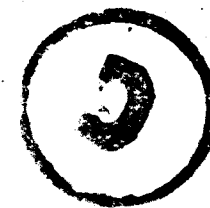


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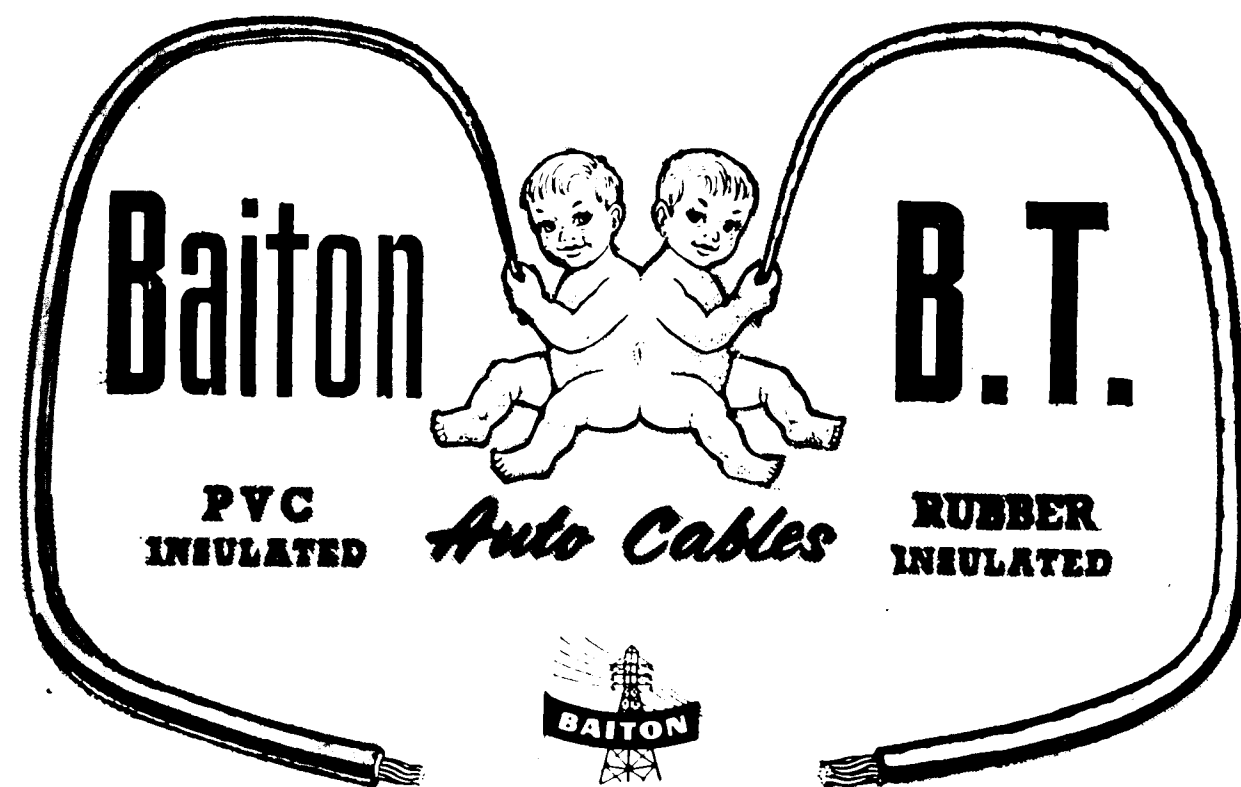


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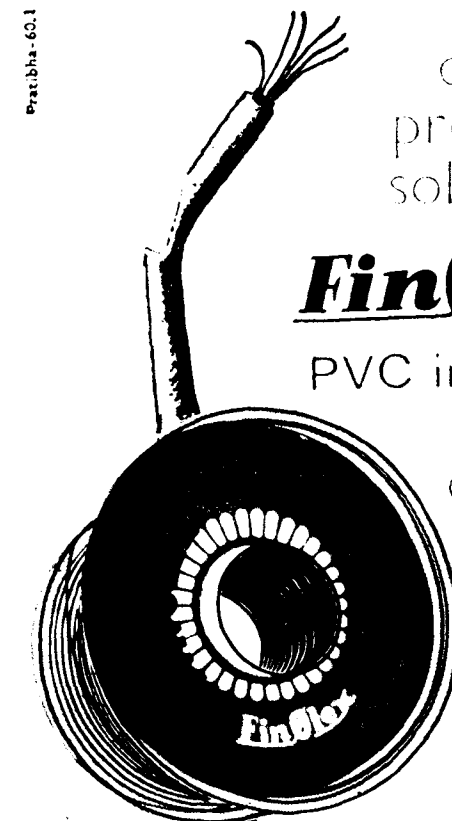
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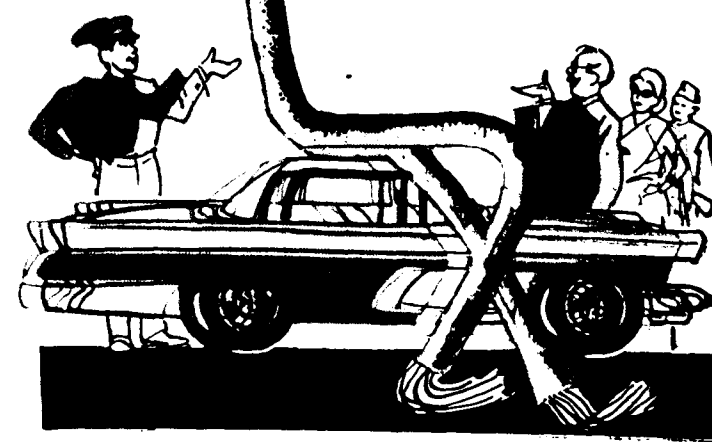
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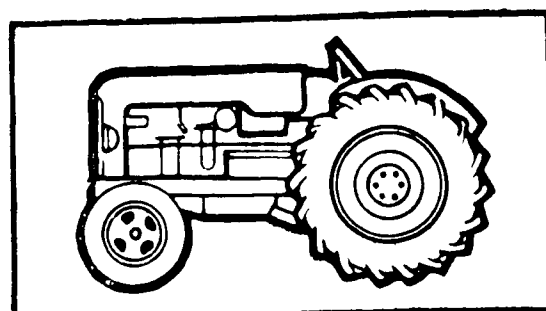
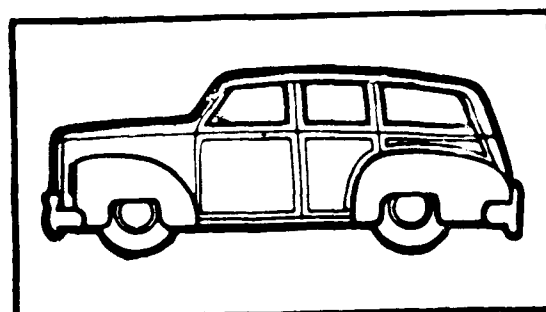
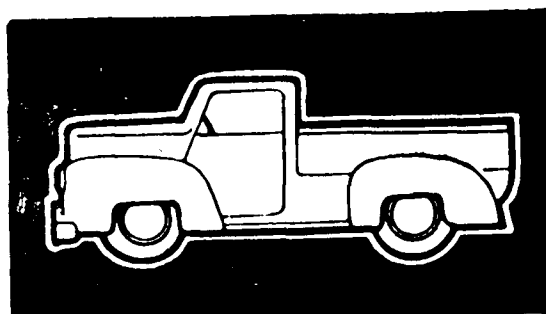
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MOTORINDIA

editorial

RESOURCES VS. TARGETS

Though the actual development programme for industry under the Third Plan has not been framed, and the outline is reticent on details an official publication dealing with progress and proposed targets for organised industry makes it clear that the motor manufacturer in India must raise his output in the next five years. As against the estimated output of 20,000 passenger cars per annum, the target for 1965-66 is 30,000 cars. Undoubtedly, the Indian manufacturer can do it, but the progress envisaged will be small and slow. On the other hand, a big jump in the output of commercial vehicles is demanded by the planners who look for an increase of output from 28,000 vehicles in 1960-61 to 60,000 vehicles in two years. This is perhaps easy, if the output of smaller trucks below 5 ton capacity rises sharply as intended. The output of jeeps and station-wagons is also expected to go up substantially during the Third Plan from 28,000 to 60,000 vehicles a year. A corresponding increase in the production of ancillaries including trailers is part of the expansion scheme, since our production target is set at 2,500 tons.

No details are furnished, but it is evident that on the basis of steel alloy production at home and the availability of machine tools, the smaller manufacturers are expected to provide a variety of accessories to make good the reduction in imports that is the major consequence of tariff protection. The manufacturer's view of the progress prescribed in the country's interest will certainly be known in detail but the Telco Chairman has made it clear that the output of Tata-Mercedes-Benz will go up steadily.

The tyre target is substantial, as double the present output is called for. The engines required for overaged vehicles will also be got easily at home in larger numbers in future.

The manufacture of motor cycles and scooters also is expected to rise sharply from the present estimated output of 16,000 to 50,000 units a year. Czech and Polish collaboration has been already arranged for by Indian interests for expanding motor cycle output.

The engines needed for road-rollers, tractors and earth moving machinery will also have to be got in India under the new programme of expansion.

The opportunities are obvious, but the difficulties are not to be ignored. The manufacturer's requirements—essential imports and technical staff or skilled labour—are worthy of consideration. The programme will not help the oil industry much. It is said that petrol will be in surplus and diesel oil consumption will grow faster owing to the existing system of taxation. But that is not so serious a problem as getting the middle distillates needed for the home market's needs.

There has been adverse comment about the way in which the Indian motor industry has developed in the Fifties without regard to the position of oil refineries in the economy. But that will be perhaps dismissed as a minor grievance. What is now demanded is an earnest attempt to build up resources to reach the targets for tomorrow.

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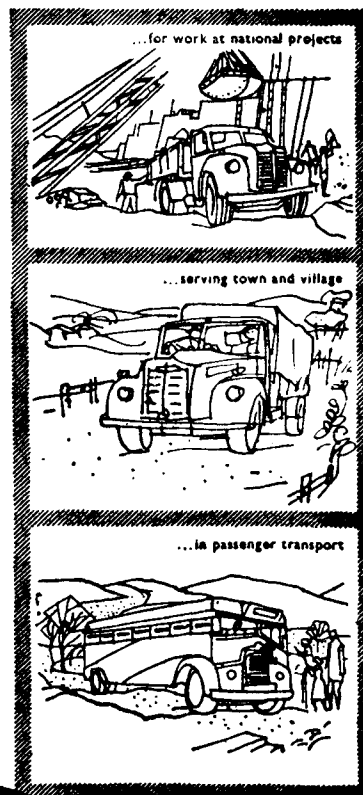
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BURMA: working the old, searching for new

Production of oil in Burma, now about 450,000 tons a year, refined at Syriam and Chauk, covers the country's requirements of most products. It nearly all comes from the 57-year-old Chauk field, and Burma's reserves are now only about six million tons. Apart from the security problem in some regions, the absence of adequate petroleum legislation tends to discourage the search for oil but the principal producing company, Burma Oil Company (1954), Ltd.—in which the Burmese Government has a one-third interest—is nevertheless exploring and drilling deep tests in both Central Burma and in the Irrawaddy Delta.

