & FRICTION MATERIALS LIMITED
(Turner & Newall Ltd.)
(Incorporated with limited liability
in England)
CALCUTTA - BOMBAY - MADRAS

wheels to lock in an emergency. The harder you brake, the more the braking effort is concentrated on the front wheels, which is as it should be.

New Fiat on the road

Doors are wide with arm rests on each. They have the same Wilmot Breeden zero-torque door locks as on the new BMC cars but made under licence in Italy. Bench seats at the front and rear are finished in two tone plastic. The two spoke safety wheel with horn ring and dropped centre is neatly faired into the fascia. Below it are gear lever and triggers for head lamps and direction indicators. Front seat back rest is in two halves each separately adjustable down to full recline by the Reutter system. The cowed instrument panel contains ribbon type speedometer, oil pressure gauge, thermometer, clock with seconds hand, ammeter and fuel gauge with reserve warning lamp. The heater-ventilation system has one fan at the front and another at the rear which demists the rear window. Driver and front passenger have separate fresh air controls. Among items not usually found are warning lamps to show if side lamps or hand brake are left on electrically retractable radio aerial and hood release inside a lockable glove box which also has an interior light. The hand brake twists to release, the ignition key works the starter, the pedals as on all Fiats are perfectly arranged for heel and toe work on brake and throttle and the steering column gear shift works sweetly.

The new engine is great. It revs as sweetly as a turbine and is quiet at all speeds. I had short runs on both the 1,800 and 2,100 rushing up the hills outside Turin against a back drop of the snow covered Alps glistening in the winter



The Fiat 1800 has a four-stroke six-cylinder engine

sunshine. Both are lively but the 2,100 has a really surprising ability to storm up steep hills in top with a full load. Because of the deep windows you seem to sit high in the car looking down on the short low bonnet with an excellent view all round and a sight of all four wings. Head room is good in front and up to average current standards in the rear. Seating is generously proportioned for four except that rear leg room is not exceptional. The car will take five but I would not rate it as a six seater.

The ride over cobbles, pot holes and tram lines is absolutely smooth and level with no sign of pitch and very little roll on corners. Road noise is low but there was some whine from the indirect gears. An indi-

cated 60 m.p.h. is possible in 3rd gear without pressing to the limit. Fiat claim the maximum for the 1800 is 87 m.p.h. and for the 2,100 93 m.p.h. Their figures for steady speed fuel consumption are (in miles imp. gal.)

	1800	2100
40 mph. ...	31	30
55 mph. ...	27½	27
68 mph. ...	23	22½

Kerb weight is 2530 lb.

Hard driving with a full load down a steep mountain road produced no sign of brake fade. First impression rates this as a well balanced fast, highly roadworthy addition to Europe's medium sized cars. I look forward to getting to know it better.

Spare parts

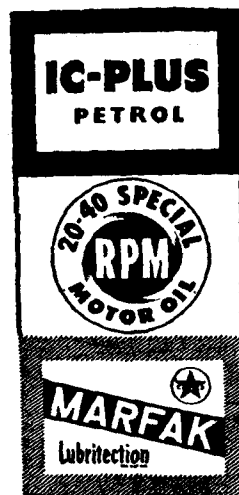
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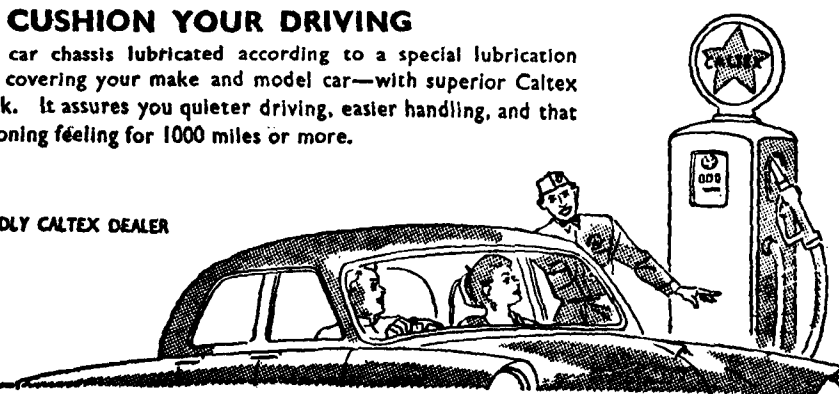
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New Models

NEW AUSTIN A-55

Body styled by Farina, bigger brakes, bigger luggage trunk

CLOSER GEAR RATIOS

The Austin A.55 is the third of the BMC models to be given a body based on designs by Pinin Farina. The new 4-door saloon has the same sharp-edged treatment and prominent tail fins as the Wolseley 15/60 but the front is entirely different with a board rectangular grills, the side decoration is quite different and the interior trim is in more modern style. Compared with the old A.55 wheelbase and track are practically unchanged. The car is about 1 ft. (30 cm.) longer, 2 in. (5 cm.) wider and it is $\frac{1}{2}$ in. (1 cm.) lower, despite the use of larger wheels with 590-14 tubeless tyres against 590-13 on the old model. The engine is basically the same 4-cylinder 1489 c.c. B-type unit of the BMC but has a new SU carburettor instead of the previous Zenith and the revs for maximum power and torque have been increased by 100 r.p.m. giving a slight improvement in both readings (53 b.h.p. at 4,350 r.p.m. against 51 and 82.5 lb. at 2,100 r.p.m. against 81.)

The clutch is hydraulically operated and the gearbox is now operated by central lever instead of a steering column lever. The gearbox ratios are also more closely spaced, the figures for the new and old models being as follow :

New A 55	Old A.55
3.637	3.945
2.215	2.403
1.373	1.490
1.0	1.0

The axle ratio is slightly lower (4.55 against 4.3) and despite the increase in tyre diameter it has produced a slight drop in m.p.h.



The many new features of the Austin A 55 are described on this page.

per 1,000 r.p.m. in top gear (15.6 m.p.h. against 15.84 m.p.h.) This should suffice to prevent any loss of performance from the slight increase in weight. The new car ready for the road weighs about 42 lb. (19 kg.) more than the old one. Brakes are Girling hydraulic with two leading shoes at the front and the size of the front brakes has been increased, the drums now being $9 \times 2\frac{1}{2}$ in. (22×6.35 cm.) against the previous width of $1\frac{3}{4}$ in. (4.45 cm.) rear drums are unchanged at $9 \times 1\frac{1}{2}$ in. (22.8×4.45 cm.). The steering box is unchanged and the suspension units are very similar to those of the previous model except that there is now no anti-roll bar at the rear. The battery is unchanged but an extra large unit of 57 A.H. capacity is now available for cold climates. Fuel tank capacity has been increased to 10 Imp. gallons (45 litres); the old one was $8\frac{1}{2}$ gallons (39 litres).

The new car thus represents the combination of completely modern and roomy bodywork with well matured mechanical units. The interior is smartly finished with separate front seats upholstery being in plastic on the standard model, leather on the de luxe. The fascia is surmounted by a flexible black rash pad and the full width parcel shelf

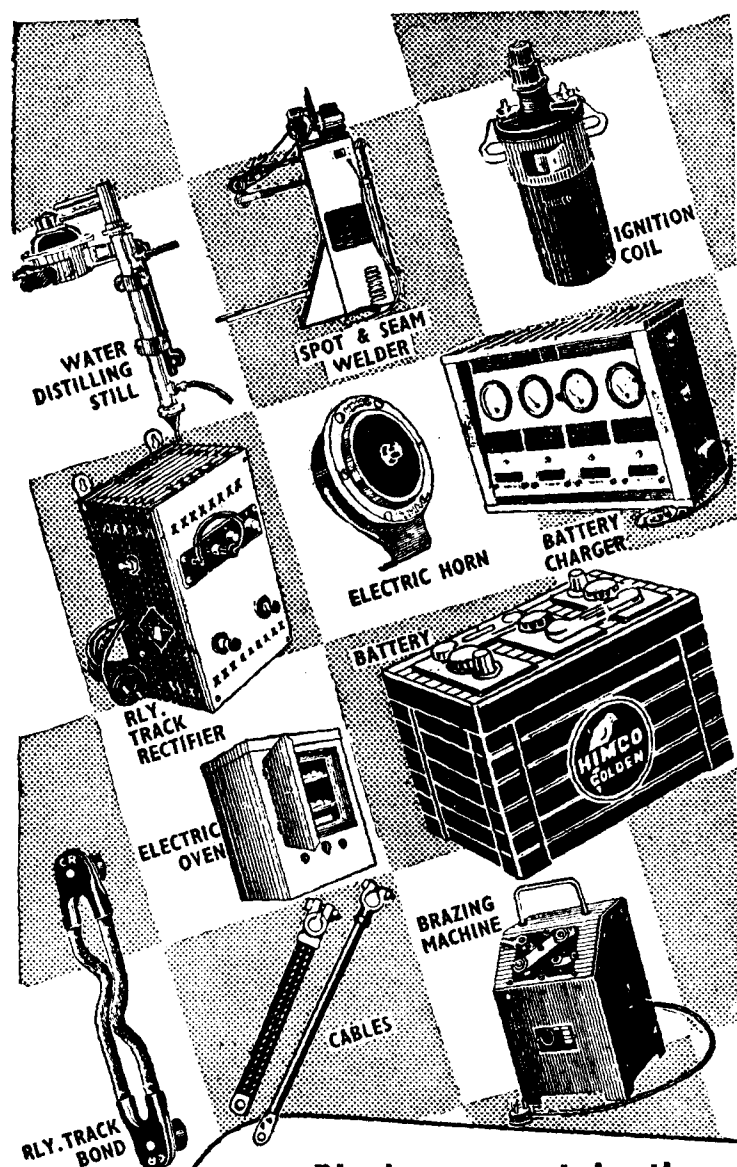
has a flexible moulding along the edge. Door locks are the new zero-torque non-slam type with child-proof safety catches on their edges and the neat snap switches allow the head lamps to be flashed as a warning when required. There is one ashtray on top of the instrument panel and one in the back of each front seat. Front seats have foam rubber cushions; rear springs have spring case and rubberised hair foundations. All doors have winding windows and swivelling ventilating panels. A fresh air ventilation system is fitted with an intake below the windscreen but the heater is an extra. The spare wheel is in a tray below the trunk and is wound down by the jack handle. The basic model has a single sun visor, rubber mat in front, carpet in rear and single horn. De Luxe model has twin visors, carpet in front and rear, leather faced seats, twin wind tone horns, windscreen washer, bumper overriders. Electric clock, duo-tone coachwork are extras. Overdrives Manumatic clutch and sliding roof are no longer offered.

[Full title of new car is Austin A-55 Cambridge Mark 11. Note that heater is now extra on standard model, but is provided on de luxe at no extra cost].

April 1959

MOTORENDIA

15



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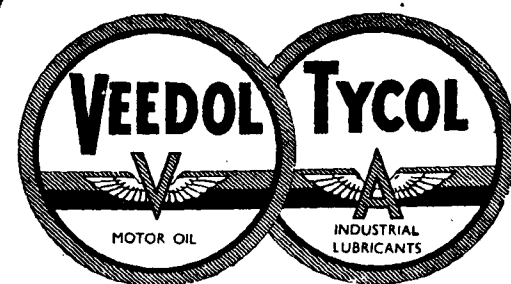
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CPEM / 17



The Morris Oxford (Series V) has just been announced in London.

MORRIS OXFORD SERIES V

The Morris Oxford Series V is the latest, but apparently not the last, of the series of 1½ litre 4-cylinder BMC models utilising the new 4-door saloon body shell styled by Pinin Farina. In mechanical specification it is almost identical with the Austin A-55 and there is very little difference in the appearance but its basic price is £10 higher. It is accounted for by details of equipment. There is a softer crash pad on top of the instrument panel. The steering wheel carries a half horn ring and there is carpet on the front floor in both standard and de Luxe models. An unseen but valuable feature is the new type of construction for the bench type front seat used for the first time on a BMC model. This dispenses with the conventional spring cases utilising the Pirelli resilient webbing as a foundation to which a foam rubber seat cushion and rubberised hair back rest are attached. The webbing, formed of rayon cord bonded in rubber, is slung, hammock fashion, from the top of the back rest to the forward edge of the seat cushion so that seat and back rest

work together in supporting the occupant. The elasticity of the webbing is carefully controlled and its resistance to stretching increases rapidly after a certain initial extension, thus it is claimed it acts as a shock absorber and produces seats which do not sag with age. Additional transverse webs separate the seat and lower part of the back rest and as the seat cushion can be made shallower than usual, increased foot room is available for rear seat passengers.

