

MOTORINDIA

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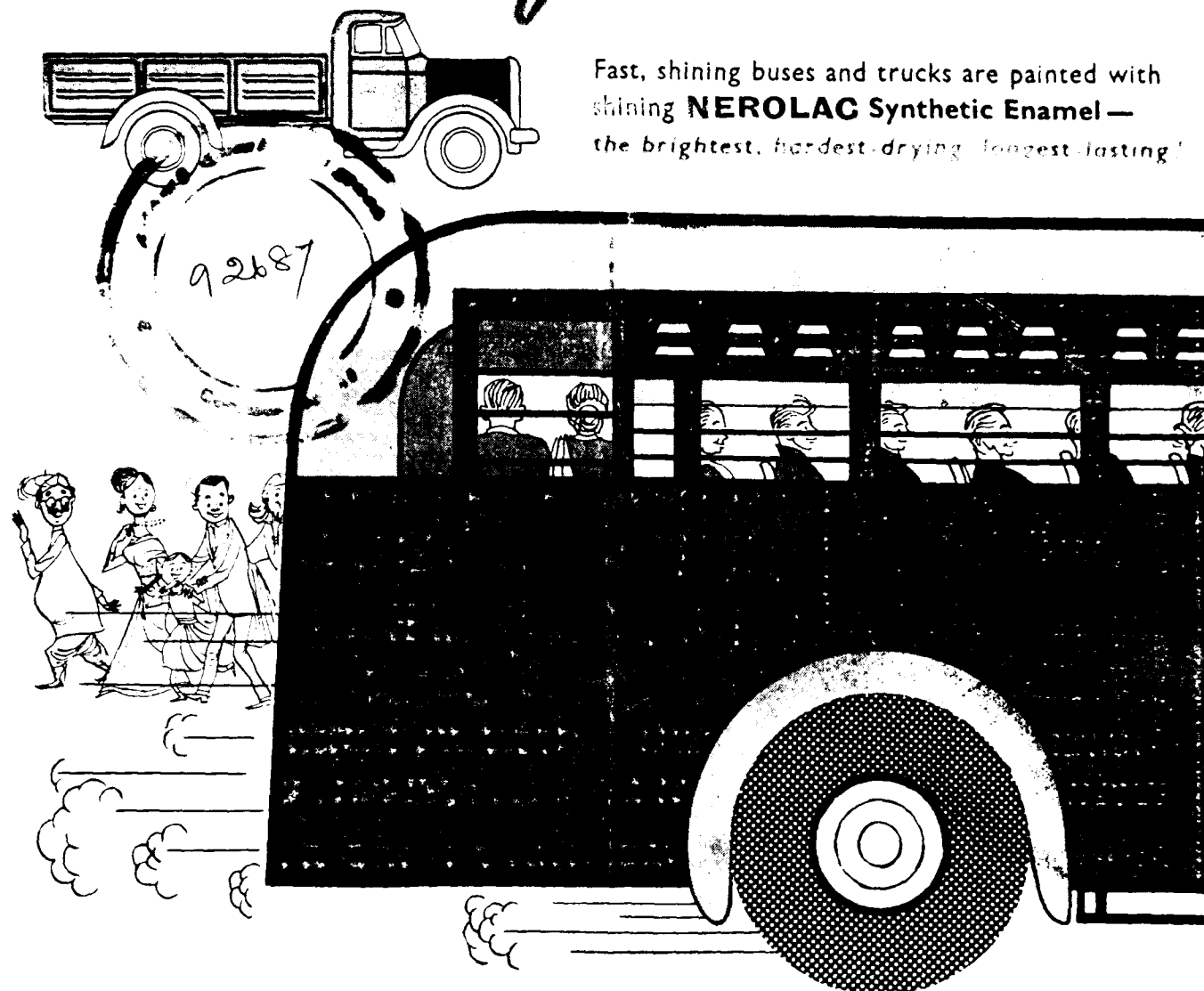
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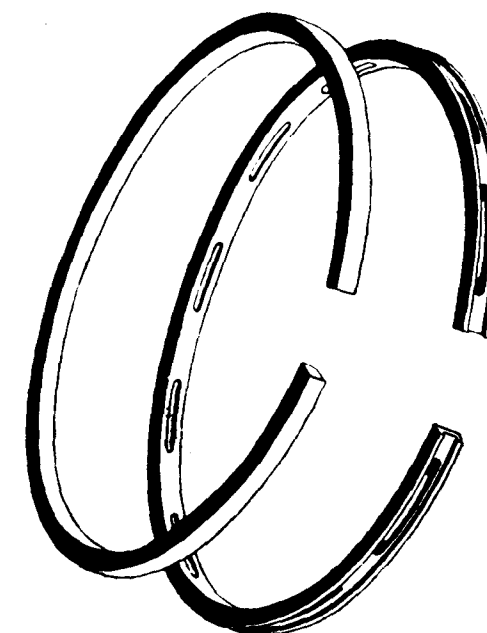
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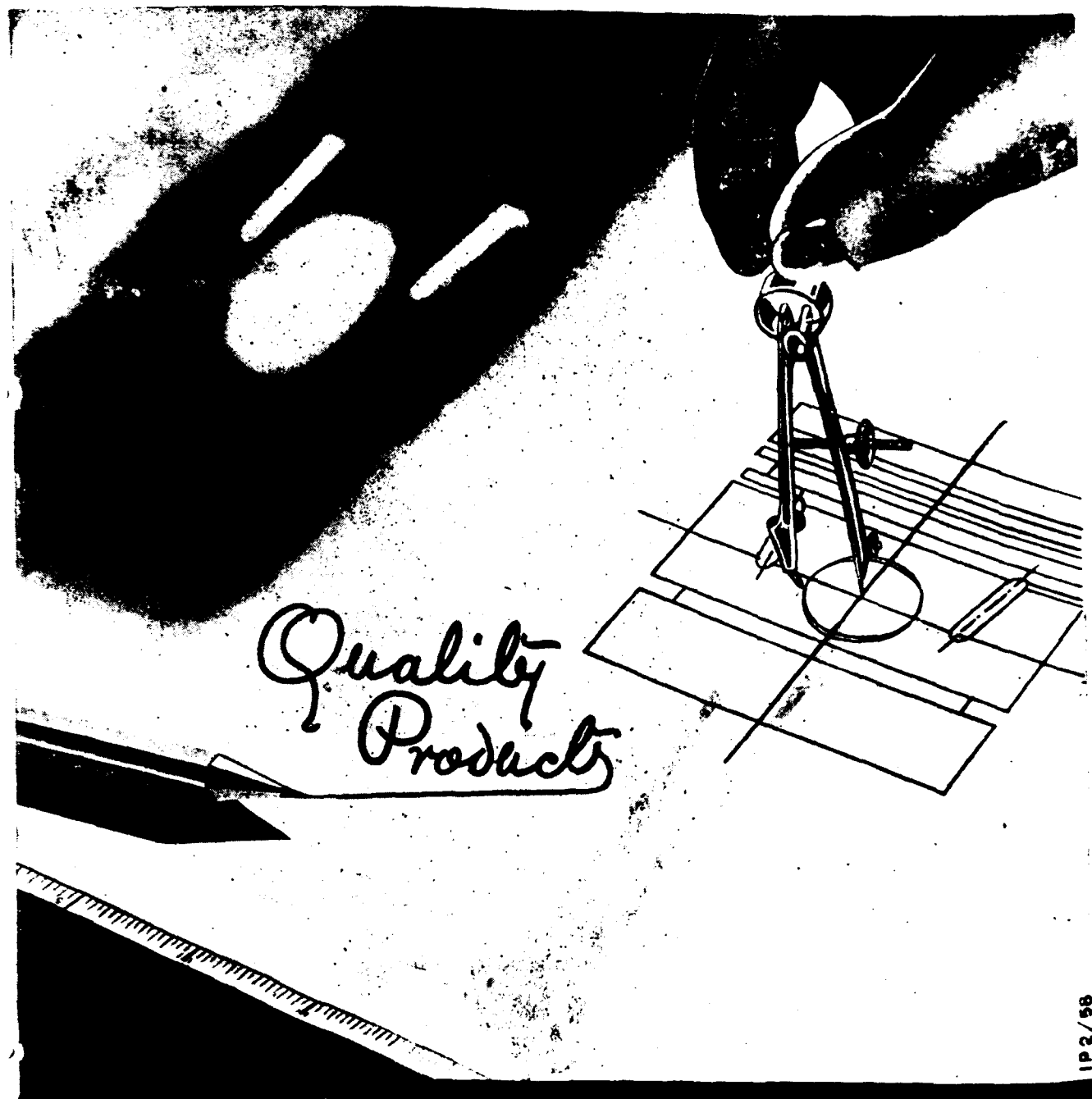
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editorial

ROAD SAFETY

The problem of road safety is perhaps the one which is being discussed in the press and platform day in and day out. During the last few weeks, this subject has assumed greater importance in the State of Madras, thanks to the views expressed by the new Commissioner of Police and the plea that he has been making to all concerned with a view to reducing road accidents in the City and in other parts of the State.

We welcome the various measures so far taken, aiming at reduction of accidents on roads; but we feel the major job will be to educate not so much the motorist but mostly the pedestrian and cyclist who seem to fancy that they have got every right to go along roads as they liked. Jay walking has to be tackled first and foremost.

The most vital aspect of this problem of road safety has been touched by the newly appointed Director of Government Transport, Mr. T. Srinivasan, when he said at a recent dinner of the Indian Institute of Road Transport at Madras that the narrow winding roads, buses with very long wheel bases and inadequacy of spare parts were some of the problems facing this department. In fact any engineer of road transport will readily agree with the causes of accidents suggested by Mr. Srinivasan. Long wheel base buses and trucks have become the fashion of the day not only here, but in most other countries. The problem of road transport getting graver and graver as we pass, there is no doubt a case for such long wheel based vehicles in the country. So, the main hint to the problem is to divert the attention of the authorities to the roads; new roads where none now exist; better roads where just country roads now exist; and wider roads, particularly in congested places like cities where now narrow roads and a density of traffic create bottlenecks now and then. It may look as if that widening the roads particularly in cities will be a huge task just now, but unless the problem is tackled now itself, it is bound to assume much greater proportions in the long run. If things are left as they are today, and roads are not to be widened in the immediate years to come, the day may not be far off when traffic through cities will have to be at almost snail's pace.

Fortunately for us, the authorities of various Governments, State and Central, have been showing an awareness of the problem of roads and much is being heard of huge allotments for road development.

It is our earnest hope that a major portion of this development fund will go to widening the existing roads in various States in the country so that the flow of traffic may be smooth and swift whether it is through cities or through countryside.



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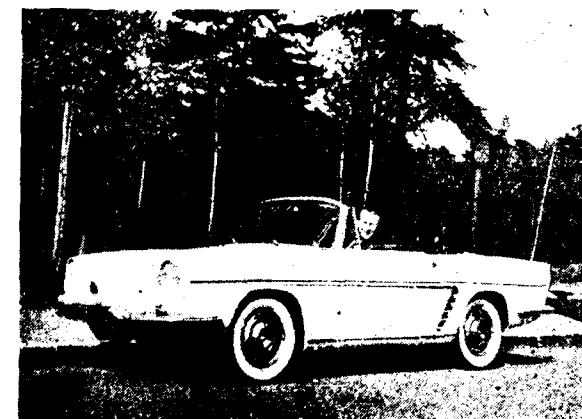
RENAULT FLORIDE IN PRODUCTION

First Road Impressions

From Gordon Wilkins

The Renault Floride, the special-bodied version of the Dauphine shown in prototype form at last year's London Motor Show is now in production. Floor structure and mechanical elements are basically those of the Dauphine saloon; body pressings are being produced by Chausson and final assembly, trim and painting is being done by Brissonneau and Bontz at Criel.

There are two versions, a fixed head coupe and a convertible which can be fitted with a detachable hard top. In the latter form with permanent glazing and wind up windows it is practically indistinguishable from the fixed head coupe.



The Renault Floride.

LUXURIOUSLY FINISHED

Wheelbase and track are unchanged but the cars are 12½ in. longer than the saloon and 5½ in. lower. The fixed head coupe weighs 1675 lb. and the convertible with hard top 1720 lb. against 1390 lb. for the saloon. This extra weight of special coachwork with luxurious seating and interior finish has resulted in disappointing performance from some other cars of this type but Renault have overcome it by modifications to the 845 c.c. engine which raise the output to 40 b.h.p. (SAE).

They are not using the Gordini engine with sloping valves which has been fitted in sports versions of the saloon but have adopted a new light alloy cylinder head giving a higher compression ratio of 8 to 1, a larger carburettor, new inlet manifold with larger cross section, bigger inlet valves and a new camshaft. Valve timing is 10.7 deg. BTC, 1C 45 deg. ABC, EU 45 deg. BBC, EC7 Deg. ATC.

Buyers have the option of the normal three-speed gearbox or a four-speed gearbox with synchromesh on the upper three at small extra cost. Cars with the three speed box can have the Ferlec electro-magnetic clutch as an optional extra. Final drive ratios are unchanged but tyres on the Floride are larger (145 + 380) giving 15.3 m.p.h. per 1,000 r.p.m. in top gear.

The bodies are two-door unit structures in steel and are luxuriously finished. The two-colour steering wheel has two-spokes and hand grips built into the rim, inspired by an aircraft control column. Behind the two main seats are two occasional seats which fold away to form a luggage platform. The box which receives the folding top on the convertible is used as a locker for valuables on the fixed head coupe. There is also 8.4 cu.ft. of luggage space in the trunk at the front which is lined with carpet. Equipment includes heater, screen washer, cigarette lighter, town and country horns. Upholstery is in plastic. Export models are being fitted with 12-volt instead of 6-volt electrical equipment and this seems likely to extend to ordinary Dauphines eventually.

THE DOMESTIC EQUIPMENT

The test cars were equipped with a new optional transistor radio—the Duomatic. When slid into its cradle below the instrument panel runs off the car battery and is controlled by a press-button tuning unit on the instrument panel, but it can be pulled out and used as a portable, running off its own dry batteries. Tone was quite good, but the loud speaker is smaller than it would be with a permanently installed car radio. There is no means of preventing theft and it costs

as much as a good car radio *plus* a battery portable.

THE ROAD TEST

Before the announcement date, I went over to France to give the Floride an extensive road test, driving from Paris to the coast of Brittany and covering hundreds of miles in the picturesque north-west corner of France.

On the road the long low lines and the original angular form of the front end attract a lot of attention, all of it favourable. The two separate front seats are correctly shaped to ensure comfortable support and sufficient resistance to the high cornering forces. The latter is highly desirable because the Floride has better cornering abilities even than the standard Dauphine sedan.

The wheel is one of the best I have ever used—good to look at in its two-colour finish, it is also highly practical with its built-in handgrips at each side. Steering ratio is standard—about 4 to 4½ turns from lock to lock but with a trace of oversteer to help the tail round when you tramp on the accelerator it is hardly ever necessary to change the position of the hands on the wheel when motoring fast. Turning circle is a handy 29 ft. 10 in. Good marks for the pedals too; much better placed than those on the sedan, they do permit simulta-

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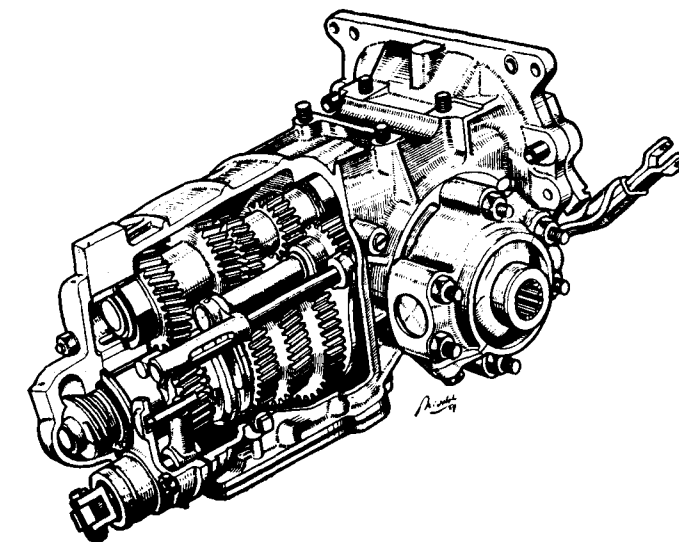
neous use of brake and accelerator when changing down before a corner.

The rest of the controls follow normal Dauphine practice, including the excellent combined horn and light switch on the steering column, the change-over switch below the wheel giving town or country horns and the combined ignition/starter switch and steering lock.

MOVES FORE AND AFT

A familiar Dauphine trait is the tendency of the gear lever to move fore and aft as the throttle is opened or closed. The lever has an artistic coloured knob with a heraldic medallion set into the top but is rather short, encouraging drivers to start off in second gear on the four-speed cars, which is *not* recommended.

On the car I timed (a four-speed convertible with the detachable hard top, and therefore the heaviest), the speedometer exaggerated both speed (13 per cent) and distance covered (6 per cent) but the following were the genuine performance figures. Acceleration 0-30 m.p.h. 6.7 sec. 0-45 m.p.h. 13.4 sec. 0-50 m.p.h. 17 sec. 0-60 m.p.h. 27.7 sec.. Maximum speed 77 m.p.h. Maximum speeds in gears. 1st 27 m.p.h. 2nd 48 m.p.h. 3rd 65 m.p.h. Overall average fuel consumption was 35 miles/imp. gal. It varied from 33 m.p.g. when using maximum performance to 41 m.p.g. at average touring speeds. The ride is like that of the standard Dauphine; fairly firm at low speeds and on bumpy roads, but becoming smoother as the speed rises.



Renault Floride Four-speed Gearbox

EFFICIENT WIPERS

The wipers were efficient but the heater produced no more than the flow of slightly warmed air usual on rear-engined cars. Engine noise was quite low and some care has obviously been taken to keep down road rumble in the body. Finish and equipment sets quite a high standard. There is a protective cushion along the lower edge of the fascia and one along the top of the screen. The sun visors are transparent and smoke-tinted. There is a glove box on the fascia, pockets in the doors, further pockets in the scuttle, and also two courtesy lights under the scuttle. Exterior finish is in a choice of six colours.

With the three speed gearbox and especially with the Ferlec clutch, the Floride will make an ideal second car and one which will be specially popular with the

ladies. With the four-speed box it has sufficient performance to appeal to many men who are interested in good road holding, lively performance with economy, fine appearance and good finish.

TECHNICAL DETAILS

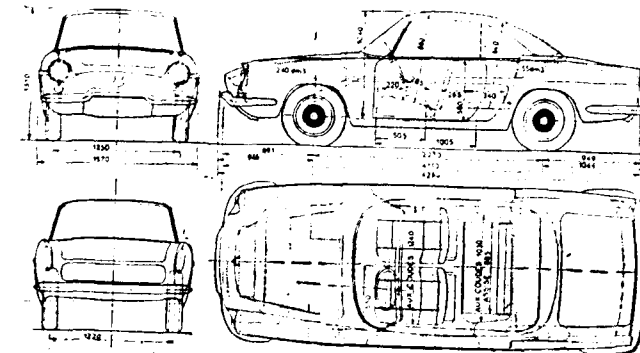
Engine : 4 cyl. ohv. pushrod operated 58 x 80 mm. 845 c.c. Compression 8 to 1.40 b.h.p. (SAE) at 5,000 r.p.m. Max torque 47.7 lb. ft. (SAE) at 3,300 r.p.m.