Since achieving its independence at the end of 1947, the Republic of Burma, with its population of 20 million, has been struggling against the many difficulties and problems which followed in the wake of the war and the attainment of independence. Inevitably, progress has been slow. The country's riches are considerable and the present government is laying emphasis on the development of agriculture and of mineral resources. It will only sponsor new industrial projects that are related to these, such as fertilizer or rice-processing plants. Rice is the great mainstay and much is being done to improve rice milling and rice quality generally. The sale of the crop abroad is negotiated almost entirely by the government which, indeed, handles most foreign trade directly or through its agencies, although more scope has recently been given to private trade. Other main exports include tin, tungsten and lead, cotton, rubber, teak and other timber, and efforts are being made to expand rubber-growing and to promote the growing of jute and tobacco. The trade deficit is less than in previous years but foreign exchange is still short. Internally, the cost of living has been lowered by price control and other measures taken by the present administration but with the generally low standard of living internal business is not very brisk.

Refused American help

A budget surplus has only been achieved for 1959-60 by the inclusion of expected Japanese reparations, and assistance from the I.C.A., the Colombo Plan partners, and the U.S.S.R. Burma has expanded trade relations with Eastern bloc countries in recent years, and has bartered rice for technical and other aid. She has recently accepted aid of \$37 million, to be extended over four years, from the U.S. which will be used to construct a highway from Rangoon to central Burma and for extensions to Rangoon University. For several years Burma had refused U.S. help, alleging that the Americans were supporting Nationalist Chinese guerrillas in northern Burma.

Much progress has been made in dealing with the difficult problem of insurgency but the oil industry is

still hampered by lack of security, particularly in exploration.

Production has risen

The oilfields suffered during the war from measures taken to deny oil to the Japanese, and the rehabilitation of the country's petroleum industry was seriously impeded by the activities of the insurgents. Before the war, production was over a million tons a year and this level has never been regained. Production of oil has risen gradually from 38,000 long tons in 1949 to 441,300 tons in 1958, with the progressive rehabilitation of the fields, but parts of Yenangyaung area are



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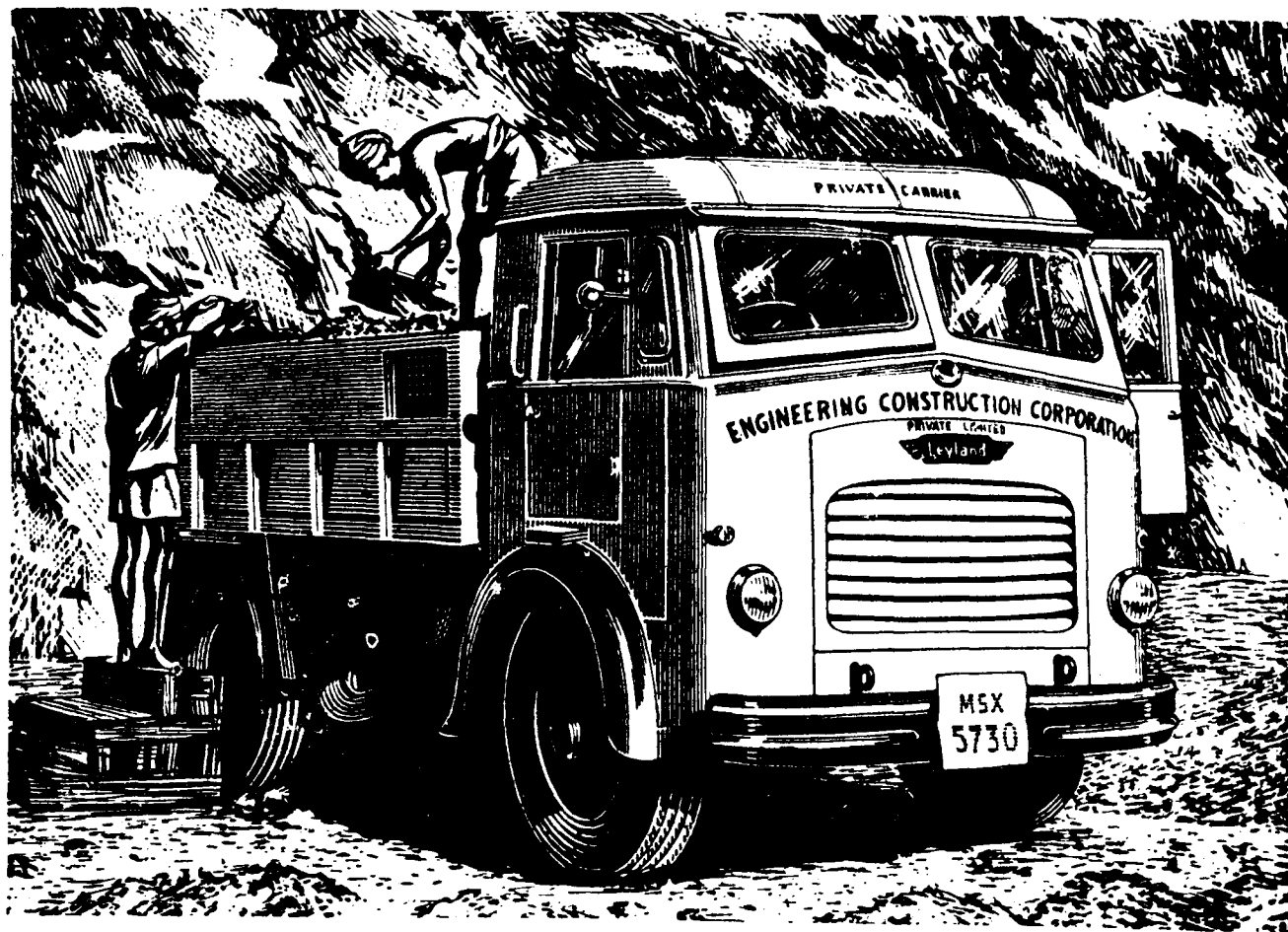
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cost, diesel vehicles are not making very rapid progress. Diesel oil for all purposes accounts for 22 per cent of demand and fuel oil for 13 per cent. The railways have hitherto used only coal but are now getting some diesel railcars. Over the country as a whole inland waterways are the most used means of communication and half a million craft of all kinds ply the Irrawaddy, Chindwin and Rangoon rivers and the maze of waterways in the Delta. There are as yet few industrial uses of oil. Electricity is about 70 per cent diesel-generated, 20 per cent other fuels and only 10 per cent generated by water power. But the latter is increasing and a new 84,000 kw hydro plant is due for completion next year.

Hidden structures

Proved oil reserves in Burma are now only about six million tons, of which about 75 per cent are in the Chauk area. All the known fields lie along the Irrawaddy-Chindwin valley, and although oil is also known to exist at Indaw in the north and in the Arakan coastal belt, these areas have not recently been prospected due to insecurity and inaccessibility. The possibilities of extending the present producing areas either laterally or by drilling for deeper sands are by no means exhausted. The many known anticlinal structures of the Irrawaddy-Chindwin basin may repay further investigations, and there may be more hidden structures under younger rocks in the Delta, Minbu, and Shwebo areas. Post-war advances in geophysics and in drilling techniques justify a fresh appraisal of all these sedimentary areas.

A New heavy rig has come

The only concern now attempting to find fresh reserves is B.O.C. (1954) which has embarked, in the last few years, on a considerable exploration programme. A deep test at the Chauk field itself, Chauk No. 1,000, was spudded-in on June 1st this year, and is still drilling. Over 50 miles south of Chauk and 30 miles south-east of Yenangyaung, a deep test was abandoned at the end of 1958 at 8,870 ft. at Ondwe, where several wells drilled pre-war to less than 5,000 ft. had found non-commercial indications of oil and gas. A new 200-ton heavy rig has recently arrived from the U.K., capable of going to 13,500 ft. and is scheduled to spud-in just east of Ondwe, at Yedwet, before the end of this year.

The company is also exploring in the swampy Delta region of the Irrawaddy, where no previous drilling has ever been done. A deep test at Dedaye was abandoned in June at nearly 11,000 ft., having found non-commercial gas at about 10,000 ft. in a formation of low permeability. Its predecessor at Kyaiklat was abandoned at nearly 12,000 ft. last year, after encoun-

tering only signs of oil and gas. A third deep test in the Delta, at Payagon, was spudded-in at the end of August.

Company Burmese in character

Despite the unsatisfactory state of the regulations affecting oil exploration one or two other companies have shown interest in exploring in Burma. Stanvac made application for exploration licences two years ago but has since withdrawn. This year, the General Exploration Company of California was approved as an applicant for exploration areas and may therefore receive licences (this company recently acquired search rights in the Sudan), while a local company is said to be seeking Japanese co-operation and backing for local oil development. A Burmese government agency, the Industrial Development Corporation of Burma, which has absorbed the functions of the former Mineral Resources Development Corporation, has now made an agreement for the services of two Rumanian geologists to advise it. As mentioned, the government already has a third participation in B.O.C. (1954), and this company is largely Burmese in character. Of 100 executive and technical staff, about 60 per cent are Burmese citizens, and the overseas experts include 3 Indian nationals. At the fields, refineries and drilling

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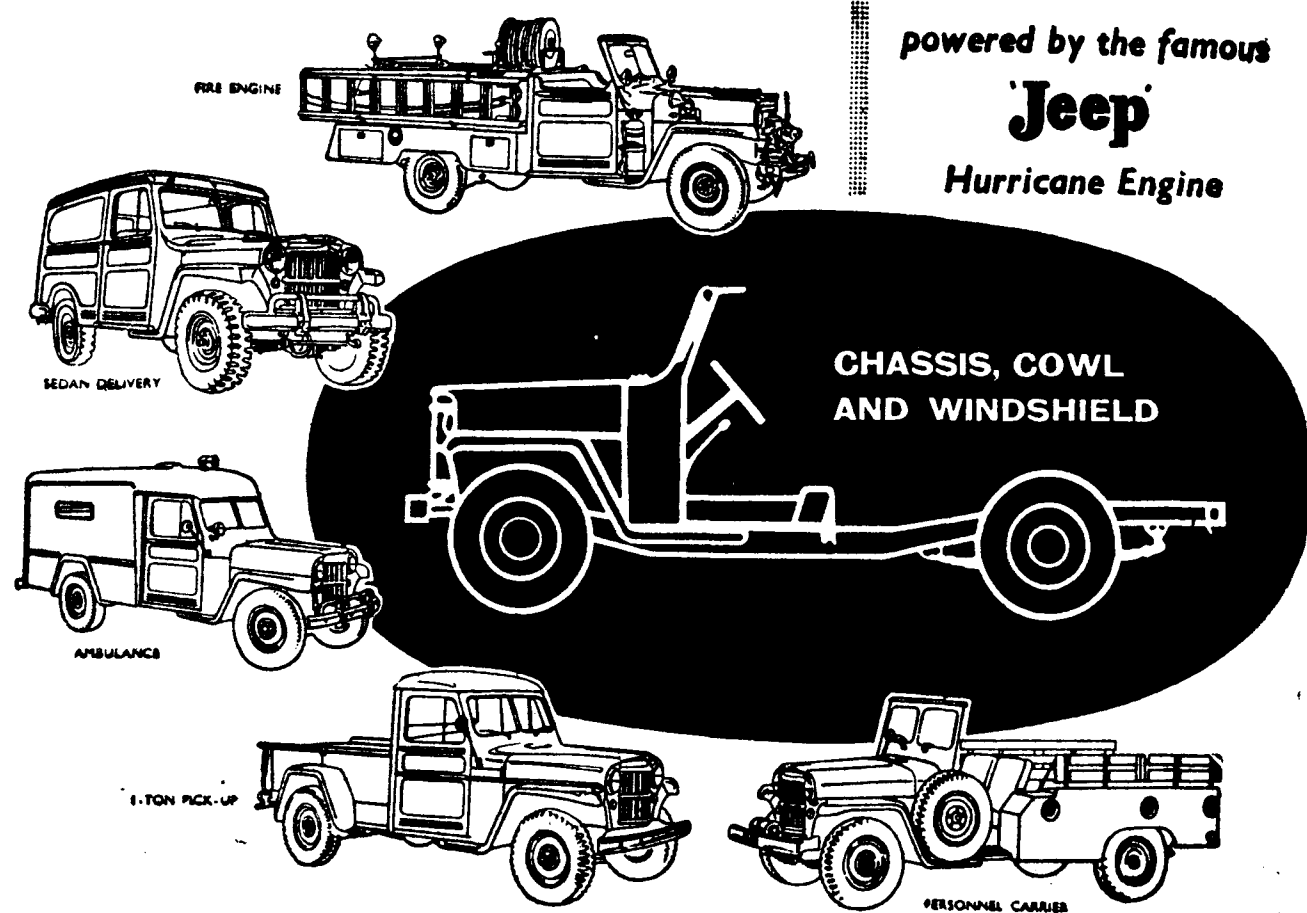
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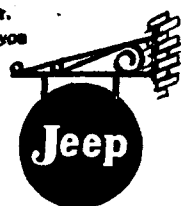
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ites about 3,500 Burmese skilled and unskilled workers are employed. Technical training is given at the company's technical institute at Chauk, and a number of trainees are sent abroad to the U.K. and to India. As far back as 1914 the Burmah Oil Company was giving technical training to Burmese, and in 1928 it founded the College of Mining and Engineering of the University of Rangoon.

