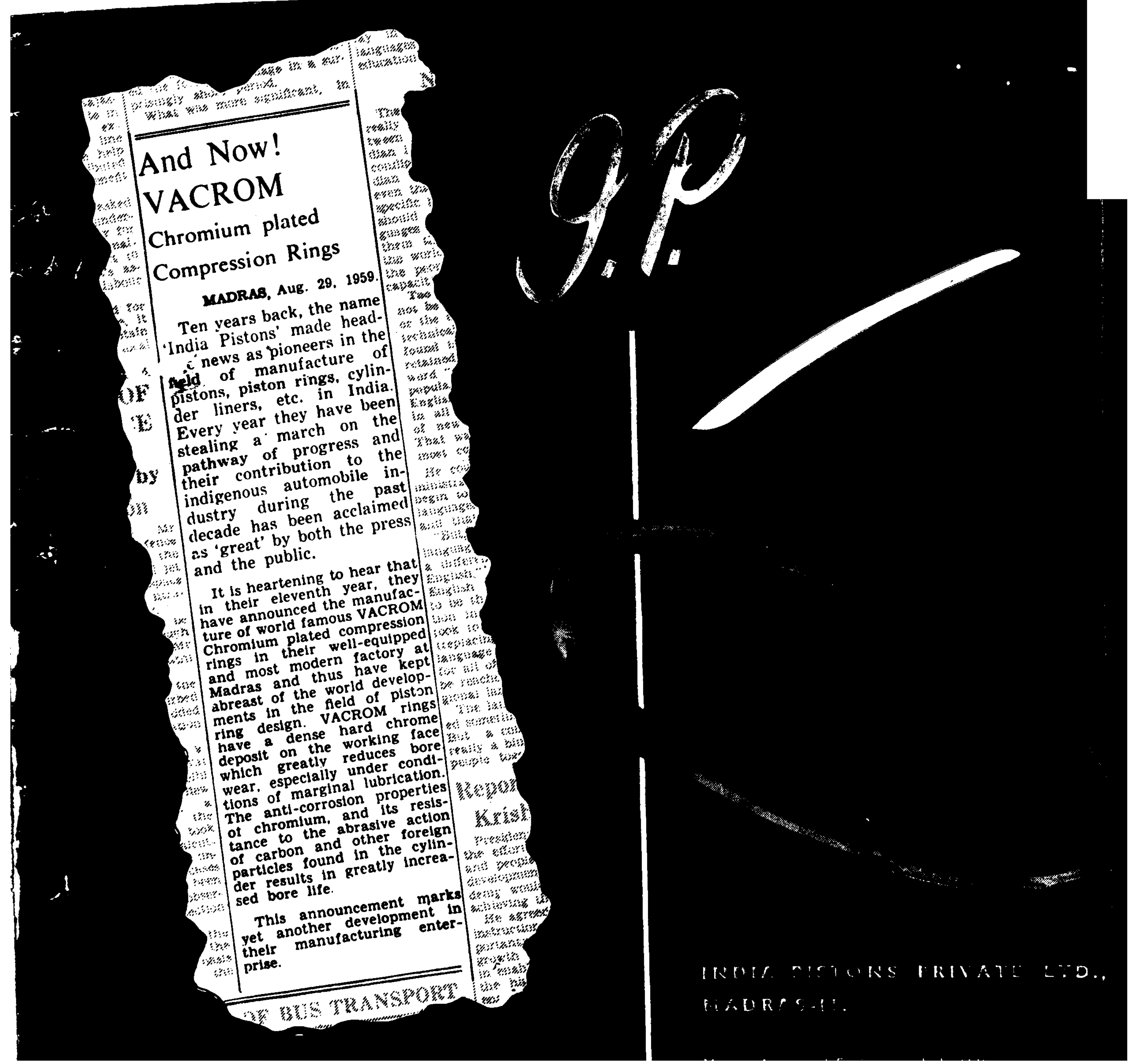
MOTORINDIA

VOLUME 4 SEPTEMBER 1959 100 NUMBER 2



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Vol. 4 SEPTEMBER 1959 No. 2

Price Re. 1 Annual Subscription Rs. 10

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THE REDEX CAR CLUB
THE MADRAS MOTOR PARTS DEALERS' ASSOCIATION
THE MYSORE AUTOMOBILE PARTS & ALLIED MERCHANTS' ASSOCIATION
THE TAMILNAD MOTOR PARTS DEALERS' ASSOCIATION

editorial

A CONFERENCE OF SOUTH INDIAN DEALERS

At the recent Independence Day Celebration of the motor parts dealers held under the auspices of their Association at Madras, a report of which was published in our last issue, Mr. T. S. Krishnamurthy, Vice-President, took the opportunity of telling the trade that he personally wished that the various associations of motor parts dealers of their kind now independently functioning in South India should get together and merge into one zonal unit before they thought of forming an All-India Federation. There are four or five associations in the South including Andhra Pradesh and the idea of merging, if acceptable, Mr. Krishnamurthy wanted to go into the question in more detail.

About the same time, about 200 miles away from Madras, the Committee of the Mysore Automobile Parts & Allied Merchants' Association, by a pleasant coincidence, was thinking practically on the same lines, thanks to suggestions in this regard made by the energetic Secretary of that Association, Mr. R. J. Agarwal. Actually, the Committee went further in deciding to take steps for a Conference of Associations of motor parts and allied merchants of the entire Southern Region to be held in Bangalore about the end of this year or early 1960. A Committee has been formed for the purpose under the auspices of the Mysore Association.

The idea of an All-India Federation of motor parts dealers and their Associations has been in the air for quite a considerable time now and though everyone is agreed about the utility and the need for such a federation, there seems to be no further progress in the matter. It appears as if even at this stage of forming a federation, the main hurdles remain almost an insignificant point, viz., where the headquarters of the Federation should be. Surely one cannot be happy at the way in which the Federation idea is now balancing in the air. There are claims and counter-claims that the Federation Headquarters should be at the headquarters of Government. Equally reasonable claims are that the headquarters should be at a place where more such merchants are congregated, say, a place like Bombay, and a third view-point is that the headquarters should be at a place more central and geographically within easy reach of all the federating units. There appears to be also yet another view that there should be a central federation headquarters with regional offices.

While each of these proposals will have its own merits and demerits as a whole, we feel that to try to solve this immediately before starting the Federation is to put the cart before the horse. What is imperative is the coming together of all the motor parts dealers associations of various parts of the country and only when they come together can these questions be thrashed out and solved to the greatest common measure of agreement.

Under the circumstances, therefore, we are extremely happy to note that a beginning is made though on a zonal basis to get together all dealers and allied merchants associations of motor parts from the various parts of South India for a conference. It is our earnest hope that this Conference which is proposed at perhaps the best place that the South can offer, namely Bangalore with its salubrious climate, will help furthering the objects of making the various dealers associations in the automobile trade come together. It is also our hope that it will lay the foundations for a much bigger and more comprehensive and complete All-India Federation in the years to come. There is no question of clash of interests and it is our hope that the zonal conference will also become a permanent institution to serve at a later date the trade and its members under the proposed All-India Federation.

RECOVERY IN WORLD CONSUMPTION OF PETROLEUM PRODUCTS

Following a rise of only two per cent in 1957, consumption of petroleum products in the non-communist countries rose last year by 39 million tons or 5½ per cent to 742 million metric tons (excluding refinery use), and a somewhat bigger increase is expected in 1959. In the future a slower average rate of growth is expected than the past long-term average of seven per cent annually, or than the even higher rate of growth in the post-war period. But in terms of volume, annual growth will be greater than in the past.

Oil consumption in non-communist countries increased last year by about 39 million tons or 5½ per cent to over 739 million tons (excluding refinery use). This was a much bigger percentage gain than the small increase in 1957, though lower than the long-term average of seven per cent recorded in the past. The overall advance comprised an increase of some 12 million tons or three per cent in the U.S.A., and an increase of about 28 million tons or nearly nine per cent elsewhere. An increase this year has been predicted by various major companies, of about 50 million tons or seven per cent. This might comprise, according to Standard of California, an increase of five per cent in the U.S.A. and an increase —again —of nine per cent elsewhere.

The growth of consumption in the non-communist world last year by about 39 million tons compares with an increase in its crude oil production—according to revised estimates —by about 11 million tons. Some part of this difference is purely statistical, arising from problems of converting from barrels to tons. The principal factor, however, was the heavy drawings on stocks, built up during 1957 as a consequence of the Suez crisis. In the United States alone, stocks of crude and products were reduced during 1958 by some seven million tons, and the figure elsewhere was substantially greater. An additional factor causing the gap between the growth of consumption and that of production was the increase in 1958, of about three million tons in imports from communist countries.

Economic Recession in U. S. A.

The main influences restraining the growth of world consumption last year were the tail-end of the U.S. economic recession, and the mild recession in Western Europe. These general economic factors held back oil consumption in these two main consuming regions. They also were a principal cause of the widespread falls in commodity prices and consequently in the export earnings and economic activity of some under-developed regions. Inland oil consumption in the under-developed regions nevertheless rose last year by nearly seven million tons or 7½ per cent. An influence which boosted consumption last year as compared with 1957, was the fact that European consumption in 1957 had been checked by the Suez crisis. A similar check occurred also to consumption in 1957 in the region shown in our table as " Africa and the Middle East," of which a major component is Egyptian consumption. Last year consumption in both these regions jumped sharply. In Western Europe inland consumption rose by as much as 17½ per cent; but when this figure and that of one per cent in the preceding year are averaged the growth over the two years 1957 and 1958 is equivalent to nine per cent a year.

Consumption would have risen more last year but for the fall in bunker requirements. The fall was sharpest in the United States, where requirements had increased abnormally in 1957, due to the loading of maximum bunkers there during the Suez crisis and the increased number of tankers plying there. But the general decline in bunkers last year was due also, in part, to the overall drop in ocean freight traffic. Recent estimates by the O.E.E.C., indicate a decline of three per cent in the total tonnage carried by sea, comprising a decline of nine per cent in dry cargo, together with an increase of six per cent in oil trade.

Demand for Black Oils

Past trends in the relative growth of inland demand for the various major products were continued during 1958. Outside the U.S.A., the growth of demand for black oils continued to be the dominant feature. A major part of this was in Western Europe, which accounted for no less than 80 per cent of the total growth of inland demand for heavy fuels outside the United States. European consumption of gas-diesel oils also rose substantially. In the case of gas/diesel oils, however, the rise in inland demand in the other countries outside the U.S.A. accounted for over one-third of the total growth in inland demand, reflecting the widespread demand for this product in a variety of uses wherever economic development is going forward.

In the United States also the established trends of demand were

A striking aspect of the growth of U.S. demand is the rapid increase for the non-major products. A principal element in this is the dynamic expansion of U.S. demand for L.P.G., which now exceeds that for kerosene, even when measured in tons. Thus, in 1958 U.S. domestic demand for L.P.G. was over 15 million tons against 14·6 million tons of kerosene, excluding from the latter the jet fuel with which, it is combined (jet fuels in the U.S.A. are still mainly JP-4 for military use, consisting principally of gasoline, factions).

GROWING DEMAND ALL OVER WORLD

The relative importance of demand outside the United States has grown considerably in recent years. Whereas in 1948 it constituted 28 per cent of the total inland consumption in the non-communist world, by 1951 the figure was 31 per cent, and by last year it had risen to as much as 42 per cent. Significantly, demand for gasoline has grown faster outside than within the U.S.A., despite the fact that the U.S.A. is still by far the biggest gasoline-consuming region, and offers much bigger growth in terms of volume. Western Europe, for instance, is widely regarded as a black oils area, in which gasoline consumption is held back by high taxes on gasoline and vehicles, by inadequate roads in many countries, continued. Gasoline demand rose, though only slowly; the demand for residuals was static under the impact of the economic recession; while the demand for gas/diesel oils increased by some 6 per cent or over five million tons—the equivalent of 40 per cent of the total increase in all U.S. inland oil consumption. The substantial growth in U.S. consumption of gas/diesel oils was due in large part to the strong demand for heating oils occasioned by the very cold winter weather at both ends of the year. But it also represented a continuation of the trend of demand for gas/diesel oils to grow more rapidly than that for other major products in the United States as well as in other parts of the world, and by the characteristically small cars. Yet, since 1951—the first post-war year in our series of world consumption estimates — Western Europe's consumption of gasoline (including aviation gasoline) has risen by 70 per cent, as compared with an increase in the United States by 31 per cent. In the underdeveloped countries also, the growth was equivalent to 70 per cent. In terms of tonnage, of course, the picture is very different, the increases being nearly 40 million tons in the U.S.A., 12 million in Western Europe and 11 million in the underdeveloped countries. Indeed, the increase alone in the United States over this period was actually one-third greater than the total consumption of gasoline in 1958 in Western Europe.

The temporary check to the non-communist world's oil consumption in the past two years represents in effect the loss of one year's growth, say 50 million tons, at the past long-term average of seven per cent a year. If consumption increases this year by seven per cent, to get back on to the trend line by, say, 1961, would require an annual growth in 1960 and 1961 of five per cent in the U.S.A. coupled with 17 per cent elsewhere. This appears quite improbable, when it is recalled that the biggest percentage gain outside the U.S.A. since the war was that of 15 per cent in 1955, while the average for the period 1947–56 was 11 per cent. Furthermore, there are new factors which indicate a somewhat slower percentage growth of demand than the past averages of seven per cent (1934–56) or 7·7 per cent (1947–56). Even before the recent economic recession, expansion of world industrial production had lost its post-war burst of speed. Whereas, in the period 1948–55 industrial production in the non-communist countries as a whole rose, according to U.N. statistics, at an average rate of six per cent a year, in 1956 it rose by $4\frac{1}{2}$ per cent, in 1957 it rose by less than three per cent and in the first three-quarters of last year it fell by $3\frac{1}{2}$ per cent. Industrial production is now rising again, but with the post-war reconstruction period in Europe now well in the past, and with the new ascendancy of anti-inflationary policies in governmental counsels, the resumption of former growth rates seems unlikely. This naturally will mean slower percentage growth for oil consumption. For some time to come the unexpected surplus of coal may also restrain the expansion of oil use, and the fact that oil now plays a bigger role in providing our energy requirements dictates that its rate of growth will be less rapid and more in line with the rate of growth of energy demand as a whole. There are also other special factors, in particular the possibility of a more widespread use of natural gas, taking some markets which might have been supplied by fuel or gas/diesel oils.

Bigger Tonnage

Taking all factors into account, therefore, it seems probable that the upward trend of oil consumption will assume a slower rate of growth than in the past. Thus, it is, suggested that in Western Europe consumption may grow in the next few years at an average rate of only some seven to eight per cent as compared with the average in the period 1948–56 of 14 per cent. However, on the bigger tonnages now needed a slower percentage growth will still mean substantially bigger growth in terms of volume. And it is, after all, barrels and tons of oil which are sold, and not percentages.

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Sri M. Shah Reviews Progress of Automobile Industry

Pleads for Harmonious Coordination among Manufacturers

Following is the Speech of Shri Manubhai Shah, Union Minister of Industry, at the Meeting of the Development Council for Automobiles, Automobile Ancillary Industries, and Transport Vehicle Industries, held in New Delhi on 13th July 1959:

"As we are meeting for the first time, I would like to briefly review the background and the progress of the industries covered by your Council.

With the advent of political independence, the National Government took up measures to promote industrial development of the country recognising the urgent need to achieve economic freedom. With a view to canalise the available resources to the best utilization, Parliament in 1951 passed the Industries (Development and Regulation) Act empowering the Central Government to regulate the development of industries which are mentioned in its first schedule. Under this Act, the first Development Council was established in 1953 for the industries of the Internal Combustion Engine and Power Driven Pump group. This was followed by the Development Council for bicycles and a third for the fertilizer industries. Encouraged by the success of these Councils many more Councils for other scheduled industries have since been constituted. There are at present 15 Development Councils working today covering various industries. Of the 16 functions that could be entrusted to these Councils only a limited number of functions had been assigned to each of them in the beginning; now all the Councils have been assigned with all the 16 functions. Your Council is the 16th in the series being constituted with all the full terms of reference.

NATURE OF AUTOMOBILE INDUSTRY

While every industry is important in itself, the Automobile industry has the pride of place among those considered essential in the national economy of any country, particularly in a large country like India. Your industry has voluminous capacity for employment in the production and distribution in the subsidiary industries—both on a large and small scale, in the trade for the supply of raw materials; and in the transport services and maintenance. The automobile is also a source of revenue for the State and Central Governments. Last but not least is the flexibility of the industry: it could easily be switched over to other items of production in any national emergency not only by virtue of the means of production at its disposal but also the superior technical talent acquired by its personnel. Because of the wide impact of the industry as a whole in the life of the common man, its well-being and desired progress have become his every day concern and as such your industries evoke so much public interest.

Sri Pranlal Patel, President of the All-India Automobile Ancillary Industries Association who attended the meeting of the Development Council for Automobiles, Automobile Ancillary Industries and Transport Vehicle Industries, in Delhi recently is seen here addressing a Press Conference at Bombay at the conclusion of the meeting

ASSEMBLY OF MULTITUDES OF PARTS AND COMPONENTS

A complete automobile is built up of as many components as 4000/5000. The many production problems relating to so many of the components can never be solved by individual firms. Neither the capital, nor the machinery, nor the experience could be concentrated in one place. The production of the various components, therefore, have to be undertaken by several units. This method may be considered as the best and the most economic form of manufacturing an automobile. Therefore there will have to be a harmonious and efficient co-operation and coordination between the various manufacturers of the different finished and semi-finished components, between the assemblers and the multitudes of manufacturers and sub-contractors of components and parts.