Transmission : 3-speed box with top two synchronised by baulk rings. Overall ratios 16.17, 7.87, 4.52 to 1. Optional four speed gearbox with top three synchronised. Ratios 16.2, 9.2, 6.4, 4.5 to 1.

Suspension : Brakes and steering as standard Dauphine.

Dimensions : Wheelbase 93.3 in. Track front 49.2 in. Rear 48 in. Length 167.7 in. Width 61.8 in. Height 51.6 in. Kerb weight coupe 1675 lb. Convertible 1645 lb. Convertible with hard top 1720 lb.

Renault Floride Coupe.
Dimensions in millimetres.



June 1959
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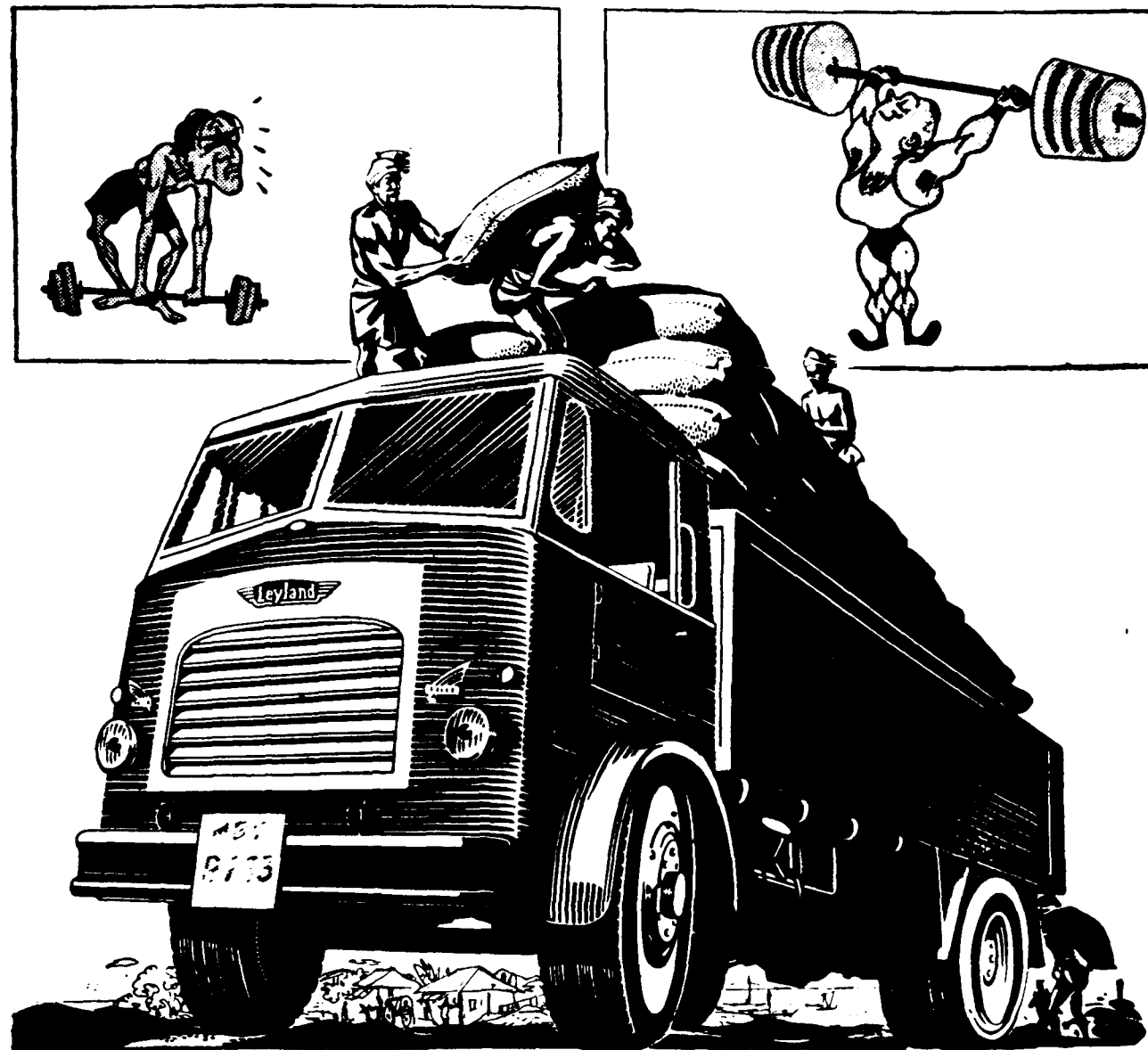
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AL 330a

WHAT SHALL WE DO WITH THE BACK SEAT DRIVERS?

BY A. HOLDEN

Had any difficulties with "back seat" drivers lately? Or, do you think that they are At Long Last becoming a thing of the past?

If that should be so, I should imagine that the length of some of the newer types of cars might have something to do with the "back seat directions" failing to reach the ears of the drivers.

Mind you, I've had and also had "back seat" drivers in varying and various forms and I don't believe they are getting better in form, technique or knowledge. Yet no matter how expert or experienced that may appear (to themselves), they believe they possess the right to drive a car—your car, and never need a driver's licence to engage in that "privilege."

Not very long ago a clear-thinking Australian road safety authority formed the conclusion that there were three major evils of motoring. These were: (1) Drunken driving; (2) Speedsters, and (3) Back-seat drivers.

Of the first two I am certain he was right, far too often Dead right, and of the latter—well, what think'st thou?

I've been cogitating on the situation a lot of late, and find myself that "back seaters" generally come in several categories—mothers, nervous mothers-in-law, and aged gentlemen, all of whom are without a doubt upset that they have not learnt how to drive a vehicle, or whose eyesight is not responsive enough to enjoy the passing scenery at specific speeds, and must show their resentment by word of mouth in no uncertain manner.

Although it is generally contended that women make the best back seat drivers, there was nothing wrong in that direction with my Uncle Charlie. There was little he didn't know about cars and motoring and when out in other people's cars, he never let the grass grow under the wheels.

He would talk and criticise sufficient to cause the rear wheel of your vehicle to fall off in desperation. We believe the fact that he "knew" more about cars and how to "manage" them from the "back seat" than even the man who first made 'em, that he must have swallowed a gramophone when a small child.

Several times after he had "assisted" me to drive from his back seat "perch" I felt he needed a lesson, so I drove him one day to an isolated spot in the country, opened the car door and let him find his way home the best method he could—in someone else's back seat.

BUG-BEAR OF WIRES

However, in the case of wives especially, there are some remedies which you may or may not find helpful in combating this bug-bear of present-day motoring. Such may assist you in your own personal driving problems, if you have any.

Wives often as not like to sit in the front seat, but then designate the "back seat" as their position. If you aren't going too fast, then, bless my soul! You must be going Too slow; if you proceed in one way, you should have gone the other; don't pass that car!—Pass that car, etc. It's all so confusing to all, except Her.

To further elaborate fully on the cause of back seat driving and/or to detail the indigenous and characteristic complaint is not my prerogative. You drivers, individually, are all too aware of the situation as it affects you without my adding further fuel to the case.

Still, I have wondered just why it is that so few women "air" their knowledge when they operate as "back seaters" to other Women Drivers. Perhaps that is too difficult a ground to investigate.

You know, you could dampen the wife's effervescently critical energies by having your car fitted so that the back seat can be turned to face the opposite direction to

which the car (and she) are proceeding.

Another plan would be to have a glass partition of a sound-proof quality, and if possible, invisible type, inserted between the back and front seats, so that the "advice" proffered has no effect on your driving capacities. You may literally and actually "turn a deaf ear" on the situation.

Of course, the knowing and resourceful driver would simply equip himself with small flesh-coloured ear-plugs, which can render him oblivious to her verbal blast

Then, too, if you have a car radio, an additional speaker can be turned on in the back seat and raised to its fullest capacity to drown out her protestations, at the desired moment. Rather harshly, too, you could secretly install a tape recorder of her style when she is in full action, and have it handy so that you can play it back at her whenever she starts to "give it to you," in the course of an ordinary day's drive.

You might be surprised at the results here!

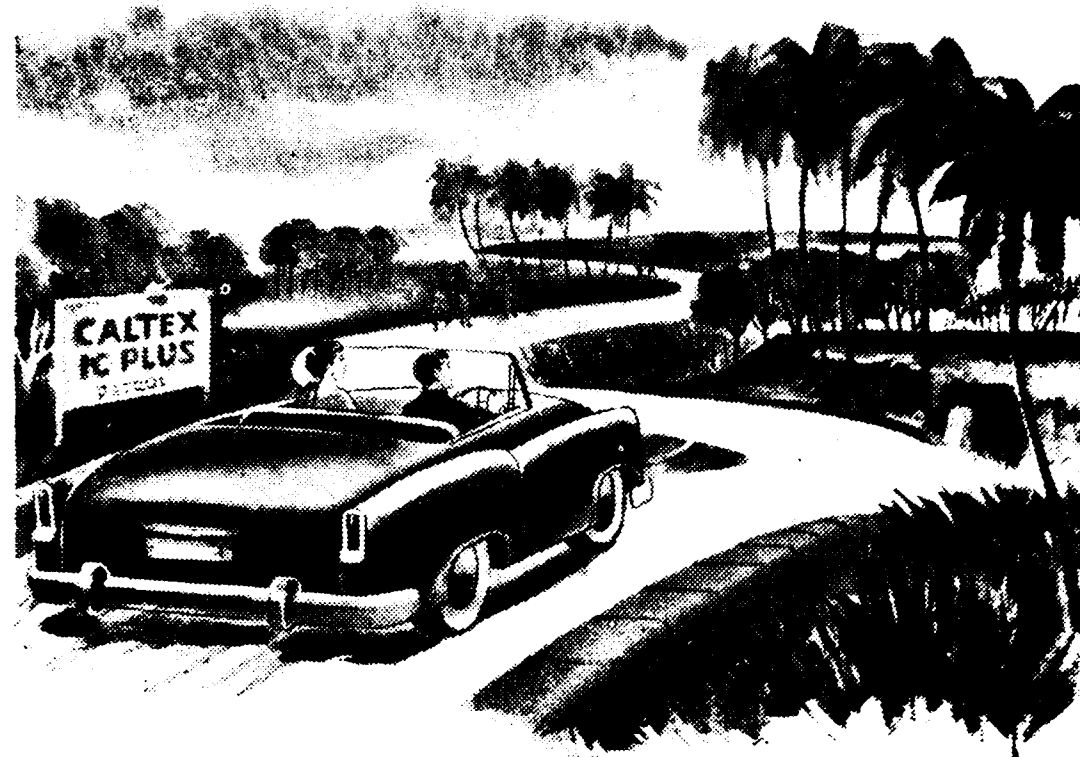
PLACE A WARNING SIGN

Another suggestion is to place a warning sign on the back of the driving seat, reading: "Do not speak to the driver while the car is in motion. Penalty for non-compliance most severe." You can institute your own "fines," and direct her attention to the Rule whenever her talk leaves the path of conventional conversation.

But for wives who feel they must have an active part in the propulsion of the car in question, why not acquire a second steering wheel, to be set up in the back seat, to give them a chance of having their driving appetite temporarily appeased.

If, however, the "back seat" advice becomes too much, you have the remedy in your own hands. You can sell the car, and take to

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walking to the places you desire to visit. Amazing what possibilities there are in this.

As a "last resort," the final consequences of which I dare not hazard a guess, you could, when taking out the wife, mother-in-law or others of this ilk, "gag" her or him.

On the other hand the rich man overcomes the wife-and-daughter cum-back-seaters problem in one fell swoop, by simply buying each member of his family offering "back seat" advice, their own car! Then at times convenient to himself he can turn the tables, or seats, so to speak, by assuming himself "the back seat" responsibilities."

I don't fancy it would work on all nervous passengers with back-seat tendencies, but you could do what a friend of mine has found successful. When the verbal barrage of criticism and "help" gets too much he grabs hold of the steering wheel jerks it off and passes it over his shoulder, to his back seat passenger: "Here!" he says, "You have a go with it!" Meantime, he surreptitiously steers the car to the kerb, slowly applying the brake, but only after the "back seater" has been shocked back to reality.

Of course, you've probably heard of the motorist, who had been ear-bashed consistently while motoring, and finally, in desperation as his daughter "don'ted and do this" him, turned to her and shouted: "Who's driving this car? You or your mother?"

Meanwhile, the timid motorist was one time apprehended by a traffic policeman for speeding: "Pull over," he ordered. "Weren't you exceeding the speed limit, driver?" he asked. "I don't know," the hen-pecked man replied. "You had better ask my wife—she's driving—from the back seat!"

"IT IS GOOD!"

We should not always blame the "little women" for over-enthusiasm as a back-seater, for some little time ago an officer of the N.S.W. road safety council in Australia maintained that back-seat driving

was good for motorists, as it tended to keep him alert. "Many a word can be said that might bring the driver back to reality. It is obvious that the passenger has the right to speak his mind to the driver since his life is also in the balance." That may be so, but do they know when to stop "speaking their minds?"

The spokesman went on: "It is not our intention to create a new race of back-seat drivers. Some extremely nervous types may be the cause of accidents, but I do not believe that passengers generally should sit idly by watching their drivers exceeding the speed limit and ignoring all the rules of road courtesy."

So there's more to this back-seat driving than meets the eye and ear, but nonetheless it is a fascinating subject about which to think and read.

In Britain back-seaters do not have the same power of persuasion, particularly where the vehicle is equipped with a Television Receiver. Regulations extant there insist that the set must be placed in such a position that the driver cannot see the screen, or any reflection. He must not be able to touch any of the controls, except the main on-off switch and volume control.

He can, however, listen in to the set as he would an ordinary radio, but the TV receiver must not distract the attention of other drivers. In other words, he can often put up with TV programmes against the locquaciousness of back-seaters.

Two old ladies were discussing motor cars. "Those little sports cars are all right," mused one, "but the trouble is they haven't

a back seat from which you can drive."

Which gives one another idea, doesn't it?

And, similarly, the gentleman who told his friend: "I'm going for a drive this afternoon," was asked. "But have you a car?" "Oh, no! I have no car of my own—but I drive a friend's—from the back seat."

DIFFERENT IN THE U.S.A.

As far as teenage motorists go these days, especially in the U.S.A., they rarely seem to be worried about back-seat drivers. Usually a four-passenger car has one front-seat driver and three "back-seat" drivers, whose overall advice must be pooled and ignored, and before any of it can be availed of, it's then far too late. The journey is over—in their "souped up" jobs, their "hot rods" and their mile a minute jalopies.

Now, I don't want to be too harsh but not so very long back, a news item from Fort Wayne, in the U.S.A., in Indiana, to be exact, carried the caption: "Back Seat Driving Wife Shot." It then went on to report how a housewife was fatally shot following an argument over her "back seat" driving while she and her husband were on their way to church, and her criticism had been directed at his driving.

It just shows the state of mind that can accrue over the business. Far too drastic! Much too drastic!

However, all those "back seaters" in the reading audience, please put up your hands! Good heavens, that many! Hands down! Shame on You "Don't let it happen Any More"

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ENERGY FOR INDUSTRIALIZING INDIA

That economic development entails increased energy demand is axiomatic: there is a close connection between *per capita* energy consumption and various indices of development such as annual income per head, consumption of food, raw materials and so forth. India's successive Five-Year Plans set to raise the extremely low *per capita* national income, now Rs. 280 (rupee : 1s. 6d.), by 1½ to 2 times by 1975, will make greatly increased calls for energy, which were discussed at the World Power Conference in Montreal by Messrs. A. Lahiri M. S. Iyengar, A. K. Moitra and A. K. Das Gupta of the Central Fuel Research Institute, Jealgora, India.

The authors assess India's annual energy consumption of all kinds—human, animal and mechanical—as equivalent to 220 million tons of coal, of which 176 million tons, or 80 per cent, is non-commercial energy. This includes 100 million tons coal equivalent in the form of dung, wood, charcoal and other vegetable matter, so that the country is experiencing deforestation and defertilization, and is increasingly exposed to soil erosion, droughts, floods and impoverishment of the land. The labour of men and animals supplies the equivalent of 76 million tons of coal, showing the very low productivity of unaided human energy. On the basis that one active person is equivalent to only one-twelfth of one horsepower and produces the equivalent of 150 kwh of energy per year of 2,400 hours, the 300 active millions out of India's total population of 380 millions exert energy equal only to that obtainable from 8–10 million tons of coal. The need for India to change extensively from "living" to "fossil" fuels is evident and urgent.

Consumption of commercial energy, equivalent to 44 million tons of coal, thus represents only 20 per cent of the present total. It is made up of 36.6 million tons actually as coal, 503 million tons of oil and 2.1 million tons hydro-power. The future increase in demand for commercial energy will, of course, be influenced by the rate of rise of industrial production, but an increase of 10 per cent per annum

compound (which in the Indian context appears to be a high rate) during the next 20 years would bring a total requirement of commercial energy (*i.e.*, excluding dung, wood, charcoal, etc., and the labour of men and animals) by 1975 of 296 million tons coal equivalent, which, the authors point out would involve investment and effort on a gigantic scale and would be, broadly speaking, of the same order as in the U.S.S.R. earlier in the present decade. There is not much practical possibility of increasing hydro-power (only 20 per cent of gross potential is economically exploitable) and although there is considerable scope for development of atomic power in India its contribution will be small for a long time to come. Oil, providing 10 per cent of commercial energy in 1948 and 12 per cent to-day (representing a total of five to six million tons of oil) may by 1975, with large scale industrial development and dieselization and/or electrification of rail traction, be contributing 16–17 per cent of a doubled demand.

