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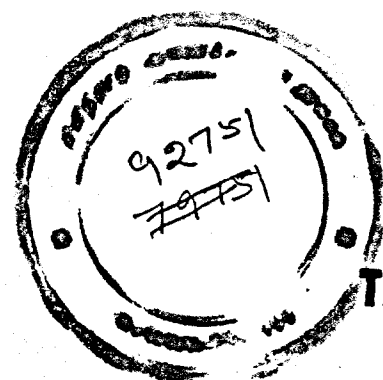
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Vol 4. No 11

June 1960

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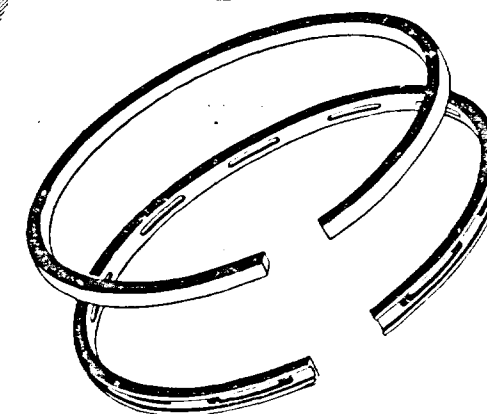
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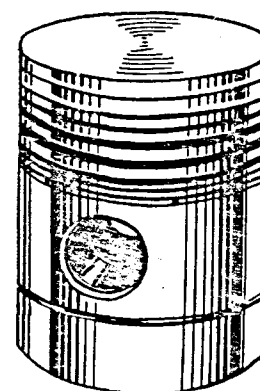
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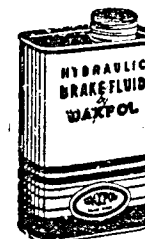
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No. 11

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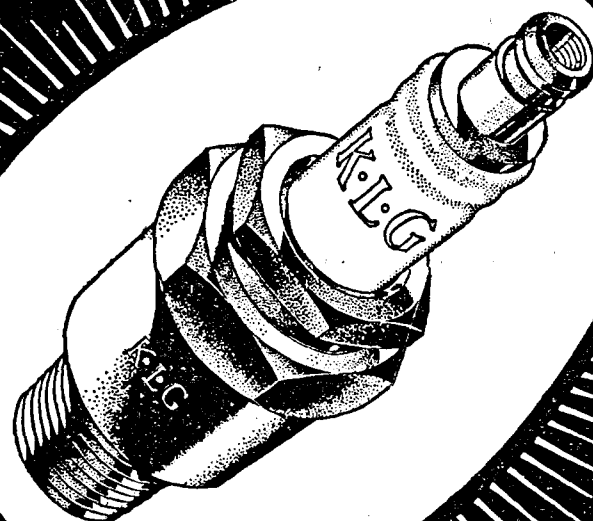


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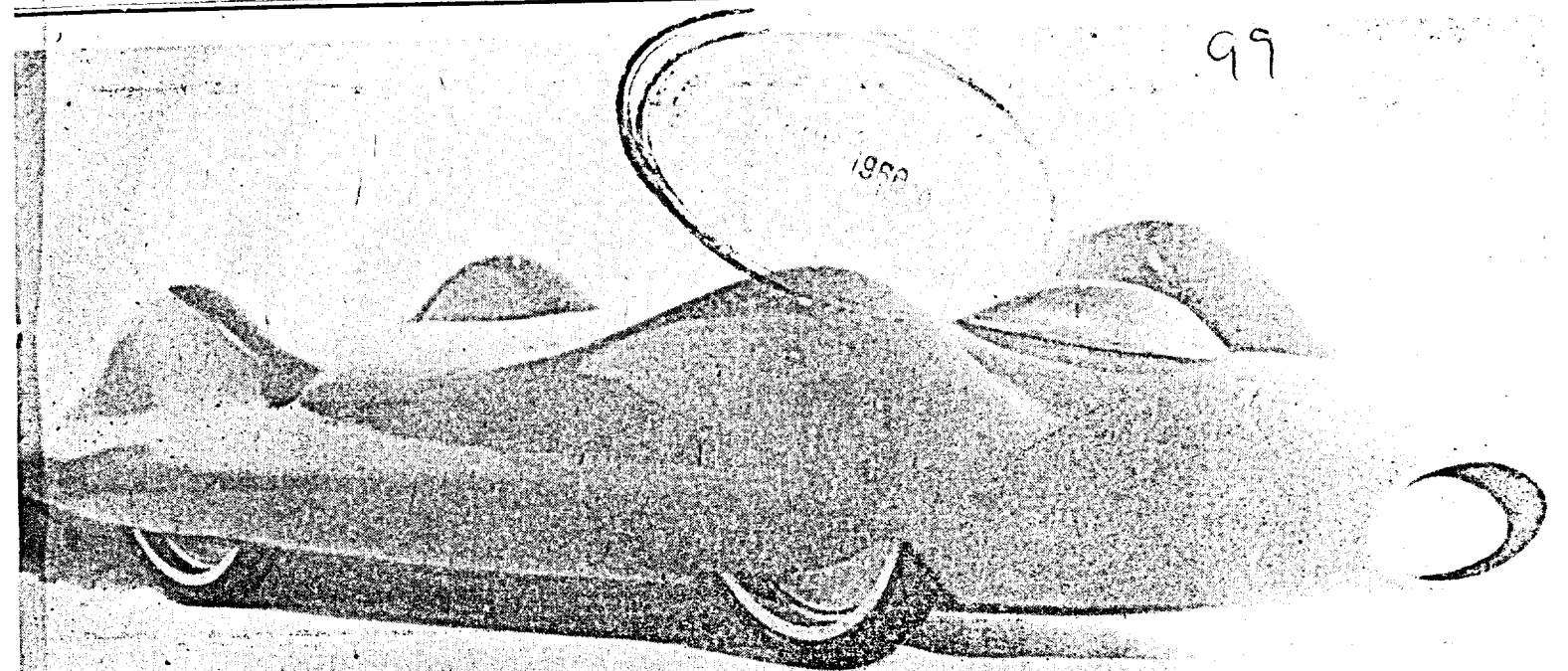
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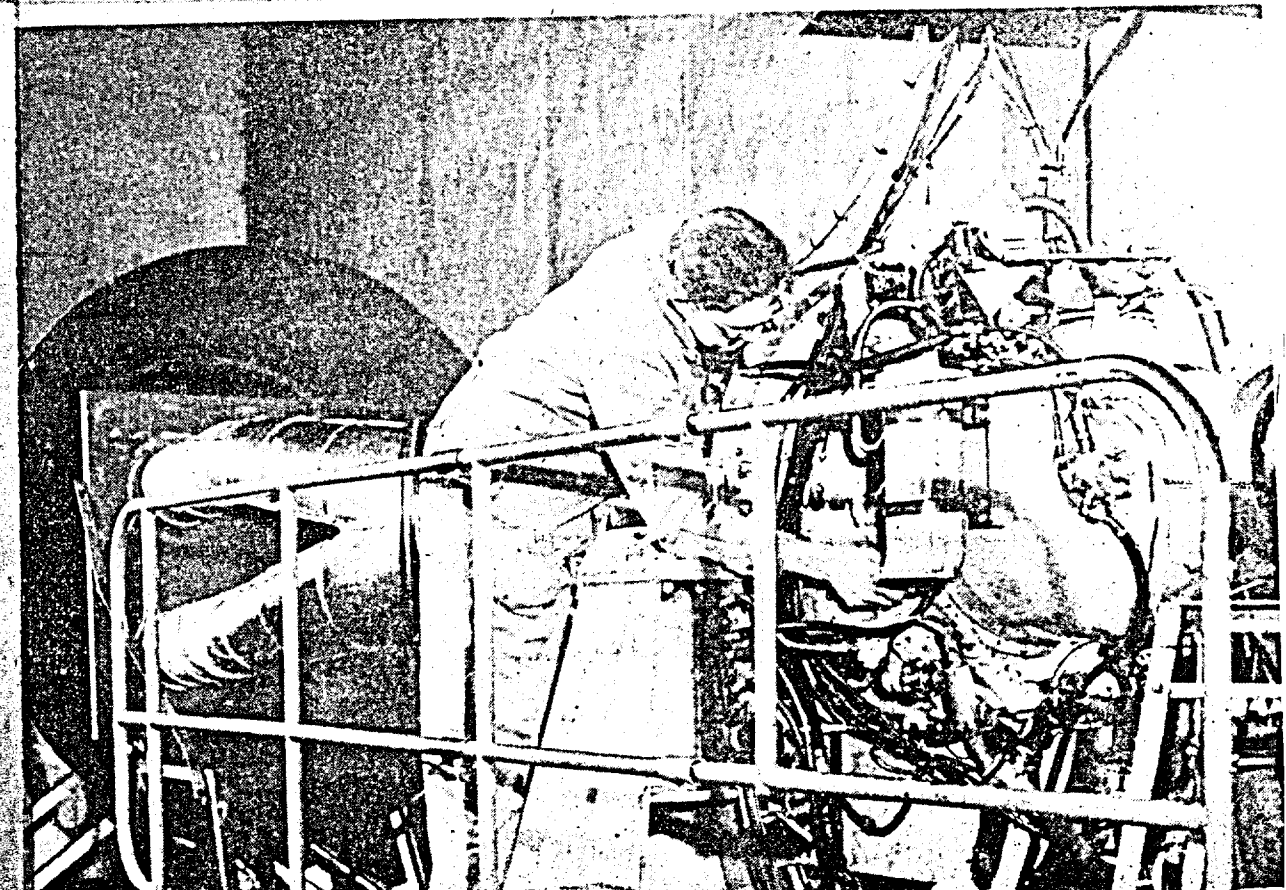
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THE NEW BLUEBIRD

Photo on top shows a model of the new Bluebird car, the U. N. 7 in which Donald Campbell will make an attempt on the World's Land Speed Record in September this year.

The engine—a Bristol Siddeley Proteus—is shown in the side. This gas turbine engine has the most simple ever transmission system on a four-wheel drive, with no clutch or



EDITORIAL

SPRING BOOM UNDER WAY

In INDIA small cuts in prices followed a rise in the tax on new cars. The Government still has its small car project in hand, is sending a mission to look at models abroad and get data or dope. But the other manufacturing countries are getting on with producing their own small cars and the USA is now seen as the big field for the small car. All the automotive giants have got a string of compact cars. Ford has a Falcon and the Valiant is Chrysler's answer to the challenge for smaller cars, both easy to drive and and easy to park.

The Rambler success story had much to do with the change of trend towards small cars in the USA. Another was the entry of the Volkswagen and the Renault Dauphine into the market reserved previously for British cars like the Hillman Minx.

This year all foreign makers eye the US market eagerly and the Japanese are out with a Datsun Fairlady—a low priced four-cylinder car. Even the Russians have started to sell their cars in New York.

But in India there is so far no foreign entrant into the market and the control on sales continues because car output is short of demand. However, there has been a pickup and spring fever may lead to more motoring holidays by those who can take time off to look the country over.

The small car boom has made for changes in UK output. The best showing for 1959 is made by Ford Motor again but Vauxhall (a General Motors subsidiary) ran it close. Standard produced a Triumph Herald to grip new buyers and the Mini-Morris was readily talked about in Britain as in India.

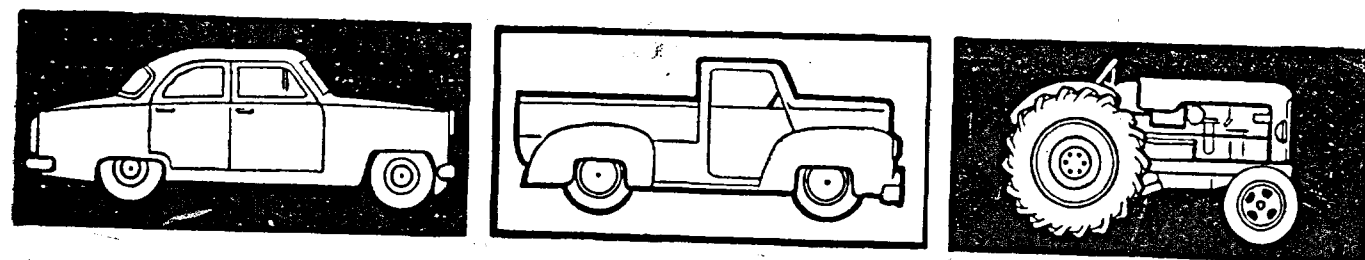
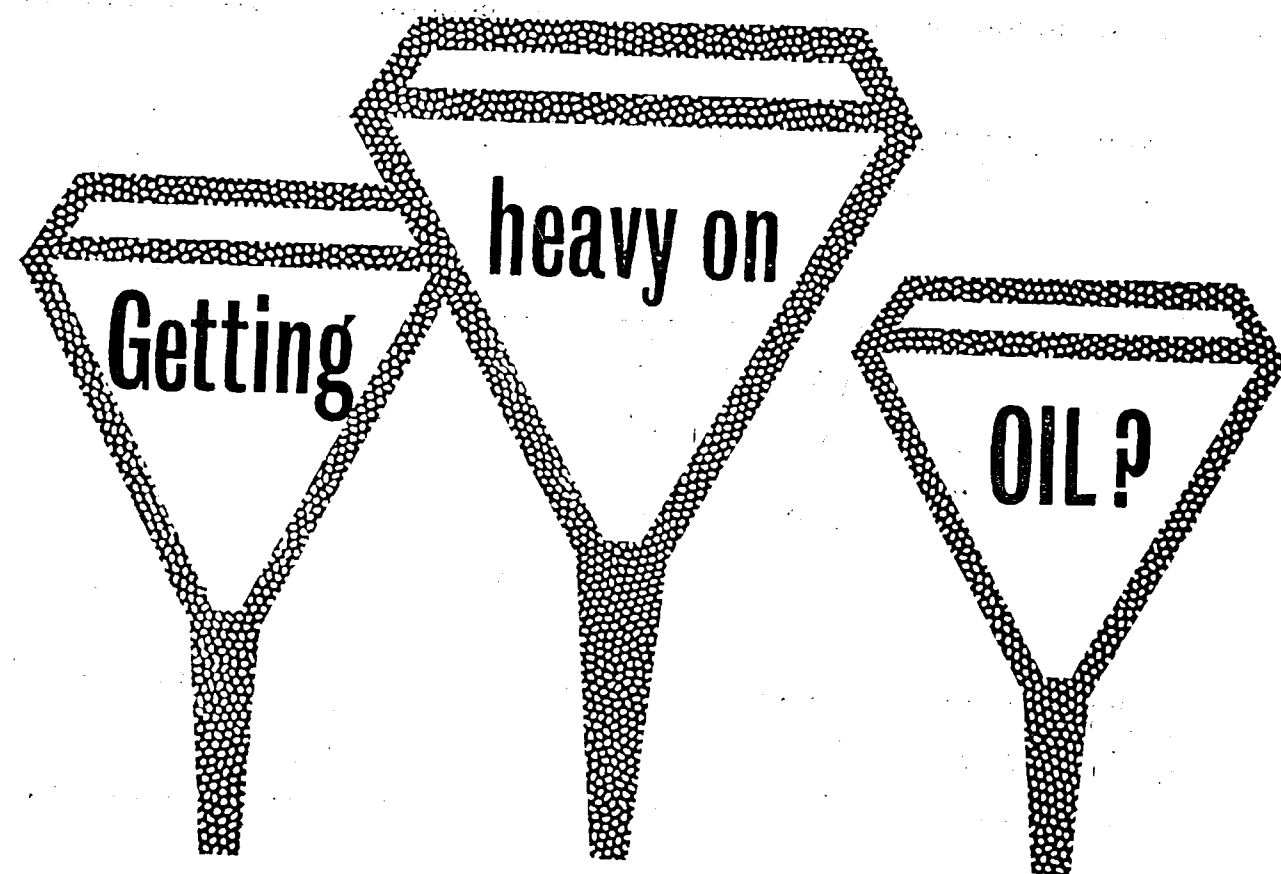
One thing is clear—big cars are out of fashion and the economy run is the ideal of all motorists. That may have its lesson for India's motor industry though tax concession recently given is limited to the 14—20 H.P.-class only.

There is no craze for bubble cars but the vogue of both the Fiat 11 and Standard 10 has impressed all who feel that small cars mean less traffic congestion in towns and they can give quite good results on the road. The failure of the Government to give a clear lead to Indian manufacturers can be forgotten, if Government does something—after Mr. K. C. Mahindra spoke out plainly about the essentials of progress in the industry.

More cars and smaller cars—that is a formula to fit the future when the middle class motorist cruising slowly, not the black marketer flying by in his Buick will be the familiar sight. That is now quite on the cards in the USA where imports of small cars are being checked by the production of compact cars. Compact is a nice word, a cosmetic word too, suited to the car of today.