REGULATED INDUSTRY

On account of the importance of the industry as well as its complicated nature, the Government of India by the Industrial Policy Resolution (in 1948) declared that the automobile industry is one whose planning and regulation should be its concern in the interest of national economy. Following this resolution, an enquiry was instituted by the Tariff Commission in 1953. On its recommendations, which are too well-known, the lines on which the industry should be developed and the types and makes of automobiles which should be manufactured in the country were decided. Prior to 1953, there were a number of manufacturers-cum-assemblers in the country of which only two had some loose manufacturing programmes; the others were engaged in mere assembly. The types and models of cars and trucks were more than 135. This was a terrifically large number and hardly any attempt had been made in the past at rationalisation to a few models and types. The Tariff Commission reported that the delay in developing the automobile industry was mainly due to the multiplicity of the makes and types of vehicles that were being developed and the consequential low demand in each category. The Government thereupon regulated the development in such a way that the import licences were granted only to those makes and types of vehicles whose programmes had been approved by Government. This reduced the types and models to a very small number.

"Delay due to multiplicity of makes and types"

Streamlining of Policy

Further in 1955, the Tariff Commission was again requested to review the progress made by the Automobile Industry. The Commission submitted its report by the end of 1956. The main recommendations were:

(*a*) Priority to the manufacture of commercial vehicles rather than passenger cars.

(*b*) In the case of commercial vehicles as the maximum demand would be for diesel vehicles, instead of trying to discourage this trend, every effort should be made to meet the demand.

(*c*) Additional capacity required for commercial vehicles should be installed in existing units rather than new ones.

(*d*) The automobile manufacturers should purchase the products of ancillary industries in India for use as original equipment.

(*e*) Steps should be taken to prevent haphazard and unregulated growth of ancillary industries.

(*f*) The ancillary industries should as far as possible be developed by firms who are not connected with the main automobile manufacturers.

Most of the Commission's recommendations referred to were accepted by Government. One of the important outcomes of this investigation was the grant of protection to the industry for a period of 10 years as recommended by the Tariff Commission. The difficult foreign exchange situation that developed by the end of 1956 and in the beginning of 1957, necessitated certain further changes in the policy recommended by the Tariff Commission and the types and makes of vehicles to be developed were rationalised to only 3 passenger cars, three medium type trucks, one heavy truck, one jeep and one light truck.

		Manufacturers
(i) *Cars*—		
	(1) Standard Ten	3
	(2) Fiat 1100	
	(3) Hindustan Ambassador/Landmaster	
(ii) *Trucks*—		
	(*a*) Light—1 ton—	
	(1) Dodge (Petrol and Diesel) ...	1
	(*b*) Medium—3/5th tons—	
	(1) Dodge (with petrol engine)	3
	(2) Mercedes Benz (with diesel engine.	
	(3) Bedford	
	(*c*) Heavy (5 tons and above)—	
	(1) Leyland Comet, Tiger/Titan ...	1
(iii) *Diesel Engines: (for medium trucks)*—		
	(1) Perkins-P6, (2) Meadows. — suitable as original fitment for Dodge and Bedford Trucks.	
	(3) Mercedes Benz	1
(iv) *Jeeps*—		
	(1) Willy's Jeeps	1

This shows that in cars and medium trucks, we have 3 models and 3 manufacturers and in light trucks, heavy trucks and Jeeps we have one model each and one manufacturer. This shows the extent to which the automobile policy has been able to rationalise the models and manufactures from the original multitudes of models, manufacturers and assemblers before 1953.

Automobile Committee

As you know, recently the Government have appointed an Automobile Committee to enquire and report on certain aspects of the automobile industry. The principle terms of reference are:

(*a*) To review the progress of the automobile and ancillary industries and recommend measures to increase the indigenous content of the different vehicles in the shortest possible time, keeping in view the targets and schedules envisaged in 1956, when the manufacturing programmes of the different producers were approved.

(*b*) To recommend measures to be taken to reduce the cost to the consumer of different vehicles (car, jeep and truck) under manufacture by the automobile industry and suggest the most appropriate pattern of organisation for the

34,500 Vehicles estimated for 1959

future expansion of the industry to ensure low-cost production.

(*c*) To examine the feasibility of producing a low-cost passenger car within the price range of 5,000 to 7,000 rupees including within the scope of such examination not only schemes previously presented to Government, but also other models of cars that have been developed in different countries and suggest ways and means of manufacturing such a car in the country.

(*d*) To recommend targets of production of different types of vehicles for the Third Five-Year Plan.

(*e*) To indicate the financial implications including foreign exchange, of development programmes that might be suggested under (*a*), (*v*) and (*c*) mentioned above.

The Automobile Committee is expected to submit its report by September 1959.

RAPID PROGRESS

It is a matter of gratification that the Automobile Industry has progressed rapidly as a result of the efforts made both by the Government and the industry. The production of vehicles went up steadily upto 1957. However, this increase could not be maintained in 1958 mainly due to the lack of adequate provision of foreign exchange. The production figures were :

	1950	1956	1957	1958	1959 (estimated)
Cars ...	8,728	13,666	12,171	8,113	13,000
Jeeps ...	367	4,329	3,899	4,118	5,500
Trucks ...	8,750	14,143	15,665	13,400	16,000
	17,360	32,138	31,735	25,631	34,500

INCREASING INDIGENOUS CONTENTS

The progress of any industry could be judged from the extent of indigenous content achieved by it in a period of 4—5 years. In 1953 there was hardly any manufacture apart from the assembly from wholly imported components incorporating the indigenous tyres, tubes, battery and upholstry materials, except in the case of one car (Hindustan). The latest indigenous contents achieved up-to-date are :

	PER CENT
Standard Ten ...	... 49.4
Fiat 1100	... 56.6
Hindustan Ambassador	... 73.4
Jeeps	... 66.1
Dodge—3 ton 165" W.B.	... 62.0
Mercedes Benz 165" W.B.	... 64.4
Leyland Comet 163" W.B.	... 52.0

arrived at by comparing the c.i.f. price of the imported components (finished and semi-finished) with the ex-factory cost . . . . . . of the vehicle in India. Even here in respect of certain vehicles, the desired much more increase in the percentage beyond the level of 1957 could not be achieved as the necessary machinery and equipment required to further increase the indigenous content could not be made available due to shortage of foreign exchange for the capital goods and machinery.

Apart from the two truck manufacturers having a programme for the manufacture of their own diesel engines, two other firms exclusively are established for the production of diesel engines for supply as original equipment to the other truck manufacturers and their production since 1955 has been :

	1955	1956	1957	1958	1959 (estimated)
Perkins ...	3,875	3,236	3,011	3,819	6,500
Meadows.	Nil	144	322	436	800
	3,875	3,380	3,333	4,255	7,300

The average indigenous achievement is of the order of 67%.

However, compared with the position of the industry in 1953, there has been a big development in both the quantity of production and in the indigenous contents. Also now Government has been able to approve and sanction the release of necessary foreign exchange for machinery, equipment, tools, jigs and dies for all the manufacturers, and it is hoped that at the end of the Second Five-Year Plan, the indigenous content of the cars and vehicles would be raised to 75/85% on an average. Thus with all the handicaps of a very complicated and difficult industry like the automobiles in the early years of industrialization in any country, and the consequential trials and errors, the country can now feel the satisfaction that on the whole the progress has not been unsatisfactory and the industry therefore deserves our congratulations for the work done so far. Compared to most of the newly industrialising countries, along with other engineering industries of our country, our automobile industry is also going ahead on the right lines with a satisfactory rate of progress.

MOTOR CYCLES AND SCOOTERS

The manufacture of motor cycles, scooters and three-wheelers was established only in the year 1955 and there are at present three firms manufacturing these items. The types of vehicles under development and their production year-wise have been :

Ancillary production shoots up dozen fold

	Production (In numbers)				
	1955	1956	1957	1958	1959 (estimated)
Motor Cycles : 150 cc, 350 cc	419	1,022	1,827	2,113	3,000
Scooters : 150 cc; *Scooterette :* 48 cc	533	4,735	6,528	4,391	7,000
3-wheelers : 150 cc, 350 cc, 400 cc	3	529	852	683	1,500
	955	6,286	9,207	7,187	11,500

This shows the considerable progress achieved so far in these items of the industry.

On an average the indigenous content achieved is about 40%. It is estimated that the indigenous content would rise to about 70 to 75% by the end of the Second Plan period. Though these vehicles have been popular, due to the foreign exchange restriction, it has not been possible to manufacture a much larger number to utilise the full installed capacity, than what has been done so far for increasing the production further, to meet the growing needs of these vehicles.

TRAILERS

Transport capacity could be augmented by using truck-trailer combination. With this end in view, manufacture of trailers have been encouraged. There are at present 12 units manufacturing trailers of 2, 4 and 8 wheel types having a carrying capacity upto 10 tons. The production of trailers since 1955 has been as under :

Production (In numbers)				
1955	1956	1957	1958	1959 (estimated)
1,674	1,899	1,862	1,968	2,900

PATTERN OF DEVELOPMENT

In all countries where this industry has been successfully developed of its pattern in principle has been the same as is adopted by us for attaining the best results. Briefly the development methods adopted elsewhere consist of the following three activities :

(*a*) An activity essentially engaged in the manufacture of major components and assembly of the automobile itself.

(*b*) An activity engaged in the manufacture of several special components used exclusively on automobiles but as original equipment and replacement parts in the spare parts marker as a feeder and ancillary industry to the main automobile manufacturer.

(*c*) A general engineering industry which caters for the automobile industry, besides catering to other industries as well.

The demarcation between these three groups is rather thin, as each one is inter-dependent on the other. Sometimes, there is even overlapping of the activities in these three categories. However, it can be safely said that a main automobile manufacturer manufactures 35 to 45% of the total components that go into an automobile in his own factory and the remaining 55 to 65% are contributed by the ancillary industry.

AUTOMOBILE ANCILLARIES

A nucleus of Automobile Ancillary industry already existed in the country, but its growth during the First Five-Year Plan period had not been very satisfactory.

However, during the first three years of the Second Plan period considerable progress had been achieved. At present there are 44 units engaged in the manufacture of various ancillary items besides the Original Equipment manufacturers (*i.e.*, 6 Automobile manufacturers, 3 Motor Cycle and Scooter manufacturers and two vehicular type Diesel Engine manufacturers). For a healthy and balanced development of the Automobile and allied industries as a whole, it is essential that there should be perfect coordination between these two inseparable sections of industries and it should be a pride for each other to be associated with one another. This can only come when an ancillary industry, as in other countries, becomes an asset by producing products of quality and acceptable not only to the original equipment manufacturers of automobiles in this country, but to the acceptable international standards. There are problems which have got to be solved between these two sections and this could be best done by trying and understanding the practical difficulties of each other, discussing the day-to-day problems and overcoming them in the national interest rather than strictly personal or firm-wise interest and bearing in mind the quality and the end price to the consumer.

The production of the important components by the ancillary industry in 1951, 1957 and 1958 has been as under :

Field yet to be covered is large

(*Production in lakhs of Rupees*)

	1951 Rs. (1)	1957 Rs. (2)	1958 Rs. (3)
Piston assembly and parts thereof	9.77	65.88	81.00
Cylinder liners	Nil	9.15	10.75
Thin-wall bearings ...	,,	3.50	6.00
Inlet and Exhaust Valves ...	,,	1.25	2.50
Fuel Injection Equipment and parts thereof	,,	94.07	190.00
Oil, Fuel and Air Filters ...	,,	0.81	1.55
Radiators	1.87	18.54	17.50
Brake Linings	...	23.50	25.00
Clutch Facings	...	1.45	2.00
Shock absorbers ...	...	4.38	6.50
Leaf Springs	29.50	77.72	120.00
Spark Plugs	...	9.07	11.20
Storage Batteries ...	1.17	2.10	2.40
Gaskets	...	...	8.00
Miscellaneous	...	...	21.60
Total ...	42.31	311.42	506.00

ACHIEVEMENTS AND GAPS

The total production of automobile ancillaries was about Rs. 42 lakhs in 1951, whereas during the years 1957 and 1958 the production figures were over Rs. 3 and 5 crores respectively. This is a big achievement. These figures again are exclusive of the production of numerous small firms who are producing many automobile components, but whose activities do not come under the provisions of the Industries (Development and Regulation) Act, and whose production statistics are not available. In this connection I may mention that capacities for the manufacture of agricultural tractors, road rollers and Air Compressors have been well established and proposals for the manufacture of heavy earth-moving machinery have been approved which also depend upon your ancillary industry to a very great extent. Therefore the production of automobile ancillaries could be easily raised to Rs. 15 to 20 crores per annum in the next 3—4 years, if concerted efforts are made.

You will be glad to know that a number of new proposals, not only for effecting substantial expansion of the existing undertakings for the items already being manufactured but also for undertaking the manufacture of new ancillary items for which capacity didn't already exist, have been approved. Such items cover Starter Motor and Dynamos, cut outs, distributors, wheels and rims, dash-board instruments, steering assembly, Pistons, Thin-wall bearings, fuel injection equipment, brake linings, radiators, ignition coils, electric horns and forgings and gear cutting. Capacities have yet to be established for items such as fuel pumps, tapered and roller bearings, precision die castings, garage equipment and steering wheel. Thus this shows the field yet to be covered.

With the metallurgical advancement of the country, it is expected that most of the raw materials required by the automobile ancillary industry would be available within the country by the end of the Third Five-Year Plan. Essential raw materials which cannot be procured indigenously could be imported, because it would be a saving in foreign exchange to import the raw materials rather than the finished or semi-finished components which are presently imported.

INVESTMENT

The authorised capital of the Automobile and Transport Vehicle, manufacturing firms is about Rs. 60 to 65 crores and the paid-up capital is about Rs. 30 to 35 crores. The investment in plant and machinery and buildings is of the order of Rs. 30 crores. During the next 2—3 years, the actual investment is expected to touch the figure of about Rs. 40 to 45 crores.

TOTAL PRODUCTION

The total production of all the sections of the automobile industries coming within the purview of your Council in 1951 was Rs. 34 crores, in 1958 it rose to 52 crores and in 1959 it is likely to be of the order of Rs. 62 crores. The importance of this industry from the employment angle would be evident from the fact that whereas the total employment figure in the automobile and connected industries is in the neighbourhood of 22,000 to 25,000. This, however, does not include the indirect employment this industry affords in various distribution, operation and maintenance centres connected with it. It would not be an exaggeration to say that the indirect employment figure would be about 5 to 6 times the figures of direct labour.

QUALITY OF PRODUCTION

All the automobile cars and vehicles and transport items being manufactured in the country have been undertaken in collaboration with well-known foreign firms and are of well proved designs. They are being made to the same international standards and specifications. However, there have been a few reports now and then pointing out to some defects in some of the vehicles manufactured indigenously. The number of complaints have now become far and few. Thus the quality and standard of manufacture of all models has been on the whole satisfactory though there is still great need of improvement and streamlining in assembly as well as standardisation and manufacture of each and every component and part. The responsibility of maintaining high standard of quality rests on the main manufacturers as also upon the various ancillary suppliers.

COST STRUCTURE

The cost of a vehicle produced in the country has been higher than similar vehicles produced abroad. This may be to some extent due to the volume of production being low. The industry may be said to be still in the process of development. Similar perhaps has been the experience in other countries at the beginning of indigenous manufacture with low volume of pro-

RESPONSIBILITY OF MAIN PRODUCERS

duction when mass production and production line methods could not be employed. But, this could be, at best, considered a partial truth. There is undoubtedly great scope for reduction of cost and intensive efforts on raising productivity per unit of investment and productivity per man-hour employed could help to reduce costs to a considerable extent. Developing commonality and interchangeability of parts and standardisation of parts and components could save a good deal of expenditure. Thus along with the development of quantitative production, one of the most important tasks that your Council should immediately undertake is to probe into the present high cost structure and evolve and implement ways and means by which these costs of every vehicle could be reduced so as to make every vehicle considerably cheaper than it is at present. I would therefore suggest that the Council may immediately set up a sub-committee to study the cost structure of different vehicles and make suitable recommendations for reduction in costs of manufacture.

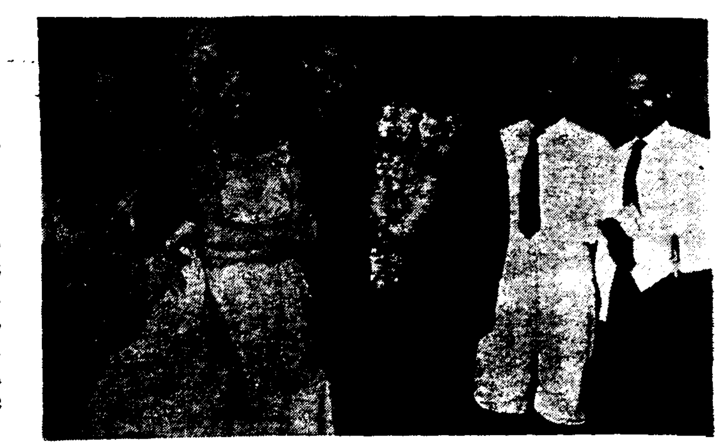
The structure of the automobile industry is very complex and you will agree that though the healthy growth of the industry depends primarily on the manufacturers the extent to which close liaison is maintained between the manufacturers on one side and those engaged in the maintenance, repair and distribution on the other. Your Council may consider how best this liaison could be established. And I may also remind the main producers here that the success of this industry and this Council would depend mainly on the ability, competence and far-sightedness which they as the major producers bring to bear upon the tasks facing this industry.