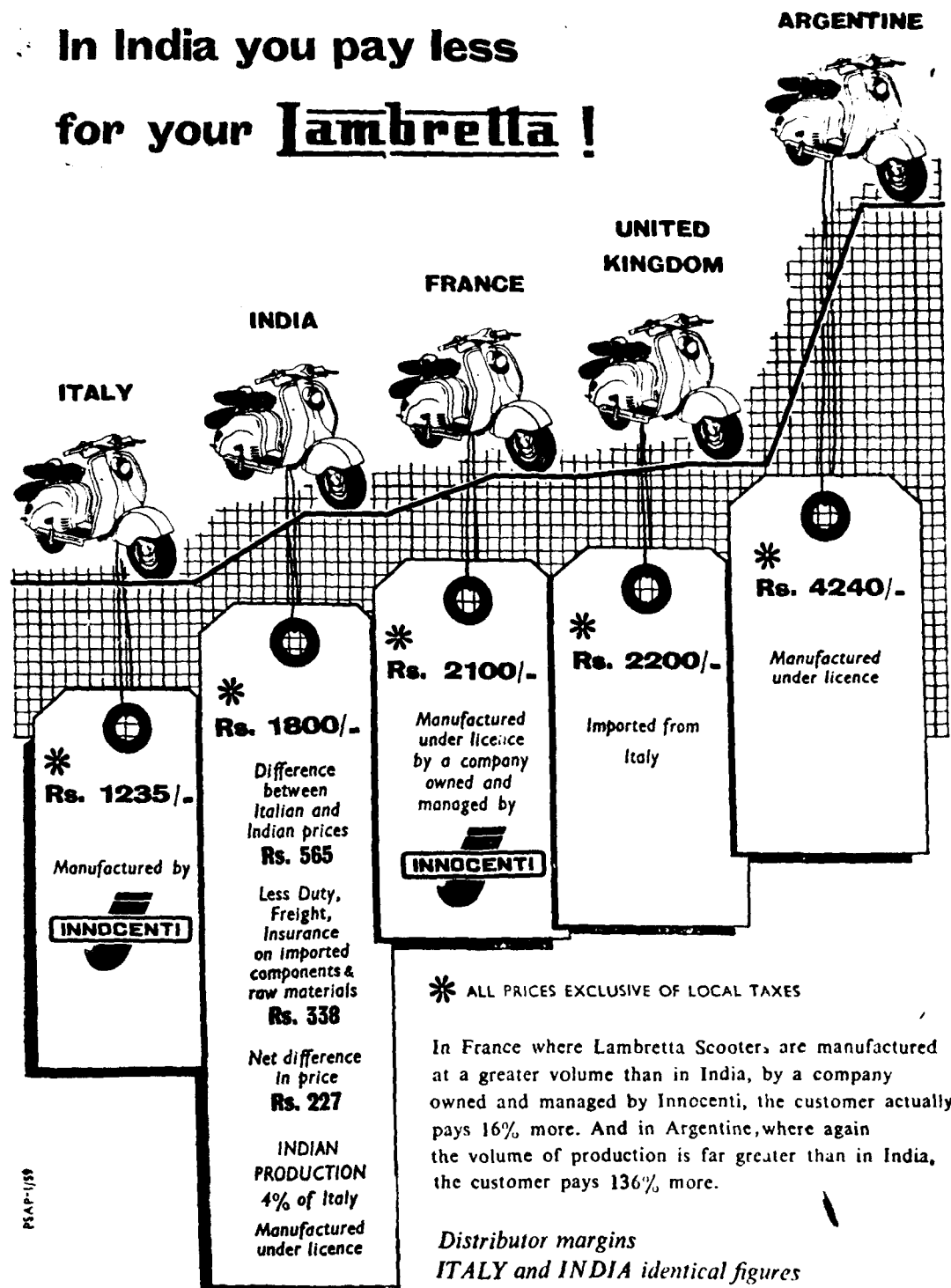
Oil consumption for 1975 is estimated by the authors of this paper at 35–40 million tons. This *per capita* consumption of petroleum would correspond to an annual products of 28 imperial gallons, compared with at present 516 gals. in the U.S.A., 100 gals. in the U.K., 30 gals. in Japan, 40–50 gals. in European countries, and 60 gals. in the U.S.S.R. But this estimate, the authors believe, is probably too low. In an increasingly industrialized India, the railways will carry, as at present, at most 40 per cent of total transport load, and there will be a big increase in the volume of consumer goods and short-distance traffic carried by road.

On a different basis, the oil companies estimate India's oil demand in 1960 at about 6½ million tons, and the authors, assuming world average rates of increase, calculate that the level in 1975 would be of the order of 21 million tons. But world average rates refer to both industrialized and non-industrialized countries and would be too low. With increased industrialization in India they foresee vast demands will be made on oil fuels.

The need for middle distillates may be particularly high: a refinery surplus of fuel oil and motor spirit, but a severe shortage of kerosene and diesel fuels is foreseen. Indeed, the demand for diesel fuels in India may be such that, in the authors' view, it should be possible to bring about some integration between coal and oil, utilizing the by-product-tar of low temperature carbonization of coal for the manufacture of domestic coke, and synthesizing diesel oils and motor fuels from products of coal carbonization and gasification. They report that recent researches at the Central Fuel Research Institute of India show that the conversion of low temperature tar to diesel fuels and liquid fuels similar in properties to the middle distillates by hydrogenation can be further improved and costs lowered, particularly for production of high speed diesel oil. It is thus assumed that approximately 5 million tons of such fuel will be produced, also that 8 million tons of liquid fuel will have to be produced by gasification if coal, chiefly by-product fuels and low grade coals of which India has vast cheaply mineable reserves. Such measures would be necessary to avoid straining the balance of trade by too great an increase in imports of petroleum products. Coal would in fact have to meet 65–70 per cent of total planned energy demand for India by 1975, and coal and oil together nearly 80 per cent.

All the foregoing are interesting ideas serving at least to indicate the order of possible increases. But already there are grave doubts whether the targets of the current second five-year plan have not been set too high, and whether the feasible pace of economic growth under the conditions ruling in India, is not less than had been thought or hoped. All the figures in this paper may in practice therefore be liable to substantial downward revision. And a point of great importance which the authors do not discuss is the way in which the vast capital expenditure is to be provided to acquire the oil consuming equipment and all the other facilities needed for consumption at the foreseen levels. (Copyright : P.P.S.)

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New GUY double deck bus with air suspension, disc brakes

"Wulfrunian" is the name for an advanced type of double deck bus, which Guy Motors of Wolverhampton is now developing. It can have a ground-to-roof height of only 13 ft. 5 ins. (409 c.m.) compared with 14 ft. 6 ins. (442 c.m.) the height of the majority of double-deckers now in service. The new bus will incorporate air suspension on all four wheels, disc brakes and independent front suspension. Entrance will be ahead of the front axle, yet a vertical engine is retained in the conventional forward position.

"We are satisfied that the Wulfrunian will set completely new standards of comfort for passengers and crews," said Mr. W. L. Drummond Guys, sales director.

ITS HISTORICAL BACKGROUND

The name of Wolverhampton where Guy Vehicles are built is derived from a combination of Wulfrun and Hamtun—the name by which the town was known in early Saxon days. Very little is known about Lady Wulfrun, who endowed Hamtun's church with a number of estates in A.D. 974, but she was of noble birth, daughter of Wulfric, a prince of Mercia, the great Saxon Kingdom which embraced the Midlands. Her mother was said to be Aelfwyn, grand-daughter of King Alfred.

NEW VOLVO SPORTS COUPE

Sweden's Volvo company has just announced plans for a new coupe sports car which will be assembled for them in Britain. The car will be fitted with 1228, 1600 c.c. twin carburettor Volvo sports engine giving 85 b.h.p. and a 4-speed all-synchromesh gearbox. It is a 2-seater with two extra occasional seats at the rear and will have disc brakes.

The car will be a 100 per cent Volvo product, built to Volvo's own design but press tools for the body will be made in England. The body will be made by Pressel Steel and final assembly will be done in England using mechanical parts shipped from Sweden.

AN UNUSUAL ARRANGEMENT

Reason for this unusual arrangement—

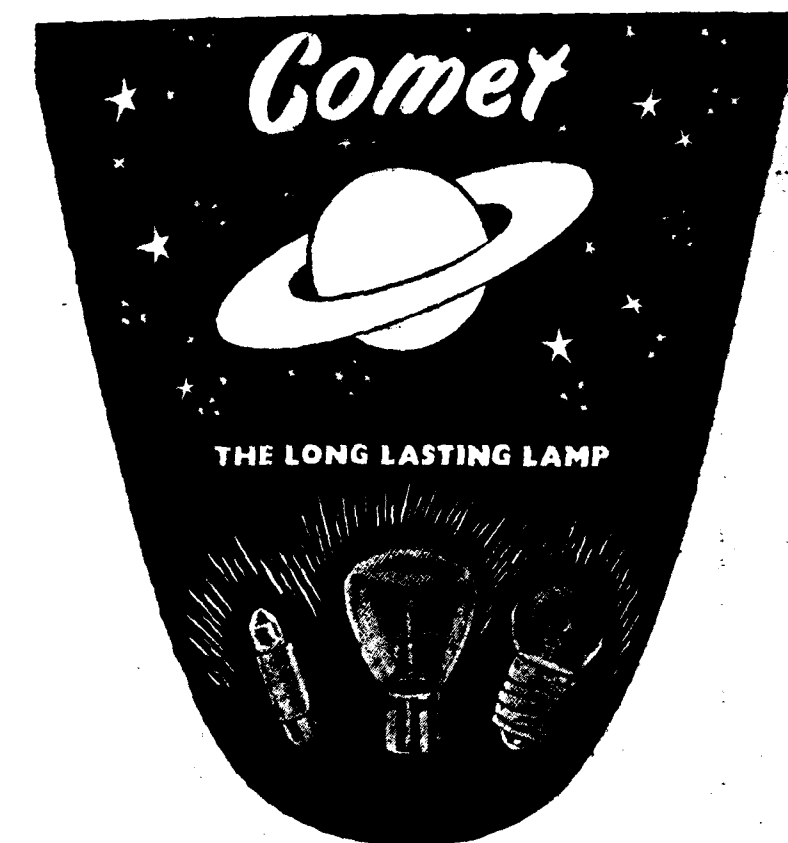
ment is officially the fact that existing Swedish manufacturing capacity is fully occupied on current models. But it is believed that the Olofstrom Company who make Volvo's present body pressings want to diversify their production—they already make stainless steel sinks draining boards and household utensils) rather than increase their commitments in the motor industry.

THE PRICE PROBLEM

Production will not begin before the end of 1960 and the car will be

sold through Volvo organisations in Sweden and abroad. Price has not been fixed but it will be considerably more than the current Volvo models. Volvo have already made one attempt to enter the sports car market with a plastic-bodied roadster based on a touring car components but it was too heavy and too costly to produce.

Dimensions are : length 173 in. weight 67 in. height 129 in. Wheel-base 96.5 in. trackwidth 51.2 in.

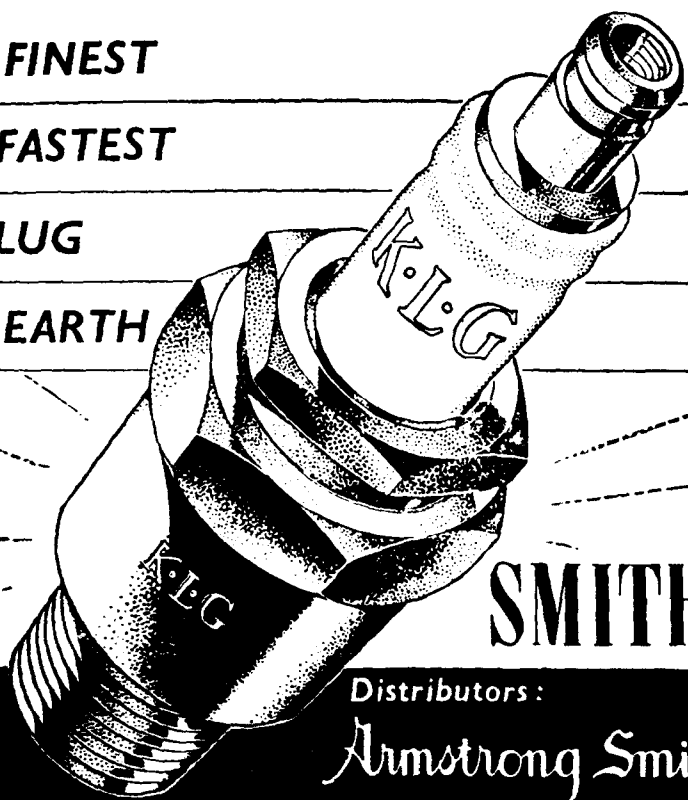


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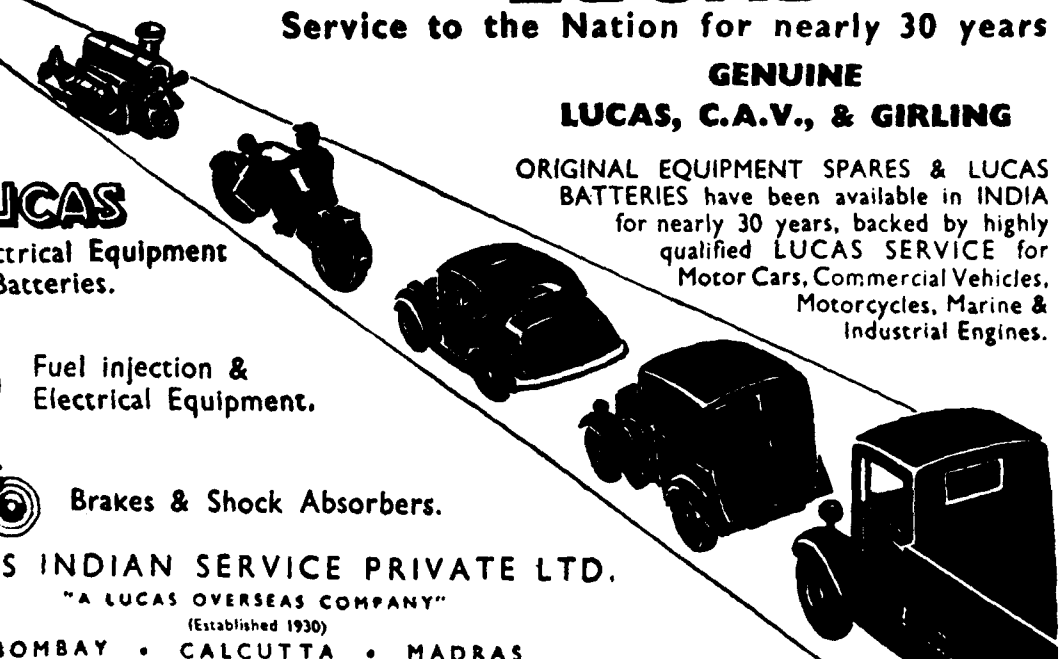
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BENDIX FORMS NEW AUTO BRAKE FIRM IN BRAZIL

Organization of a new Brazilian company, Bendix do Brasil Equipamentos Para Autoveiculos, S.A., to manufacture automobile and truck brakes, has been announced by Malcolm P. Ferguson, president of Bendix Aviation Corporation.

The new company, whose automotive program has been approved by the Brazilian Automotive Authority (GEIA), will be operated as a jointly owned enterprise of Bendix Aviation and the Bendix-Westinghouse Automotive Air Brake Company (Bendix Aviation owns 51 per cent of Bendix-Westinghouse).

Bendix do Brasil Equipamentos will occupy a new plant of 165,000 square feet at Campinas, about 65 miles north-west of Sao Paulo. Sao Paulo is Brazil's largest city and most important industrial centre.

The new Brazilian firm will manufacture a complete line of brake equipment for passenger cars and trucks, including air, hydraulic and vacuum power brakes.

Initial production is slated to begin early this year and several hundred workers will be employed when manufacturing operations are fully underway.

The South American country has adopted a program which contemplates that by 1960 vehicles manufactured and sold in Brazil must be at least 90 per cent, by weight, of Brazilian manufacture. This legislation has stimulated an already expanding Brazilian national economy and has boosted a rising demand for automotive products.

The new Brazilian affiliate will produce quality products built to U.S. standards under the direction of American technical experts. These products will be available not only to American-owned plants in Brazil but to Brazilian and European manufacturers of commercial and passenger vehicles.

Another Brazilian affiliate, Bendix do Brasil Industria E. Comercio Ltda. of Sao Paulo, serves as a sales organization for Bendix's various other automotive products which have been distributed in Brazil for many years.

NEW POWER BRAKE

A new Power Brake Unit called the Master-Vac has been announced by Bendix. The new unit is offered as Original Equipment on the 1959 Cadillac, Chevrolet and Mercury Passenger Cars and it is also available in a Field Installation Kit for the 1959 Chevrolet and Mercury.

Actual Installation of the Master-Vac on a vehicle not equipped with Power Brakes is very easy, requiring approximately 45 minutes. The standard master cylinder is removed from its position on the firewall and the Master-Vac Unit is bolted into position over the same studs from which it was removed. The master cylinder is then rebolted on to the front of the Master-Vac Unit in a "piggy-back" fashion. Simple vacuum and pedal linkage connections are made and the installation is complete.

The installation of a Master-Vac reduces the pedal effort and pedal travel required to apply the brakes as compared with that of a conventional non-powered brake system. Furthermore, the reduced pedal travel brings the height of the pedal down to approximately that of the accelerator pedal and permits the driver to shift his toe from one pedal to the other without lifting his heel from the floor.

PLASTIC-COATED STEEL FOR BODY- BUILDING

The first vehicle ever to have an interior lining of plastic-coated steel has been produced by a Maidstone, Kent bodybuilder.

The vehicle, a Karrier ambulance, is fitted with a composite wood/light alloy body, the roof, sides and rear doors being lined with white "Stelvetite." The material was selected after tests proved it to be completely hygienic, easy to clean and simple to manipulate with conventional body building tools. In addition, the material is attractive in appearance.

The ambulance, the body of which was constructed by Rootes Ltd., Maidstone, is designed to carry

in the rear for sitting patients together with an attendant and two sitting patients alongside the driver.

Alternatively the rear can be adapted, by converting the bench seat into a stretcher mounting, to accommodate two stretcher cases.

The vehicle is to be operated as a works ambulance by the Rootes Group Manufacturing Division at Coventry.

NEW RAILWAY ENGINE RUNS IN EITHER DIRECTION

India has started manufacturing a new W.T. type of engines for heavy suburban passenger service at Chittaranjan Locomotive Works, Mr. K. Ramachandran, General

NEW TYRE PLANT IN U.P.

Uttar Pradesh may begin manufacturing rubber tyres when the proposed synthetic rubber plant is installed at Bareilly. This was disclosed by the State's Deputy Minister for Industries and Labour Mr. H. N. Bahaguna to newsmen.

Manager, Chittaranjan Locomotive Works, told pressmen during the Railway Week Celebrations.

Since 1950, when the factory first went into production, Chittaranjan had concentrated on only one type of locomotives, meant for broad gauge freight service, the total number of these being 845 so far, he said.

The new type of locomotives, first of a series of ten to be produced, is capable of hauling a trainload of ten bogie coaches at a maximum speed of sixty miles per hour and, being a tank locomotive, it can run in either directions, obviating the need for turning it round at terminal stations, he added.

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ASSEMBLY OF TRUCKS IN ORDNANCE FACTORIES

The assembly of trucks in the Ordnance Factories, with a proportion of indigenously manufactured components, is scheduled to begin in June this year, Sardar Surjit Singh Majithia, Deputy Defence Minister announced in the Lok Sabha, New Delhi recently.

Mr. Majithia said good progress had been made. The manufacture of certain components and parts and plants for progressive production, began in January-February this year. It was expected that the indigenous content in these vehicles by the end of 1959 would not be less than 30 per cent.

The first truck manufactured here has just rolled out of the production line.

ROOTES ASSEMBLY PLAN FOR SOUTH AFRICA

New arrangements for the assembly and distribution of Rootes products in South Africa are announced by the Rootes Group.

Humber, Hillman, Sunbeam and Singer cars will in future be assembled in Johannesburg, a move which will lead to increased production facilities for Rootes vehicles in the Union.

