

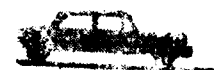
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VOLUME 5

2724 SEPTEMBER 1960

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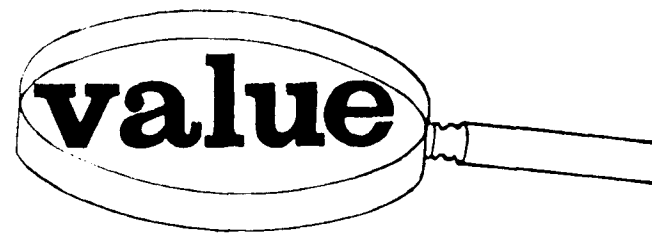
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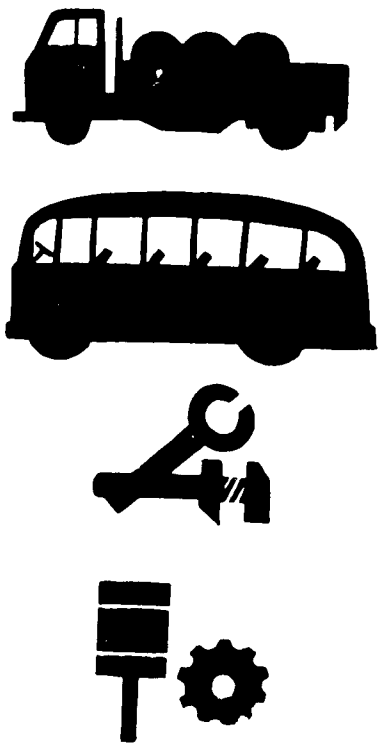
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Vol. 5 SEPTEMBER No. 2

Price Re. 1 Annual Subscription Rs. 10

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editorial

Road Safety

The National Safety Association, Madras, deserve to be congratulated on the forthright manner in which they have started functioning soon after their inauguration just a couple of months ago in this city by the Madras Minister for Transport, Mr. R. Venkataraman.

Volumes are being written and a great deal being spoken about road safety and as soon as news of any nasty accident spreads, people start talking of the carelessness of drivers, the reckless way in which they drive their modern vehicles and so on. But all talk gradually subsides only to start again after another accident.

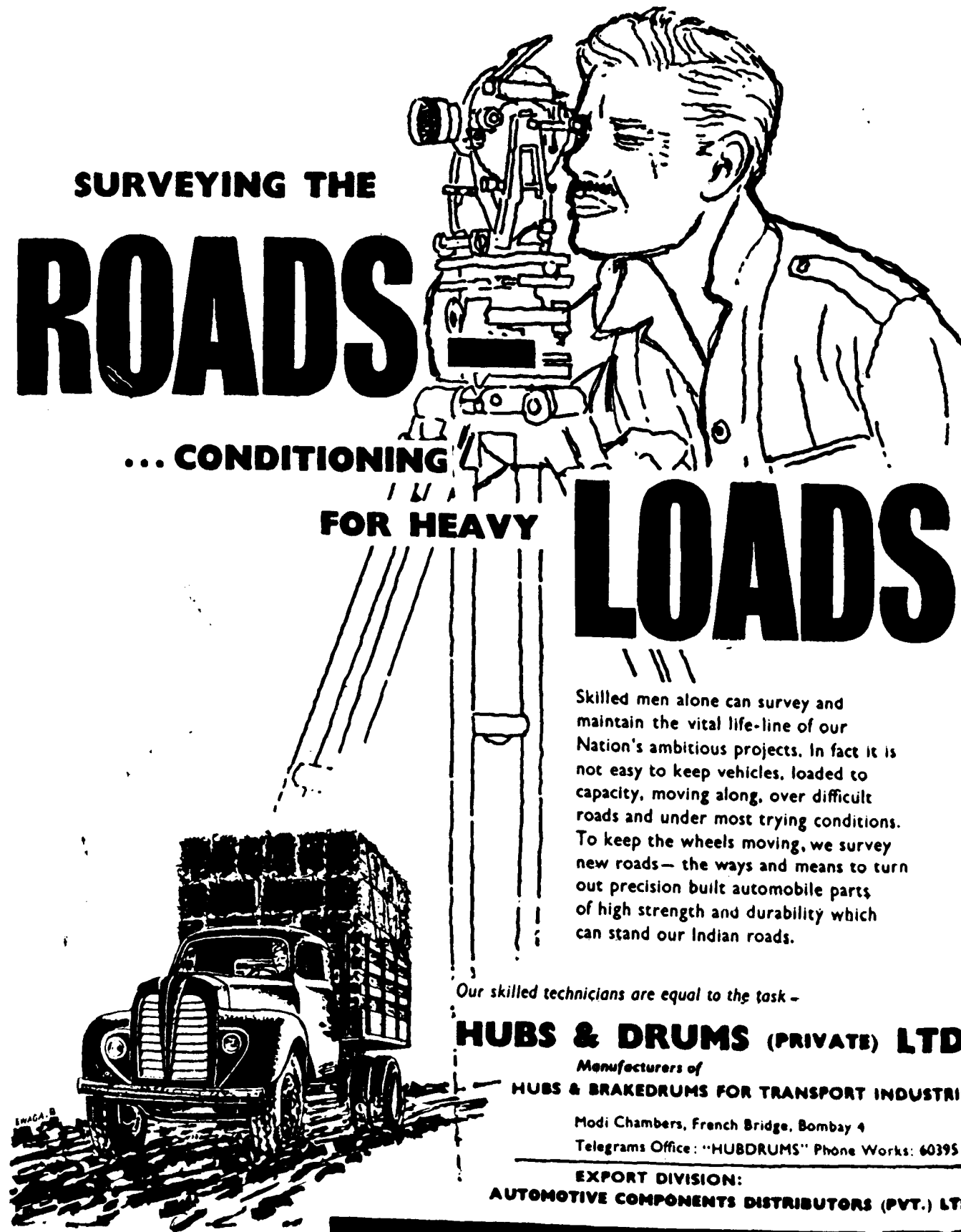
What we wish to stress is, that there has never been any attempt to go into the root cause of accidents, in which motorists are generally involved against pedestrians, cyclists or other forms of traffic. The pity is under the regulations in force, the motorist is obliged not to move an inch from the place of accident until necessary police investigation personnel turns up etc; while the actual culprits who caused the accidents—may be a cyclist or pedestrian—disappear often into the crowd, not even to be identified later. Surveys are being conducted here and there and statistics reveal that in a majority of accidents, the motorist is forced into an accident by the thoughtless manner in which some cyclists criss-cross or travel abreast, thus narrowing the way open to the motorist for safe travel. Often is it the case that the motorist is forced to take instantaneous decisions, and within a split second has to decide an alternative course faced with a jaywalking pedestrian who strays into the road at odd points.

These points clearly go to show that it is generally the pedestrian or the cyclist who creates a problem—which may result in an accident. For, how often do we read in the daily press that a car or lorry or bus dashed against a tree or some other object, "while trying to avoid an intruding pedestrian or bullock cart etc?". Such reports underline the supreme importance of directing education and understanding more towards the two classes of road users, namely the pedestrian and the cyclist.

It is here we see that the Madras Branch of the National Safety Association, thanks to the enthusiastic cooperation of the Police and the N.C.C., have started tackling the problem in the right perspective and put first things first. There was a remarkable change in the smooth flow of traffic near the Central Station when these volunteers were guiding pedestrian traffic to take routes considered safer for themselves. We are told that this campaign is to be repeated every Thursday for some time and we trust that the result will be less number of accidents, less of problems, and more of safety to road users, including motorists.

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"THE DRIVING NEED"

By B. G. Rootes

(BEING THE TEXT OF THE WAKEFIELD MEMORIAL LECTURE, DELIVERED AT THE COLLEGE OF AERONAUTICAL AND AUTOMOBILE ENGINEERING LONDON.)

May I say first of all how much I appreciate the honour you have done me in asking me to deliver the second of these Wakefield Memorial Lectures.

As a member of the motor industry, of course, the aims of this college are very close to my heart and it is a particular pleasure to give an address in the name of Lord Wakefield, who did so much to help the college in its early years.

This is a civil establishment which is making a positive contribution towards maintaining and raising the already high standards now existing in the British aircraft and motor industries.

As far as my own company is concerned, a number of our executives have benefited from periods of training at the college and we hope to see many more of its graduates joining us.

The men which the college produces are a yard-stick by which to measure its worth, and if it continues to turn out such high quality material as those young men who have received awards from Captain Egston this afternoon, then the aircraft and automobile industries must continue to be thankful to the college's founder, Mr. Roberts, and the work he began back in 1924.

Motor Industry's Expansion and Future

I have been asked to speak to you this afternoon about roads and the motor industry in Britain. We have given this address the title "The Driving Need", because I feel it is essential to appreciate the urgency of our road problems. Of course, the importance of good roads to an industrial nation like ours is obvious, but I would first of all like to examine the problem against the particular background of the British motor industry and the part it plays in our economy at the moment.

It is, indeed, a very vital part. The motor industry is this country's leading exporter and last year it exported a record number of vehicles and other motor products. In worth, they amounted to about £ 550 million, which is equal to earning £ 1,000 every minute throughout the year.

Production, too, was a record and our manufacturers turned out no less than 1,560,000 vehicles, of which well over a million were cars.



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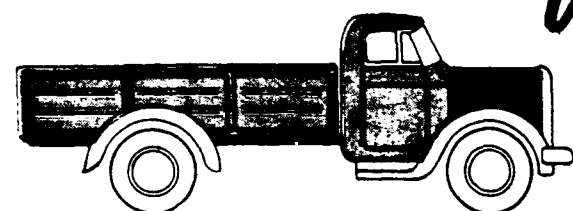
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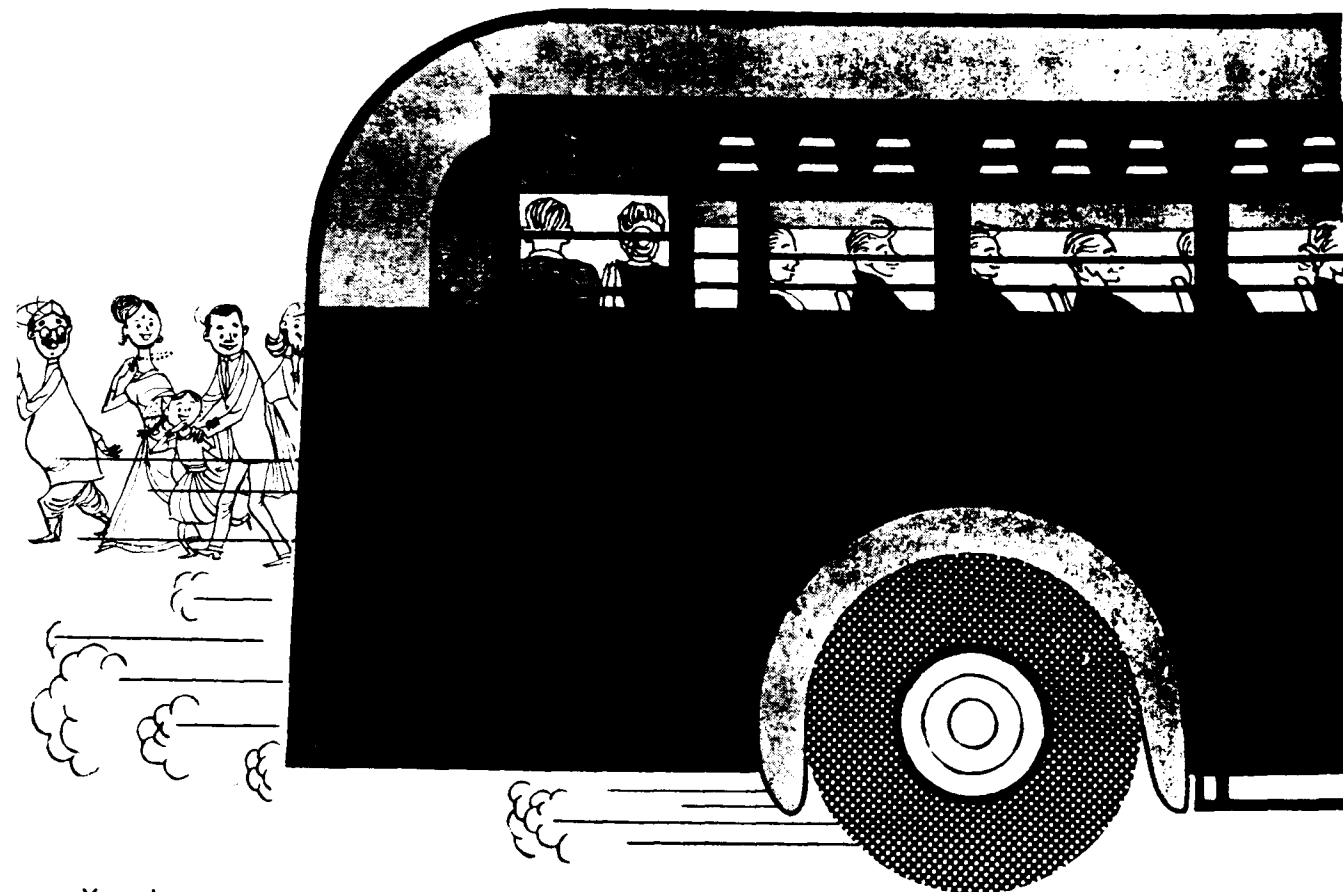
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You will all have heard of our plans to increase this figure very considerably over the next couple of years. The industry's expansion plans are not the work of unrealistic optimists. They have been carefully calculated in full realisation of the new problems which the industry is about to face, and in full awareness of the fact that we are on the verge of the greatest period of competition we have ever met.

At home, our biggest domestic problem remains that of keeping down our costs to maintain our prices. Faced with a steady rise in the cost of our raw materials, the industry—and that means the nation—cannot possibly afford a succession of wage claims.

Abroad, although we are exporting to 160 countries, 70 of these are restricted in some way and in Europe we now also face the uncertainty of the Common Market. In the Commonwealth, which has long been a traditional market, there is a move towards a gradual reduction in imperial preference. In many countries, too, local manufacture is being encouraged, which means, of course, a reduction in the British content of our vehicles.

In view of all these points, you may well ask, why expand? I said earlier that the decision to develop considerably our production was a carefully calculated one. The picture, in actual fact, is far from gloomy.

Throughout the free world, populations and standards of living are steadily rising. The motor car today is a necessity not a luxury, and it has become an essential part of a modern industrialised society just as the commercial vehicle is now an indispensable tool of industry.

We are expanding our production because we cannot meet the surging demand for British vehicles throughout the world and because we are very much aware that only ambitious plans now will realise the enormous potential which exists.

We hear so much about road congestion that we do not realise how small the car population really is—particularly in Europe, where there is now an average of about sixteen people to every car, compared with the figure of one to three in the U.S.A. Here in Britain we have approximately eleven people per car, while even in a highly motorised country like Sweden, the ratio is only eight to one.