Profits are really ploughed back

Exploration is undoubtedly held back by the state of Burmese petroleum legislation which does not afford a firm basis for investment. Existing laws are quite unrealistic, being based on the British Indian code of 1912—hardly applicable to modern conditions—and the Burma Mineral Concession Rules of 1924. A new set of rules has been made for minerals other than petroleum, and two years ago the government passed the Petroleum Resources (Development and Regulation) Act, 1957, enabling new Concession Rules to be promulgated for petroleum search and exploitation. But none has as yet been enacted. However, amendment to a clause of the old rules permitted the issue of exploring licences to B.O.C. (1954). These provide for an initial period of two years, renewable for a further two, and annual payment of kyat 25 per 100 sq. miles or part thereof (kyat: 1s. 6d.), doubled during renewal period. They do not set any limit upon the acreage that may be taken up for exploitation. At the beginning of 1958 the government announced that prospecting expenses would, for income tax purposes, be deductible from profits, and this provision encouraged the company to incur the heavy expenditure on its present search programme. In fact, about 50 per cent of the profits of B.O.C. (1954) are now being ploughed back into local exploration.

But this only covers the exploration stage. So far, there are no 50/50 profit-sharing arrangements laid down nor indeed any taxation provisions specially adapted to petroleum operations. These thus come under the ordinary tax laws, admitted in most countries to be unsuited to the peculiar conditions of the oil industry. Since the government wishes to have more companies looking for oil—and this is the best way of hastening forward the task—it will, no doubt, in due course offer conditions not less favourable than those which other countries offer. Meanwhile on September 8th an Investment Law was passed which Burma hopes will stimulate the entry of foreign capital, in that it offers a guarantee against nationalization for ten years, extendable for a further ten. This period is hardly long enough, however, to be very reassuring to foreign oil operators who must be able to envisage a longer working period. Also, for all new

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enterprises, the new Law provides for the duty-free import of equipment and raw materials, guarantees the remittance of profits free of income-tax (the higher rate of tax is 60 per cent) during the first three years, and exemption from income tax of profits reinvested within one year.

May become oil exporter

The government is, of course, fully aware of the vague and unsatisfactory state of affairs with regard to oil legislation. Several drafts of new Petroleum Rules have been prepared and the latest are now under study. Geologically, conditions are not unfavourable and with a sound law and improved security Burma could hope to do a little more than cover her own needs of petroleum products, and to become, again, an oil exporter.



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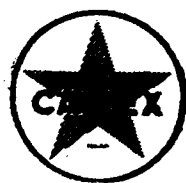
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Government Decisions On Jha Committee Report

The Government of India according to a recent press note, have decided to set up an Expert Committee to consider the feasibility of manufacturing a low-cost car within a price range of Rs. 6,500. The Committee would be asked to submit its report within a period of four months.

THE GOVERNMENT OF INDIA HAVE ALSO DECIDED THAT THE PROPOSED ECONOMY CAR SHOULD BE MANUFACTURED IN THE PUBLIC SECTOR.

The Government's Resolution on the Report of the *Ad Hoc* Committee on Automobile Industry, set up in April last year, was placed on the table of the Lok Sabha by Shri Manubhai Shah, Minister of Industry.

The *Ad Hoc* Committee's main conclusions on the question of a low-cost car are that there would be sufficient demand to sustain production of a low-cost car, without jeopardising the production programmes already approved, that there is little prospect of any of the passenger cars, at present being produced, coming down to the price range of Rs. 6,500 to Rs. 7,000, and that to have a cheaper car, therefore, a more modest vehicle will have to be chosen with its manufacture to be started from the very beginning, with latest machinery to ensure economic production. The Government have accepted the Committee's views in this regard.

The *Ad Hoc* Committee, which had before it a number of proposals for the manufacture of a low-cost car, had left it to the Government to take a final decision, after taking into account the test reports of the models, the terms of collaboration, the investments involved and other relevant factors. The proposals before the Committee related mostly to the cars, whose ultimate price to the consumer was likely to be in the range of Rs. 9,000 or so.

The Government feel that the aim, however, should really be to select, if possible, a car that will, on the one hand, be sturdy and give a really long period of trouble-free service, and, on the other hand, be available around Rs. 6,500, inclusive of transport charges, distributors' commission and taxes. This would mean that the ex-works price should be around Rs. 5,000.

The choice of a car, therefore, assumes crucial importance, as it involves not only the consideration of

the mechanical attributes of the vehicle, but also a realistic assessment of its production costs in India. No less important would be the nature and quantum of the investments involved, both in rupees and in foreign exchange. With a view to economise in the latter, an important consideration in selecting the car would be the extent to which existing engineering facilities in the country, whether in the public sector or in the private sector, could be utilised in its production. All these matters require detailed consideration at technical levels. The Expert Committee would go into all these questions.

The Government's decision on the other recommendations of the *Ad Hoc* Committee are also contained in the resolution.

In regard to indigenous manufacture of components and parts of the present vehicles—trucks, cars, jeeps, etc.,—the Government feel that special steps are now necessary to ensure quicker progress and completion of the manufacture programmes undertaken by the automobile manufacturers by the end of 1961.

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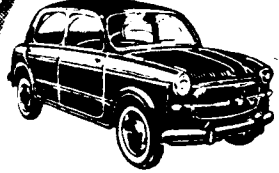
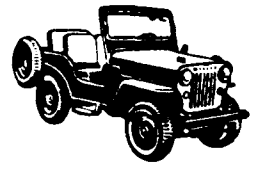
What your car needs is

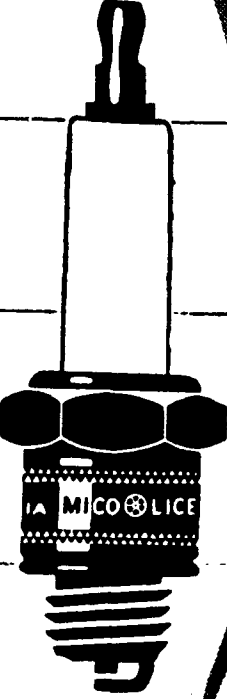
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SPARK PLUGS

of the right Heat Value

YOUR CAR	MICO SPARK PLUG TYPE
 FIAT 1946 — 1960 ALL MODELS	H-W 175 T1
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 HINDUSTAN TEN, LANDMASTER, TRAVELLER, AMBASSADOR (SIDE VALVE ENGINES) AMBASSADOR (OVERHEAD VALVE ENGINES) 1959 ONWARDS BABY HINDUSTAN	H-W 145 T1 H-W 145 T2 H-W 175 T2
 STANDARD VANGUARD 1949 — 1959 A, 10, 12, 14 SUPER 10	H-W 145 T1 H-W 145 T2 H-W 145 T2




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for all makes and models of cars*

Please Enquire of your Dealer or Garage

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1/155, Mount Road, Madras-2.

Any manufacturer, who has not already placed the order for the plant and machinery necessary to complete his programme, should immediately approach the Government for import licences. It is the Government's intention that, as far as possible, by the beginning of 1962, import of components, either finished or semifinished, should cease.

The resolution stresses this does not, however, mean that the automobile manufacturers would themselves be expected to make all the necessary items. There are numerous items which legitimately belong to the ancillary industry and Government would give all possible assistance and encouragement to the ancillary industry to develop on right lines. The Government are in agreement with the recommendations made by the *Ad Hoc* Committee in this regard. The Central organisation of the small-scale industries, in the Commerce and Industry Ministry, has been asked to set up a special division for the development of ancillaries for automobile and other industries.

Third Plan Targets

The Jha Committee has recommended a target of 10,000 jeeps and 60,000 commercial vehicles for the Third Plan period: for cars, the targetted figure is 30,000 and 40,000 if an economy car is introduced. The Government consider that these targets provide a reasonable working basis for formulating the development programme of the industry. The expansion programme in existing units to achieve this target will be considered by Government in the light of the recommendations of the Committee.

Production Costs

The Government have also accepted in principle the recommendation of the *Ad Hoc* Committee that a clear directive should be given to the automobile manufacturers to introduce, within six months, a satisfactory training scheme and a satisfactory cost accounting system. Each unit will be expected to comply with this requirement by the end of this year.

The *Ad Hoc* Committee has recommended that the manufacturers should be given enough foreign exchange for components to maximise their production, subject to their keeping to their production programme, and that each firm should be allowed to expand its production beyond its capacity by installing more capital goods, provided the expansion is not based on larger imports of components. The Government of India have accepted these recommendations in principle and propose to give due weight to them in making foreign exchange allotments within the overall availability of foreign exchange from time to time and

when considering applications for licences under the Industries (Development and Regulation) Act.

No decontrol of prices

On the question of automobile prices, the *Ad Hoc* Committee has recommended that, while control over passenger car prices may continue, price control over commercial vehicles should be abolished. The Committee has also recommended that an *Ad Hoc* cut in the price of cars and jeeps amounting from Rs. 200/- to Rs. 500 should be made applicable four months after import licences to enable manufacturers to keep production at the highest possible level have been given.

The Government have given a careful thought to these recommendations and the considerations on which it is based. They feel that once production has increased substantially and when the present acute shortage has eased, decontrol of prices would be desirable; but, so long as the present shortage continues, decontrol of prices of even commercial vehicles is likely to lead to many abuses.

As regards the cut in prices proposed by the Committee, this is linked, in a sense, with the decontrol of prices of commercial vehicles. Government do not propose to decontrol the prices of either cars or commercial vehicles at this stage, but have noted with satisfaction that, as a result of informal discussions, two of the car manufacturers and the firm manufacturing jeeps have recently reduced their prices by Rs. 200. The Government hope that all manufacturers would further review their cost structure and reduce the price as early as possible.