THE PIONEER LIGHT

Tokyo Diesel K.K. have come out with a "pioneer light" most convenient for night driving. Different from previous head-lights which were stationarily fixed, these lights turn around in concerted motion with the steering handle, making it possible to see well when turning curves. The lights are connected to the handle by wire cable and springs, so that when the handle is turned, all the linked parts also turn through the medium of a tie-rod, and the lamps being connected, turn and illuminate the curve about to be turned.

New Look In Steering Control

The steering system of automobiles is due for a radically new look in the not too distant future.

It is generally known that auto companies are currently giving much study to devices that promise improved steering control. Bendix, also, is hard at work in this direction, as suppliers of components for passenger cars.

It is likely that the steering system will undergo improvements comparable to the progress in other control systems such as automatic transmissions, and self-adjusting brakes. Steering gears, and basic steering systems, have become less and less direct acting since the early days when the tiller lever gave way to the steering wheel.

Tiller-type steering was the original first choice because it was direct, positive and fast acting. The steering wheel came in as a compromise mostly because heavier cars made the direct acting tiller too hard to turn.

Now with power steering doing the muscle work, it seems likely that steering gears can be designed to give a large measure of the original directness of the tiller.

Bendix has a steering gear under development for that purpose, of the so-called variable ratio type.

A MODIFIED HALF-WHEEL

When it is no longer necessary to "wind up" a steering wheel through several turns for full steering effect, a lot of things can be done to improve steering control. The steering wheel itself may logically give way to a different shape, better adapted to smooth, safe handling. That is, it may take the form of "handlebar grips" or a modified half-wheel rim similar to the control on airplanes.

A comparatively small movement of such a control would be enough to deflect the front wheels from one extreme to the other.

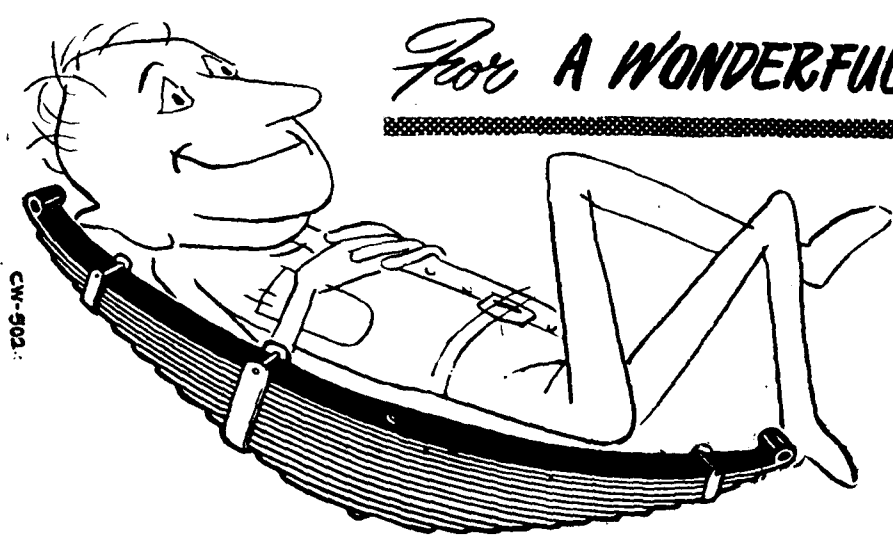
THE BENDIX DEVELOPMENT

The idea of a variable ratio steering gear is not, new—that is, a steering gear that automatically changes ratio as the wheel is moved from the straight-ahead to the right or left positions. The Bendix development is claimed to be unique, however, in overcoming limitations in previous systems by having a rate of variation, or "hyperbolic ratio curve", that allows the best and most favourable type of steering control.

The Bendix project is understood to be in an advanced stage. It is claimed to promise important improvements in the safety and convenience of driving.

MINSK GIANT LORRY: Manufactured by the Minsk (Byelorussian) Automobile Works, the giant is a 40-ton, three-axle tip lorry, more than 10 metres long, more than three metres wide and as high. This lorry is powered by a 12-cylinder 450-hp diesel engine. As this machine could not be controlled by means of ordinary steering gear, it is equipped with a special hydraulic drive, which permits driving it with no particular effort. Besides having two driving axles it uses large ground-grip tyres about two metres in diameter and it has large ground clearance. The cab is pressurized so that it is cool in hot weather and warm in cold.





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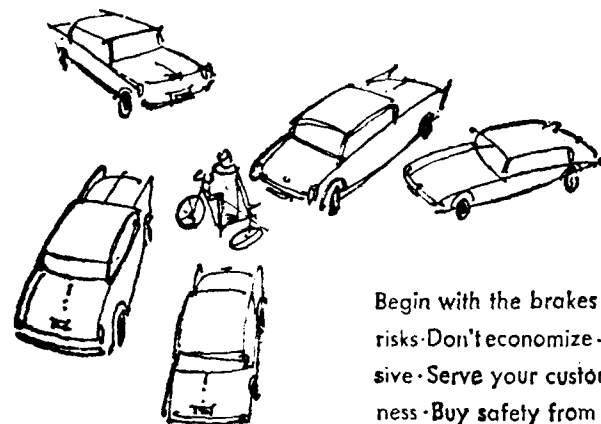


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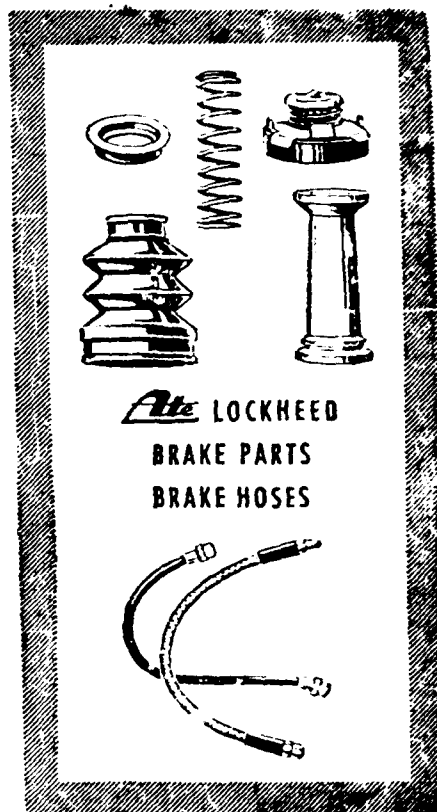
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NEW BATTERY Prime Mover FOR MUNICIPAL AND INDUSTRIAL APPLICATION

In order that local authorities can make maximum use of their semi-trailer transport, a four-wheeled battery electric tractor has been introduced and will be shown for the first time at the Institute of Public Cleansing Conference, Brighton, in June.

Based on the Karrier 'Bantam' tractor chassis cab, the vehicle is fitted with a battery operated electric motor and is capable of propelling a g.v.w. of 9 tons.

In this way it will make it possible for local authorities to utilise the battery electric tractor and semi-trailer for house to house transport—an ideal method of propulsion for this work—and to change to more flexible petrol or diesel tractors for the final disposal of refuse.

The new vehicle was developed by Rootes Motors in collaboration with Smith's Delivery Vehicles at the instigation of the Royal Borough of Kensington.

It will also appeal to operators engaged in the local transport of perishable goods which could possibly be tainted by diesel or petrol fumes.

The battery electric vehicle is also extremely suitable for operations in densely populated areas, particularly at night, owing to the complete absence of noise and exhaust gases.

The new vehicle, known as Smith's Electric Karrier, can be supplied with a wide choice of batteries to suit varying ranges and speeds.



New UAZ-450 van manufactured by the Ulyanovsk Motor Works. The van, a cross-country vehicle with a four-wheel drive, is designed for transporting industrial goods and foodstuffs.

MEENAMBAKKAM TO HAVE RADAR SYSTEM

A British-made airfield-control radar which the makers claim will work in any weather in which flying is possible is to be installed shortly at Madras airport.

This type of approach and landing aid (Decca 424), which has been in use at Dum Dum airport, Calcutta, for the past two years, is a high-definition plan position indicator approach system incorporating an advanced form of variable polarization to suppress rain echoes. The operator is able to "tune out" rain.

The cost of the equipment has not been officially announced, but it is likely to be between £12,000 and £20,000 according to the maintenance contract agreed on.

The equipment—an advance on the original system produced in 1953—provides extremely accurate approach information, with fully duplicated transmitters, receivers and displays. It also has a good measure of all-round surveillance, enabling aircraft in circuit to be monitored and traffic to be controlled before the final approach.

Some 80 of these radar sets are in use at airports throughout the world.

NEW FORWARD CONTROL VAN EXCEPTIONALLY ECONOMICAL

A new 1-ton forward control van with a 280 cu.ft. all-steel body is now in production at the Luton Works of Commer Cars Ltd.

The vehicle has been introduced to meet the needs of retailers and others who are looking for an exceptionally economical van with capacious body space. Having a short wheelbase and small turning circle, the vehicle is easily handled in heavy traffic and congested areas.

Similar in appearance to the existing 1½-ton forward control van, the vehicle has a 9' 3" wheelbase and is available with either a 48.5 b.h.p. diesel engine or a 56 b.h.p. petrol unit, the latter being fitted if required with chrome bores.

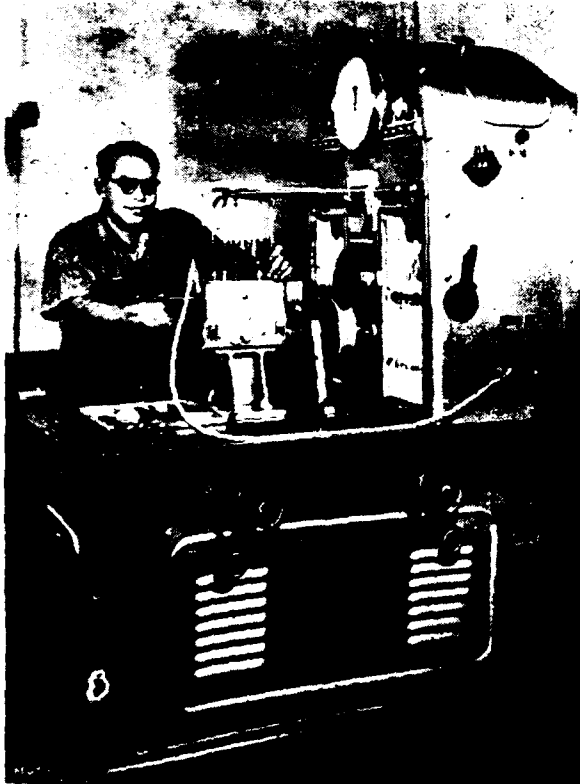
Owners of existing 1½ tonners can add the new Commer to their fleet confident in the knowledge that many of the component parts of either vehicle are interchangeable.

Other features of the van include hydraulic brakes, a four-speed synchromesh gearbox, sliding side doors and wide rear doors which, when open, fall back against the body sides.

Interior body dimensions of the vehicle are:—Length 9 ft. 2 in.; Width 5 ft. 6 in.; Height 5 ft. 6 in.

June 1959
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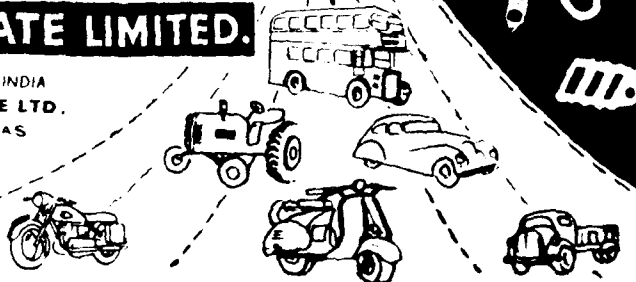
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Shamrock sports saloon Prototype For American market

From Gordon Wilkins

A young American, Mr. William K. Curtis, 27 year old son of a Los Angeles manufacturer has built in England a prototype plastic-bodied sports touring car intended mainly for the American market and is now negotiating with a view to putting it into production.

The chassis has a ladder type steel frame with engine, transmission, suspension and other mechanical components of the Austin A. 55. The body has been moulded from polyster resin and glass fibre. The doors, hood and trunk lid are double-skin units formed by bonding together two mouldings so that they present smooth finished surfaces inside and out. Hood and trunk lid are counterbalanced.

Mouldings are produced by the conventional lay-up technique and it is hoped to launch body production in southern Ireland, hence the name, the Shamrock, emblem of Ireland. The body is an open-two door, four-seater with detachable hard top and the complete car is said to weigh 1910 lb. The instrument panel is very simple, with speedometer, fuel gauge, thermometer and warning lights grouped

in one dial. There is no glove box. Gear shift is a central remote control lever. The spare wheel lies flat on a shelf in the luggage trunk. Wheelbase 98 in., Track front 51 in., Rear 49 in.

The prototype is being shipped to the U.S.A. for inspection by possible agents there. Basic price forecast in £635 (1780 dollars) but if mechanical parts are to be bought from an existing car manufacturer and not direct from component makers, they may well prove to be optimistic.

MERCEDES-BENZ SAFETY MIRROR

Mercedes-Benz have developed a safety mirror that will fall clear in a collision. The mirror is attached to the wind-screen frame by a spring-loaded ball catch that will release it when a shock force of 15.4 lb. is exceeded. It can easily be pressed back into position; cannot fall off during normal motoring. It is hoped that injuries caused by car occupants striking their heads against driving mirrors during frontal impacts can thus be avoided.

The Shamrock prototype plastic bodied sports touring car built in England by Mr. W. K. Curtis, 27 year old American from Los Angeles. Chassis has ladder type steel frame with engine, transmission, suspension and other mechanical components of the Austin A. 55. Forecast selling price is £635



June 1959



Shalimar Paint have carried their stripe motif which is an immediate recognition feature of their paint tins, to the sides of their new Tata Mercedes-Benz Delivery Lorry.

Another Farina Enters car styling Family rivalry renewed

With practically all Western car manufacturing countries and the Poles too, buying Italian body styles, very large sums of money are flowing into the studios of the leading specialists in Turin and Milan and competition is being intensified. Dr. Giuseppe Farina, former World Champion racing driver tells me he is planning to start a styling studio to provide body designs and models for car manufacturers. It was his father, the elder brother of Pinin Farina who ran the original family coachbuilding business, the Stabilimenti Farina. Pinin eventually left to start his own company which he now runs with his son and son-in-law and when the original company closed down Dr. Giuseppe Farina went into the plastics business. He plans to start his new styling studies in part of the plastics laboratory.

Stirling moss has just acquired a Facel Vegas coupe for travel between motor races in Europe. He formerly used an Aston Martin DB35. Speaking of the Facel he produced a piece of masterly under-argument such as only a driver of Moss's calibre could get away with. "The Facel is the quietest car I know at over 130 m.p.h."

MOTORING

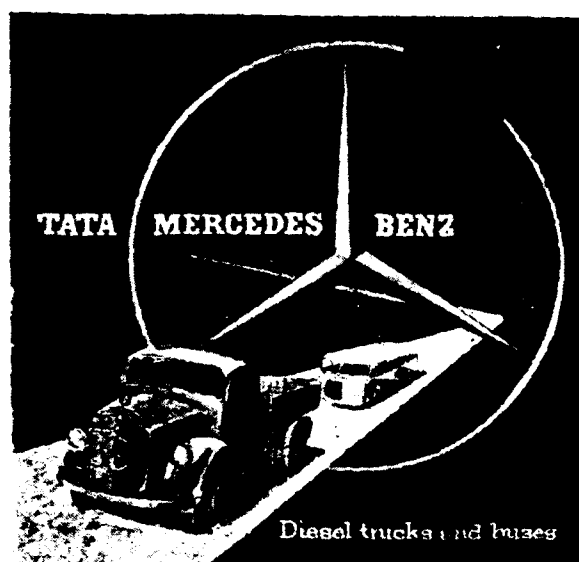
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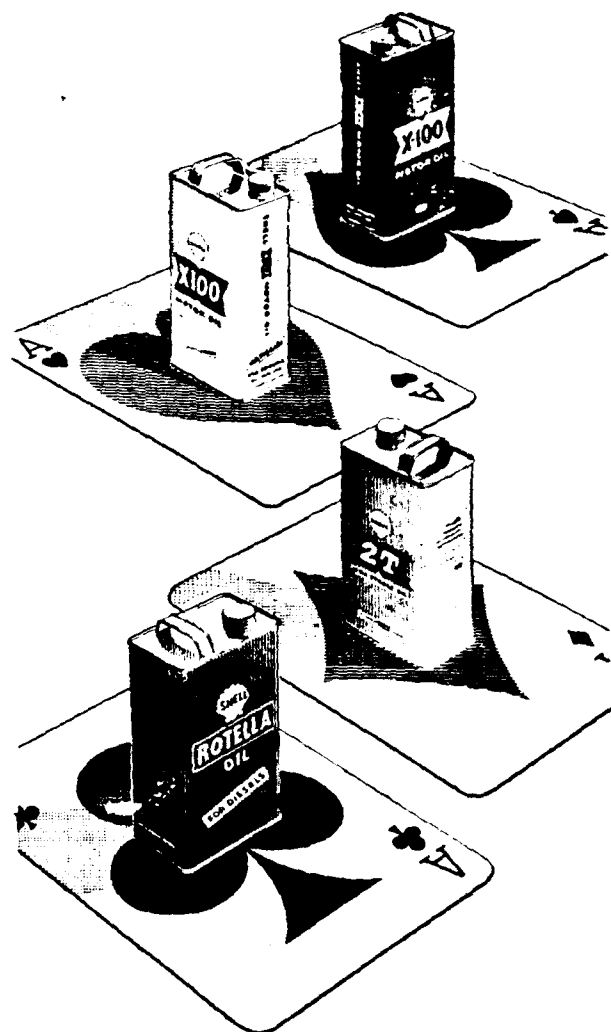
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Shri P. Sharan Gupta
goes on global tour

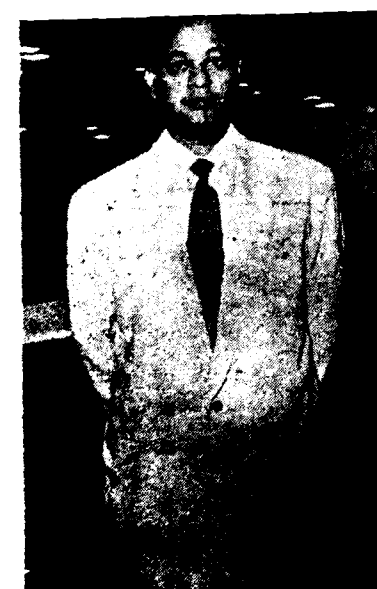
Shri Sharan Gupta who is the Managing Proprietor of Messrs P. Sharan & Co. and Messrs Olympia Motors, Kashmere Gate, Delhi (Leading Importers and Dealers of Automobile Spare Parts, Garage Tools and Service Equipment); Managing Director of Messrs Auto Lamps, Ltd. Faridabad (Manufacturers of Automobile and Incandescent Electric Lamps); Managing Director of Messrs Sharco Industries Private Ltd., Najafgarh Road, Delhi (Manufacturers of Hydraulic Jacks) is a versatile businessman and industrialist. He has left Delhi for his global tour.