In the Commonwealth the gradual swing against imperial preference should be more than counteracted by the huge growth of population as a result of immigration. In addition, the emancipation of hitherto

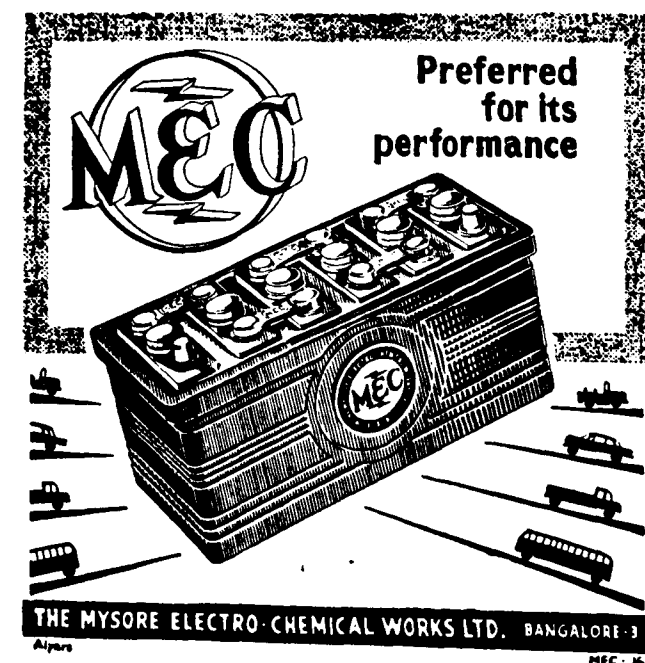
underdeveloped countries both inside and without the Commonwealth will mean a growing demand both for cars and commercial vehicles.

People everywhere are experiencing a greater personal freedom and prosperity. This has been reflected in a natural desire for independence in terms of transport and has prompted a world-wide decline in railways. The recent change of emphasis in goods carried has been remarkable.

In Britain, nearly ten years ago, our railways handled 56% of all land freight, while roads took 44%. Last year, the railways' share had dropped to 42% and the roads were moving 58%. In the U.S.A. the trend has followed a similar pattern.

The tide has turned very definitely and nothing short of a world war can stop the tremendous demand for motor transport throughout the world. The competition to satisfy this demand will undoubtedly be tough, but the British motor industry will certainly not be left behind. Nevertheless, we must be competitive—and this means increasing our turn-over still further so that we can spread our costs and keep down our prices.

This, in turn, means that we must have the security of a fairly unrestricted and motor conscious home market to underwrite our export efforts. And it is here



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that the Government seems to display a complete lack of logic.

While giving its blessing to our expansion plans and recognising our importance to the economy by even offering to help us build new factories in under-developed areas, it handicaps us by not providing the roads to carry the vehicles it is encouraging us to produce.

The Present Road Problem

You will, no doubt, have gathered by now that I cannot pretend to approach this controversial subject of road development as a completely unbiased onlooker.

Our need as a nation for better roads, however is so fundamental and the problem is so applicable to us all, that I feel I can speak quite freely.

Something like 10,000 new cars a week are coming on our roads. Already, with 8.6 million licences current, road traffic is terribly congested and Mr. Marples's recent forecast that the number of vehicles on Britain's roads would reach 15 million by 1975 seems a dangerously conservative estimate of the road problem that is to come.

The vital question is this—is our planned road development going to cope with the constant increase in vehicle population?

Before trying to answer that question let me say right away that I consider that the work which has been done during the last four years to develop an adequate road network in Britain has been a step in the right direction, albeit a rather short one. After years of neglect, it is certainly encouraging to have at least one motorway comparable with the best of the continent of America. The man who planned the M. 1 had vision and I only wish the same quality characterised the rest of our road building programme!

In 1958, the Government initiated a four-year road programme. It pledged a spending of £280 million on building a modern motorway network throughout the country by 1962 and last year the then Minister of Transport announced that after 1961 the Government would spend £66 million a year on major construction and road development.

This was better news, but my delight is tempered considerably by the news that Western Germany is now building autobahns at the rate of 125 miles a year and it looks very much as though the condition of our roads relative to the volume of traffic at the end of the Government's four-year plan in 1962 will be worse than it is today.

The plain fact is that Britain has spent less on road construction and maintenance in recent years, both per

MOTORINDIA

vehicle and as a share of the gross national product, than almost any other European country—and by the look of it, we will stay at the bottom of the league throughout the early Sixties at least.

In 1959, road users in this country contributed £564 million in taxation. Only 15% of this was spent on road and this represented a minute .66% of our gross national product.

Compare these figures with the three thousand million pounds spent by the U.S.A. on its roads in 1958. This represented 2.8% of their gross national product and they, in fact, were so road-minded that they spent some £394 million more on their roads in that year than they took in taxation.

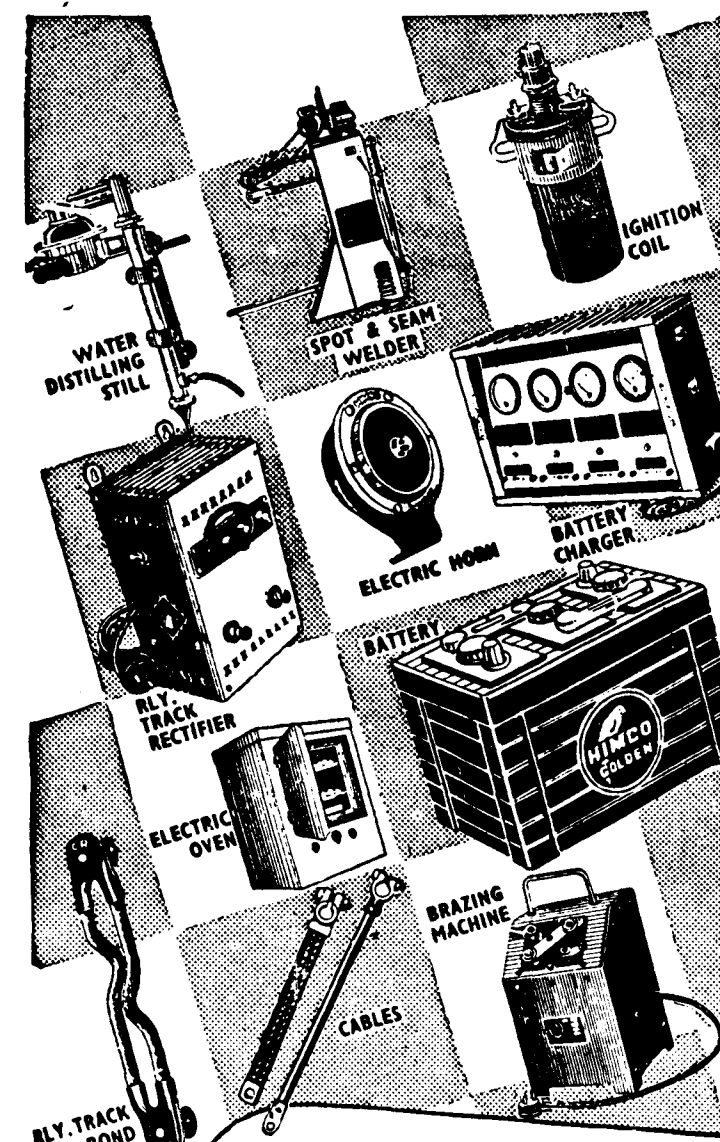
We also lag steadily behind the developed countries of Western Europe. Remember we spent on roads 15% of Road User taxes, yet Western Germany spent 97%, Belgium spent 42%, France spent 42%, and even Italy spent 37%.

Does it look in the future as though we will plough back the money we need into road building? According to the British Road Federation it seems most unlikely. They estimate—basing their calculations on a recent statement of the Minister of Transport—that by 1965 our expenditure on roads would only have increased to £127 million, which is still well behind the figure which Western Germany spent as long ago as 1956. By the look of it, we have still not learned our lesson.

The point is, we have no real master plan for road development in Britain. Our country surveyors, for instance, complain bitterly that they never know more than a year ahead what work they can carry out. As a result plans gather dust in pigeon-holes and are hastily produced when authorisation is suddenly received. By the same token, contractors can never plan an economic work programme and it is saddening to think that the majority of the £5 million of capital equipment used to build the M. 1 is now lying in dumps and the expert 5,000-man force assembled to do the work has been disbanded—all because no equal project was ready when the M. 1 was completed.

Three years ago an Institution of Civil Engineers conference decided that we needed to spend a minimum of £3,500 million on our roads to stay industrially and economically alive. It seems a lot of money, but measured against the railways' £1,500 million investment programme it can be seen in better perspective—

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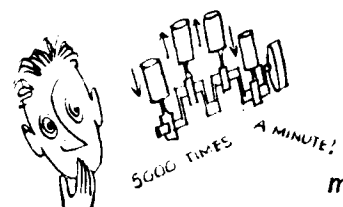
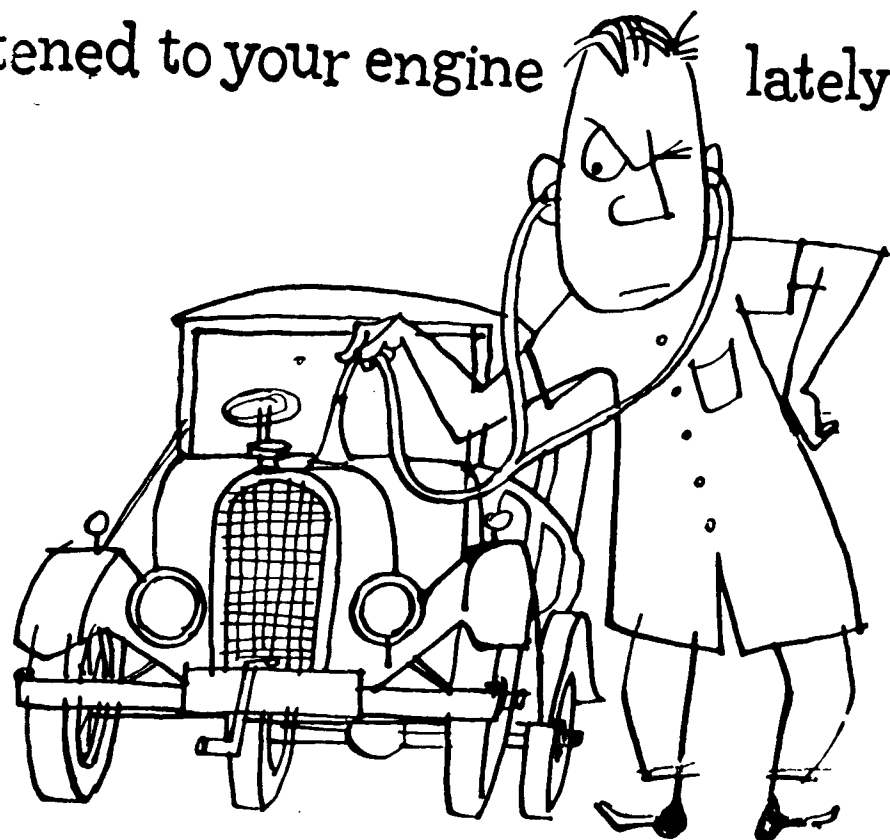
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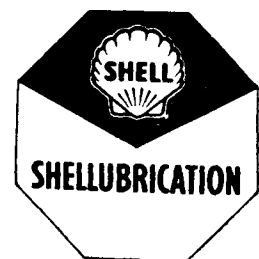
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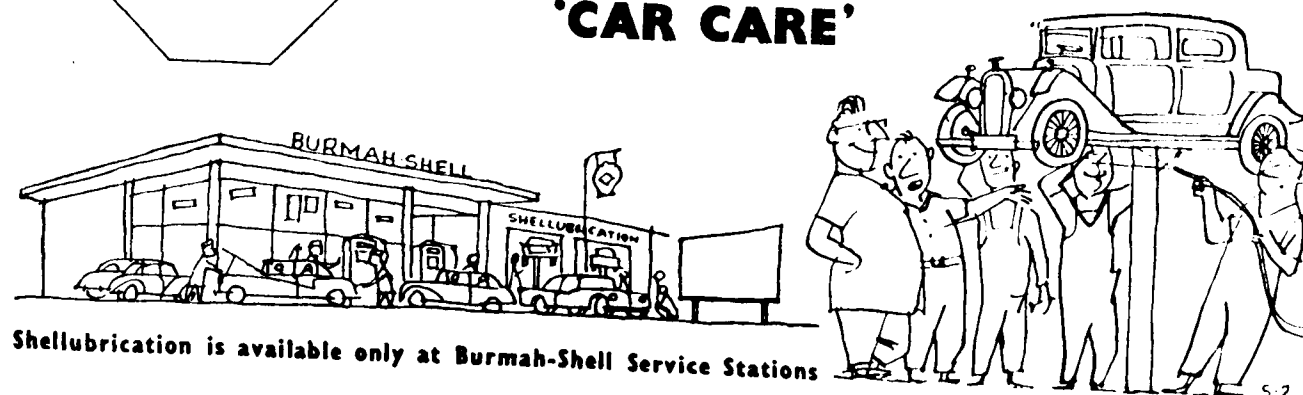
Those funny noises from under the bonnet...might be symptoms of worse things to come—if you don't look out. The pistons of your engine work very hard indeed, moving up and down at the rate of 5000 times a minute (Yes! 5000 times—



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and railways are declining because they are proving to be a less economic form of transport in the modern world!

What is Needed

It is easy for a layman to be critical of our roads programme, but I have visited a great many parts of the world and I lived in America for five years, and I do want to try and be constructive.

Can anyone doubt that the first fundamental requirement is an urgent reassessment of our economic priorities? A team of road planning experts prophesied only the other day that the economic life of London would break down disastrously within the next twenty years unless a master plan for reorganising its roads and traffic was prepared *now*.

The Transport Minister's first task it seems to me, is to persuade his Cabinet colleagues to give him more money so that he can plan for the traffic of 25 years ahead instead of five years ahead.

We need a long term, overall development plan which will visualise not only the building of motorways, the elimination of bottle-necks in cities by the use of flyovers and elevated roads, and the improvement of existing "A" roads, but also the establishment of decentralised shopping centres on the outskirts of cities.

If money is such a great problem, I cannot understand why we do not introduce tollroads on the American principle. The extra financial burden on the road user would be more than repaid by the conditions of safer travel. Roads such as the 400 mile Pennsylvania Turnpike may be expensive to construct initially, but traffic congestion is currently costing us some £240 million a year.