Assessment of demand of the items that fall within the purview of the Council, their requirement of trained man-power, raw materials, capital plant and equipment, quality control, standardisation, efficient distribution of the manufactured products and the establishment of adequate repair and maintenance facilities are some of the important issues which might receive the attention of the Development Council. In this connection I would request the Council to pay special attention to the distribution and after-sales service of vehicles on which frequent complaints have been received in the past from the public. As a result of these complaints, the Government have had to take certain measures to check the mal-practices that appeared in the trade. It should be the endeavour of your Council to establish a code of ethics for the industry so that the industry could function to the full satisfaction of the public.

Gentlemen, your Council represents the interest of every section of the industry ; each one of you, is having an expert knowledge on one or more aspects of the industry. The Government will look forward with keen interest to your valuable counsel on matters relating to the development of the industry as a whole. It would be no exaggeration to say that your Council has been assigned the task as the watch dogs of the industry.

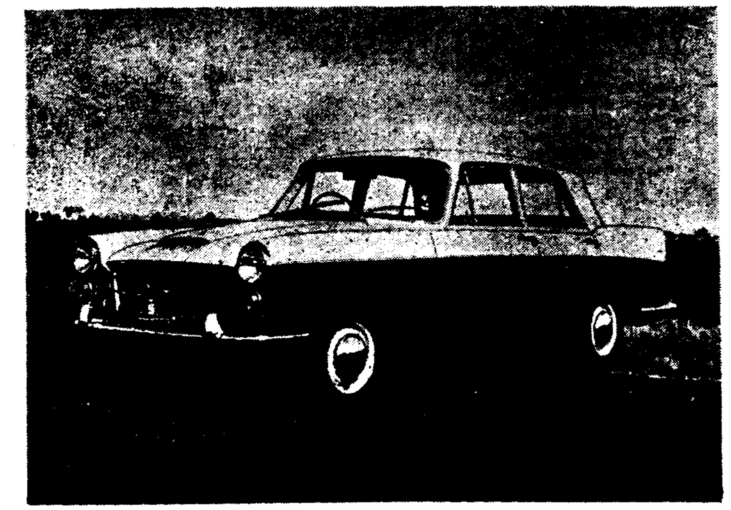
Mr. W. N. Talwar, Managing Director, M/s. Payen Talbros Private Ltd., recently left by air for France on a tour of the Middle East where he will explore possibilities of export of Payen Gaskets. Picture taken at the Palam Airport shows Messrs. J. N. Talwar, W. N. Talwar (garlanded), R. N. Talwar, Dhawan K. C. Talwar and Sahni.

Mr. J. B. Kapadia (fourth from left in the above photograph), Service Representative of Tata Locomotive & Engineering Co. Ltd., recently left Bombay by air for West Germany, where he will visit M/s. Daimler Benz A. G. and other factories during a six months stay tour. The photograph below shows Mr. Kapadia (garlanded) at Santa Cruz Airport.



THE BEST AUSTIN EVER BUILT A-99

100 m.p.h.
AUSTIN SIX SEATER WITH DISC BRAKES AND 5-SPEED TRANSMISSION
A-99 HAS FARINA STYLING
3-LITRE SIX-CYLINDER ENGINE



From Gordon Wilkins

The B.M.C.'s new low-priced 3-litre six-seater, the Austin A-99 is incomparably the best Austin ever built; the best looking, with its low, broad Farina-styled body, the best performer and the safest. It accelerates swiftly up to 100 m.p.h., handless like a thoroughbred, and has powerful servo assisted disc brakes. At its basic price of £810 in England, overdrive included, it is one of today's best buys.

As with the Austin Healey and Wolseley 6/99 the engine has been enlarged to 2913 cc. (177.8 cu.in.) by increasing the bore size and two SU carburetters provide for greater gas flow without loss of low-speed performance. Maximum test bed output is increased from 92 b.h.p. at 4,500 r.p.m. to 112 b.h.p. at 4,750 r.p.m., a rise of 22 per cent, while torque has risen to 165 lb. ft. at 2,400 r.p.m., an increase of 14 per cent. The inlet manifold is water heated for even and consistent temperature distribution. Dual exhaust manifolds also contribute to free gas flow.

The new five-speed transmission has a normal clutch, three-speed manual shift gearbox with Porsche " magic ring " synchromesh on all forward speeds and Borg Warner overdrive operating on second and third speeds. The Porsche synchromesh dispenses with synchro cones, which usually lose their effectiveness as the mileage increases. Instead it uses a split ring which collapses at the moment of synchronisation.

The brakes are Lockheeds, with discs at the front and drums at the rear, vacuum-servo assisted. Normal braking distribution is 65 per cent on front wheels and 35 per cent on rear, but for emergency braking, which produces a sharp weight transfer to the front wheels, a simple spring-loaded shut-down valve helds the pressure steady in the rear brake lines and diverts all excess pressure to the front discs. This gives even braking in widely varying conditions and helps to prevent the rear brakes locking in an emergency. The vacuum-servo has a reservoir sufficient for seven power-assisted stops even if the engine should be stalled with the gear in neutral.

Steering is by cam and peg. Pivots and levers are stiffer than on previous BMC sixes and the steering box mounting is specially rigid to eliminate deflections which might cause vagueness in fast cornering.

The body is an all-steel unit structure braced by box section longerons and cross members under the floor. Front and rear wings are permanently attached for added strength. Front suspension, by coil springs and wishbones, is mounted on a separate cross member insuaed from the main structure by four rubber mountings. An unusual method of mounting the rear axle, also helps prevent transmission of road noise and vibrations to the body. Each half elliptic spring has a bracket clamped to it carrying two rubber bushes. Pegs on the axle engage with these bushes, which are widely spaced to resist driving torque and braking reactions.

The two front seats are separately adjustable or can be lined up to form a bench seat 55 in. wide. They have folding armrests on their inner edges. The rear seat, with folding central armrests is 59 in. wide. Upholstery is in leather, with carpets on the floor and plastic roof lining. The padded top of the instrument panel is covered in black non-reflecting material. Equipment includes 3.9 kw. heater and demister, two-speed wipers, screen washer, glove box, four ashtrays, two interior lights on centre door pillars, with courtesy switches on front door pillars. Instruments grouped in front of driver include speedometer with trip and total odometers, fuel guage, thermometer, clock, oil pressure guage and ammeter. A full toolkit is supplied, with grease gun, jack and starting handle (synchromesh gearbox cars only). The big 18 cu.ft. luggage locker is quite unobstructed; the spare wheel lies in a cradle below the floor, wound down by the starting handle. The fuel tank holds 16 Imp. gal. (75 litres) and feed is by two SU electric pumps.

Farina's styling will not date quickly; the car is easy to enter and gives generous headroom at front and rear. Legroom is well above average; in the rear seats, knee room varies between $7\frac{1}{2}$ and $14\frac{1}{2}$ inches according to front seat position. The driver sees all four corners of the car. Pedals are well spaced and the pull-up handbrake by the driving seat is ideal.

If the overdrive selector is in use, the car free-wheels below 30 m.p.h. permitting clutchless changes on the three-speed gearbox in town traffic. Over 30 m.p.h. regardless of selector position, fast and silent changes are made with the steering cloumn shift. You can start in second gear and accelerate to over 85 m.p.h. without touching clutch or gear lever ; you just release the throttle momentarily on the way up to engage overdrive second. Maximum speeds on gears are approximately 1st 32 m.p.h., 2nd 60 m.p.h., 2nd overdrive 87 m.p.h., 3rd 96-98 m.p.h. Overdrive 3rd gives 100 m.p.h. at 3,600 r.p.m. Naturally overdrive 3rd has limited gradient performance but a kick-down on the accelerator brings in direct third, on which the car will climb gradients up to 1 in 9.5 (10.5 per cent) at 50 m.p.h. according to maker's figures.

The cars I tried were new and not free enough to give full performance, but showed promise of getting close to the pace of prototypes which I hear have recorded the following figures ; 0–30 m.p.h. 5.2 sec. 0-50 m.p.h. 11.0 sec. 0-60 m.p.h. 15.2 sec. 0-80 .mp.h. 28 sec.

I also drove a car with automatic transmission which gave smoother downshifts than one usually gets with this type of transmission. Acceleration according to works testors is 0-30 m.p.h. 6.8 sec. 0-50 m.p.h. 13.9 sec. 0-60 m.p.h. 17.0 sec. 0-80 m.p.h. 33.3 sec.

The braking is excellent. I was doing straight-line emergency stops from 60 m.p.h. with the hands off the wheel. With the latest Austin Healey, which also has discs at front and drums at rear there is a feeling after fast driving that the rear drum brakes are working hard but with the A-99's shut-off valve the feeling does not arise and the feel of the pedal seems to be better maintained.

But the biggest surprise is the handling. Anti-roll bars at front and rear cut down away on fast corners, and without any preparation in the way of specially high tyre pressures or hard damper settings. I took one round an airfield drifting all four wheels with power full on. On a small tight triangular circuit with one right angle turn and two near-hairpins, totalling only 1.7 miles, I averaged over 66 m.p.h. The car feels taut and completely stable ; steering is light, responsive and accurate, but free from kick-back. The ride is comfortable ; road noise and vibration are effectively damped out. Using direct top, the car will accelerate from 40 to 80 m.p.h. in under 23 sec. ; if one uses the gearbox, the time can be cut to under 20 sec. There's fuel economy too. Works figures quote consumption at a steady 60 m.p.h. as 28.2 miles/Imp. gal. and a steady 80 can be maintained at a consumption of 24 m.p.g.

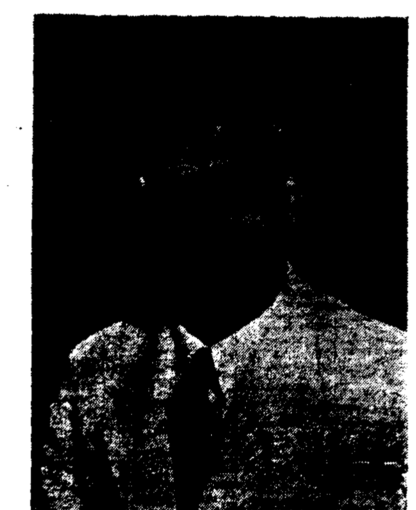
Faults? It was sometimes difficult to tell whether overdrive had engaged or not and it can engage when not wanted but price is lower than the switch-controlled overdrive used on Austin Healeys, and has helped to make it possible to offer this remarkable car with its five-speed transmission at a basic price in England of only £810. With automatic transmission it costs £860. Style, size and silence, commanding preformance, awe-inspiring road holding and braking unequalled in its price class make this one of the year's great new models.

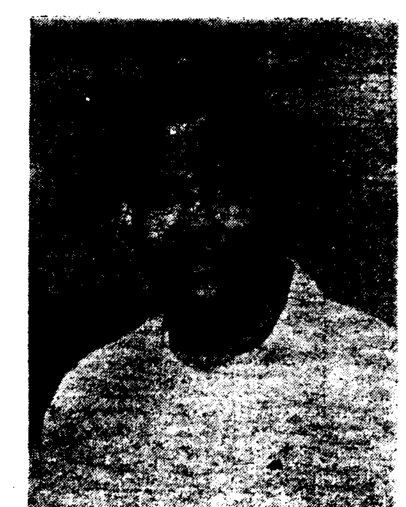
WILLYS JEEP

With reference to page 43 of our 1959 Annual featuring a colour photograph of Jeep, we are informed by M/s. Mahindra & Mahindra Ltd., that the Forward Control Jeep Truck exhibited in the photograph is not available in India and is not manufactured in Bombay.

Willys Jeeps are, however, manufactured progressively by M/s. Mahindra & Mahindra Ltd., at their Factory at Bhandup.

Sri T S Santhanam, Managing Director, Sundaram Motors, Sri T. S. Srinivasan, Director T.V.S. & Sons, and Sri V. R. Sivaraman, Manager, Madras Auto Service, shown in the photos below from left to right, left on a business tour of U. K., the Continent and the United States recently.





COMING BATTLE FOR BABY CAR MARKET

From Gordon Wilkins

Sir Leonard Lord's recent revelation that the B.M.C. has spent (£10 million) on preparations to build new-low-priced small cars heralds an era of intense international competition in the baby car market which will bring many tempting offerings for small car buyers in the next year or two. The British Motor Corporation's new baby has four-cylinder 850 cc. engine mounted transversely at the front driving the front wheels and has all-independent suspension. It gives seating space comparable with the Morris Minor in a much smaller package and the price will be well below that of any existing BMC model. Official announcement will be at the end of August.

The B.MC's. baby will be competing with new models from other manufacturers who are meeting the challenge of high taxes and crowded roads by producing more compact cars than their existing models and from manufacturers of minicars who are turning to more practical vehicles of higher performance to keep their place in the market. Sir Leonard Lord's insistence that the new baby car must be able to hold its own with large cars in the traffic stream is vital if the traffic is to keep moving at all. Experience in France shows that where there are double white lines on hills, long lines of vehicles are now reduced to a bottom gear crawl behind overloaded and underpowered baby cars doing about 15 m.p.h.

In England, Lord Rootes has several times denied any intention of building a car smaller than the Hillman Husky, but has nonetheless been experimenting with small rear-engined cars, although there are no plans yet for early production. The more immediate interest lies in Ford's reaction to the BMC challenge. The new BMC baby seems likely to rob the elderly Ford Popular—a twenty year old design—of its distinction of being the lowest-priced four-seater family car on the British market. Ford have long been experimenting with a rear-engined baby car to replace the Popular and with overhead valve engines for the Anglia, will the BMC's move accelerate their plans?

In Germany, the move away from underpowered miniatures is now well established, Lloyd who started with minicars powered by two-stroke engines of 300 and 500 cc. and then progressed to four-stroke models of 600 cc. and have just announced a new 75 m.p.h. 897 cc. four-cylinder model with four full sized seats. Production will begin in the fall at a price not far above that of the Volkswagen. This takes Lloyd out of the miniature class for the first time. The unit construction sedan body is built round a centre tubular backbone, following usual Lloyd practice but the flat-four water-cooled engine is a new departure for them. Announced output is 30 b.h.p. from 897 cc. The four-speed gearbox has synchromesh on all gears. Makers claim an acceleration from 0—50 m.p.h. in 16 sec. and 0-60 in 26.5 sec.

Goggomobil who also built their success on low powered minicars are now building a front-engined four-seater the T 700 of 688 cc. capable of about 70 m.p.h. It has unusual front suspension with longitudinal. and transverse arms and a flat-twin air cooled engine giving 30 b.h.p. from 688 cc. Prototypes had front wheel drive but on production models the engine drives the rear wheels. BMW have just announced a sports coupe version of their 600 with rear-mounted flat-twin enlarged to 700 cc. giving it a maximum speed of about 75 m.p.h. Unlike the front-entrance 600, the 700 coupe is of orthodox shape, styled by Michelotti. With this, the NSU sport Prinz coupe, the Fruad Lloyd Alexander plus the Triumph Herald coupe, Austin Healey Sprite, Berkeley and Turner from Britain, the DePanhard from France and the Osca Abarth-Fiats Stanguellinis and Nardi Fiats from Italy, the buyer of miniature sports car below 1,000 cc. has plenty to choose from.

The Auto-Union-Mercedes combine have been a long time bringing the front-drive four-seater DKW Junior into production and since the prototypes were first exhibited the size of the three-cylinder two-stroke engine has been increased from 660 to 741 cc. It looks rather like a smaller Ford Anglia with hooded headlamps and deliveries should commence in the early Fall.

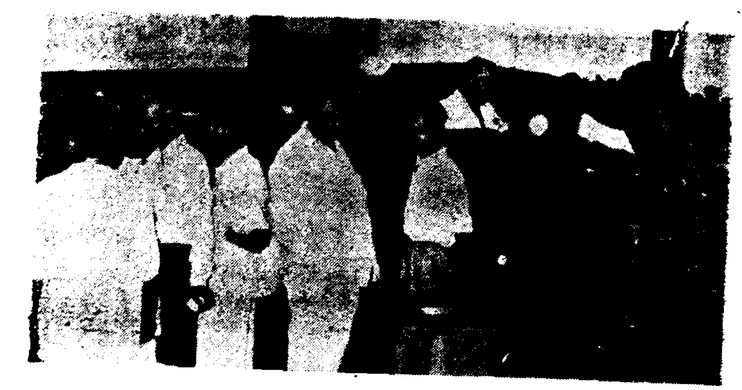
Speculation continues about new Volkswagens but plans for new model have repeatedly been shelved as demand for the existing model continues to rise. It it believed that they have developed new prototypes with engines of 900 and 1,300 cc. and could introduce either or both according to their estimates of market prospects when the time comes. The larger model is a four-door saloon style by Ghia. However informed sources do not expect a major change at Volkswagen for two years at least.

In Italy, the original two-seater Fiat 500 had a disappointing reception but an attempt has recently been made to bring it into line with the new international trend by increasing the power and modifying the roof line so that four people can sit in it. The makers of the Lambretta Scooter had plans for a small car using Goggomobil mechanical parts with a Ghia-designed body looking rather like the Austin A-40 but later they began negotiating with the BMC and the result of those talks which might concern Italian assembly of the BMC's new small car are still awaited.