The history of the Morris Oxford goes back to 1919 and the new model maintains its traditional character as a well equipped family car with its four wide doors fitted with non-slam door locks and child proof safety latches, its 19 c.ft. luggage trunk and its spare wheel inclosed in a separate thief proof carrier. The brakes are larger than those of the previous model and steering is by worm and peg instead of rack and pinion, and coil springs replace torsion bars in the front suspension but engine, transmission and rear axle are changed only in detail.

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MOTORING ZOOLOGICALLY

BY A. HOLDEN

The man or woman who habitually uses a motor vehicle, by way of business or for pleasure, finds that should he or she be interested in zoology or natural history, they have ample to maintain such a pastime.

Not only do motorists of this ilk become familiar with various species of animal, bird, insect or mammal life, through the bestowing of such distinctive names on certain makes of motor vehicles, because of their supposed similarity in appearance and performance to their original namesakes, but, zoological expressions, jargon and allied terms, keep him or her alive to the subject whenever he or she is out motoring.

For example, the saloon car, the *Jaguar* has, perpetuated the powerful qualities of this, the largest and most ferocious of members of the jungle cat family, in taking that name, in a striking symbolical way.

Similarly, a *Husky* denotes another aspect of power and of endurance, since the original animal is used by American Indians, Eskimos, and by those who travel in the polar regions, and has won for itself a tradition of reliability.

Yet what degree of ability and attractiveness is demonstrated in the name, "*Gazelle*," as evident in the "luxury class" vehicle put out by the Singer organization. The *Gazelle* normally is the most elegant of the antelope family.

But the *Greyhound*, that slender and speedy animal, so familiar in coursing, has given its name to a resilient type of passenger and tourist line of buses, particularly famous in the United States. Meanwhile, the *Whippet*, being a smaller type of greyhound, has also left its mark in a species of vehicle capable of long-standing service.

Further to the commercial field, the *Royal Tiger* vehicle, usually also serving as a bus adjunct in many lands, has a zoological background, being a product of the

Leyland house, while the *Beaver*, as another member of the commercial family, is equally well-known in several regards.

Then, in the regions of inaccessibility either on land, in snow, ice or in water, we have the "jack of all trades," in the *Sno-Cat*, and the *Weasel*, both of which have performed reliable service with the Armed Forces of many lands.

But the *Caterpillar*, a rugged type of tractor, capable of manoeuvring over rough and difficult terrain, has amply commemorated the peculiar gyrations associated with the original worm. And again, the name *worm* is also employed to signify a mechanical part of a motor vehicle.

However, of other zoological expressions, one that had achieved some degree of notoriety is the hog, by reason of the fact that the thoughtless, inconsiderate and dangerous driver, apparently acts in a "self first" manner. The term *road hog* describes him, while one, likely to cause accidents through speed, has earned for himself the name of *speed-hog*.

But not to be forgotten in the field of accident-prone motorists are those who because of their senseless perambulations when behind a wheel are said to act and behave like asses, donkeys or mules. You have probably encountered some of the more virulent human form of these animals at one time or another.

To these we can add the *goat*, who in human form, will continue to do those things he ought not to do, but does not seem to know any better.

It is a fitting tribute to the *horse* that the power of vehicles is registered likewise, as marking a degree of pulling power over long periods and with a faith that is outstanding and creditable.

The well-known emblem of the Vacuum Oil Company is the *flying red horse*, in actual fact a reference to Pegasus, of Greek mythological

renown, who in due course became a constellation. The use of the horse of this category was a positive demonstration of the organization's power and the fact that its products have reached unequalled heights of popularity.

But sometimes unreliable motor vehicles, always "falling down" on the job, through old age, lack of attention or through mechanical faults, or some other unpredictable cause, have won the name of "*white elephant*."

But, similarly, motorists have become familiar with the slow-moving *tortoise*, whose human counterpart, hogs the centre or the side of the road, and contents himself with admiring everything on all sides, except the angry motorists following behind.

By the same token, the motorist, who through force of habit, nervousness or lack of experience, drives at a "*snail's pace*," can be a too-frequent traffic hazard. He or she as a driver apparently believes that to get anywhere one must travel slow, irrespective of others on the roads or highways.

The Australian petrol company, H. C. Sleight, proudly uses as a symbol of its products on all its advertising, and especially to surmount its service station petrol bow-sers, a *Merino ram*. This, while commemorating a famous animal, known as "*David of Dalkeith*", N.S.W., which sold in 1927 for a record sum of 5,000 guineas, symbolises the quality of petrol products available by the organization, which are marketed under the name of *Golden Fleece*.

The stripings associated with the zebra, part horse and part ass, have come in for commemoration in the safety zones painted on the streets of some countries as a "refuge" for pedestrians anxious to cross the line of traffic. The *zebra crossings* stand out to motorists, though the way some motorists ignore them, it would seem that they come under the category of donkey, ass or mule.



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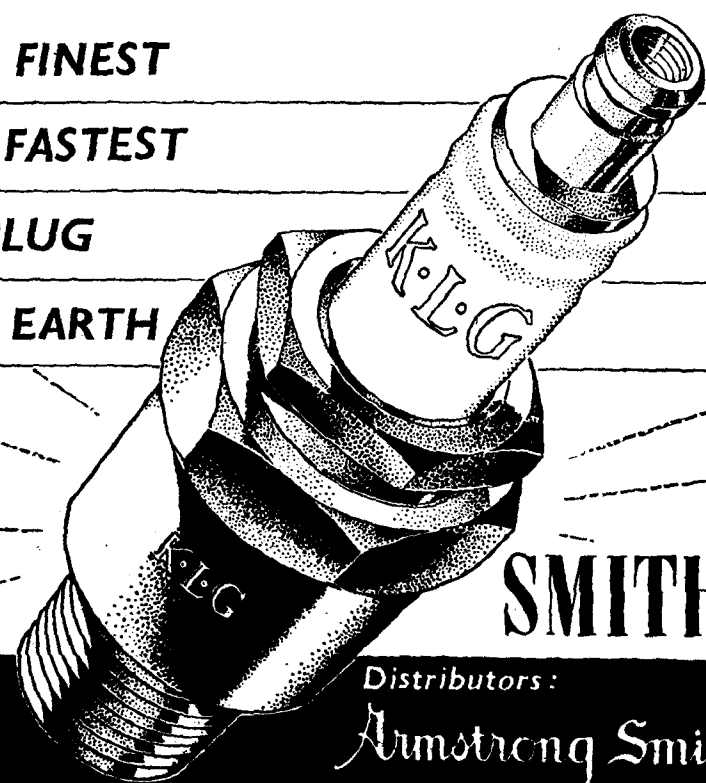
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Mechanics who have cause to work on your vehicle may use as part of their equipment a *monkey wrench*, with a *spider*, identifying an essential part of the universal joint.

And when you have a cause to wash or polish your vehicle, you will probably need to have a *chamois* cloth to clean it. This piece of cloth originally came from the skin of the animal of the same name, but in many instances, nowadays comes from the sheep.

The Hudson *Wasp* is a vehicle whose performance can be expected to leave a "sting" behind it, but it has become well-known on the worlds' roads, as has the Hudson "*Hornet*." But while often the presence of the two forms of insect life can be unpleasant, the names as applied to today's vehicles, are by no means of similar significance.

Birds have also been recognised in the world of motoring. The humble *chicken* has unfortunately now associated itself with the senseless motorists who, with another, engages in the game of life and death—driving their vehicles head on until one "pulls" away at the last moment. Surely, the poor old chicken does not act so stupidly in his normal life to have human beings try and emulate his "do or die" feature.

Recently the Studebaker-Packard group introduced their *Lark*, a vehicle described as being more manoeuvrable, smaller and more economical and commonsense car. Let's hope it lives up to the happy qualities possessed by its songbird namesake.

Then there's the Humber *Snipe*, which modern auto somewhere along the line has acted as a tribute to the long-billed slender bird, which frequents bogs and marshes.

The *Hawk*, meantime, signified another raptorial bird, which is always on the wing, is observed in a motoring way in the Humber Hawk.

The name of *Bluebird* has an association with motor racing, as the "work horse" of an eminent British motoring and speedboat, identity. However, in Australia,



Rajkumari Amrit Kaur, President of the All India Motor Unions Congress snapped at the recent Bangalore Conference of Operators with Mr. Mahinder Singh of Hyderabad Allwyn and others at the Madras Woodlands Hotel Bangalore.

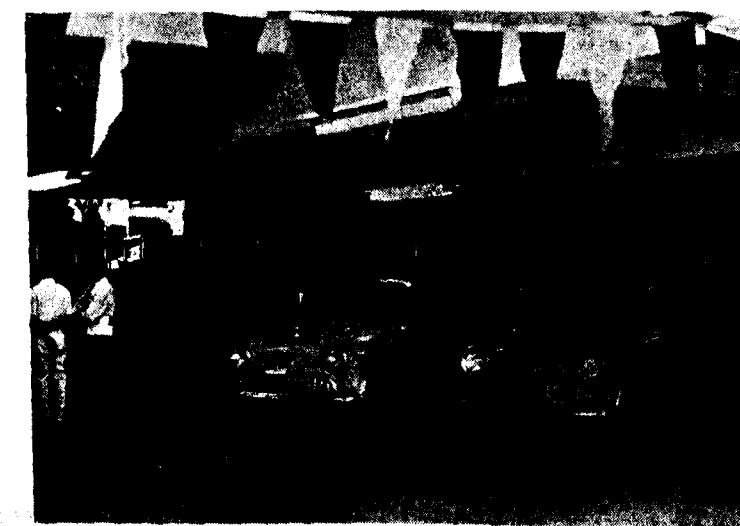
years ago, the term bluebird denoted the name by which the vehicles used by the N.S.W. police service were recognised, by reason of their speed and colour.

In the field of sporting cars, the *Swallow* vehicle has performed well, being symbolical of the bird characterised by a short bill with a wide gape, small, weak feet, long, forked

bill, long wings and, of course, a graceful flight.

Birds have also been included in expressions such as a motorist being "as wise as an owl," and being "quite a bird." However, the General-Motors people have had in operation an ultra modern "*Firebird*," and the "*Thunderbird*" is a product of the Ford organization.

Austin cars fitted with 1.6 litre Perkins Four 99 engines in front of Lyons Motors, Perkins distributors. These diesel cars are getting more and more popular on the continent, particularly as taxis.



MOTORINDIA

April 1959
M-7



Photo taken on the occasion of the visit of Minister Manubhai Shah to the Standard Motor Products factory at Vandalur shows (left to right) Engineer Sale, Deputy Chairman Gopalakrishna, Minister Shah, Director V. Srinivasan and others.



Sri K. Kamaraj, Madras Chief Minister being garlanded at the new workshop of S.G.J. & Sons

Union Minister Manubhai Shah is seen discussing with Pressmen Government's measures to step up indigenous production of automobiles.



PERSONS AND EVENTS



The Chief Production Engineer at the Vandalur factory is seen explaining to the Minister gear parts now being manufactured at the factory.



Headlamps for Enfield cycles manufactured at the Enfield India factory at Tiruvotthiyur attract the attention of Manubhai Shah, Union Minister, who visited the factory recently.



Mr. H. R. Gregson, General Manager, Chloride and Exide Batteries (Eastern) Private Ltd. being garlanded at the Rajasthan dealers' conference.

The main Exide sales and service agents at Jaipur, Siyaram Brothers, entertained the Rajasthan Exide dealers recently at the sales conference.



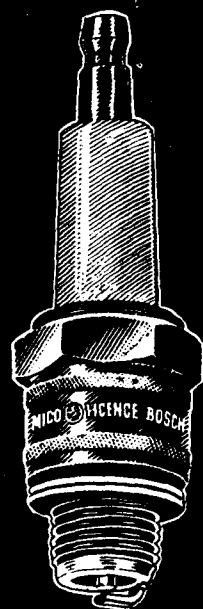
Sri S. Sankaran, Managing Director, Enfield India Ltd., introducing the staff to Union Minister Sri M. Shah at Tiruvotthiyur.



Sri Kamaraj addressing the gathering at the opening of the new workshop and the release of Chevrolet and Bedford chassis at Madurai recently.

A conference of Exide dealers in Rajasthan was held recently in Jaipur when this photo was taken.