Business apart, Mr. Gupta also occupies a prominent position in the civic life of Delhi. He is a Councillor of the Municipal Corporation of Delhi, and a member of several social, cultural and Governmental Organisations, such as Rotary Club, IFUNA (Indian Federation of United Nations Association), Delhi

Mr. M. Krishnamurthy of The Bharath Agencies, Diesel Specialists of Bangalore, was married to Sow. Vasanthi on 10th May at Thirukkodikaval, Tanjore Dt.



June 1959



Mr. V. T. Kumaraswamy, Sales Manager of M/s. Caltex (India) Ltd., Madras left for New York by TWA Jetstream to undergo higher training in sales and business administration for a period of three months at the Caltex headquarters.

Transport Committee, Delhi Road Traffic Advisory Committee, Small and Medium Scale Industries Committee, Industrial Advisory Board, Import Advisory Council, etc.etc. He is also the executive member of many Trade Associations in the affairs of which he takes a lively interest. He had been the President and Secretary of The Delhi Motor Traders' Association in the past. He was given a hearty send off by the Delhi Motor Traders' Association.



Mr. K. G.
Parameswaran

**APPOINTED TO
DEVELOPMENT
COUNCIL**

Mr. K. G. Parameswaran, Managing Director, Messrs Amco Batteries (Private) Ltd., Bangalore has been appointed as a member of the Development Council for the Light Electrical Industries under the Ministry of Commerce and Industry, Government of India.

Mr. P. P. Nair (centre), Caltex Oil Refining (India) Ltd., talks with E.B. Wickham (left) Assistant Manager, Personnel Relations Department, Caltex East Company, and E. A. Abbott, Deputy General Manager, South Asia Division, Caltex East Company at a recent reception in New York's Hotel Baltimore for 25 Caltex employees from 15 countries who participated in a training course.



MOTORINDIA

29

Indian Institute of Road Transport, Madras Branch ANNUAL GENERAL MEETING



Mr. A.E.L. Collins, Chairman, addressing the annual meeting of the I.I.R.T. at Hotel Connemara.

The second Annual General Meeting of the Indian Institute of Road Transport, Madras Branch, was held in the Grill Room of Connemara Hotel, Madras, on 23rd May, 1959 under the presidency of Mr. A. E. L. Collins.

The Annual Report for the year and the audited statement of accounts for the year were considered and adopted.

Mr. A. E. L. Collins was re-elected as Chairman of the Institute for the year 1959 by the retiring Branch Council.

MEMBERS OF THE COUNCIL

Proposed by Mr. N. Ramamurti and seconded by Mr. T. S. Narayana Rao, the following were elected as members of the Branch Council for the year 1959 :

Messrs. S. Anantaramkrishnan, T. S. Santhanam, E. O. Austin, N. Ramamurti, G. Chengal Rao, T. S. Narayana Rao, C. L. Nayar, K. V. P. Rao, M. Rajagopalan, P. V. S. Mani, S. C. Misra, K. V. Thadaney and S. Sundaresan.

AT THE ANNUAL DINNER

Mr. T. Srinivasan, Director, Government Transport, said narrow winding roads, buses with very long wheel base, making it difficult to negotiate big traffic islands, and inadequacy of spare parts were some of the problems facing the City Transport.

He was speaking at the annual dinner, at Hotel Connemara, of the Indian Institute of Road Transport, Madras Branch.

Mr. A. E. L. Collins, Chairman, welcomed Mr. Srinivasan, the chief guest, and other members of the Institute. He hoped that more and more people and organisations including the Government Transport Department and its officials would join the Institute and help in furthering its objects.

BRANCH COUNCIL MEETING

The new Branch Council held its meeting at Connemara Hotel, Madras, on 23rd May 1959. Mr. A. E. L. Collins presiding. Messrs. G. Chengal Rao and S. Sundaresan were elected as Hon. Secretary and Hon. Treasurer respectively for the year.

Photo taken at the dinner in connection with the I.I.R.T. Annual Meeting.



MOTORINDIA

June 1959

INDIAN INSTITUTE OF ROAD TRANSPORT Branch inaugurated at Hyderabad

Mr. Sanjeevi Reddi, Chief Minister of Andhra Pradesh, who inaugurated the Hyderabad Branch of the Indian Institute of Road Transport said "the development of road transport is of vital importance to the economy of any country. Communications have not been properly developed in Telengana and many villages are inaccessible from the main roads and the peasants have to trek long distances. It should be the primary concern of bus operators, both private and public to provide more amenities to the travelling public and of lorry operators to offer quicker means of transport for agricultural produce."

The Indian Institute of Road Transport is modelled on lines similar to those of the Institute of Transport, London, and devoted to the development and objective study of various aspects of road transport and automobile engineering in India.

The Institute has three other branches at Madras, Delhi and Ahmedabad.

Earlier, Mr. Guru Pershad, Chairman of the A.P. Branch and Executive officer of the A.P. State Road Transport Corporation, dealt with the question of co-ordination of roads and highways development with road transport. He said the policy of the Government not to nationalise goods transport before the end of the Third Plan had given good encouragement to the goods transport industry. The appointment of the Inter-state Road Transport Commission would go a long way in co-ordinating road transport on inter-state routes, he added.

June 1959

LORRY SEIZURE A CLARIFICATION

In a clarification to the Madras State Lorry Owners' Association, Mr. K. Ramachandran, the Association's advocate says regarding carriers and contraband goods :

"I think that your problem is that your lorry is seized along with the contraband goods and if the consignor has given a false address, you are harassed by the officials.

Firstly, the authorities have no right to seize the lorry itself. They can seize the contraband goods only.

Secondly, they can demand the consignment note (duplicate that you maintain).

Thirdly, they can require you to furnish all information you may have about the person who delivered the goods to you. If you are summoned by any court of law you are bound to tender evidence of all matters regarding the goods which are within your knowledge.

It is for the authorities to investigate the matter and they may require you to assist them. That is all.

Further, as a matter of practice, public carriers know almost all their customers who consign goods. The incidents that you report are not common.

Finally, if you can get at the consignor who delivered the contraband goods with a false declaration, he is liable to pay you all the damages that you may incur consequent to his false declaration. The matter is governed by Section 150 of the Indian Contract Act.

If you want any further elucidation in the matter, I shall be glad to be of service to you."

(See Page 35)

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Of Interest to Dealers

The Mysore Automobile Parts and Allied Merchants' Association

A Committee Meeting of the Association was held on 15th April 1959. Mr. Ujagar Singh presided. The minutes of the last meeting were read and recorded. The resignation of the stenotypist-cum-clerk was accepted and the secretary was empowered to select a suitable person for the job and place it for ratification at a future meeting of the Committee.

In view of Mr. Agarwal leaving India for tour in U.K. and the Continent, Mr. Tallam N. Ratnam was appointed to officiate as secretary in his absence. A party was arranged to give a hearty send off to Mr. Agarwal.

COMMITTEE MEETING

The meeting fixed for 16th May 1959 could not be held for want of quorum and it was adjourned to 23rd May 1959.

The minutes of the Committee Meeting held on 15th April 1959 were read and recorded.

On the subject of appointing a steno-cum-office assistant it was unanimously resolved to defer any action until the return of the permanent secretary from abroad. It was also further resolved to suitably remunerate any temporary services.

Regarding the communication from the Under Secretary, Government of India, Ministry of Commerce and Industries, New Delhi, regarding the Associations request for the supply of Official publications of commercial interest, it was resolved that the officiating secretary shall reply them giving all necessary particulars asked for.

(b) Regarding letter from Joint Controller of Imports and Exports, Madras-1, the same was read and recorded.

Regarding the letter of Messrs. George Oakes it was unanimously resolved to request Messrs George Oakes to give the name of the manager to be recorded in our books, so that in future communi-

cation may be sent in his name. The nominee to the social gathering was noted.

With regard to the letter of Messrs Bharat Automobiles, Tumkur, requesting us to recommend their name to the Tyre Companies to be registered as approved dealers for tyres, it was unanimously resolved to write to the Tyre Companies informing them that Messrs. Bharat Automobiles is one of the members of our Association and further to accommodate their request subject to the sales-policy and set up laid down by them. The officiating secretary was authorised to take steps indicated on these lines.

The membership application of Messrs General Industrial Agencies, 99, Brigade Road, Bangalore-1, was accepted and it was resolved to admit them as a member of the association with immediate effect.

SPARE PARTS FOR AUTOMOBILES MAY BE MADE BY ORDNANCE

Mr. V. K. Krishna Menon, Defence Minister, said in the Lok Sabha that the Ordnance factories would undertake to produce spare parts required by the automobile industry, if it placed orders and if the manufacture of the spare parts was found to be "economically worthwhile."

MOTOR CARS (DISTRIBUTION AND SALE) CONTROL ORDER, 1959

The Central Government have appointed Shri V. P. S. Menon, Industrial Adviser, Development Wing, Ministry of Commerce and Industry, Government of India, as Controller of Motor Cars for the purpose of the above Order.

PATEL MOTOR MARKET

A new Motor Market has been opened in Kashmere Gate in the presence of a very large number of distinguished guests by Dr. Tirlok Singh, who garlanded a life-size photo of the late Sardar Patel, after whom the Market is named. In his speech Dr. Tirlok Singh said that the Market was named after the greatest patriot of India known as the 'Iron Man of India', who really built, united and strengthened India by merging States in the Indian Union. He hoped that traders would always bear his example and realize that union is strength.

He was glad that the younger element was now coming up to take up the responsibilities of Trade and was happy that almost all the traders in the Market had progressed well in their business.

NEW BANGALORE SHOW ROOM

Mr. Rangaswamy of Auto Diesels has started a new, spacious and salubrious show room in Mavalli Tank Bund Road, under the name and style of "Standard Motors." This Automobile Parts and Accessories Dealers, assign and distribute genuine and authentic Perkins Diesel parts, Tata's Mercedes Benz parts and Standard Batteries. The show room opened on 22nd April 1959, will cater to the comprehensive needs of the Karnataka clientele. Mr. Rangaswamy was formerly one of the partners of the Automotive and Allied Agencies of Kalasipalayam, Bangalore.

QUOTA RAISED FOR IMPORT OF TRACTOR TYRES

The Government of India have announced in an Import Trade Control Public Notice their decision to raise the quota for import of tractor and off-the-road tyres, tubes and flaps.

According to the Public Notice, the quota will be increased from 50 per cent soft and 50 per cent general to 100 per cent soft and 100 per cent general during the current half year. Established importers may apply for supplementary licences to the licensing authorities at the ports before June 30, 1959.

Of Interest to the Operator

Cancel the lorry ban and bring in the booking agency licence system

OPERATORS' MEMORANDUM TO MINISTER

In a memorandum submitted to the Hon'ble Minister of Transport, Sri V. Ramiah on 28th May 1959, the Trichi Branch of the Madras State Lorry Owners' Association prayed for the cancellation of the ban on Lorries plying in the night between 12 midnight and 4 a.m. and for bringing the Lorry Booking Agency Licence System into immediate effect.

The memorial says :—

"The recent imposts on Diesel oil, Tyres, Spare Parts, etc., have greatly increased the operating cost of the transport vehicle. The problems created by the ban on lorries are many and varied; they affect the every existence and survival of this transport. Incidentally the lorry operators are placed at the mercy of the police chowkies, check-posts and there is a host of other bottlenecks presenting insuperable difficulties. The implementation of G.O. Ms. No. 2010, dated 17th July 1958 providing for licences being taken out by them has been delayed in some districts. The Lorry operator is not in a position to bargain for a fair deal. Regularisation and regulation of lorry brokers is an urgent problem."

MINISTER'S REPLY

After the memorandum was presented, the Hon'ble Minister had a discussion with the Lorry Operators of Tiruchirapalli District at the Regional Transport Office. In the course of a formal reply, the Hon'ble Minister Mr. V. Ramiah asked the operators not to believe baseless rumours. "It is false and baseless to think that the ban order on lorries plying in the night between midnight and 4 a.m. was issued in order to put down the competition of the goods transports with the railways," he added. The Minister pointed out that there was no

objection for imposing the ban by any member of the Legislature and that the matter was thoroughly discussed and considered. Lastly he asked the Lorry Operators to give their suggestions for any modification thereof, and for reducing the number of accidents by lorries and gave the assurance that the Booking Agency System would be enforced very shortly.

TAX ON WHAT ?

Motor Vehicles or

Routes?

DECISION BY U.F. HIGH COURT

Mr. Justice Jagdish Sahai of the Allahabad High Court dismissed a writ petition filed by the Uttar Pradesh Motor Operators' Union, Meerut, challenging the validity of the U.P. Motor Vehicle Taxation Act and its amending Act of 1958.

The petitioners prayed for a writ of mandamus directing the State Government not to enforce the increased rates of tax on them and not to interfere with their right to operate their carriages.

Dismissing the petition, the Judge did not accept the contention of the petitioners that the tax could be imposed on vehicles and not on routes and that actually the tax had been assessed on routes and not on vehicles.

MYSORE HIGH COURT WRIT PETITION BY OPERATORS

A writ petition of Mr. Y. Mahaboo Sheriff and thirty-one other private operators challenging a plan approved by the State Government to put the buses of the Mysore Government Road Transport Department to the exclusion of the other operators in parts of Bangalore, Hoskote and Avekal Taluks with effect from May 1, 1959, was admitted in the Mysore High Court by the Vacation Judge, Mr. Justice K. S. Hegde.

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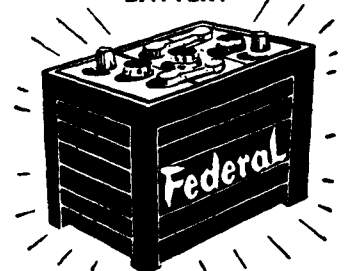
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MADRAS MOTOR VEHICLES RULES

The following draft amendment, as published in the Fort St. George Gazette Extraordinary for general information, is under the consideration of the Home Department of the Government of Madras—*vide* G.O. Ms. No. 1294, dated 5th May 1959.

DRAFT AMENDMENT

In the said rules, after rule 294-H, the following rule shall be inserted, namely:—

"294-I. In the case of a person whose stage carriage permit or permits on a route or in an area notified under sub-section (3) of section 68-D of the Act is/are cancelled under clause (b) of sub-section (2) of section 68-F of the Act and to whom it is proposed to grant a stage carriage permit or permits on an alternative route or in an alternative area in lieu of the existing permit or permits on the notified route or in the notified area by a direction under sub-clause (iii) of clause (d) of sub-section (1) of section 43 of the Act, the Regional Transport Authority concerned shall grant the permit or permits on the alternative route or in the alternative area to that person without following the procedure prescribed in section 57 of the Act and the rules thereunder."

HIRE PURCHASE AGREEMENT

New Sub-Rule Proposed

DRAFT AMENDMENTS

The following amendment will be made in the Motor Vehicles Rules—*vide* G.O. Ms. No. 917, Home, dated 28th March 1959.

AMENDMENTS

In the said rules—

(i) for sub-rule (b) of rule 82, the following sub-rule shall be substituted, namely:—

"(b) An application for making a note of hire purchase agreement in the registration certificate of a vehicle which has already been registered shall be made in the form HPN with the prescribed fee to the

original registering authority or the registering authority by whom a new registration mark has been assigned to the vehicle under section 29 of the Act, as the case may be, with a copy thereof to the registering authority in whose jurisdiction the registered owner of the vehicle resides or has his principal place of business. The registering authority receiving the application shall make a note of such agreement in the registration certificate sending intimation thereof to the registering authority in whose jurisdiction the owner of the vehicle resides or has his principal place of business; but shall not be required to satisfy itself as to the title of the two parties in the vehicle nor shall the note in the certificate, in anyway affect the title of any party";

(ii) in rule 83, the following shall be added, at the end, namely:—

"The registering authority making a note of cancellation of such an agreement shall send intimation thereof to the registering authority in whose jurisdiction the owner of the vehicle resides or has his principal place of business."

G.Os. AND REGIONAL TRANSPORT OFFICERS

Complaint to the Home Department

In a letter dated 13th May 1959 addressed to the Secretary of the Government, Home Department (Transports), the Secretary of the Madras State Lorry Owners' Association complains that Government Orders are not generally implemented quickly and prays for suitable action by the Government. The gist of the letter is given below:—

"Normally after Government Orders are passed, the Transport Commissioner, State Transport Authority, Madras, issues instructions to all the Regional Transport Authorities and Regional Transport Offices, of all the Districts to implement such orders. But some of the Regional Transport Offices in

the Districts are not acting according to the said instructions or implementing the G.Os. It is a gross violation of law and discrimination of the worst type. If an operator of a neighbouring district enjoys certain benefits conferred by a G.O. and another operator of another district does not enjoy the same benefit, it is not merely contrary to law but it is a gross discrimination which our Constitution does not tolerate, but condemns expressly.

G.O. RE. : R.L.W.

To spot-light your attention to certain instances, the Government passed G.O. No. 283 of 31st January 1959 regarding the increase of Registered Laden Weights of goods vehicles. According to the same, the Regional Transport Offices had to increase the Registered Laden Weight of the goods vehicles according to the manufacturer's make. Instead of implementing the said G.O. the Regional Transport Offices of South Arcot, Tanjore and Tirunelveli Districts do not increase the Registered Laden Weight of the goods vehicles either on application or in the case of registration of new vehicles. Sometimes the Regional Transport Offices implement the G.Os., even as late as one to two months after the orders are passed. Some of the Regional Transport Offices do not take any steps to implement the orders, on the pretext that they have not yet received instructions in the matter and that they have asked for clarifications.

ZONAL PERMITS

To quote another instance, in and by G.O. No. 654, dated 5th March 1959 the Government introduced the system of issuing Zonal Permits. Only the Regional Transport Offices at Madras, Chingleput, Madurai and Ramanathapuram took steps to implement the orders and called for applications for the grant of Zonal permits and also considered the applications filed by the operators. But the Regional Transport Offices of other Districts have not taken any speedy steps to implement the order on the ground that they have no instructions, etc., in the matter."

GOODS LIABLE FOR CONFISCATION

Commercial Tax Officer's Circular to Lorry Owners

In a circular to all lorry proprietors dated 22nd April, 1959, Mr. M. S. Rangachary, M.A., Commercial Tax Officer, North Madras, says, that if goods are transported outside the State without a 'C' form, such goods are liable to be taxed at 7% as per provisions in the Madras General Sales Tax Act of 1939 and that if such goods are found in the premises of the lorry, they are liable for confiscation, if the tax at due rate was not paid. The text of the circular is given below:

"Your attention is invited to Rule 35 (1) wherein the full names and addresses of the selling dealers and registration certificate number etc., are called for. The owner or other persons who is in charge of goods vehicles should submit a copy of certificate after the goods are delivered, within 48 hours, to the Commercial Tax Officer having jurisdiction over the area. You are requested to state whether you are keeping and sending such copies of trip sheets.

I find that the dealers from other states purchase here as if it is for purchase and sale within this state by paying tax at 2%. If such goods are transported outside the state without a 'C' form they are liable to be taxed at 7%. If such goods are found in vehicles under your transport, they are liable for confiscation. A check will be made in your office premises of the goods delivered to you and despatched outside the State and they will be liable for confiscation if the tax at the due rate has not been paid.

I am to request you to see that such items are not received by you. If you want any clarification in this matter you can approach me at any time in my office. You may also contact the Deputy Commercial Tax Officer Statistical Wing in this matter.