In France, the announcement of a small van and bus with Dauphine engine at the front driving the front wheels has revived rumours of a front-drive baby car which would be an eventual replacement for the ageing 4 CV Renault, but the manufacturers do not admit to any such intentions. It is, however, fairly certain that Citroen are looking at ideas for a better looking and more powerful successor to the 2 CV which might appear in one or two years' time. In Holland production of the revolutionary DAF, smallest car with fully automatic drive has now begun. It has a flat twin front-mounted engine of 590 cc. and variable-ratio belt drive to the rear wheels. Production is backed by ample finance.

And don't let us forget the Russians, who may enter European car markets through new trade agreements. Poor performance, indifferent finish and high prices are reasons why European dealers have been reluctant to handle Russian cars but they may look more favourably on the new Communard baby car.

After experimenting with futuristic bubble cars, designers of the Communard have simply adopted the best features of two Western best sellers, the Volkswagen and the Fiat 600. Front suspension is the Porsche type, used on the Volkswagen, with trailing arms and torsion bars. The rear-mounted flat four air cooled engine looks exactly like a Volkswagen, but is smaller, —only 750 cc. and or low-grade fuel, for which it was designed, it develops 25 horse power. Rear suspension seems to be a close copy of that on the Fiat, with a coil spring and single wishbone at each side, set at an angle to the drive shaft. The wheelbase is 10 in. longer than on the Fiat and a flat roof line gives better rear seat head room but the car is a lot heavier (1,550 lb.) and has 3½ h.p. less, so will not be so lively.



DISTRIBUTORS VISIT

GOETZE FACTORY

Distributors visit Goetze Factory : The four photographs on this page were taken when Distributors from all over India visited the Goetze (India), Factory. They were shown round the Factory by Mr. M. K. Swamy, Executive Director. The Distributors included, Messrs. V. K. Gupta, I. C. Gupta of Sharan & Co., Delhi ; Mr. J. V. Gupta of Siyaram Brothers, New Delhi ; Mr. A. K Patel of Central Automobiles, Bombay, Mr. K. P. Jhunjhunwala of Bengal Auto Distributors Calcutta ; Messrs N. K. and K. R. Patel of Components & Machinery Corpn., Calcutta ; Mr. S. Narayanan of Sundaram Motors, Madras and Mr. J. N. Dutta of P. S. Jain & Sons, Delhi.

HORN CIRCUIT

BY MEHERWAN J. PATEL

We all know that a horn is a device which gives warning sound to the pedestrians to clear the road. In the old days the vehicles were fitted with bells to warn the pedestrians. But gradually bells have gone out of fashion on account of the following reasons :

(1) Along with the driver an extra man was required to ring the bell when necessary.

(2) High cost.

(3) More room required to mount the bell.

(4) Nuisance to the public.

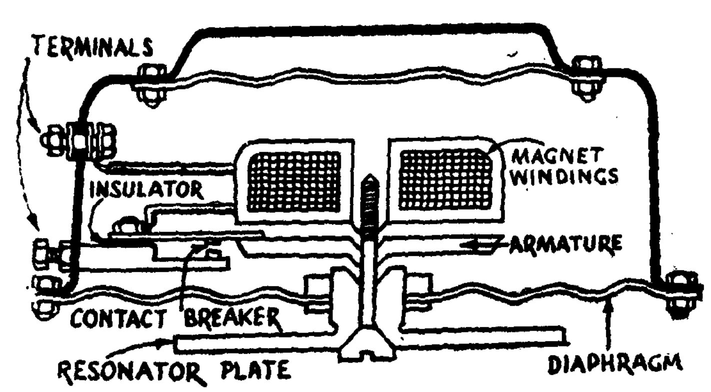
(5) Difficult to operate.

However, we still find bells on Ambulances, Fire Brigade vehicles and Road Rollers.

Gradually, the rubber bulb horns came into existence. The advantages of a bulb horn are that it is cheap, easy to mount and easy to operate.

The bulb horn also had its disadvantages and motorists soon found that along with the increasing speed and power of vehicles, it is very uncomfortable to blow the horn. Another disadvantage of the bulb horn was that it was always fitted outside so that warning could not be given upto a good distance. But during rainy days, it was found difficult to use the horn because the window glass had to be closed to prevent rain water from coming in. It was also found that the rubber bulb was not durable and economical.

Electric horns came in to solve the problem. Electric horns are lighter in weight, easy to mount under the bonnet to protect them from dust and rain. The switch or push button could be mounted on steering column and operated by finger press effort and there was no need of leaving the steering wheel even while running on high speed. It gives the maximum sound with a minimum effort and motorist found that with increased speed on motor cars the electric horns are the ideal horns.



The above figure shows the construction of horn. Generally the electric horn consists of :

(1) Diaphragm, (2) Trumpet or projector, (3) Set of Contact Set, (4) Resistance and (5) Horn body and dust cover.

An electric horn is usually operated by an electromagnet. The electro-magnet is so placed that it attracts an iron disc to a corrugated steel diaphragm which is gripped around its circumference to the horn casing. A pair of contacts is arranged so that they are separated when the disc moves close to the magnet. Normally, springiness of diaphragm allows the disc to hold far enough to allow the contacts to close. When the driver presses the horn button the relay operates and closes its switch permitting current flow from the battery to the horn coil through the contacts. As the coil is wound on a shaft iron core, the iron core becomes electromagneted and pulls on an armature which is attached to the corrugated diaphragm. Movement of the armature opens up these contact sets (a resistance is provided in the horn circuit to reduce the arcing in contacts). This opens the electro-magnetic circuit and the diaphragm moves back to its natural position, whereupon the contacts close and the magnet comes into action again. This is repeated many times in a second and a vibration of diaphragm causes the sound waves which form the audible warning.

In all modern cars, horn circuit consists of :

(1) Horn, (2) Horn Relay, (3) Horn Button, (4) Wiring and (5) Car frame for ground.

HORN-RELAY

It is also known as horn cut-out or horn circuit breaker. The purpose of the horn relay is to reduce arcing in horn button contacts which caused due to heavy flow of current resulting in poor contact. Therefore it is advisable to have a horn-relay in the horn circuit to increase the life of horn-button contacts as well as to get the maximum sound from the horns.

HINTS OF HORN CIRCUIT

1. Blow the horns only when necessary.
2. Don't blow continuously.
3. Get the horn tuned according to specifications. The high setting of horns might crack the diaphragm.
4. The short circuit in horn wiring causes sudden, continuous blowing of horns which will not only put the driver in an awkward position but also the horn points and coil will get damaged. In such cases, remember to pull out any wire from horn relay.
5. Don't choke the horn trumpet with waste. Many motorists and drivers put waste in the horn trumpet to prevent water and dust going inside, but they forget that they are restricting the sound from the trumpet.
6. Always keep the horns in the original position because manufacturers of cars decide the fittings in such a way as to protect the horns from dust and water.

CAUSE OF HORN FAILURE

1. Weak or defective battery.
2. Loose connection on ba... on horn.
3. Burnt horn relay poin...
4. Burnt horn points.
5. Open circuit in horn wi...g.
6. Burnt horn contacts insulator.

Bombay Motor Merchants Visit HIMCO Factory

EVINCE KEEN INTEREST IN HORN MANUFACTURE

The members watching with interest the Sound depth and continuous operation test.

Photo shows the members watching attentively the intermittent test to which the Himco Horns are subjected to.

Here the visitors are shown the tuning and testing of Himco Horns.

PERSONS & EVENTS

NEW TRANSPORT MINISTER

Dr. P. Subbaroyan, who has recently taken the portfolio of Transport & Communications from Mr. S. K. Patil, consequent on the latter becoming the Food Minister. He was Chief Minister of Madras for some time.

It is with deep regret that we record the sad demise of Sri D. N. Basu Ray, Sales Manager—Tyres, of the Goodyear Tyre & Rubber Co. of India Private Ltd. on 27th August at the age of 46.

We announce with deep regret the death of Mr. E. Lang, Technical Director of Motor Industries Co. Ltd., Bangalore in a tragic car accident about 97 miles from Delhi on 21st August 1959.

Mr. K. P. Jhunjhunwala of Bengal Auto Distributors, Calcutta, threw a cocktail party recently at his Delhi residence to entertain his friends and business associates. Photo shows (left to right): Messrs. Kamaljit Singh, Vaidyanathan, D. D. Suri, M. K. Swamy and the host.

BEFORE THE STATE TRANSPORT APPELLATE TRIBUNAL, MADRAS

The Thirteenth day of May, 1959

PRESENT : SRI K. S. VENKATARAMAN, I.C.S.

Appeal No. 51361/A1/58

1. Coimbatore Salem Transport (Private) Ltd.
2. Sri N. Kumarasami Gounder
3. Anjaneya Motor Transport
4. Sowdambigai Motor Service
5. Erode Transport (Private) Ltd.
6. Mahalakshmi Transports
7. Tiruppur Erode Transport ... *Appellants*

Vs.

1. Erode Transport (Private) Ltd.
2. Anjaneya Motor Transport ... *Respondents*

Appeals against the order of the Regional Transport Authority, Coimbatore passed in his proceedings No. 4860/B/55 dated 28th August, 1958.

These appeals coming on for hearing on the 13th and 14th day of May 1959, upon perusing the petitions of appeal, the order of the lower authority and upon hearing the arguments of Sri M. N. Rangachari, Counsel for Appellant No. 1, Sri N. G. Krishna Iyengar, Counsel for Appellant No. 3, and Respondent No. 2, Sri V. V. Raghavan for Sri C. S. Prakasa Rao, Counsel for Appellant No. 4, Sri T. Chengalvarayan, Counsel for Appellant No.5, and Respondent No.1, Sri K. Thirumalai, Counsel for Appellant No. 6 and Sri G. V. Subramaniam, Counsel for Appellant No. 7 and the appeals having stood over for consideration till this day, the Tribunal made the following

ORDER

1. This is a batch of appeals against the grant of two stage carriage permits in Erode Town Service Route No. 1, made by the Regional Transport Authority, Coimbatore, in favour of the two respondents, *viz.*, (1) Messrs. Erode Transport (Private) Ltd., and (2) Messrs. Anjaneya Motor Transport, at the rate of one each. The meeting before the Regional Transport Authority took place on 28th August 1958 and therefore he followed G.O.Ms. No. 2265 Home which had come into force on 9th August 1958. He screened five applicants under paragraph 5 of the said G.O. and with regard to the other six applicants, he allotted marks under paragraph 6 of the G.O. Three of them *viz.*, Erode Transport (Private) Ltd., Coimbatore Salem Transports (Private) Ltd., and Gobald Motor Service (Private) Ltd., secured 2¼ marks and the other three secured 1¼ marks. He granted a stage carriage permit to Erode Transport (Private) Ltd., who were one of the parties who got 2¼ marks, and they are the first respondent in this batch of appeals. Though Gobald Motor Service (Private) Ltd., and Coimbatore Salem Transport (Private) Ltd., also got 2¼ marks each, the Regional Transport Authority did not give them any permit in this route because he gave them permits in Town Route No. 2 which subject also was considered at the same sitting. The Regional Transport Authority felt that in town routes it was not advisable to give more than one permit before the grantee had time for consolidation. Having thus passed over the claims of Gobald Motor Service (Private) Ltd., and Coimbatore Salem Transports (Private) Ltd., he had to choose one of the other three applicants who had secured 1¼ marks each for the second permit. His choice fell on Anjaneya Motor Transport who are the second respondent in this batch of appeals. The ground of preference was that their headquarters were at Erode whereas the other two had headquarters at outside places *viz.*, Dharapuram and Tiruppur.

2. Coimbatore Salem Transport (Private) Ltd., who as already stated were denied the permit in this case because they were given the permit in the other route *viz.*, Town Route No. 2 have filed an appeal in this route claiming at least one permit. Anjaneya Motor Transport is also appellant No. 3 and they contend that the second permit also should have been granted to them in this route. Similarly, Erode Transport (Private) Ltd., appellant No. 5 herein, also contend that the second permit should have been given to them. The remaining four appeals are by applicants whose applications were rejected by the Regional Transport Authority *in toto*. I may at once state that I agree with the Regional Transport Authority's policy that normally it is better in the public interests to deny the second permit in a town route to the same applicant at the same sitting. In spite of this I shall still have to consider the claims of the several parties in order to see whether the grant of the permits in this route to the two respondents can be confirmed or should be disturbed. Accordingly, I shall examine the cases of each of the parties on merits to start with.

3. Appellant No. 1 (Applicant No. 7 before the Regional Transport Authority) as already stated is Coimbatore Salem Transport (Private) Ltd., Erode. Sri M. N. Rangachari, appeals for them. It is not contended by anybody that they are liable to be screened and disqualified. So their marks under paragraph 6 of the G.O. will have to be examined. Under the heading sector qualification in respect of which one mark is available under the G.O. the Regional Transport

Authority has awarded them one-fourth mark. It may be mentioned here that prior to this grant, there was no town service in Erode. The Regional Transport Authority observes "since the town routes are being introduced in Erode Town for the first time no question of sector qualification in town service alone arises for any applicant. However, one-fourth marks is being awarded to all the existing mofussal operators who touch Erode for sector qualification." It is on this footing that appellant No. 1 who are mofussal operators touching Erode have been given one-fourth mark. The learned Counsel Sri M. N. Rangachari does not claim any higher mark. However, at this stage, itself, I may notice a contention of Sri V. V. Raghavan, appearing for Sowdambigai Motor Service, appellant No. 4 herein, that they should be given the full one mark and not the one-fourth mark given to them likewise by the Regional Transport Authority. The argument is that their existing mofussal buses run over five out of six miles involved in this route and that on a literal application of the G.O. they would be entitled to one mark therefor. Reference was made to clause 6 (*a*) (iv) of the G.O. which runs :

> "Where the applicant operates for a distance above 75% of the total distance of the route in question.........1 mark."

I am, however, unable to accept this argument because the nature of a town route is essentially different from that of a mofussal route—for instance—the town bus has to run practically all the time of the day except for 10 minutes halt at either terminus at the end of *each trip* whereas the mofussal bus halts for a longer period. Secondly, the stages for a town route bus is much shorter and the rates of fares also are different. The minimum for mofussal bus is 5 annas whereas for a town route, it starts from one anna and goes up by half-anna every time. These differences afford sufficient justification for holding that mofussal operator even if he covers the entire length of the town route cannot earn the full one mark by way of sector qualification in an application for a permit on a town route. The point can be brought out more forcibly if we assume for instance—both a mofussal operator covering the entire length say six miles and an existing town operator covering the same length have applied for a town route permit, in such a case on account of the differences between a town service and a mofussal service explained above it would not be proper to award both of them the same one mark. Hence, some deduction will necessarily have to be made for the mofussal operator even though he covers the entire route. The practice of this Tribunal under the G.O.Ms. No. 1298, Home, dated 28th April 1956 has hitherto been to award just a quarter mark to a mofussal operator who touches the town or runs the entire route in the town as part of his mofussal service and to award the full one mark to any existing town operator irrespective of the fact whether his existing town buses cover any portion of the route in question or not. Now speaking apart from precedents it is possible to urge that while it will be proper to reduce some mark for a mofussal operator in an application for a permit in town route it may not be justifiable to reduce the mark by as much as three-fourth as against an existing town operator. Similarly, it may possibly be urged that even among the existing town operators preference so far as the sector qualification is concerned may be given to the operator who covers more of the particular route in question but it is unnecessary to consider these hypothetical cases in the present case because here none of the appellants are existing town operators and the competition is purely between existing mofussal operators and new entrants. In such a case it is sufficient to proceed on the principle that the full one mark cannot be given to the mofussal operators like Sowdambigai Motor Service and that the award of one-fourth mark by the Regional Transport Authority to all the mofussal operators in this case will not affect the results in any way and can be confirmed. For these reasons, I confirm the award of one-fourth mark to appellant No. 1 under the heading "sector qualification."

4. For business or technical experience, the Regional Transport Authority has awarded one mark to appellant No. 1. The correctness of this is not disputed.

5. The Regional Transport Authority has also awarded them one mark for being private limited company under the heading of the G.O. 6 (*c*) which runs :

> "Being a registered Co-operative Society or a registered public limited company or a registered private company......1 mark."

The award of this mark has been contested by Sri V. V. Raghavan, the learned Counsel for appellant No. 4 Sowdambigai Motor Service. Appellant No. 4 is a firm under the Partnership Act but it is not a private limited company and consequently they have not been given the one mark which Coimbatore Salem Transport (Private) Ltd., appellant No. 1 and Erode Transport (Private) Ltd. Respondent No. 1 have been given for being a private limited company. It is this extra one mark secured by appellant No. 1 and the respondent No. 1 which has enabled them to get one of the two permits in preference in Sowdambigai Motor Service appellant No. 4 and that is the main reason why appellant No. 4 is interested in attacking the award of one mark for a private limited company like the respondent No. 1 and appellant No. 1. Alternatively Sri V. V. Raghavan contends that a firm like appellant No. 4 also should be given one mark like the respondent No. 1 and appellant No. 1. Indeed his argument is that the G.O. which directs 1 mark being given to a private limited company is *ultra vires* the Constitution and, therefore, void under Article 13 of the Constitution. The argument takes two forms. The first is that the Motor Vehicles Act itself directs preference being shown only to a co-operative society under the proviso to Section 47 but does not prescribe any preference for public limited companies or private limited companies and in so far as the G.O. goes farther that the Act and directs preference being given for public and private limited companies as well it is void. Secondly, the preference accorded to companies in particular to a private limited company is discriminatory as against a firm and, therefore, offends Article 14 of the Constitution. Though there are differences between companies and firms Sri V. V. Raghavan urges that so far as

operation of a bus is concerned those differences are not material and do not justify the special preference accorded to public limited companies and private limited companies. Sri Raghavan also referred to Section 127-A of the Motor Vehicles Act dealing with offences by companies where it is stated that for purpose of that section, a company includes a firm.