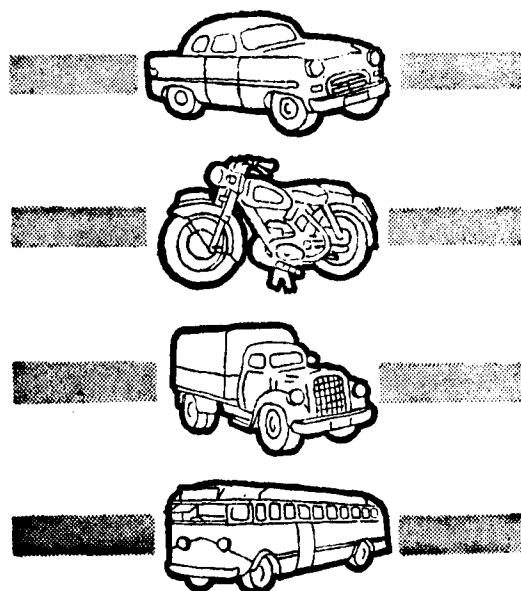




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BRIGHT FUTURE FOR ROAD TRANSPORT

Shri Raj Bahadur's Speech at I.I.R.T., Bombay

"NEARLY TEN PER CENT OF THE TOTAL POPULATION OF THIS VAST COUNTRY DEPEND FOR THEIR SUSTENANCE ON THE ROAD TRANSPORT INDUSTRY," SAID SHRI RAJ BAHADUR, UNION MINISTER OF STATE FOR TRANSPORT AND COMMUNICATIONS, PRESIDING AT THE ANNUAL DINNER OF THE INDIAN INSTITUTE OF ROAD TRANSPORT HERE. OUT OF THIS MORE THAN A QUARTER WERE DEPENDENT FOR THEIR LIVELIHOOD ON COMMERCIAL MOTOR TRANSPORT ALONE, HE ADDED.

Road motor transport, he said, had progressed and demonstrated its usefulness to commerce and industry in spite of crippling restrictions on its operation. Distance restrictions, limited load factor, illiberal issue of permits, absence of proper administration, non-availability of vehicles, high taxation and absence of easy credit were all serious impediments in the development of the industry. Evidently there was a strong case for easing these restrictions rather than imposing fresh restrictions.

The Minister stressed the importance of the consumer's choice. The development of the different modes of transport must be adjusted to the demands of trade and industry. He considered that for many years to come there was no danger of our transport capacity being under-utilised in respect of any carrier. The demand was rising at a much faster pace than the increase in capacity and therefore there was room for every one. Future development, however, had to be properly planned in the light of the needs in this country. That was why Government were keen to set up a Committee to draw the outline of a National Transport policy.

Shri Raj Bahadur was confident that road motor transport had a bright future. The difficulties of foreign exchange which stood in the way of the industry's expansion, could be overcome if the automobile manufacturers would co-operate and increase the pace of indigenous production. Once we become self-sufficient in this respect, the Minister said, the development of road transport would know no bounds and what had happened in certain industrially advanced countries might well happen here. At any rate it could be reasonably hoped that in the Third Plan allocation of funds for road construction and production of vehicles would be much more than what had been provided in the Second Plan.

One of the important factors of road transport, said Shri Raj Bahadur, was that it was self-financing. In 1958-59, the total revenue yield from road transport was Rs. 94.5 crores. Even if the entire cost on road maintenance and about Rs. 10 crores for establishment charges was deducted from this, the net yield would still be Rs. 60 crores. This would go on increasing progressively. If, therefore, the net revenue yield plus an equal matching grant was spent on road construction and improvement, it would be enough. "I SAY EQUAL MATCHING GRANT," SAID THE MINISTER, "BECAUSE MOTOR VEHICLES ARE NOT THE ONLY USERS OF ROADS, WHICH ARE ALSO NEEDED FOR OPENING UP THE COUNTRY AND FOR ADMINISTRATIVE PURPOSES." AS REGARDS PRODUCTION OF MOTOR VEHICLES, THE

Minister added, funds could easily be found by the private sector.

The Minister referred to the efforts being made by Government in removing the inhibitory factors in the development of road transport. The large-scale amendment of the Motor Vehicles Act, the constitution of the Inter-State Transport Commission, the appointment of the Masani Committee and various other measures were all directed towards making the task of operators easier. Only a few years ago, nobody talked of road transport; today it had the sympathy and goodwill of the entire country.

Shri Raj Bahadur also referred to the general trend towards increasing the burden of tax on road motor transport. The industry might be able to bear it at present when there was shortage of transport, he said, but what about the future. He indicated that for the time being, Government were trying for consolidation of taxes within a fixed ceiling so that at least the inconvenience caused by vexatious methods of collection could be done away with. It was proposed accordingly to bring in legislation to lay down uniform principles of taxation.

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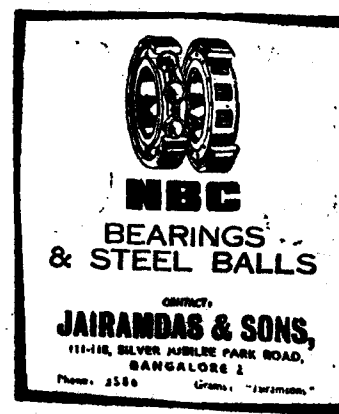
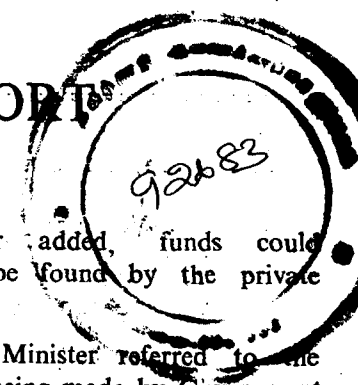
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MOTORINDIA

April 1959



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BY
M. J. PATEL

In an automobile, out of all the electrical circuits, ignition circuit is most important to run the vehicle on the road. The function of the ignition circuit is to ignite the fuel mixture or a charge of fuel and air in the cylinders of an engine, at the end of compression stroke. In the last issue, I discussed on spark plug and now we know the function of a spark plug as well as how it ignites the charge in the cylinder. We know that in each spark plug, there are two electrodes between which the spark jumps to ignite the charge.

Now a question arises as to how with only 6 to 12 volts from an automobile battery, the required voltage of 12,000 to 20,000 to make an effective spark is acquired. This is achieved by means of a step-up transformer in the ignition circuit, which is known as ignition coil which produces the 12,000 to 20,000 volts from 6 or 12 volts battery.

Ignition Circuit consists of :

- (1) Ignition Switch
- (2) Ignition Coil
- (3) Distributor and Contact Braker.
- (4) Spark Plug
- (5) Primary Circuit
- (6) Secondary Circuit.

Coil-Ignition System

The above figure shows the complete ignition system.

Ignition Coil :
The function of

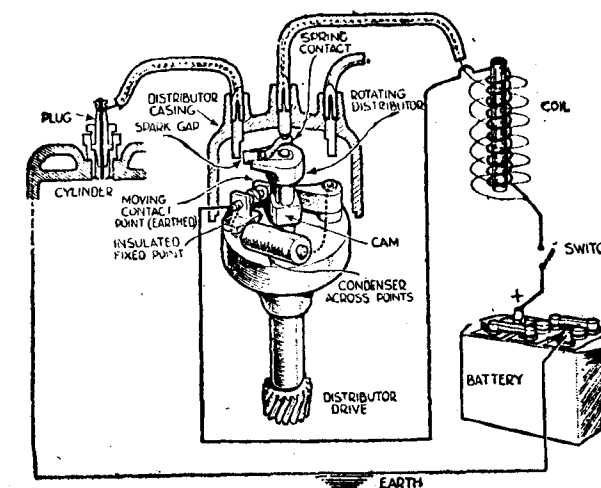
ignition coil is to induce high voltage to jump the spark in between two electrodes of a spark plug. Ignition coil consists of two windings (as shown in figure). One winding is known as primary winding having a limited number of turns of copper wire and the other is known as secondary winding having about 16,000 to 20,000 turns of a very fine copper wire. Both the windings are wound on iron core, made of a bundle of soft iron wires or strips. When 6 or 12 volts make and

brake in primary winding, high voltages are induced in secondary winding which in turn pass on to the plugs.

Distributor : The function of a distributor in automobile is the same as heart in a human being. It has to do two jobs. First, to make and brake the primary circuit to produce or induce high voltage in secondary circuit and second, to distribute high tension current to each spark plug according to firing order.

Distributor consists of :

- (1) Automatic advance governor weights
- (2) Cam and stop plate
- (3) Contact Set or Distributor Points
- (4) Rotar
- (5) Distributor Cap
- (6) High Tension Cable.



(1) **Automatic advance governor weights :** The purpose of governor weights is to advance the spark according to the speed of an engine to get maximum power at all speeds.

(2) **Contact Set or Distributor Points :** It is a switch in primary circuit to make and brake the primary circuit. The opening and closing of the points are done with the help of cam lobes.

(3) **Cam and Stop Plate :** The design of cam depends on the number of cylinders in an engine. The four cylinders engine has four lobes cam and a six cylinders engine six lobes.

(4) **Rotar :** It is mounted on the drive shaft of the distributor and distributes the high tension spark from ignition coil to spark plugs according to firing order.

(5) **Condenser :** The function of a condenser is to prevent excessive arcing at the contacts. The arcing at the contact caused due to the induced voltage in the primary circuit.

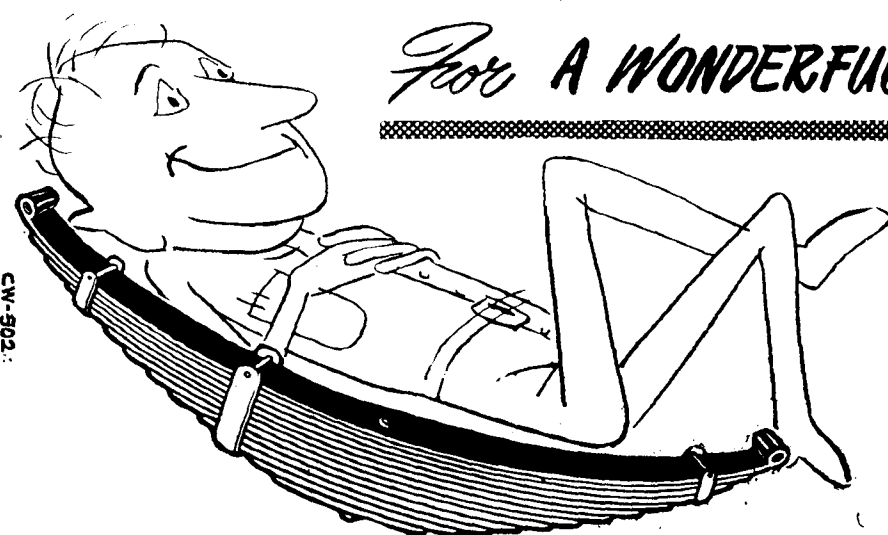
(6) **Distributor Cap :** The cap which is fitted on the distributor is known as distributor cap, consists of copper segments.

(7) **High Tension Cable :** The cable which is fitted between distributor cap and plugs is known as High Tension Cable. This cable is so made and insulated that the high tension spark, which is about 12,000 to 16,000 volts passes without any leak.

(8) **Spark Plugs :** It consists of two insulated electrodes, having a gap of 0.020" to enable spark to jump.

Cause of Ignition Circuit failure :

- (1) Weak or defective battery
- (2) Loose connection or open circuit in ignition circuit
- (3) Ignition switch defective
- (4) Defective Ignition Coil
- (5) Distributor points are pitted or defective
- (6) Improper distributor points gap
- (7) Condenser weak or failed
- (8) Leakage or break in Rotor or Distributor Cap
- (9) Loose Spark Plugs or Cracked Plugs
- (10) Loose distributor mounting or ignition timing out.
- (11) Insulation cracked in H.T. Wires.



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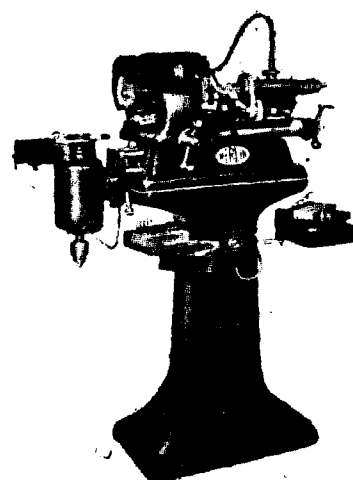


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The Madras Motor Parts Dealers' Association

In a circular dated March 17, the Secretary of the Madras Motor Parts Dealers' Association informs members that the City Auto Services, of 16 Ramanan Street, Elephant Gate, Madras-1 have become members of the Association.

According to the Circular, a picnic is to be arranged to Mahabalipuram of members of the Association on Sunday, April 12.

The Circular also draws the attention of members to the need for a well-equipped Cancer Institute in the City and urges on each one of them to contribute liberally to such a noble cause. Members are also informed that donations sent for this cause are exempted for income-tax purposes. Donations should be sent to the Cancer Institute, who will issue the necessary receipts.

MEMORANDUM TO CHIEF CONTROLLER

Mr. Indersain, President, Madras Motor Parts Dealers' Association, has written on behalf of the Association to the Chief Controller of Imports and Exports, New Delhi, with reference to the representations made at the recent meeting of the Import Advisory Council by Mr. P. Sharan Gupta of Delhi.