LIABLE FOR PENAL ACTION

If any proof is adduced that any lorry driver or any other person

contrive along with the dealers to evade the tax, I am to inform you that they are liable for penal action as an accomplice. I request you to instruct your lorry drivers to be careful in this matter whether due tax has been paid before they are transported outside the state."

(See Page 31)

Laden Weight of Tractor and Trailor Combination

The State Transport Authority, Madras, has issued instructions to all R.T.Os and the Secretary R.T.O. Madras regarding the fixation of the laden weight of goods vehicles—truck-trailer combination in his memo No. 52198/EI/58 to the following effect:—

The Chief Engineer (Highways) has now reported that the Truck-Trailer Combination for haulage of goods may be permitted on roads which are reported to be safe for 9 tons on the recommendation of the Divisional Engineer of the respective places, subject to the restrictions over weak bridges and culverts and subject to the following conditions:—

Laden Weight of the Truck shall not exceed 9 tons.

Laden weight of the Trailer shall not exceed 9 tons.

Trailer should have 2 axles and the spacing of such axles should not be less than 8 ft.

Spacing between the rear axle of the truck and the front axle of the trailer should not be less than 9 ft.

All the R.T.Os and the Secretary, R.T.A., Madras are requested to take necessary action to revise the laden weight of all the existing truck-trailer combinations after observing the formalities with reference to Section 56 (2) (7) of the M.V. Act and raise the tax endorsement made.



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TRANSPORT BUSES ARE "HUGE LEVIATHANS" CRITICISM BY EMPLOYEES' UNION

The Secretary of the Tamil Nad State Transport Employees' Union said recently in a statement, that the State Transport buses are "huge leviathans, which are not fit for the narrow roads of Madras."

He said "rickshaws, handcarts, and push cycles are the eternal torment of any driver," and suggested the withdrawal of handcarts and rickshaws from the roads "incidentally fighting for the dignity of man, while hitting the nail on the head for avoiding accidents."

In a statement, replying to recent criticisms of State Transport drivers and vehicles in the Madras Legislative Council session at Ootacamund, he said a State Transport driver could refuse to take out a bus, which he considered dangerous for want of hand-brake, etc., only "on pain of summary dismissal." The drivers, he averred, were not responsible for putting on the road "junks and ramshackles, which should have been scrapped long ago as not being roadworthy."

Time and again, he said, the Employees' Union had brought to the notice of successive Directors that speedometers did not exist in buses, and where they did exist, they seldom worked, and that it was necessary to tag on the same driver to the same vehicle in order that the driver might be able to discover the defects quickly, and demand their repairs.

COLOUR VISION TEST FOR DRIVERS

Mr. R. M. Mahadevan, Commissioner of Police, Madras, recently said they would in future insist on a colour vision test for professional drivers, to eliminate the causes of accidents on the highways and in by-lanes. "We have not moved in the matter still, but it would be done soon," he added.

Overloading of goods vehicles Weighbridges in Madras

Weighbridges are to be installed at three traffic checking points round about Madras City to detect overloading of goods vehicles coming in and going out of the City.

The three checking points are at Poonamallee, Red Hills and at Tambaram. It is learnt that each of these weighbridges cost about Rs. 30,000 and already the Government has imported two such bridges from abroad and a third is of Indian make.

An official of the State Transport Department said steps were being taken to instal the bridges "as early as possible."

RAILWAYS VS. TRUCKS

Competition from road transport for goods traffic on some of the trunk rail routes was discussed at a conference of the railway general managers with the Railway Board.

The meeting recognized the need to improve the service to trade and industry in order to counter the diversion of traffic to road transport. It was felt that there should be closer contact between the Railways and representatives of commercial organizations.

A decision to extend to more towns the street delivery and collection service was also taken. This will mark the beginning of a drive for "direct salesmanship."

TAXI OWNERS AND DRIVERS PLEA BY POLICE COMMISSIONER

The Commissioner of Police, Mr. R. M. Mahadevan, at a Press Conference, said that some sort of agreement between taxi owners and drivers in the city regarding the amount to be paid by drivers to the owners, would be helpful in solving many serious difficulties the Police, as also the public were, encountering at present. This would also prevent taxi drivers from adopting irregular methods to secure or boost up taxi fares.

If a minimum amount were to be fixed and an incentive bonus were to be given for additional amounts earned, perhaps the drivers would not think of inconveniencing the public at night, or at any other time, by refusing to ply their vehicles.

The Taxi owners and drivers have subsequently come to an agreement on the lines suggested by the Commissioner.

P. F. FOR MOTOR WORKERS

The Government of India have decided to extend the benefit of compulsory contributory provident fund under the Employees' Provident Fund Act to workers in road motor transport establishment from April 30, 1959.

The Act will apply to every establishment employing 50 or more persons. The number of workers who will get the benefit is estimated at 14,000.

Of Interest to Motorists

Accidents on Highway—Liability for non-feasance and misfeasance

IMPORTANT DECISIONS

The failure to repair roads, in legal parlance, is called non-feasance, and negligence in the maintenance of roads which may prove an obstacle or a nuisance is called misfeasance.

There is hardly a person who, at one time or another, has not suffered annoyance or damage because of negligence in the upkeep of road on the part of local boards or municipalities. Not many claim damages from the offending authority, mainly because of ignorance about their legal rights. Instances in which liability for misfeasance was borne by the authority guilty of such acts should be of interest.

Actions have been allowed in the past and in recent times on account of injury sustained as a result of the non-repair of roads by the authority concerned, for not restoring roads to their original condition or for laying a drain or a sewer across a road which may have become a source of danger.

SPIKES ON THE ROAD

In one case an urban authority had planted trees on the roadside and fenced them with iron spikes. The plaintiff was hurt by one of the spikes in darkness. The local authority was held liable for damages. Proper measures, it was held, had not been taken by the local authority, to remove the danger resulting from the presence of spikes. (Morrisson vs. the Mayor of Sheffield).

TRAMWAY COMPANY PENALISED

In another case a tramway company was penalised for injury caused by its failure to keep the pavement between the tram rails in a state of repair (D. V. Tramway Co. vs. Fitzgerald). Actions have been allowed against a statutory authority for its failure to keep a sewer clean, to light a street, to keep in proper repair the manhole lid.

In Simon vs. I. B. Council, the defendants, a highway authority, were held liable for damages for allowing a tramway line to be in such a condition that a lad riding a bicycle should have been upset by it. (The boy after coming off the cycle, in this case, was run over by a bus and killed).

HEAP OF STONES ON THE ROAD

By the negligence of a person employed by defendant, a highway authority, a heap of stones was left by the side of a road. The plaintiff, driving in the dark was upset by it and injured. The defendant was made to pay damages. (Foreman vs. Canterbury Council).

INADEQUATELY LIGHTED

A local authority was under a statutory obligation to light the streets. There was a dangerous arch on the road. The nearest light was at a distance of 70 feet. A driver of a cart was killed while passing under the arch. The Court held that the place was inadequately lighted and held the urban authority liable to pay damages to the widow of the driver—Underhill's law of Torts, Aiyar's Law of Torts. (By a Jurist in "Hindustan Times")

OVER 22,000 CARS PLY IN STATE

Nearly half the number of cars in the Madras State are in the City, according to statistics furnished in the Madras Assembly.

Kanyakumari with 309 cars is at the bottom of the list. The following are the district-wise figures of cars in the State: Madras 10,491; Coimbatore 2,701; Madurai 1,354; Tiruchi 1,270; Tirunelveli 1,263; Nilgiris 1,014; Ramanathapuram 1,010; Salem 863; South Arcot 489; Chingleput 382; and Kanyakumari 309. Total in the State 22,426.

Coimbatore leads in the total of stage carriages and public goods vehicles. It has 401 route buses

and 106 spare buses; 1,142 public carriers. In the matter of private carriers, Madras leads with 881.

FACILITIES FOR OVERSEA MOTORISTS

A lounge for oversea visitors to London where they can receive help with their motoring and travel problems is one of the features of the £1,000,000 extension to the headquarters of the United Kingdom Automobile Association (AA) in London. The lounge will have a staff of interpreters to help the visitors.

The automobile associations of India have links with the AA and operate a reciprocal scheme by which members in the two countries can get free service for six months. Representatives from India will attend the Commonwealth Motorist Conference—organized jointly by the AA and the Royal Automobile Club—which opens in London on June 7.

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"THE VILLAIN OF THE ROAD IS THE DRIVER"

—SAYS THE COMMISSIONER OF POLICE, MADRAS

As a result of his study of traffic accidents in Madras City in the past three years, the Commissioner of Police, Mr. R. M. Mahadevan, has come to the conclusion that "the villain of the road is the driver" and that he was "responsible for deaths and collisions."

Out of 26 fatal accidents reported so far in the City, five car drivers, five lorry-drivers and three motor-cycle drivers were "clearly responsible and negligent in their driving." In eight cases, pedestrians got themselves involved in fatal accidents. A study of fatal accidents in 1956 and 1957 also indicated that drivers were mainly responsible, while careless pedestrians came next in the order of culpability.

TREAT THE PEDESTRIAN AS "DEAF"

The Commissioner stressed that drivers should remember that many of the pedestrians were not much accustomed to travel in vehicles and were, therefore, not in a position to judge speeds and distances of vehicles, and also, some of them might have infirmities, not obvious to other people. "If the driver will always imagine that the pedestrian ahead is deaf, he will be taking the right driving precaution," he said.

Talks would be addressed to taxi drivers, transport drivers and the like, and the Director, State Transport, was being requested to instruct drivers on courtesy on the highways.

SPEED RESTRICTIONS

Speed restrictions would be enforced with greater strictness. Cars of Gazetted Police Officers would proceed at 30 miles per hour, and any vehicle overtaking their cars would be prosecuted. Speed traps would be laid, but vehicles in fault would not be stopped for service of notices, which would be delivered the following day.

Certain stretches of road were prone to accidents and these were

the stretch of Mount Road from Willingdon Bridge to Marmalong Bridge; the General Hospital Road; the Wall Tax Road; and Broadway.

700 ACCIDENTS A YEAR

The highest number of accidents had been at road junctions and crossroads. On an average, 700 accidents occurred at such points each year, obviously owing to carelessness on the part of drivers. A little precaution and understanding on the part of drivers while approaching such places would be helpful.

NEW TRAFFIC SIGNALS

"It is proposed to introduce new traffic signals to achieve uniformity in signals throughout the country," said the Commissioner. This was in pursuance of a decision taken at a conference of Inspectors-General of Police held at New Delhi last year.

M. V. TAX

Motorists are reminded that quarterly motor vehicle tax licences will expire on 30th June 1959; and fresh tax licences are issued from the middle of June 1959.

Motorists are requested to send registration certificates, insurance, certificates and tax amounts for their private vehicles (cars, station wagons, motor cycles) to the nearest Government Treasury before the 30th June 1959 to enable them to obtain the tax licences without delay.

The grace period of seven days in the States of Andhra, Madras and Kerala is for non-exhibition of tax tokens. In Mysore State the grace period of ten days for payment of motor vehicles tax applies only to vehicles registered in Mysore State. Motorists owning vehicles with registration numbers of States other than that of Mysore must pay tax on or before 30th June 1959. Penalty will be levied in

Mysore State for such vehicles if the payment of tax is made later.

Delay at the treasuries is possible at rush time during the period of grace. Please act early to avoid inconvenience. Do not wait till the last day.

DANGEROUS DRIVING ON ROADS SUB-INSPECTORS TO BE GIVEN MORE POWERS

At a joint conference of Superintendents of Police, Deputy Inspectors-General of Police and Collectors held at Ooty for reviewing the law and order situation in the State, Mr. S. Balakrishna Shetty, the Inspector-General of Police, referred to the discussion in the Legislative Council at Ooty regarding traffic accidents and explained that they had increased considerably as the quality of driving by bus and lorry drivers had deteriorated. He further said that the major responsibility was on the Road Transport Board and the Road Transport Authority, and in many cases when the Police reported against drivers or conductors, or owners of buses and lorries, to the Road Transport Officers, action was either delayed very badly, or the punishment awarded was too light.

In this connection, he disclosed that an amendment had just been proposed to invest Sub-Inspectors with some disciplinary powers over offending drivers.

He said that increase in the number of motor vehicles registered in Madras during the past 10 years was 8,000, besides 14,780 other vehicles, but increase in Traffic Police was 11 Head Constables and 14 Police Constables and it was, therefore, impossible, with the little staff available, to enforce traffic rules effectively.

Mr. C. Subramaniam, Finance Minister, suggested the setting up of a Committee to plan effective traffic regulation for the next 20 years.

AUTOBAHNS HAVE THEIR BEAUTY SPOTS

Rest Houses, Hotels and Picnic-places

Travelling on the German highways known as the "autobahn" is often faster than travelling by train. They connect the North Sea with the Alps, the Rhineland with Berlin, and all in all, they are about 1,500 miles long. With two lanes in each direction and no intersections, these highways nowhere pass through towns or villages. But a meal or a bed is always available directly at the side of the road.

At present there are more than 30 comfortably furnished hotels along the autobahn, and a far greater number of restaurants and petrol stations with snack-bars. The maps of Germany which foreign tourists receive at border crossings show where the autobahn hotels are located and, once on the highway, the motorist easily finds them with the help of blue signs on which there is a large white R for "Rasthaus."

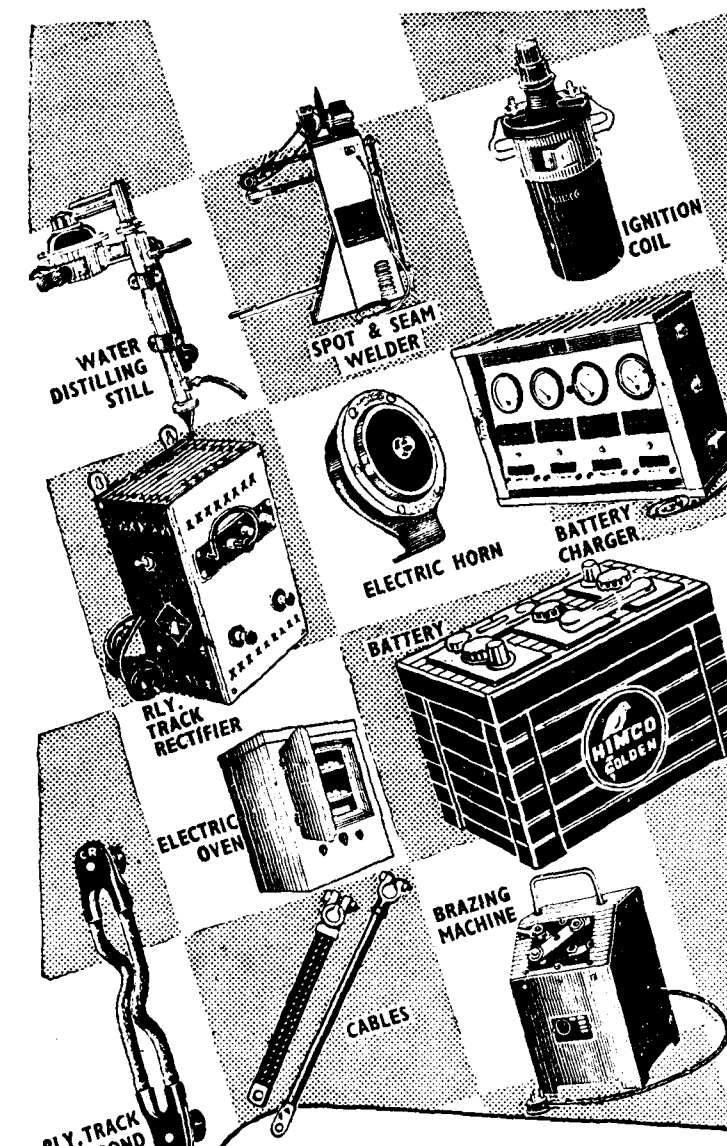
Stretches of autobahn lead through some of the loveliest German landscapes; few people had ever heard of them before the highway was built. But even along the scenically less interesting stretches, the eye is pleased by a great variety of trees and bushes that have been artfully planted on the central green strip and on both sides of the highway. Parking places, with tables and benches for picnickers, are provided at intervals and are usefully so located that motorists can for a while forget the noise of the road.

The primary purpose of these highways is, to be sure, to facilitate fast travel; nevertheless driving along them can be leisurely and enjoyable in more ways than this.

GANGA BRIDGE OPENED IN BIHAR

Prime Minister Nehru formally declared open the Rs. 16-crore rail-cum-road bridge over the river Ganga on May 11, 1959 at Hathidah near Mokameh. This is the first bridge across the Ganga in Bihar connecting the northern and southern parts of the State.

June 1959



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If a Standard Ten is imported in built-up condition and sold, subject to special Customs duty applicable to C.K.D. Units (normal duty is 75% *ad valorem* or Rs. 6,000/- whichever is higher) a purchaser in Madras (place of manufacture) would pay:

Cost	£ 440 0 0	
Underbody protective coating	9 10 0	
Freight, Marine Insurance etc.	102 0 0	
Customs duty at 41.9 %	231 1 5	
	£ 782 11 5	Rs. 10,434.29
Sales-tax at 7 %		730.40
		Rs. 11,164.69

INDIAN BUILT STANDARD TEN

Current Indian Retail Price (ex-Factory)	Rs. 9,479.61
Sales-tax at 7% (This varies with each State)	663.60
	Rs. 10,143.21

(Rly. Freight from Madras to destination extra.)

Cost of Car (as above)	10,143.21
What a Purchaser pays by way of Taxes to Indian (Central & State) Government.	2,331.59

ACTUAL AMOUNT CUSTOMER PAYS IN INDIA FOR THE CAR WITH-OUT TAXES	Rs. 7,811.62
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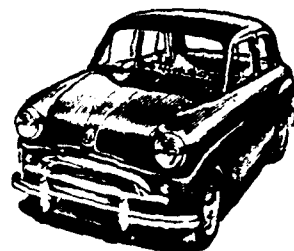
The automobile is a topical subject of the public. One of the criticisms is that the Indian cars are highly priced. The above comparison of figures will illustrate that the Indian car is NOT HIGHLY priced as is generally believed.

This industry is in a development stage. The indigenous parts are expensive due to non-availability of raw material and lack of volume. The general trend is rise in the cost.

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Road News

5,200-crore plan for new roads

New Delhi: A Rs. 5,200-crore road development programme, which will raise the average road mileage to 52 per 100 sq. miles, is under the consideration of the Union and the State Governments.

The plan, which will take 20 years beginning from the third Plan to complete has been drawn up by a committee of chief engineers of States and the Consulting Engineer, Government of India, to serve as a successor of the Nagpur Plan.

It envisages an increase in the total road mileage from 3,79,000 expected at the end of the current Plan to 6,57,000 by the end of 1980-81. Out of this 40 per cent will be surfaced roads.

The object of the plan is to bring every village in the developed and agricultural areas within four miles of a metalled road and one and a half miles of any road. In a semi-developed area, it will bring the village within eight miles of a metalled road and three miles of any road, and in an under-developed and uncultivable area within 12 miles of a metalled road and five miles of any road.