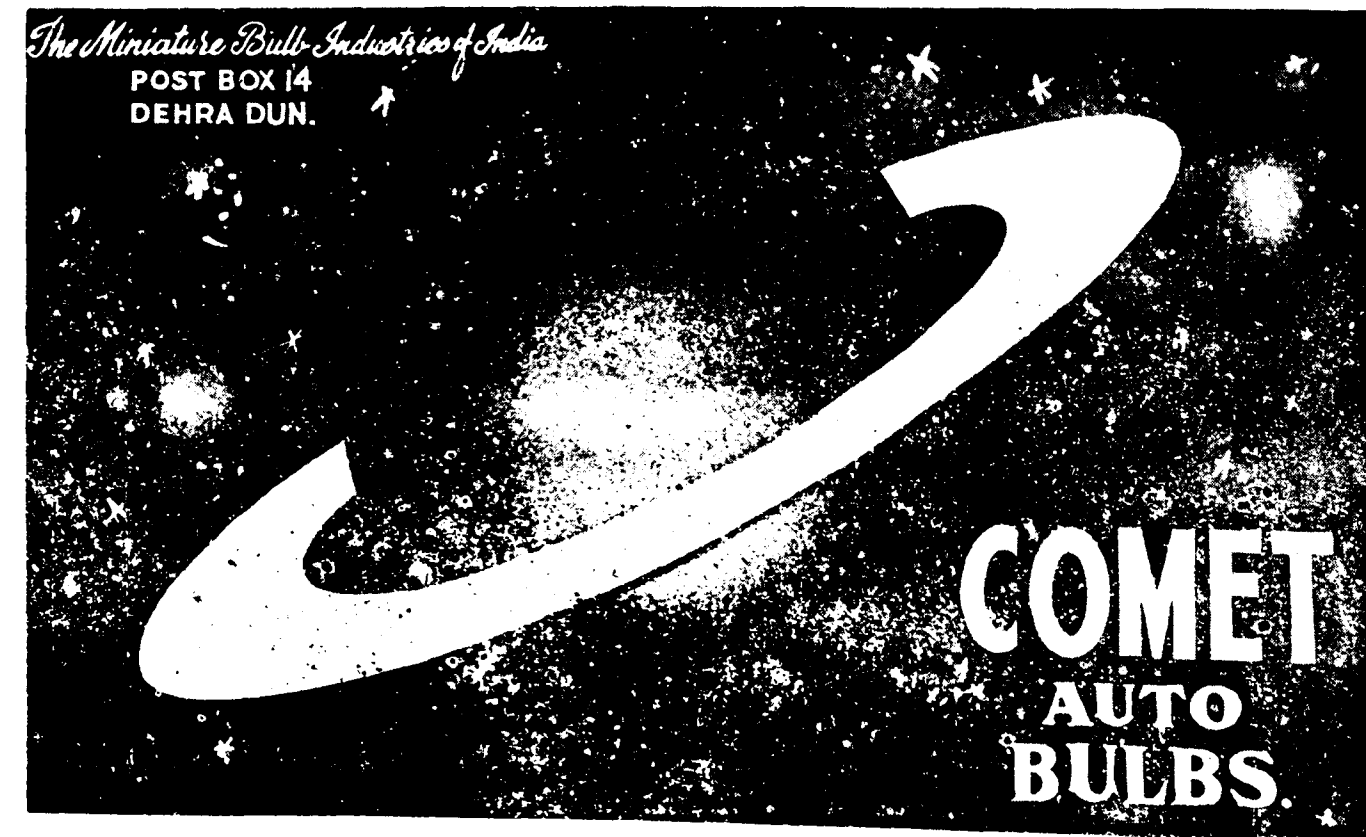
Mr. Marples's urban traffic planning policy seems to be anti-motorist and completely negative. In my view it is wrong to ban parking—except as an emergency measure, of course—unless some alternative means is provided. We must build more multi-storey parking sites as soon as possible. I doubt very much whether private investment can take on the task of building these quickly enough and in sufficient quantities, and the government or local authorities must help to foot the bill.

These, of course, are all long term proposals. In the short term, there is much more we can do.

Perhaps the first and most outstanding impression that one receives of our present road programme is the surprising lack of urgency in its implementation. So often do we see road repairs brought to halt at 5 o'clock in the afternoon and only resumed at 8 a.m. the next

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day—despite the congested nature of the road under repair. The road problem is growing worse by the minute and it is false economy not to have round-the-clock working at traffic bottle-necks.

Can anyone doubt the need for a more urgent approach, when one considers that it took nearly as long to build our solitary fly-over at Chiswick as it did the Brazilians to erect the heart of Brasilia, their new capital high in the jungle!

There are many improvements which could be made to our present road programme and traffic regulations—improvements which, planned for now, could greatly ease the strain on road users.

We should, for instance, further reduce the number of right turns which can be made off busy roads, for these are a constant source of accidents and traffic congestion. We must also, wherever we can, separate the various types of road users: motorists, cyclists and pedestrians. How often do we see, in the suburbs, wide stretches of grassland between the houses and the kerb of the road—land which could be used to carry a cycle track.

Remove the Roundabout

The age of the roundabout, too, is surely over. These islands were fine twenty and thirty years ago when the volume of our traffic was much lower. Now, however, they simply cannot cope with the greater number of vehicles on our roads and they only serve to slow down the traffic stream. In this modern age no new development plan should contain a roundabout; fly-overs or under-passes are the answers to busy traffic junctions.

I class railway level crossings in the same out-dated category roundabouts. Where it is impossible to build a bridge over a railway, could we not dispense with those heavy, slow, manually operated gates and follow the Continental system of the simple, single “frontier” style bar, so quick and easy to operate.

I welcome the recent Road Traffic Bill which does go some way towards providing for some of the more urgent needs. Traffic wardens who are empowered to give tickets for parking offences—already done in some countries—are a step forward but I would like the Bill to go even further and give on-the-spot tickets to jay-walking pedestrians who are often the real culprits in a road accident.

My office is in Mayfair and I sit looking down on rows of parking meters. To me, they seem a very poor answer to the parking problem. How much more efficient is the Parisian parking disc system, which is less unsightly, requires no more supervision and which allows far more vehicles to be packed in a given area. I understand that Paris has now declared that it will

not adopt parking meters and I hope our main provincial cities will take the tip.

Only one Way to Stop accidents

Road accidents, of course, are a cause of great public concern. We must certainly continue an active propaganda campaign for better driving, but there is only one real way of stopping accidents and that is to improve roads. To err is human and it must be our task to reduce to a minimum the situation in which a driver may make a mistake.

I share everyone's disgust at the 87 road deaths in five days over Easter, but I think we should keep a sense of proportion about this. In actual fact, this figure represented a daily average of fatalities which was only slightly above that for the whole of last year. In addition, despite the fact that Great Britain has the greatest traffic density per road mile of any country in the world, her accident death rate is lower than many Western European countries, including Western Germany and France. It is significant, however, that the U.S.A., with its fine road system, has a lower road fatality ratio per million people and per million vehicles.

The Moral

The moral is obvious: the British are not poor drivers—in fact I would say that they are among the best in the world. But there are bound to be accidents when the roads are bad.

There is one hardy old chestnut which can be found in every road development file in the country. I claim that Britain cannot afford to give up any more agricultural land for urban development of any kind. It is nonsense to say that we cannot spare land for new roads.

Land owners in rural areas must be prepared to face the prospect of losing part of their land to road development, for the national need for roads is so great that it must override sectional interest. By the same token, however, where local authorities are concerned, they must pay a fair price for land they take over—and not all of them can claim to be doing this at the moment.

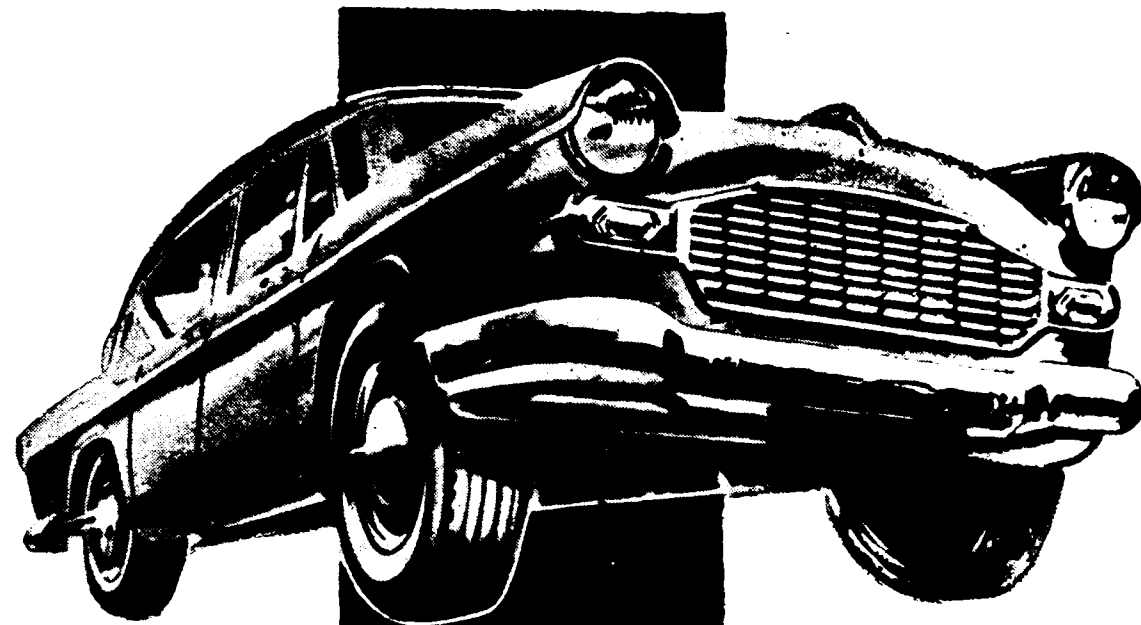
Adopt a Good Road Planning Policy

From these remarks, I hope that you may have been able to draw a picture of just how important road development is to the country in general and to the motor industry in particular.

The industry will expand whatever happens, for it must realise the great potential which exists in the motor markets of the world. This expansion, however, will be seriously hindered unless we adopt a really comprehensive, adequate road planning policy now.

Nevertheless, there are tremendous opportunities for a young man in our industry today and I hope that many of you here will make it your career.

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DRC.2

New Developments In TYRE DESIGN

"It absorbs Shocks without reacting and grips better"

From Gordon Wilkins

We were standing on one of the wicked, slippery water-soaked tracks that tyre manufacturers use for skid tests. Marked out with rubber cones was a sharp corner and round it came an XK 150 Jaguar coupe, raising a plume of spray from its wheels. At 34 mph, the driver could just hold it in the curve, but at 35 mph, it spun out of control every time. Then the rear wheels were changed, and a new kind of tyre was put on. With the same tyre pressures and the same driver, the Jag now stayed under perfect control in the curve at speeds up to 39 mph.

Easier to spin the rear wheels

The next test was one I made myself with a 3.8 litre Jaguar saloon which had had its self-locking differential removed to make it easier to spin the rear wheels. One wheel was run onto a rough non-skid surface, while the other lay on a parallel track which was as slippery as if it had been greased—ideal conditions to produce uncontrollable wheelspin. A sudden stab at the accelerator in second gear with normal tyres set one rear wheel spinning madly and the car barely kept moving. Then the new type tyres were fitted and I tried again. Even with the most brutal treatment,

slamming the throttle open hard in second gear, I just could not spin the wheels, and the car surged away at full speed as though it had a self-locking differential.

The secret was a new kind of synthetic rubber which has been developed by Dunlop specially to prevent skidding. Ordinary rubber, as everyone knows, is springy; it bounces if dropped and snaps back to its normal shape after it has been compressed. The new rubber is rather "dead". It absorbs shocks without reacting so sharply and therefore grips better in bad conditions. It gives better braking in the wet, its road holding is 24 per cent better and its resistance to wheelspin is 45 per cent higher than that of normal tyre rubber.

Big advantage

It has another big advantage too: silent running. Tyre squeal is a particularly difficult problem on big, luxurious cars whose tyres are generously dimensioned for comfortable riding. In fact, as one tyre technician said, "The more you pay for your car, the more the tyres squeal." This unpleasant noise, which sounds like an accident about to take place, and earns black



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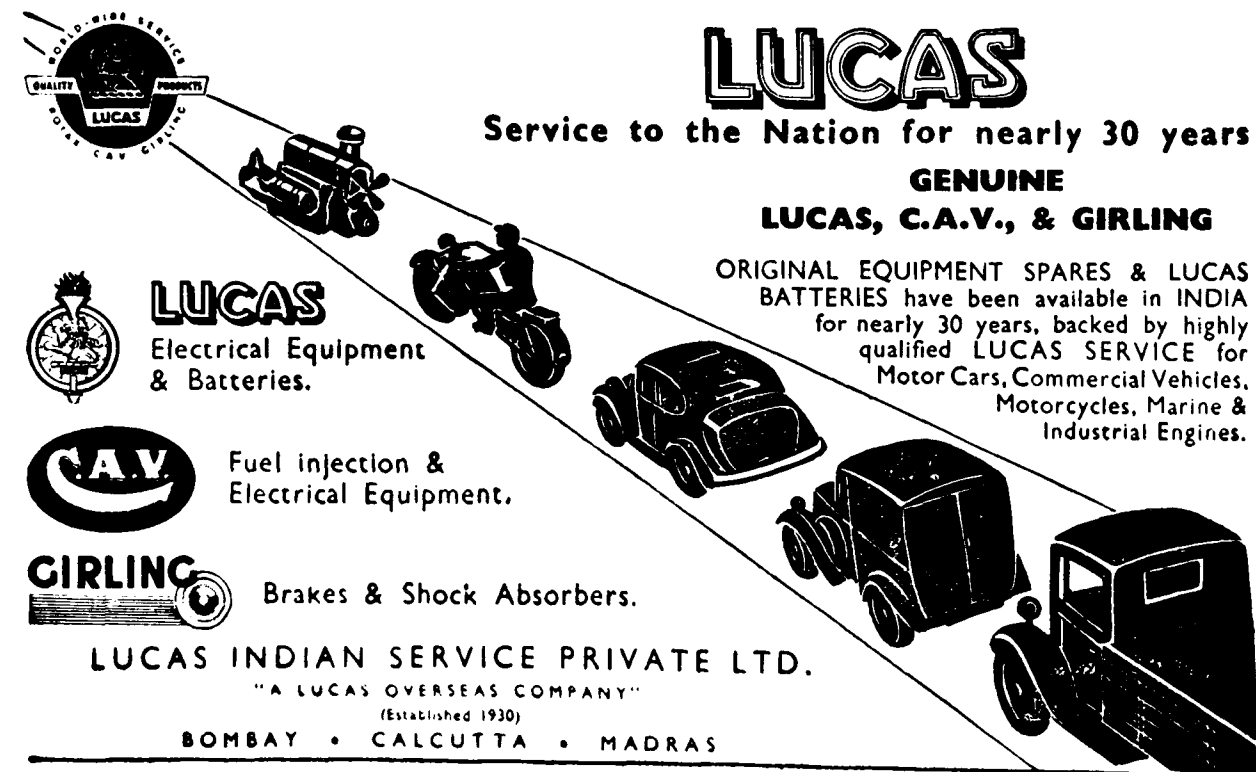
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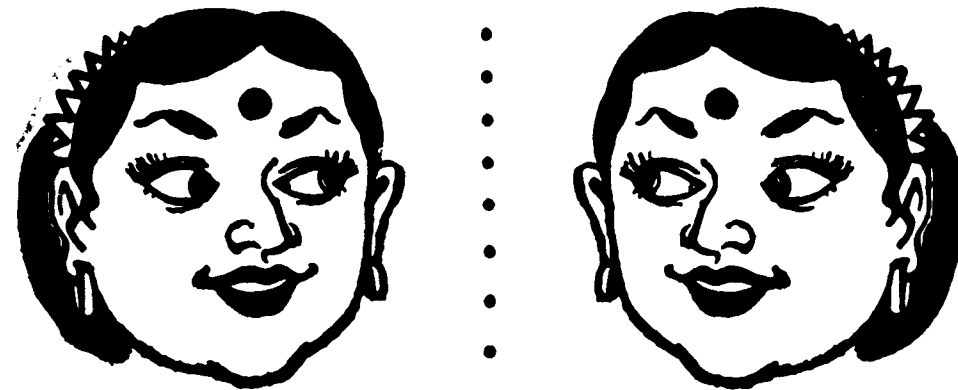
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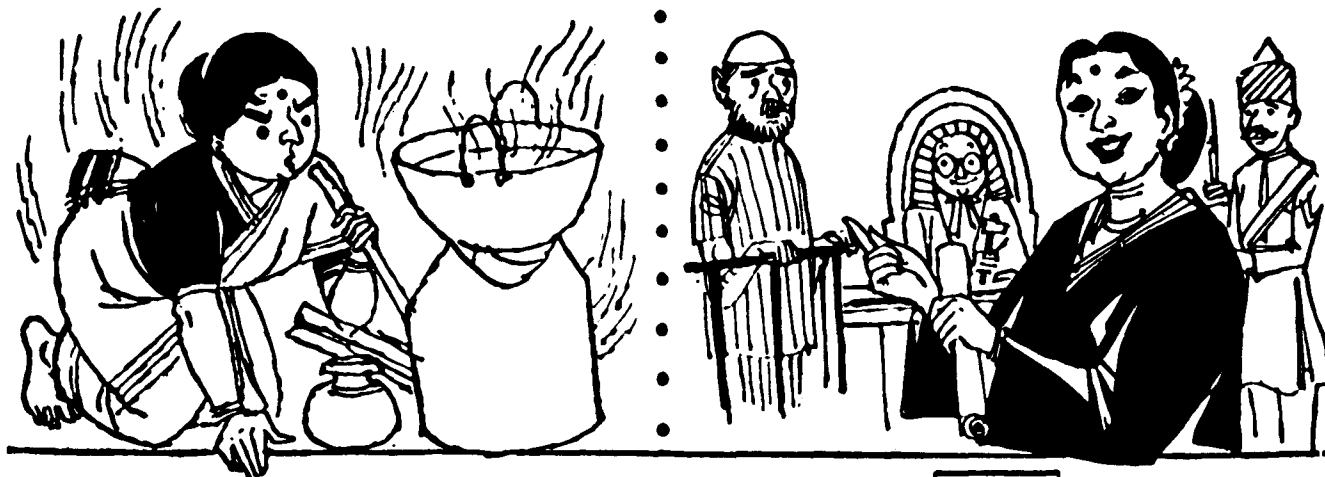
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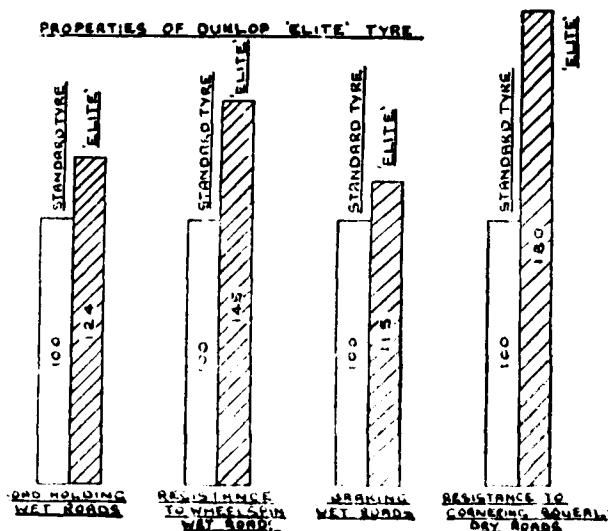
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looks from people who assume you must be travelling too fast, is worst in hot weather, and on smooth traffic-polished roads. It is caused by vibrations which are set up in the rubber of the tyre, but the new rubber does not vibrate nearly so much and the squeal has disappeared. The difference, demonstrated by "before and after" tests on a quality car which is a notorious tyre squealer, was quite remarkable. Instead of a squeal, a quiet swish!