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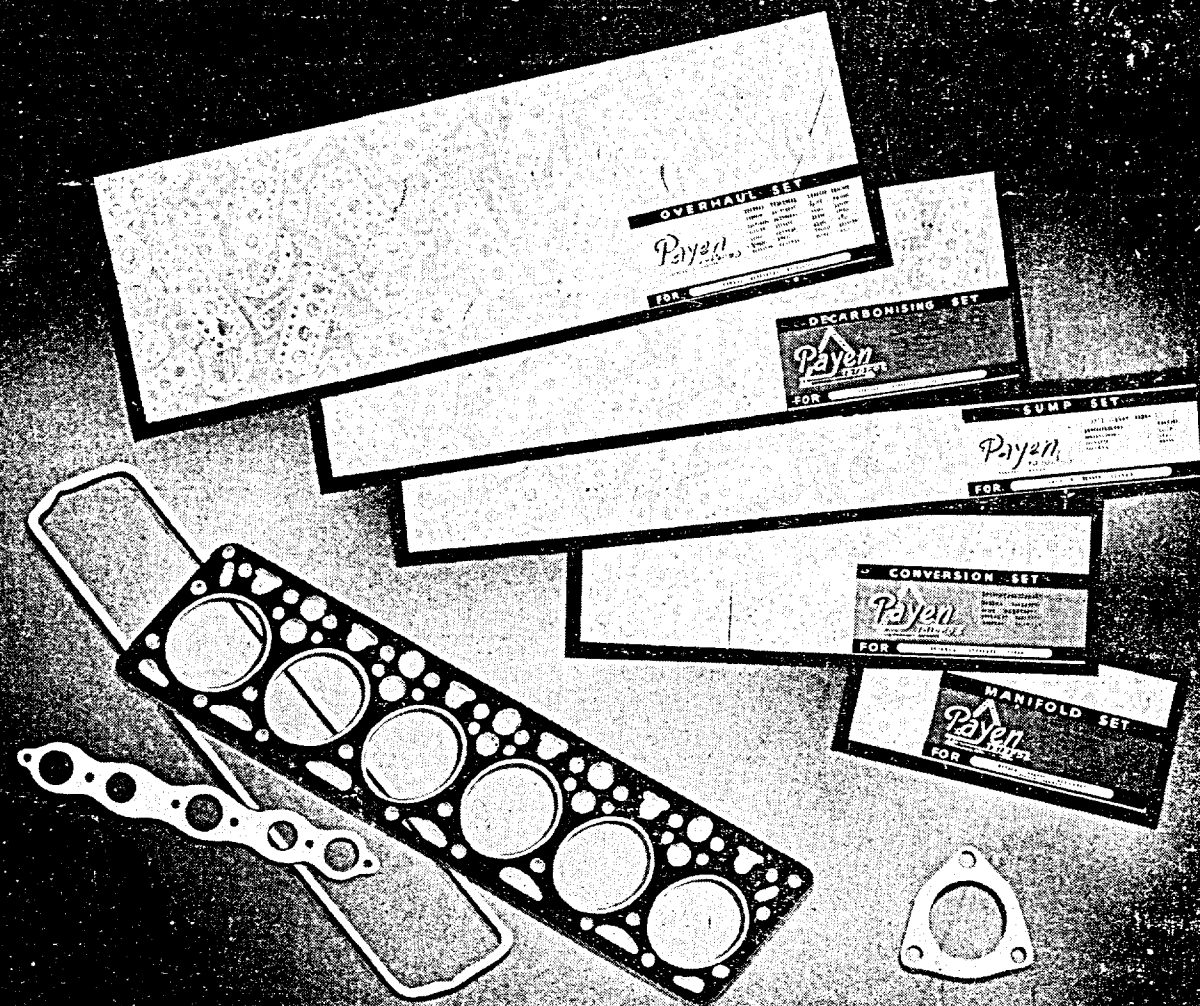
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A Few Thoughts on the Automobile

- Or WHAT IS A CAR?

Exclusive to Motorindia by A. HOLDEN.

Hullo! There! Still having trouble with that car of yours, I see! Bad luck! I know just how you must feel!

Yet things could be far worse. Supposing you had to still walk?

Although you may have (or believe you have) just cause to complain, criticise and abuse your car, there are perhaps others worse off than you.

Although it has been said that there's a lot to be "said" about a motor vehicle, equally there's a lot to be said against as well as for it.

If you don't mind, perhaps we might take a few moment off to look into this automobile business, and see what it's made of and what makes it "tick."

Isn't it amazing how much you knew about a motor car until in due course you became an owner? Then, and only then, did you realise how little you really knew about one, after all.

A car could be said to be what you wished you had before you acquired one, and after you got it, wished you'd never.

Or perhaps it might better be stated: A car is what you wished you never had when you got it, after you'd wished for it for so long.

Apparently, also, a car is that which you now own and which performs in an inferior way to and far worse than the man next door who (you believe) must have an important executive job (but probably is still paying for his limosine.)

A car can also be the means to an end, and also an end to a means.

A car is, similarly, what a pedestrian does not own. Yet when a motorist is without his vehicle, he, too, becomes a pedestrian, and the subject of much abuse.

The possession of a car can be the means of getting from one place to another, either for business or for pleasure, and we hope, for returning from given places while on pleasure of business bent, or is it?

A car has often been likened to "lethal weapon." As such it might be alright in the hands of one person, but not in another's.

Some cars can be driven speedily, some slow, while others can only speed downhill. Those who habitually speed, and have little or no self respect or respect and consideration for others, don't remain wreck-less for too long.

Cars can be small or large. Once, the size of the car was determined by the number of persons in one's family. Not so today. You buy a car and then set about increasing your family so that all the seating space in the automobile can be filled.

It does not go that a small car can be inexpensive, nor that a large car can be too expensive. Petrol and space seem often to be the governing factors.

Cars, of course, come in various categories, sizes and shapes. Yet isn't it strange how a small-sized man generally likes a King-sized motor vehicle, while a large-sized man—also finds a small size vehicle to his liking. In America they have to keep changing their cars because the owners will keep on "growing out" of them.

It's not so much size, over there, but the size of one's pocket.

Although cars are generally operated on the strength of their "horse power", there are far too many "donkeys" behind the wheels of our vehicles for safety. By the same token there are large amount of "asses" who think THEY can drive a car on our roads.

Cars can be sports or sedan types and also racing cars. Each car has a life-span, the length or duration of which may depend upon which category you fall into. But a "sporting" type may live longer than a racing individual.

Cars run on petrol, or something of like significance and purpose. There are, of course, petrols "plus" and petrol "minus"—specially when you have run out of it.

A car is run also on four wheels, guided and steered by a steering wheel, all parts are generally kept together by bolts and by nuts. Some of the biggest "nuts" are still to be found sitting behind the steering wheel, and often as not they'll "bolt" at the first opportunity.

When this "nut" is "tight" it's equally as dangerous as the "nut" who's too "loose."

A car has a radiator, though this appliance has quite a different meaning to another object of the same name found in many homes in cold weather. The home specimen works best when hot, and the car variety performs best when lukewarm, and neither hot or cold.

Cars have engines, both at the front and at the rear, but there are not many who have both at the one time. The engine at the back of a car enables one to have more "push," while the man whose engine is mounted in front might, in the long run, have a little more "pull" in the community.

As I said before a car can be employed for business or for pleasure, but the manner in which some vehicles are abused and/or treated, it's hard to know which constitutes business or pleasure.

It is a "pleasure" when your car performs up to full expectations, and it is probably nobody's business what you think when it DOES NOT.

There are cars that can be classed as good, as bad and indifferent, and, additionally, there's ALWAYS your

OWN car which possesses a little bit of all combined. Or none.

A car is what your neighbour boasts about to your face and abuses behind your back, but who rises up in arms when you express his own feelings about his particular choice, make or brand of car, to his face.

There are cars suited to two persons and cars that are suited to literally "armies" of passengers, and it would also seem that there are cars on the American roads "suited" mostly to the manufacturers. It might appear there that every time a new and larger model makes its appearance, the road authorities have to set about widening the thoroughfares to accommodate their bulk and size.

A car can be in a new, almost show room condition, or what is generally known as a "used" or "second hand" vehicle. A used car could be one that has outlived its day for somebody else, while it could seem that a "second hand" vehicle could better be described as a "third" or even "fourth hand" species.

A car looks better if housed in a garage, but a car can also look bad if it remains too long in a garage without being used. So it's no good just collecting them like stamps, you've got to use them—provided you have a licence.

Cars, naturally enough, need roads, streets or highways upon which to run, but they have been known to run on and down other things—pedestrians included.

When a car stops there's generally a reason. Either you have hit something, broken a wheel or axle, or perhaps you've run out of petrol. The good and experienced motorist should know which of these have caused his stoppage.

A car is no earthly good unless there's a "service station" cum garage in close proximity to your home or business, although familiarity with these places could breed contempt.

A service station exists to find fault in your vehicle where none exists, to sell you gadgets and appliances which you don't have any call for, and you find that the trouble you diagnosed yourself is really worse than you imagined!

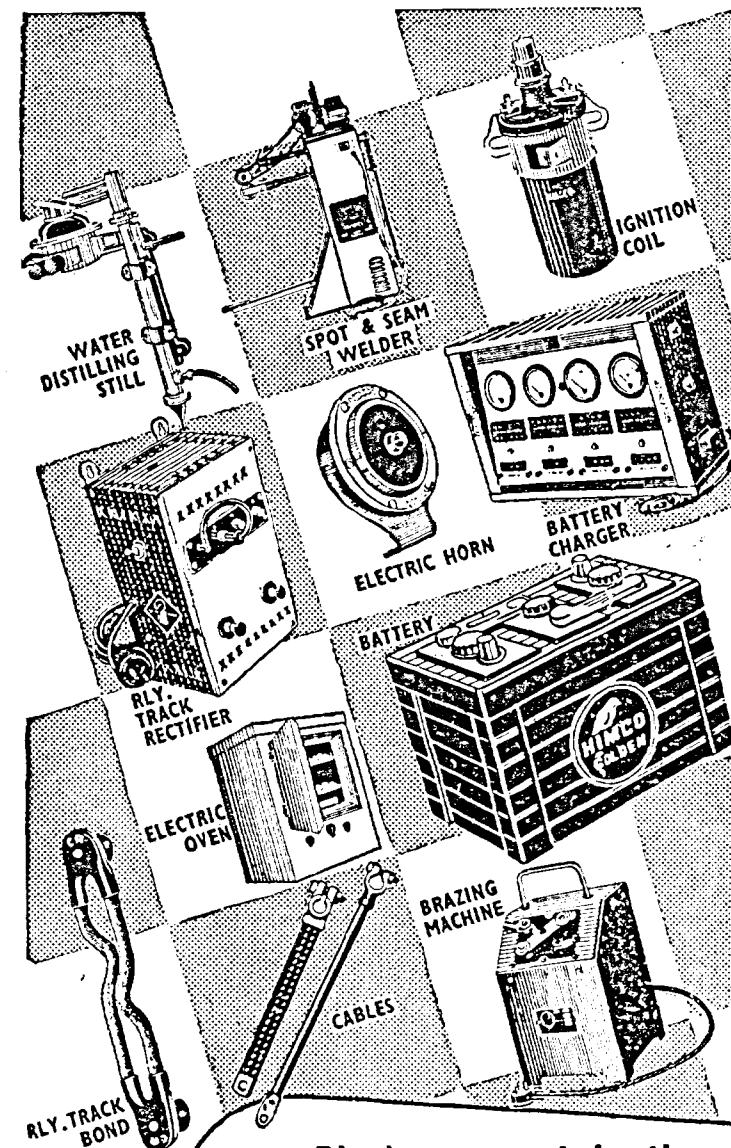
Cars can be driven up'hill and downhill, but they should not be driven up trees, as this is likely to become expensive and is not in the best interests of your car or of driving.

Before a car can be classed as roadworthy, the owner or driver of same should have a licence. This is a piece of paper giving him the right to drive a vehicle. It might be called "poetic justice" that a person who writes articles or poems for a living also needs a licence to perform one of those functions and not the other.

A car can be a nuisance and a blessing. A "blessing" when you really need it for some urgent medium of conveyance and a "nuisance," when it prevents your progress when you are a pedestrian; and should a car knock you down when you are a pedestrian, it can be also called a "blessing," even if in a different sense.

It looks as if I'll have to end here. It would appear that I have stopped, that is, the car has. I must see what's the matter.

Oh! Oh! Another flat tyre!



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Trends in Transport Fuels

The various transport media together constitute the important sector of the non-communist world's demand for petroleum products, albeit one which in the U.S.A. and in Western Europe has lately been growing less rapidly than other uses. It is a market which has called for continuous adaptation on the part of the oil industry as the engineers have stepped-up compression ratios, increased the popularity of diesel propulsion and brought the gas turbine into common use. Nor is there any reason to suppose that finality in the matter of engine design or fuel requirements has yet reached. Some of the changes likely to be witnessed in the next few years were suggested by Mr. W. S. Ault of Shell-Mex and B.P. Ltd., in a paper presented to the Institute of Petroleum in London.

Much of what Mr. Ault said was applicable to markets in general. However, his paper had special reference to the United Kingdom, where transport uses are currently consuming about 11 million long tons of petroleum products annually. This tonnage (in 1958) was divided approximately as follows: road vehicles, 6,400,000 tons of gasoline and 25,050,000 tons of automotive gas oil; aviation fuels for civil and military purposes, 1,565,000 tons; inland waterways and coastal shipping, 684,000 tons of fuel oil and 252,000 tons of gas/diesel oil; railways, 80,000 tons of gas oil. Road transport accounted last year for 45 per cent of the ton-mileage of the country's total inland and coastal goods transport; of the latter, seven per cent was accounted for by the movement of petroleum products.

As regards gasoline-engined motor vehicles, the speaker foresaw some further raising of compression ratios, with a consequently increased emphasis on premium fuels. (Two U.K. manufacturers have recently launched new models with compression ratios of 9.3:1 and 8.9:1, respectively). But he thought that the upward movement of gasoline octane ratings would be limited because existing premium fuels leave a margin for further engine development in the ordinary family car and, secondly, because a combustion abnormality known as rumble is encountered at compression ratios of just over 10:1. (Though not yet fully understood, this is a form of surface ignition in the cylinders which makes itself evident by a distressing noise from the bearings; it can lead to mechanical damage if allowed

to persist.) Though the use of phosphorus additives in the fuel is a valuable palliative, it is not a complete cure. Consequently, American designers have had to call a (temporary?) halt to further increases in compression ratios, and in some cases to make a slight reduction.

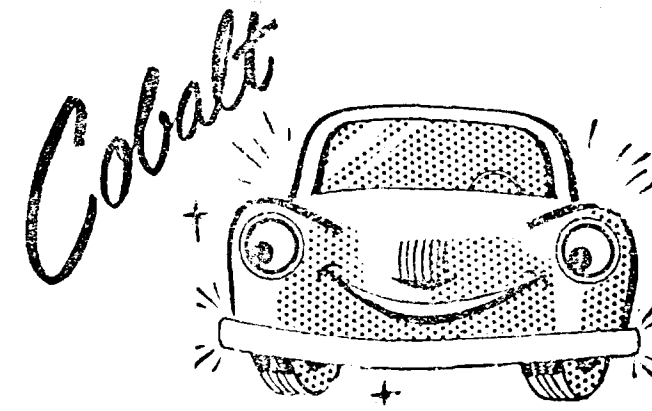
The long-term switch from spark-ignition to compression-ignition engines for road vehicles may, for well-known reasons, be expected to continue, though at a slower pace now that the more profitable conversions have been completed. Taking the motor fuel prices current in the U.K. (which in each case include a tax of 2s. 6d. per Imperial gallon), Mr. Ault roughly demonstrated the higher thermal efficiency of the diesel as compared with engines using regular or premium grade gasolines.

As against its superior fuel economy (especially when running at part load) and its longer life, the diesel has the familiar disadvantages of higher capital cost, due partly to its expensive fuel injection equipment, rougher and noisier running, a restricted speed range and perhaps higher maintenance costs. These disadvantages have hitherto hampered its general application to private cars, and they seem likely still to do so. Perhaps this is just as well, for the oil industry would be hard put to it to supply—in addition to meeting other demands for middle distillates—a sufficient quantity of the present type of automotive gas oil, if there were a widespread conversion of private cars to diesel propulsion; the industry might, more-over, be left with a surplus of gasolines, as is already happening in some countries.

As regards rail transport, British Railways favour electric traction on routes where traffic is very dense. Though electrification entails a high capital outlay, for track work, sub-stations, rolling stock, etc., it makes possible a big reduction in labour costs per train-mile; in favourable circumstances this saving may be as much as two-thirds, compared with steam traction. Electrification also means lower fuel costs as compared with the steam engine, though these remain much higher than with diesel locomotion except where abundant supplies of hydro-electricity are available.

It is in the main the overwhelming superiority of the diesel in terms of thermal efficiency, and therefore of operating costs, which has led British Railways in its modernization plan to favour this method of propulsion for most of its passenger services, as well as for shunting purposes; and thus to decree the early demise of the steam locomotive. British Railways were expecting to take delivery of 388 main-line diesel locos this year, having had 103 in operation at the end of 1958; and they expect to have about 4,000 diesel vehicles (for use

DID YOU KNOW?

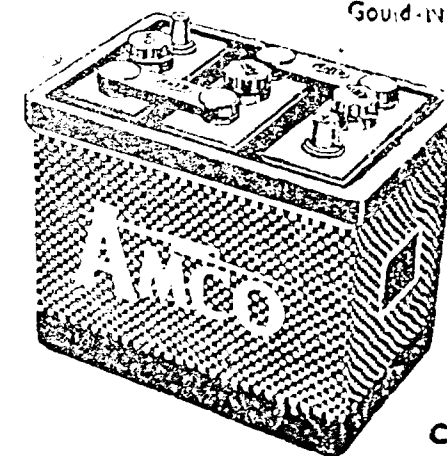


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in multiple-unit diesel trains) in service in about two years' time, against 2,900 today. In Mr. Ault's opinion, both the rail-cars and the locomotives are operating satisfactorily on the distillate fuel now supplied, and it therefore seems unlikely that any change in quality will be called for. Nor does the development of new diesel engines for railways use, with markedly different fuel requirements, seem at all likely under the conditions prevailing in the United Kingdom. In particular, the use of part-residual fuels would appear to be even less attractive here than in the U.S.A., where one railway company uses a fuel of this type.

Attempts to adapt the gas turbine to the requirements of rail transport have so far proved disappointing. The main difficulty, said Mr. Ault, is that of maintaining high efficiency at part load without the use of fairly bulky and troublesome heat exchangers. The loss of efficiency would be less important if residual fuels could be used, but this is difficult in the size of turbine required for railway work. Nevertheless, the gas turbine's supporters must be expected to continue their strenuous efforts to solve the problems which its use would entail.