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MADRAS 2

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**'PIONEER' OIL SEALS
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IMPORT TRADE CONTROL POLICY

October 1960 - March 1961

Some relaxation in Delivery Valves, Nozzles and Elements

Reduction of quota in Gaskets, Piston Rings, Radiators, Shock Absorbers etc.

Given below is a short summary of the Import Trade Control Policy for the period October 1960-March 1961, pertaining to Motor Vehicle Parts and other allied items, by the Hon. Secretary of the Madras Motor Parts Dealers' Association :

Part IV Serial Nos. 293, 295 and 297 QUOTA :—
There is no change in the quota. It remains at 25% general and 25% soft.

There is no change in the application fees except for bulk applications from Actual Users for import of raw materials and accessories. The fee chargeable would be Rs. 100 plus Rs. 25 for every 50,000 or part thereof in excess of Rs. 2 lakhs, subject to a maximum of Rs. 750/-. Formerly, the maximum fee was only Rs. 250/- for all applications.

Last Date for Applications

Established importers	31st December 1960
Actual Users	15th February 1961
All others	31st December 1960

Applications for establishment of quota should be submitted before the 15th December 1960. Applications received thereafter will be entertained upto 15th March 1961 subject to the condition that quota certificates granted on the basis of such late applications will not entitle the applicants to claim licences for October 1960/March 1961.

Fleet owners' quota remains unchanged, i.e. 100% of half of their best years imports during 1954-55, 1955-56, and 1956-57 or Rs. 250/- per petrol vehicle or Rs. 350 per diesel vehicle whichever is more. Actual Users licences can be endorsed for import of built-up diesel engines or petrol engines to replace similar engines on existing vehicles subject to a maximum of 6 engines during a licensing period.

3% of the face value of the licence can be utilised for import of items specified in List II which continues to be the same as last half year. List II items—Springs and spring leaves, laminated curved safety glass cut to size and shape, dynamo pulleys, hub caps, component parts of 1 to 4 above.

3% of the face value of the licence of MV Parts can be utilised for import of Ball bearings not specified in Appendix 14. This is an increase of 1%. This is as usual exclusive of WP Bearings, front axle inner and outer bearings, imported in cups, cones and retainers, clutch release bearings with or without collars. Provision for import of ball bearings is meant for Ball bearings used on Motor vehicle.

1% of the face value of the licence like last half year can be utilised for bolts and nuts, screws, spacers and washers whether specifically adapted for use on Motor vehicles or not (same as last half year).

4% of the face value of the licence can be utilised for import of Garage tools mentioned in Appendix 25.

2½% of the face value of the licence can be utilised for import of Automotive Tachograph like last half year.

Happy Diwali Greetings.!

SPARES

★ **FOR
ALL MAKES
&
MODELS OF
ENGLISH CARS**

BEARINGS

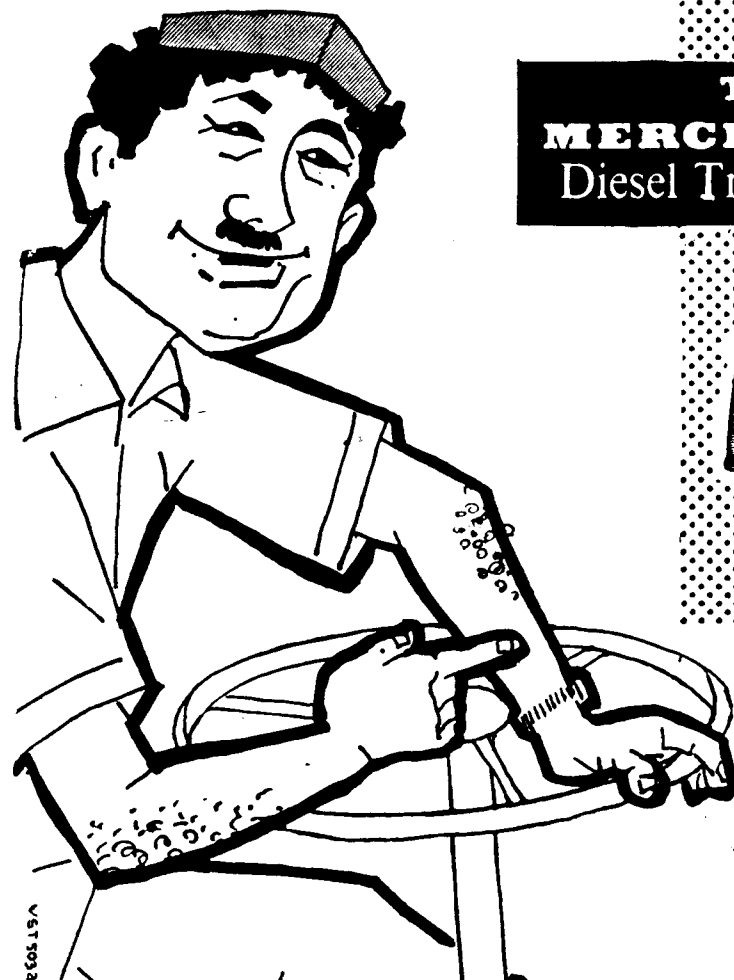
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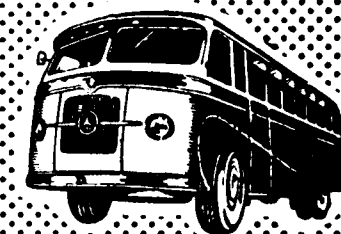
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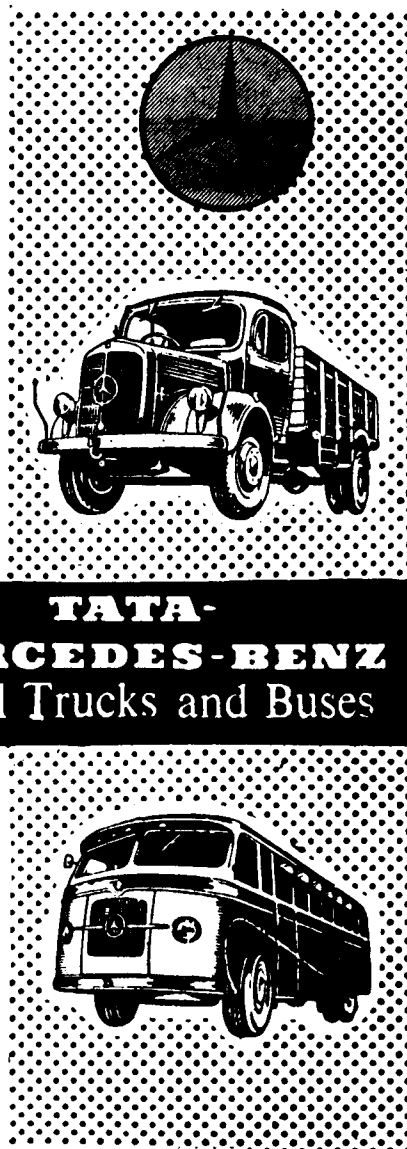


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Diesel Trucks and Buses



**For efficient
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MADRAS-2 VELLORE SALEM**



List I banned items—same as last half year.

List II same as last half year.

List III Quota items.

Brakelinings in any form—15% general and 15% soft. No change. Brake blocks of 3/8" thickness and over—5% general & 5% soft. No change.

Clutch facings in any form—20% general & 20% soft. No change.

Cylinder liners: 100% General and 100% soft. No change. Only 33.1/3% of face value of the quota can be utilised for dry type cylinder liners of 6" dia and less.

Electric Horns: 40% general and 40% soft. No change.

Filters/Cleaner Assy., air fuel or lubricating oil: 50% General and 50% soft. No change. Out of this 50% only 50% of the face value of the licence can be utilised for import of filter cartridges and filter inserts like last half year.

Fuel Injection equipment and Parts: 50% general and 50% soft. There is no change. There is some relaxation in the import of delivery valves, nozzles and elements. It has been increased from 15% to 25% for delivery valves and elements and in the case of Nozzles it continues to be the 75% as before. Import of single cylinder pumps and nozzle holders has been increased from 12 1/2% to 15%. The entire fuel injection licence can now be utilised for import of delivery valves, nozzles and elements.

Gaskets: 15% general and 15% soft. There is a reduction of 5% from last half year's quota.

Piston Rings: 40% general and 40% soft. Reduction of 10% from last half year. The same restriction of importing 25% of the face value of the quota licence for 6" dia applies.

Piston Assys: 80% general and 80% soft. Reduction of 20%. The same restriction of importing only 40% of the face value of the licence for Aluminium Pistons applies and out of this 40% only 25% can be utilised for Import of Aluminium Pistons for models detailed in Annexure A, i.e. Pistons for Perkins, Fiat, Hindustan Ambassador, Ford, Dodge, etc.

Radiators: 50% general and 50% soft. There is reduction of 25%.

Shock absorbers: 75% general and 75% soft. Formerly we were allowed 100% general and 125% soft.

Plugs: 5% general and 5% soft. No change. As usual, 14mm and 18mm are banned from import.

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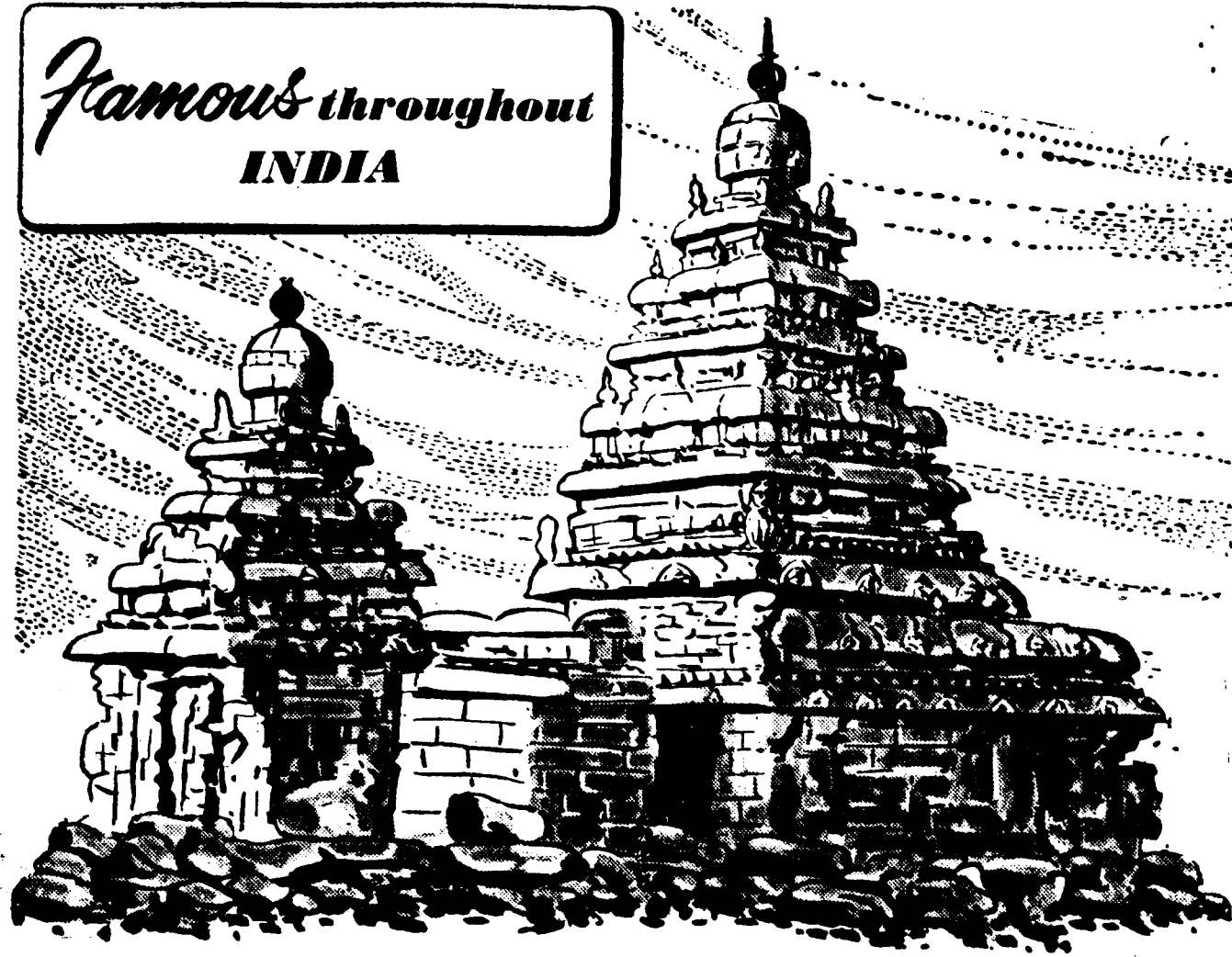
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Madhya Pradesh area between Raipur and Jabalpur:-
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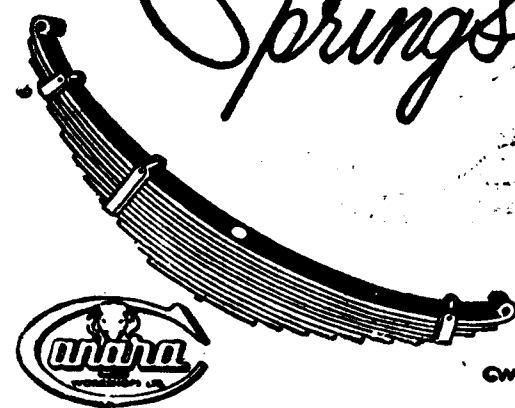