6. At the outset I must remark that I doubt whether I have jurisdiction to pronounce that the Government order is *ultra vires* to the Constitution. That is because the Tribunal and the Regional Transport Authority against whose decision this appeal is preferred are creatures of the Motor Vehicles Act and the very Act empowers the Government under Section 43-A (1) (Madras Amendment) to issue orders and directions of a general character as it may consider necessary in respect of any matter relating to road transport, to the Provincial Transport Authority or Regional Transport Authority and such Transport Authority shall give effect to all such orders and directions. The principle is that the Tribunal and the Regional Transport Authority which are creatures of the Act and owe their existence to the Act cannot question other provisions of the Act including Section 43-A (1) under which the present G.O.Ms. No. 2265, Home, dated 9th August 1958 has been issued. The reply of Sri V. V. Raghavan to this is that it is only the Provincial Transport Authority or the Regional Transport Authority who cannot question the validity of the G.O. but the Tribunal is not under any such fetters. This reply is based on the wording of Section 43-A (1) which specifically refers only to the Provincial Transport Authority and the Regional Transport Authority as being bound to give effect to the orders and directions of the Government. But this argument overlooks the other principle that the Tribunal being only an appellate authority cannot have higher powers than the Regional Transport Authority and if the Regional Transport Authority is bound to give effect to the Government orders and if in a particular case he has given effect to the Government order it will not be open to the Tribunal to upset his decision on the ground that the G.O. was void and should not have been followed. The argument of Sri V. V. Raghavan also loses sight of the other principle mentioned earlier that the Tribunal being a creature of the Act cannot question the validity of the Section 43-A (1) and of the Government order issued under that section.

7. Assuming however for the sake of argument and argument only that it will be open to the Tribunal to examine the validity of the Government order, I would remark that it is not possible to hold that the G.O. is *ultra vires* for the reasons put forth by Sri V. V. Raghavan. The fact that the main Act mentions specifically only co-operative society as the recipient of preference under the proviso to Section 47 cannot mean that the Government cannot direct that the same one mark should be given to a public limited company and a private limited company as well, the question may conceivably arise in the case of a competition between a co-operative society on the one hand and a public limited company private limited company on the other whether the award of the same one mark to all the three types does not offend the proviso. In such a case it may possibly be contended that the co-operative society would if other things are equal even after the allotment of marks be entitled to preference under the proviso to Section 47 and such a contention could possibly be justified under paragraph 7 of the G.O. itself, which contemplates that after the award of marks, the provisions to Section 47 should be followed. But such a question does not arise here. Here the question is whether the Government were not justified in directing that some weightage should be given to public limited companies and private limited companies also just like co-operative societies. The answer to this, in my opinion, depends primarily on the fact whether the co-operative society and a public or private limited company can be expected to serve the public better in the bus transport *field*. From the arguments put forth by the Bar and a brief consideration of the relevant statutes like the Motor Vehicles Act the Companies Act, 1956 and the Partnership Act, one reason which I am able to find in justification of the preference accorded to a public limited company and a private limited company with reference to this criterion is that a public limited company and a private limited company are amenable under the companies law to some degree of public control by the authorities and open to public scrutiny to some extent whereas these features are lacking in the case of a partnership. It will not be extravagant to say that a company which is subject to such public control and scrutiny can be expected to serve the public with a greater degree of honesty and efficiency than a firm of private individuals and similarly an individual. *This is of course not to* say that an individual or a firm will necessarily be dishonest and that a company is necessarily honest and efficient. In such matters we can only go by general considerations and not with reference to particular cases. Judged from this criterion I feel that since the degree of public control and scrutiny is much less in the case of a private limited company under the Companies Act, 1956 that in the case of a public limited company the award of the same one mark both to a public limited company and a private limited company many be open to some question. But as against this, it is arguable that a private limited company may indeed function more effectively than a public limited company. Whatever it is, I feel that in such matters it is the Government who should lay down the policy and that it is not for this Tribunal to question the policy of the Government. Indeed those are the observations of the learned Chief Justice and Venkatarama Iyer, J. in C.S.S. Motor Service case, 1952 (II) M.L.J. page 864.

8. Another reason which was also mentioned by Sri Jagadesan as justifying the preferential treatment of public and private limited companies is that a company does not die till it is dissolved by process of law whereas an individual may die and *similarly partnership will* stand dissolved by the death of one of the partners. In fact this is one of the main reasons why companies are formed. The particular relevancy of this reason in the matter of bus permit lies in the provisions of Section 61 of the Motor Vehicles Act. In the case of the death of an individual who holds a permit, the person succeeding to the possession of the vehicle

may use the vehicle for a period of three months but can do so thereafter only after the Transport Authority transfers the permit to him. Disputes may possibly arise as to who is the person succeeding or entitled to succeed to the possession of the vehicle and this may possibly hamper the working of the vehicle and result in some inconvenience to the public. Such a difficulty will not arise in the case of a company. This advantage is certainly a relevant circumstances, but whether that would justify the award of so much as one mark to a company as against an individual is a different matter which again belongs to the region of policy of the Government.

9. As against these considerations, the mere fact that Section 127-A of the Act includes a firm also with a company for the purposes of that section cannot help the fourth appellant. It may be noted that Section 127-A explicitly uses the words "for the purposes of this section."

10. For the above reasons, I would confirm the award of one mark to the private limited companies like appellant No. 1 and the respondent No. 1 and the denial of that mark to firms like appellant No. 4 Sowdambigai Motor Service and appellant No. 3 Respondent No. 1 Anajneya Motor Transport and to individuals like Duraiswamy Chettiar appellant 7 herein. The result is that the marks awarded to appellant No. 1 by the Regional Transport Authority *viz.*, $\frac{1}{4}$ plus 1 plus 1 $=2\frac{1}{4}$ are to be confirmed.

11. Appellant No. 2 (Applicant No. 8 before the Regional Transport Authority is Sri N. Kumaraswamy Gounder who appeared in person. The Regional Transport Authority rejected his application on the following terms :

> "Item Nos. 2 and 8 (appellant No. 2 herein) have no residential qualifications and workshop facilities or main or branch office at Erode to effectively control a new route in Erode town. They secure no marks under the new marking system. Their applications are therefore rejected since other better qualified persons securing higher marks are available."

In other words, the Regional Transport Authority screened and disqualified this applicant on the ground that he had no main office or branch office on the route applied for, to control the service, that he had no workshop facilities or other arrangements to attend to repairs efficiently and that he had no residential qualification. Each one of these reasons appears to be justified. Taking up the workshop facilities, the appellant did not claim any workshop of his own or other arrangements in Erode in his representations dated 22nd March 1958 (page 171 of the Regional Transport Officer's file). In the grounds of appeal in paragraph 5 he urges that he produced proof before the Regional Transport Authority that he had an arrangement for repairs with an existing workshop at Erode. The Regional Transport Authority in his remarks on the grounds of appeal (page 143 current file) says that no such evidence was produced. Before me the appellant has produced two documents and he alleges that he produced them before the Regional Transport Authority also. The first purports to be the office copy of the petition dated 21st August 1958 presented to the Regional Transport Authority in which he says "I am having a workshop at Perundurai and having my additional pucca workshop at 121, Sathy Road, Erode, etc." The second document is a letter dated 1st April 1958 by one Sri D. Jagannathan to the appellant to the following effect : (page 189 current file) :

> "I hereby agree to undertake to carry out the repairs to your lorries MDE. 304 and MDS. 2997 and to all lorries buses and cars that you may buy from time to time. This agreement is binding on me from 1st April 1958 to 31st March 1960 and that I shall carry out the repairs promptly and to your entire satisfaction in all respects."

12. The appellant says that the first document is really the original petition and not a copy, that the Regional Transport Authority perused it and returned it after putting his initials in the left-hand margin. I doubt the correctness of this statement, because for one thing the document purports only to be a copy of the petition and secondly it is not at all clear that the scribbling on the left-hand margin represents the initials of the Regional Transport Authority. It is significant that the grounds of appeal do not specify that the appellant tendered any documents. Further it is a tell-tale circumstance that this first document and the second document are inconsistent with each other, for according to the first document dated 21st August 1958 the appellant had a workshop of his own at 121 Sathy Road Erode, but according to the second document dated 1st April 1958 the appellant had only an arrangement with one Sri D. Jagannathan for repairing his buses. Neither of these two documents appears to be genuine and I have no hesitation in rejecting them both. Thus, I agree with the finding of the Regional Transport Authority that the appellant did not prove that he had workshop facilities or other arrangements to repair his buses.

13. It will be seen that the residence of this appellant are at Perundurai and that in representations he did not claim a branch office at Erode. Even in the copy of the petition dated 21st August 1958 referred to above, no claim was made to a branch office at Erode. It is, therefore, to be held that the appellant was neither a resident of Erode nor did he have any branch office at Erode and, therefore, he has rightly been screened and disqualified under the clauses 5 (iv), (v) and (vi) of the G.O.

14. Appellant No. 3 (applicant No. 1 before the Regional Transport Authority) is Anjaneya Motor Transport, Erode for whom Sri N. G. Krishna Iyengar has appeared. As already stated they are also the second respondent. They are a firm of partners. For sector qualification, the Regional Transport Authority has awarded them one-fourth mark because they are mofussal operators. As I have already pointed out,

that has to be confirmed. The Regional Transport Authority has awarded them one mark for experience. That is not disputed and it is also confirmed. They have not been given any further mark just like a private limited company and I have held that the decision of the Regional Transport Authority on this point is correct. Therefore, I confirm the award of $\frac{1}{4}$ plus 1 $=1\frac{1}{4}$ marks.

15. Appellant No. 4 (applicant No. 3) before the Regional Transport Authority) is Sowdambigai Motor Service, Dharapuram, for whom Sri V. V. Raghavan has appeared. The Regional Transport Authority has awarded them one-fourth mark for sector qualification because they are mofussal operators. I have already mentioned and dealt with the contention of Sri V. V. Raghavan that they should be given one mark for sector qualification on the ground that their existing buses cover 5 out of 6 miles of the route. I have pointed out that they can be given only one-fourth mark. It may be added that the other operators like the two respondents also claimed that their buses also run 5 out of 6 miles of the route and that if Sowdambigai Motor Service are given one mark for sector qualification they too would be entitled to the same and, therefore, in effect Sowdambigai Motor Service could not get any advantage over them. The Regional Transport Authority has given one mark to Sowdambigai Motor Service for experience. That is not disputed by anybody else and it is confirmed. I have also dealt with the contention of Sri V. V. Raghavan that the one mark should be given to them as well as in the case of a private limited company. The result is that I have to confirm the award of $\frac{1}{4}$ plus $1=1\frac{1}{4}$ marks.

16. Appellant No. 5 (applicant No. 4 before the Regional Transport Authority) is Erode Transport (Private) Ltd., for whom Sri T. Chengalvarayan has appeared. They are also the second respondents. The Regional Transport Authority has awarded them one-fourth mark for sector qualification, one mark for experience and one mark for being a private limited company. For the reasons already stated the award of one-fourth mark for sector qualification and one mark for being a private limited company has to be confirmed and the award of one mark for experience has not been questioned. Hence I confirm the award of $\frac{1}{4}$ plus 1, plus $1=2\frac{1}{4}$ marks.

17. Appellant No. 6 (applicant No. 9 before the Regional Transport Authority) is Mahalakshmi Transports, Erode for whom Sri K. Thirumalai has appeared. They are a firm and are new entrants to the bus transport field, though they are lorry operators. They were applicant No. 9 before the Regional Transport Authority. Their claims were rejected by the Regional Transport Authority along with those of applicant Nos. 10 and 11 in the following terms which it is necessary to quote :

> Item Nos. 9, 10, 11 : They are new entrants to bus transport field. Item No. 10 did not even appear for the hearing and item No. 11 has not submitted his representation under Section 57 (3) in item, nor sent copies of his representations to the other applicants.

It is therefore obvious that neither 10 nor 11 has evinced interest even in furthering their claims as to prove their *bona fide* intention of running an efficient transport service. Moreover the Regional Transport Authority feels that a total new-comer to the transport field may not be able fully to cope up with the exacting requirements of town bus operation. Item Nos. 9, 10 and 11 have also secured no marks under the new marking system. For these reasons their applications are rejected.

It may be mentioned that the Regional Transport Authority rejected the claims of two other new entrants also *viz.*, applicant No. 2 and 8 and proceeded to award marks only to the remaining 6 applicants who were existing operators.

18. The contention of Sri K. Thirumalai is that the Regional Transport Authority was wrong in rejecting *ab initio* the claims of new entrants and that on the contrary a duty lay on him under the G.O. of preferring new entrants. Reference is made to the portion of the G.O. which says that new entrants may be preferred to short routes which in turn is defined as covering a distance of 15 miles. The learned Counsel further urges that his clients are best qualified to run the service on account of being residents of Erode. The learned Counsel appearing for the other parties, however contended that appellant No. 6 was really screened and disqulified by the Regional Transport Authority for non-possession of workshop facilities and that they cannot really bring up their case for consideration at all unless they first get over this fact. As against this, Sri K. Thirumalai was at pains to urge that his clients were not really screened and disqualified and their claims were rejected for other reasons ; for one thing, they were new entrants and the Regional Transport Authority did not want to choose new entrants and secondly they got no marks under the marking system. The first question to be decided therefore is whether the appellants were really screened and disqualified by the Regional Transport Authority.

19. On this point though the wording of the order of the Regional Transport Authority lends some support to the contention of Sri K. Thirumalai, still reading the order as a whole, I think it is fairly clear that they were screened and disqualified for non-possession of workshop facilities. Thus, though the Regional Transport Authority does not state in the body of the order that appellant No. 6 (applicant No. 9 before the Regional Transport Authority) did not have workshop facilities that is mentioned in the broadsheet attached to the order where under the column workshop and location the answer is 'Nil.' This is made further clear by the fact that the Regional Transport Authority says in the body of the order itself that marks were allotted *only to the* remaining 6 applicants after excluding 5 new entrants. It may be observed that since the fact of being new entrants is not by itself a ground for screening and disqualification under paragraph 5 of the G.O. and in fact new entrants may be preferred in short routes, it would not be fair to the Regional Transport Authority to construe his order rejecting the applications of the 5 new entrants and proceeding to allot marks to the remaining 6 applicants as though it means that he rejected the claims of new entrants like appellant No. 6 solely on the ground of their being new entrants. That the Regional Transport Authority screened and disqualified appellant No. 6 for non-possession of workshop facilities is made clear in the remarks with reference to paragraph 16 of the grounds of appeal of the appellant. Therein the appellant urges that he had workshop facilities etc., and his claims should not have been rejected and the Regional Transport Authority observes (page 147 current file) "the appellants were not in possession of any workshop at the time of inspection of the same Motor Vehicles Inspector." The Regional Transport Authority refers to the report of the inspection made by the Motor Vehicles Inspector on 14th August 1958 (see the report at page 249 of Regional Transport Officer's file).

20. For the above reasons it has to be held on a fair construction of the order of the Regional Transport Authority that appellant No. 6 was screened and disqualified. They must, therefore, get over that bar before they can seek to have their claims considered at all but they have not succeeded in their attempt. Thus, in their representations dated 28th March 1958 at page 189 of Regional Transport Officer's file they claim to have workshop of their own at Erode, but as we have seen the Motor Vehicles Inspector who inspected the workshop on 14th August 1958 found the claim to be untrue. Sri Thirumalai however stated before me, that at the time of the Regional Transport Authority's meeting, a letter was produced from another workshop (Jai Hind Auto and Diesel Works) agreeing to repair the buses of the appellant. He further submitted that this letter was returned by the Regional Transport Authority and was resubmitted in connection with a recent application for another permit. He produced the office copy of the letter dated 25th April 1959 addressed to the Regional Transport Authority and in which it is mentioned that such a letter was enclosed. Sri K. Thirumalai prayed that I might *summon* the letter from the Regional Transport Authority.

21. Now the learned Counsel appearing for the other parties stoutly denied the averment of appellant No. 6 that such a letter from Jai Hind Auto and Diesel Works was produced before the Regional Transport Authority in the present case on 28th August 1958. Now I have to observe that appellant No. 6 has not proved satisfactorily that this letter of Jai Hind Auto and Diesel Works was produced to the Regional Transport Authority at the meeting on 28th August 1958. It is not irrelevant to point out that no allegation is made even in the grounds of appeal that such a letter was produced to the Regional Transport Authority at the meeting on 28th August 1958 and I have already pointed out that the Regional Transport Authority remark with reference to paragraph 16 of the grounds of appeal imply that no such letter was produced. In fact, paragraph 16 of the grounds of appeal gives rise to the impression that the case of appellant No. 6 even at the stage of drafting of the grounds of appeal was that they had a workshop of their own and not that they had other arrangements. For these reasons,

I hold that the appellant had no workshop facilities and were therefore properly screened and disqualified.

22. Appellant No. 7 (applicant No. 6 before the Regional Transport Authority) is Sri G. Doraiswamy Chettiar the sole proprietor of Tiruppur Erode Transport, Tiruppur. Sri G. V. Subramaniam has appeared for him. For sector qualification, the Regional Transport Authority has awarded him one-fourth mark because he is an existing mofussal operator. For the reasons already stated that is confirmed. The Regional Transport Authority has awarded him one mark for experience. Like Sowdambigai Motor Service, Sri G. V. Subramaniam wanted one mark which is allotted to a private limited company even though he is an individual. The claim has only to be stated to be rejected. I, therefore, confirm his marks *viz.*, ¼ plus 1 = 1¼.