The Communication, while appreciating Mr. Gupta's interest in the industry, begs to differ as regards his conception of the availability and import of indigenous products in the Motor trade.

The Memorandum points out to the suggestion made by Mr. Gupta for banning or further restricting important items like Brakelining, Piston Ring, Gaskets, etc., which were vital items in any automobile.

The Memorandum adds :

There are nearly four lakhs of vehicles on the roads in our country including passenger cars and trucks. Of these 75% vehicles are more than 5 years old, while it will be safe to assume that 60% would be between 8 to 10 years old and perhaps more. The demand on all the important items of list two and three of Appen-

dix 26 for these vehicles can therefore be visualised, in as much as, the older the vehicles the more the demand for spare parts.

Not only the indigenous industry is unable to meet the demand qualitatively, but even quantitatively the supply lags far behind the demand. The manufacturers take more than four or five months to execute orders for Pistons and Piston Rings. There is acute shortage of this item in the market in view of the already existing restriction for imports of this item and further in view of the belated supplies of the manufacturers, the difficulties which the motoring public would experience, should there be any further cut on Import Quota for this item can easily be visualised.

Again Mr. Gupta's suggestion to ban the import of Gaskets for certain vehicles in view of their alleged availability indigenously, is to say the least most ill conceived. In the first place, the manufacturers in our country are not in a position to meet the demand. Leaving availability aside, even from the trades or consumers point of view, the total ban of Gaskets for the vehicles mentioned by him will be disastrous. The Import cost of original equipment Cylinder Head Gasket for Fiat is Rs. 2-50, while the indigenous product is listed at Rs. 7-70, more than 3 times more. The Gasket set for Tata Mercedes Benz truck costs when imported (also original equipment) roughly Rs. 26 while the indigenous is listed at Rs. 50. We shudder to think of the effect of a total ban on import of such items as suggested by Mr. Gupta.

Brakelinings of Heavy Duty type are practically unavailable indigenously and even Medium types are not upto the mark. From the information made available by large fleet operators, it is noticed that the indigenously made brakelinings are not quite suitable even for the medium type of vehicles which are very often overloaded and are operated at high speeds. The existing meagre quota of 15% should therefore be increased and not cut any further as suggested. Besides even considering from the point of

Foreign Exchange the cuts and bans as suggested would not make any appreciable saving as could be easily seen. The only result would be a further scarcity in the trade for these most essential items resulting in greater demand, difficulties for the transport operators, inefficient and unsafe operation of the transport industry and perhaps a rise in prices leading to further difficulties.

We are unfortunately obliged to deal at fair length on the above to avoid misunderstandings, in case you had any, that the suggestions made by Mr. Gupta may not be taken as representative of the views of the established importers in the spare parts trade.

With due respects to him, we might mention that the views put forth by him to ban and further restrict some of the items are not shared by us and we would go a step forward and state that we feel it is most unfortunate that an experienced gentleman like Mr. Sharan Gupta, who has been in the Motor Spare Parts trade for such a long time and who is well versed with the various developments stage by stage should have come forward with such suggestions. In the end, we wish to state that import quotas for spare parts in general and also for restricted items should be further increased and not either cut or banned. It is our sincere feeling that only such a step would relieve the automobile trade from the many difficulties and troubles through which it is passing at present.

MR. GUPTA'S REJOINDER

In this connection, Mr. Sharan Gupta has written to the President of the Madras Motor Parts Dealers' Association stating that he attended the Council Meeting on behalf and as a representative of the All India Automobile and Ancillary Industries Association.

He also points out that his suggestions at the Council Meeting were more on behalf of the interests of the indigenous industry and in general in the interests of the country.

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THE LORRY BAN

Madras Trades Association's Plea

The recent ban by the Government of Madras on the movement of lorry traffic in Mount Road area during the busy hours of mornings and evenings has created a lot of hardship to the leading business houses of the City, most of whom are situated on or nearabout Mount Road. These houses now find it practically impossible to do normal business, which will include receiving or despatching of various items of goods at their premises.

"The wearer knows where the shoe pinches", and the Madras Trades Association has lost no time in drawing the attention of the Government to the state of affairs following the ban.

In a communication to the Home Department of the Government, the Association says:

"We learn with deep regret that orders have been recently passed by the Government of Madras, preventing lorry traffic from Gemini to Transport House on the Mount Road between 9 a.m. to 11 a.m. and 4-30 p.m. to 6-30 p.m. This ban will certainly affect the business interests considerably, not to mention the lorry operators, and result in a serious handicap to the transportation of goods so essential to business.

"There are a very large number of manufacturing and trading firms on the Mount Road, and their hours are from 8-30 a.m. to 5-30 p.m. This restriction will hardly be beneficial to the movement of consignments from one point to another, and also hamper the efforts of those business houses who desire to book any consignments at the Southern Railway Booking office situated on Mount Road.

Parking Areas

"The congestion does not primarily arise through the plying of lorries on the Mount Road. On the other hand, the location of parking areas is the direct cause, particularly at situations like the Buhari

Hotel, the Mount Road Post Office, the Arts College, and the Khaleel Mansions. If the parking areas are rearranged, the question of congestion will not arise, and there will not be difficulty for transportation by lorries of essential commodities like foodstuff and the like."

M.V.A.M.A. PROTEST

In a recent communication to the Secretary, Home Department, Government of Madras, on the subject of the recent traffic ban against the plying of goods vehicles between 9 and 11 a.m. in the morning and 4-30 p.m. and 6-30 p.m. in the afternoon, the Motor Vehicles and Allied Merchants' Association writes:

In the past it was only the slow moving vehicles that were impeding the free flow of traffic in Mount Road and creating congestion during peak hours. The congestion has been reduced to a great extent by the diversion of the slow moving traffic during peak hours.

There is a tendency to park vehicles by many of the car owners on the kerb side. During peak hours a large number of cars are packed on the edge of the road and it is this parking that causes the congestion.

Most commercial firms in Mount Road including big shops open in the morning between 8-30 and 9-30 a.m. and close in the evening between 5-30 p.m. and 6-30 p.m. It is the normal practice for trucks and vans to move out of the premises after 9-30 a.m. as it takes the firms nearly an hour to settle down and arrange for their traffic department either to receive or send out parcels. Likewise, the despatch of goods to upcountry either by rail or by road generally commences in the afternoon and it is scheduled between the hours of 3 and 6 in the afternoon.

Therefore, the proposed restriction on the movement of lorries between the hours of 9 a.m. and 11 a.m. and 4-30 p.m. and 6-30 p.m. would leave only 4 hours out of the normal working hours of 8 hours of commercial firms and will seriously affect their business and will cause great hardship in receiving and despatching goods. We, therefore, consider that the proposal that has been published in the newspapers is injurious to the trade and commerce and also to the consumer in general. If this order comes into effect, materials will have to be despatched only the following day resulting in delays and unnecessary work and creating hardship in the general public.

Lorries generally move faster, as fast as motor cars; and we submit that the movement of lorries does not impede free flow of traffic. It is only the stationary vehicles, in our opinion, that impede the free flow of traffic. We, therefore, suggest that the proposal to restrict the movement of lorries during peak hours be dropped and arrangements may be made for parking of cars away from main roads.

CONFERENCE WITH POLICE COMMISSIONER

Govt. agreeable to some extent

A conference was held by the City Commissioner of Police at his office recently regarding the recent traffic ban against plying of lorries between 9 a.m. and 11 a.m. and 4 and 6 p.m. on Mount Road area, which was attended by the Chairman and Secretary of the Motor Vehicles and Allied Merchants' Association, besides many others. The Deputy Commissioner of Police (Traffic and Licensing) also took part.

At the outset, the Commissioner of Police announced that Government were agreeable to reducing the ban hours to 1½ hours in the forenoon and 1½ hours in the evening.

Our Chairman stressed the following points:

(1) There is no necessity for

any ban of lorry traffic on the Mount Road, because the congestion is caused not by lorries, but indiscriminate, unrestricted, long parking of cars on the Mount Road in front of or near hotels (Buhari, Kwality, etc.) and cinemas which are far too many for the region of the proposed ban, as also by slowmoving hand-carts and never-ending streams of pedestrians crossing and re-crossing the Mount Road.

(2) Supplies to the numerous manufacturing and other firms having their offices on the Mount Road, will be held up for a whole half of their daily working time if the ban were to be imposed, inevitably leading to heavy loss and inconvenience to business concerns on the Mount Road to whom that road primarily belongs.

(3) There is a Railway Booking Office on the Mount Road. The threatened ban would surely reduce bookings there; and the railways stand to lose considerably.

(4) In any event there is no need for any desperate hurry about the matter now, since schools, Colleges and Courts' vacations are impending, and there will be no problem of any traffic congestion during peak hours till about June or July.

(5) Out of the 3 road-arteries leading to the city, the Marina road is permanently blocked for lorries, so that the traffic blocked at the Mount Road is bound to be diverted to the Poonamallee High Road which is the only other entrance to the city. The intensity of such likely diversion, the actual amount of goods traffic during the peak hours etc., may first be surveyed before the question of any restriction is thought of.

Sri K. A. V. Easwaran of S.R.V.S. (P.) Ltd., stressed the need for considering the introduction of parking meters for cars for the road between Gemini and Simpsons' so that cars will not be parked for hours at a stretch, and also for subways for pedestrians, and urged that in any event it is necessary that lorries should be allowed to cross the Mount Road at all hours in

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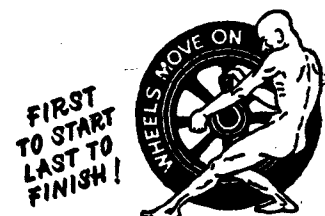


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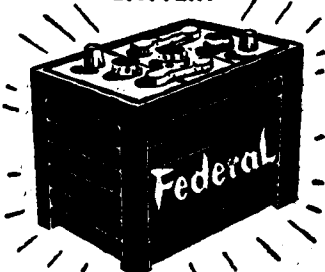
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order to reach business houses on the Mount Road, and that his close observation for about a week now has revealed that actually the rush stops by 10 a.m. and commences again only by 4-30 or 5 p.m.

The Commissioner of Police assured:

- (i) that all the points placed before the conference will be carefully considered before any ban is brought into force ;
- (ii) that, if it is to be enforced, the question of limiting it to just an hour in the morning and another in the evening, will be considered ;
- (iii) that a traffic survey will be conducted before any ban is enforced ;
- (iv) that required numbers of two kinds of passes, one for the vehicles of the suppliers to the firms on the Mount Road and another for the vehicles of such firms themselves, shall be issued, if and when any ban is brought into force ;
- (v) and that it is expected that the construction of passenger subways would soon be taken up.

Trichy Lorry Owners Protest

The Executive Committee of the Trichy Branch of the Madras State Lorry Owners' Association in a recent communication to its members, copy of which has been forwarded to the Minister for Transport and those interested in the Road Trans-

port System, with particular reference to the recent imposts on Diesel Oil and Motor Tyres and the crippling restrictions on the operation of lorries between midnight and 4 a.m. says that it was at this particular period of the night when every lorry of Trichinopoly, without an exception, was busy plying in the various roads. This lorry ban, therefore, has given them almost a death-blow. It was, therefore, a matter of grave concern for all the members and it looked as if soon they will have to forget continuance of transport by lorries. The lorry ban raised several questions like congestion on roads and hindrance to lorry traffic, particularly during hours when other vehicular traffic was heavy, reaction on tyres as a result of lorries plying mostly during daytime and in sweltering heat, the havoc that the time ban will cause in the matter of scheduled arrival and departures of lorries, not to mention the extra chances for exploitation that this ban will expose lorry traffic to.

The Committee, therefore, exhorts all members to present a united front on this subject and represent to the Government their grievances so that before long something can be done to avert the total ruin of this lorry trade.

The Committee also drew the attention of the members to a prior resolution passed by them to strike, if necessary. It was hoped that suitable action would be taken on their representations by the Government and that no such drastic steps would be necessary on the part of lorry owners. It was pointed out that each lorry contributed more than Rs. 2,000 per year by way of taxes and it was hoped that this would be realised in giving due consideration for their grievances.

WITHDRAW NIGHT BAN

Says M. V. A. M. A.

In a representation sent to the Government of Madras recently, requesting the Government to reconsider and withdraw the order of ban on road transport of goods between midnight and 4 a.m., the Chairman of the Motor Vehicles and Allied Merchants' Association writes :

(1) All transport, road, rail, air and water, moves 24 hours ; and that is the pattern throughout the world. As far as we know, there is no restriction on movement of goods transport vehicles in the night in most of the States ; and the departure made by the Madras Government is very sudden, and will seriously affect the smooth flow of road transport.