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CANARA

Springs



Shining like a beacon on the shore of the Bay at Mahabalipuram is this famous temple braving the waves for long — a monument to the strength and permanence of Indian craftsmanship.

In line with the same traditional Indian devotion to quality, come to you Canara Springs — with strength, durability and long-life built-in.

THE CANARA WORKSHOPS LTD.

MANGALORE-3.

Thinwall Bearings: 40% general and 40% soft. There is a reduction of 10% from last half-year. There is also another restriction that out of the face value of the licence not more than 50% can be utilised for import of main and Con rod bearings for Perkins and Petter.

Inlet and Exhaust Valves, etc.: 50% general and 50% soft. No change.

Licence validity time increased

The validity of the licence has now been increased from 9 months to 12 months.

Part II 19(1) (i) to (viii): No change in the policy except that in the case of 19(1) (i) Ball bearings below 1" in diameter. There is a provision that Actual Users on an ad hoc basis.

Part II 19(2) (i): Roller bearings—75% general and 75% soft. No change.

19(2) (ii): Component parts of Roller bearings—100% general and 100% soft on the basis of imports of component parts; 10% gen. and 10% soft on the basis of complete roller bearings. No change.

19(3) (i): Taper roller bearings: 50% Gen. & 50% soft. No change. Actual users also can apply on ad hoc basis as last half year.

19(3) (ii): Component parts of Taper Roller bearings: 60% gen. and 60% soft on the basis of imports component parts of taper roller bearings 7½% Gen. and 7½% soft on the basis of complete taper roller bearings. No change in the Policy.

30 (e): Spare parts for Diesel engine of Road vehicular type: 2½ of the half of the best years imports from general and soft. Same as last half year.

Part II 33 Pneumatic Plants: 5%

33(b) Compressor—Air or Gas 15%

38(A) (e) (ii) Sealed Beam Units 30%

45(D) Electric instrument and others 10% (doubled)

Part V 92 (k) Pressure gauges—25%

All the above five items have already been licensed for one year and as such, there is no change in the quota.

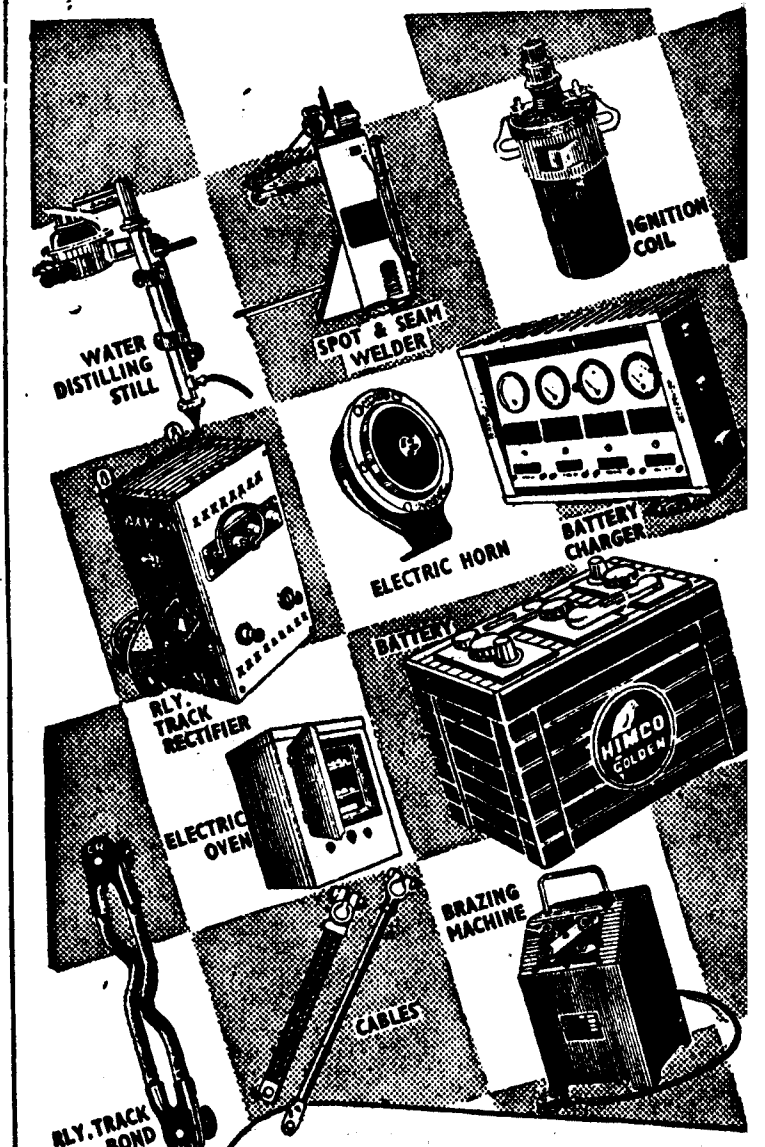
Part IV 275(b) Garage Tools: 50%

Part IV 154 Cork manufactures: Policy will be announced later.

Part IV 275(a) Hardware, etc. 2½%. No change in the policy.

Part V 78(vii) Electric instruments, appliances and others—No change.

Basic period—No change.



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HIMCO'S ELEVEN!

In the India of to-day, developing by leaps and bounds, HIMCO products are winning fresh laurels day by day!

Unrivalled craftsmanship, rugged construction and unmatched economy place HIMCO products in the country's preference!

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Scooters, Scooterettes & Motor Cycles

ESCORTS' SCHEME UNDER GOVT. STUDY

THE PROPOSAL OF ESCORTS LIMITED TO MANUFACTURE POLISH SCOOTERS, SCOOTERETTES, MOTOR CYCLES, MAGNETOS AND ALLIED COMPONENTS WITH THE TECHNICAL AND COMMERCIAL COLLABORATION OF A POLISH CONCERN IS PRESENTLY UNDER EXAMINATION OF THE MINISTRY OF COMMERCE & INDUSTRY, GOVERNMENT OF INDIA.

A demonstration showing how strong and efficient Polish Scooters and Motor Cycles would prove was given recently. The Project will provide for the manufacture of 6,000 Motor Cycles and 6,000 Scooters per annum in one shift of 8 hours and will also provide for the manufacture of 20,000 Scooterettes per annum in the second shift.

The manufacture of special components, like Magnetos, has been included in the project for supply to other manufacturers of Motor Cycles and Scooters in the country, which will save Rs. 40 to 50 lacks of foreign exchange every year on such components alone. The manufacturing programme is phased and will be completed in less than 30 months from the date of installation of the factory, in which about two crores of rupees will be invested.

Escorts Limited have arranged with the Polish authorities to make payment for the machinery, jigs, tools, technical "know-how", drawings, training of Indian technicians and for the supervisory Polish staff all in Indian rupees. No foreign exchange is at all involved. Besides offering to give technical advice and assistance, the Polish authorities have also offered to supply all plant and machinery against rupee payment on long deferred terms of payment at a very low rate of interest. The Polish authorities during the phased programme of manufacture will also supply at specially moderate prices components against rupee payment.

Delivery before the end of 1961

The project will be located either close to Faridabad or in U.P. The factory will create new employment for 1,500 to 2,000 technicians and workers. The prices of the Motor Cycles and Scooters are expected to be lower than those now prevalent in the country because of the higher efficiency of the plant and machinery and also for the reason that no royalties are payable by the Indian firm to the Polish collaborators and the rate of interest for the employed capital offered is very low. It is anticipated that the price of the 150 c.c. Motor Cycle delivered anywhere in India will not exceed Rs. 1,900/-. and that of the Scooter which has a higher clearance and bigger wheels will be about Rs. 2,100/-. Subject to the grant of the Industrial Licence, Import Licence etc., which, it is expected, will be secured without any difficulty, for no foreign exchange is involved, the Escorts Factory may commence delivery of the Motor Cycles and Scooters before the end of 1961.

MOTORINDIA

A Government Undertaking Reports

Provincial Transport Services
P.O. No. 21/40 P.O.
MADRAS 21/40
11-4-60

Ad. No. 21/40
The Managing Director,
B.A.R. Industries,
13 DLF, Industrial Area,
New Delhi-15.

Ad. No. 1A/1284/50 dated 21st March, 1960
Subject: Performance report on the stock
segmental piston rings.

Dear Sir,
The stock segmental piston rings supplied by you for testing diesel engines have been found satisfactory at the time of fitting. It is so far too early to give report on the satisfactory performance from point of view of wear over the thousand miles.
This information is being collected and the satisfactory report on the same will be made in due course.
Yours faithfully,
K. M. S. S.

covered 10814 miles on 6-6-60

Provincial Transport Services
P.O. No. 13/40 P.O.
MADRAS 13/40
11-4-60

Ad. No. 13/40
The Managing Director,
B.A.R. Industries,
13 DLF, Industrial Area,
New Delhi-15.

Dear Sir,
With reference to your letter No. 21/40/50 dated 21st March 1960, we have to inform you that the total mileage covered by vehicle No. 21/40-50 is 18109 miles.
Yours faithfully,
K. M. S. S.

BAR Piston Rings are Best
in whatever way you Test

Now Manufactured in India by :-

B. A. R. INDUSTRIES PRIVATE LTD.

13-DLF, INDUSTRIAL AREA, NAJAFGARH ROAD, NEW DELHI-15

TELEGRAMS: "PATTIRING"

found satisfactory
at the time of fitting

Provincial Transport Services
P.O. No. 21/40 P.O.
MADRAS 21/40
11-4-60

Ad. No. 21/40
The Managing Director,
B.A.R. Industries,
13 DLF, Industrial Area,
New Delhi-15.