23. The marks of the respondent Nos. 1 and 2 have already been dealt with and they get 2¼ marks each.

24. The marks of the relevant parties may be tabulated thus :

Appellant No. 1	... ¼ + 1 + 1	= 2¼
Appellant No. 3 (Respondent No. 2) ...	... ¼ + 1	= 1¼
Appellant No. 4 ...	... ¼ + 1	= 1¼
Appellant No. 5 (Respondent No. 1) ...	... ¼ + 1 + 1	= 2¼
Appellant No. 7	... ¼ + 1	= 1¼

25. It will be seen that the respondent No. 1 Erode Transports (Private) Ltd., and appellant No. 1 Coimbatore Salem Transport (Private) Ltd., get the highest number of marks *viz.*, 2¼ and normally Coimbatore Salem Transport (Private) Ltd., should have got one of the permits. But the reason why the Regional Transport Authority did not award them any permit in this route was that he had given them a permit in town route No. 2 and he thought that it was desirable in the public interest not to grant more than one permit at the same sitting. I agree with the Regional Transport Authority on this question of policy and it has the support of prior precedents. I may add that since I am confirming the award of one permit to Coimbatore Salem Transport in the other route, no prejudice will be caused to them by their being denied the permit in this route. If for any reason I had been inclined to disturb the grant made to them in the other town route, I would have preferred them for the permit in this route to the second respondent Anjaneya Motor Transport on the ground of fair marks. I may add that Sri M. N. Rangachari, the learned Counsel for appellant No. 1 was not inclined to press the appeal for the permit in this route. The grant of one permit to Erode Transports (Private) Ltd., has to be confirmed, because they get 2¼ marks and they are otherwise

suitable grantees. The grant of a second permit to them should be refused as a matter of policy. This means their appeal for the second permit is dismissed. This leaves the appeal as of appellant Nos. 3, 4 and 7. Now it will be seen that all these persons have secured 1¼ marks each. The reason why the Regional Transport Authority selected Anjaneya Motor Transport for the grant of the second permit in this case was that their headquarters are at Erode whereas Erode is not the headquarters of the others. The headquarters of appellant No. 4 Sowdambigai Motor Service are at Dharapuram, which is 35 miles from Erode and the headquarters of Duraiswamy Chettiar are at Tirupur, which is 30 miles away. Surely, local residence is an important circumstance particularly in the case of a town route. The Regional Transport Authority's selection of Anjaneya Motor Transport could be justified on this sole ground. I may add that they are otherwise suitable grantees. They had only two warnings during the three years prior to the grant, though their fleet strength is 17. It need hardly be stated that on the reasons already stated the appeal of Anjaneya Transport for the second permit has to be dismissed.

26. It will be seen that I have disposed of the appeals on the basis of marks allotted by me after rejecting the contentions of Sowdambigai Motor Service, appellant No. 4 and appellant No. 7 Sri G. Doraiswamy Chettiar for one mark which has been given to the private limited company like Erode Transports (Private) Ltd. I think it may be useful to point out that even assuming for the sake of argument that they should also have been given one mark, I would still have been inclined to confirm the grant of the two permits to the two respondents. That would be on the following footing that all 4 parties would have got 2¼ marks and in such a state of equality I would prefer Anjaneya Motor Transport for their having headquarters at Erode and Erode Transport (Private) Ltd., because they are small operators owning only 4 permits according to the broadsheet report of the Regional Transport Officer at page 153 current file, whereas the others are fleet owners, Sowdambigai Motor Service owning 14 permits, and Duraiswamy Chettiar owning 9 permits.

27. In the result, I confirm the grant made by the Regional Transport Authority in favour of the two respondents and dismiss all the appeals.

BEFORE THE STATE TRANSPORT APPELLATE TRIBUNAL, MADRAS-5

The Thirty-first day of July, 1959

PRESENT : SRI K. S. VENKATARAMAN, I.C.S.

Appeal No. 673/59–A2

Sri T. Narayana Reddiar ... *Appellant*

Appeal against the order of the Secretary, Regional Transport Authority, Madras, passed in his proceedings No. 949, 2340, 2390/DA/57 dated 26th February 1959.

This appeal coming on for hearing on the 31st day of July 1959, upon perusing the petition, the order of the lower authority and upon hearing the arguments of *Sri K. Ramachandran, Counsel* for the appellant and the appeal having stood over for consideration till this day, the Tribunal made the following

ORDER

Heard Sri K. Ramachandran. The offences are not denied but counsel prays for leniency. There was no offence prior to 1957 and these offences took place two years ago. I reduce the period of suspension to three days.

(Pronounced in open Court).

K. S. VENKATARAMAN,

(*State Transport Appellate Tribunal*)

GOVERNMENT ACTION HELD ILLEGAL

WRIT OF S. R. V. S. DISMISSED

Madras: Mr. Justice P. V. Balakrishna Ayyar held that the order of the Government directing the issue of permits to Raman & Raman (Private) Ltd., to ply buses upto the Velanganni Church along with the buses of Sri Rama Vilas Service (Private) Ltd., during the Velanganni festival was illegal.

But, His Lordship dismissed the petition filed by Sri Rama Vilas Service to quash the order in view of the practical difficulties as the festival had already commenced, and it would be impossible to put into effect adequate alternative arrangements to serve the needs of the several thousands of pilgrims, young and old and men and women, who would be put to serious inconvenience and hardship.

Every year in August and September a festival is held at Velanganni Church which attracts a large number of pilgrims. This year it began on August 27 and is due to end on September 11. The two important operators in this area are the Sri Rama Vilas Service and Raman & Raman Ltd. On September 10 last, Dorairaj a member of the Velanganni Panchayat Board and two others presented a petition to the Minister in charge of Transport requesting that the buses of Raman and Raman Ltd., might be permitted to go up to Velanganni Church during the festival this year.

Government Order

On March 23, the Government passed an order requesting the Transport Commissioner to issue suitable instructions to the Regional Transport Officer, Tanjore, so as to allow buses of Raman and Raman Ltd., to ply on the sector up to Velanganni Church along with the buses of Sri Rama Vilas Service (Private) Ltd., during the festival.

This order was questioned in the present writ petition on the ground that it was illegal and without jurisdiction. The provision, under which temporary permits could be granted, conferred the requisite power only on the appropriate authority, the Regional Transport Authority and no one else, and the Government could issue only orders of a general nature. It did not empower the Government to direct that any permit, temporary or otherwise, should be granted to one person and not another. It had been held by the Supreme Court, His Lordship observed, that the Motor Vehicles Act was a complete code in itself and it was clear, therefore, that in relation to motor vehicles the Government must act within the framework of the Act. When the Government issued the order complained of, it usurped the jurisdiction of the R.T.A. and that was wholly wrong. The Government could not arrogate to itself the powers and duties of the statutory bodies which had been set up under the Act for dealing with the applications for permits.

His Lordship rejected the contention that the order was only a request, and observed to say that the Government memorandum merely requested the Transport Commissioner to exercise his administrative authority in a fair and proper manner is to misread that order.

Right to appeal

"The argument that because the Government was above the head of the department and could issue instructions as to what should be done in a particular case was one which would be found on consideration to be wholly unacceptable, His Lordship remarked. Any person whose application for temporary permit was rejected would be entitled to appeal to the State Transport Appellate Tribunal. Though in form the appeal might be against the order of the R.T.A., in substance it would be an appeal against the order of the Government, 'a position which does not seem to be consistent with the scheme of authorities set up under the Act. Though a large number of administrative orders were beyond the writ jurisdiction of this Court certain orders were liable to be quashed on the ground that they amounted to *mala fide* exercise of power.

In the present instance the only authority who was competent in law to decide whether temporary permits should be issued or not, and to whom they should be issued was the Regional Transport Authority. The responsibilities for that had been placed squarely and exclusively on him by the Motor Vehicles Act. Whatever the manner in which the process might be disguised, the Government could not arrogate to itself the powers vested in their authority. The petitioner was right in law to insist that his application and also other applications, any one of which if granted would affect his rights of business, should be disposed of by the authority named under the Statute. The order of Government about which the petitioner had complained was not only illegal but vicious in its effects. The Regional Transport Authority was the Collector of the District, and not a Revenue Inspector in probation. The question as to how many buses should be allowed to ply in connexion with the festival and to whom permits should be issued were not of such vital national interest that even if the Government had power in that regard, it should have taken it on itself to supersede the discretion of the R.T.A. a discretion exclusively vested in him by Statute.

Conflicting pressures

A perusal of the papers and the facts mentioned in court produced the impression that conflicting pressures, very probably generated by the parties of the present controversies, were operating His Lordship said. THE ATTEMPT OF THE GOVERNMENT TO FORECLOSE ON THE MATTER BY THE ISSUE OF THE ORDER, AN ILLEGAL ONE AT THAT, WAS BOUND TO IMPAIR PUBLIC CONFIDENCE IN THE ADMINISTRATION OF THE STATUTE. IT WAS ALSO BOUND TO HAVE DEMORALISING EFFECT ON THE DISTRICT OFFICERS WHOSE DUTY IT WAS TO GIVE EFFECT TO THE PROVISIONS OF THE ENACTMENT. IT WOULD WEAKEN THEIR WILL TO ACT AND INCREASE THEIR RELUCTANCE TO ASSUME RESPONSIBILITY WHICH WAS PROPERLY THEIRS. On merits the petitioner was entitled to succeed. This court had a measure of discretion in matters of this kind. In view of the practical difficulties, the petition must be dismissed."

TYRES

TELL US YOUR REQUIREMENTS

In a circular to all the lorry owners, the Secretary, Madras State Lorry Owners' Association, requests each one of them to furnish him with details of their exact tyre requirements, and also inform him whether the distributors are getting the necessary quota.

Since there is tyre shortage in the market, the Secretary says that if the above information is furnished, he may consider procuring tyres and distributing it through the Association itself.

APPEAL DOCUMENTS

AVAILABLE FOR 25 nP.

Regarding supply of copies of documents to parties connected with the appeals and revisions before the State Transport Appellate Tribunal, the State Transport Appellate Tribunal has issued the following circular:

Judgment copies must be paid for

Hitherto copies of proceedings of the State Transport Appellate Tribunal in respect of appeals and revision petitions were being supplied free of cost to all parties connected with each case, irrespective of the fact whether he presents himself before the State Transport Appellate Tribunal for the hearing or not. The State Transport Appellate Tribunal is delivering all his judgments in open court. A copyist section has since been opened in this office from 14th August 1959 and therefore, hereafter, copies of judgments pronounced in open court by the State Transport Appellate Tribunal will not be furnished free of cost as hitherto but parties interested in getting copies of the judgments may apply to the Tribunal for supply of certified copies. For this purpose, the procedure adopted in the City Civil Court will be observed here also. Each application for copy should bear court-fee label for 25 naye Paise and should be presented in this office before the Assistant Secretary, State Transport Authority between 11-30 a.m. and 3 p.m. with or without the stamp papers required. A list of copy stamp papers required for each case will be notified in this office notice board between 3 and 5 p.m. and shall remain in the notice board for three days. The copy stamp papers required should be deposited in this office within the prescribed period. The certified copies ready will be delivered to the parties from 11-30 a.m. to 12-30 p.m. and from 3 p.m. to 5 p.m. on all working days. List of copies ready for delivery will be posted on the notice boards and they shall remain for three clear days other than holidays. The parties should make their own arrangements for taking delivery of the certified copies from this office.

LETTER TO THE EDITOR

NEOGY COMMITTEE

Road Transport is the second largest industry in the country next only to Agriculture. Recently Motor Transport has developed to such a large proportion that it has become synonymous to Road Transport. It occupies such importance because it provides the fastest transport for both passengers and goods.

Much has been said by many persons occupying high positions about the development of Road Transport, but little has been done to implement the useful suggestions given by such persons and by various organisations devoted to the development of Road Transport. We regret that among other Committees even the report of the recent Masani Committee has not been considered and a new one under Sri Neogy has been appointed. We are doubtful whether the new report at least will be considered or brushed aside again. We feel that the Government of India is partial to the Railways because it is entirely owned by them and yields large revenue. We think that the Government apprehends that any benefit bestowed on the Motor Transport may result in keen competition to Railways and reduce their revenues. He wish to emphasise that inherently Motor Transport has an advantage that it can deliver the goods door to door even in remote villages whereas the Railways can never do such jobs and must necessarily give way to the Motor Transport.

It has been repeatedly pointed out that owing to maladministration and consequent inefficiency of the Railways, the public lost confidence in them and turned towards the Motor Transport which affords quick and efficient transport.

We are of the opinion that if the unreasonable restrictions on the Motor Transport are removed, that would prove to be the greatest benefaction and the Road Transport would develop automatically, which in turn is in the interest of the public and incidentally to the operators also.

To illustrate the point

(*a*) Time is an essential factor in Transport. Due to the strict system prescribed by the law and lack of efficient staff and supervision things get delayed. Further, unless the usual bribe is given, there is delay in disposal, which the operator cannot brook because his business would come to a standstill. Consequently he would lose the turnover in business on his large investment and also his reputation.

Of course it is impossible to prove corruption and the problem must be tackled from a different angle. To solve the problem we would like to suggest that if a definite time limit is prescribed for quick disposal of all matters and efficient and adequate staff is provided there will be no cause for corruption.

Delay and harassment

(*b*) Recently the Government introduced the system of check posts on the road. Their main object is to check the evasion of certain taxes like sales tax and octroi etc. No doubt the operators are willing to help the Government in checking evasion but the measure has proved to act as a great impediment in the progress of the Motor Industry. It results in great delay on the roadside and scope for needless harassment. Consequently it is strange to find that the culprit who pays the bribe goes scotfree while the honest operator suffers. The root of the evil lies in the fact that the State has placed tremendous confidence in the hands of its own officials while treating the citizens as a group of law-breakers. Curiously it has resulted in the anomaly of the State losing the revenue and the officials fattening themselves. An investigation into the private wealth of such officials will prove the above fact but unfortunately no such step has been taken yet.

Abolish check posts

We therefore think the check posts etc., may be abolished because they do not serve the object. Evasion of taxes can effectively be checked only at the place of business of the dealers and their godowns etc., and there is little purpose in blocking the movement of goods. The check posts pressure has only resulted in reduction of pay load to the Motor Transport because other users of the road like buses, carts, vans, head-loads etc., are not subject to check. By such discrimination and negligence the Government loses its revenue and the Motor Transport loses its earnings and the nation loses its resources by waste of carrying capacity.

The railways have no restriction at all as stated already. In spite of such free facilities, they are unable to earn as much as the Road Transport and obviously there should be no premium on efficiency. There is no substance in the argument that duplication of road rail transport is wasteful because the Road Transport provides to the public what the Railways are unable to provide and their coordination will result only in the benefit to the nation.

Yours faithfully

A. G. GOPALAKRISHNAN

(*Secretary, M.S.L.O. Association*)

LICENCE TO LORRY BROKERS NOW

A request from Salem Lorry owners

Sri S. Chinnasamy, Secretary, Salem District Lorry Owners' Association, Salem, in a letter to the Transport Commissioner, Madras, writes that though a Notification has already been published in the Gazette in regard to issuing licence to lorry brokers, the same has not yet been brought into force. He requests the Commissioner to look into the matter and issue licences to lorry brokers.

He also states that lorry owners should also be given "experience marks," as it is given to bus owners. He urges the Commissioner to take steps to see that they are also given the necessary 'experience marks.'

Stage Carriage Permits: New Government Order

Relevant G.O's. on the subject

The Government of Madras, Home Department in their G.O.Ms. No. 2265 of the 9th August, 1959 on the subject of Grant of Stage Carriage permits, states :

ORDER

1. *******

2. In exercise of the powers conferred under Section 43-A (1) of the Motor Vehicles Act, 1959, (Central Act IV of 1939), the Government of Madras hereby issues the following directions, in supersession of para 2 (A) in G.O.Ms. No. 1298, Home, dated 28th April, 1956 in regard to the grant of Stage Carriage permits.

3. Bus Routes shall be classified as—

(1) *Short routes, which shall include shuttle services* : This class of route will cover a distance of 15 miles.

(2) *Medium routes* : This class will cover a distance varying from between 15 miles and 75 miles.

(3) *Long routes (including Express service)* : This class will cover a distance between 75 miles and 250 miles.

4. Preference may be given to applicants as follows :

(i) For short routes, shuttle service : New entrants.

(ii) For medium routes : Applicants with 1 to 4 buses (excluding spare buses).

5. Applicants for a Stage Carriage permit may be screened and disqualified on one or more of the following principles :

(i) Financial instability as evidenced by insolvency or undischarged decrees or failure to produce an Income-tax Clearance Certificate. It is important that those who run public services are not subject to financial pressure which distracts or diverts them from the prescribed rules. Borrowing for purpose of the vehicle will not by itself be a disqualification.

(ii) If his history sheet is not satisfactory, (ordinarily, history sheet for one year alone may be considered.)

(iii) If there is evidence that he has been trafficking in permits, either benami or otherwise.

(iv) If he has no workshop facilities or other arrangements to attend repairs efficiently.

(v) If he has no main office or branch office on the route applied for, to control the service.

(vi) If he has no residential qualification.

(vii) If the application is on behalf of others, in order to evade rules.