Total outlay

It is proposed that the mileage of national highways should increase from 13,800 at the end of the current plan to 32,000 at the end of 1980-81. State highways from 35,000 to 70,000 major district roads from 95,200 to 150,000 other district roads from 78,300 to 180,000 and village roads (classified) from 156,700 to 225,000. The outlay proposed on the various categories of roads is Rs. 980 crores, Rs. 1,580 crores, Rs. 1,360 crores, Rs. 650 crores and Rs. 630 crores respectively.

The plan report stresses that the future road pattern should give attention not only to urban but also to rural areas. It would be desirable to adopt a system of grouping villages, a minimum aggregate of population of about 5,000 being taken as a workable unit.

Attention also needs to be given to the intensity and pattern of traffic.

The annual demand for automobiles is estimated to increase from 78,000 in 1960-61 to nearly 3,70,000 in 1980-81.

Rallies and Races

THE INTERNATIONAL DUTCH TULIP RALLY

Three Sunbeam Rapiers enter the contest

A team of three Sunbeam Rapiers has been entered by the Rootes Group in the international Dutch Tulip Rally.

Crewing the cars, which are all standard production models, are six of Britain's most experienced rally drivers.

Miss Mary Handley Page, of London, who is Sunbeam's number one woman driver, will once again be making a bid for the Coupe des Dames. She will be partnered by twenty-two years old Miss Daphne Freeman, of Mill Hill, London.

At the wheel of the second Sunbeam will be Jimmy Ray, a former British Rally Champion, of St. Helens, Lancashire, driving with fellow North Countryman G. Phillip Crabtree, of Rochdale, who will be making his debut in the Rootes team.

Peter Jopp, of London, who is one of Britain's leading rally drivers, and Francis Scott of Bournemouth, complete the team.

In all, there are seven Sunbeam Rapiers and one Hillman in the British contingent competing in the Rally.

HILLMAN TAKES CLASS WIN IN IRELAND

Standard Hillman Minx saloons have taken the first three places in their class in the gruelling five day Circuit of Ireland International Rally.

The cars beat many more powerful engined competitors in the most popular class of all, that for closed cars over 1,300 c.c.

Driving the class winning Minx were J. E. Dowling and C. E. J.

Atkinson, the team which won the class last year in a Sunbeam Rapier. C. W. E. Maunsell and J. A. de M. Greeves crewed the second car and W. T. Todd and J. R. Davidson the third.

The Rally began on Good Friday and took competitors on a tortuous 1,500 miles journey through Eire and Northern Ireland at a set minimum average speed of 30 m.p.h. The route was often a cart track and

LORRY NIGHT BAN OFF

As a result of discussions held at the Secretariat between lorry operators, representatives of the Madras State Lorry Owners' Association and the Hon. Minister for Transport, Mr. V. Ramiah, the ban on the plying of lorries between 12 midnight and 4 a.m. has been lifted and lorries in the State are now plying during these hours with effect from the 19th June. A fuller report of the proceedings of this Conference will appear in our next issue.

led through some of the toughest hill country in Eire.

Now, for the second year in succession, Mr. Dowling receives the County Down Trophy for winning the class.

MONACO GRAND PRIX ANNEXED BY J. BRABHAM

The Australian, J. Brabham, driving a Cooper car won the race of his life to annex the gruelling Monaco Grand Prix, first world championship event of the 1959 motor racing calendar, at Monaco on May 10. Brabham went on to win after Stirling Moss (Britain), who had held the lead in a Cooper-Climax since the 22nd lap, dropped out with mechanical trouble in the 81st lap. Only five of the 16 starters finished the 100-lap 314.5 kilometres (about 195 miles) race round the narrow, twisting streets of Monte Carlo. The rest fell out after accidents or mechanical breakdowns.

Sundries

£200,000 A YEAR FOR STUDY OF TRAFFIC ENGINEERING

GIFT TO BIRMINGHAM UNIVERSITY

A gift of between £19,000 and £20,000 a year for seven years has been offered to the University of Birmingham to enable it to enlarge and develop the graduate school of highway engineering to include traffic engineering, and to establish a joint chair in the subjects.

Those making the gift include the motor industry, certain oil companies, a group of civil engineering and surfacing contractors, the Automobile Association, the Royal Automobile Club, Lloyds and the British Insurance Association. The donors expect the university to assume financial responsibility for the chair and the school at the end of the seven-year period.

Part of the gift is intended for the provision of bursaries for graduates taking courses in the school. The offer will shortly be formally submitted to the Senate and the Council.

Traffic engineering is concerned with the scientific designing of new roads and road improvements to meet traffic needs, and with the best use of existing roads to promote safe and efficient traffic movement.

U.K. STUDENTS PLAN OVERLAND TRIP TO INDIA

Four British university students have planned an overland journey to India during their summer holidays this year. Among them is David Williams, a second-year student of pure science at Nottingham University, whose grandfather, the Rt. Rev. Richard Heywood, spent some years in Bombay and subsequently became Bishop of Mombasa in Kenya.

The party will cross the English Channel on July 5 and then set off in a Land-Rover on the long road journey to Delhi, passing through France, Switzerland, Italy, Yugoslavia, Greece, Turkey, Persia and Pakistan.

"I am really responsible for the decision to travel to India," said David Williams in an interview. "Both Miss Pott and I are deeply interested in Indian art and culture and we want to see as much of the country as we can. We estimate that we shall take a month on the outward journey and a month getting back, leaving us a full month there."

VHF TO COME INTO OPERATION IN MADRAS

The Madras Government Transport have decided to put into operation from next month VHF (Very High Frequency) equipment for speedy attention to breakdowns and accidents in the City Transport System.

The VHF equipment which consists of four mobile and one static sets which cost in all about Rs. 28,000 has already been received. The four sets of mobile equipment would be fitted on to four jeeps while the static set would be installed at the Transport House.

Enquiries show that the mobile vehicles would take a fitter and a mechanic and would be on the move. On receipt of information, the mobile vehicles would proceed to the spot of breakdown of a vehicle or an accident and give immediate attention. At the same time, they would pass on information of the nature of breakdown or accident to the headquarters, and ask for the needed equipment and help. The mobile vehicles would also, it is stated, be utilised at the time of a traffic jam to resolve the situation.

LARGE ORDER FOR BRITISH TRUCK MANUFACTURES

An order has been placed by the C.W.S., Manchester, for 149, Karrier Bantam 2 1/3 ton diesel engined chassis cabs.

This order is the result of the successful operation of a hundred Karrier Bantams purchased by the Society in 1958.

DEVELOPMENT REBATE —NOT FOR CARS

New Delhi: In a written reply to a question by Shri Ajit Singh Sarhadi in the Lok Sabha on the admissibility of development rebate on motor vehicles, the Finance Minister, Shri Morarji Desai, has said:

"Section 10 of the Indian Income-tax Act, 1922, clearly indicated that development rebate was admissible in respect of new machinery or plant installed after 31-3-1954 which was wholly used for the purposes of the business carried on by the assessee. Since motor vehicles could not be said to be installed, they were not eligible for the benefit of development rebate."

The Finance Minister recalled that the point had also been clarified by Shri C. D. Deshmukh (the then Finance Minister) in the course of his reply to the general discussions on budget in 1955 when he had clearly stated that development rebate would not be admissible on buildings, motor cars, typewriters, office equipment, etc.

GAS HELPS PAKISTAN

The Sui gasfield, which produced nearly 11,000 million cubic feet of gas last year, is making a valuable contribution to the economy of West Pakistan. Besides the southern pipeline to Karachi, a pipe, line northwards has now been completed to Multan and will be extended further. In East Pakistan the gas from the smaller Sylhet field will be used for making fertilizers. Rising consumption of petroleum products now approaches 2 million tons a year and a refinery is to be built near Karachi by the main marketing companies. Local oil production is only 300,000 tons a year from old fields, but search for new oil, in which the Government is participating, is being carried out by a number of foreign companies in both parts of Pakistan.

Production Review

Ashok Leyland Ltd. makes steady progress

Sir A. R. wants axle weight as the basis for Loads

At the 10th Annual General Meeting of M/s. Ashok Leyland Ltd., Madras held on 22nd May, 1959 Sir A. Ramaswami Mudaliar reported steady progress in the year 1958 in their twin objectives of continuously increasing the Indian content of the commercial vehicle chassis which they produce, and improving the sale of their products. He referred to the difficulties experienced by the company on account of restrictions on the gross laden weights of the motor vehicles and opined that instead of the gross weights, the axle weights should be considered as a better scientific basis. The following are extracts from his speech:

EXCHANGE SHORTAGE

"It is unfortunate that at the time when the demand for our products has increased so greatly that we ought to increase our output of chassis three-fold, the foreign exchange made available to us for the import of raw materials and components made it impossible to do so. Nevertheless, as the figures in the Directors' Report indicate, a substantial improvement in the sales volume took place. It must be our constant endeavour in the future so to progress with manufacture that we shall be able to meet the full demand for our products, making output from the factory keep pace with our sales so that all those who desire to operate Leyland vehicles may be satisfied. I am certain that there is increasing recognition by the Government of India that if the country's urgent need for road transport vehicles is to be met, automobile manufacturers should be allotted adequate foreign exchange for such raw materials, components and finished materials as must be imported at this stage of the country's development. There is a practical limit at this stage to the increase in production which can be secured by

reduction of foreign content per chassis produced, with a given amount of foreign exchange. Beyond that limit the only solution to meeting a rapidly increasing demand for motor vehicles is to increase the foreign exchange allotments to manufacturers.

AXLE WEIGHT THE BASIS

"Last year I referred to difficulties experienced by your company on account of restrictions on the gross laden weights of motor vehicles. Some States have removed restrictions which hamper the sale of 'Comet' goods vehicles, which are designed for 12 tons gross vehicle weight. But there are still a majority of States in which this vehicle cannot be utilised with its full load capacity as a carrier of goods. Moreover, the habit continues of making restrictions on gross weights instead of on axle weights although the latter being a more scientific basis, was proposed by the Indian Roads Congress long ago. We shall continue our efforts to secure the removal of these difficulties.

"Looking forward, much remains to be done but we shall strive to achieve our goal. The greatly increased demand for commercial vehicles in general and for the 'Comet' in particular, offers a bright future if we can continue to make satisfactory progress with our Manufacturing Programmes, and make our output of chassis equal to the demand for them. This involves the courage to continue with our rapid capital development in regard to buildings and equipment, confident that we can increase our resources to meet the inevitable and continuous rise in expenditure."

STEADY INCREASE IN DEMAND FOR TRUCK TYRES —MR. JOHN LUCKHAM'S REVIEW

At the 33rd Annual General Meeting of the Dunlop Rubber Co. (India) Ltd., held in Calcutta on 23rd April 1959, Mr. John Luckham, Managing Director, in the course of a comprehensive review, said that they could not keep pace with the ever rising demand for tyres though there was a marked increase in production.

He continued: "The expansion of road transport, in particular long distance goods traffic, referred to in my speech last year, resulted in a steady increase in the demand for truck tyres as the year progressed. In fact, even in the rainy season when, in the past years, a falling off in demand has always been felt, there was for the first time no respite and our order book remained full throughout the year.

"In the car tyre market, despite a fall off in demand from the car manufacturers who were affected by the general cut in import licences, our replacement sales continued to increase. During the year, plans were made for the introduction of a new and improved car tyre, the Gold Seal, and production of these tyres will commence shortly in all the popular sizes. I should mention here that the position of the car industry in 1959 has improved and the level of production is already increasing."

PROFIT AND LOSS ACCOUNT

The net profit for the year after providing for depreciation, interest and taxation was Rs. 82,42,813 compared with Rs. 80,67,449 for 1957. The directors are recommending the same rate of Ordinary Dividend as for 1957, that is 16 1/2 per cent. As, however, this dividend is payable for a full year on the new shares issued in the middle of

1957, the amount to be distributed is considerably higher than in the previous year, namely Rs. 48,75,000 as against Rs. 38,25,000. The surplus carried forward will then be Rs. 22,46,000.

Finally, Mr. J. Luckham wound up by saying:—"It is essential for the country's welfare that productivity should be raised to the highest level and this is a necessary and principal step to increase the standard of living. Absenteeism is one of the factors which reduces productivity to our own and other industries, and the damaging effect of this on the country's economy is not generally realised."

ROOTES EXPAND IN SWEDEN

A considerable expansion in the Rootes Group's sales and service organisation in Sweden is announced. The Group has set up its own independent company for the direct sales of its products in Sweden, and is establishing its own local Parts Depot—the first British motor manufacturer to take these steps.

In future, Rootes Motor AB, with headquarters in Stockholm, will be entirely responsible for all Swedish imports and sales of the Rootes Group Hillman, Sunbeam and Humber cars, and Commer and Karrier trucks.

Cars and trucks will be sold and serviced not only by existing distributors and dealers in Stockholm, Gothenburg, Malmo and Sundsvall, but through a newly-appointed nation-wide organisation.

MORE JAGUAR SALES

Jaguar Cars Ltd., has announced in London that the company's total worldwide sales increased by 44 per cent in 1958—the highest annual output in its history.

The British company's statement said that 54 per cent of all cars produced were exported. Sales to the U.S. and Canadian markets reached a record value, exceeding \$ 22,000,000.

BOOMING BRITISH MOTOR INDUSTRY

The British motor industry's April figures show record production, sales and exports.

Sales of Vauxhall cars and commercial vehicles were 25,650 which was 75 per cent higher than the 1957 monthly average. Highlight of April exports was the shipment of 3,650 cars to Canada.

Ford reported an all-time production record for April with total output exceeding 42,000 units. Over 1900 cars, trucks and tractors were produced each day. Shipments during April totalled 23,000 of which more than 15,000 were passenger cars. In the first four months of 1959 shipments of cars to North America passed the 18,000 mark and on the home market cars and commercial vehicles were sold at the rate of 876 per day.

INCREASED SHIFT WORKING

BMC has stepped up production by increased shift working to meet demand from home and overseas markets. They planned to produce 15,000 units a week but introduction of four new Farina styled models and a series of strikes have slowed a build-up. Now round the clock working is the order in BMC foundries, forging plants and many production shops and assembly lines. Sports car output at Abington (MG and Austin-Healey) is running at nearly 1,100 a week.

In the BMC financial year which ended July 1958 nearly 505,000 units were made and the target is an annual rate of 625,000 units. To achieve this, new production lines will be brought into operation.

ROOTES WILL DOUBLE THE SALES

In San Francisco, Mr. Brian Rootes, managing director of the Rootes Group, predicted that his company would double the sales of its cars in the U.S. this year to reach 40,000. He did not think that sales of small foreign cars in the U.S. would suffer from the production of compact American cars. Speaking to 4,000 Rootes dealers he said, "The

smallest Detroit cars will be larger than the average small British cars. They are two different animals, so to speak."

NEW AGREEMENTS

The plant in Holland J. J. Molenaar's Automobielfabriek N. V., of Amersfoort already assembles Morris cars and will now produce returnable containers to minimise packing and freight costs.

The BMC has concluded agreements in Holland for the assembly of Austin A. 40 and A. 55 cars and has also signed an agreement with S.I.A.M. di Tella of Buenos Aires for the progressive manufacture of BMC vehicles in the Argentine Republic.

Prior to 1948, the Argentine Republic was a good market for Austin and Morris vehicles and from 1946-48 over 7,500 cars and commercial vehicles were supplied. This new agreement representing several million pounds, following a long period of restricted imports will re-open business for Britain. In the beginning BMC 1½ litre cars and light commercial vehicles will be manufactured.

BRITAIN BUILDS MORE CARAVANS

The British Caravan Industry has had the best year in its history, states the National Caravan Council. Some 30,000 vans were produced in 1958, an increase of 5,000 over any previous 12 months. The industry anticipates a further production increase of about 5,000 vans during 1959.

In 1958, nearly 18 per cent of all British caravans were sent overseas, and in 1959 this may reach 20 per cent.

CAR PRODUCTION AT FULL SPEED

GERMANY'S AUTOMOBILE INDUSTRY IN 1958

West Germany's automobile industry recorded an increase in both production and export during 1958 over the figures for the preceding year. It also retained its lead in output among the main automobile-producing countries of Europe. Nevertheless, a survey of the production and trade position in the industry showed that Germany was faced with growing competition from certain other countries. The consumer, however, stands to benefit from the stiff competition which has led to the introduction of technical improvements by manufacturers and to improvements in styling and passenger comfort.

The survey has brought out the following points:

The number of motor vehicles manufactured in 1958 was about 1,500,000 units, representing an increase of 23.5 per cent over the figures for 1957. While about 770,000 vehicles were sold on the domestic market, exports rose by 25 per cent and totalled 730,000 units. These figures amply demonstrate the buoyancy of the domestic market as well as the popularity of German cars abroad, including the rich American market. Although nearly 250,000 cars were taken out of use during the year, the total number of vehicles on the roads rose by more than 500,000. The per capita number of cars increased to 17 for every 1,000 persons. Manufacturers took particular note of the fact that the number of cars owned by workers soared from 310,000 in 1957 to more than 580,000 in 1958—an indication that the domestic market is still capable of expansion in the future if there is no economic recession.

In spite of the boom year which the industry has had, large German industrial concerns are thoughtful about future developments.

Analyzed with reference to the categories of vehicles—passenger cars, station wagons and lorries—the 1958 production figures show that the increase in production was

the highest in regard to passenger cars. The rate of increase varied according to the size of the cars; it was relatively high in the category of cars with a cylinder capacity of between 1,000 and 2,000 c.c. in which range production rose by 175,000 units or 25 per cent over the figure for 1957. The largest increase—78 per cent was registered in the 500 to 1000 c.c. class. It is to be noted that many cars of this class, for instance, the Auto-Union's DKW Models, are really "medium-sized" vehicles ranging from 890 to 1,000 c.c. and capable of speed performance upto 90 miles per hour. The purchase prices of these cars are not lower than those for the 1,500 c.c. models and it was found that the buying public considers the medium-sized cars a better bargain than the "baby cars" because of their longer life and higher re-sale value.

A comparison of the production figures of the main European automobile-producing countries shows that in 1958 West Germany again led the field with a total output of 1.5 million vehicles. Britain following closely behind with 1.4 million, France with 1.1 million vehicles and Italy with 0.4 million cars. These four European countries produced about 4.4 million vehicles as compared with the United States' production of 5 million vehicles during the year.

NEW MODELS FROM VW AND AUTO UNION

The Borgward Group, one of the biggest privately owned industrial combines in Europe produced 103,212 vehicles last year. It consists of six production companies, four sales corporations, one insurance company and a finance corporation, all owned by Dr. Carl F. W. Borgward and its turnover was approximately £53 million. 40 per cent of production goes for export. New assembly plants are coming into operation in Australia, Brazil, Argentine and South Africa and further assembly arrangements

are being made in Europe to meet the needs of the Common Market.

Individual figures were, Borgward 40,386 cars, 6,589 trucks, Goliath 10,509 cars, 1,423 trucks and 1,222 three-wheelers. Lloyd, still the best selling German 600 c.c. car despite increasing competition, built 49,620.

The innumerable Volkswagen models are now increased by a double cabin pick-up based on the forward control transporter. Six people can ride in the cabin on two bench seats and behind is a big open freight compartment, making it suitable for survey and maintenance crews, hunting parties and many other uses. Under the rear seat is a chest in which valuable equipment can be locked.