The other side

All this represents a big step forward towards safer motoring, and when one adds that synthetic rubber now costs much less than natural rubber, the prospects seem rosy indeed, but as usual there is another side to the picture. By absorbing shocks without producing a springy reaction, the new rubber soaks up energy which is converted into heat, and heat is the great enemy of any tyre, although they have nylon casings to increase their heat resistance. The new tyres cannot be used for continuous cruising speeds above 85 mph, and they are not suitable for any speeds above 100 mph. Therefore, racing and sports car drivers, who would be glad of these new safety margins, cannot have them in full measure, although Dunlop's new fast road tyre, the RS 5 does incorporate some of these qualities in modified form. The full benefits are reserved for large town cars and chauffeur-driven limousines which do not normally go over 85 mph. It is for them that the new Elite tyre, made from the latest-type rubber is intended. Built with a heat resistant nylon casing, it costs about 30 per cent more than standard tyres, the prices ranging from £11.6s — 6d for the black 6.40—15 size, to £27.5s. 6d for the white-wall 8.90—15. However, as supplies of the new rubber increase, it may become available in

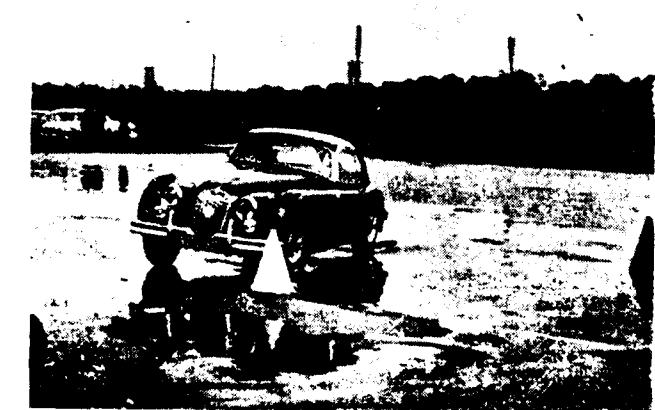
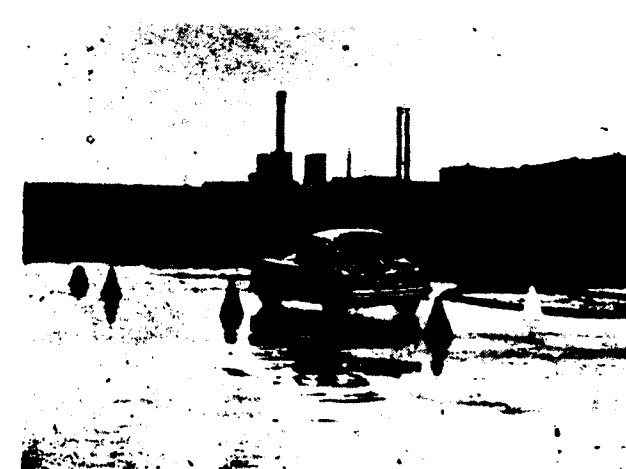


sizes suitable for ordinary family cars and let us hope that the price will also be within reach of ordinary mortals. It would be a tremendous help to riders of scooters and mopeds, to whom wet weather brings special skid risks. Once the capital investment in new plant has been recouped, there seems to be no reason why these new non-skid tyres should cost more than normal, as synthetic rubber costs much less than natural rubber to produce.

Steering more accurate

For high-speed drivers, there is news of some improvements in tyre design which should make steering more accurate. A disturbing sensation for most drivers is the sideways jerk as the edge of the tread strikes a tram line or a ridge in the road surface. Continental manufacturers continue the tread smoothly over the edges and on to the wall of the tyre, giving it a

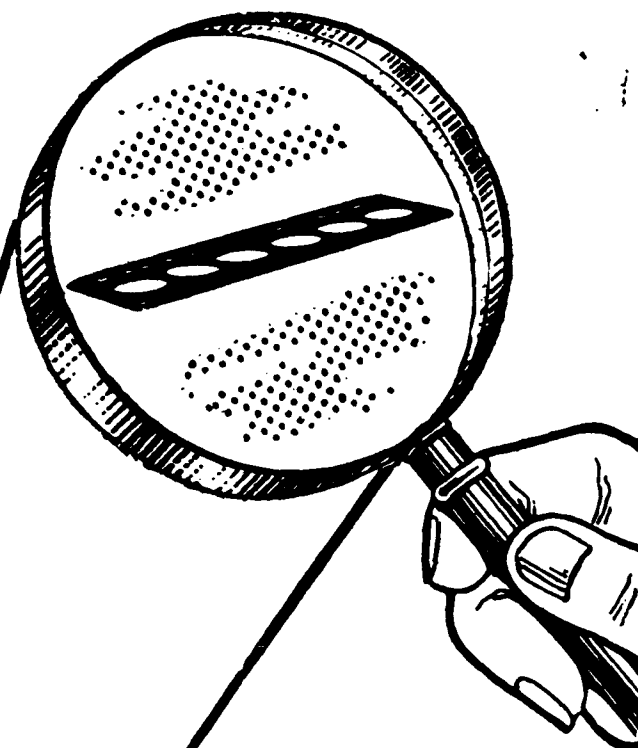
Jag XK 150 holds test curve at 39 mph on Elite non-skid tyres.



Jag XK 150 spins at 35 mph in test curve on ordinary tyres.



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PTI/IC-6-3

rounded shoulder and now British and German technicians working together have evolved an answer for the new British Dunlop speed tyre, the RS 5. The edge of the tyre is stepped, so that it rides over the obstruction at speed without jerking the car sideways.

One type of tyre desirable

Talks I have had with tyre technicians recently show that they are planning more and more specialisation for the future. High speed tyres, town tyres, wet weather tyres, cross country tyres and many other variations could be tailored for the job, if the car owner was willing to keep separate sets of tyres for different jobs. But I feel the average motorist will obstinately expect to be supplied with one type of tyre which will meet all requirements. There is an alternative, of course, the Pirelli BS3, with detachable treads, on which one can fit different tread bands to suit different conditions. Meanwhile, designers of at least one new car intended for an attack on the world land speed record are planning to eliminate tyres altogether on the ground that they put severe limits on the braking and acceleration which can be employed at very high speeds. A German engineer is planning instead to use wheels with shock-absorbing rubber centres, shod with treads of spring steel. But think of the noise on a cobbled road!

Four-Seater Ferrari 250 GT

Quickly following up his crashing victory in the Le Mans 24 Hour race, Ferrari launched a new version of the famous 250 GT with two main seats and two occasional seats. All previous models have had two seats. The extra interior space has been obtained without increase of length or wheelbase by moving forward engine and gearbox. The low drag body form incorporates a slightly smaller radiator grille than the other models and a smooth bonnet without air intake shaped to a profile which is designed to prevent lift and increase road adherence at high speeds. Fog and spot lamps are incorporated in the radiator air intake. The two door body by Pinin Farina is of severely simple style with no irrelevant decoration. An almost unbroken expanse of glass gives excellent all round vision. The roof line, extends slightly over the rear window to give adequate head room in the rear seats and the curved rear quarters blend into a new high tail which gives more luggage space than on the two seater models. Rear seats have side and centre arm rests. An intake below the windscreen feeds fresh warm or cold air to the interior and there are two additional cool air intakes at the front. The side windows drop and the rear quarter lights are hinged.

September 1960

M-11

The engine is the well-known V-12 (73×58.8 mm) 2953 cc. It has three twin choke carburettors and gives 235 bhp at 7,000 on an 8.8 to 1 compression. Transmission is by four-speed synchromesh gearbox and a Laycock overdrive is offered for the first time. There are Dunlop disc brakes for all four of the centre lock wire wheels which carry 6.50—15 tyres. Kerb weight of the new model is 2820 lb.

Rapidly Expanding Lambretta

Trojan Group Of Companies Has A Long Association With Croydon

Trojan Limited is a name that has been well-known in Croydon and in the motor industry for the greater part of the twentieth century—in fact the company was one of the first members of the Society of Motor Manufacturers and Traders. Now although it still retains its identity it has acquired a 'new look' since the formation of the Lambretta-Trojan Group and is now one of Croydon's most go-ahead industries' part.

Last year, Lambretta Concessionaires Limited, a wholly British Company acquired the Trojan Company. The result was the fusion of modern Continental products with those of British manufactures.

The Group employs over a thousand people who live in and around Croydon. Together the companies in the Group make and market a wide variety of commercial vehicles, agricultural machinery and Trokarts—the midget racing cars that are becoming increasingly popular. The Group also markets Lambretta scooters, Lambretta three-wheeler and commercial vehicles and Clinton outboard and industrial engines.

New Production Record By B.M.C.

Sir Leonard Lord, Chairman of The British Motor Corporation, announced recently provisional year-end figures for the Corporation's production and exports.

Sir Leonard stated: "I am pleased to say that provisional figures for the current financial year ending on July 31st reveal that the Corporation has achieved by a good margin a new record, with 656,577 vehicles produced.

This is an increase of 55 per cent on last year's total of 486,048 and is 30 per cent higher than our previous best—504,712 vehicles in the financial year 1957-58.



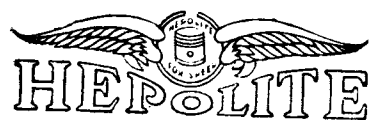
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No Fall In Export Demand For Jaguar

Jaguar Cars Ltd. have announced that they have entered into contracts for 1961 with their Distributors in the U.S.A. which will result in the shipment of the highest number of cars to America since the launching of their export drive in 1947.

The company continues to receive an increasing demand for its cars from the United States where it is unaffected by the advent of the American "compacts."

The demand from European countries also continues to rise, and during the past year a substantially greater number of cars has been exported to European countries than in the previous corresponding period. Production at the Jaguar factory has for many months been running at the highest peak in the company's history but, despite this, difficulty is still experienced in meeting demand, and plans are being pressed forward for increasing production still further.

Nigeria Buys 40 Jaguar Cars

The Nigerian Government have ordered 40 Jaguar Mark 9 saloons all specially painted in the Nigerian colours of green and white. The cars were at once shipped from Tilbury, in order to be available in good

time for the celebrations which will mark the attainment of Nigerian independence on 1st October.

Lotus Seven For 1961

A new version of the popular build-it-yourself Lotus Seven known as the Seven Series Two is announced with improved appearance, better road holding and better brakes.

In appearance the car is basically similar to the previous model, but incorporates numerous detail improvements. Several items which were formerly listed as optional extras—hood, spare wheel and windscreen wipers are now provided as standard equipment without any increase in price.

The design of the stiff space frame chassis has been improved and the re-styled. Nose cowl is made of glass-fibre as are the front and rear wings, following successful experience with glass fibre on Elite and Grand Prix single seaters.

Road holding has been further improved by the fitting of 13 inch wheels, which reduce unsprung weight.

The instrument panel is laid out more functionally and extra space is provided in the foot-wells. Other improvements include a new braking system, with 8x1 1/2 inch and 7x1 1/2 inch rear drums, and revised steering column layout.

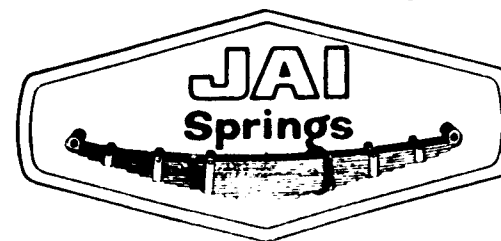
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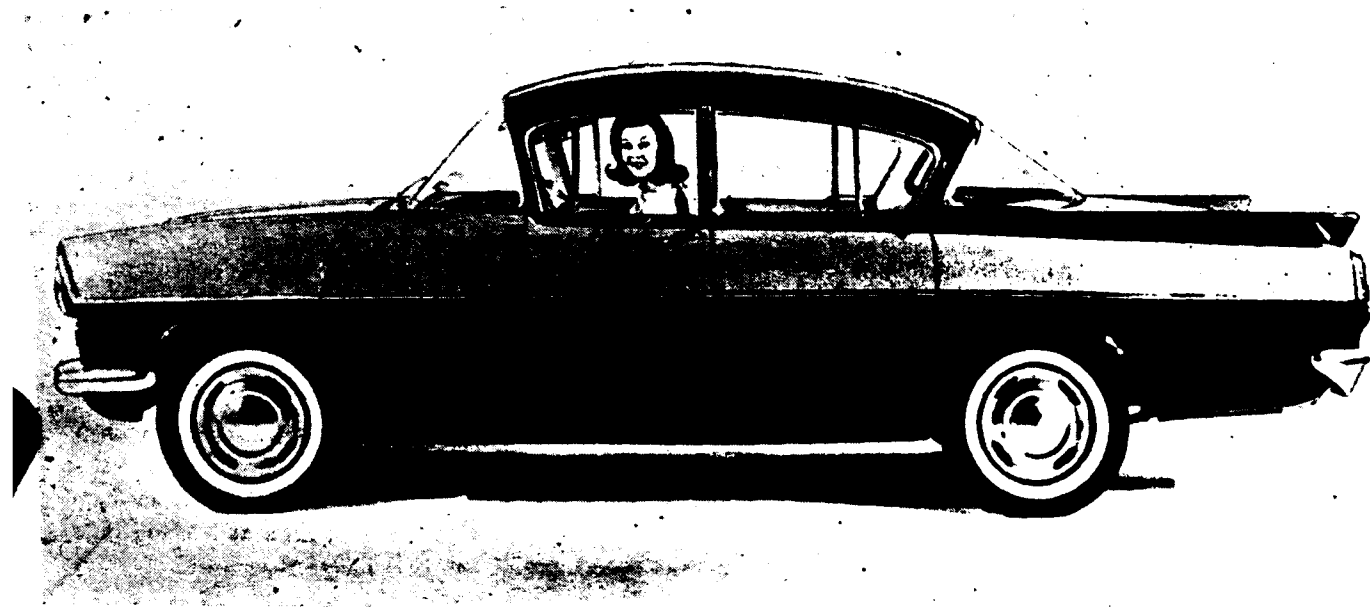
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U2745



Bigger Engine For 1961 Velox And Cresta

Bigger Brakes and wheels, Revised Styling

A new 2.6 litre six-cylinder engine developing 113 gross b.h.p. powers the 1961 Vauxhall Velox and Cresta models. With it come a higher rear axle ratio (3.9 to 1 instead of 4.11) and larger wheels (14 inch diameter). Acceleration, maximum speed and top gear flexibility are all improved, the power-to-weight ratio now being about 96 brake horse power per ton.