Turning to marine transport, the speaker was confident that the preferred fuel will continue to be oil for many

years to come. (Nuclear propulsion has, of course, attracted much attention; but its capital cost is at present so high as to confine its use to special applications, such as submarines and the Soviet ice-breaker *Lenin*). Since the war, an additional impetus has been given to the use of diesels for ships' propulsion by their proved ability to use the cheaper grades of fuel oil. However, by the adoption of higher temperatures and pressures, a parallel improvement has been achieved in the thermal efficiency of the steam turbine, which has narrowed the gap between this and the diesel. The table gives typical fuel consumption figures for main engines of modern design:

Fuel Consumption

(Pounds per shaft horse-power-hour)

Supercharged diesel	...	0.34
Steam turbine	...	0.53
Gas turbine	...	0.60

For ships which require main engines with a high power output, either because of their size or high speed, the oil-fired steam turbine makes a strong appeal. But, as was shown in the article "The Appeal

of the Diesel Tanker" in our issue of August last, many factors other than fuel costs enter into the choice of marine engines. The gas turbine has been a slow developer in the shipping world, despite the painstaking experimental work undertaken with Shell's tanker *Auris*. A special application of this power unit is in small, high-speed, naval craft, because of its high power output in relation to its size and weight, and its freedom from vibration. For civilian small craft, however, the diesel is virtually unrivalled, combining fuel economy with a saving in engine room staff. It seems unlikely, in the author's view, that developments in steam turbines, gas turbines or diesels will call for any drastic changes in marine fuel qualities.

For aviation use, gasolines of the types 108/135 and 115/145 will continue to be required so long as piston-engined aircraft are in service; by the use of new anti-knock compounds, the oil industry could probably provide aviation gasolines with an even higher performance should the need arise. The rate of decline in the demand for piston-engine fuels—which must, of course, result from the more general adoption of turbine propulsion—will largely depend on the rate of development of "second line" civil

air transport, whose extent, during the next few years, will be largely based on second-hand planes.

Parallel with the decline in demand for aviation gasolines there will, of course, be a growing consumption of turbine fuels. Both military and civil requirements seem to be met satisfactorily by current qualities of these fuels, but the author envisaged a small demand for special fractions, to meet the needs of very high-speed aircraft and the rocket motors of ballistic missiles.

The speaker summed up the main implications of these various trends from the oil industry's standpoint as follows: There will be a steadily increasing demand for premium motor gasolines, though whether there will be further marked increases in octane ratings will depend firstly on solving the problems attendant on compression ratios of over 10:1, and secondly on considerations of cost. A gradual increase in the tetraethyl lead content seems likely, but this should cause no difficulties with engines of modern design. Meanwhile, the growing consumption of automotive gas oil could mean higher manufacturing costs, and therefore higher prices to the consumer, if it were accompanied by a demand for a further reduction in sulphur content or improvement in ignition qualities.

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Rhymes While You Ride?

By A. HOLDEN

"I'm afraid, sir, you've been speeding.
Take this ticket warning!"
"O.K., constable, as a Judge,
I'll fine myself in the morning."

"You wouldn't know the difference
Between petrol and/or beer."
"Yes, I do, you smartie!
You can by the taste, I hear!"

There are many drivers who
Have mishaps by the double,
But more than likely these
Are no more than "fool" trouble.

Slow driver to a speedster:
"Hurry along like that, old pal
If you are *that* anxious to
Be first at your funeral."

Cough, splutter, whirrah!
Crash, crunch, kerplunk, stoll!
Thump, chatter and splurge!
"Gosh, there's no petrol!"

If there's a car for one's personality
I find it hard to understand
What would suit the tax man
Would a tank or armoured van?

There's a right and a wrong way
To drive a car in life.
There's yours and there's mine,
And, of course, one's wife!

He purchased a bottle of perfume
To deodorise the car, Bedad!
Would you say that was in
Good taste, or odour bad?

"Discovery drive our cars,"
The advert. said. But halt!
Would this lead to "discovering"
Just more than one bad fault?

There IS something to be said
For the back seat driver
But I cannot now recall
If it's his bark, bite or gall.

"Let's go for a drive," he said.
"Where to? I don't really know
These times you cannot tell where
You're head, or if 'tis safe to go!"

"A masterpiece in oils," is
The claim of a petroleum body.
Bad luck there's so many
Artists at the wheel, with today.

Far too often there's danger on a bend
Corner, like as not a bend
This is a "grave" matter always.
Just injuries or comes the end?

Trouble with the 'human race' is
When we get behind a wheel

We drive like mad and speedily,
And act just like we feel.

He had no sense in driving.
He threw caution into the wind.
'Twas tragic, my name as passenger
Was Harry Charlie Bill Wind.

He was a man with plenty of "push."
That's good. I'm glad it is so.
I've just blown a gasket
He can "push" to make us go.

Never drink when driving
Never drive with drink.
You may believe you're right.
But THAT'S only what YOU think.

Some prefer a Chevrolet
Some like German cars for a prize
But here I must point out
I like 'em small, I'm just Anglia-size.

A jeep as a "workout" vehicle
Is quite alright, it's nice.
And if you think it expensive
It's "jeep" at any price."

An Australian chemist and musician
Plays a guitar to check his ability
At safe driving, after drinking,
But if he played a cello, there'd be some
second thinking.

Isn't it strange and not funny, how
Every second driver will strive
To think nobody can drive like
Him and still remain alive.

Charlie was a wrestler, also
An auctioneer as well.
He didn't know his strength
When "knocking" down cars to sell.

"I'm giving up my taxi,"
He said. "Alas and alack.
I don't like the way everybody
Talks behind my back!"

It's the man behind the wheel
That matters, not the one in front.
But in the interests of Road Safety
The latter always bears the brunt.

Cars have been called "lethal weapons"
Tis too true, by Dang!
Cause often when they start off
They do so with a bang.

"Please drive carefully," so
The insurance statement said
"Your contract will expire before
You do so first instead."

A car minder is a person who
Who does his job alone
As long as he's 'minding'
Vehicles not his own.



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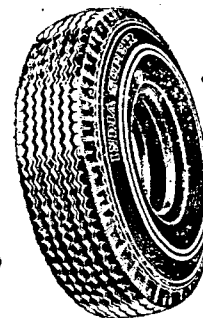
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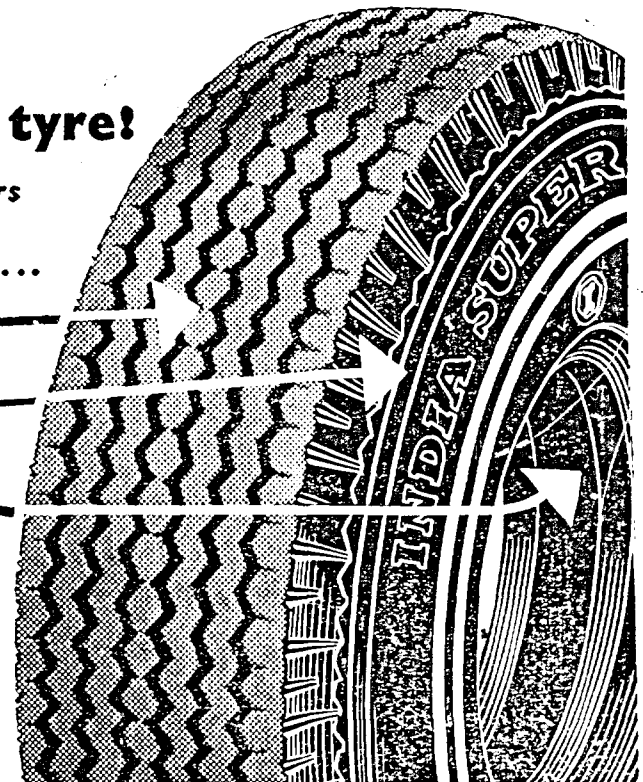
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 6. Extra safety against punctures and blow-outs

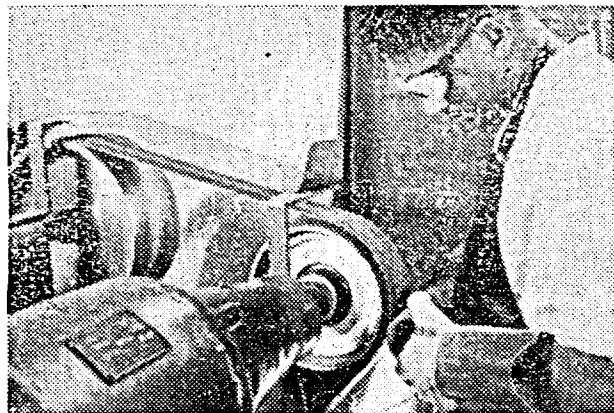


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Oil in the Third Plan

Among the many plans prepared with varying realism for economic development in different countries, those of India are momentous. Not only are a vast number of people affected, but the attempt is being made to move gradually towards a socialist state without diminishing the liberties of the people and with due respect to the autonomy of the states, and at the same time enlisting the continued co-operation of private enterprise. The success of the First Five Year Plan, and the disappointments of the Second, are helping to mould the Third Plan, to be finalized by March 1961. The draft of the Planning Commission, approved by the National Development Council, doubles the outlay of the Second Plan to a total of Rs. 11,000 crores (£8,250 million), of which Rs. 7,000 crores (£5,250 million) in the public sector (1 crore rupees: approx. £750,000). For oil, coal, and mining, public investment of Rs. 400 crores (£300 million) is foreseen, of which Rs. 115 crores (£86½ million) on oil. This will cover the development of the Oil and Gas Commission's Cambay field, which the Minister for Mines and Oil has stated in Parliament is a commercial field, whose potential is not yet assessable. However, by the end of this year it should be possible to make plans for a medium-sized refinery in the Cambay area. Drilling by the Commission is to continue in Sibsagar area in Assam and three or four more wells will be drilled at Jwalamukhi, in the Punjab, where gas has been discovered. Besides the north and west, exploration by the government is going on in the Cauvery basin in southern India. The government will continue its 25 per cent participation in the Indo-Stanvac project under which Stanvac has drilled over half a dozen dry holes in the Bengal basin.

The Minister has frankly admitted that the Oil and Gas Commission's work is hampered by shortage of technicians and equipment, and that the necessary large scale extension of the search for oil in India will depend very largely on the results of the recent invitation to foreign companies to explore in the country. The deadline for offers was prolonged by two months to 31st March, and interest is reported to have been shown by Pan-American, Conorada, Caltex, Gulf, Stanvac, Shell, Burmah Oil, ENI and a Japanese group. Kerr McGee has offered to work on a contract basis, and the French Petroleum Institute, which is setting up an Indian Petroleum Institute, has offered its services to the government, possibly for exploration in Kutch. The Indian Oil Rules left the financial terms open and subject to negotiation, so that in each case agreement between the government and the various companies has to be negotiated, which could well be a lengthy business as well as a difficult one in view of the relative unattractiveness of the regions open for private exploration.

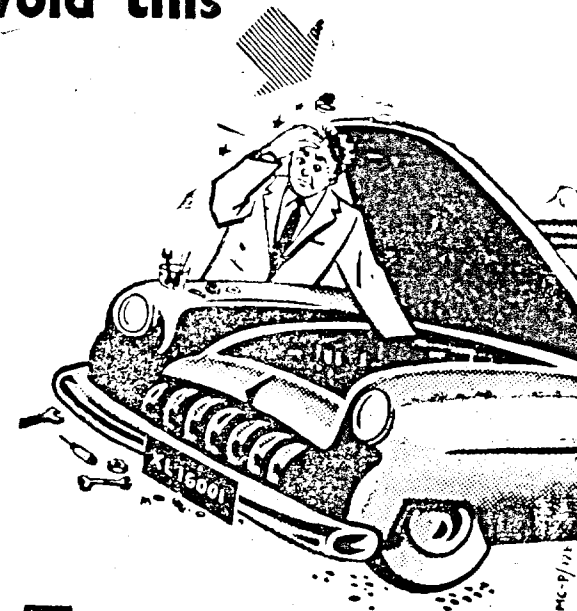
Besides the oil allocation under the draft Third Plan, Rs. 61 crores still remain to be spent on Second Plan oil projects, made up of Rs. 40 crores on completing the

two state refineries to treat Assam oil, Rs. 6 crores on setting-up the state marketing organization, and a further Rs. 15 for contingencies. The total cost of the 750,000 tons a year refinery at Gauhati will, it is stated by the government company Indian Refineries, be Rs. 20.76 crores (£15.6 million) towards which a credit of Rs. 5.23 crores for technical assistance and equipment is being granted by Rumania. Estimates for the 2 million tons Barauni refinery to be built with Russian help are not yet finalized. Burmah-Shell Refineries wishes to enlarge the capacity of its refinery near Bombay from 2.6 million to 3.9 million tons a year, and to build a 50/100,000 tons a year lubricants plant; and the matter is under negotiation with the government. Several other proposals have been received by the Government for lubricants manufacture, including one by Stanvac. The Government's own oil distributing company, destined to help sell the output of the government's two, and possibly three, refineries, has a programme for constructing storage tanks and is now negotiating for the import of products from Russia for which it would use existing government-owned facilities: about 180,000 tons, largely kerosene, are expected to be imported from the U.S.S.R. this year, and products worth Rs. 1.5 crores from Rumania.

The oil industry will also be affected by the provisions for other fuels and for transport in the draft Third Plan. There may be a shortfall in coal production. Although this is due to rise by 36 million tons from the estimated level of 54 million tons (reduced from 60 million) at the end of the Second Plan, the targets are not being attained, and the coal shortage is already serious. Output in the public sector has risen from 4.7 million tons in 1956 to 6.6 million tons in 1959, and that in the private sector from 34.7 million tons to 40.2 million. Long hauls and inadequate rail capacity are restricting coal usage, and the railways will receive Rs. 890 crores out of a total transport allocation of Rs. 1,450 crores (£1,087 million). Road development will get Rs. 250 crores, but this is considered so inadequate that an increase to Rs. 400 crores is mooted. About 100,000 more commercial vehicles are expected to come into use during the Third Plan.

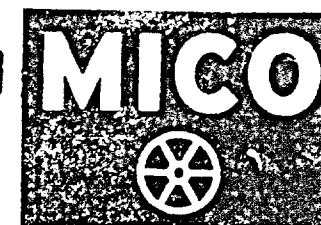
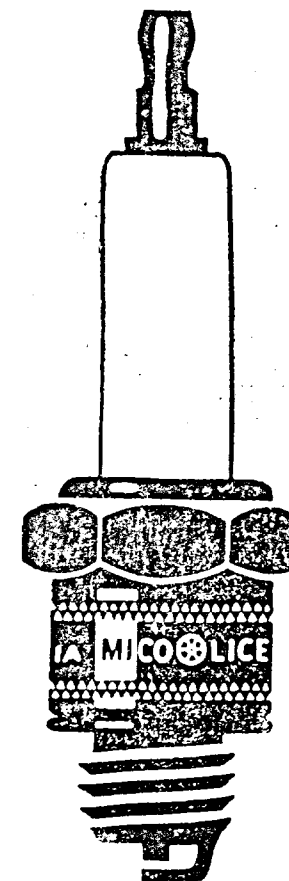
The three well-known foreign bankers who recently made a brief study on behalf of the World Bank of the economy and of the outline of the Third Plan found its targets relatively modest but involving increased sacrifice at home and increased aid from abroad. They laid stress on the part to be played by fertilizers in the agricultural expansion which is given first priority (among projects is a state-owned 40-50,000 tons nitrogen plant using Naborkatiya natural gas) and the importance of phasing industrial expansion—for example, seeing that production of coke keeps pace with the needs of the steel industry in which India has a comparative cost advantage. They also urged that the expansion of exports should receive as much attention as the reduction of imports. Allowing for an expected population growth of 50 million during the next five years (largely due to living longer) the yearly income per head may, by the end of the Third Plan, be raised from about 65 to about 74 dollars. (By exclusive arrangement with P.P.S., LONDON).

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New ROLLS-ROYCE for the Queen of England

Queen Elizabeth has just taken delivery of a new Rolls-Royce Phantom V with V8 engine and 7-passenger limousine coachwork by Park Ward.

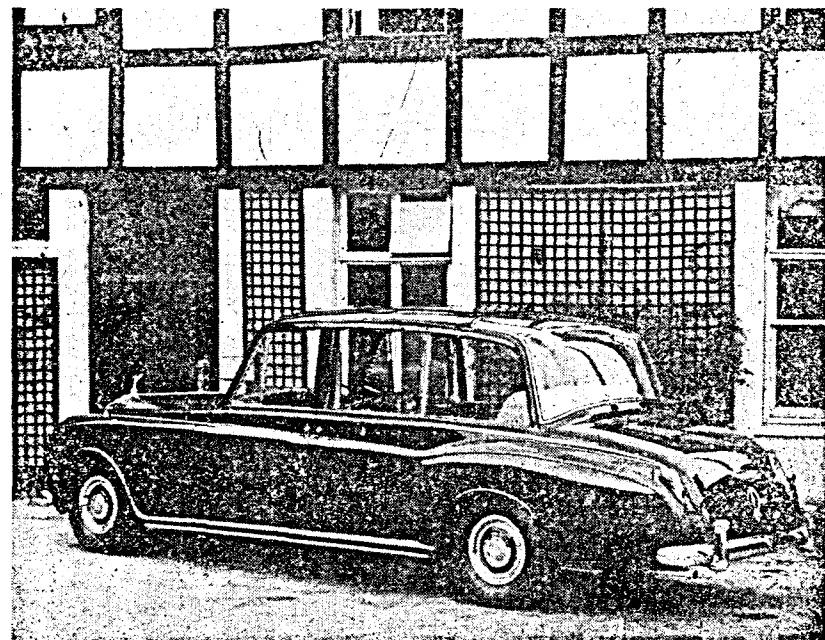
from GORDON WILKINS.