(2) It is the common practice in all industries and commercial establishments to entrust goods to road transporters at the close of the day. Perishables like fruits and vegetables are also taken delivery by the trucks, for transport overnight.

(3) People do not move about between 12 midnight and 4 a.m. and the traffic density, both vehicular and pedestrian, is the lowest in this period. Also, this is the cool part of the day, most suitable for the movement of perishables. It is safe from the public point of view to allow lorries to ply in the nights.

(4) Assuming the ban is based on the ground that restricting night movement will minimise accidents, we submit that this can be better achieved by—

- (a) the operation of flying squads to check overspeeding, and by rigorous punishment being meted out to those violating the M.V. Act ; and
- (b) insisting on proper enforcement of the labour laws and proper working conditions.

The promulgation of the Government Order has been very sudden, and has completely upset the time schedules of lorry services which have been operating not only in this State but also in the adjacent States of Andhra, Kerala, Mysore and Bombay. Also, some of the lorries are carrying newspapers and food articles for delivery early in the morning ; and the Order has caused great hardship to the people of our neighbouring States also.

We, therefore, submit that the restriction on the movement of lorries be withdrawn very early, so that the public will benefit by speedy transport of materials overnight and the road transport industry saved from handicaps *vis a vis* the railways.

We request that we may be heard in person so that we can explain any other point which may require clarification.

No finality yet

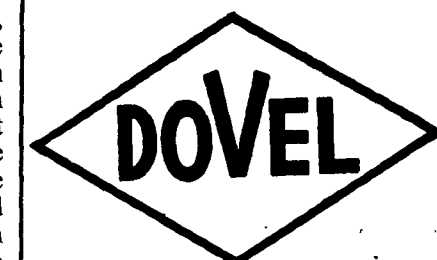
The representation has since been followed up by a deputation lead by the Chairman of the Motor Vehicles and Allied Merchants' Association.

The Chairman drove home all the points contained in the above representation and added that night traffic did afford safety to all road users alike, and that commercial vehicles are at least as useful and important as cars.

He suggested two full fledged drivers each for all lorries during nights, blackpainting of the upper third of all head-lamps, effective checking of their focussing during the fitness-tests, and mobile flying squads.

After hearing them, the Home Secretary indicated that their points would be carefully examined and placed before the authorities, and that the matter had not so far reached any finality.

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BUS PERMITS

Writ Appeals dismissed by Madras High Court

Their Lordships, the Chief Justice and Mr. Justice S. Ganapathia Pillai of the Madras High Court, recently dismissed two writ appeals and a later application for the appellant's leave to appeal to the Supreme Court against dismissal of the appeals was also dismissed.

For the Mayuram-Thiruchitram-balam route, the R.T.A. granted a stage carriage permit to the Sathi Vilas Bus Service. On appeal, the State Transport Appellate Tribunal directed the issue of the permit to the Sales, Service and Transport (P) Ltd., on the ground that the former had a monopoly over a major portion of the route and that the grant of another permit to them would further strengthen the monopoly which would be against public interests. To set aside the order of the Tribunal the Sathi Vilas Bus Service filed a writ petition which was dismissed by the High Court. Against that order a writ appeal was filed.

The second writ appeal was filed by the Sri Rama Vilas Service (P), Ltd., against the order of the High Court dismissing the writ petition filed by them to quash the order of the State Transport Appellate Tribunal which cancelled the permit for the Nagapattinam-Tiruthurai-pundi route given to them by the R.T.A. on a similar ground and directing that permit to be given to Messrs. Raman and Raman.

Their Lordships disposing the two appeals together observed that the writ petitions out of which the appeals arose were dismissed on the ground that the orders of the Appellate Tribunal were not vitiated by any excess of jurisdiction or manifest error or law inasmuch as the Appellate Tribunal was entitled to refuse the grant of a permit to an applicant on the ground that such a grant would give him monopoly of transport facilities on a particular route. After discussing the

scope of Section 47 (1) of the Motor Vehicles Act and that of Section 43-A and the various orders of the Government issued in pursuance of such powers, Their Lordships observed, that in the orders of the State Transport Appellate Tribunal as well as during the arguments, there was constant mention of the term "monopoly." The literal meaning of the word monopoly was "exclusive possession of the trade in some commodity" and this was generally conferred as a privilege by the State.

It was obvious, Their Lordships said, that in one sense the scheme of grant of permits under the Motor Vehicles Act involved a monopoly to a certain extent. On a particular route only a person who had obtained a permit from the Transport Authorities could ply a stage carriage. Others could not. But at the same time it could not be denied that it was open to the Transport Authorities to grant another permit to another person to ply on the same route. The person who had been enjoying, so to say, a monopoly on that route could not complain of any legal injury to his right. In that sense there was no question of monopoly. It appeared to them that when the word monopoly was used in the orders of the State Transport Appellate Tribunal and in the arguments before them, what was meant was that actually a particular operator was the sole operator running several buses on a particular route without there being any competitor. The operator enjoyed this favourable position not because he had an indefeasible right to such enjoyment, but because it happened that he held all the permits on that particular route for a particular period. It might be that, at the end of that period when he applied for renewal permit may not be granted to him because there were other applicants more qualified who might be granted the permit.

MONOPOLY MIGHT BE IN PUBLIC INTERESTS

In certain circumstances, Their Lordships said, monopoly in a particular kind of trade or business might be in the interests of the public, but in other circumstances it might have a contrary effect and might be destructive of individual enterprise, and free competition was the life of business. Having regard to the present system in vogue relating to the grant of stage carriage permits, monopoly should be understood as undue concentration of a number of permits in the hands of a single operator on any route, excluding competition from other operators. They were of opinion that there was no scope for the argument that monopoly was a vice only when there was monopoly in law, that is, in the strict sense, when the person enjoying the monopoly was entitled to exclude all possible competition, in which case only it might be injurious to the public interests.

Monopoly was not mentioned as a ground of disqualification either in G.O. 1298 or Section 47 (1) of the Motor Vehicles Act, which together constituted, as it were, a complete code in the sense that the factors mentioned therein were exhaustive in considering the comparative merits of applicants for the grant of stage carriage permits. The Tribunal, therefore, manifestly erred in disqualifying the applicants on that ground. But it had been held by this court that neither Section 47 (1) nor G.O. 1298 excluded from consideration other matters which were germane to the question to be decided, namely who among the applicants was best fitted to be granted a permit. Section 47 (1) (a) made mention of "the interest of the public generally." That would cover any ground which might not have been expressly mentioned in Section 47 or G.O. 1298. It is neither possible nor is it desirable to restrict the discretion of the

Regional Transport Authority to grant or refuse a stage carriage permit on considerations of public interests. Which applicant is likely to serve the interest of the public best is ultimately for the Transport Authorities to decide. The Tribunal would be strictly acting within the scope of Section 47 (1) (a) if it holds that an applicant is not entitled to the grant of a stage carriage permit on a particular route if it considers that as the applicant has already a monopoly on the route in the sense that he already held all the permits on that route or a major part of that route, it would be in the interests of the public to grant the permit to another applicant on the ground that there was likelihood of abuse of the monopoly."

Their Lordships said that a hard and fast rule could not be laid down as to when an applicant could be said to enjoy a monopoly on a particular route. In the very nature of the matter it must be left expressly to the Transport authorities to decide on the facts and circumstances of each particular case whether an applicant could be refused a stage carriage permit on the ground that he enjoyed a monopoly on that route. This court could not substitute its discretion in such a matter, though this court would be ready to interfere with an obviously perverse exercise of such discretion. "We are unable to say that the Appellate Tribunal made a manifest error of law in holding that it is not desirable to grant further permits to the two appellants on the two routes in question respectively on the ground that monopoly should be avoided in public interests.

Their Lordships also rejected the contention that the elimination of the appellants on the ground of alleged monopoly would not be a reasonable restriction in the interests of the public, within the meaning of Article 19 (6) of the Constitution and dismissed the writ appeals.

Rejecting the applications for leave to appeal, Their Lordships observed that, in two recent decisions, the Supreme Court had made it clear that so long as a consideration was germane to the matter, namely the fitness of the applicant to ply

a stage carriage in the best interests of the public, there was no error of jurisdiction which could be the ground for interference. They were unable to hold that there was such a question of general importance as would justify the grant of a certificate that these were fit cases for appeal.

Mr. M. K. Nambiar and G. R. Jagadisan appeared for the appellants. Mr. S. Mohan Kumaramangalam for Messrs. Raman and Raman and Mr. R. M. Seshadri for Sales, Service and Transport (P) Ltd.

DELHI TRANSPORT FIRMS' PETITIONS DISMISSED

DISMISSING the writ petitions filed by various transport companies operating in the Delhi region, Mr. Justice Bishen Narain, sitting in the Delhi Circuit of the Punjab High Court, observed, "This court, under Article 226 of the Constitution, can only see if the provisions of the Motor Vehicles Act have been complied with. It is not the function of this court to direct the authorities, under the Act, to prefer one party rather than the other when other things are equal."

After having invited applications for a stage carriage permit for the Delhi-Lampur route, the State Transport Authority issued the permit to Nav Hind Finance and Transport (Private) Ltd., rejecting all other applications. On appeal, the Chief Commissioner of Delhi cancelled this order and granted the permit to the Delhi Ex-Servicemen Co-operative Multi-purpose Society, Ltd. Aggrieved by this decision the various transport companies preferred writ petitions in the Punjab High Court.

Disposing of the petitions, His Lordship observed: "On appeal the Chief Commissioner came to the conclusion that all the appellants satisfied the criteria of efficiency and that there was not sufficient material relating to the disqualifying criteria. He then went into the matter himself and came to the conclusion that grant of the permit to an applicant other than an existing operator on the Delhi-Alipur portion of the route in question would not adver-

sely affect the standard or efficiency of the existing services. The Chief Commissioner observed that, all other things being equal, preference should be given to a co-operative society.

Preference Proviso

"Admittedly, the Chief Commissioner heard the parties at great length. He has given a detailed order giving the reasons for his conclusion. The proviso to Section 47, providing that, other things being equal preference shall be given to a co-operative society, was rightly held by the Chief Commissioner to be applicable to the case. Mr. R. S. Narula and other counsel for the petitioners have urged that, under the proviso, a co-operative society gets preference over "individuals" and not over companies and firms. The term "individual owners" in the proviso to Section 47 (1) of the Act has, in my opinion, been used in contradistinction to 'co-operative societies.' Under the Act an application for a permit can be made by a natural person or a partnership firm or a company or a co-operative society. The proviso gives preference to a co-operative society. The natural inference is that this preference is against all other types of applicants. . . .

"In preferring the Delhi Ex-Servicemen Co-operative Multi-purpose Society over the Crown Co-operative Transport Society, the Chief Commissioner pointed out that the latter authority had a capital of Rs. 12,000 whereas the former had a capital of Rs. 20,000 and further that only one of the members of the latter had experience of running a bus service whereas most of the constituents of the former were ex-servicemen in Army Motor Transport.

Charge not Proved

"He then went into the allegation that the former has hired its permit, but held on the basis of the report of the Registrar that the allegation has not been proved. In my view, considering the nature of the allegations, the Registrar was better equipped to inquire into the matter. The promise by Delhi State, in 1948, to give 20 stage carriage permits to the latter society is

entirely outside the scope of the Act. A promise made to a potential applicant for a permit on a route which might be opened some time in the future cannot be accepted as binding under the Motor Vehicles Act. I cannot but deprecate an effort to fulfil a promise of this kind made unilaterally to the society.

"The Chief Commissioner considered the comparative financial position and experience and came to the conclusion that the Delhi Ex-Service-men Society was better qualified. The reference to the promise was not really the basis of the decision. It appears to me that the Chief Commissioner mentioned the promise merely to reinforce a conclusion which he had already reached.

"The choice of one of the applicants even without cogent reasons cannot be quashed in proceedings under Article 226 of the Constitution."

Mr. Keshav Dyal appeared for one of the petitioners and Mr. Jindra Lal for the respondents.

W. BENGAL LORRY SYNDICATE

The Members of the West Bengal Lorry Syndicate recently met the Chairman of the Inter-State Transport Commission, Mr. Iyer in deputation, at the Writers Building and discussed with him matters relating to Inter-State Road Permits, Permission to ply for a single trip only even when the Temporary Permit was issued for 14 days and Taxes and Fees paid for the period, question of double taxation, the necessity for reciprocity between the States of Bengal, Bihar, Uttar Pradesh, Orissa and Madhya Pra-

desh, delays and waste involved in sending telegrams to other State Transport Authorities for obtaining concurrence for issue of temporary permits, the question of having a Road Bridge at River Sankh near Gumla and Bihar to link Bihar and Madhya Pradesh and Orissa, at a cost of Rs. 2 lakhs.

Matters relating to Licensing, Control and operational difficulties on Inter-State Routes were also discussed.