To handle the increased power the clutch has been increased in size to 9 inches diameter and brakes are more powerful, with 10-inch diameter drums at the front. The front springs are stronger, the forward underbody structure is stiffer and new rubber-cushioned front engine-mounts are fitted. The Laycock overdrive is available on both models at extra cost.

Numerous styling changes are designed to give the Velox and Cresta a more impressive appearance. Interior improvements include a new instrument panel with a 'colour signal' moving line speedometer.

Power unit for the 1961 Velox and Cresta is a new "square" six with bore and stroke of 82.55 mm giving 2651 cc., an increase of 17 per cent over the old engine. Compression ratio is raised to 8.1 to 1 (from 7.8). Gross output is 113 bhp at 4,800 rpm (94.6 bhp installed at 4,600rpm) and max. gross torque is 148l b.ft (20.5 mkg) at 2,400rpm or 138.5 lb.ft as installed in the car (18.2 mkg) at 1,600 rpm.

The real measure of the flexibility and pulling power of the new engine is seen in the fact that it gives a torque of at least 130 lb.ft gross (18 mkg) all the way from 1,100 to 4,500 rpm. This is more than the peak torque given by the old engine.

The forged steel crankshaft runs in four bearings and has an overlap of 7/16 in. (11.1mm) between main and big-end journals. The pushrod-operated overhead

valves lie in separate smooth-finished ports and are of composite construction with wear resistant stems welded to heat and corrosion resistant heads. Die-cast aluminium rockers operate without rocker shafts, on ball joints dowelled to the cylinder head. Combustion chambers are wedge-shaped. Pistons are tin-plated, with offset piston pins and chromium plated top rings. The crankcase is ventilated with filtered air and vented to the carburettor air cleaner. For uniform cooling there is a coolant distribution duct inside the water jacket. Ratios in the three-speed all-synchromesh gearbox are unchanged, but the axle ratio is now 3.9 to 1 instead of 4.11 raising speed at 1,000 rpm in top gear to 18.7mph (30.09kmh).

Front brakes are now 10 inch diameter (25.4cm) raising total lining area to 147 sq. in (948sq. cm) and wheels are 14 in instead of 13 in to make room for them. Headlamps on home market cars are a new sealed beam type, first time sealed beams have been used in Britain. Parking lamps and flashing front indicators are now combined in a single unit at each side of the grille. Rear lamps are re-designed in a smaller casing and the rear bumper is new.

Instrument panel in a hooded cluster in front of the driver, features a ribbon-type speedometer indicating first in green, then in amber and finally in red above 60mph (100kmh). Upper part of the panel has a resilient "Royalite" covering. Upholstery is leather or nylon for Cresta, Vinyl or Vinyl-coated rayon for Velox. Carpets instead of rubber mats are now used at front of Velox. External changes include new side mouldings and name plates and new anodised aluminium wheel discs for Cresta. Car weight is increased by about 50 lb (23kg)

Without Rhyme-or Reason

Poems while U Perambulate!

By A. HOLDEN

"You really have a "sound" car
Here. It's won many a battle!
The "sound" part's not bad at all
Listen to that noise and rattle!"

"What's your profession?
I can't tell by your car."
"Me, I'm a music man,
A "Singer"! Doh, ray, fah!"

Bitumen, concrete, gravel, dirt
Are used upon our Highways,
But in time of rain it's
Simply—MUD just all the way.

Caravans are striking
Smart, all convs. combined:
Seems a pity to drag them
Way backwards—a car, behind.

Lorries and trucks honour
Girls—sweeties and/or a wife
Rarely are boys' names used—
'Cept at breakdowns—Abuse and strife!

Those Austin "Babies"
Rarely do grow "cold";
They keep on going
Though they're "old" and "bold."

Autos look less like cars,
About which designers rave
It's really a wonder, Henry
Ford, didn't turn in his grave!

At auction sales you may buy
Yourself a real bargain,
For someone's loss can be
Someone's else's good gain.

Film stars dote on odd cars,
So as they can cut a dash,
To show off their wealth:
They're bizarre, and they're "flash."

"Models" buy new auto "models"
To ride in here and far
It suits their personalities
They DO like a "model car."

It's fashionable these time
In the U.S. 4 cars to a home,
So there's AUTOMOTION
Where'er you may roam.

Why does my neighbour park
Always across my drive?
When I see his car so parked
It makes me mad. I writhe.

"Did you enjoy your journey?"
"Not one little tiny bit;
From here to there, the
Driver simply let it RIP."

The windscreen wiper can
Mesmerise one on hot days.
Never let it get you "down"
Or affect you by it "daze."

The spring's gone from the seat,
Except on a bumpy highway
When's it Spring, also Summer
When we jolt along our way.

"To stop you press down that
Thing. Not that, you'll accelerate!
Ah well, it's alright now!
We're stopped: you've hit the gate!"

The windscreen should be clear,
Free of dirt, stain and clean;
Remember you must SEE OUT
And likewise to see in.

Some women select their autos
To match a dress, a hat or shoe.
But I chose a car because
It suits my purse. Do you?

Silver-plated motor cars look
Smart, but to have one—"Golden"
I'd be very scared always that
It would be from me stolen.

I had a "smashing" car, he did,
But he wasn't "wreckless" long;
He ran up on the footpath
Veered, then struck a police waggon.

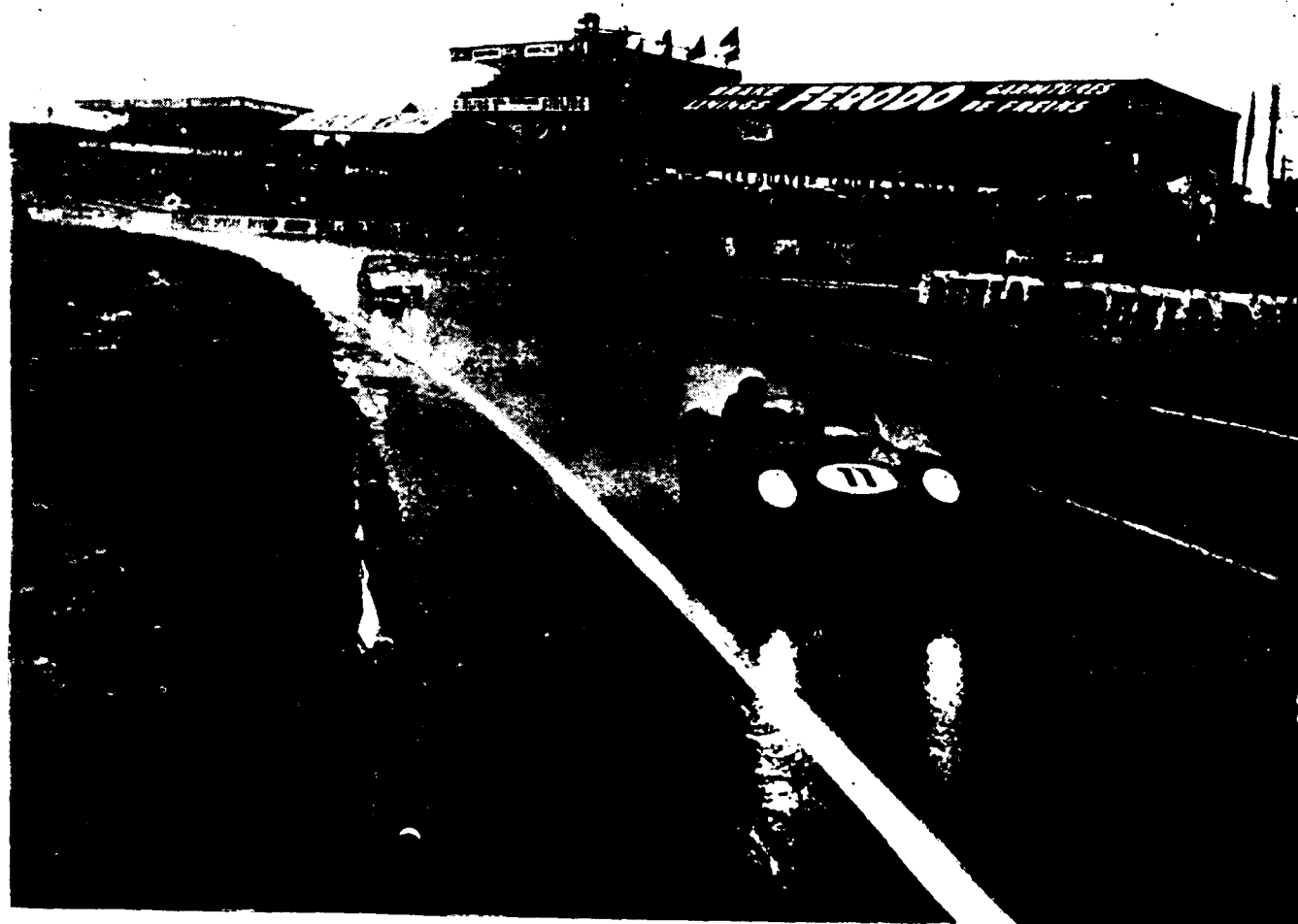
Strange sights are visible in
A rear-vision mirror view
So I'm never worried by my
Own face—are you?

"Slow down, there's a policeman!"
Said nervous man, Jim Wardle.
Policeman: "Move along there!"
Here you must NOT always dawdle!"

Diplomatic Cars are so impressive
They're polished, smart and new
Riding in them's like flying
On a cloud just built for two.

September 1960

MOTORINDIA



Le Mans 24 Hour Race-1960.

Ferrari's Resounding Victory

In the long history of the Le Mans 24-hour race, no make of car has ever scored such a resounding victory as did Ferraris in this year's event. Sports-racing cars took first two places in the overall general classification, and in fourth, fifth, sixth and seventh places came privately-entered 250 GT coupes—which, of course, walked away with the newly introduced Gran Turismo category. With only the somewhat problematical Venezuelan Grand Prix yet to come in the Sports Car Championship, this could well mean yet another win in the Championship for Ferrari, which are now in the lead, with Porsche in second position.

55 Cars battle for place of honour

With an entry of 55 cars, 13 of them Ferraris, the race started in overcast weather at 4 p.m. on 25th June on the 8.36 miles circuit five miles South of Sarth, Le Mans, France; before it was over, these rain clouds

were to shed their contents on many occasions. Gregory's 2.8-litre "birdcage" Maserati took the lead during the first, crowded lap, and very quickly built up a considerable advantage over the Gendebien Frere-Ferrari. Fighting it out for second position in these early stages were the three other sports-racing Ferraris (von Trips and Phil Hill, Mairesse and Ginther, and Scarfiotti and R. Rodriguez) together with the Ecurie Ecosse D-type Jaguar, the brand new E-type Jaguar (entered by Briggs Cunningham), the R. Rodriguez Pilette American-entered Ferrari, and a couple of Aston Martins—the 1959 winner, driven by Baillie and Flockhart, and the Border Reivers car driven by Clark and Salvadori.

Havoc Overtakes So ne Cars

After only two hours, the Maserati came in for a routine pit stop; as Daigh tried to restart, the starter

jumped, and the car stood at the pits for nearly an hour—while the Gendebien-Frere Ferrari went off with a substantial lead, a lead which, for the remaining 22 hours, was never challenged. Shortly, both the von Trips/Hill and Scarfiotti/Rodriguez Ferraris were to retire with empty fuel tanks—a grave error on somebody's part. The new Jaguar, too, was soon in trouble—first with a serious fuel leak, then with damaged fuel-injector pipes which weakened the mixture and damaged a piston, so that the car had to retire. The Ecurie Ecosse D-type, and the Border Reivers Aston Martin, each took over the challenge, taking it in turns

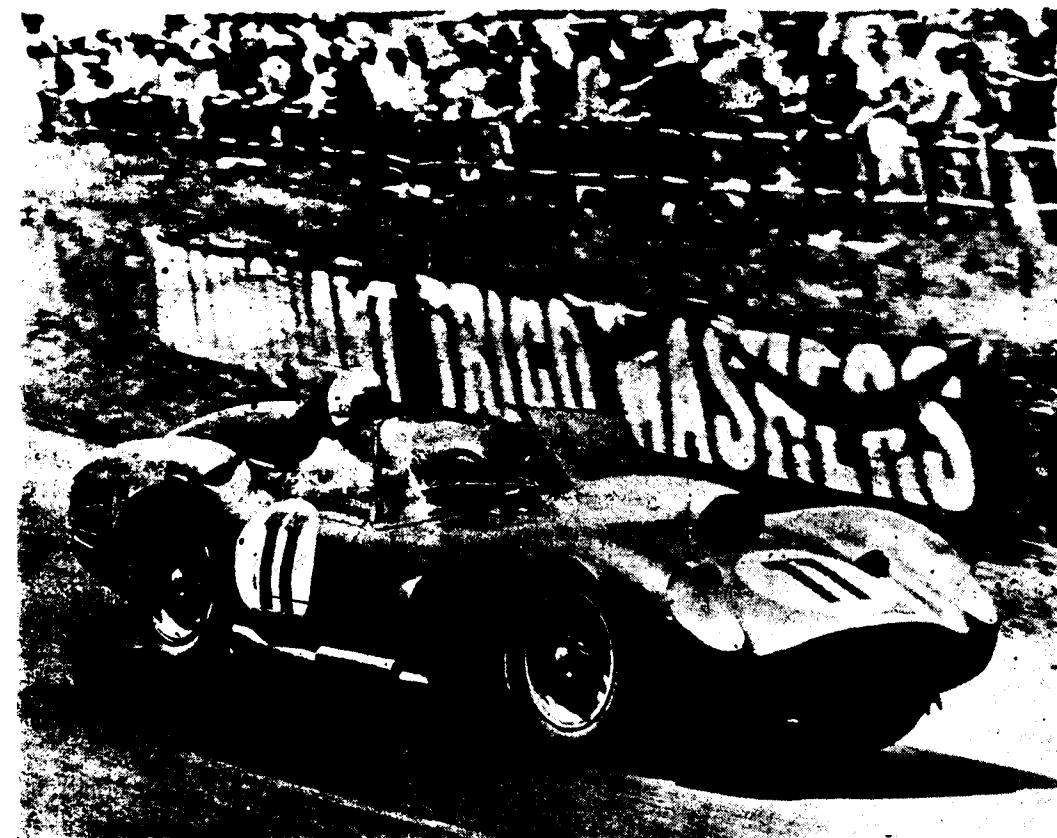
morning, when the news came through that they had retired. This left only two of the sports-racing Ferraris in the race, but they held first and second positions by a handsome margin, with the Border Reivers Aston Martin in third position; this order was maintained until the end.