A four-door edition of the Auto Union 1000 Saloon with three cylinder two-stroke engine and front wheel drive has just been produced. All doors are hung on the centre pillars, so the front doors open on their front faces, contrary to current practice. Main body lines are unchanged.

STIFFER COMPETITION

Apart from competition from certain other countries in West Germany itself, competition, especially between the large producers, is certain to become more intense in the coming years than it has been so far. Sales and advertising campaigns for certain cars have been intensified during the past few months, particularly for models which did not do as well as had been expected. One result of the stiff competition on the German market has been the introduction of technical improvements by various manufacturers as well as improvements in styling and passenger comfort.

GIANT DUMPER

Since Thomas Aveling built in 1867 the world's first practical steam-roller and Barford made the first internal combustion engine roller in 1904, the firm of AVELING BARFORD, have been leaders in the design and manufacture of construction and earthmoving equipment.

Turning over every phase of Aveling Barfords history one sees a tradition—a tradition of progressive engineering, a tradition that helped develop and adapt many exclusive and patented innovations in their Road Rollers, Dumpers and Motor Graders.

Little wonder then that the production of the new giant 400 h.p. 27 ton 'SN' Dumper announced by them after the prototype was put to long periods of field tests, has again claimed the honours of leadership. The 27 ton is Britain's most powerful Dumper and answers the current needs for heavy duty Dumpers to withstand loading by large size shovels. Field-tested for loading with as large as 8 cu.yd. shovels, the 'SN' Dumper's chief construction features are: massive frame, tough durable body, planetary drive, sturdy rear axle. The dumper is available with either standard transmission or torque convertor transmission. Power unit is optional 460 h.p., 300 h.p. or 335 Cummins engine. To our knowledge, today in India the largest size working shovel is not more than 4½ to 5 cu. yd. capacity.

Somewhat overshadowed by the giant 26 ton Dumper are the two important additions to the present wide range of Aveling Barford Dumpers: the 'SR' 6 cu. yd. 9 tons Dumper which is powered by 100 h.p. Dorman or Leyland diesel engine and the '15C' 2-ton Dumper powered by Petter aircooled diesel engine. The 'SR' Dumper fills the gap that existed between the 4½ cu. yd. and 9 cu. yd. Dumpers and incorporates a new design reversible driver's seat and two-way control features.

Vibratory Roller: Yet another unique addition to the big family of world famous Road Rollers is the self-powered VIBRATORY ROL-

LER. The 'VR' Roller has a dead-weight of 3-3½ long tons and has a compaction force equivalent to the rolling pressures of 3 wheel rollers in the 6-14 long ton range. With a rated rolling speed of 50-100 ft per minute this new Vibratory Roller answers to the call of project engineers engaged in the construction of earthen dams where considerable ground areas have to be rolled fast. Its simple towing hitch is arranged for quick attachment to any tractor and the speed of the vibrating shaft is variable through finger tip control so that compactive effort may be instantaneously adjusted to meet any requirement.

Motor Graders: The AVELING BARFORD group created a sensation when a single order for 170 Model 99-H Motor Graders was obtained by them from Buenos Aires. The advantages of all-wheel drive and all-wheel steer have been so significantly recognised that a greater testimony is hardly necessary than the order from Buenos Aires. It is all the more welcome news therefore that Britain's first six-wheel drive and six-wheel steer Motor Grader is now announced by Aveling Barford.

The super MG Aveling Barford weighing 20,000 lbs. and powered by 100 h.p. diesel engine and torque convertor available as an optional extra is another major step in progressive design and engineering.

For less hazardous work such as dirt road maintenance and light medium construction there is a new LG weighing 15,000 lbs. and powered by either 72 h.p. Dorman or 62½ Perkins diesel engine. The LG however, does not incorporate all-wheel drive and all-wheel steer since this feature is not required for such light work. However, leaning front wheels have been incorporated to counter the sidethrust on the front end that is caused by a load on the blade, in the absence of all-wheel drive and steer.

With the introduction of these two models, AVELING BARFORD now complete the range of Motor Graders to meet the wide variety of applications.

JAPAN'S MAIN POLICY ON AUTO INDUSTRY FOR 1959

The Automobile Section, Ministry of International Trade and Industry, Government of Japan, adopts the policy of making nine automobile manufacturers simplify the standards of auto parts to be used for Japan-made automobiles to cut down their prices and accordingly the prices of automobiles made in Japan. The section also urges the nine companies to buy the products of excellent auto parts manufacturers in order to protect them.

To carry out its policy about auto parts, the section has a budget with which to buy foreign-made auto parts for the latest models of foreign cars and trucks in order to study the materials used for them and their sizes. It will supply information on the results of its study to the auto parts manufacturers to help them improve the quality of their auto parts for foreign automobiles.

OUR 1959 ANNUAL IS NOW GETTING READY

★
PLEASE SEND
YOUR ADVTS.
BEFORE IT IS
TOO LATE

★
MOTORINDIA
5/141, MOUNT ROAD
MADRAS 6

PERKINS WILL MANUFACTURE INDUSTRIAL GAS TURBINES

F. Perkins Ltd., announced today that it is to manufacture a range of industrial gas turbines from 50-1500 h.p. designed and developed by the Solar Aircraft Company, of San Diego, California.

The Peterborough company stated that it has acquired the whole of the share capital of Sugg-Solar Ltd., of Westminster, which formerly had a licence from Solar to manufacture the Mars gas turbine, and has changed this company's name to Perkins Gas Turbines Ltd.

This subsidiary will sell the turbines manufactured by F. Perkins Ltd. under licence from the Solar Aircraft Company.

The agreement with the Solar Aircraft Company gives Perkins the rights to exclusive licences throughout Europe, Africa and the British Commonwealth, excluding Canada, to manufacture and sell all gas turbines developed by the well-known U.S. company. In addition, Perkins will act as sales representative for Solar gas turbines not in production at Peterborough.

It is the intention of Perkins initially to manufacture the Solar gas turbines in the 50-200 h.p. range and to market the 500 h.p. Jupiter engine and the new 1250 Saturn from current production at San Diego.

Manufacture of the 50 h.p. Mars engine has already started at Peterborough. More than 2,500 Mars gas turbines, which weigh only 98 lbs. with standard gearbox and all controls, have now been built by the U.S. company. They have accumulated more than a million hours of operation in a variety of applications. These include portable pumps for firefighting and industrial purposes, generating sets, compressors, smoke generators, ship-board de-icing equipment and others.

FROM THEORY TO REALITY

Mr. Herbert Kunzel, president of the Solar Aircraft Company, stated: "In the last 10 years, Solar has concentrated on bringing the gas

turbine power plant from theory to reality. Today, turbines are finding a wide range of applications in commercial and military markets. We are proud of our agreement with Perkins and I am sure that close collaboration between the two companies will result in a continued increase in the use of gas turbines throughout the world."

Directors of Perkins Gas Turbines Ltd., are Mr. M. I. Prichard, managing director of F. Perkins Ltd.; Mr. Christopher Dykes, the well-known aeronautical adviser and Board member of B.O.A.C. Associated Companies Ltd.; Mr. T. H. R. Perkins, managing director of Perkins Engines Ltd. and a director of F. Perkins Ltd.; Mr. J. G. Dawson, engineering director of F. Perkins Ltd.; Mr. D. F. W. McNair, general manager of F. Perkins Ltd.'s new products division; and Mr. F. N. Kirby.

Mr. Kirby, M.A. (Cantab), A.M. I.C.E., A.M.I.Mech.E., who was previously works manager of the Brush Electrical Engineering Co. Ltd.'s turbine division, is general manager of the new subsidiary company.

Mr. W.E.P. Johnson, who has been closely associated with Solar for several years, continues to represent the Solar Aircraft Company in Europe.

PERKINS ENGINES ENJOYING MONOPOLY IN BERMUDA

Public transport on the island of Bermuda is powered exclusively by Peterborough-made Perkins diesel engines.

For the 70-strong fleet of Bermuda's Public Transportation Board, based at Hamilton, consists entirely of Perkins-engined Seddon buses.

Twenty are 25 seaters with four cylinder P4 engines and 50 are 35 seaters fitted with six cylinder P6 diesel engines.

The majority of the large buses used on the island have underfloor engines, but seven rear-engined vehicles are used for sightseeing

and have been found particularly suitable for this type of work.

During 1958, the Board's buses carried more than 3,455,000 passengers and covered 1,272,433 miles. Revenue totalled £205,094 and the undertaking made a net profit of £24,071 for the year.

Mr. J. G. Woodall, Bermuda's Director of Public Transportation, states: "Bermuda is only 24 miles long and the maximum speed limit is 20 m.p.h. Therefore, with stops, it is only possible for our buses to average 12 m.p.h. and the total mileage per year per bus is around 20,000 miles. However, our first 10 Seddon buses powered by P6 engines, which were delivered in 1950, are still going strong, all with the original engines."

RENAULT COMPANY PLANS EXPANSION

Owing to the demand for the Renault Dauphine in France and abroad the Regie Renault plans to expand its works once more.

Work has started on moving the gearbox section of the Billancourt factory near Paris to Cleon, near Rouen. The factory is partially completed and will eventually spread over 400 acres and employ 1,800 workers. All Renault gearboxes will be made there in future. Works have also begun on the extension of the factory at St. Jean de la Ruelle near Orleans where there is to be a new block incorporating a fully automated assembly line for valves. This factory will come into operation during the spring and all valves for the Fregate, Dauphine and 4CV Renault models will be made there.

MOTORINDIA

June 1959

MOTORINDIA

June 1959

MODELS AND THEIR Prices

CARS

	Rs. nP.
Hindustan Ambassador 1957 (Southern Automotive 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 Automotive Corporation Private Ltd., Madras. Prices are ex-Factory, Bhandup, Bombay.	
48 c.c. Scooterette	827 00
150 c.c. 'LD' Model Deluxe Scooter	1,795 00

VANS

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

CHEVROLET

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

132 1/2" W.B.	19,350 00
156 1/2" W.B.	20,080 00
174 1/2" W.B.	20,380 00
196 1/2" W.B.	19,580 00

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	24,260 00
216" W.B. Full Forward Petrol Chassis	19,430 00

TRUCKS & COMMERCIAL CHASSIS

Sundaram Motors (P) Ltd.

Leyland Comet "203" WB Passenger Diesel Chassis including S.T. & dely. charges

Leyland ECPO 2/2R-176 WB full forward control Passenger Chassis S.T. & dely. charges	35,500 00
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Leyland ECOS 2/1R-163 WB goods chassis including S.T. & dely. charges.

Leyland ECOS 2/2R-118 full forward tipper chassis including S.T. & dely. charges	34,700 00
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(V.S.T. Motors Private Ltd. and Pandyan Automobiles Ltd.) Tata-Mercedes-Benz Diesel Truck and Bus Chassis

L 312/42 165" W.B. 5-Ton Truck Chassis ex-Works, Jamshedpur	26,820 00
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LP 312/42 165" W.B. Full Forward Control Truck Bus Chassis ex-Works, Jamshedpur

LP 312-48 190" W.B. Full Forward Control Bus Chassis ex-Works, Jamshedpur	27,780 00
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 L 312/36 142" W.B. 5-Ton Truck Chassis ex-Works, Jamshedpur |

LK 312/36 142" W.B. 5-Ton Truck Chassis ex-Works, Jamshedpur	28,570 00
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L 312/36 142" W.B. 5-Ton Truck Chassis ex-Works, Jamshedpur

LK 312/36 142" W.B. 5-Ton Truck Chassis ex-Works, Jamshedpur	26,475 00
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Fargo (at Sundaram Motors Private Ltd.) Dodge (at Rane (Madras) Ltd.) & at Associated Accessories P. Ltd. Kur-nool. Prices duty paid ex-actory Premier Automobiles Ltd., Kuria, Bombay.

C3D6-116" (4) 7.00 x 16-6 Ply	12,662 00
C4D6-126" (4) 7.00 x 16-6 Ply	12,662 00
C3PW6-126" (4) 9.00 x 16-6 P.W. Ply	17,974 00

C4G6-153" (6) 34 x 7-1 Ply

C4G6-153" (6) 32 x 6-10 Ply

C4H6-153" (6) 34 x 7-10 Ply

C4H6-153" (6) 34 x 7-12 Ply

C4H6-193" (6) 34 x 7-10 Ply

C4H6-193" (6) 34 x 7-12 Ply

C4H6-193" (6) 34 x 7-10 Ply

C4H6-193" (6) 34 x 7-12 Ply

C4H6-193" (6) 34 x 7-10 Ply

C4H6-193" (6) 34 x 7-12 Ply

K6D200-116" (4) 7.00 x 16-6 Ply

K6D200-116" (4) 7.00 x 16-8 Ply

K6D300-126" (4) 7.00 x 16-6 Ply

K6D300-126" (4) 7.00 x 16-8 Ply

K6W300-126" (4) 9.00 x 16-10 Ply

K6D400-129" (6) 34 x 7-10 Ply

K6D400-153" (6) 32 x 6-10 Ply

K6D400-153" (6) 34 x 7-10 Ply

K6D400-171" (6) 34 x 7-10 Ply

K6D500-129" (6) 34 x 7-10 Ply

K6D500-129" (6) 34 x 7-12 Ply

K6D500-153" (6) 34 x 7-10 Ply

K6D500-153" (6) 34 x 7-12 Ply

K6D500-171" (6) 34 x 7-10 Ply

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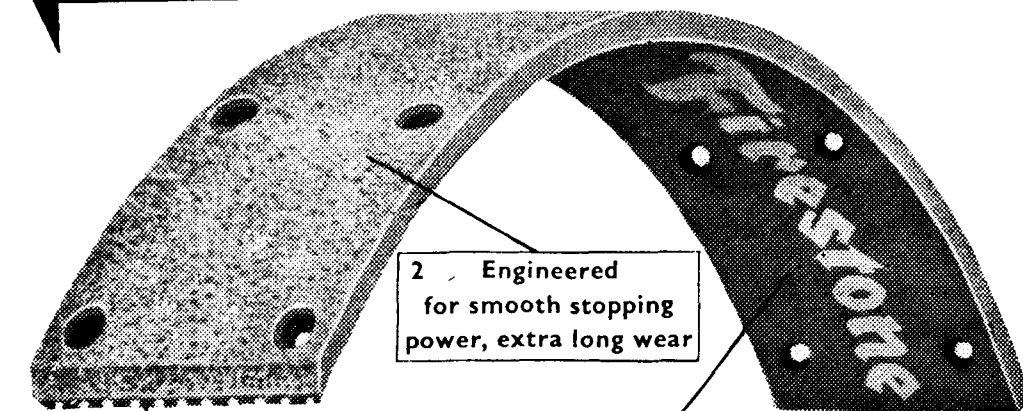
K6D500-171" (6) 34 x 7-10 Ply

K6D500-171" (6) 34 x 7-12 Ply

K6D500-171" (6) 34 x 7-10 Ply

Rs. np.

Firestone WIRE-BACKED BRAKE LINING



1. Strong Wire Mesh well embedded

2. Engineered for smooth stopping power, extra long wear

3. Resilient construction to fit shoe

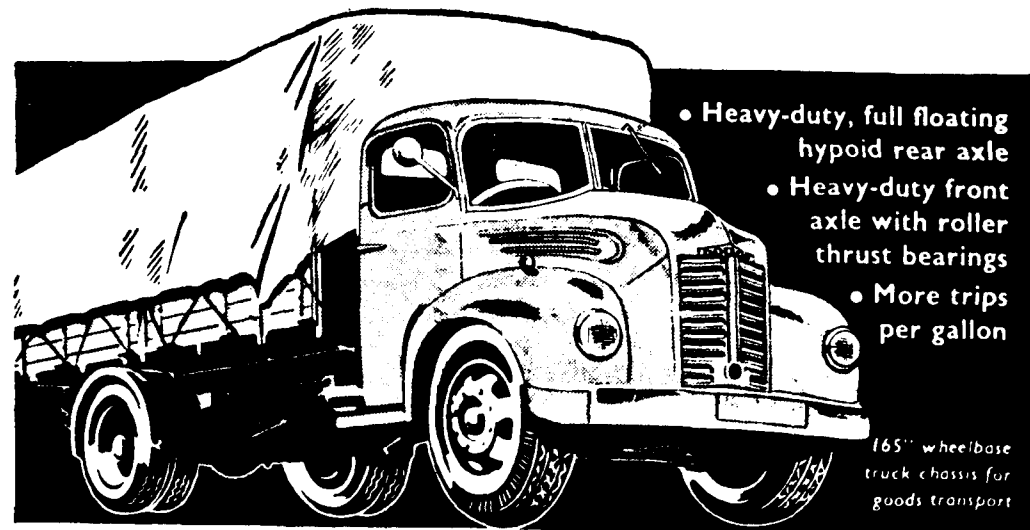
Firestone Wire-Backed Brake Lining is now available for most cars, buses and trucks. Special compound with wire mesh embedded to ensure proper seating of rivets, provides long-lasting, superior braking performance.

Firestone Brake Lining for
★ SAFETY and
★ LONG WEAR
★ at LOW COST



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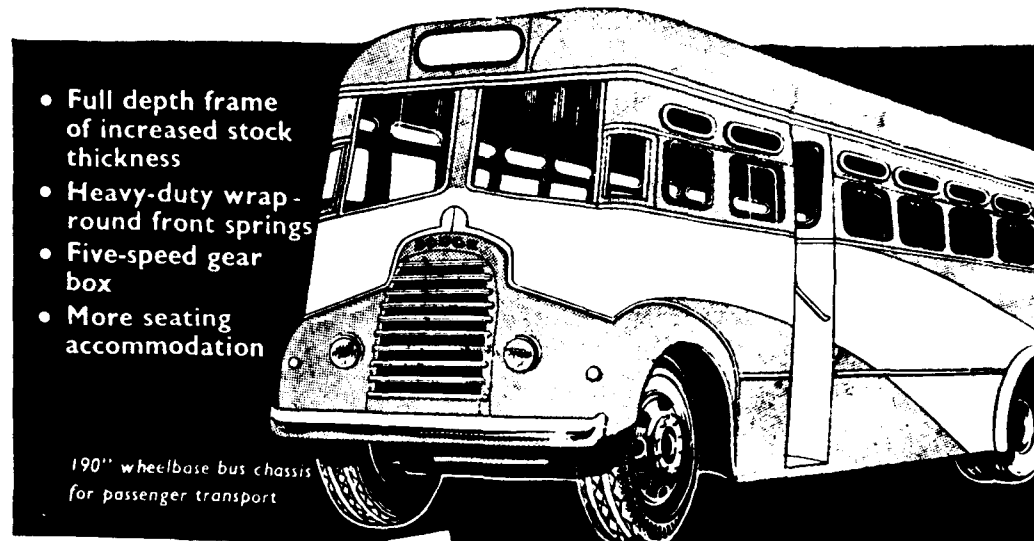


- Heavy-duty, full floating hypoid rear axle
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165" wheelbase
truck chassis for
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- Full depth frame of increased stock thickness
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- Five-speed gear box
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190" wheelbase bus chassis
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