The deputationists were, Messrs G.L. Sayal, Bhai Harcharan, Kishan Singh, and B. Singh.

MAX. AXLE & LADEN WEIGHTS

The Government of Madras, Home Department in a Notification regarding the Enforcement of provisions of Section 32, Clause (f) of Section 98 and Section 101 of the Motor Vehicles (Amendment) Act, 1956 (Central Act 100 of 1956) with regard to Laden Weight of transport vehicles other than motor cabs, states :

In exercise of the powers conferred by Sub-section (1) of Section 36 of the Motor Vehicles Act, 1939 (Central Act IV of 1939), the Governor of Madras Government, has fixed that the maximum safe laden weight of transport vehicles, other than motor cabs, and the maximum safe axle weight of each axle of such vehicles shall be as follows :

Particulars of the vehicles	Maximum safe laden weight	Maximum safe axle weight
(1) Vehicles of 1952 and earlier models of all makes	112½% of the gross vehicles weight certified by the manufacturer	112½% of the maximum axle weight certified by the manufacturer
(2) Vehicles of 1953 and later models of all makes	125% of the gross vehicle weight certified by the manufacturer	125% of the maximum axle weight certified by the manufacturer

LOK SABHA ON TRANSPORT MINISTRY

New Delhi : EXCEPT for the effective contribution of two members Mr. M. R. Masani (Ind.) and Mr. Raghunath Singh (Cong.), the debate in the Lok Sabha on Transport and Communication Ministry's demands for grants was dull and desultory.

Mr. Masani spoke of the need to develop road transport by diverting to it all the foreign exchange allocated to the Railways. The Railways, he thought, had already reached the saturation point so far as investments were concerned.

Mr. Masani said there had been some kind of a campaign by the Railway Board to curb the road transport. He said if the restrictions on the road transport were relaxed, its cost would come down further and roadways would be in a position to compete with the railways even over distances of above 1,000 miles. The road transport was overtaking the railways all over the world as a modern form of transport and they could not afford to go against the world technological trends.

Mr. Masani criticised the increase in duty on diesel oil which would hit road transport. He did not agree that the duty would result in saving foreign exchange.

He asked the Transport Ministry to ensure that enough motor vehicles are produced to meet the increasing demand. The production of trucks during the last two years had not even touched the targets the Government had set. The Ministry should see to it that sufficient foreign exchange and licences for the manufacture of vehicles were readily forthcoming.

The Mysore Automobile Parts and Allied Merchants' Association

An extraordinary meeting of the Committee of the Mysore Automobile Parts and Allied Merchants' Association was held recently under the presidency of Mr. Ujagar Singh, President. The Committee resolved that Mr. Ujagar Singh be nominated to contest the elections for a seat on the Managing Committee of the Mysore Chamber of Commerce to represent the interests of the Association.

On the suggestion of Mr. G. K. Iyengar, past President, the meeting took up the question of Registration of the Association. Mr. T. N. C. Satagopan explained that the Memorandum and Articles of the Association are to be radically changed for this purpose under the Mysore Act. It was, therefore, resolved unanimously to make the necessary changes to be incorporated and the subject of Registration taken up again.

Mr. R. J. Agarwal, Secretary, pointed out that under the present Central Sales Tax Act, Government Departments after issuing 'D' Forms to a registered dealer in another State, are liable to pay 1% Central Sales Tax. As a result of this, most of the Government Departments in Bangalore preferred to make their purchases outside the State as the Sales Tax on automobile parts within the State was 7%. It was, therefore, suggested that a suitable Memorandum be made to the Finance Minister of Mysore so that suitable amendments can be made for the levy of 1% Sales Tax at par with the Central Sales Tax. Members were requested to furnish the Secretary with any other points that may be useful in drafting this Memorandum on the subject.

At another Meeting of the Committee, members were requested to indicate to the Association the extent of their loss in turnover with Government Departments since the introduction of the Central Sales Tax Amendment. Members were requested to give indications of their turnover for the years 1956-57, 1957-58 and 1958-59.



Sri R. J. Agarwal, recently elected Secretary of the Mysore Automobile Parts and Allied Merchants' Association.

CENTRAL SALES TAX ACT: MYSORE DEALERS MEMORANDUM

In a Memorandum submitted to the Hon'ble Minister for Finance, Government of Mysore, on the subject of Central Sales Tax (Second Amendment) Act, 1958, Sri R. J. Agarwal, Hon. Secretary, the Mysore Automobile Parts and Allied Merchants' Association, says :

I am desired by the managing committee of the Mysore Automobile Parts and Allied Merchants' Association, on behalf of the members of the Association, to place the following Memorandum for your sympathetic consideration.

We submit this Memorandum in respect of inter-State sales of commodities by which State Government purchases are made at one percent sales tax, subject to 'D' Form.

In this connection, may we point out to you, Sir, that if the 'D' Form in question is for the purpose of inter-State sales as envisaged in the Amendment, it will be found that Mysore State trade will be diverted to a large extent outside the State whereby, you will appreciate, that it would amount to a great loss to the dealers in the State.

If, under the amendment, for the purpose of 'D' Form, a provision is made to include local sales, such sales effected would then cover at the rate of one per cent rather than the local Sales Tax prevailing at 7%, for there is no doubt that the difference of 6% would tell on the purchases of the commodities at a higher price.

Some time last year, a deputation of some of the members of our Association had called on you on another matter in connection with the Sales Tax, when you had very kindly assured the deputation that any problems arising at any future date would be considered by you in a manner that there should be no cause of any fear of trade being diverted outside the State involving loss to the local traders and resulting in loss of revenue to the State.

With the introduction of this new amendment subject to Government purchases being made under the Central Sales Tax 'D' Forms, there are concrete instances that can be given whereby Government Departments have been making their purchases preferably from outside the State thereby saving 6%.

With this in view, and in placing the prevailing difficulties before you, may we suggest as an alternative the introduction of such measures to circumvent these difficulties to the traders losing a large amount of their share in business with the local Government departments. It will be realised that such a measure is most imperative at this juncture in the light of facts given above and we would feel very happy indeed, if consideration of this matter can be expedited to avoid further loss of business to the traders in this State.

As a suggestion, a provision may be included under the Mysore Sales Tax Act (Amendment) with the introduction of any such Form by which the local Government departments could make their internal purchases at one per cent Sales Tax.

If desired, this matter can be explained more fully if an appointment is granted for this purpose.

The Tamilnad Motor Parts Dealers' Association

Mr. R. Ramachandran Elected President

The General Body Meeting of the Tamilnad Motor Parts Dealers' Association, Madurai was held on March 28, at TVS Buildings. Mr. V. Rajendran presiding.

Representatives of the following member companies took part in the deliberations: M/s. TVS & Sons Private Ltd., A. Ramanathan & Co., Ar. A. Shenbaganadar & P.V. P. Balasubramania Nadar, N. K. R. Periana Nadar & Co., City Auto Stores, A. M. Natarajan & Co., Madura Auto Stores, Lakshmi Motors, T. Ramaswami Pillai, Manickam & Co., K. Nataraja Pillai & Co., Bharath Trading Co., Murugan Automobiles, (Dindigul), Raj Auto Stores, Khaliq Automobiles, Rajagopalan & Sons, G. N. Chakrapani Chetty & Sons Private Ltd., and Meenambigai Motor Works (Virudhunagar).

After prayer, Mr. V. Rajendran welcoming the gathering said that the Association though started a year ago is still at its infant stage, and it required much guidance. He, however, hoped that the Association will grow with the unstinted co-operation of all members. He thanked Mr. M. R. Kannan for his valuable service as founder Secretary and expressed his gratitude to the Committee members, especially Messrs. K. Narayanaswamy and N. Kannayiram for their excellent co-operation during last year. He regretted that he was unable to arrange for more number of General Body Meetings. In conclusion he wished that with the untiring efforts of all members the Association should grow and emulate similar Associations in this country.

Mr. K. Narayanaswamy, Secretary, read the annual report covering the various activities of the Association. Mr. N. Kannayiram, Treasurer, presented the accounts for the year 1958-59. Elections were then held.

Proposed by Mr. V. Rajendran and seconded by Mr. N. Kannayiram, Mr. R. Ramachandran of TVS & Sons Private Ltd., Madurai was unanimously elected as President

of the Association. Mr. O. Chinnaswamy Pillai and Mr. V. Rajendran were elected Vice-Presidents; Mr. A. Ramanathan Chettiar as Secretary; Mr. N. Kannayiram as Treasurer and Mr. A. P. R. Rajappa as Joint Secretary.

The Secretary announced that several nominations were received for the Executive Committee.

The President explained that the maximum number of Committee Members must be eleven and the minimum seven as per the Constitution.

Mr. N. Kannayiram told the House that members of other districts must also be represented in the Executive Committee as they had an intention to expand the Association to those districts.

Mr. Rajappa of Raj Auto Stores suggested that Executive Committee members should be elected from Madurai City alone, as he felt it would facilitate convening more meetings. Mr. R. Ramachandran of TVS stressed that at least two members from other districts, viz., Tiruchirappalli and Salem should be included in the Executive Committee and Mr. O. Chinnaswamy Pillai of Murugan Automobiles, Dindigul, endorsed his views. Mr. N. Kannayiram laid emphasis on the point that giving representation to members of other districts in the Executive Committee will go a long way in expanding the Association well. There was a discussion about this and ultimately it was resolved to elect five members to the Executive Committee from Madurai and co-opt two more members of other districts at a later date. Proposed by Mr. N. Kannayiram and seconded by Mr. A. Ramanathan Chettiar this was approved by the members present.

Election of members to the Executive Committee was by Ballot resulting in the election of the following:

Mr. T. Ramasamy Pillai; M/s. A. M. Natarajan & Co.; M/s.

Bharath Trading Co.; M/s. Manickam Co. (Firm), and M/s. Madura Auto Stores, all of Madurai.

The new office-bearers were felicitated and the President elect, Mr. R. Ramachandran thanked the members for the confidence they had reposed in him.

Resolutions

The Executive Committee tabled the following resolutions, which were unanimously approved.

To include prominent persons of Automobile Trade as patrons.

To include Trichy jurisdiction in the Association and to appoint a Committee member for that territory.

To appoint an auditor.

To change the address of the registered office to 101, Sandaipettai Street, Madurai.

To request all members to pay their annual subscription for the coming year before the end of April 1959.

Mr. O. Chinnaswamy Pillai, Vice-President proposed a vote of thanks.

Sri K. M. Nanjappa, the newly elected Vice-President of the MAPAMA, Bangalore



Consignor Preference Vital in Selecting Mode of Transport

—Says C. KILACHAND

In a Press Note Shri Chinubhai Kilachand, President, The Indian Roads and Transport Development Association Ltd., Bombay says:

My attention has been drawn to a recent report of a press conference held at Delhi by certain members of the Railway Board. It has been mentioned therein that the members concerned expressed grave concern over the diversion to road transport of goods traffic on trunk routes and emphasised the need for a proper coordination between road and rail transport to avoid future competition. The report also said that road transport carried railways' high-rated traffic thus causing heavy losses to them and went on to suggest that keeping the needs of the country in view road transport would have to be regulated.

It would have been useful had the members concerned disclosed the quantum of traffic going by main roads so that the public would have seen what percentages of the total traffic offering went by road and rail respectively. As is well known road transport has been working under severe handicaps since 1940 and it was only at the end of 1956 that certain provisions of Motor Vehicles Act were liberalised. They came into force on the 17th of February 1957 and their actual implementation could not have been taken place till about September or October of that year. It is, therefore, obvious that a large number of vehicles could not have been placed on Inter-State routes during the short period from that date. It is also well-known that because of limited foreign exchange allotted to road transport during the 2nd Plan the production of commercial vehicles has been poor and against an increase in production of 4,463 goods trucks in 1956 over that of 1955 only 979 more goods trucks were produced in 1957 than in 1956. These facts suggest that the allegation of diversion of traffic to roads in any appreciable quantities is obviously exaggerated.

The deciding factor in the despatch

of goods whether by road, rail or water must be the preference of the consignor since he alone would know which mode of transport would suit him best and if the transportation system of a country is based on this principle by taking cognizance of consignor's preference there would be no need at any time for any complaint from any source.

Road transport is preferred by the public because it is about three times speedier than the railway transport, can make door-to-door deliveries and save a good deal of time and pilferage. The public may not be knowing that against an average distance of only about 48 miles covered per day by a railway wagon a motor vehicle covers at least 150 miles. The consignor knows it and this is why he prefers to send some of his goods by road. This is particularly so in the case of consumer goods which unlike raw materials cannot be stored unnecessarily and which have to be disposed of in the market as quickly as possible to ensure a quick turnover. This has been the experience all over the world and is bound to happen in our country also as industrialisation progresses. Unless this basic principle is taken into consideration the problem of rail-road coordination will never be solved.