Le Mans was, as ever, packed with tales of adventure and misfortune. Poor Graham Whitehead, whose brand new 250GT Ferrari was leading the GT category, in alternately fifth and sixth positions overall, retired

to move up to third position behind the Gendebien Frere and Mairesse/Ginther Ferraris. Next it was the Ecurie Ecosse car to go, leaving the Aston Martin to carry on harassing the leaders; a few places back lay the Rodriguez/Pilette Ferrari, standing by to move up, should one of the two leaders get into trouble.

Win By Handsome Margin

In fact, by half-distance this car was up into second position, which it held until the finish; Mairesse and Ginther continued in third place until the next day



at midday on 26th June with engine trouble. And the Baillie/Fairman Aston Martin, having run faultlessly for so long, took to the sandbanks at Mulsanne at noon on 26th June; by the time Fairman had dug it out it had lost its eighth position to one of the Chevrolet Corvettes—by nine laps. Though the drivers did their utmost, at a time when, through tiredness, most drivers were easing off, they finished the race only about 10 km behind the Corvette—less than one lap.

Though Britain did not fare as well as she usually does, the Border Reivers Aston took third place in the final results with a Lotus, M. G. A. and Austin-Healey Sprite winning their classes; in addition to this, Lotuses came first and second in the newly inaugurated Thermal Efficiency Index, which is due to replace the French-dominated Index of Performance next year.

Seven of the first nine cars to finish in the General Classification used Shell products exclusively.

September 1960

Madras City Tyre Syndicate Minister R. V. Issues 1,000th Tyre

The Minister for State Transport and Industries, Mr. R. Venkataraman on September 10th released the 100th tyre issued by the Madras City Tyre Syndicate to lorry and car operators under a scheme to ensure adequate supply of tyres to meet legitimate demands of operators.

The Minister was received on arrival at the Syndicate Office by the President and members of the Syndicate. The system of tyre supply, the numerous registers maintained for the purpose were all explained to the Minister.

Mr. P. Chandriah, President of the Syndicate, in a short speech welcomed the Minister in their midst and thanked him for sparing his valuable time particularly at a period when the legislature was tackling urgent and intricate problems of the day.

He explained the role of the Syndicate which was formed at the instance of the tyre companies to solve problems arising out of scarcity conditions. He said that within a short time of existence the Syndicate had been able to solve the problem to a considerable extent at least so far as the city and district of Chingleput was concerned.

He hoped that the Minister will bear in mind the efforts of the dealers and also make adequate representations to the Centre, who it was freely stated, had been thinking in terms of controls.

Releasing the 1000th tyre for sale, Minister Venkataraman congratulated the organisers of the Madras City Tyre Syndicate on their efforts.



Sri R. Venkataraman, Minister for nationalised Road Transport, Madras being received by Mr. P. Chandriah at the premises of the Madras City Tyre Syndicate, Khiccaraj Mansion, Madras 2.

Mr. Venkataraman said, in any commodity, where the demand exceeded supply, scarcity condition started and this situation created a fear in many whether they would be able to get their requirements if and when they needed the scarce goods at a later date. Thus even those who did not need the product just then were driven to try and buy the goods concerned for use at a later date. This therefore steps up a demand, which is more than the real demand and in turn this increased demand increased the scarcity and made the situation worse. It was under such conditions that unsocial elements also took the opportunity to make money by cornering stocks with a view to selling at higher prices. Man's ingenuity to meet such situations can however



Mr. P. Chandriah, President of the Madras Tyre syndicate is seen narrating the dealers' efforts to sell tyres to genuine customers at controlled prices.

overcome such situations at least to some extent. And it was in this context that he welcomed the tyre syndicate, because they have made an effort to see that legitimate requirements of bonafide consumers are met as and when stocks become available. Their method of supply, the perfect maintenance of stock registers etc. show that the problem was being tackled in the right way. He hoped that such organs of distribution were started all over the country for all scarcity products so that the legitimate demands of the consumer could be reasonably met.

it was in the hands of the trade to see that such a situation did not arise. So long as they were able to attempt a reasonable supply of particular goods without undue or excessive profits, they can be rest assured that the Government will not come in their way.

The Minister was then garlanded by Mr. P. Chandriah, President of the Syndicate. Mr. L. R. Venkataraman, Secretary of the syndicate proposed a vote of thanks.

Referring to the generally prevalent view that the Government was keen on introducing controls the Minister said that this was not correct. The Government as far as possible desisted from controls because controls were irksome even for Governments to introduce and to maintain. The Government however had a duty to the people. When unsocial elements got the upper hand in any commodity and when the situation became hopeless, they had no other go than to introduce the lesser of the two evils, namely controls. But



The issue slip of the thousandth tyre being handed over to the lucky operator by Minister Venkataraman.



Minister R. V. speaking at the Tyre Syndicate, is seen amidst executives of the leading tyre companies at the city and Mr. P. Chandriah.

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MADRAS 2.

WELCOME BACK



Mr. K. R. SEKHAR

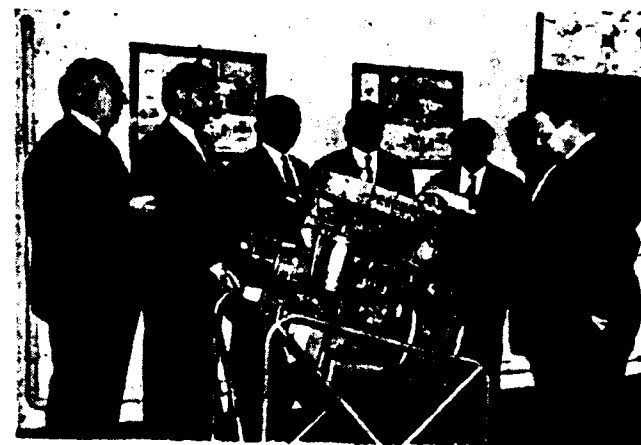


Mr. K. R. Sekhar, Chief Engineer and Inspector of M. S. Amco Batteries Private Ltd., Bangalore, left Bombay on 13th September 1960 for U. S. A. by the Air India International for undergoing Technical Training in the factories of their Collaborators, Messrs. Gould-National Batteries Inc. of America. Mr. Sekhar's itinerary includes visits to leading Storage Battery Manufacturing Organizations in Italy, West Germany, France, U.K., U.S.A. & Japan. While in U.K., Mr. Sekhar will attend, as the delegate of M. S. Amco Batteries Private Ltd., the Second International Symposium on Batteries to be held at Bourne-mouth on 18th October, 1960.

Mr. V. Balakrishna Menon, sales Manager, India Tyre & Rubber Company (India) Private Ltd. and Mr. Indira Menon recently returned to India after a visit to the United Kingdom.

SOCIAL & PERSONAL

Mr. Meswani



When Mr. V. M. Meswani, General Manager, and Mr. K. M. Shah, Deputy works manager, of Premier Automobiles, Bombay, recently visited England for discussions with officials of the Dodge company and Chrysler International, whose vehicles they manufacture, they took the opportunity of visiting the headquarters of Perkins Engines Ltd., at Peterborough.

Daimler-Benz Engine Novelties 1960

One big engine, as well as a water-cooled and an air-cooled series of middle-sized engines

The Diesel engine program of the Daimler-Benz AG is indeed a broad one. In addition to a selection of models proved for many years and manufactured in large numbers, Daimler-Benz presents this year nine remarkable new designs, which again broaden its extensive range.

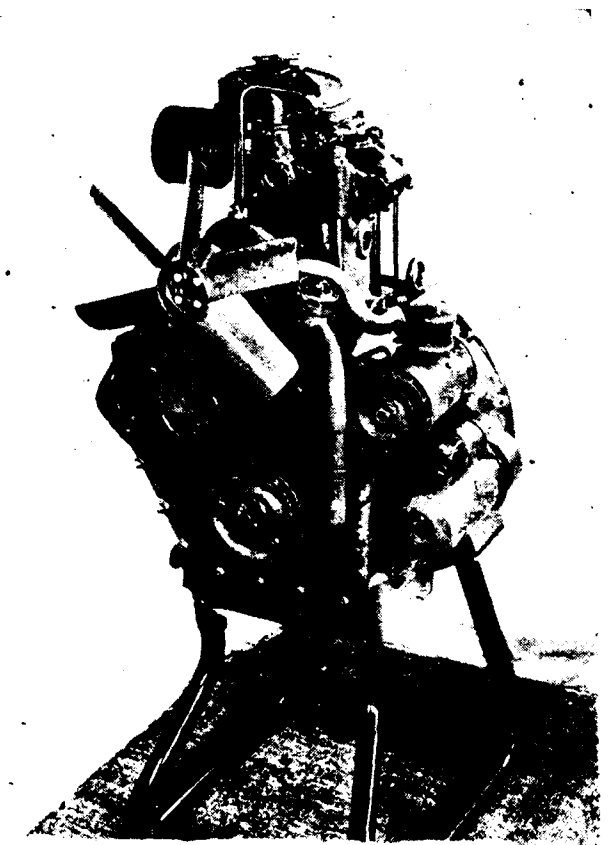
A newcomer is the type MB 835, a big 12-cylinder Diesel engine; also new is the series of four water-cooled and four air-cooled engines MB 851 to 854, and MB 861 to 864, respectively, of the Berlin-Marienfelde division, which embody for engines between 20 and 80 HP to the largest degree possible the system of interchangeable parts. With the new line Mercedes-Benz now offers an engine for practically any purpose.

One of the new engine is the MB 835 Ab, a 12-cylinder Diesel engine V-type, supercharged with 1450 HP at 1500 r.p.m. This new engine with normal charging is similar in bore (190mm = 7.48 ins.) and stroke (230mm = 9.055 ins.) to the MB 839. Here also the system of interchangeable parts is in the making.

Design of the New MB 835

In fact the engines MB 835 and MB 839 are similar in design. A large number of engine parts, such as pistons, connecting rods, cylinder liners, cylinder heads, valves, etc., are identical in the two engine types. The crankcase of the new MB 835 engine consists of grey cast iron (upon request, light metal); to increase rigidity, the case goes up to the cylinder heads. The crankshaft bearing caps are each held by four clamping screws in the crankcase, with two of these screws serving as anchor bolts and extending up to Crankcase top. The design of the new MB 835 engine incorporates all the experience gained throughout the many years of operation of the versatile and very successful MB 820 engine. The MB 839 Bb engine is provided with high pressure supercharger and intercooler, while the new MB 835 engine is equipped with a normal exhaust gas turbo charger, a type of engine mainly used in rail vehicles.

The continuous output B of the MB 835 engine is 1450 HP at 1500 r.p.m. In another version, this engine is designed as a straight aspirating engine, while still another version is equipped with high pressure supercharger and water-cooled charging air. In the latter



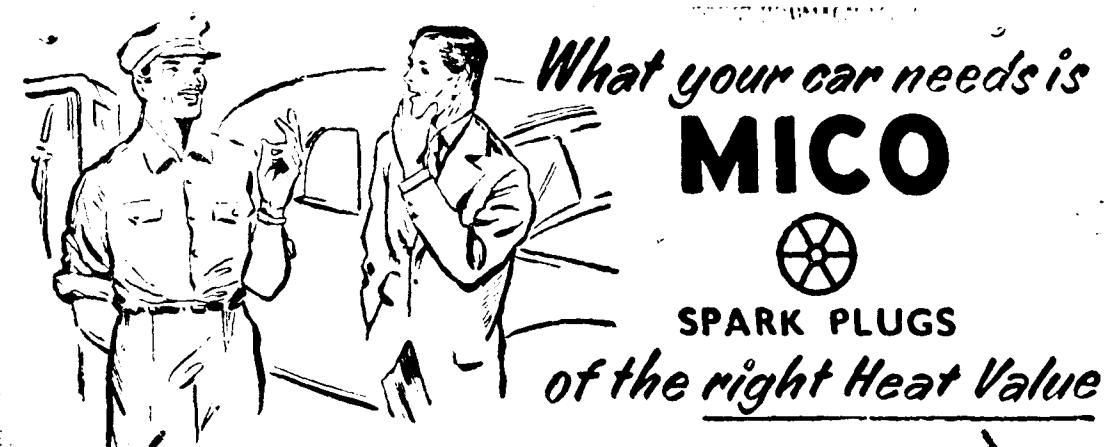
Mercedes-Benz Diesel engine MB 851, one of the new series produced by the Berlin-Marienfelde plant of the Daimler-Benz AG. This model is water-cooled and has an output from 9-20 HP at 100-2000 r.p.m.

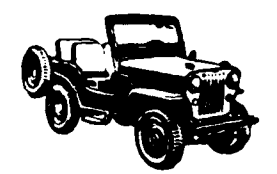
type the continuous output B is 1800 HP at 1500 r.p.m.

Several New Engines

Equipped with supercharger and water-cooled charging air the last-named engine is mainly used to drive ships and fast boats. It is also used as a driving engine for emergency power units. The other new engines manufactured by the Berlin-Marienfelde division of the Daimler-Benz AG are in the medium and low output field.

- MB 851- 1-cylinder 20 HP at 2000 r.p.m., water-cooled.
- MB 861- 1-cylinder 20 HP at 2000 r.p.m., air-cooled.
- MB 852- 2-cylinder 40 HP at 2000 r.p.m., water-cooled.



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Plying Of Other Buses To Velanganni S. R. V. S's Writ Petitions Fail HIGH COURT CONFIRMS S. T. A.'S ORDER

The Honourable Mr. Justice Ramachandra Iyer, at the Madras High Court on Aug. 25, disposed of two Writ Petitions (Nos. 455 and 456 of 1960) filed by Sri Rama Vilas Service (P) Ltd., Kumbakonam against the State Transport Authority, Chepauk, Madras the Regional Transport Authority, Thanjavur and M/s. Raman & Raman (P) Ltd., Kumbakonam.

The petitions under Art. 226 of the Constitution Bench of India prayed that the High Court be pleased to issue a Writ of *Certiorari* calling for the records relating to the orders of the State Transport Authority, Madras in its proceedings No. 64/RP/STA/59 dated 21-4-1960 and Ref: R.P. No. 64/STA/59 dated 11-12-1959 and quash the same.

The High Court Order

The petitioner, Sri Rama Vilas Service (Private) Ltd., (herein after referred to as S. R. V. S. Ltd) is operating bus services in several routes in Tanjore District under permits issued under the provisions of the Motor Vehicles Act. The company had permits issued to it by the appropriate authority for three buses to run from Nagapattinam to Tiruthuraiipoondi in 1948. In the following year, four permits were granted to it for plying buses from Nagapattinam to Pattukottai. Both the routes were to pass through Velanganni Village. Velanganni is an important village, its importance being due to a church situate in that place, which attracts a large number of pilgrims, particularly during a festival in August-September every year. The church itself does not lie on the route between Nagapattinam to Tiruthuraiipoondi or Pattukottai. It is 9 furlongs away from the sanctioned route. A bus, which will take the passengers near the church, would obviously be preferred by the pilgrims to the one which strictly confines itself to the prescribed route.