It is finished in maroon and black with upholstery in West of England cloth, grey for the rear and blue for the front seats. To allow the occupants to see and be seen on ceremonial occasions, the seats are higher than usual and the roof line is about four inches higher than on the standard limousines. There is a glass panel in the roof and the whole rear quarters are formed by a transparent plastic moulding. The interior can be illuminated by high voltage fluorescent lighting supplied from a transistor vibrator unit in the trunk.

For private occasions the glass in the roof is covered by an electrically operated sliding panel and the rear end of the roof is enclosed by folding metal quarter panels which are carried in the trunk at other times. Front and rear compartments are supplied with fresh, warm or refrigerated air from the latest Rolls-Royce air conditioning system. Glass division and side windows are electrically controlled. Separate radio sets are provided at front and rear. A shield of the royal arms and a flagstaff carrying the Royal Standard can be raised from inside the car. Length is 19 ft. 8 in., width 6 ft. 7 in. and height 6 ft. 1 in.

NEW PEUGEOT 404. FOUR—FIVE—SEATER 1.6—LITRE.

The long-heralded new Peugeot turns out to be not a successor to the recently abandoned 1.3-litre 203 as some people had predicted, but a new 1.6-litre four-five seater, more powerful and slightly more expensive than the 403, which continues



A new Royal Car - the Rolls Royce Phantom V - showing the moulded rear roof section giving exceptionally clear visibility.

in production in its normal and newly introduced 1300 cc economy forms.

The new car has a 1.6-litre over-square engine canted over on its side at 45 degrees and offers body space almost equal to the 403 but is smaller and lower built. Body styling, for which Pinin Farina acted as consultant, is a synthesis of the work he has already done for BMC and Lancia, and shows no points of originality. It is thus appropriate to the solid conservative tradition of Peugeot who have founded their reputation on excellent quality and durability of their cars rather than on styling or technical innovations.

However, the 404 does depart from previous Peugeot practice in

many ways. The canted engine is said to drop the centre of gravity of the power unit by over 2 in. It also permits a low bonnet line, but full advantage has not been taken of this as a large carburettor air cleaner is placed above the engine. The gearbox is a conventional unit with four speeds, all synchronised, top being direct, whereas the 403 has direct drive on third and a geared up top. However, with an axle ratio of 4.2 to 1 the 404 does 17.67 mph. per 1,000 rpm. on its direct top, against 16.71 mph. for the 403 which uses a geared up top in conjunction with an axle ratio of 5.75 to 1. Transmission is by torque tube and worm final drive as on previous models, with suspension by coil springs and non-concentric telescopic dampers. Front suspension is however, a departure

for Peugeot, utilising a long suspension strut which also acts as steering kingpin in a similar way to the Macpherson system on the British Fords, and the type used on the French Vespa. The outer casing of the damper acts as the kingpin and has the hub attached to its lower end. The upper pivot is a ball bearing in the cup at the lower end of the concentric coil spring. Apparently the whole assembly is centered by the damper piston rod which is anchored in a cup in a bonded rubber mounting high under the front wing. The lower end of the damper carries a ball joint which is mounted in the outer end of a transverse track control arm, a light diagonal tie running forward to an anchorage on the car frame to take braking forces. The four-door body is a unit structure in steel.

The engine, following Peugeot practice is a four-cylinder unit with

cast iron block and crankcase, and inclined valves in hemispherical combustion chambers operated by angled pushrods and opposed rockers. The valves are set at a smaller included angle than previously, in a modified combustion chamber said to promote more turbulence, and the crankcase descends further below the crankshaft centre line. It is an over-square unit with bore and stroke of 84 x 73 mm (1,616 cc giving 72 bhp (SAE) at 5,400 rpm. Maximum torque of 93.7 lb. ft. is produced at 2,250 rpm. The carburettor is mounted on an external water-heated manifold.

The instrument panel recalls that of the DS 19 Citroen, with large fresh air ducts at each side, the direction and volume of flow being controllable by shutters.

Brakes have drums of 10 in. diameter, approximately 2 in. wide,

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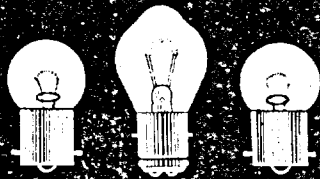
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with two leading shoes at the front. Steering is by rack and pinion. Dimensions: Wheelbase 105.3 in. Track, front 52.95 in. rear 50.38 in. height 57.1 in. tyres 165 x 380. Price is about 3½% above the 403



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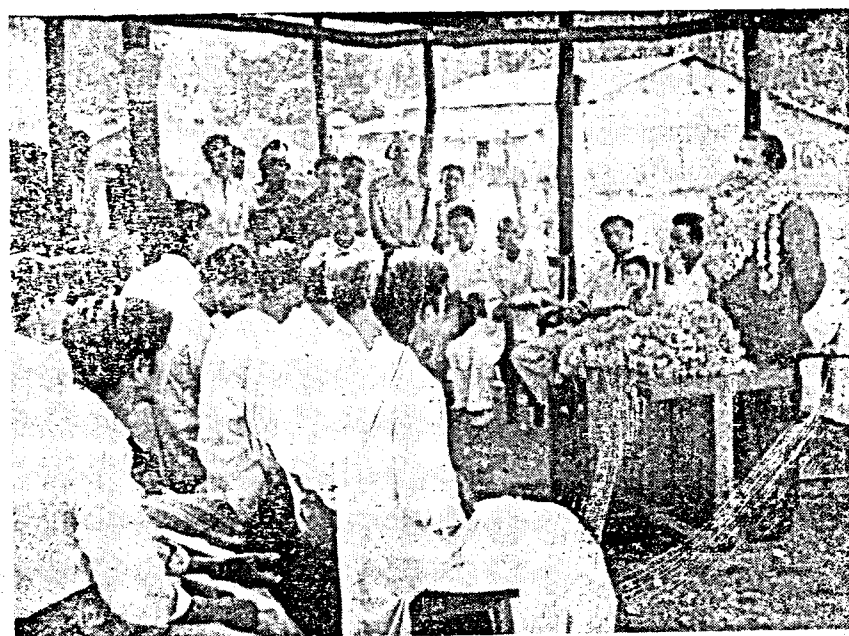
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WHERE GIRLS WORK :

17-year-old Valentine Kuzmina works as electrician on the first conveyor of an automobile assembly and testing shop and goes to school in the evenings after work for her 9th form studies. This is in Soviet Russia.

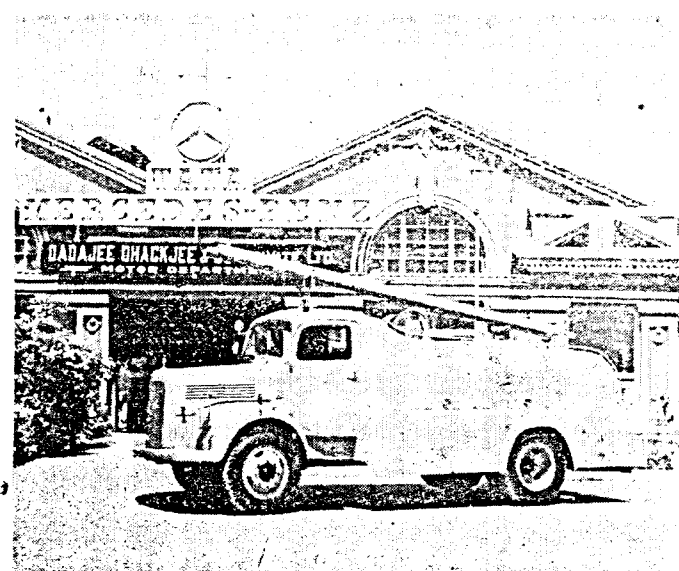
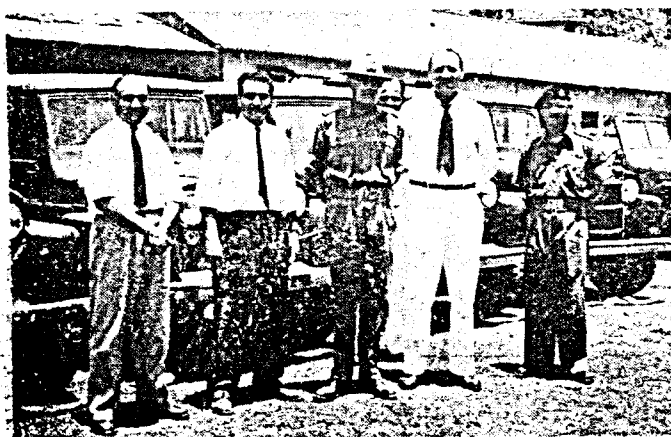


Shri A. C. Jain, Senior Partner of The Miniature Bulb Industries of India, Dehra Dun, is seen replying to felicitations of Staff and Workers who wished him bon voyage on the eve of his departure on tour abroad.

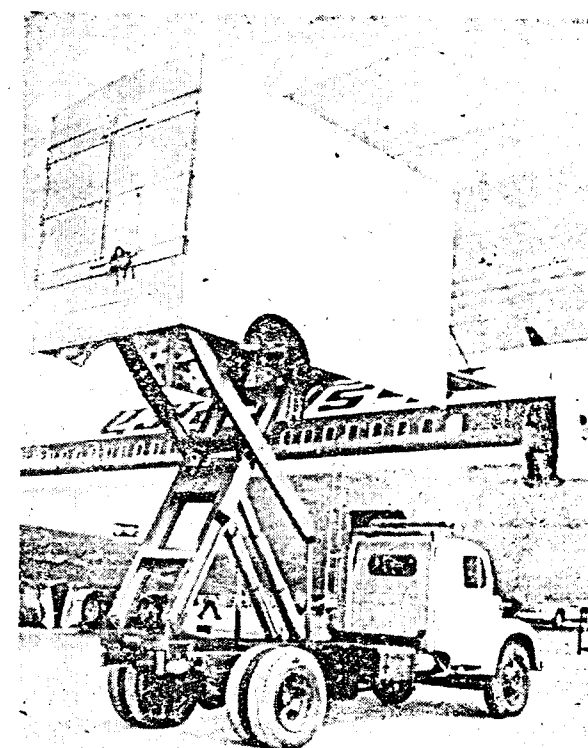
PERSONS IN PICTURES

Shri A. C. Jain of Dehra Dun being profusely garlanded at a function on the eve of his leaving India on a business tour abroad.

The Master General of Ordnance, General K. P. Dhargalkar, who visited the Jeep manufacturing plants of Mahindra and Mahindra Ltd is being shown round by Mr. Keshub Mahindra, Director and Brigadier D. Chaudhuri, Delhi Manager of the firm.



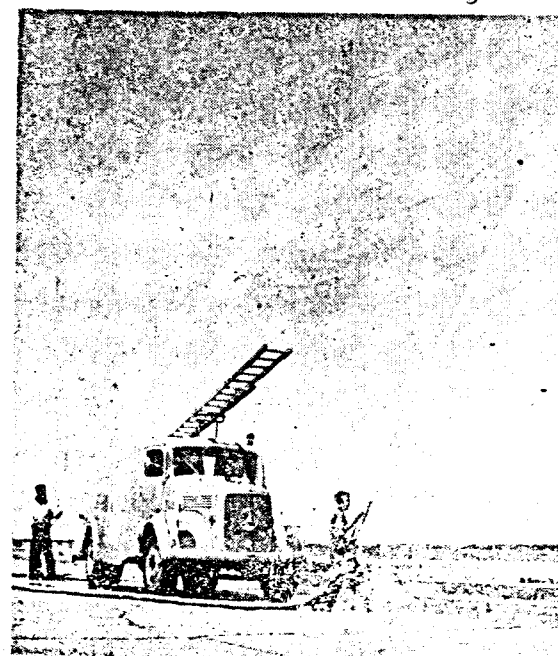
A complete fire engine designed and built by Messrs. Kooverji Dershi and company Private Ltd Bombay is seen in the picture. This is the first fire engine built on a Tata-Mercedes-Benz L-36 model chassis, for supply to the North Eastern Railway Fire Brigade at Gorakhpur.



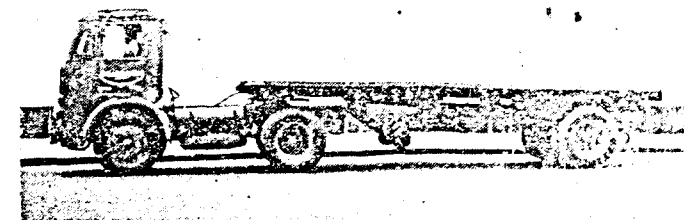
Specially designed Dodge High Lift Trucks have been supplied to the Air India International by Premier Automobiles Ltd., for loading goods in their recently purchased Boeings. These lifts have been built by Sion Garage of Bombay. (see page 42)

PRODUCTS IN PICTURES

Photo shows the Kooverji Built Tata-Benz fire engine for the Indian Railways in action.



A view of the semi-trailer combination manufactured by Mahindra Owen Private Ltd., at their Pimpri factory. The Tractor is an Ashok Leyland product.



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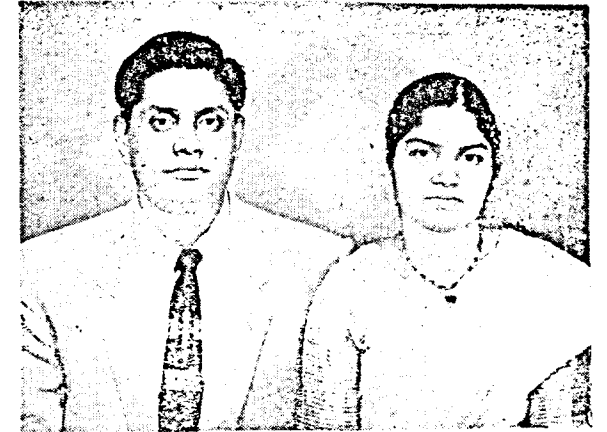
CW-516

THE CANARA WORKSHOPS LIMITED
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Mr. N. K. Chakraborty, General Manager of A. Basha, Radiator Specialists, Madras, who was recently married at Calcutta, seen with his bride Miss Aloka.

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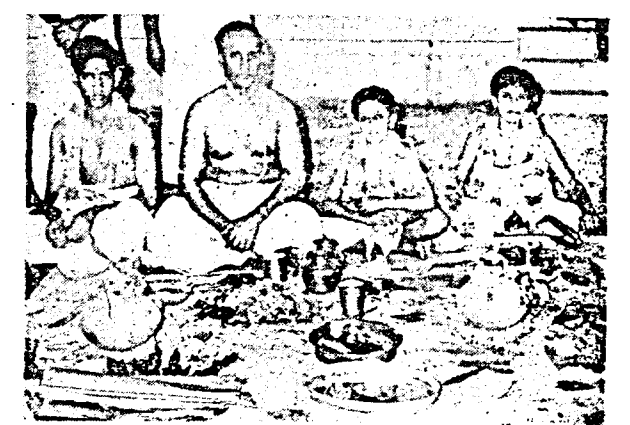
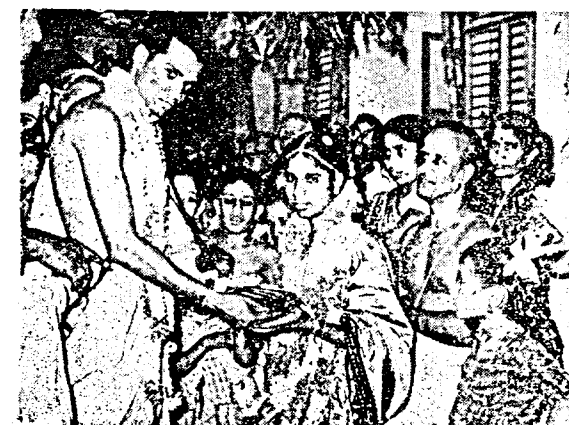
Mr. Edwin Elias Soans, proprietor of the Herald Autocrafts, Shimoga is seen with his bride Miss Walis Wilhelmina Sathyamma. The marriage was solemnized recently at the Kanthi Church, Japur, Mangalore; the reception was largely attended by vehicle owners and parts dealers.

WEDDINGS



IN PICTURES

Mr. V. Narayanaswami of The Madras Mercantile Agencies Private Ltd., recently celebrated the marriage of his daughter Sow, Mathuram with Chi, K. Rajagopalan of the State Bank of India, Bangalore, at Sri Kota Srinivasaiah Ramanujakudam No. 12, Doraiswami Road, T. Nagar, Madras, on 13th June. The Upanayanams of two sons of Mr. Narayanaswami and also the eldest son of Sri V. Sethuraman of Sethuram Auto Works, Guntur, were also performed on the same day. Picture above shows the bridal couple, below left, the marriage function in progress and right, Mr. Narayanaswami with the boys wearing the new sacred thread. The marriage and the reception were largely attended by automobile dealers, operators and other friends.



RAILWAY BIAS AFFECTS THINKING ON ROADS

PARTIALITY MUST GO IF "ROLE" OF VARIOUS FORMS OF TRANSPORT IS TO BE FIXED

Mr. T. S. SANTHANAM'S MEMORANDUM TO TRANSPORT POLICY & COORDINATION COMMITTEE

Following is the text of the Memorandum submitted to the Transport Policy & Coordination Committee by Sri T. S. Santhanam, Chairman, Motor Vehicles & Allied Industries Association, Madras.

The Terms of Reference of the Transport Policy & Coordination Committee are :

1. What broadly should be the long-term transport policy of the country ;
2. What should be the respective role of the various means of transport in the country during the next five to ten years ;
3. What is the best mechanism for the regulation and co-ordination of the various means of transport so that the transport needs of the country are met in an efficient and economic manner with the larger interests of the country.