Ad. No. 21/40/50 dt. 6 June 1960.
Subject: Performance Report on B.A.R. steel
segmental piston ring.

With reference to above your letter,
we are giving the following information:
Engine No. 3084178.
BY 50 of S.D. Depot fitted on 26.1.60.
Mileage covered upto 6.6.60 10814. 0411
the vehicle is running.

Yours faithfully
K. M. S. S.

and 18109 miles
by August 1960

STILL RUNNING

Curbing Smog from Motor Exhausts

Compulsory Legislation In Los Angeles

The authorities of the Los Angeles County of California, one of the worst smog-ridden areas in the United States, have taken a further step towards checking air pollution from petroleum fuels. Following the introduction last year of a perennial ban on the burning of fuel oil during the summer months they have now brought into force new legislation restricting from next July the bromine number of all motor gasoline marketed in the county to a maximum of 30, and from January 1962 to an upper limit of 20. The bromine number is a measure of the fuel's olefin content which, in the authorities' contention has an essential bearing on the emission of smoky exhaust fumes from automotive engines. The bromine numbers stipulated are equivalent to olefin contents of about 18 and 12½ per cent, respectively. Even the higher limit, imposed from next month onwards, is at present exceeded in various brands of both premium and regular gasoline, in some cases by more than 50 per cent.

Equipment for Decontamination

It is estimated that the technical adjustments in process techniques required to meet the new regulations

for the control of olefin contents will cost local refiners a total of some \$25 million. Over the past ten years, they have already spent more than \$30 million on special equipment for checking the emission of air contaminants—such as sulphur dioxide, catalyst dust, hydrocarbon vapours and nitrogen oxides—from their process and storage plants. The large additional expenditure now necessitated by the new anti-smog legislation can hardly fail to make itself ultimately felt in higher prices of automotive gasoline in the area concerned. However, motorists in California will themselves soon be called upon to make a further, and even more costly, contribution to curbing air pollution individually by providing their vehicles with special equipment for decontaminating the exhaust fumes of their engines.

Will Legislation Solve the Problem?

A bill to make the fitting of such devices compulsory for all motor vehicles registered in California was passed by the State legislature last April. It empowers a newly set-up state motor vehicle pollution control board to test and certify suitable decontamination appliances and to enforce their installation in all Californian counties in which a smog problem exists. This new ruling, which covers new and old vehicles for private and commercial usage alike, is to be carried into practice within periods ranging from one to three years after the official certification of suitable anti-smog appliances. About a score of such devices have already been evolved by several leading motor manufacturers, oil firms and independent research workers. Most of these decontaminators are based either on catalytic action or on the use of direct flame jet burners. Some advanced designs are claimed to be capable of eliminating 80 per cent or more of harmful pollutants, but none seems to be as yet ready for mass production. Hence, estimates of purchase and installation costs vary widely, from \$50 per unit to three or four times that figure. Maintenance and repair costs are still more conjectural, and so is the effect of the decontamination devices on fuel consumption. Certain it is, however, that the new regulation, which in Los Angeles County alone affects no fewer than three million vehicles, imposes upon California's motoring population as a whole an extra outlay totalling several hundreds of millions of dollars. Whether it will fulfil the authorities' expectation of ending the area's smog problem, only experience can show.

Maintenance tips on

FIAT CARS

Ignition

The movable point rubbing block used in all Fiat distributors is quite susceptible to rapid wear, and it is very important, whenever the distributor is serviced, to lubricate the can with special distributor grease. Oil or chassis grease must not be used. A majority of road service calls to Fiat that would not start appear to be caused by lack of grease on the cam, and consequent rapid wear of rubbing block and closing up of point gap.

Point gap on all 500, 500 Sport, 600, and 600 Multipla models should be set at .018 to .021 in. (.457 to .533mm). On 1100 and 1200 models, it should be .017 to .019 in. (.42 to .48mm). On 2100 models it should be .014 to .017 in. (.356 to .432mm).

On 500 models, hard starting and misfiring can often be traced to the rubber discs around the spark plugs. These become impregnated with oil and dirt and short circuit the plugs. When in this condition, they should be replaced.

Electrical

A loose fan belt is a common cause of the battery going dead on 1959 and 1960 model 1100 Fiats. Belt must be properly adjusted to prevent slippage.

On all models, the new-type brown colored voltage regulator must only be used with the new-type 320 watt, 22 amp generator. The older type green colored regulator must only be used with the 180 watt generator. Headlight failure or blowing of fuses can often be the result of poor ground connections between front fender, frame and engine. If there is any doubt about the quality of this connection, install a bonding strap between fender and frame. Remember when checking for cause of headlight failure that each one is individually fused.

Engine

For better access to the engine of the 500 models, the engine compartment door is easily removable.

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Manufacturers of:
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 R/S PINS & F/S BOLTS WITH NUTS
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 FOR T.M.B.- DODGE DIESEL - LEYLAND -
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 and all TRUCKS
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 WATER PUMP SHAFTS - etc.

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**COMET
 AUTO
 BULBS.**

Sole Selling Agents in India: M/s THE DOON INDUSTRIAL CORPORATION, DEHRA DUN

On 500 and 600 models, fuel starvation troubles can often be traced to deterioration of the plastic fuel line where it fits over the tank outlet. Small hair-line cracks develop with age and permit air to leak into the line. As this deterioration only appears where the plastic is stretched to fit over the tank outlet, a temporary repair can usually be made by cutting off the bad section of tubing about one inch (25mm) long, and re-using the remainder of the tubing.

Excessive spark plug burning in all models can often be caused by faulty radio resistors in the spark plug wires. Whenever this trouble is experienced, these resistors should be suspected.

On 500 and 600 models, the clutch throw-out cross-shaft has been known to freeze in its bearings. This can be prevented by lubricating with light oil every 3,000 miles (4,800 km). If the cross-shaft should stiffen up, it can sometimes be freed by use of penetrating oil or thinners. If this fails, the engine must be removed so that the shaft can be pulled and refitted with larger clearances.

Brakes

Emergency brake failure on 600 models with transmission-mounted emergency brakes can be caused

by wear in the shoe expansion blocks and wedges resulting in loss of rollers. An improved type of wedge is available and should be installed whenever this trouble is encountered.

On 600 models, when brakes require excessive foot pressure to operate, check for shoes frozen on their anchor pins. (Not all vehicles have this type of shoe—self-centering shoes are used on some cars.) If you find this condition, it may be necessary to cut the shoe off its pin with a hammer and chisel. However, if it is essential to save the shoe, remove the backing plate and drive the pin through the shoe, being careful not to damage the pin.

500 model brakes are self adjusting and require no attention except normal checking of fluid level.

Brake adjustment on 600 and 1100, 1200 models is somewhat unusual, and should be carried out as follows:

1. Jack up the car and apply the brakes with a pedal depressor, or with the help of an assistant.
2. With the brakes applied, turn the adjusting nuts on the inside of the backing plates as far as possible in a direction away from the axle. The back nuts off about 20 deg in the case of used linings, or 25 deg when new linings are first installed. This corresponds to a shoe-to-drum clearance of .010 in. (.25mm), at the toe

in the case of the 1100, 1200 models and at the eccentric adjustment in the case of 600 models. This clearance can be checked through slots in the drum after the wheel has been removed.

General

On 500 and 600 models, great care must be taken when installing the engine, or the clutch pilot shaft or clutch plate may be bent. This shaft is quite long, and it is easy to allow the engine to get out of alignment with the transmission when they are being put together.

On 600 models a tapping noise similar to a connecting rod bearing knock can be caused by a loose timing chain during the case. Only cure is to replace the timing chain.

Improper clutch release on 500 models when the clutch is in good condition and well adjusted can be caused by excessive flexibility of engine mounts. Replacing the rubber mounts is the solution.

500 and 600 models are extremely sensitive to water in the gasoline, with the result that jets get blocked and carburetors flood. To prevent this, a can of any good gasoline anti-freeze in every third tankful of gasoline can be very helpful.

Overheating of 600 models can be caused by faulty radiator pressure caps. Always check these items when you get a complaint of overheating.

Burning out of flashers and bulbs and blowing of fuses in the directional signal system of 600 model Fiats has been traced to the brass tracks in the lever switch control at the steering wheel. If these tracks are found to be dirty, they can sometimes be cleaned, but it is unusually best to replace the head.

Using a grease gun with a curved nozzle facilitates greasing the king pins on 600 model vehicles.

Complaints of lack of heat from the heater on 1100 models can often be satisfied by rodding out the heater core. Cooling system chemical cleaners do not seem to work very well on this job.

Complaints of oil leaking from the engines of 1100 models are sometimes due to clogged crankcase breathers. Always check and clean this item, in addition to tightening all joints, when curing oil leaks.

Another cause for lack of heat from the heater of 1100 models is the heater shut-off valve. This is made of rubber and can swell up and close off water circulation completely. Also check for leaking head gasket. This fault can prevent the heater from working properly. (Courtsey, American Automobile).