6. After eliminating the applicants as above, mark should be assigned as follows :

(*a*) *Sector qualifications* : 1 mark.

Assessment may be as below :

(i) Where the applicant operates for a distance varying between 1% to 25% of the total distance of the route in question......... $\frac{1}{4}$ mark

(ii) Where the applicant operates for a distance varying between 26% to 50% of the total distance of the route in question...... $\frac{1}{2}$ mark.

(iii) Where the applicant operates for a distance varying between 51% to 75% of the total distance of the route in question...... $\frac{3}{4}$ mark.

(iv) Where the applicant operates for a distance above 75% of the total distance of the route in question......1 mark.

(*b*) Business or technical experience in Motor Transport—1 mark.

(*c*) Being a registered Co-operative Society or a registered public limited company or a registered private company—1 mark.

7. Applications thus finalised should then be disposed of according to Section 47 (1) of the Act.

The Second G.O.No. 3547 dated 18th December 1958 sub-clauses (v) and (vi) of the G.O. No. 2265 are combined into one and read thus

(v) "If he has no main office or branch office, or does not reside on the route applied for to control the service."

(2) The Sector qualification will not apply in the case of the new entrants.

NEW LORRY SHEDS OPENED

Three lorry sheds of M/s. A. M. E. Lorry Transport were opened recently at Ambur, Vaniyambadi and Madras. On 6th August, under the presidency of the Chairman of the Ambur Municipality, the shed was declared open at Ambur and on the same evening the shed at Vaniyambadi was also opened.

On August 7, at No. 59 Thathamuthiappan Street, Madras, the third shed was opened. Leading businessmen and operators took part in the opening functions.

Janab A. M. Ismail, Owner of Messrs. A.M.E. Lorry Transport, while speaking at the opening function, condemned the Government's action in giving discriminatory preference to the Railways at the expense of the road transport which was rendering meritorious services to the mercantile community. He congratulated the Madras Government for having lifted the night lorry ban.

Mr. Ismail paid a tribute to Mr. A. G. Gopalakrishnan, the Secretary of the Madras State Lorry Owners' Association for the active manner in which he was doing his services to the Association and to lorry operators. Tea and refreshments were served on the occasion.

Special Tyres Invented

Akron, Ohio.—Easy riding, low pressure Terra-Tires, produced by the Goodyear Tire and Rubber Company, Akron, Ohio, U.S.A., are helping to bring delicate easily-bruised bananas from plantations to American grocery stores in perfect condition.

A fruit company utilises Terra-Tire equipped tractors and carts to transport bananas from within its farms in Panama to loading platforms adjacent to railways.

Billowy Terra-Tires, which conform with ground surfaces instead of resisting them allow tractor pulled carts to negotiate irregular terrain without jarring the fruit. This aids in preventing bruises that would show up later when the bananas are ripened and displayed for sale.

Use of Terra-Tires permits the fruit company to operate its equipment during all seasons on less expensive farm roads, and the shock absorber action of the tires reduces fruit bruising and permits economy in

use of heavy padding for the carts. A significant savings in road ballast and maintenance also has been realized.

Impressed by previous results, the fruit company has ordered additional Terra-Tires for its far-flung Panama banana operation.

The firm is continuing its investigation into the advantages of using Terra-Tires in company operations other than farm fruit handling.

NEW SHOW ROOM OPENED

In order to meet the increasing demands of the transport operators, Messrs. Imperial Trades, Dealers in Motor Batteries, Butterworth Road, Tiruchirapalli-2 have now opened a new Show Room and Office just opposite their existing service station. The new Show Room is equipped with all the latest and modern Servicing Appliances.

STANVAC SUPER SERVICE STATION

In keeping with Standard Vacuum's policy of providing more and more service facilities at their stations, and thereby raising the standards of service which the general public should enjoy, they have just opened a new luxurious station at Mount Road in Madras.

This station affords many unique innovations, like the wheel-balancer, and the Coatee tyre-man, apparatus for testing light intensity and aligning, and battery chargers. It also carries adequate supplies of a number of accessories normally required by a motorist. Servicing of automobiles is carried on till 10 p.m. but will be extended shortly to 2 a.m.—an added convenience for those car owners who are unable to spare their vehicles during the day.

The station is a new development in the field of customer service and will continually function as a proving ground for new equipment, new procedures, and new techniques—all in the interests of happier and longer car life.

At this station, all major dealers will have ample opportunities of seeing and studying its operation and thereby benefiting from the latest methods which are being adopted. It is proposed to give new dealers extensive training, which may take as much as six months, before they are finally selected for dealership of major service stations.

An unique feature of this station is that it will also be used as a training centre for sales staff who are directly concerned with looking after service centres. Opportunities are given to members of the organisation to receive practical training, especially on various aspects of providing the right type of service to customers.

Standard Vacuum anticipate that this venture will be welcomed by their dealers as well as by their customers, as to the dealer it will be a centre which will disseminate valuable knowledge and to the customer it will mean better service and more attention for their automobiles.

H. R. Aslot's Memorandum to Jha Committee

The Jha Committee Enquiry in Bombay

The following is a summary of the observations made by Shri H. R. Aslot, the Honorary Secretary of the All-India Automobile and Ancillary Industries Association, at the public hearing held in Bombay on the 19th August 1959, by the *Ad Hoc* Committee on Automobiles under the Chairmanship of Shri L. K. Jha, I.C.S.

I am speaking on behalf of the All-India Automobile and Ancillary Industries Association—a representative body of manufacturing interests, specialised in the manufacture of a number of important components that go into the assembly of motor vehicles.

We have submitted a detailed reply to the Committee's Questionnaire, in which we have commented at length on certain aspects of the problem of the development of the automobile industry.

While there is a good deal of controversy over certain aspects of the problem, there is now increasing recognition of the fact that a proper and balanced development of ancillary manufacture, which has suffered great neglect in the past, holds the key to many of the problems that we face today in the manufacture and assembly of automobiles. The immediate task before Government as well as Industry, therefore, is two-fold; first, and foremost, to secure a more rapid development of ancillary manufacture in the decentralised sector, and integration of this vitally important sector with the assembly of automobiles; secondly, to phase the development of the industry as a whole so that a hundred percent indigenous motor vehicle can be produced within a measurable time.

Fifty-Fifty Ratio

In the United States, the United Kingdom and Western Europe, automobile production is shared between the Vehicle Manufacturers and Ancillary Producers in varying proportions. This has rightly been recognised as the most economical form of organisation. We may, in the conditions obtaining in our country today, aim at a ratio of fifty-fifty and should take positive steps towards this end. My association is in a position to sponsor schemes for the manufacture of components yet to be developed. Indeed, our President, Dr. Pranlal Patel, has already left for the United Kingdom and Europe to explore the field for technical collaboration.

We have already established capacity for the manufacture of a number of important components, but capacities have been lying idle because of the inadequacy of raw-material licensing, while the finished products continue to be imported. These contradictions should be resolved.

Standardisation of components

We have not touched the problem of standardisation. I know this problem is full of difficulties, but the sooner these difficulties are faced the better. Apart from other virtues, standardisation of components has the added merit of ensuring an economic volume to the ancillary manufacture and should be taken up immediately. A beginning can be made straightaway with non-functional items.

We are aware that in an industry like the automobile, quality is very important and admits of no compromise. While there may be a few sub-standard producers, by and large the ancillary manufacturers are quality-conscious and are as anxious as anyone else to produce goods of quality. But we cannot shut our eyes to realities. There is today a lot of controversy over this, particularly in regard to Original Equipment supplies, and the only way out is to provide independent testing facilities. The necessary funds should be raised from the industry, with a matching contribution from Government.

In our reply to the Committee's Questionnaire, we have explained at length the need for a cheap car for the people, both from the economic and social points of view. We have no doubt that in a country of the size and population of India, and in an expanding economy like ours with a steadily rising national income, the manufacture of such a car will have to be taken up sooner or later, and I hope sooner than later.

THE MYSORE AUTOMOBILE PARTS AND ALLIED MERCHANTS' ASSOCIATION

A meeting of the Managing Committee of the Mysore Automobile Parts and Allied Merchants' Association was held on 22nd August 1959 at Bangalore, Mr. Ujagar Singh presiding.

Mr. Agarwal, the Hon. Secretary of the Association informed the committee of the demise of the Technical Director, Motor Industries Co. Ltd., Bangalore, Mr. Eugen Lang in a road accident, about 60 miles from Delhi on 21st August. Mrs. Lang who was with Mr. Lang in the car was also killed in the accident.

As a mark of respect to the deceased, two minutes silence was observed. It was resolved to send a message of condolence to the Directors of Motor Industries Co. Ltd. It was further resolved that the Funeral Services of late Mr. and Mrs. Lang be attended by the President and Mr. T. N. C. Satagopan and wreaths be placed on behalf of the Association.

The membership applications of Messrs. General Sales Co., 26 Narasimharaja Road, Bangalore-2 and M/s. Standard Motors, Mavalli Tank Bund Road, Bangalore were accepted and it was resolved to admit them as ordinary members of the Association with immediate effect.

A letter from the Hon. Secretary of the Madras Motor Parts Dealers' Association regarding the proposed Federation of All-India Motor Trades Association was read and recorded.

CONFERENCE OF DEALERS IN SOUTH

IT WAS RESOLVED THAT A CONFERENCE OF MOTOR SPARE PARTS DEALERS' AND ALLIED MERCHANTS' ASSOCIATION OF SOUTH INDIA AS PROPOSED BY THE SECRETARY BE HELD IN BANGALORE SOME TIME BY THE END OF THIS YEAR OR IN FEBRUARY 1960.

FOR THIS PURPOSE, A SUB-COMMITTEE CONSISTING OF THE FOLLOWING MEMBERS WAS CONSTITUTED TO GO INTO DETAILS AND PREPARE A FULL SCHEME AND TO DECIDE THE DATE CONVENIENT FOR HOLDING SUCH A CONFERENCE:

Messrs. Ujagar Singh (President); G. K. Iyengar, T. N. C. Satagopan and R. J. Agarwal (Hon. Secretary).

The question of selecting a permanent premises for the office of the Association was considered and it was resolved to request Mr. G. K. Iyengar to negotiate and settle the terms for the room in Ramakrishna Building, Narasimharaja Road, Bangalore-2.

TAMILNAD MOTOR PARTS DEALERS' ASSOCIATION

The Tamilnad Motor Parts Dealers' Association, Madurai at a meeting of the Executive Committee held under the presidency of the President Sri R. Ramachandran resolved to approve the new enrolled members: Coimbatore Automobiles, Coimbatore, and Auto Electric and Accessories, Madurai.

The Committee decided to terminate the membership of M/s. Madura Modern Motors Private Ltd., Madurai. It was resolved to enroll members dealing in Tyres and Sri N. Kannayiram requested the Tyre Companies to give substantial donations for the Association.

It was decided to have one room in No. 8, Sandapettai Street for the Office of the Association and to appoint a full time clerk-cum-stenographer for the Association.

MADRAS MOTOR PARTS DEALERS' ASSN.

REBATE SCRAPPED

A meeting of the Madras Motor Parts Dealers' Association, resolved to rescind and scrap the resolution passed sometime ago concerning the allowance of 1% membership rebate by every member firm of this association to every other member firm in all their sale vouchers.

The above resolution was passed by the general body at its meeting held on 8th August 1959.

A. A. S. I.

MEMBERSHIP INCREASES TO 11,594

According to the Annual Report for the year 1958 of the Automobile Association of Southern India, which was presented to the Association by the Secretary at its Annual General Body Meeting on September 25, 1959, the membership of the Association had grown up to 11,594. The growth of membership was steady and 1855 new members were enrolled during the last year.

During the year under report, free breakdown service of the Association was availed of 2057 times at Madras, Bangalore and at other branch offices.

The Association issued during the year 5741 itineraries, mostly in Madras. A great deal of information on the condition of roads, position of service stations and petrol pumps, and details regarding places of interest was given to members. Hotel rooms were reserved for members and their families when they informed the offices in time.

During the year under review, the Association collected and remitted to Government tax on 18,2*5 vehicles. Many members made use of the offices of the Association at different places for Hire Purchase Termination for which the request had to be made at licensing offices hundreds of miles away, and money had to be paid in local treasuries.

The financial position of the Association was quite satisfactory.

Free legal advice was given to many members in the city and mofussil.

Mr. S. V. B. Row represented the Association and helped in drafting the Memorandum and Articles of the Federations at a meeting of the Federation of Indian Automobile Associations held in New Delhi in March 1958.

Mr. S. V. B. Row, Legal Adviser, continued to represent the Association on the Tourist Information Bureau, Madras region, to assist the Director, Tourist Information Office, Madras, on all matters regarding the development of Tourist traffic.

The Committee held many discussions about traffic problems. Representations were made to the traffic authorities; and many of the suggestions were considered useful.

Since the A.A.S.I. is a member of the Union of the Commonwealth Automobile Associations sponsored by the Automobile Association, London, members are entitled to get full benefits for six months while they are on a visit in Britain. A similar privilege is also available from the Royal Automobile Club, London, since the A.A.S.I. is affiliated to the R.A.C. also.

For the first time in the history of the Association, a rally of motor vehicles was held in August 1958 when scooters, motorcycles and cars participated over an 117 miles route.

AUTO NEWS BITS

GOGGOMOBIL OUTPUT RISES

Goggomobil production for the first half of 1959 was 40 per cent upon the same period last year. Production of the rear engined cars decreased slightly but this was more than counter-balanced by the rapid rise in output of the front-engine, rear-drive T. 700. Over 25,000 thousand of these bigger Goggomobiles have already been produced. Since 1955 total production of the Goggomobil Works now exceeds 160,000 units.

B.B. WINTER RETIRES

B. B. Winter, Director of Engineering for the Rootes Group for the past 21 years has retired on reaching the age of 65. After serving in the Royal Engineers and Royal Army Service Corps he joined Rootes in 1923 as Chief Service Executive when they were purely car agents. In 1929 he became service engineer to Humber and in 1934 Executive Manager of the Engineering Department of Humber and Hillman. In 1938 he took charge of engineering for the whole Rootes Group. He became a director of various Rootes Companies and was appointed to the Board of Rootes Motors Limited, the parent company in 1947. Mr. Winter also played an important part in the development of the Motor Industry Research Association. He was made a Commander of the Order of the British Empire in 1954.

NO FARINA-BODIED RILEY SIX

B.M.C. has now announced three cars with the enlarged C-type six cylinder engine of 2.9 litres, the Austin Healey 3000, Wolseley 6/99 and Austing A.99. There was another car using the original C-type engine of 2639 cc. the Riley 2.6. No Farina-bodied replacement for this car is planned and it will therefore go out of production. There are two 1½ litre Rileys in current production, one with a small body like the Wolseley 1500, the other with the Farina-styled body.

DISC BRAKES FOR ROVER 3 LITRE

All Rover 3-litre cars now being delivered are equipped with Girling disc brakes on the front wheels. Drum brakes with leading and trailing shoes are used at the rear and the brakes are servo assisted. Basic price is increased by £35 to £1,210 in England, with synchromesh gearbox. With Borg Warner transmission the basic price is £1,315.

Owners who have already bought Rover 3-litres will be able to obtain a conversion set to equip their cars with disc brakes at the front. Fitting can be done by Rover agents.

Rolls-Royce Buys H. J. Mulliner: H. J. Mulliner, the famous London coach builders who have for years built bodies exclusively for Rolls-Royce and Bentley cars have now been bought by Rolls-Royce. Park Ward, another famous British coachbuilder is already a Rolls-Royce subsidiary.

End of Frisky Cars: The London Law Courts have made an order for compulsory winding-up of Frisky cars, Wolverhampton which produced the Frisky baby car. The company owed the British Government £22,700 for unpaid Purchase Tax.

Death of H. S. F. Morgan: Founder and Managing Director of the Morgan Motor Company, Limited, H. F. S. Morgan died recently at the age of 78. Trained as a Railway Engineer, he opened a garage and motor works at Malvern in 1906 and in 1909 produced his three-wheel car the Morgan runabout which continued basically unchanged until 1952. In 1935 he introduced the Morgan 44 which was replaced by a slightly larger model, the Morgan Plus Four in 1950. His son, Peter Morgan now takes over as Managing Director.

Like Lancia, Morgan adopted sliding pillar front suspension with coil springs for all the models he produced. He was against all inessential elaboration and changed his body styles as little as possible.

When Sir John Black, who was then managing director of Standard-Triumph decided to produce a sports car he first tried to buy the Morgan Company with the idea of reorganising it and increasing its production. It was a tempting offer but Morgan refused. "I have seen to many firms go up like a rocket and come down like the stick" he said, and he went on building a few hundred sports cars a year in his little factory as Malvern.

Death of Leslie Johnson: Leslie Johnson has died and typically left instruction that the news be kept secret until after his funeral. He was 47. Just before the war he was Britain's trials champion with a Type 55 and then with a 328 BMW. After the war he began racing with a BMW and a French Talbot. In 1951 he was 4th in the Tourist Trophy with Tony Rolt. 1952 was his best year when he was third in a Nash-Healey at Le Mans with Tom Wisdom and was 4th in his class in the Mille Miglia, also with a Nash-Healey. He led a team of drivers including Stirling Moss who drove a Jaguar coupe round Montlhery for seven days and nights setting up new World Records for 15,000 km., 10,000 miles and 4 days. He competed at Le Mans again in 1953 on a Nash-Healey finishing 11th. He had been working far too hard for many years building up a chain of business and his doctor warned him that he must rest but despite this advice he drove with Norman Garrard in the Rootes team in the Monte Carlo Rally of 1954. In a gesture that was typical of him he stopped to help another competitor whose car was ditched in the mountains and in trying to move it he inflicted irreparable damage to his heart. He collapsed and was near to death when the car arrived at Monte Carlo but after months in hospital he partly recovered. Knowing that he could never again take part in motoring sport he sold all his businesses including E.R.A. which he then owned and retired to live in the country.