At present our country has not enunciated any national transportation policy. Absence of such enunciation is mentioned in the Masani Committee report.

The Transport Policy & Coordination Committee is now seized of this problem of enunciating a long term

transport policy. We are conforming ourselves to the short term as it not possible to give a clear picture of the long term policy.

It is difficult to reduce to words the policy governing such a flexible and indeterminate item like transport. It is very hard to define transport, as it is neither an industry nor a service. It is not an industry in that it does not produce anything—though it helps production. It is not service, as no form of transport can afford to be out of pocket. So the basic nature of transport defies enunciation in accurate terms.

But an attempt may be made, as was done in USA and England—two diametrically opposite variety of countries, one large and the other small.

The USA has the preamble in its Inter-State Commerce Act. Its transportation policy which reads, "regulation and administration of all modes of transportation, in such a manner as to recognise and preserve the inherent advantage of each". (M. page 81), is excellent and may be followed by us.

In an annotation of this policy, various problems arise. Some people stress the word "regulation" and equate it to "restriction". Certain people read that the advantage of any form of transport is reflected by low fare or freight. Such an emphasis on transport cost is purely money based and loses sight of what the consumer of transport needs or expects, from any mode of transportation. It is well known that the consumers' choice of transport is conditioned by various factors not primarily controlled or directed by the rate structure. The user knows the full advantages accruing to him from speed, service, reduced packing cost and inventory. These advantages are no doubt indirect savings but have a vital bearing on the users' decision. And so, it appears that it is not practical to emphasise the word "regulation" or equate "advantage" to a monetary rate structure.

And hence, it is indicated that every form of transportation should itself establish its inherent advantage by satisfying the user.

And so, it is indicated that the preamble to the ISCA is worthy of adoption by our country as a long and short term policy.

At the same time, it is to be noted that any enunciation of a transportation policy is an attempt to put transport in a straight jacket. Any straight jacketing may lead to disappointment.

Dealing with item 2 regarding the respective role of the various forms of transport in our country during the next five or ten years, we are faced again with the problem of straight jacketing a flexible economics like transport.

To assign percentages of passenger or goods to road, rail, canal, air, coastal shipping, is attempting the

impossible as transportation is flexible and is conditioned by the preference of the user.

That is on principle.

FROM THE PRACTICAL ASPECT, THE CONFLICT BETWEEN GOVERNMENT OWNED RAILWAYS AND PRIVATE OWNED ROAD TRANSPORT IS VERY CLEAR. The other forms of transport do not enter the picture in a big way, because the railways are the property of the Government and enjoy an indulgence from the Government in all its requirements: there is a sad thinking to equate transport in India to railways. This is a harsh statement but the facts of monetary expenditure in First and Second Plans prove it. This patronage by the Government to the railways and their historical tradition being in conflict with road have affected all thinking on impartial lines and thus led to wrong conclusions. This bias is proved by the resolution of the TAC, October 1945, which emphasises obvious fact reading, "Railways are the predominant factor in land transport and they are a vital factor in respect of Central finances". (M. 84). Over the years of railway history in any land, it is no doubt a fact that railway has cut the distance for commerce, industry, agriculture and trade. That is a fundamental duty of the railways to overcome the cl stake of distance to the greatest extent possible. That is the very purpose for which the railway net-work was developed. There is agreement on that. But the TAC has taken note of the "central finances". To the extent to which the tax payer is a shareholder in the railway capital in our land, it is good; but the railway because of the Government umbrella is enjoying an indulgence out of all proportion to its merit of efficiency and under its umbrella stifles the development and growth of other forms of transport. And so, it is indicated that before any attempt is made to allocate tonnage or passengers to every form of transport and fix the "role", the above partiality must be eliminated. It has been contended and proved that even as a revenue earning measure, road transport may contribute in 1965-66 Rs. 83 crores on an estimated investment of about Rs. 1100 crores on roads against a dividend to the general revenues of Rs. 44.4 crores from the railways in 1957-58 on a capital at charge of Rs. 1229 crores.

And so, to state the obvious fact of the duty of the railways, there is assumed a halo. In addition even the benefits to the "central finances" are lost sight of, when transport is thought of in the Plans.

Fundamentally, we are opposed to strait jacketing any problem of economics, as we feel that under such circumstances, the user of transport is lost sight of. The user is the foundation of any transport and hence a transportation policy determining the "role" of each form of transport. That is why ISCA emphasises, "public convenience and necessity". That is why the Inland Transport Committee of Economic Commission for Europe states, "In the opinion of the meeting, the user should have entire freedom in choosing the form of transport he wishes to employ. So that this freedom may be effective and not a mere theory, it should not be hampered by measures of an arbitrary or discriminatory nature". (M-150). It may be that this statement of ITC lends itself to what some people call the archaic

principle of laissez faire. But it is to be remembered that the user has—and it is necessary that he should have—a free choice between different forms of transport.

If the basic concept of the flexibility of transport is constantly before us, we may go into the details of apportioning traffic to various forms of transport.

It is to be realised that such apportioning may not work in practice. It is to be realised that the imponderable element of the user may upset the apple cart by his own ideas of preference. That is the reason why all assessment is defective. But if the user has entire freedom, then all will be well.

Anyhow, since we are plan-minded, it is upto the Planning Commission and Committees like yourself to disabuse public mind of this partiality to the railway,—an unconscious equation of railways to transport.

The problem is further confused in our land because of the vastness of the country as also the fact that the railway is part and parcel of the Government though functioning through a railway board. This partiality is seen and proved by the enormous allotment of money in the Plans.

But yet, if the basic concept of the inherent advantage is before us, we may assess the requirements of every form of transport. Prof L. A. Natesan has assessed the tonnage of goods in 1981 at 800 million with the railway capacity at 525 million and road transport at 245 million. That is as fair and accurate as can be under the circumstances. So, on that basis, road and rail have to function and develop. There should not be

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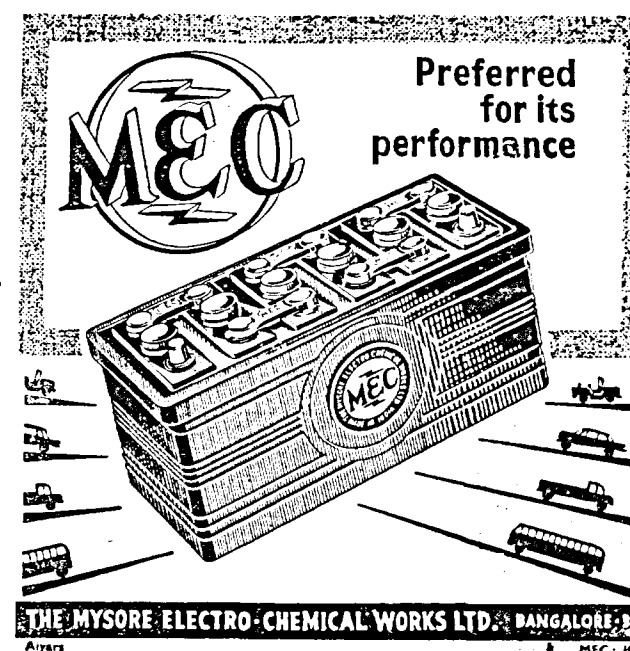
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even the remotest suspicion of partiality. It is to be admitted that the inadequate capacity of the railways despite large investments therein, can be supplemented only by road transport in our vast country.

Though we are averse to strait jacketing the "role" and thereby denying "public convenience and necessity" and the freedom of choice to the user, we will place the role of road and rail in the above proportion of 525 and 245 million tons.

So far as passenger transport is concerned with the admitted incapacity of the railways to carry more than three percent yearly increase, road transport has to be developed. The Jha Committee in enclosure 5, page 121, has assessed the rail traffic on the basis of national income. Some such formula may be adopted for deciding the role of each mode of transport.

Coming to the third point in the Terms of Reference of "regulation and coordination", we may submit that this will answer itself if our annotation above is appreciated.

It is a well-known fact that the transport capacity is not keeping step with the growing needs of the country. As we said above, it is only road transport that can fill in the bill of increasing traffic demand. Despite the fact that road transport pays to the central exchequer, more than what the railways pay and despite the fact in goods haulage alone road transport earns roughly Rs. 214 crores as against railways of Rs. 225 crores in 1957-58, there is no awareness of the vitality of road transport. (M. 90).

There has been an argument about the "larger interests of the country". In transport, there is the basic cost, there are the fare and freight charges and "national cost".

It has been argued that when the railways annihilate distance, all other forms of transport should be consigned to a minor role. It is no doubt true that our railways do a good job and at a low cost as ably demonstrated by the minute of dissent in the Masani Committee Report. That Minute of Dissent has weighted itself against railways in calculating the "national cost". But the pity of it is, the user is so sick and tired of railways. And yet, he finds that the tax that is gathered from him is pumped into an inefficient and unattractive mode of transport, namely railways.

When it is a question of railways, "critical" foreign exchange is lost sight of. When it is a question of road, foreign exchange is a perennial problem!! And so, it appears, it is very difficult, if not impossible, to put into practice all the concepts mentioned in item 3 of the Terms of Reference. It is so because the word "coordination" conveys different meanings to different people. To some, coordination means restriction: to others it means rate structure which is seemingly advantageous in the "national interest and the national cost" but is rejected by the user, who desires to have more intangible and indirect benefits and saving other than the basic rate structure. It is not denied that there should be regulation. That regulation should be in the national interest and not weighted for railways and against others.

Road Transport Industry in India from 1912 was never encouraged to play its part in the development of the country's economy. In the past, it was due mainly to the fact that the Government of India had guaranteed a fixed return on the capital invested in the railways and the historical background of the railways in the nineteenth century. The Motor Vehicles Act (1914 and 1939) and Rules framed thereunder made it difficult for the road transport industry to develop and expand and serve industry and agriculture. In 1945, the Government of India introduced the Code of Principles restricting the range and the distance the goods transport vehicles can ply in India, and this Code was in force in most of the States of India. It was only in 1957 there was some relaxation and this too was done after a great deal of thought bestowed on the necessity of increasing the transport facilities to serve the needs of agriculture and industry generated by the Plans. It is only during the last few years, road transport is being given some opportunity to expand and develop. The regulatory powers under the Motor Vehicles Act and Rules are highly restrictive and this has been brought out clearly in the RTRC Report. We do not want to repeat the comments and recommendations of the Committee, which are already on record.

In the Union and State Government budgets, in the last two years, there has been heavy additions to the taxation on road transport; the tax now collected from the road transport industry per ton mile is greater than the freight per ton mile on the railways. Therefore there could be no question of competition between road transport and railways. Under the Third Plan, provisional targets for increase in the agricultural production and industrial production are fixed at higher levels than under the Second Plan and the capacity of the railways may not increase to the extent necessary to carry these additional freight generated from all sources. Taking a long term view, the position is even more serious and there is a clear necessity for assigning a larger role for the road transport.

The importance of road transport may also be viewed from another angle. It is not the cost of transport to the country per ton mile for either road or rail that prevails. In calculating cost per ton mile, we have to consider certain other important elements. Speed of transport is very important. If a material can be moved from Bombay to Delhi by road at an average speed of 300 miles a day, it is faster than the railways. Road transport offers flexibility, as it is a door to door service. It gives certain advantages to the producer, the distributor and the retailer in that there is saving in packing and handling charges. The user considers speed, flexibility and savings in packing and handling and according to his views, his costs are lower by road transport. For example, if a factory can despatch the goods to reach the destination quicker, they can keep a lower inventory, greater turnover reducing capital investment and providing quicker replacement of stocks to the distributing and retail channels which serve the consumer. This helps to bring down the price to the consumer which is a national advantage.

The mode of transport changes according to the times. Our country was and is using bullock carts. The rail-

ways now desire to change over from steam operation to diesel operation for reasons of efficiency and speed. In the United States, road transport is allowed to play a more important role from the national interest and during the last 20 years road transport had expanded and grown at a faster rate than the railways. In fact the railways' share of the total haulage has greatly declined. In our Planning, we should be more realistic and consider the public preference for the form of transport. In our country of vast population and large area, the need is to reach not only the towns but as many villages as possible.

The road mileage is approximately 350,000 miles and the commercial vehicle population is 215,000. We have only 0.6 vehicle per road mile and the commercial vehicle population is probably the lowest in the world. The expenditure on roads in the Second Plan is Rs. 266 crores as against Rs. 1,125 crores for the railway. It is said that the expenditure in the Third Plan on roads is expected to be lower than Rs. 300 crores which, considering the price levels expected to rule in the Third Plan period as compared to the Second Plan period will not in physical targets be greater than what has been done in the second Plan. Therefore when the road mileage is not increasing commensurate with our needs and the surface of the roads leading to our villages is not improved so that road transport industry can reach the majority of the villages, there is greater need for

freedom to the road transport industry to operate wherever it is required or invited.

With our growing population and need for providing employment for a larger number of people, the importance of road transport as an employment producer should not be under-estimated. We refer to the findings of the National Council of Applied Economic Research which has computed that the employment potential per bus is 17 and per lorry is 11. It has been accepted by all that the road transport is labour intensive; this is a point well worthwhile considering.

Therefore road transport should have freedom to develop without restrictions under the Third Plan so that its usefulness and importance from the national angle can be gauged and appreciated.

But a start may be made by a high powered committee on the lines of the Inter-State Commerce Commission of the United States.

In conclusion, we feel that the Government and the Committees appointed by it should constantly be aware of the flexibility of transport economics and take an overall perspective of our land, plan an integrated policy thereof and do everything in its power to strengthen and nurture the "inherent advantage" of each form of transport.



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PUBLIC VS PRIVATE SECTORS

GOVERNMENT'S "CHANGE OF DIRECTION" TO BE DOUBLY DEPLORED

Shri K. C. Mahindra clinches the issue

Appropos the reported decision of the Union Ministry of Commerce and Industry that the production of a "small car" will be in the public sector, Shri K. C. Mahindra attacks the Government's "change of direction" and pleads for a mixed economy and not a mixed-up economy and for a total mobilisation of "our resources of men and their talents, of materials and machines." He asserts that "the key role of the State lies in complete use of our talent and energy to the national task of industrialisation."

The following are extracts from the speech delivered by the Chairman Sri K. C. Mahindra of M/s. Mahindra & Mahindra Ltd., at the 14th annual general meeting of the shareholders of the company held in Bombay on 7th May 1960.

A MOMENTOUS YEAR

For the automobile industry, 1955 has been a momentous year. With liberalisation in import policy, it has been possible for the industry to produce more vehicles and substantially advance the manufacturing programmes. Your Company's out-turn of the number of Jeeps and allied vehicles during the period under review was about 70% more than the number produced in the previous year. Equally significant has been the improvement in the indigenous production of components. We expect to complete our initial manufacturing programme for Jeeps by next year and confidently

hope that ancillary incidentals like the electricals, carburetors and forgings will develop apace and during 1960-61 there will be a wholly India-produced Jeep in the market. The programme for development of the one-ton Truck is still in abeyance, as formal approval of Government has not yet been received.

CONTROVERSY ABOUT THE PEOPLES' CAR

The Minister of Industries has recently stated in the Lok Sabha that "we will have the peoples' car, of the people, manufactured by the people, for the people of the country" and that "this shall be done at the earliest possible time." Mr. Manubhai Shah has been chastised by certain press commentators for using a slogan and who have thereby inferentially drawn the conclusion that the statement announced a decision to build the car in the public sector. The inference may ultimately prove to be correct, but it should be stated that the issue whether the small car should be built in the private or public sector is a basic one of State policy and I am sure that at the time of drafting the terms of reference of the Ad Hoc Committee Government had no intention of reserving this manufacture for the State, for otherwise the invitation to private entrepreneurs to submit proposals would have been a most unethical thing for a Government to do.

DOUBLY DEPLORABLE

Last year I deplored the decision of the Ministry of Defence to undertake manufacture of certain types of trucks in the Ordnance factories—vehicles which had hitherto been supplied by recognised automobile concerns. If the statement of the Minister relating to a low-cost family car though rhetorically expressed, is an announcement of policy decision to build the car in the public sector, this decision is to be doubly deplored. The automobile industry is no doubt in the category of Schedule 'B' industries where "to accelerate future development" the state has reserved the right to "increasingly establish new undertakings". But the 1956 Industrial Policy resolution explicitly affirmed that as long as industrial undertakings in the private sector fit into the frame-work of social and economic policy, they will have the opportunity to develop and expand.

TRIBUTE TO "B" INDUSTRIES

In the reported decision to build the small car in the public sector there is no pretence of delays or of costs; there is already in existence an industry whose performance has received commendation on the floor of the House; there has been no dearth of offers to undertake the new manufacture. Of last Government has made praiseworthy improvement in policy executions and in new fields under schedule 'B' industries has permitted private enterprise to

RECORD ACHIEVEMENT OF THE DUNLOP RUBBER CO., TOTAL TURNOVER £ 261 MILLION

At the 61st Annual general meeting of m/s Dunlop Rubber Co. Ltd. held in London last month, Mr. G. E. Bebarrell, the Chairman of the Company who presided, said that he was glad that the Company who able to show record figures. The following are extracts from his speech :—

The year 1959 has been a year of good progress for the Group and it is a matter of considerable satisfaction that we were able to show record figures. The volume of goods sold increased by about 8% compared with 1958, and turnover by 7%—or £ 18 million—to a total of £ 261 million. The turnover in the second half of the year was particularly satisfactory. This increased volume, together with new equipment and refinements in method, resulted in a substantial increase in our efficiency and in lower conversion cost.

enter, namely, synthetic rubber, antibiotics, fertilisers—fields originally reserved for the public sector.

IS IT STATE SOCIALISM "AT ANY COST?"