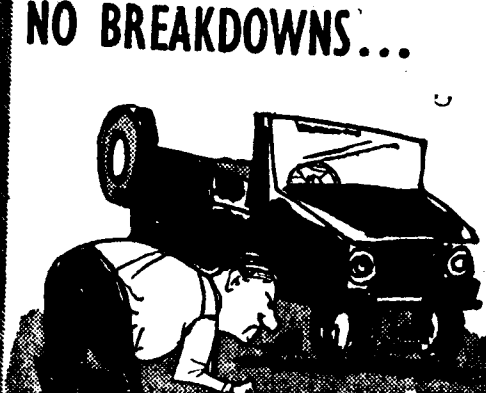
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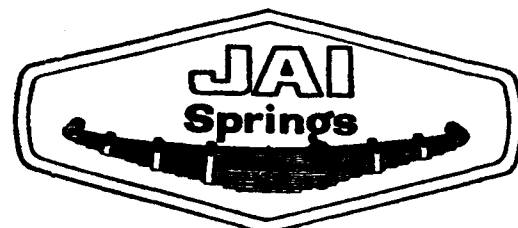
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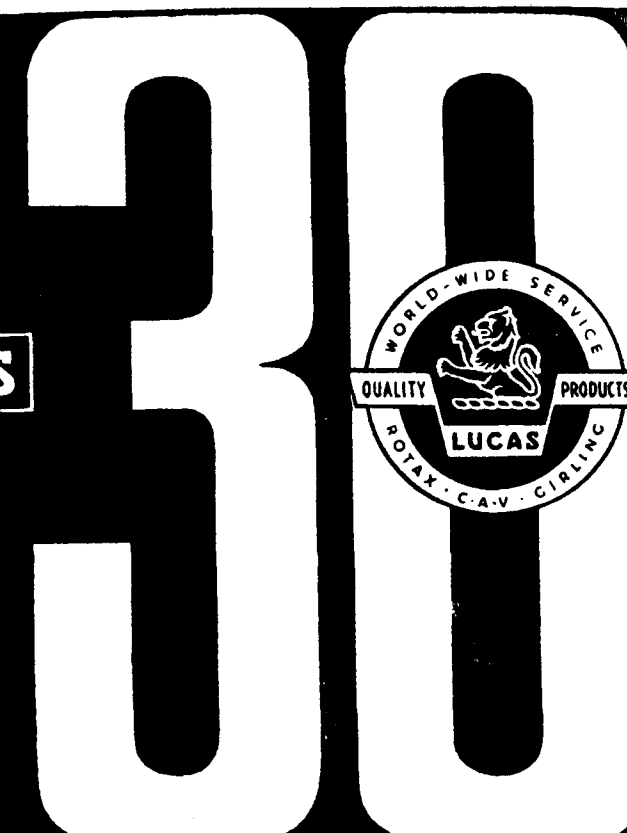
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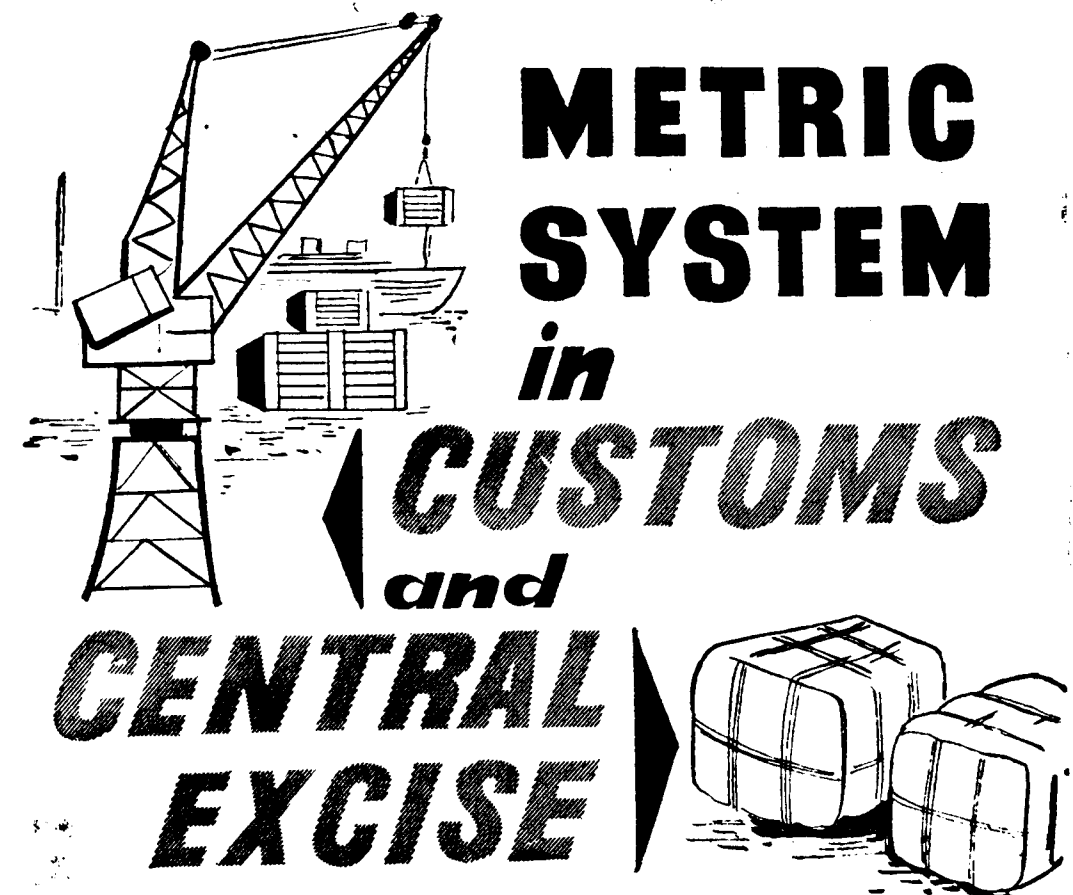
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The Metric System of Weights and Measures has come into force in Customs and Central Excise from October 1, 1960. Rates of duties are expressed in terms of metric units.

The rates have been converted to their nearest practicable equivalents in metric units.

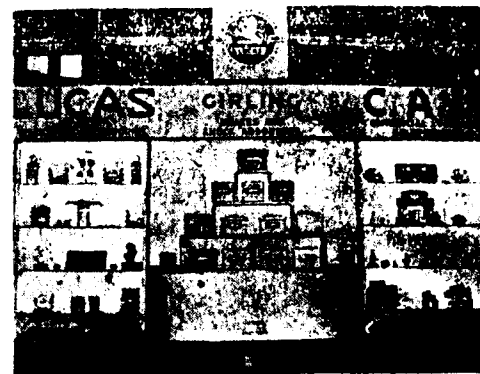
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DA 60/390



Lucas Indian Service Private Ltd. Bombay Depot and Head Office



The Modern Counter & Spare Part Stores at Bombay Depot

30 Years Service to the Nation by Lucas Indian Service Private Ltd.

On 24th October 1960, Lucas Indian Service Private Ltd. were proud to celebrate its 30th Anniversary having completed 30 years service to the Nation.

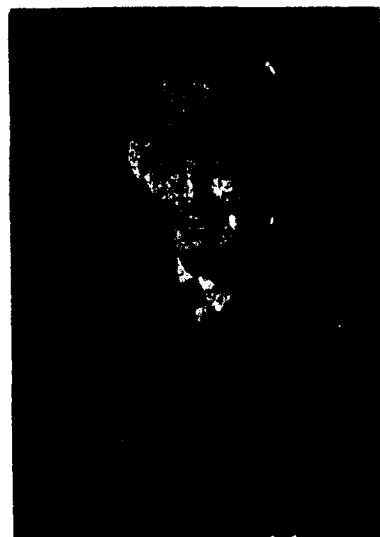


Premises of Lucas Indian Service Private Limited, Madras and Lucas Electrical Tractor Service Private Limited, Madras

In 1928 Messrs. H. B. Fry & A. G. Wozencroft formed "The Bombay Battery & Electrical Co." situated in New Queen's Road, Bombay, as they realised the need to provide Sales & Service for the Electrical Equipment fitted to Motor Vehicles. Needless to say, being men of sound experience, they exclusively stocked and serviced the products of Joseph Lucas Ltd., Lurmingham, and their Associate Company, C. A. V. Ltd., Acton, London. After a very short time, the demand for these products grew to such an extent that the financial resources of these two able gentlemen were insufficient to meet this demand. Consequently, at their request, Mr. J. Masterton, Director of Joseph Lucas Ltd. came to India and in 1930 he took over the Bombay Battery & Electrical Co. on behalf of Joseph Lucas Ltd. and on 24th October, 1930 formed a new Company, Lucas Indian Service Ltd.

Mr. J. Masterton became Managing Director, which position he still holds, Mr. Fry, Director & Sales Manager and Mr. Wozencroft, Director and Service Manager.

At this time, in addition to the Directors mentioned there were eight employees, two of whom are still serving the Company at Bombay. These are:- Mr. N. J. H. Ghaswalla (now Director & Secretary) and Mr. B. Baboo (Now Battery Dept. Foreman). As the Company rapidly expanded the staff was very soon increased and two of those who joined on 1st January 1931 are still with the Company. These are:- Mr. V. Narayan (now



Mr. J. Masterton, Managing Director, Lucas Indian Service Private Ltd. and Director, Joseph Lucas Ltd.



From left to right:-
Mr. A. Wozencroft, Director & Service Manager, 1930 to 1953;
Mr. H. B. Fry, Director & Sales Manager, 1930 to 1956.



Mr. N. J. Ghaswalla
Director & Secretary



Mr. S. P. Muzumdar, Assistant-Secretary & Calcutta Accountant



Mr. J. Biswas, Calcutta Depot,
1st Jan. 1937.

October 1960

M-9

Maintenance Foreman) and Mr. N. V. Natekar (now Chief Typist).

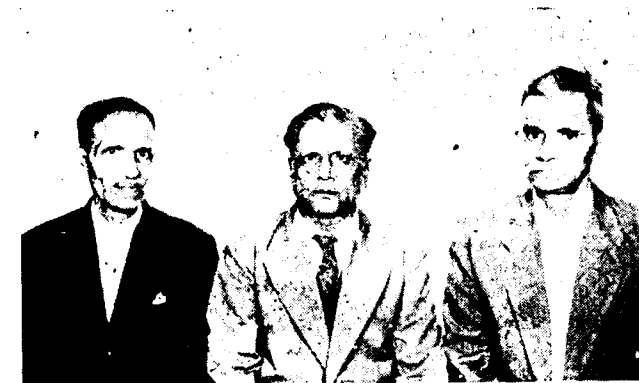
To spread the necessary Service & Sales facilities as much as possible throughout India, Agents were very soon appointed, amongst whom was Messrs. Thornycroft (India) Ltd. who were responsible for the Calcutta area. However, in 1936, they closed down their activities in India

and it was decided that Lucas Indian Service Ltd. should open a Branch Depot to provide Sales & Service for this very important area. Suitable premises in the vicinity of Chowringhee, at 46, Rafi Ahmed Kidwai Road (then known as Wellesley Street) were acquired and the Depot opened their doors for business on 1st January, 1937. On that day, 29 persons were employed, four of whom are still with the Calcutta Depot. These are:- Mr. S. P. Muzumdar (now Assistant Secretary & Accountant), Mr. A. C. Dey, Mr. J. Biswas and Mr. H. C. Bose. Mr. G. R. Lutner came from the U. K. factory to manage this Depot, in December 1937 upon the return to Bombay of Mr. Wozencroft who had safely launched the new venture during the year. Mr. Lutner left Calcutta at the outbreak of War in 1939 and Mr. Wozencroft returned to take over during the War years. In March 1946, Mr. A. W. George came out from England to manage this Branch.

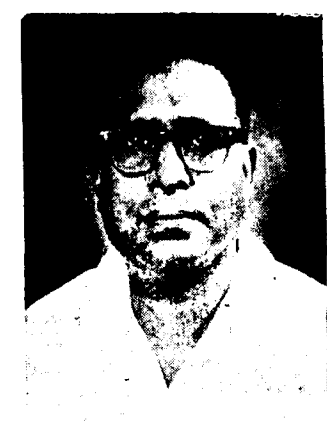
At about this time, Mr. Fry left for a well-earned retirement in the U. K. and H. W. Brown came out to take over the Management of the Bombay Depot, working under Mr. Wozencroft.

It was also decided, at this time, to carry out the pre-war intention of opening a branch at Madras and on 15th November, 1946, premises having been built at 10, Patullo Road, Madras, the Depot was ready for service. Mr. D. G. Palmer who had joined the Company in 1937 and who had been at both Bombay & Calcutta Depots in addition to covering practically the whole of India, rejoined, at this time, after serving with the Indian Army for the duration of the war. He was responsible for the Management of the Madras Depot where he is to this day, being now Director & Joint General Manager.

Of the original 25 members of the Staff who were employed when the Depot opened.



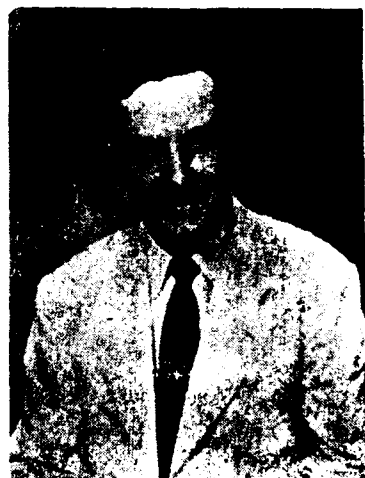
From left to right:-
Mr. Narayan Vithal (Maintenance Foreman) joined Bombay Branch, 1st Jan. 1931; Mr. B. Baboo (Battery Dept. Foreman) joined Bombay Branch 24th Oct. 1930; Mr. N. V. Natekar (Chief Typist) joined Bombay Branch, 1st Jan. 1931.