S. R. V. S. Ltd., which had by then three permits from Nagapattinam to Tiruthuraiipoondi via Velanganni applied in the year 1948, and obtained an authorisation from the Regional Transport Authority, permitting it to take the buses into the interior of the village to a point within two furlongs from the church. Similar authorisation was obtained in the following year in respect of five more buses. It must, however, be noticed that the authorisation to take the buses from the sanctioned route to the interior of the village cannot strictly be called one for a diversion or deviation of the route, for there is no question of the buses leaving the prescribed route at a particular point making detour and

joining the original route at a point higher up. When, therefore, the bus leaves the sanctioned route, goes into the interior of the village and comes back to the same point, from which it left, it will be a case of departure from the sanctioned route.

To continue the narrative, S. R. V. S. Ltd., was taking its buses from the main route into the interior of the village, near the church, since the authorisation in 1948. Some time in 1958, the 3rd respondent, Raman & Raman (Private) Ltd., had obtained a permit to run buses from Nagapattinam to Tiruthuraiipoondi and from Nagapattinam to Vedaranyam. Both the routes passed through Velanganni village. The permits issued to Raman & Raman Private Ltd., did not EX FACIE authorise them to go into the interior of the village. In those circumstances, it was but natural that pilgrims proceeding to Velanganni and also the residents of the village who used buses to prefer that conveyance which takes them nearer the church. So much can be assumed. It is therefore, understandable that Raman & Raman Private Ltd., should have taken steps to see that the positions of the two operators are equal. It is equally understandable why the petitioner is so zealous in preserving the exclusive authorisation in its favour granted in 1948, at the same time seeing that the rival operator is not allowed the same advantage.

Raman & Raman's Petition to R.T.A.

On 30-8-1958, Raman & Raman (Private) Ltd., submitted a petition to the Regional Transport Authority, complaining that S. R. V. S. Ltd., was running up to Velanganni church without a proper permit, and requesting the authority to take necessary action. S. R. V. S. Ltd., thereupon, produced all the records in their possession relating to the grant of sanction, authorising it to run its service near the Velanganni Church. The Regional Transport Authority, by its order dated 11-7-1959, held that every one of the 7 buses run by S. R. V. S. Ltd., was covered by a valid authority given by the Regional Transport Authority in the year 1948-49, and that they were, therefore, entitled to take their buses up to the Velanganni Church.

Revision Petition to S. T. A.

Against the order of the Regional Transport Authority, Raman & Raman (Private) Ltd., filed a revision petition under Section 64-A of the Motor Vehicles Act to the State Transport Authority. The State Transport Authority set aside the order of the Regional Transport

Authority on the ground that the permit granted to S. R. V. S. Ltd., did not mention Velanganni church or a point near it and that, if the Regional Transport Authority felt that, in the interest of the public, the buses should touch a point near the church, he might follow the procedure prescribed by the Act for the variation of the permits. In order to minimise the difficulty of the S. R. V. S. Ltd., as well as the public, the State Transport Authority suggested that, till final orders were passed, the Regional Transport Authority might grant temporary permits to all the buses to touch up to the church point. It is the validity of this order that is challenged in Writ Petition No. 456 of 1960.

S. T. A's Clarification

Subsequent to the passing of the order, the State Transport Authority purported to review its original order by clarifying the same, and stating that the intention of the authority, when it passed its order in revision on 11-12-1959, was that the position that existed on the date of the passing order by the State Transport Authority should be continued irrespective of the number of buses and the number of operators by issuing temporary permits till they were regularised. It is stated that the order of review was issued without notice to S. R. V. S. Ltd. on the application of Raman & Raman (Private) Ltd. The petitioner has challenged the order clarifying the original order as one opposed to natural justice, and therefore liable to be quashed by this Court under Article 226 of the Constitution.

Mr. M. K. Nambiar, the learned counsel for the petitioner contended that the substance and effect of the order of the State Transport Authority was to set aside the orders of the Regional Transport Authority of the year 1948-49. It was contended that the State Transport Authority had no jurisdiction to set aside an order passed several years anterior to the time when that Authority itself came to function, and at any rate, after the period of limitation prescribed for revision to that Authority had expired.

I am not, however, convinced that the effect of the order of the State Transport Authority was to set aside the order made by the Regional Transport Authority in the year 1948-49 which authorised S. R. V. S. Ltd., to take their buses away from the prescribed route to a point near the church. The State Transport Authority was evidently of the view, that permitting a bus to go away from the route to a particular point in the village and then to go back to the same point again in order to resume its journey to its destination would not be a mere diversion of the route, but variation thereof. It cannot be said that this view is incorrect. Even assuming that it is incorrect, it is not a matter in which this Court can interfere under Article 226 of the Constitution on the ground of an error apparent on the face of the record.

READING THE ORDER AS A WHOLE, I AM OF OPINION THAT WHAT THE STATE TRANSPORT AUTHORITY MEANT WAS THAT THE PERMITS GRANTED TO THE OPERATORS COULD NOT ENTITLE THEM TO GO NEAR THE VELANGANNI CHURCH AND THAT SECONDLY THE PROPER METHOD OF PERMITTING THE OPERATORS TO GO UP TO THE CHURCH WAS TO TAKE PROCEEDINGS FOR VARIATION, GRANTING TEMPORARY PERMITS IN THE MEANWHILE, SO THAT PUBLIC INTEREST MIGHT NOT SUFFER. IN MY OPINION, THIS DOES NOT AMOUNT TO ANYTHING MORE THAN CONSTRUCTION OF THE PERMITS AND THE AUTHORISATION, WHICH THE STATE TRANSPORT AUTHORITY WAS PERFECTLY ENTITLED TO DO. THE AUTHORITY HAS NOT SET ASIDE THE AUTHORISATION OF 1948-49 THEREBY RENDERING THE PETITIONER TO PROSECUTION. IT HAS, AS THE ADMINISTRATIVE SUPERIOR, SIMPLY STATED WHAT ITS OPINION OF THE LEGAL POSITION WAS.

It was next contended for the petitioner that Raman & Raman (Private) Ltd., were not entitled to file a revision under Section 64-A of the Motor Vehicles Act, as it could not be said that they were persons aggrieved against the refusal of the Regional Transport Authority to take action against S. R. V. S. Ltd. I am of opinion that there is no substance in the argument. If, of the two bus operators, one alone were authorised to go up to the church point, there is no doubt that the other would suffer financially. Therefore, Raman & Raman (Private) Ltd., should be held to have sufficient grievance against the order of the Regional Transport Authority. Further if the argument of the petitioner were to be accepted, it would only mean that S. R. V. S. Ltd., would not be a person aggrieved so as to invoke the jurisdiction of this court under Article 226 of the Constitution.

No Transgression of jurisdiction by S. T. A.

It was next contended that the complaint of Raman & Raman (Private) Ltd., being merely to take proceedings against S. R. V. S. Ltd., the State Transport Authority had no jurisdiction to enlarge the scope of the revision and make observations which would nullify the authorisation obtained by the latter as early as 1948. Section 64-A enables the State Transport Authority to pass such order in relation to the case as it deems fit. It is contended that the phrase, 'as it deems fit' would enable the authority to pass orders in relation to the subject-matter of revision, and cannot entitle it to pass orders which would practically set aside the authorisation of the year 1948 and to make orders governing the future. Reliance was placed in this connection on the decision in KING V. MINISTER OF TRANSPORT (London, 1934 1 KB. 277).

The restriction placed on the exercise of appellate jurisdiction in the case referred to above cannot obviously apply to the State Transport Authority. That consideration apart, I am of opinion that the State Transport Authority has not in any way transgressed its jurisdiction. On receiving a petition of Raman & Raman (Private) Ltd., complaining against the order of the Regional Transport Authority, it found an unsatisfactory state of affairs and thought it necessary to point out to the Regional Transport Authority for regularising the procedure in the interests of the rival operators as well as of the travelling public.

It was then contended that the State Transport Authority was in error in giving directions for the grant of temporary permits. I do not, however, read the order of that Authority as in any way binding on the Regional Transport Authority in the grant of temporary permits. It has only suggested that, if the Regional Transport Authority felt that, in the interests of the public the buses should be allowed to touch the church point, he might follow the usual procedure for the variation, and in order that the public might not suffer in the meanwhile the authority also indicated that the Regional Transport Authority could grant temporary permits.

Subsequent to the order of the State Transport Authority temporary permits had been granted both to the petitioner as well as Raman & Raman (Private) Ltd. There has been no challenge of the order granting such permits. There is, therefore, no substance in W. P. No. 456 of 1960.

Dismissed with costs

The order dated 21-6-1960 which is the subject-matter of W. P. No. 455 of 1960 only carries out the earlier order dated 11-12-1959. It is a mere clarification, and not a review of the original order. I cannot see how the petitioner is aggrieved by the order so as to entitle it to apply to this Court under Article 226. Its right to go up to Velanganni Church is preserved but regularised. If, as a result of the order another operator is also permitted to go upto the church point, it cannot be said that the petitioner has got such a grievance so as to apply under Article 226.

THE WRIT PETITIONS FAIL. RULE NISI IS DISCHARGED. THE PETITIONS ARE DISMISSED WITH COSTS.

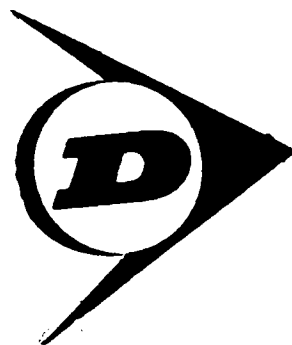
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AM-21A

The New Dunlop Symbol

The new Dunlop symbol featured in this page is being introduced at a time when Dunlop is taking part



in one of the outstanding events of our day—Donald Campbell's attempt to raise the world's land speed record from 394 m.p.h. to a figure above 400 m.p.h. The tyres and wheels for Donald Campbell's "Bluebird" were designed, made and tested by Dunlop after prolonged and intensive research.

In a sense, the development of these special tyres is a culmination of some 70 years of Dunlop enterprise since the invention of the first practical pneumatic tyre in 1888, then scornfully referred to as "sausage tyres"!

The sixties of the 20th century will perhaps go down in history as the most eventful decade in the advance of scientific knowledge. Man is well on the way to outer space—and who knows what new worlds will open up?

It is this new spirit of the age which the arrow on the Dunlop symbol represents: of reaching out into unexplored regions; of looking far into the future; of a tremendously accelerated pace of research, discovery and engineering in the field of rubber and allied spheres.

As distinct from the days of John Boyd Dunlop, the chief impetus to science and technology today comes from great industrial enterprises which are faced with a new challenge by each preceding discovery. The resources which the Dunlop organisation has built up over the years have given it the power and the ability to undertake vast and costly research projects and to

DUNLOP

set for itself new goals. It is this strength and power that is conveyed through the bold 'D' in the symbol, with its suggestion, moreover, that here is a company that does not rest on its laurels but is always pressing on to new targets.

The roundel of the new symbol expresses the fact that Dunlop today represents a world-wide enterprise: that Dunlop activities are enriching many countries by adding to their productive resources and increasing the fund of technological knowledge in the developing areas of the world.

The symbol will appear in printed literature and advertisements issued by Dunlop. It will appear on products and packages.

6,000 Standards A Year Soon Plans at Vandalur

Standard Motor is getting ahead. The report of the well-known Indian company, Standard Motor Products of India for 1959, points to three things. There is an expansion programme to raise yearly output to 6,000 cars by 1963. There is a plan to make a single-ton truck using the Vanguard engine. The Directors say production will start from the middle of 1961.

Application to import capital goods needed for the new expansion scheme which will cost about Rs. 1.25 crores has been tendered to Government. The company will raise a loan or issue debentures to finance the programme which seems justified by the progress made in 1952 and since production now is put at 300 cars per month. Labour relations are better and a five-year pact for industrial peace has been signed with the workers. The visit of Lord Tedder and Mr. K. Aspland of Standard-Triumph is mentioned in the report which calls attention to the extra capital secured by the successful issue of shares last year.

The year's net profit of Rs. 11,35,966 is supplemented by Rs. 51,407 brought in from 1958. The 6½ per cent preference dividend absorbs Rs. 2,73,239 and the ordinary dividend at 9 per cent requires Rs. 2,30,265. Provision for development rebate (Rs. 3 lakhs) Taxation (Rs. 3.5 lakhs), Dividend Equalisation Reserve (Rs. 50,000) figure in the appropriations leaving Rs. 3,869 as carry forward. The managing agents have waived their share of the year's profits, for which thanks are offered by the Board.

The increase in fixed assets to Rs. 86,53,610 and the extinction of the bank loan are features of the S.M.P.I. balance sheet. The General Reserve of Rs. 6 lakhs and the Dividend Equalisation Reserve of Rs. 4 lakhs

An Exciting Tyre of Tomorrow

An exciting tyre-of-tomorrow, with performance and wear far beyond present levels, may be evolving from research in five synthetic fibres, it was disclosed recently.

A program of research and testing in quest of a tyre that will combine exceptionally long life with smooth and quiet riding properties is being conducted by Goodyear, the world's largest tyre and rubber company.

"The potential of these fibres is striking in terms of the qualities they may enable us to build into tyres," said Dr. R. P. Dinsmore, Vice-President in charge of research for Goodyear.

"For example," Dinsmore said, "one has a melting point of 600 degrees Fahrenheit, compared with 482 degrees for the fibre used in today's premium replacement tyres."

Goodyear's research in new fabrics includes building them into test tracks. In addition, the tyres are run thousands of miles over regular road surfaces, from turnpikes to city streets. The test tyres are analysed to measure such factors as the fibre's resistance to heat and fatigue.

The new fibres fall under three general classifications—polyester, polyvinyl and polyamide. So far, Dinsmore said, all of the fibres show great promise.

Fibres, woven into fabrics, are used in the construction of casings—the very backbone of tyres. Just how much a tyre can take in the way of shock, stress, and heat generated by flexing and high speed depends to a large extent upon its casing.

The natural and synthetic rubbers, too, are important in the life and performance of a tyre. But so integral are the parts of a tyre that no one component can advance unless the others accompany it.

are apparently used in the company's manufacturing business, because the stock in trade, goods in process and raw materials were valued over Rs. 87.22 lakhs at end while the paid-up capital stood at Rs. 97.41 lakhs. This will help to explain the premium at which the 10 rupee shares quote at present at Rs. 16.70 cd. All motor shares are at a premium and two, Telco and Hindustan Motors have emerged last year as market leaders, just like G. M. and Ford in New York. Standard Motors in India have other schemes like the making of Solex carburetors in hand at present.

September 1960

Dinsmore said fibres and fabrics now in use in the rubber industry are quite adequate for today's tyres. In seeking new ones, he said, "we are preparing for the day when more speeds and horsepower could make current tyre fibres as obsolete as the carriage wheel."

In the polyester group, Goodyear is studying Vycron, Terylene and Dacron.

The company last year opened a new polyester plant at Point Pleasant, West Virginia, which has an annual capacity of 10 million pounds of vitel, the resin used by Beaunit Mills, Inc., in making Vycron fibre.

TERYLENE IS A PRODUCT OF IMPERIAL CHEMICAL INDUSTRIES, LTD., AND DACRON IS MADE BY E. I. DUPONT DE NEMOURS & COMPANY, INC.

The major advantage of the polyester fibres, Dinsmore said, is a uniformity and dimensional stability that would enhance the smooth-running properties of tyres.

The fourth fibre in the research program is Vinal, a polyvinyl developed in Japan and now licensed exclusively for the Air Reduction Chemical Company. Dinsmore said Vinal has excellent resistance to separations from heat and speed and shows particularly good adhesive properties.

HT-1, which shares the polyamide family with nylon, is made by duPont. It is the fibre with the melting point of 600 degrees.