The change of direction, in respect of the automobile industry, if true, can only be explained by excessive zeal and enthusiasm to enlarge the field of state socialism at any cost. Without delving into the ideological content of such exercises, issue may be joined on practical grounds. We are attempting to compress centuries into decades and prepare for the take-off to integrated industrial development. The new menace on our northern frontiers enjoins a total mobilisation of our resources, of men and their talents, of materials and of machines. The key role of the State lies in complete use of our talent and energy to the national task of industrialisation."

FACTORS AGAINST COMPANY

Certain other factors, however, have operated in the reverse direction. Of these factors—the increase in natural rubber prices, higher wages and keen competition—the most important was the additional cost of natural rubber during the year.

COST OF RUBBER

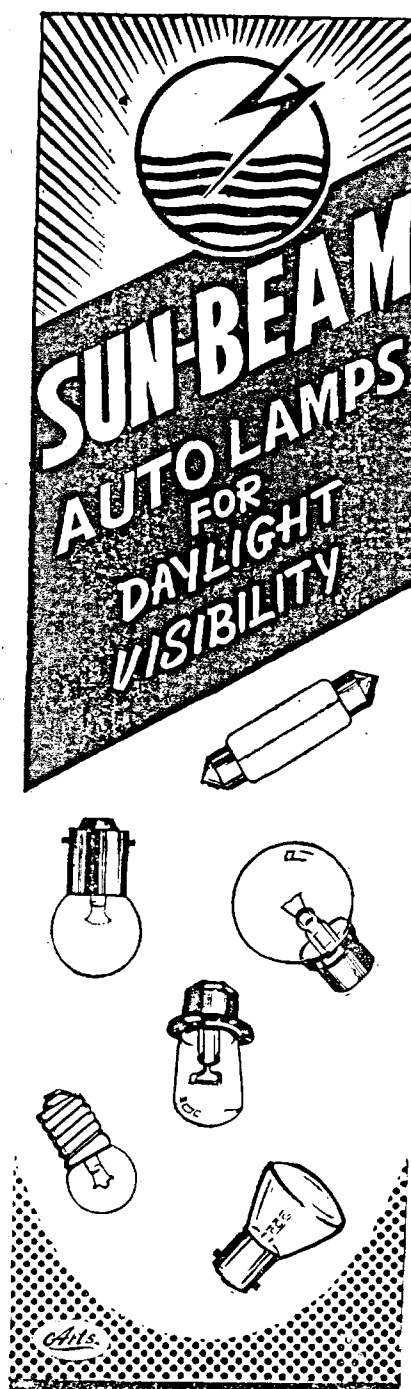
The Directors' Report refers to the fact that the price of natural rubber increased from 24½d. to 36½d. per lb., and although our increased proportion of synthetic rubber makes us less vulnerable to price fluctuations the tonnage involved in our consumption of natural rubber, 61% of our total usage, is still considerable. Our Plantations only supply a small part of the Group's requirements and so there was a substantial increase in our raw material costs in 1959.

IMPROVEMENT IN PROFIT MARGIN

Nevertheless, we have been able to anticipate or meet competition and improve our profit margin in relation to turnover. The profit margin (before tax) has been restored to the 1957 level of 5.4% after the dip to 5% in 1958. Although this improvement is gratifying, the rate is still modest; but our business is highly competitive. The ability to operate satisfactorily on low margins depends on the extent of turnover in relation to capital employed.

RETURN ON CAPITAL

In my speech last year I told you that we did not consider our return on capital employed to be high enough and that our efforts were being directed towards producing a better result. Our return this year has increased from 11.4% to 12.5%, which is the best since 1954. This is still lower than we would like to see but the improvement represents real progress.



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ABOLISH THE EXCISE DUTIES, OR, AT LEAST LOWER THEM

Sir. A. R. Mudaliar's Call

Presiding over the eleventh annual general meeting of the shareholders of Ashok Leyland Ltd., on the 1st June, 1960, Sir A. Ramaswami Mudaliar, Chairman, urged the abolition of the excise duties or at least lowering of the heavy duties now levied on motor Vehicles. He said: "In a vast country like India, it is inconceivable that rail transport can be available in every nook and corner, at any rate, unless a staggering amount of capital is invested in such rail expansion. It is therefore hoped that the incidence of the excise duties on the development of road transport, will be carefully studied, and as a result of such study, a review of such incidence will lead to the abolition or at least the lowering of the heavy excise duties now levied on motor vehicles."

A LITTLE ARBITRARY

All motor manufacturers in this country have, however, been faced with difficulties which they had not anticipated before and which to a certain extent have reacted on the enthusiasm with which they have planned progress. The recent levy of excise duties on motor cars of a certain horsepower, on tyres and on various other auxiliaries, however necessary they may be from the point of view of revenue to meet the demands of projects for the Five-Year Plan, is I venture to state, a little arbitrary and militates against certain other aspects of Government's policies and projects.

INCREASE IN PRODUCTION

The first phase of our building programme was virtually completed in 1958 and was referred to by me at our last meeting. But we could not afford to stand still and 1959 saw the installation of additional plant and machinery required to complete the machining of engine

components, to provide to some extent for the early production of the rear axle and gearbox and to enable us fully to equip our own tool room as a preliminary to producing our own Jigs, Tools and Fixtures. All these activities necessarily involved an increase in the number of employees from 954 at the end of 1958 to 1473 at the end of 1959. The increase in the production of the Leyland Comet chassis during the year reflected the increase in the demand for the Comets and the popularity of this vehicle. In the year 1959, the increase in the output of these vehicles has been 2½ times the output in 1956, but even this increase has been totally inadequate to meet the requirements of the demands as they stand in your order books. The Comet has established a reputation for good performance at low cost per mile, which has enabled your Directors to plan with confidence for an output far in excess of your Company's original conception."



Messrs. L. M. Kirpalani (Premier Automobiles) K. Srinivasan (Southern Roadways) C. R. Kamath, (P. A. Ltd) I. C. Mahajan (Himachal Govt. Transport), Teja Singh (B. S. R. C.) C. G. Gopaldas and S. N. Bhansali (P. A. Ltd), S. R. Saini, (Pepsa Road Transport) B. S. Khurana (Panjab Roadways) and Capt. Vidyasagar (Andhra Police Transport Officer).

PREMIERS INTRODUCE OVERSEAS TRAINING PROGRAMME

The Premier Automobiles Ltd., have sponsored an overseas training programme for the benefit of the senior service personnel of Bus and Truck fleet operators. Under this programme the Company has organised facilities with their foreign associates in United Kingdom to give training to selected senior technicians in the servicing methods of cars, trucks and buses. This is a very praiseworthy step taken by the Premier Automobiles as the knowledge and experience gained by these trainees would greatly help them to improve the methods of automobile servicing in the transport organisations they represent.

The first batch of 6 trainees left for U.K. by Air-India International. They included Mr. I. C. Mahajan, Mr. B. S. Khurana, Mr. S. R. Saini, Capt. Vidyasagar, Mr. K. Srinivasan, Manager and Mr. Teja Singh. They were given a hearty send off on behalf of Premier Automobiles by Mr. C. R. Kamath, Sales Manager and Mr. C. G. Gopaldas, Service Manager.



Dr. P. Subbarayan, Minister for Transport and Communications with Mr. S. Anantharamakrishnan and Mr. N. Ramamurthi



Mr. E.O. Austin, the newly elected Chairman of the Madras Branch of Indian Institute of Road Transport is seen addressing the gathering after the dinner. Mr. Austin made a powerful plea for Government support to road transport and allied interests and got an assurance of fullest support from the Hon. Minister.

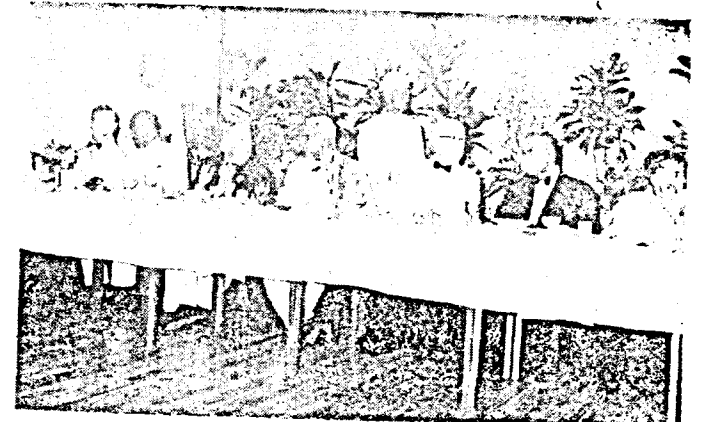


Mr. S.V.B. Rao, President of the All India Federation of Automobile Associations snapped at the I.I.R.T. annual dinner at Connemara Hotel recently.

I. I. R. T. MADRAS ANNUAL DINNER



Dr. P. Subbarayan is seen addressing the members of Indian Institute of Road Transport at the annual dinner at Connemara Hotel.



A section of the dinner table at the Madras I.I.R.T. annual meeting shows M/s. Wauton of Burmah Shell, R. M. Mahadevan, Commissioner of Police, E. O. Austin of Amalgamation Ltd., Dr. P. Subbarayan, A.E.L. Collas of Ashok Leyland, S. Anantharamakrishnan of Amalgamation Ltd., and P.P.L. Vaidyanathan, Home Secretary.

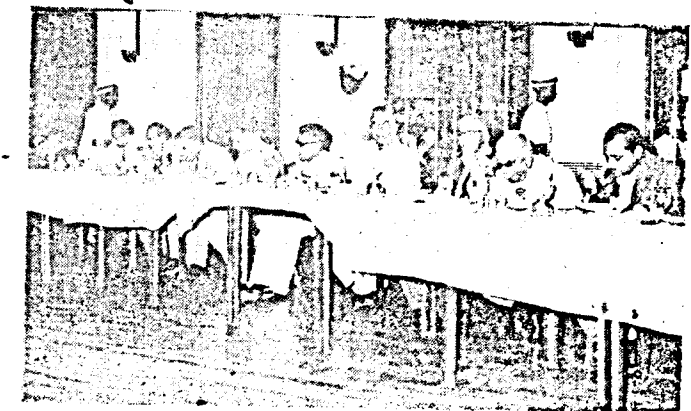


Photo shows a section of the large number who attended the I.I.R.T. dinner and General Meeting (L to R) Messrs. P.V.S. Mani of M.B.T., Mr. Raghupathi Rao Naidu, State Transport Authority, Anantharaman of Simpsons, S. Ramachandran, Secretary to the Union Minister for Transport, Gurumurthi of P. I. B., M. Rajagopalan of Motorindia, K. Hariharan of George Oakes, T. S. Narayana Rao of Standard Vacuum and Mr. M. K. Raju of India Pistons.

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Partisanship in favour of Railways

Shri B. P. Poddar's attack on the Finance Ministry

Minister Raj Bahadur calls for increased Car Production

Delivering the presidential address at the annual general meeting of the Calcutta branch of the Indian Road and Transport Development Association, held on 2-5-1960, Shri B. P. Poddar made a scathing attack on the Railways and on the Finance Ministry of the Government of India. "The railways used to monopolistic operating seemed to be stubbornly trying to blow up the imperatives of technology and economics" observed Shri Poddar.

BORDERING ON PARTISANSHIP

Sri Poddar went on to say:—Unfortunately, the Finance Ministry has geared a number of fiscal measures bordering almost on partisanship in favour of the railways.

Mr. Poddar said that the welfare ideals would not be realised unless a speedy and safe road transport could secure for the country a break through into the 600,000 villages, bringing them within easy reach of centres of production.

MORE PRODUCTION IS NECESSARY

Inaugurating the general body meeting, Sri Raj Bahadur, Union Minister for Transport, called for increased production of automobiles in furtherance of the development of Transport in the country. He said:

"The road transport is an integral part of economic and social development, and I favour a further release of foreign exchange for the development of the automobile industry."

WARNING AGAINST UNFORTUNATE EVENTUALITY

Continuing he said, "so far no vehicle is left unused and it is obvious that there is some resilience in the industry. I think that when

this resilience disappears, the law of diminishing return might set in. I wish to caution against this unfortunate eventuality. It must be avoided at all costs."

HEAVY TAXATION

Dealing with the criticism by the President of the Association in regard to the Finance Ministry's imposts on the road transport industry, the Minister stated that for a number of years the Government had been trying to rationalise and reduce taxation on the industry. It had been acknowledged even by the Finance Minister that the taxation on the road transport industry was heavy. He assured the Association that these factors would be taken into account while formulating a national transport policy.

"DON'T IMPAIR THE RAILWAYS"

The Minister wound up by saying: "While conceding that there should be co-ordination of all modes of transport system in the country, I assert that no steps should be taken which would impair or prejudice the functioning of the railways.

"The concept of planning, admirable and praise-worthy in objectives has, however, been vicariously undermined by fiscal needs and petty conflicts between the various organs of Government. What you promote with one hand, you cut down and emasculate with the other. Road transport—for instance—has been the pet whipping boy of practically all the States in the Union in search of more revenue and now Railways have joined in curbing the upstart competitor which in their imagination threatens the rail monopoly and fresh excise duties have been levied on all forms of motor driven vehicles.

The Plight of the Aluminium Industry

In our Aluminium industry, protective tariffs have helped as a shield

for growth. The price situation remained comparatively free from control and was regulated more or less by interplay of supply and demand. Market growth really generated the need for additional production of the metal. New schemes have been encouraged on the basis of anticipated growth in market demand rather than on the strength of the economics of a specific venture. And now heavy excise has been imposed which will obviously lead to the diminishing of demand and thereby make this capital-intensive industry more unattractive.

Contradictions in Policy

The Contradictions in policy of the various Ministries of the Government and between immediate needs and final desires lead one to think if there is not something wrong somewhere in the administration of our planned efforts and whether time has not arrived to re-examine the void between policy and execution and repair the lack of co-ordination between the planning and the executive wings of the Government."

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State Has Power to Vary Conditions of a Permit

HIGH COURT ORDER SET ASIDE BY THE SUPREME COURT

A Constitution Bench of the Supreme Court by a majority judgment (29-4-60) held that under Section 64-A of the Motor Vehicles Act, the Madras Government had the power to vary the conditions of a permit for the plying of stage carriages.

R. T. O. vs. GOVERNMENT:

The question of the Government's power was raised in an appeal by a bus operator, Mr. A. S. T. Arunachalam Pillai, whose application for varying the conditions of his permit was first rejected by the Regional Transport Officer of Tiruchirappalli but was later allowed by the State Government.

STATE'S JURISDICTION CHALLENGED IN THE HIGH COURT

The Government order was challenged by another bus operator in a writ petition in the Madras High Court which held that the R.T.O. had no jurisdiction to vary the conditions of the permit and, therefore, the State Government also could not make the order.

SUPREME COURT GRANTS APPEAL

Mr. Justice Imam, who delivered the majority judgment, of the Supreme Court (four to one), held that the R.T.O. had jurisdiction to vary the condition of a permit by virtue of the power conferred on him by a notification issued by the Madras Government and consequently the Government had the power under Section 64-A of the Motor Vehicles Act to do that which the R.T.O. could have done but had refused to do.

An appeal by Mr. Pillai against the High Court order was accordingly allowed.

EXCLUSION OF PRIVATE OPERATORS IN MYSORE:

MYSORE SCHEME HELD VALID BY SUPREME COURT

A Constitution Bench of the Supreme Court upheld, in a Judgment delivered on 28-4-60, the Mysore State Government's scheme for exclusion of private operators of stage carriages on certain routes in Bangalore district, and dismissed a writ petition filed by some private operators challenging the validity of the scheme.

The scheme, published in January, 1953, provides for exclusion of private operators on certain routes and reservation of those routes for the State Transport undertaking in the Anekal area.

MOTOR VEHICLES ACT SANCTIONS MONOPOLY

Mr. Justice Shah, who delivered the judgment, said Chapter IV-A of the Act enabled the State Transport undertaking, subject to the provisions of the scheme, to exclude private operators and to acquire a monopoly, partial or complete, in carrying on transport business, in a notified area or on notified routes.

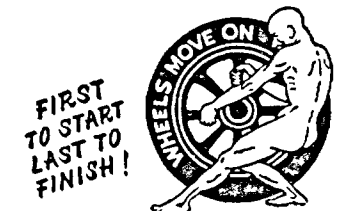
The scheme, His Lordship held, was immune from the attack that it infringed the Fundamental Right guaranteed by the Constitution.

The petitioners, H.C. Narayanappa and others, had claimed that the scheme denied to them their fundamental right to carry on the business of plying the stage carriages.

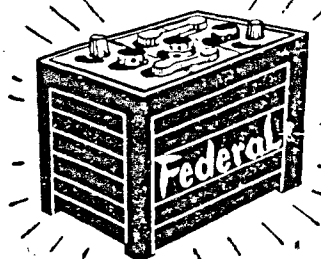
HILLMAN WINS NATAL RALLY

A Hillman Minx has won outright one of South Africa's most gruelling motoring events—the 700 miles Tour of Natal Rally.

The winning Minx was driven by Gene Bosman and Dr. Nico Vanvuuren.



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NOTIFICATION

Fuel Injection Equipment and Component Parts

The following decision of the Chief Controller of Imports & Exports, on the above subject is brought to the notice of all importers, Clearing Agents and the public by the Motor Vehicles and Allied Industries Association, Madras :

Single Cylinder pumps as well as their parts can only be imported within 12½% face value restriction vide remark (1) against item No. 6 of List III of Appendix XXVI and even within this face value restriction, import of bodies and racks of single cylinder pumps will not be permitted. In other words remark (1) is to be read with remark (4) and the question of allowing the import of parts of single cylinder pumps over and above the 12½% restriction of the face value of the licence vide remark (1) does not arise.