During the First Five-Year Plan the country spent Rs. 423 crores in rehabilitating the railways. During the Second Plan it is going to spend Rs. 1,125 crores. In spite of this huge investment the railways will not be in a position to cope with all the traffic in a manner satisfactory to the consignor and, therefore, it is necessary to develop other forms of transport after taking into consideration the rapid industrialisation of the country and the demand for transport.

It has been alleged that road transport "snatches" goods traffic from the railways in high-rated commodities. However, it was nowhere been established that such traffic is carried either on uneconomic

rates or on routes on which permits have not been issued by the authorities concerned. Therefore, the traffic carried by road transport is perfectly legitimate. References have also been made to a proper coordination between road and rail transport, I am in favour of this so long as the coordination does not take the form of restriction. Restriction which was tried by the country for the last 16 years has failed utterly and the country has to settle down to a correct method of coordination which has been enunciated by the International Chamber of Commerce and supported by the International Union of Railways, the International Road Transport Union, The International Union of River Navigation and the European Conference of Ministers of Transport. The fundamental principles of this policy are two: (1) Freedom of choice to the user and (2) Freedom to use his own transport. It is time our country accepted this basic principle and fell in line with other countries in the world instead of pinning its faith at the instance of the Railway Board in restricting and regulating road transport.

Reference has been made to nationalisation of road transport and to bringing road and rail transport under one Ministry. After years of experience in regard to nationalisation the country has now settled down to a policy as laid down by the Planning Commission. It is two-fold: (1) Nationalisation of passenger transport on a phased programme stage by stage over a period, and (2) not to nationalise goods transport up to the end of the Third Five-Year Plan. The country is committed to this policy and, therefore, there can be no question of going back on it. In regard to bringing road and rail transport under one Ministry the two were under the Ministry but since Government found by experience that this combination was not satisfactory in the interest of the public it separated railways from the other forms of transport. Here also there can be no question of going back.

ALL-INDIA AUTOMOBILE AND ANCILLARY INDUSTRIES ASSOCIATION

Discussions with M. W. ELDRIDGE

Informal discussions of the All-India Automobile and Ancillary Industries Association with Mr. M. W. Eldridge, Secretary, Society of Motor Manufacturers and Traders of the United Kingdom recently proved useful and helpful in general.

Opening the discussions, Shri Pranlal Patel, President acquainted Mr. Eldridge with the scope of activities of the Association, which, since its inception in the middle of 1957 was instrumental in organising the Indian Automobile Products Exhibition, the first of its kind ever organised in India. There were now two organisations in the sphere of manufacture of automobiles in India, namely, the Association of assembler-manufacturers of automobiles and an Association of Ancillary Manufacturers. Shri Patel expressed the view that in his opinion it would be desirable for the manufacturing interests in the automobile industry in India to follow the example of the United Kingdom, which enjoyed a position of unrivalled supremacy in the sphere of manufacture of automobiles. However, with only six large-scale assembler-manufacturers and about 56 medium-scale ancillary producers, it was today a far cry for the Indian industry to emulate the example of the United Kingdom. Nonetheless, Shri Patel thought that the Indian industry had reached a stage of development which promised further rapid growth if "know-how" could be had from abroad. In this task the Indian manufacturers hopefully looked forward to the Society of Motor Manufacturers and Traders of the United Kingdom for the necessary assistance, particularly in the sphere of standards and in securing technical collaboration with United Kingdom manufacturers.

British co-operation assured

Mr. Eldridge in reply said that his organisation would be only too pleased to give any assistance that the Association might require both in the matter of developing standards and in extending the necessary technical assistance from United Kingdom manufacturers. Mr. Eldridge, however, desired to have specific proposals in this regard, which, if submitted, would no doubt be sympathetically considered

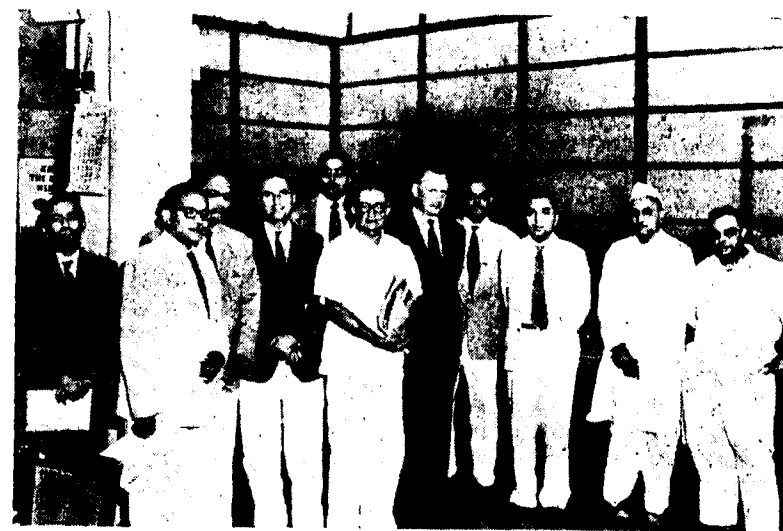


Photo taken on the occasion of the recent meet of the All India Automobile and Ancillary Industries Association with Mr. M. W. Eldridge, Secretary of Society of Motor Manufacturers and Traders of the United Kingdom, shows the leading members of the AIAAIA and the distinguished visitor.

by his organisation. Mr. Eldridge pointed out that there were as many as 670 ancillary manufacturers in his organisation. The automobile industry in the United Kingdom was so very well developed that it was today possible for an enterprising individual to obtain the necessary parts and components from the various ancillary producers and commence the assembly of cars.

Pranlal Patel explains Indian situation

Referring to the role of the Government of India in the development of the automobile and ancillary industries in this country, Shri Patel said that the Government had laid down a phased manufacturing programme for the six assemblers of automobiles with a target of 65,000 vehicles (20,000 cars and jeeps and 45,000 trucks) with an indigenous content of 85% to be achieved by 1960-61. As for the ancillary industry there were at present 56 units licensed by Government for the various parts and components of the automobile. To accelerate the development of the ancillary industry, Government of India had now set up at the instance of the Ancillary Association, a committee known as the "Committee on the Ancillary Industry of Automobiles and Related Equipment," consisting of representatives of the various interests,

namely, the assemblers, the ancillary producers, the State Transport Undertakings, the fleet-owners, the manufacturers of diesel engines, scooters, etc., on the one hand and those of Government on the other. The Committee was at present engaged in the task of collecting data and by and large, it would be the policy-making body for the automobile ancillary industries in India. The deliberations of the Committee, Shri Patel thought, would throw light on the gaps in development in the field of manufacture of ancillaries and pave the way for the formulation of an integrated manufacturing programme both for the Automobile and Ancillary Industries in India. Shri Patel said that the Association would seek the assistance of Mr. Eldridge's organisation at the appropriate stage and hoped that the same would be forthcoming from the S.M.M.T.

Shri Patel added that Indian students proceeding to the U.K. for courses in Automobile Engineering were finding it difficult to obtain practical training facilities with manufacturers in the U.K. and enquired whether the S.M.M.T. could help. Mr. Eldridge said in reply that the S.M.M.T. would certainly help and suggested that the Association might write to the S.M.M.T. on the subject.

Woman Motorist Touches Madras

An intrepid American lady pulled up in Madras early this week in a green Morris Minor Tourer in the course of an extensive tour.

She had thrown up a flourishing independent business in Florence, Italy, to tour around the world "till my money ran out."

Thoroughly enjoying her drive in South India, Miss Lucille Leavitt of New York City said she preferred to be away from the beaten track as much as possible. "It is so much more fun to meet people in the back villages, engrossed in their daily occupations," said she.

In cities, such as Madras and Colombo, she said she had found hearty welcome and extreme kindness. She related how an utter stranger rode about two miles in front of her car to show her a particular hotel in Madras. And in Colombo, the managers of two service stations invited her to their homes and introduced her to their friends.

Travel, of course, was nothing new to this enterprising young lady, who had gone to Italy six and half years ago as a tourist. She liked the country so much she built herself from scratch a buying agency in Florence catering to some twenty American firms.

Setting out from Italy on May 1, Miss Leavitt has so far driven 13,500 miles and in addition travelled several thousand miles by ship. She took a clockwise route in Western Europe starting with Italy, Spain, Portugal, France, Scandinavian and Balkan States. Later, from Greece she went to Egypt and the Lebanon.

From Beirut, Miss Leavitt boarded a slow Yugoslavian freighter bound East, making several interesting steps en route to Ceylon.

At Galle, where she landed in Ceylon, her cargo created a sensation, for a motor car had never before been unloaded in that small port.

Speaking of her drive through Ceylon, the American motorist said: "I have never had such wonderful



Miss Lucille Leavitt of New York City and her automobile in which she has been travelling through various countries. She is seen talking to Miss Srimati at Madras.

hospitality." She seldom had to stay in hotels during her tour, she said.

Landing at Dhanushkodi, Miss Leavitt touched several towns and villages before reaching Madras, and visited and photographed temples and historic sites. However, it was the people on the road and in wayside homes that interest the motorist most.

From Madras, Miss Leavitt will drive to Bangalore, Mysore, Hyderabad, Aurangabad and Bombay and then proceed to Delhi and Calcutta. She plans to tour more extensively in the Middle East before returning to Rome, where she hopes to set up as an unofficial guide during the Olympic Season in 1960.

The tourist trade has increased its contribution to Italy's balance of payments, between the end of 1951 and September 30th of this year, by 480.5 per cent. The contribution of foreign tourists to Italy's balance of payments has been constantly on the increase for the last seven years, touching its high points in 1952-53, 1954-55, and 1956-57. However, all records were shattered by the first nine months of 1958, which brought an increase of 38.17 per cent to the monthly mean receipts.

ON TOURS AND ROADS

The World Touring and Automobile Organisation

The Fifth Assembly of the World Touring and Automobile Organisation will be held in Rome from 19th to 24th May 1959. Officers and Executive of the automobile association and clubs from all countries are expected to meet to discuss the needs of the motorists throughout the world.

The delegates for the Commonwealth Conference will represent the Association at this General Assembly also.

Among others, the following subjects are of special interests to motorists:

- (i) The uses and developments in motor vehicle construction
- (ii) National legislation and foreign vehicles in private traffic.
- (iii) The improvement of road networks and the programmes put into effect in the United States, Italy and several other countries.
- (vi) Ways and means, other than propaganda and police controls, of improving driving habits and driver behaviour.



Mr. P. W. Litchfield

PAUL W. LITCHFIELD A MAN AND HIS IDEAS

Mr. P. W. Litchfield, Hony. Chairman of the Board of the Goodyear Tyre and Rubber Co. (Inc.) died on March 18, at the St. Joseph's Hospital in Phoenix, U.S.A.

Born in Boston in 1875, he joined Goodyear in 1900 as Superintendent became a Director in 1906, Factory Manager in 1911, Vice-President in 1915, First Vice-President in 1923 and President in 1926. He became Chairman of the Board and President in 1930 and was in that capacity till October 5, 1958, when he relinquished this post in favour of the present Chairman and President of the Board—Mr. E. J. Thomas. At the time of his death he was Hony. Chairman of the Board.

Apart from his being Chairman of the Board of several Goodyear subsidiaries, he was also the Chairman of Goodyear, California, Michigan, Alabama, Great Britain, Australia, Argentina etc.

The growth of Goodyear and the progress of the Rubber Industry as a whole are underlaid by many and varied innovations fostered and directed by Mr. Litchfield.

Known as the master tyre builder, Mr. Litchfield directed the numerous

tyre improvements, although he gave credit to the Goodyear "team."

Baby Diesels into More cars

Reports from Britain and overseas indicate the remarkable economy and growing popularity of Britain's "Baby" diesel engine—the 1.6 litre Perkins Four 99.

About 400 Four 99 engines have been ordered by Lypns Motors, Perkins distributors in Singapore, for converting petrol-engined cars and taxis on the island and in Malaya.

These vehicles include Ford Consuls, Ford Zephyrs, Morris Oxfords, Austin A. 55s. and Hillman Minx. More than half the engines have already been delivered.

One fleet of six Consuls and a Zephyr at Singapore has now covered about 120,000 miles and vehicles driven for 16-20 hours a day in two shifts have averaged 45-50 miles per gallon.

A Buckhurst Hill (Essex) firm of contractors has informed F. Perkins Ltd., that it expects to save over £125 a year in the operating cost of a Ford 15 cwt. van as a result of fitting a Four 99 engine.

The Four 99 develops 43 b.h.p. at 4,000 r.p.m. It is a four cylinder in line engine with a 3.0 in. (76.2 mm.) bore and 3.5 in (88.9 mm.) stroke.