"This heat-resistant factor will be of tremendous importance to the tyre industry once we harness it into application," Dinsmore said, "We have made encouraging progress in this direction."

In any use of new fabrics for tyre building, Dinsmore said, adhesion is one of the prime considerations.

"Before we can use any new fabric," he said, "we must develop an adhesive with which it can bond. Then we have a second step—making the adhesive layer bond "on the other side" with the rubber in the tyre."

"Each change necessitates other changes that may extend even into the tread design of the tyre," Dinsmore explained.

"With each of the new fibres," he added, "we have found many promising leads toward solution of the adhesion problem."

Automobile Components Production Increases to 7.5 Crores

The production of automobile components, which was valued at about Rs. 42.31 lakhs in 1951, had increased to about Rs. 7.5 crores in 1959, the Minister of Industry, Shri Manubhai Shah, stated in Lok Sabha, replying to a question by Shri H. C. Mathur.

Shri Shah added that, in 1951, the production of components was confined to only tyres, tubes, battery and certain other minor components. In 1959, production included items like piston assembly, cylinder liners, thin-walled bearings, valves, fuel linings, clutch facings, clutch

assembly, hydraulic brake assembly, leaf springs, spark plugs, dynamos, gaskets, etc.

The minister said that all possible steps had been and were being taken to promote the development of ancillary industry for the manufacture of automobile components. Several schemes licensed during the last few years were expected to go into production by 1961. More schemes were likely to come up in the near future and it was hoped that progress towards self-sufficiency would be achieved in respect of all major and important automobile ancillary items by the middle of the Third Five Year plan.

French Automobile Industry

When analysing the construction activity of the French automobile industry during the first three months of 1960, one notices two new facts. For the first time:

The shipments of private cars to markets abroad are larger than to the home market, the foreigners alone having absorbed nearly as much as the capital.

The export of industrial vehicles abroad has outdistanced the sales of the overseas France area.

It should be pointed out as well that the rate of increase of all exports of private automobiles, as well as of industrial vehicles, was greater still between 1959 and 1960 than between 1958 and 1959.

As for production, that of industrial vehicles, which had seriously decreased between 1958 and 1959, has gone up 36.1% in 1960, as compared to the first three months of 1959. That of private cars shows an increase of 15.9%.

CONTRIBUTION OF ROAD TRANSPORT Research Council's Findings

The National Council of Applied Economic Research has urged that the pace of dieselisation of road transport should not be arrested or slowed down.

It has found that both from the point of view of employment and the contribution to the public exchequer, road transport scored over the railways.

The conclusions of the Council are contained in three studies brought out by it on road transport and dieselisation.

Dr. P. S. Lokanathan, Director-General of the Council, releasing the reports to the Press said that both roads and railways had their due part to play in any programme of development of the transport system.

Disproved

But the studies had disproved the arguments that roads did not have the same employment potential as railways or that their contribution to the public exchequer was not as significant as that of the railways.

The study on the employment potential of road transport provided employment to 2.4 million persons, the provision and maintenance of track accounting for the largest proportion, namely, 9,70,000 or 41 per cent. Vehicular operations gave employment to 7,12,000 and the provision and maintenance of vehicles and supply of fuel to 5,16,000. Terminal services engaged 1,69,000 employees and transport administration and control 14,000 employees.

The wage rewards of the industry went mainly to the low-income group and the spread of wage incomes in it was more regionally dispersed than in any other forms of transport.

September 1960

The study on the contribution of road transport to the public exchequer estimated that the gross contribution worked out at Rs. 133.35 crores for 1957-58. The overall net contribution for the same year was placed at Rs. 95.55 crores.

Steep Increase

The study on dieselisation and diesel oil taxation stated that the taxation of high-speed diesel oil registered a very steep curve of increase within the last five years. The excise duty on diesel oil, introduced in 1956, 25 nP. per gallon was raised to 40 nP. in 1958 to 80 nP. in 1959 and again by another 25 nP. in 1960. The real increase is even more because of the reduction of oil prices, which have been passed on to the consumers.

The study expressed the view that the diesel oil tax of 1959 had not affected the rates and fares of motor transport, "and the effects have been obscured partially or fully in the operating economics or profits." It was yet too early to discuss the effects of the 1960 excise duty.

The study added that any high taxation on diesel fuel was bound to affect the economy of road transport adversely or at least prevent the full economy of dieselisation from being passed on to the consumer. Any source of economy in motor transport operation was to be welcomed and all tax enhancements likely to affect this should be carefully examined.

Public Carriers Insurance Premium Raised

Insurance companies engaged in general business in the regions of Bombay, Delhi and Calcutta have increased premium rates on scooters

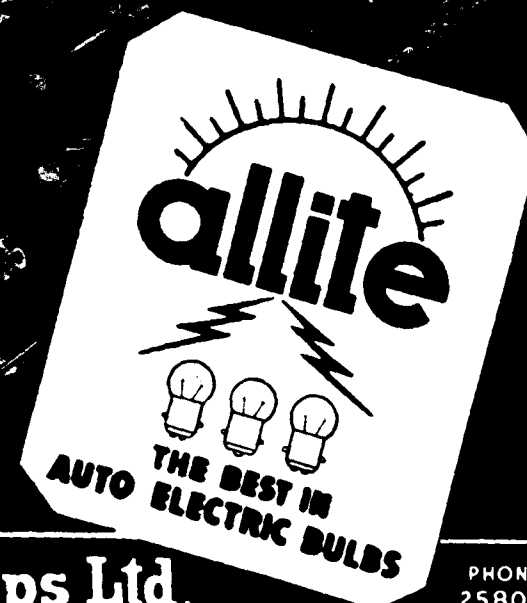
and public carriers by about 30 per cent from August.

The increase in premia followed the decision taken by the Insurance Association of India. In the Madras region increased rates will be charged only for public carriers and for scooters.

Under the new rates a comprehensive insurance on a scooter costs Rs. 140 per year as against Rs. 107.50, according to old rates. An eight-ton public vehicle is now insured for Rs. 1,350 against the old premium of Rs. 1,010.

According to new rules the owner of a scooter will have to bear every claim of first Rs. 50 for a damaged scooter. No such provision existed previously. In the case of public carriers the owner has now to bear every claim of first Rs. 500 against Rs. 100 previously.

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Sale of Scooters to be Controlled

Bank Guarantee to be Furnished for Registration
Re-sale within One Year Prohibited

In order to ensure equitable distribution of scooters at fair prices the Government of India have issued a statutory order under Section 18 G of the Industries (Development and Regulation) Act, 1951, controlling the purchase and sale of scooters.

The order stipulates that every applicant for a scooter should furnish a bank guarantee of Rs. 250 at the time of registration, the amount being payable when the scooter is actually delivered. In the case of customers, whose names have already been registered with dealers, the guarantee may be furnished within 45 days from Sep. 2.

The dealers will have to sell the scooters strictly in the order of registrations and the register of orders will be open to inspection of members of the public as well as representatives of Central and State Governments.

The order stipulates that no person, who has purchased a new scooter in any calendar year, can

purchase another scooter in the same year except with the written permission of the Controller or an officer appointed for the purpose by the State Governments. In the case of companies or associations, however, they will be permitted to purchase up to a maximum of six scooters.

The order also prohibits the resale of scooters before the expiry of one year from the date of its purchase as a new scooter, except under a permit from the Controller or an officer appointed for the purpose by State Governments.

South India Rally-1960

Caltex to award Trophy for the overall Winner

Caltex (India) Limited will award a trophy for this year's overall winner of the South India Motor Rally-1960, conducted by the Madras Motor Sports Club. Announcing this today, Mr. H. E. Wilson, Manager, Caltex, Madras, also added that Caltex would provide check points on the 1,000 mile non-stop route covering three ghat sections.

Details on the operation of check points where marshals of the rally will time the participants are now being worked out.

The Redex Car Club The Secretary Writes :

The following new members have joined the Club in the month of August and we extend our thanks to them and to those who introduced them :

Mr. B.G. Mody, M.S. M.B. Eduljee
Cassinatti Sons, M.S. Cawasji
Mancherji Kapadia & Sons, Mr.
P. Coowarji, Mr. R. K. Jhaneri,
Mr. S. P. Shanbhoy & Mr. B. J.
Dastur. —A Correction

With reference to the names of new members of the Redex Car Club published in our May issue please read N. G. Samble as M. G. Sable. Mr. Sable joined the Redex Car Club in April, 1960.

Pedestrian Safety Campaign

Under the auspices of the National Safety Association, Madras Branch, a pedestrian safety campaign was launched on Thursday 8th September and was followed up on the 15th September. A number of members of the Association, volunteers, and cadets of the N. C. C. assembled at the Central Station area. These men were given full co-operation and guidance by the police. The Commissioner in-charge was himself present along with his force, directing what was termed "Operation traffic."

The campaign was directed towards the pedestrians and showed successfully how important thoroughfares could be kept clear of jay walkers and how such a situation helps the smooth flow of fast moving vehicles.

On the 15th the campaign was conducted in the Esplanade area.

The Association proposes to have this campaign every Thursday for sometime to come. The next two operations will be in Mount Road area.

If you have not already joined the National Safety Association you are requested to do so now by contacting the Honorary Secretary, 169, Broadway, P. B. No. 162, Madras-1.

Dunlop Changes Mr. E. H. Morris

Mr. E. H. Morris, Sales Director, Dunlop, will shortly leave India to take up an appointment in the Far East.



Mr. Morris joined Dunlop, U. K., in 1927 and was first posted to India in 1933, when he served for two years at Bombay and Calcutta. He was transferred to Malaya in 1935 and during the War he served in the Army in the Indo-China theatre. In 1946, he returned to the company in Singapore and later took charge of the company's affairs in Thailand and Burma. Mr. Morris returned to India in 1951 as General Sales Manager and was appointed Sales Director in 1958.

Mr. Morris was a keen footballer in his younger days and played for the Calcutta Football Club in 1934/35. He now keeps himself fit by playing tennis and golf. Mr. Morris was a member of the Dunlop Tennis Team which won the Merchants Cup this year. He also played in this year's Merchants Cup Golf Competition. He reads a great deal in his spare time and is interested in a wide variety of subjects such as Economics, Asian History and Politics.

Mr. M. L. Bexon, who arrived in India in April, 1960, succeeds

Mr. E. H. Morris. He has been designated General Sales Manager.

Born in 1923, Mr. Bexon was educated at Deistone College and St. John's College, Oxford. He is an M. A. (Hons.) in Modern History.

Mr. M. L. Bexon

Mr. Bexon served in the Army (Tanks) with distinction from 1941 to 1946 in North Africa, Italy, Austria, Egypt and Palestine as a captain in the North Irish Horse and was awarded the Military Cross. He also served in the Territorial Army after the war and was with the Westminster Dragoons (Armoured Cars).

Mr. Bexon joined the Overseas Division of Dunlop, U.K., as a trainee in 1948. Besides appointments in the U.K., he served in Denmark for four years and in the Middle East for three years.

Mr. Bexon has varied and intriguing hobbies and is particularly keen on Soldiering, Beagling (hunting hare on foot with beagles—small hounds) and Shooting. His other interests of a more academic nature are Military History, Maritime and Railway Postal Services.



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Lambretta, manufactured by Automobile Dealers of India Ltd. Distributors, South India Automotive Corporation Private Ltd. Madras, Prices are ex-Factory, Bangalore, Bombay. ...	Rs. 400	2,700.00
150 cc. Scooterette ...	Rs. 400	2,700.00
150 cc. "L.D." Model Deluxe Scooter ...	Rs. 400	2,800.00

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TEMPO Three wheeler Vans (Manufactured by Bangalore Trading Corporation Private Ltd. Bombay and S. H. by M/s. T. V. Sundaram Iyengar & Sons, Madras and Madras and Standard Services at Bangalore. Prices are ex-plant Bombay. Hansen ...	Rs. 400	6,600.00
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3200 W.B. ...	Rs. 400	21,300.00
2000 W.B. Petrol ...	Rs. 400	27,300.00

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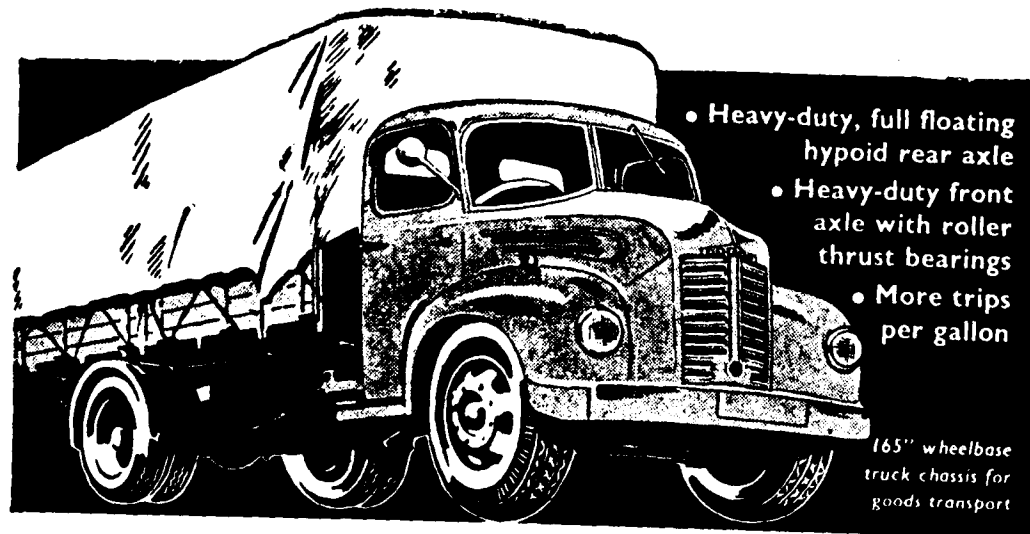
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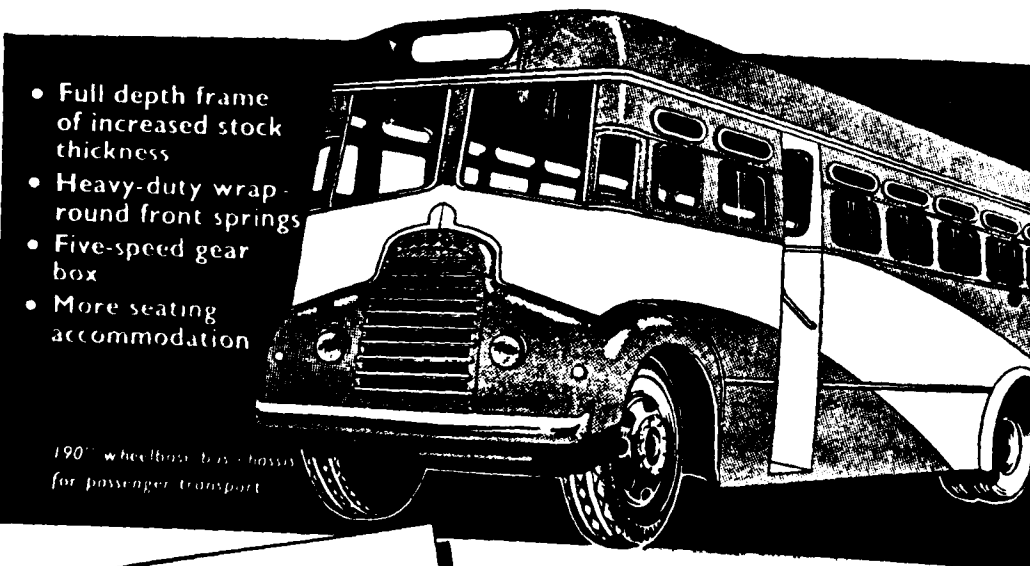
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