Break Hose

Brake hose pipes in *specific lengths* and complete with end fittings suitable for use on motor vehicles can be imported against a licence for motor vehicle parts S. Nos. 293, 295 and 297/IV of the Import Trade Control Schedule, according to a C.C.I. notification of 18th May.

TOWN SERVICES

More Buses to meet peak hour Traffic

In G. O. Ms. No. 1468, Home, dated 21-5-1959, the Government had issued a direction under Section 43-A(2) of the Motor Vehicles Act directing all Regional Transport Authorities to put additional stage carriages on town service routes wherever there is need for it. The period which constitutes 'peak hour' was specified as the hours between

9 A.M. and 11 A.M. and between 4 P.M. and 7 P.M. on all days in the week other than Saturday and Sundays. It has been represented to Government that in actual working it has been found that it will be more beneficial to the travelling public if the peak hours are extended as 8 A.M. to 12 noon and 4 P.M. to 8 P.M. on all days in the week. The Government have examined the representation in consultation with the Transport Commissioner, Madras, and have decided that the peak hour period may be fixed as 8 to 11 A.M. and 4 to 7 P.M. and that the benefit of running additional buses during the peak hour period may be extended to Saturdays also.

Directions have accordingly been issued to all Regional Transport Authorities to put additional stage carriages on town service routes wherever there is need for it. The additional stage carriage to be put should be the spare buses maintained by the existing operators in respect of town services operated by them. The period which constitutes peak hour will be 8 A.M. to 11 A.M. and 4 P.M. to 7 P.M. on all working days, including Saturdays.

The Transport Commissioner, Madras, has been requested to issue suitable instructions in regard to the authorisation to be made on the permits of the spare buses and also in regard to the maintenance of such records as may be necessary in pursuance of the directions, issued in para 2 above.

AUTO REPAIRING & SERVICE WORKERS TO GET P.F BENEFIT

The benefit of compulsory provident fund, under the Employees' Provident Funds Act, 1952, is to be extended to workers in the automobile repairing and servicing industry from June 30, 1960. It is estimated that about 10,000 workers in this industry will be entitled to join the provident fund scheme.

SIX-LANES OF TRAFFIC ON THE MOUNT ROAD : AND TWO AUTOMATIC LIGHT SYSTEMS

The work of removing the masonry strips in the centre of Mount Road between Buhari Hotel and Spencers would commence shortly, stated Mr. R. M. Mahadevan, Commissioner of Police.

This is part of the scheme for effecting improvements to the Mount Road, and tackling the traffic problem. It may be recalled that as an experimental measure, it is proposed in the near future to have six-lanes of traffic on the above stretch of Mount Road.

Already work on the removal of electric lamp posts from the middle of the road has commenced. The removal of lights from the middle of the road is very necessary to secure a 100-footwide road.

There are to be two automatic light systems for traffic control at the two places mentioned above. The Indian Telephone Industries, Bangalore, have been entrusted with this work.

The automatic traffic signals of the type used in Bombay proposed near the Darga and near Spencer's Mount Road, are likely to be installed after the schools and colleges reopen after the summer vacation.

OF INTEREST TO OPERATORS

NO GRACE PERIOD FOR PAYMENT OF TAX

In reply to two letters dated 28-1-60 and 26-2-60 of the Secretary of the Madras State Lorry Owners' Association, Madras the Secretary to the Government, Home Department, Mr. P. P. I. Vaidyanathan, I. C. S., has replied on 22-5-60 as follows :—

"It has been decided on a reciprocal basis not to allow grace period for the payment of tax under the Madras Motor Vehicles Taxation Act in respect of the Mysore based lorries using the roads in this State. Similarly Mysore Government will not grant grace period in respect of Madras based vehicles using Mysore roads."

Appeal fees and levy of single point tax on inter-State routes: In another letter 16-5-60 the Government of Madras have informed the Secretary, Madras State Lorry Owners' Association, Madras, as under :—

1. *Delay at the checkpoint in checking the vehicles:* It may take only about 5 to 10 minutes for the checking staff to check the vehicles. The Association may bring to the notice of Government specific instances where vehicles have been delayed at the check posts for a long time.

2. *Appeal fees and levy of single point tax on inter-State routes:* The request cannot be complied with.

3. *Keeping sufficient tax licences in the treasuries:* Instructions have been issued to the Transport Commissioner, Madras, in this regard.

R.L. TO RAISED BY 12½ TO 25% Maharashtra Government does the right thing

The Times of India "in an editorial note draws attention to a recent order passed by the Maharashtra Government and comments."

In deciding to increase by 12½ to 25 per cent the maximum permissi-

ble loads for transport vehicles the Maharashtra Government has implicitly conceded that the previous load levels were unnecessarily restrictive. This has indeed been the view of road transport operators who can now have no grievance against the newly prescribed load levels.

Overloading of trucks was widely practised, often it appears with the connivance of the inspectorate staff. This will now presumably end and the State will moreover benefit from higher taxes. There can henceforward be no excuse for overloading and the operators on their part—it is hoped—are alive to their responsibility of ensuring that speed limits are observed and the trucks are kept in good repair. Heavy trucks increase the danger of accidents and this should be guarded against by a scrupulous adherence to the rules.

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THE ENFIELD CLUB PICNIC TO PONDICHERRY

A batch of 70 members of "THE ENFIELD CLUB" Madras had been to Pondicherry on the 4th and 5th of this month. Altogether about 50 motor cycles took part in the picnic.

The party left the Club premises at 3-15 P.M. on 4-6-1960 for Pondicherry. All the mounts were ridden in a single file, one behind the other, preceded by a Motor Cycle Combination with the Club Flag fluttering from the side car. The party reached Pondi at 8-30 P.M. with one fairly long halt at Mamandur for Tea.

Though the weather was oppressive when the party left Madras, it turned out to be delightful when the party had a pleasant drenching nearabouts Vandalur, thanks to a cloudburst. From then on it was cool and pleasant right through.

Owing to excellent arrangements made beforehand, the stay at Pondicherry was really enjoyable. A very spacious bungalow with a huge compound, which had probably seen, and afforded shelter to, some of the personages amongst the early French settlers and politicians, was at the disposal of the party. The lodging arrangements left nothing to be desired.

The next day, on the morning of the 5th a few of the members who had gone out in search of a nice cool spot just outside the city limits, luckily spotted a large well with plenty of cool clear water. It was all their's and they were there inside the well in neck deep water for a good three hours. Some went sight seeing.

The party reassembled at 12-30 P.M. After a grand hearty lunch and well earned siesta for some time the party left on the homeward journey at 3-15 P.M. and reached Madras at 8 P.M.

Amongst the other activities of the Club, arranging picnics of this kind, is becoming more and more popular. The Club has quite a good number on its rolls. The Club has brought out an attractive badge with

enamelled front and plated back which is very moderately priced.

The Club has an ambitious programme of providing more and more amenities for its members. With increasing membership it would certainly be possible for the objectives to be achieved.

MOTOR CAR WITHOUT CARBURETTOR!

A Volga motor car fitted with a carburettorless engine has made a run of 20,000 kilometres. The testing under difficult road conditions of the country's first automobile with electronic control of fuel feed into the motor cylinders has shown the new original device to possess excellent qualities. It ensures a precise petrol charge being fed into the cylinders at any operating duty, which saves fuel and enhances by 20 per cent the performance of the more. The device has been designed by engineers of the Leningrad Branch of the Research Institute for Fuel Apparatus of Automotive and Stationary Engines.

The specialists had to overcome major difficulties in designing a high-speed injector. It was essential that the opening of the injector valve should not take more than 0.005 second. This problem was successfully solved by V. Koganer and his associates.

Constant pressure is maintained in the fuel pipe. The feed of petrol into the cylinders is regulated by valves of high-speed electro-magnetic injectors. The adjustment is done by changing the valve opening time, although the valve lift remains constant.

The device for the electronic control of petrol feed into the engine can operate in any position. It has the advantage of being a general-purpose device. It may be used almost without modification in automobile gasoline engines of any power.

THE REDEX CAR CLUB NEW MEMBERS

We welcome the following new members and trust that they will in

their turn introduce others to the Club. We sincerely thank those who introduced these members.

Messrs. P. M. Bharucha, St. James Court, 206 Marine Drive, Bombay, A. R. Jaganathan, 21, Kasturi Building, J. Tata Road, Bombay, M.M.S. Lulla (life) 10 Ravindra Mansion, J. Tata Road, Bombay, P.D. Shroff, Nariman Building, Queens Road, Bombay, Vinod V. Saraiya (life) 132 Queens Road, Bombay, Mrs. V. J. Advani, Sea Breeze Bldg, Flat 7, Bombay, N. M. Dadachanji, 69C, Ashiana, Breach Candy, Bombay, Ernel Chinoy, 607B Vincent Road, Bombay, Vinay V. M. Saraiya (life) 132 Queens Road, Bombay, India Cotton Supplies (P) Ltd., P. Box No. 736, Bombay, P. S. Advani, Navjivan, 30 Motilal Street, Bombay, Mrs. D. D. Mehta (life) 24, Napean Sea Road, Flat 1, Bombay, N. V. Shah, Malabar View, Chawpatty Sea Face, Bombay, P. N. Lakshpatwala (life) 264 Argyle Road, Bombay.

AUTOMOBILE REVIEW

We thank Dr. Vinod G. Daftary for his generous gift of the Annual Automobile Review—Vol. III—1960 for the club members a deluxe publication of Automobile and Sports interest from Switzerland. Members desiring to go through this unique volume should please contact the Hon. Secretary at the Redex Par Chibs new address at 7/10, Horniman Circle, Bombay, phone 254226.

The Annual Automobile Volume costing over 9 dollars is available for our members for Rs. 25/- only from the Hon. Secretary.

FREE TEST-TUNE UP

Members are reminded of the free test-tune up service of the car engines. From the hundreds of such tests carried out, we find that every car with a normal engine improves and shows that many repairs suggested by workshops are not necessary. Thus not only you save unnecessary expense and replacement of costly parts but get the very best out of your car. From our records we find that hardly a second such test-tune-up service is needed if occasional tests are taken with an Engine Tester or a Vacuum gauge and minor adjustments made which is only a matter of a few minutes.

T. M. P. D. A. ELECTION OF OFFICE BEARERS

At the extra-ordinary general body meeting of the Tamil Nad Motor Parts Dealers' Association, Madurai, held on 15-5-60, the following new office bearers were elected for vacant seats.

President

Sri N. Kannayiram (of M/s. Nataraja Pillai & Co., Madurai)

Hon. Treasurer

Sri K. Palanimalayan (of M/s. The Bharath Trading Co. Madurai)

Executive Committee

Sri A. Santhanagopalakrishnan (of M/s. T.V.S. Iyengar & Sons, Madurai)

After adopting resolutions on organisational matters, the meeting came to close after a hearty lunch.

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

At a meeting of the Managing Committee of the Mysore Automobile Parts & Allied Merchants' Association, Bangalore, held recently, Mr. K. M. Nanjappa presiding,

M/s. Royal Treads, Tumkur, M/s. Continental Automobiles, Bangalore-4, and M/s. Express Auto Stores, Bangalore, were admitted members.

The Honorary Secretary was authorised to arrange for 2 or 3 social gatherings at convenient times during the year. A sum of Rs. 450/- was sanctioned for the purpose.



LIBERTY MOTOR STORES

Messrs. Liberty Motor Stores is a recent welcome addition to the City spare parts market whose business

was formally declared open by the Worshipful Mayor of Madras, Mr. Abdul Khader, B.Sc. at 71, General Patters Road, near Odeon Cinema.

Mr. Abdul Razak needs no introduction to the automobile spare parts market. With his rich experience and pleasing manners, he has now good scope to build up a list of clients.

M/s. Liberty Motor Stores are the sub-distributors for Ideal Switches, U.S.A. make. Besides this they carry a wide stock in all types of car parts and diesel spares.

MADRAS AUTO CENTRE

Readers will be glad to know that Sardar Roshan Singh, the well known and popular figure in the auto spare parts market, has recently opened his own business house under the name and style of "Madras Auto Centre" at 50 General Patters Road, Madras-2. With his wide knowledge and rich experience we are sure that he will be helping to a great extent in meeting the ever growing demand for spare parts.

THE MODERN AUTOMOBILES

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SPARE PARTS for



MERCEDES-BENZ



FIAT

AND FOR ALL POPULAR
CARS & TRUCKS

DODGE HI-LIFT TRUCKS

The Premier Automobiles have supplied two specially designed Dodge HI-Lift trucks to the Air-India International for use as commissary loading vehicles on their recently introduced Boeing Jet aircrafts. These trucks are operating at the Santacruz Airport, while four more trucks will shortly be operating in two other International airports in the Country-Calcutta and Delhi.

The hoist arrangement, operated from the driver's cab, lifts the fully loaded truck body to a maximum height of about 14 feet. On reaching the required height, the door opens automatically as the hoist is lowered.

Although at present these trucks are used for loading galley equipment only, they can be put to many other uses in aircraft loadings.

Because of the great height attained by the hoist, these trucks can also be used conveniently for the DC-8 aircrafts which are shortly to be introduced by other international air services.



In the photograph taken on the eve of the departure of Mr. Iyer, (second from right) are Mr. N. Ramachandran, Director, (extreme right) and Mr. K. Mahadevan, Works Manager (left extreme) who are accompanying Mr. Iyer.

German Technical aid for MEC

GERMAN COLLABORATION FOR STORAGE BATTERIES MANUFACTURE

Storage Batteries manufacture in this country will be turning a new leaf and taking an important step in the production of Batteries when the arrangement the Mysore Electro-Chemical Works Ltd. Bangalore—manufacturers of 'MEC' Batteries—entering into an agreement with one of the biggest and oldest storage battery manufacturers of West Germany, is finalised. Ms Accumulatoren-Fabrik Wilhelm Hagen, K. G., Soest, who have agreed for the technical collaboration and to associate in the financing of the capital, have expensive plants in Soest and Kassel and are one of the leading exporters of Storage Batteries to the Middle East.

When the scheme is finalised and the production is stepped up the Mysore Electro Chemical Works Ltd., makers of MEC Batteries will be one of the leading manufacturers of Batteries in the East. Another important feature is, this will be the only firm in India to get German collaboration for the manufacture of storage Batteries.

Mr. K. Nilakanta Aiyar, the Managing Director of the Mysore Electro Chemical Works Ltd., accompanied by Mr. N. Ramachandran, Director and Mr. K. Mahadevan, Works Manager left for Germany, on the 23rd instant, to finalise the collaboration arrangements and arrange for the plant and machinery required for implementing the expansion scheme. They will be visiting France, Italy, Switzerland and UK to explore the possibilities of obtaining machinery for the manufacture of certain components of storage batteries, such as tubes, rubber separators, perforated envelopes, etc., and to Saudi Arabia to study the market there for the export of their storage batteries.

CALTEX TO EXPAND

The California Texas Oil Corporation and the Societe Nationale de Recherche et D'Exploitation des Petroles en Algerie have successfully concluded negotiations which they have been conducting for several months.

Under the terms of the agreement signed between the two companies, Union Generale Petroliere, the creation of which has just been approved by the Public authorities, will have a participation of 60% and Caltex a participation of 40% in a new company which will develop the marine transport, refining, and marketing activities presently conducted by Caltex in France.

This company will be formed as soon as all the necessary administrative authorisations have been obtained. Caltex's interest will be held through the intermediary of its existing French affiliates, Caltex SAF and ONP. Through the continuity of operation and Caltex identification at sales outlets, existing standards of customer service and product qualities will be assured by the new company.

The spirit of the negotiations and the intent of the agreement assures a lasting co-operation in France between the shareholders, Union Generale Petroliere as national crude producers and Caltex as an international company.

Society of Motor Manufacturers GEOFFREY ROOTES BECOMES PRESIDENT

Mr. Geoffrey Rootes becomes President of the Society of Motor Manufacturers and Traders today at the age of 42 and at a time when the expanding British Motor Industry is facing many crucial issues.

Although he is among the youngest men ever to attain the industry's highest representative office, Geoffrey Rootes brings to his new task a wealth of executive experience within the industry.

As Deputy Chairman and Managing Director of Humber Limited and its subsidiary companies, he administers the manufacturing division of the Rootes Group including the car manufacturing companies at Coventry, the commercial vehicle factories at Luton, Dunstable and Maidstone, body-manufacturing works at Acton and Cricklewood and the Parts Division at Birmingham.

He joined the S.M.M. & T. Council at the age of 35, in 1953, was elected Vice-President for 1956/57 and has served as Honorary Treasurer for the last three years.

He is the third member of the Rootes family to have held office as S.M.M. & T. President, Lord Rootes was President from 1939-1942, Sir Reginald Rootes in 1945/46.

National Safety Association

At the first meeting of the National Safety Association held recently at Burmah Shell House, Madras, Mr. C.H.B. Wauton in the chair, the following were elected office-bearers.

Mr. C. H. B. Wauton, Chairman, Mr. R. N. Pillai, Vice-Chairman, Mr.

Formation of Tyre Syndicate and After SUPPLY SITUATION IMPROVES IN CITY

A definite improvement in the tyre supplies situation, particularly in respect of lorries has been recorded, judging from the numerous communications that we are receiving daily from individual lorry owners as well as organisations of lorry operators in Madras and surrounding districts.

This welcome improvement in an otherwise scarcity condition is not a little due to the recent formation of Madras City Tyre Syndicate, a report about which appeared in our last issue.

The formation of this Syndicate, for instance, has been welcomed by the Madras State Lorry Owners Association, who have suggested that such Syndicates should be opened to help lorry operators, at the rate of one syndicate for at least two districts. The Association has expressed its thanks to the authorities of the Syndicate and those who have been responsible for forming this organisation with a view to helping the small scale operators. The Association, however, points out certain practical difficulties in the matter of production of lorry for inspection and also chances of abuse by lorry owners borrowing worn out tyres for the occasion.