MR. R. L. MAHESWARI ENTERTAINED

To meet Mr. R. L. Maheswari, Proprietor of the Central Trading Co., Calcutta, sole agents for R.I.V. Bearings in India and President of the All India Ball Bearing Merchants' Association, who was in Madras recently in the course of a flying business visit, Mr. D. C. Malhotra of Sales Service Co., of Thambu Chetty Street, threw a party at the Kwaliti Restaurant when most members connected with the Ball Bearing Industry in the City were present.

Mr. Maheswari took the opportunity to stress the need for strengthening their trade, particularly by more members joining the Association.

Mr. Sat Dev of M/s. Auto Sales Co., thanked Mr. Malhotra for having given them this opportunity of coming together and discussing matters of common interest with Mr. Maheswari.

NEWS LETTER

NEW APPOINTMENT FOR MR A. DENHOLM

F. Perkins Ltd., have announced that Mr. Alastair Denholm has been appointed General Sales Manager of Perkins Outboard Marine Ltd., the new subsidiary formed to handle Perkins' outboard motor interests.

Mr. Denholm, who is 36, joined F. Perkins Ltd., in 1954 and from the following year is in Madras as the company's liaison executive in India where nearly 50,000 Perkins engines are operating. He maintained close liaison with Simpson & Co., Ltd., Madras, who are manufacturing the P6 engine under licence, and with manufacturing customers and major operators, including Bombay State Road Transport, who own nearly 4,000 Perkins engines.

Mr. A. R. Denholm, whose new appointment as General Sales Manager, Perkins Outboards Marine Ltd. has just been announced.



AID FOR TRANSPORT OPERATORS

FINANCE COMMISSIONS for States suggested

New Delhi: A suggestion for the formation of Transport Finance Commissions in the States to assist transport operators was made in the Lok Sabha recently by Mr. S. Osman Ali Khan, Congress M.P. from Andhra.

The suggestion was made during the debate on demands for grants of the Ministry of Transport and Communications.

The member said there was no justification for the Railways to ask for curbs on the development of road transport. Road transport, he held, was still in its "infancy" and there was vast scope for its development. He wanted the Government to give a categorical assurance that road transport in regard to goods would not be nationalised.

Taxes should be reduced

Sardar Iqbal Singh, Cong., Punjab, strongly pleaded the case of road transport. He said no other form of transport was put to so many difficulties in the country as road transport. There were multiple taxes on road transport. These should be reduced and simplified and there should be a uniform system of taxation. Whether one liked it or not, road transport in India was bound to develop as it had developed in other parts of the world because it offered certain advantages such as no pilferage, and efficient transport of passengers and goods.

He said many committees had been appointed by the Transport and Communications Ministry in the past, but very little action had been taken on them. He hoped the report of the committee which went into the question of road transport recently would be placed on the Table of the House shortly and the Government would take some action on it.

In order to enable people of the various States to understand each other better, home tourism should be developed. Special attention should be paid to roads in border areas such as the Punjab and areas which were not served by the Railways.

April 1959

BRITAIN SPENDS MORE ON ROAD MODERNIZATION

Britain spent close on £122,000,000 on roads in the year ended last March—the first year of the road modernization plan. A report to Parliament by the Minister of Transport and Civil Aviation, published on December 17, shows this figure to be an increase of 12,500,000 on the previous year. Over £21,000,000 was spent on trunk roads.

"The most spectacular event of the year," says the report, "was the

starting of work on the first two large-scale motorways to be built."

Total mileage of roads maintained during the year was over 163,000, and the cost well exceeded £70,000,000. The report adds that schemes have been approved, or are being prepared, for some 350 miles of special roads for motor traffic only.

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MODELS AND THEIR Prices

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	Rs.	nP.
Plymouth Cars, (Sundaram Motors Private Ltd.) Ex-Factory, Kurla	20,270	00
Plymouth Suburban (Sundaram Motors, Ltd.)	22,646	00
Hindustan Ambassador 1957 (Southern Automotive Corporation Private Ltd.) ex-plant Uttarpara	11,161	00
Dodge kingsway sedan (Rane (Madras), Ltd.)	20,371	00
Dodge Suburban (Rane (Madras), Ltd.) ex-Bombay	22,899	00
Vanguard Phase III (Union Co. (Motors) Ltd.)	14,700	00
Standard Super Ten Saloon (Union Co. (Motors) Private Ltd.) on the road	10,022	12
Standard Estate Car (Union Co. (Motors) Private Ltd.) on the road	14,889	12
Studebaker 'Parkview' Station Wagon 1956 model (Reliance Motors Ltd.) ex-plant Calcutta	20,280	00
Studebaker 1956 Commander (V.S.T. Motors Private Ltd.) Including S.T. & Delivery Charges	22,239	86
Studebaker 1956 President Classic (V.S.T. Motors Private Ltd.)	24,499	78
The Fiat 1100 The Elegant (Sundaram Motors Private Ltd.) Ex-Factory	9,755	00
Willys C.J. 3B Universal Jeep ex-plant Bombay	12,570	00
Willys Model Station Wagon ex-plant Bombay	18,150	00
Jeep 1 ton truck	13,046	00

MOTOR CYCLES

Royal Enfield (The Madras Motors (Private) Ltd.)—		
"150 Ensign" (any dealer point in India)	1,995	00
"350 Bullet" with spring frame (any dealer point in India)	3,559	00
Royal Enfield three wheeler chassis	4,654	00

SCOOTERS

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

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

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

VANS

Standard Delivery Van, (Union Co. (Motors) Private Ltd.) on the road 10,628 | 56 |

Hindustan Traveller, price on the road (Reliance Motor) Co. 14,700 | 00 |

TRUCKS & COMMERCIAL CHASSIS

Sundaram Motors (P) Ltd.

Leyland Comet "203" WB Passenger Diesel Chassis including S.T. & dely. charges 36,000 | 00 |

Leyland ECPO 2/2R-176 WB full forward control Passenger Chassis S.T. & dely. charges 35,500 | 00 |

Leyland ECOS 2/1R-163 WB goods chassis including S.T. & dely. charges 34,700 | 00 |

Leyland ECOS 2/2R-118 full forward Tipper chassis including S.T. & dely. charges 34,500 | 00 |

(V.S.T. Motors Private Ltd.)

Tata-Mercedes-Benz. Diesel Truck and Bus Chassis L 312/42 165" W.B. 5-Ton Truck Chassis ex-Works, Jamshedpur 26,820 | 00 |

LP 312/42 165" W.B. Full Forward Control Truck Bus Chassis ex-Works, Jamshedpur 27,780 | 00 |

LP 312-48 190" W.B. Full Forward Control Bus Chassis ex-Works, Jamshedpur 28,570 | 00 |

L 312/36 142" W.B. 5-Ton Truck Chassis ex-Works, Jamshedpur 26,475 | 00 |

LK 312/36 142" W.B. 5-Ton Truck Chassis ex-Works, Jamshedpur 30,125 | 00 |

Fargo (at Sundaram Motors Private Ltd.) Dodge (at Rane (Madras) Ltd.) & at Associated Accessories P. Ltd. Kurnool. Prices duty paid ex-Factory Premier Automobiles Ltd., Kurla, Bombay.

C3D6-116" (4) 7.00 x 16-6 Ply 12,615 | 00 |

C4D6-126" (4) 7.00 x 16-6 Ply 12,662 | 00 |

C3PW6-126" (4) 9.00 x 16-6 Ply 17,974 | 00 |

C4G6-153" (6) 34 x 7-10 Ply 16,391 | 00 |

C4G6-153" (6) 32 x 7-10 Ply 16,062 | 00 |

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

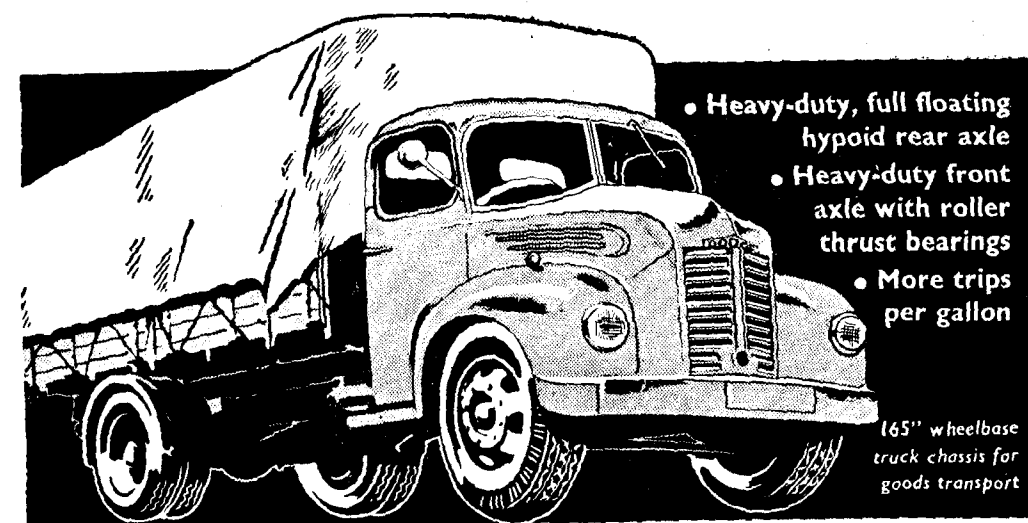
PICKUP

C3D6-116" (4) 7.00 x 16-6 Ply	15,012	00
C4D6-126" (4) 7.00 x 16-6 Ply	16,058	00
K6D200-116" (4) 7.00 x 16-6 Ply	16,293	00
K6D200-116" (4) 7.00 x 16-8 Ply	16,358	00

DIESEL CONVERSION

C4H6-153" (6) 34 x 7-10 Ply	22,668	00
C4H6-153" (6) 34 x 7-12 Ply	22,937	00
C4H6-171" (6) 34 x 7-10 Ply	22,903	00
C4H6-171" (6) 34 x 7-12 Ply	23,172	00
K6D500-153" (6) 34 x 7-10 Ply	20,997	00
K6D400-171" (6) 34 x 7-10 Ply	21,303	00
K6D500-153" (6) 34 x 7-12 Ply	22,930	00
K6D500-153" (6) 34 x 7-10 Ply	22,632	00
K6D500-171" (6) 34 x 7-12 Ply	23,414	00
K6D500-171" (6) 34 x 7-10 Ply	23,116	00

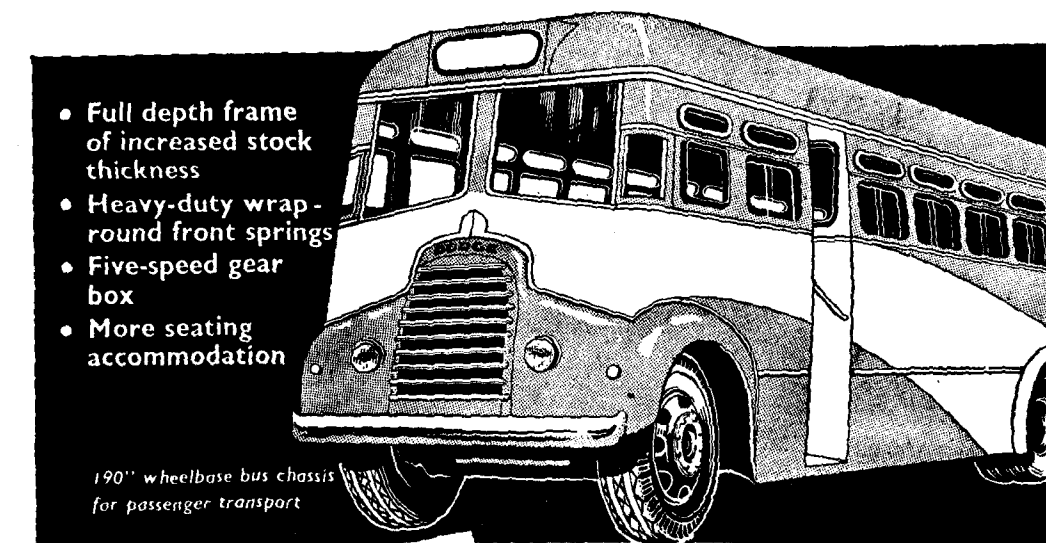
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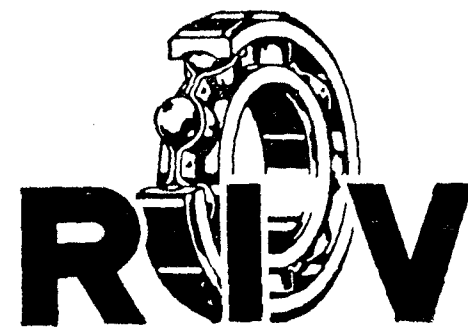
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