He was a strangely secretive personality who confided farely even in his oldest friends but had extraordinary charm and was a most courageous driver.

Awards to Indian Engineers

SPRING-MAKING MACHINE DEVELOPED
OIL PANS MADE

10th June 1959 was a Red Letter Day in the history of the Premier Automobiles Ltd. Shri Chinubhai Kilachand, Director of the Company, speaking before a large gathering of workers and office staff said, "I feel proud to honour our engineers and workers who successfully solved two very intricate manufacturing problems which had been vexing our minds for some time." He was presiding over a function held to distribute special prizes by the company to its 13 employees for developing a machine to manufacture "Zig-zag" springs and for successfully designing and manufacturing truck oil pans.

The "Zig-zag" spring machine which was designed and made in the factory, has solved the problem of getting springs for the Fiat car seats. The original springs were supplied by Fiat of Italy obtained by them under a French patent. The specifications and designs could not be made available to India, nor could the springs be imported any more. To solve this deadlock, three of Premier's engineers assisted by four workmen worked on this problem and developed a machine which could produce zig-zag springs to replace the imported ones.

Mr. S. R. Shah, Tool Room in charge of the Premier Automobiles, one of the recipients of the special awards, receives his award from Shri Chinubhai Kilachand.

The second problem was the manufacturing of truck Oil Pan which is considered as a very intricate sheet metal pressing job. This job was considered by the foreign technicians who are presently in the country almost impossible to be done in India with the available machinery. It was therefore a great surprise to them to see the Oil Pan successfully produced by the young engineers of the Premier Automobiles within a very short time. Four engineers assisted by two die-makers and a tool try-out workmen were engaged on this job.

In appreciation of the ability and skill shown by these employees, the company awarded them prizes ranging from Rs. 350 to Rs. 1,500. Shri Meswani, General Manager of the company, while praising the high sense of duty shown by these employees, said that they have done a great service to the automobile engineering in India.

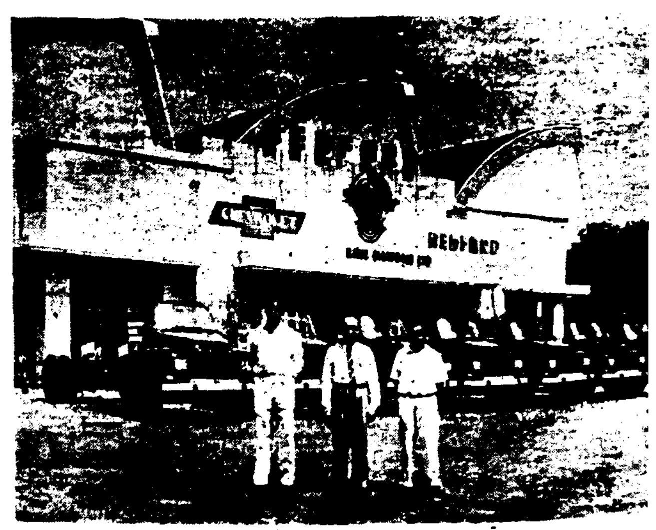
Standards Create Records

CAMBRIDGE STUDENTS' EFFORTS

Five International class E records were broken by Cambridge Students driving Standard Triumph TR-3 in a rally held at Monza, Italy—(1) 2,000 miles at 102.1 m.p.h.; (2) 5,000 kilometres at 102.5 m.p.h.; (3) 2,451 miles in 24 hours at 102.2 m.p.h.; (4) 4,920 miles in 48 hours at 102.5 m.p.h.; and (5) 5,000 miles at 102.5 m.p.h. Attempt continues on further records.

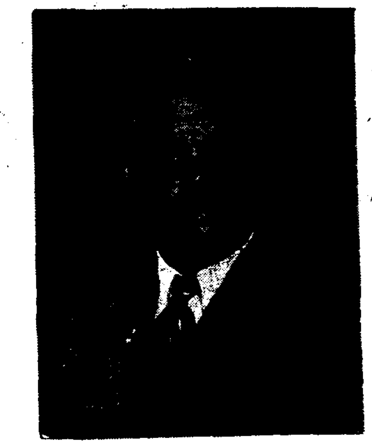
The latest record broken by Standard Triumph TR-3 at Monza is 10,000 kilometres at 102.6 m.p.h.

Photograph taken on the occasion of delivery of seven Bedford Chassis to the Inspector-General of Police, Madras, shows from left to right, Sri V. Dorai Raj of Rane (Madras) Ltd., Sri T. C. Monga of Hindustan Motors and Sri T.G.K. Raman, Director of Ranes.



Mr. S. Anantharamakrishnan, Chairman, Amalgamations, Ltd.

AMCO OPENS NEW CHAPTER IN COLLABORATION WITH GOULD-NATIONAL



Mr. M. V. Venkataraman, Director, Amalgamations, Ltd.

LATEST TECHNICAL KNOW-HOW IN BATTERY MANUFACTURE

The Amco Batteries Ltd., one of the biggest battery manufacturers in the country, has opened a new chapter in its history towards further progress, development and expansion of its activities, by entering into technical collaboration with the world's biggest automotive replacement battery manufacturing company, Messrs. Gould-National Batteries Inc., of the United States of America.

This recent agreement with such a big battery manufacturers of America will bring into this country the latest developments and technical know-how in battery manufacture.

ANNOUNCEMENT AT PRESS CONFERENCE

Mr. K. G. Parameswaran, who has been in the battery field for the past quarter of a century, and who is a member of the Development Council, Light Electrical Industries, Government of India, officially announced this technical collaboration at a Press Conference at the B.U.S. Club Annexe at Bangalore. There was also a dinner and screening of technicolour slides to illustrate the latest methods adopted by the Gould-National for the manufacture of "automotive replacement batteries." The Dinner was attended by the leading industrialists and dealers in automobiles, Mr. M. K. Mathula, Managing Director of Hindustan Machine Tools, Mr. Jagdish Prasad, Managing Director of India Telephone Industries and Mr. C. R. V. Subban, President, Bangalore Rotary Club and others.

Mr. Parameswaran regretted the unavoidable absence of Mr. S. Anantharamakrishnan, Chairman of the Simpson Group Companies, Madras.

Mr. Parameswaran said AMCO made a small beginning 27 years ago and pioneered the manufacture of storage batteries in India and today it could claim many FIRSTS to its credit—the first to make and sell, on a large scale, Automobile Batteries which gained wide popularity and stood formidable foreign competition even during pre-war days; the First to manufacture and supply Train Lighting Batteries to the Railways in India; the first to produce Telephone Cells; the first to make stand-bye Stationary Batteries for Power-Houses.

Since 1955, Amco is a constituent unit of the Simpson Group Industries of South India. Under the inspiring direction and leadership of the Chairman, Mr. S. Ananthramakrishnan, the factory made great strides during these four years towards industrial stabilisation. The factory had now a most ambitious programme for further expansion and in that context it had now entered into this collaboration.

Photo taken on the occasion of the Dinner party given by Mr. K. G. Parameswaran, Managing Director of Amcos, shows Mr. K. G. Parameswaran (centre) in serious conversation with Mr. M. K. Mathulla, Managing Director of Hindustan Machine Tools (extreme left) and Mr. Jagdish Prasad (extreme right) Managing Director of Indian Telephone Industries.

Mr. K. G. PARAMESWARAN ON EXPORT POSSIBILITIES

Speaking on the scope for the expansion of battery manufacture in India, Mr. Parameswaran said that with the present development and expansion programme, it would be possible for India to attain complete self-sufficiency in production of all kinds of storage batteries for diverse purposes within the next two years. Serious endeavours are now being made by Indian battery manufacturers to establish an Export market for Automobile and Train Lighting Batteries, both of which were no longer in the imported category.

Production capacity

Mr. Parameswaran stated that as on date, there was an aggregate installed capacity in India for production of over 5,25,000 *storage batteries per year which included* 4,55,000 *automobile batteries and* 70,000 *trading lighting or railway batteries.* The actual consolidated production attained during 1958 was 4,20,000 units in the organised sector of the industry. Mr. Parameswaran added that about 45,000 units would have been produced additionally by the small-scale Battery manufacturers.

Mr. Parameswaran said that the present "technical tie-up" of the Amcos with Gould-National "is going to benefit us and benefit the country as a whole. It will bring the Amcos in line with the status attained by the battery industry in the most advanced country in the world."

Mr. Parameswaran said there was no "string" of any kind attached with the present agreement with the U.S. company. The Amcos had its own plans to explore the possibilities of finding foreign market for the Amco batteries, and there was such a possibility in the very near future. Four technicians from Amco would get training in Gould-National in America. Mr. Parameswaran said that Amco had plans to export batteries to Egypt, Indonesia, Iraq and other foreign countries.

The guests on their arrival were received by Mr. Parameswaran and other Executives of the Amco, Mr. K. Jayaram of the Madras Advertising Co. Madras; and Mr. S. S. Subban, Branch Manager of the Madras Advertising Co., Bangalore.

Mr. K. G. Parameswaran is seen addressing pressmen with the mike in his hand. Mr. V. R. V. Raghavan, Deputy General Manager of Amcos is standing to his right.

Mr. Parameswaran (fourth from left) seen talking to representatives of the Press at the dinner party, given by him to meet the members of Primary Cells and Batteries Sectional Committee, Indian Standards Institution at Bangalore recently.

A section of the visitors at Dinner.

MODELS AND THEIR Prices

CARS

	Rs. nP.
Hindustan Ambassador 1957 (Southern Automative Corporation Private Ltd.) ex-plant Uttarpara ...	11,161 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
The Fiat 1100 The Elegant (Sundaram Motors Private Ltd.) Ex-Factory ...	9,755 00
Willys C.J. 3B Universal Jeep ex-plant Bombay ...	12,621 00
Willys Model Station Wagon ex-plant Bombay ...	18,210 00
Willys 4-75 4 W.D. 118" Truck Chassis ...	13,108 00

MOTOR CYCLES

Royal Enfield (The Madras Motors (Private) Ltd.)—

"150 Ensign" (any dealer point in India) ...	2,003 00
"350 Bullet" with spring frame (any dealer point in India) ...	3,568 00
Royal Enfield three wheeler chassis ...	4,670.00

SCOOTERS

Lambretta, manufactured by Automobile Products of India Ltd. Distributors, South India Automative Corporation Private Ltd., Madras. Prices are ex-Factory, Bhandup, Bombay.

48 c.c. Scootterete ...	827 00
150 c.c. 'LD' Model De-luxe Scooter .	1,795 00

VANS

TEMPO Threewheeler Vans (Manufactured by Bachhraj Trading Corporation Private Ltd. Bombay and sold by Rane (Madras) Private Ltd. at Madras and Stanluc Services at Bangalore). Prices are ex-plant Bombay.

	Rs. np.
Hanseat ...	6,129 00
Delivery Van ...	8,118 00
Prichet Van ...	7,776 00
Standard Delivery Van. (Union Co. (Motors) Private Ltd.) on the road ...	10,628 56
Hindustan Traveller, price on the road (Reliance Motor) Co.	14,700 00

TRUCKS & COMMERCIAL CHASSIS

CHEVROLET

(Assembled at Hindustan Motors Ltd., Calcutta and sold at Madras by Rane (Madras) Private Ltd.) at Kumbakonam by Kasi & Sethu and at Madurai by S. G. Jayaraj Nadar & Sons). Prices are ex-plant Calcutta for Petrol Chassis.

132½" W.B. ...	19,350 00
156½" W.B. ...	20,080 00
174½" W.B. ...	20,380 00
196½" W.B. ...	19,580 00

BEDFORD

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

167" W.B. Petrol Chassis ...	17,880 00
167" W.B. Diesel Chassis ...	24,2C0 00
216' W.B. Full Forward Petrol Chassis ...	19,430 [illegible]

LEYLAND

The ex. plant prices are :

	Rs. nP.
Leyland ECPO 2/1R-203" WB full forward control Passenger Chassis ...	36,133 65
Leyland COMET ECOP 2/2R-176" WB Full Forward Passenger chassis ...	35,703 66
Leyland Comet ECOS 2/2R 163" WB full forward goods chassis ...	34,900 35
Leyland "Comet" ECOS 2/1R 128" WB fuil forward Tidper chassis ...	34,685 35

TATA BENZ

(V.S.T. Motors Private Ltd. and Pandyan Automobiles Ltd.) Tata-Mercedez-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

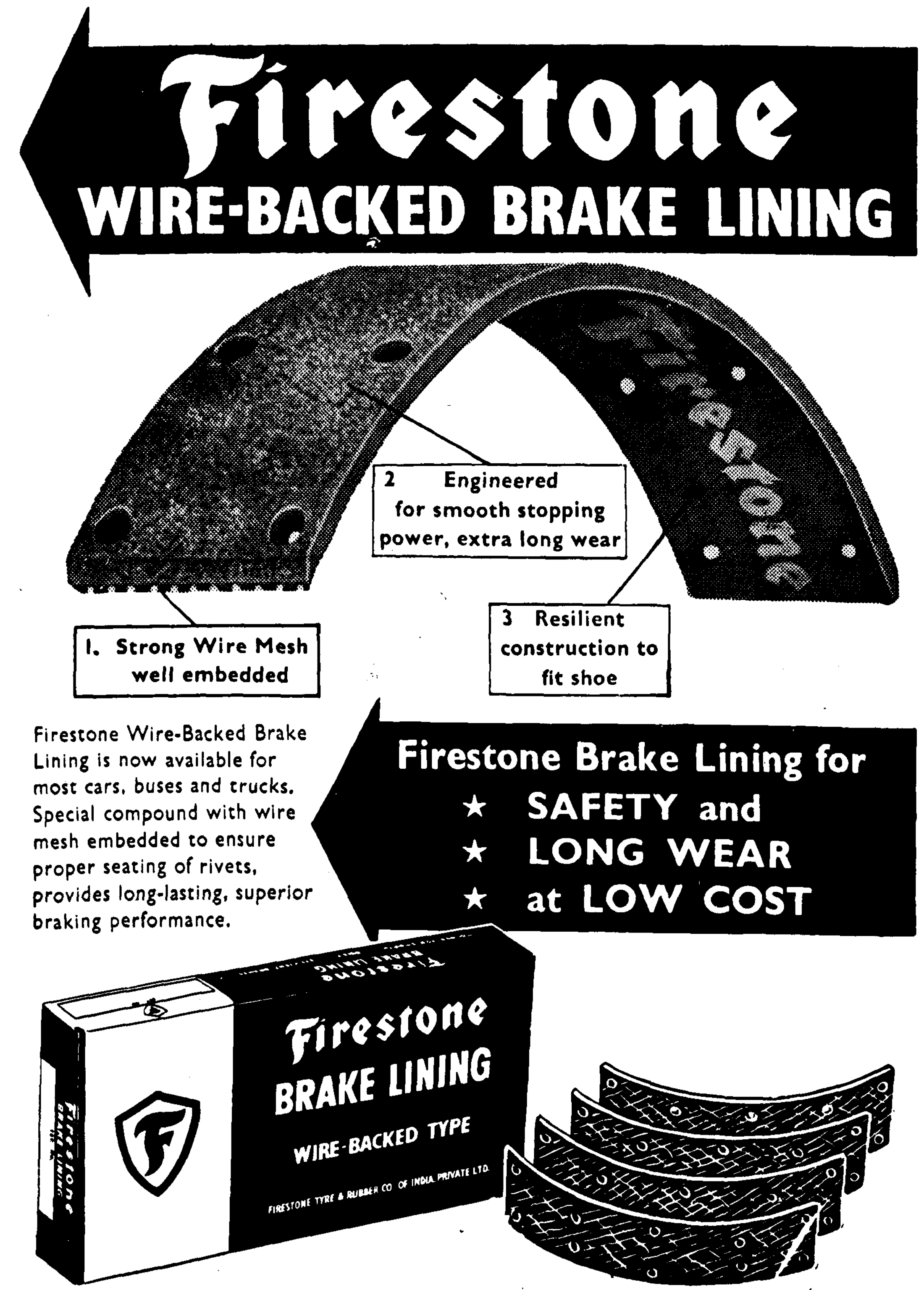
DODGE FARGO

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

Fargo M6D200 116" Petrol (4) 7.00×16—8 Ply ...	14,651 00
do (4) 7.50×16—8 Ply ...	14,890 00
Fargo M6D300 126" Petrol (4) 7.00×16—8 Ply ...	14,964 00
do (4) 7.50×16—8 Ply ...	15,203 00
Forgo 109PA6 165" Petroi (7) 8.25×20—12 Ply ...	20,093 37
Fargo 105P6 165" Diesel (7) 8.25×20—13 Ply ...	26,090 37
Fargo 105M4 165" Diesel (7) 8.25×0—12 Ply ...	26,375 37
Fargo 87P6 190" WB Diesel (7) 8.25×20—12 Ply ...	26,885 37

The prices and specifications are subject to change without notice.

Edited and published by M. Rajagopalan for Gopali & Co. at 14 Mount Road Madras 6
and Printed by M. G. Daniel, at Thompson & Co Private Ltd (Minerva Press). 33 Broadway Madras



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