BETTER IN PAIRS

The Madras State Lorry Owners' Association, in a printed circular welcoming the efforts of the Madras Tyre Syndicate for distribution of one tyre for each lorry and for inspection of the existing condition of tyres, stresses the need for supplying tyres in pairs. The Association states that buying one tyre makes it

S.E. Dalvie, Secretary. A. Managing Committee was constituted with the following as members, besides the three officials mentioned above.

Messrs. A. S. Devitre, J.W. Fuller G.R. Croker, M. Rajagopalan, P.V.S. Mani and a representative each of Ashok Leyland Ltd., and Tube Investments Ltd.

necessary for the lorry owner to somehow get the other tyre. It therefore appeals to the Syndicate to see that tyres are given in pairs where existing conditions justify such replacement.

We understand that nearly 400 tyres have been released to various lorry operators at list prices by the Madras City Tyre Syndicate since its formation on 16th May upto the time of our going to the press.

AT MADURAI

All the truck tyre dealers of Madurai recently held an emergency meeting to discuss the question of forming a tyre syndicate as in Madras and eventually resolved that instead of a separate organisation as Syndicate, all the members of the Tamilnad Motor Parts Dealers Association who deal in truck tyres should take immediate steps for a proper and just distribution of giant tyres at official list prices and it was also resolved to maintain a register containing all particulars of supplies made etc., by various dealers of the Association.

M/s. Modern Distributing Co., a leading firm of suppliers to heavy vehicles, buses and lorries have since become members of the Syndicate.

AT TIRUCHI

The Trichy branch of the Madras State Lorry Owners' Association in a communication to us expresses gratefulness and appreciation of the recent steps taken by the representatives of a leading tyre company in inspecting the condition of existing tyres on lorries and making arrangements to supply 50 tyres through their local dealers at Trichy. The Association hopes that this example will be followed with advantage by other tyre companies in due course so that the existing shortage can be eliminated to the satisfaction of all small lorry operators.

THE REDEX CAR CLUB

CONSTITUTION

1. The name of the Club shall be the REDeX Car Club.
2. The Office of the Club shall be at such a place convenient to members and approved from time to time by the Managing Committee.
3. AIMS & OBJECTS :
 - (a) To inculcate the spirit of efficient, economical and safer motoring and motor cycling in all their aspects. To achieve this the most modern service of REDeX Conversion is offered to its members free initially and at a concessional rate subsequently. This service is backed by REDeX Testing and Tuning Equipments, for giving visible precision results for spot-on tuning.
 - (b) To achieve the highest technic in driving and economical maintenance.
 - (c) To make available to members, technical literature.
 - (d) To encourage enthusiasm for motoring amongst the ladies and to foster deeper interest in the car mechanism by all motorists. This will be partly through talks, demonstrations, exhibitions and partly through car sports.
 - (e) To render help to all motorists to get the best out of their cars and to co-operate and work in harmony with any other automobile organization with public spirited motives and to adopt the motto "Service and Unity."
 - (f) To give modern and greater facilities to all motorists and motor cyclists.
 - (g) To conduct Training Courses in Car-Care and Engine Tune-up for Motorists and Mechanics and to issue certificates to those who successfully complete the course.
4. The Club Membership shall consist of :
 - (a) HONORARY MEMBERS. Such persons as the Managing Committee may invite shall, on acceptance of the invitation, become Honorary Members of the Club without payment of any subscription or fees. The Honorary Members shall enjoy all the rights and privileges of the Club except that of voting.
 - (b) FOUNDER MEMBERS. The first 100 members who pay Rs. 50/- shall be styled as Founder Members and will be entitled to all the rights of the Membership of the Club including the right of attending and voting at meetings but shall not be liable to pay any further subscription or fees.
 - (c) LIFE MEMBERS. After the 100 Founder Members are enrolled Life Members shall be accepted on a single payment of Rs. 150/- in one instalment. They will be entitled to all the rights of the Membership of the Club including the right of attending and voting at meetings but shall not be liable to pay any further subscription or fees.
 - (d) ORDINARY MEMBERS. Ordinary Members shall pay an Annual Subscription of Rs. 15/00 per year. They shall enjoy all the membership rights of the Club and be entitled to attend the General Meetings and vote.
 - (e) Entrance fee of Rs. 5 for Life and/or Ordinary members.
5. The Members of the first Ad Hoc Committee, shall be members without being proposed or seconded.
6. Every application for any class of membership shall be put up by the Honorary Secretary before the Membership Sub-Committee for their scrutiny and the latter shall submit their report to the Managing Committee. The Club reserves to itself the right to reject a membership application without assigning any reason or explanation to the applicant.
7. The Management, Control and Administration of the Club shall vest in the Managing Committee consisting of the President, Vice President, Hon. Treasurer, Hon. Secretary and Three Members.
8. The Members of the Managing Committee shall be elected by the General Body at the Annual General Meeting. At the end of each year, the entire Committee shall retire and a new Committee shall be elected. The retiring Members shall be eligible for re-election. The office-bearers, i.e., the President, Vice-President, Hon. Treasurer and Hon. Secretary shall be appointed by the duly elected Managing Committee.
9. The Managing Committee shall meet at least once in two months.
10. The Managing Committee shall have the power to make Bye laws of the Club not inconsistent with the Constitution or Rules of the Club for holding of election, the conduct of its meetings and the general management of the affairs of the Club.
11. Any member of the Managing Committee failing to attend three consecutive meetings without leave of absence of the Managing Committee shall be deemed to have vacated his office ; such a vacancy shall be filled up forthwith. The member so vacating may be re-appointed.
12. Casual vacancies on the Managing Committee may be filled up by the Managing Committee, the persons so appointed holding office until the next Annual General Meeting.
13. The quorum for the meetings of the Managing Committee shall be three. If there be no quorum present within 15 minutes of the time fixed for the meeting, the members may adjourn the meeting to any

convenient day and time. All questions shall be decided by a majority on a show of hands and in the case of equality of votes, the Chairman of the meeting shall have a casting vote.

14. GENERAL MEETING : There shall be at least one General Meeting within 3 months of closing of the official year of the Club which shall be called the Annual General Meeting of the Members of the Club for transacting the following business :

- (a) To receive and adopt the report of the Managing Committee for the year about the management and affairs of the Club.
 - (b) To receive and adopt the audited accounts of the Club for the year.
 - (c) To elect members in place of those retiring.
 - (d) No person including a retiring Member of the Managing Committee and who has attained the age of 18 years shall be eligible for election as a Member of the Managing Committee at any General Meeting unless he has notified the Hon. Secretary of his intention to stand for election by a notice in writing signed by the Member proposing and by two other members Proposing as his Proposer and Secondor and delivered addressed to the Hon. Secretary at the Registered Office of the Club not less than seven clear days before the date fixed for the Meeting. The names of the persons, notifying their intention to stand for election shall be posted on the notice board of the Club.
 - (e) To appoint Auditors.
 - (f) Such other business as may be included in the agenda with the permission of the Chairman.
 - (g) Any other business of which a member may have given a clear seven days' notice in writing to the Hon. Secretary prior to the date of the meeting, and which is permitted to be included in the agenda by the Chairman.
15. The Official year of the Club shall be from 1st April to 31st March or such other period of 12 months, as the Managing Committee may decide from time to time.
16. (a) Besides the Annual General Meetings, Special General Meetings may be convened by the Managing Committee of its own accord or on receipt of a requisition signed by 21 members, mentioning the business to be transacted.
- (b) A Special General Meeting convened by such a requisition as in 16 (a) shall stand cancelled if no quorum be formed within 15 minutes of the time fixed.
17. (a) The Quorum for the Annual or Special General Meeting shall be of 10 members personally present.
- (b) If the quorum for the Annual General Meeting be not formed within 15 minutes of the time fixed, the meeting shall stand adjourned to such a day, time and place as may be fixed by those present at that meeting.
- (c) The business will be transacted even without the quorum at such adjourned Annual General Meeting.
- (d) All questions at the Annual General Meeting shall be decided by a majority on a show of hands, except in the case of the election of the Managing Committee Members, which shall be decided by ballot...
18. Fourteen clear days' notice in writing shall be given for every Annual General or Special Meeting to all the members, together with the agenda for the same.
19. All records of the Club including accounts shall be kept at the Registered Office of the Club or at such other place as the Managing Committee may from time to time decide.
20. THE HONORARY SECRETARY :—It shall be the duty of the Hon. Secretary :—
 - (a) To keep correct minutes of the meetings of the Managing Committee and of the Annual or Special General Meeting of the Club.
 - (b) To prepare agenda and post notices for the meetings of the Managing Committee of the Club.
 - (c) To keep and to preserve the records of the Club.
 - (d) And generally to do all such things as the Managing Committee from time to time directs.
21. THE HONORARY TREASURER :—It shall be the duty of the Honorary Treasurer : To maintain true and correct accounts of all financial affairs of the Club.
22. For the purpose of the current administration funds of the Club may be kept in a Bank Account in the name of the Club. The accounts may be operated jointly by any of the two Office Bearers.
23. AUDIT : The accounts of the Club shall be audited and certified once at least every year by one or more auditors, appointed by the Club at their Annual General Meeting. The accounts for the first year shall however be audited by the Auditors appointed by the Managing Committee.
24. SUITS AND CONTRACTS :—The Club shall sue and be sued in the name of the Hon. Secretary and all written contracts entered into for and on behalf of the Club shall be executed by him and by one member of the Managing Committee appointed by a resolution of the Managing Committee.
25. POWER TO MAKE CHANGES :—“The Club shall have the power to add to or to vary the aims, and objects of the Club and also to add, vary or delete any of the rules and regulations of the Club, passed by a 2/3 majority of the number of members present personally at a Special General Meeting convened for the purpose.

NEWS DIGEST:

The manufacture of the Armstrong-Siddeley luxury car is to cease at the end of July, it was announced, as there is no demand for it.

"NO PARKING" ZONES

The eastern and western margins, north of the Round Tana Mount Road, pedestrian crossing, up to the turning to Waller's Street, have been declared "no parking zones", according to a notification issued by the Deputy Commissioner of Police, Traffic and Licensing, Madras.

LEFT FOR U.K.

Mr. S. Rajam, Director, The India Manufacturer (Madras) Private Ltd., left for U.K. and Continent on June 13th for finalising details of setting up a factory to manufacture Calculating Machines in India.

WHERE APARTHEID IS UNPROFITABLE

In Durban, before the South African Government introduced apartheid—racial segregation—bus service was a tolerable success. All the front seats were reserved for the Whites and the back seats were allowed to be used by the "blacks"—the natives of the land. But after separate buses for the Whites came to be insisted upon by the South African Union Government, the bus service in Durban reported a loss of revenue to the tune of £2, 80, 451 in 1958 and a loss of £1000 daily. In view of the mounting loss in transport service, the South African Government had to eat the humble pie and allow the blacks to travel in the back seats as before.

BONN TRAFFIC

In West Germany, traffic difficulties and complexities are got over very quickly. What cannot be moved has to be tunnelled under or bridged over. But the inter-town traffic problem is at the height of its gravity. A distance of about 6 miles between Bonn and an adjacent town can be covered in 7 minutes on a Sunday morning, but in the rush hours, it takes more than 40 minutes to do so.

THE BENDIX CORPORATION

Recently, the stockholders of Bendix Aviation Corporation voted to adopt a new name—"The Bendix Corporation", and the name change has been put into effect about June 1st, 1960.

Mr. Malcolm P. Ferguson, president of Bendix said: "The corporation is engaged in the manufacture and sale of not only aviation products but of a great number of automotive, electronic, nuclear, missile and space, marine, machine tool and industrial products. The diversity of these products is continually expanding, so it has become increasingly important for our corporation not to convey the impression that its products and skills are limited to the field of aviation".

A striking illustration of the situation that the name change will correct is Bendix' association with the automotive industry. The corporation's success in the rapidly expanding age of aviation has long obscured the fact that the Bendix automobile starter drive was the company's first major product. Bendix introduced the four-wheel brakes that over the years have been used on most makes of cars, and Bendix now supplies more than 450 types or models of automotive brakes. Bendix also pioneered automotive power brakes and power steering.

Bendix' automotive business last year exceeds the total volume of many corporations well identified in the public mind with the automotive industry.

JAPANESE CARS FOR U.S.

Japan exported more than 500 Datsun and Toyota automobiles through the Port of Los Angeles to the fastgrowing market in the U.S.A. The Datsun distributor in Los Angeles said, they will soon become familiar sights on the maze of freeways in Southern California. Subsequent shipments indicate that the test period is over and that imports in the fiscal year 1960 will be well above last year's. (G.P.S.)

INDIANS TAKE U.K. HIGHWAY ENGINEERING COURSE

Two Indian students are among 23 men taking a 12-month course at the Graduate School of Highway & Traffic Engineering at Birmingham University—the first school for highway traffic engineering scientists in Britain.

They are Mr. G. M. Andavan, of the Public Works Department, Madras; and Mr. R. P. Ahuja, of Ambala, Punjab.

The school, founded three years ago to train engineers to specialize in highway engineering, will soon be housed in a new building containing some of the most up-to-date equipment in the world. It will accommodate 50 students a year, a quarter of them coming from overseas Commonwealth countries.

The course begins with basic soil mechanics principles and goes on to a study of the many subjects which are included in highway engineering. These embrace traffic engineering, construction, pavements and materials, aerial survey, and soil mechanics and foundations.

TRIUMPH IN THE TULIP RALLY

Triumph cars scored top honours in their categories in this year's Tulip Rally, organised by the Automobile Club of Holland.

Results recorded by the Triumph TR 3 Sports Cars in Class C were as follows:

- 1st. D. Seigle-Morris—V. Elford.
- 2nd. R. Slotemaker —R. Crellin.
- 3rd. J. Wallwork —J. H. Brooks.
- 4th. K. Ballisat —S. Turner.
- 5th. Mlle. A. Soisbault

—Mlle. A. Spiers.
Triumph Herald Coupe's also dominated their category Class P—
1st. I.D.L. Lewis —H. A. Nash.
2nd. G. J. Mabbs —J.H.J. Flook.
4th. J. H. La Trobe—A. Crawford.
5th. W. Stoddart —R. Burn.
7th R. J. Wright —A. S. Doble.

In addition the TR 3 works team of Slotemaker, Wallwork and Ballisat was awarded second place in the team award.

FARGO

DIESELS in national service

Fargo diesel trucks are doing more than their fair share

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however tough the going, they are first-class for

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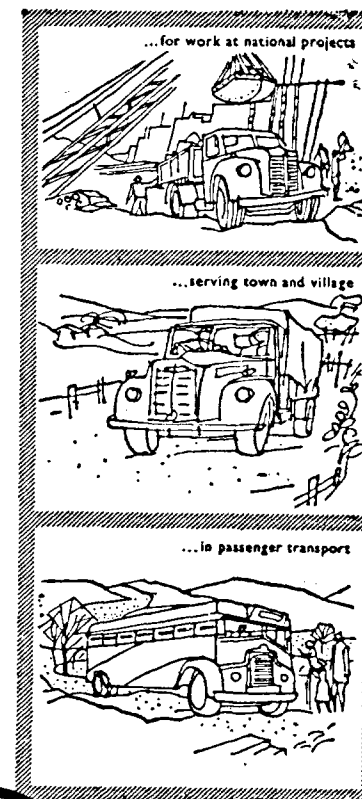
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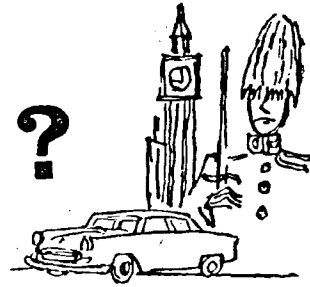
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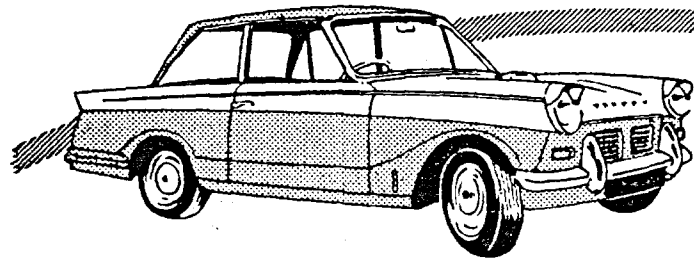
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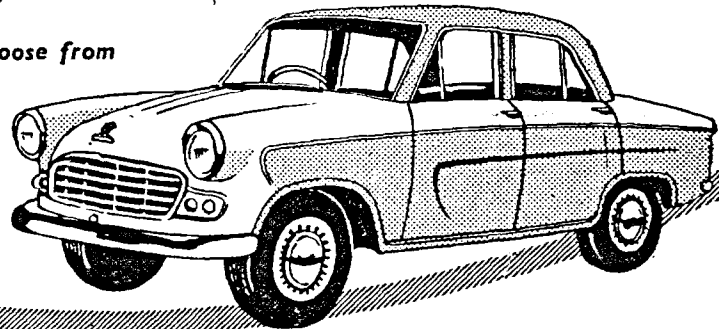
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M/s. Metro Motors, Hughes Road, Bombay-7.

M/s. Sikand & Co., 50, Janpath, New Delhi.

M/s. R. I. Works, Kingsway, Nagpur.

M/s. Auto Chenoy, 62/D, Sarojini Road, Secunderabad

M/s. Sanghi Bros. (Indore) Pte. Ltd., P. B. No. 1, Indore City.

M/s. Vikram Motors, 198, Vikramajit Singh Road, Kanpur.

M/s. General Auto Agencies, Mirza Ismail Road, Jaipur.

M/s. National Garage, Propr. M/s. C. L. Gulhati & Sons Pte. Ltd., Jammu Tawi.