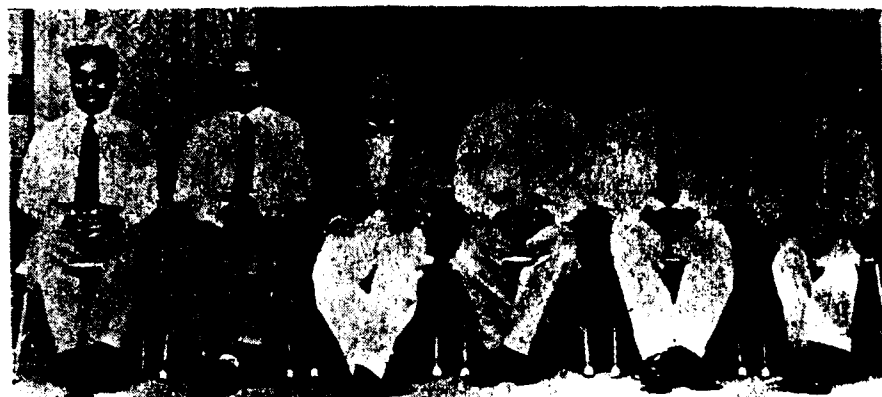
Mr. H. S. Bose, Calcutta Depot,
1st Jan. 1937



Mr. A. C. Dey, Calcutta Depot,
1st Jan. 1937



Mr. D. G. Palmer, Director & Joint General Manager



Seated left to right - Mr. P. Daniel, Electrician Mr. T. Raj, Battery shop Foreman; Mr. N. Jayaram, originally appointed as an Electrician, later promoted to Foreman and now Engineer; Mr. B. Punneyakoti, Electric Shop Foreman; Mr. V. K. Parameswaran, Senior Accounts Clerk; Mr. S. Natesan, Electrician (Ignition).

six are still there and these are:— Mr. P. Daniel, Mr. F. Raj (now Battery Dept. Foreman) Mr. Jayaram (now Service Engineer), Mr. B. Punneyakoti (now Electric Dept. Foreman), Mr. V. K. Parameswaran (Senior Accounts Clerk) and Mr. S. Natesan.

Due to the Government's policy of encouraging the rapid growth of Agriculture, and the consequent importance of highly specialised Service, a Subsidiary Company, Lucas Electrical Tractor Service Ltd. was opened in 1952 in a new building next door to the Madras Depot. This is also managed by Mr. Palmer.

It has always been the policy of Lucas Indian Service Ltd. to give service of the very high standard provided by Joseph Lucas Ltd. & their Associate Companies, C. A. V. Ltd. and Girling Ltd. in the U. K. and this policy was further extended in 1952 when Mr. A. A. Brooks came to India and initiated full service coverage of India. In addition, Mr. Laxman, then Fuel Injection Dept. Foreman (now Works Superintendent) and Mr. Waman, then Electric Dept. Foreman (now Service Engineer) both at Bombay, had been sent to the Company's Factories in England for specialised training.

In early 1953, Mr. Wozencroft retired from India and Mr. H. W. Brown was appointed Director & General Manager until 1957 when he too retired to England.

Mr. A. A. Brooks (then Service Manager) left India in 1958 to take up an appointment as Service Manager to the Lucas Associate Company in the U.S.A.. Lucas Electrical Service Inc. As a result, Mr. N. S. Murthy was appointed Service Representative having had a period of three years with the U. K. Factory and five years with the Madras Depot as Service Engineer.

Upon the retirement of Mr. H. W. Brown, Mr. D. G. Palmer became Director & Joint General Manager, Mr. A. W. George became a Director and Mr. G. A. D. King, who had been Bombay Branch's Assistant

Manager & Manager since January 1953, was appointed Joint General Manager.

In 1958, Mr. A. George retired from India due to ill health and is today a Director of the Lucas Associate Company in Malaya. Upon his retirement, Mr. G. A. D. King & Mr. N. J. H. Ghaswalla were appointed Directors and Mr. G. M. Wyrill came from Madras Depot where he was Service Engineer & Assistant to the Manager to take over Calcutta Depot as Manager.

It is interesting to note the growth of this Lucas Overseas Company in India and this can be recorded by the increase of staff. In Bombay the Depot started in 1930 with 8 employees and today has 80 employees. Calcutta started in 1937 with 29 and today has 71.



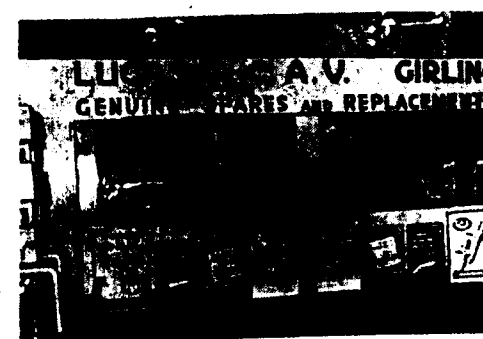
Mr. N. S. Murthy, Service Representative



Mr. G. A. D. King, Director & Joint General Manager



Mr. G. M. Wyrill, Calcutta Manager



The Modern Counter & Spare Parts Store at Bombay Depot

Madras started in 1946 with 25 employees and today has 76. It is also of importance that in furthering the company's policy of providing Service to the Nation, the Madras Depot is today manufacturing under the skilled control of a Lucas Production Engineer, Ignition Coils and will shortly be producing Distributor Caps & Rotors. Plans are underway to increase the range of equipment to be produced in India to a very large extent. This is possible due to the knowledge that Lucas Indian Service Private Ltd, with their highly skilled staff and fully equipped workshops, with the very latest Test Machines, are able to provide a nation wide service for the Lucas & C. A. V. quality equipment fitted to the majority of vehicles which are being and will be produced in this country.

Lucas Indian Service Private Ltd. are proud to state they have provided 30 years service to the nation, and look forward to the continuance of this highly efficient service for another 30 years at least.



Lucas Indian Service Private Ltd. Calcutta Depot

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arrivals
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—INTERNATIONAL



During his recent visit to the U. S. A. Mr. H. C. Mahindra, Director, Mahindra Limited, took the opportunity of visiting Willys Motors Inc., Toledo, Ohio, U. S. A. Manufacturers of the World famous 'Jeep'. He is seen here with Mr. Stephen A. Girard, President and Mr. L. Keith Cocelle (Standing), Vice President and General Manager of Willys.



Mr. D. C. Anand Jr., Partner of Anand Automobiles left for Europe and U. S. A. to establish collaboration with leading manufacturing houses abroad.



Recent Visitors to Bombay were Mr. Stephen A. Girard, President Willys Motors Inc., accompanied by Mrs. Girard and Mr. S. W. Tylor, Vice-President of Willys Export. They arrived by Air India's Boeing and were met by Members of Mahindra and Mahindra Ltd., manufacturers of the Jeep in India.



"Vimal Krishna Gupta, son of Shri P. Sharan Gupta, Delhi, left for U. K. for his higher studies in Cos. Accounting and Business Administration on Sept. 23, 1960 by Air India International Boeing Jet Service."



Mr. K. R. Sekhar, of M/s. Amco Batteries Bangalore who left for U. S. A. by Air recently for undergoing Technical Training in the factories of their Collaborators Messrs. Gould-National Batteries Inc. of America was seen off by Messrs. V. R. V. Raghavan, Deputy General Manager; K. R. Srinivasa Rao, Sales Manager; L. S. Krishnamoorthy, Comptroller & Treasurer and other colleagues.

MOTORINDIA NEWSLETTER SERVICE

(FROM OUR SPECIAL CORRESPONDENTS)

Andhra High Court rule

"Different laws for different regions of a State not Unconstitutional"

30 "Writ" Petitions Of Lorry Operators Dismissed

In the Andhra Pradesh High Court, a Division Bench consisting of the Chief Justice Mr. P. Chandra Reddi and Justice Sharfuddin Ahmed gave judgment dismissing the 30 writ petitions of Lorry Operators and declaring, "There is nothing unconstitutional in the existence of different laws for different regions of a particular state". The operators contended, "There can only be one taxing law for a State and it is unjust and inequitable to make a subject liable to two taxes". But the Bench held that there was no infringement of article 14 of the Constitution.

and dismissed all the 30 writ petitions. In the course of their judgment the chief justice and the other judge observed as follows:—

Taxation of Lorries

The case of the petitioners may be briefly put as follows:— The petitioners, engaged in transporting goods within and outside Telengana, had registered their vehicles and paid tax under the Hyderabad Motor Vehicles taxation Act of 1955. They were required to pay tax under the Madras Act when they sought to ply their lorries in Andhra area. The rate of tax per quarter for a vehicle between 150 and 180 cwt. laden weight is Rs. 427/- under the Madras Act and Rs. 130/- under the Hyderabad Act. The petitioners filed writ petitions in the Andhra High Court contending that the levy of two kinds of taxes in one and the same state was illegal and unconstitutional.

Judgment

The Division Bench decided the two issues against the petitioners

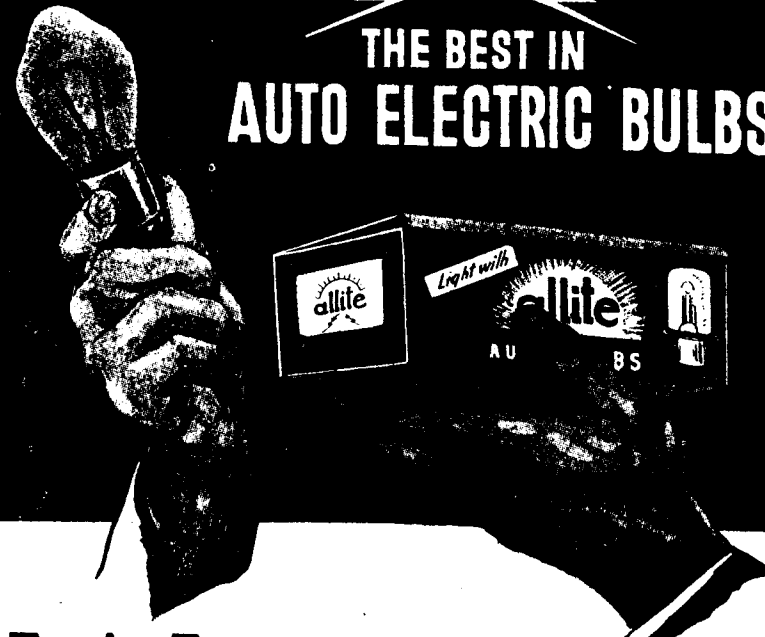
October 1960

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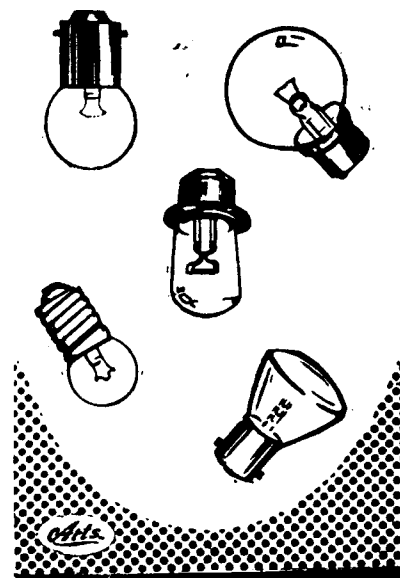


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"There is nothing unconstitutional in the existence of different laws for different regions of a particular state. Article 245 of the constitution permits parliament or a State Legislature to make laws for the whole or any part of the State. The incidence of taxation on the vehicles related to the use of the roads and not registration. There is not much substance in the argument of the petitioners that the owner of a vehicle cannot be subjected to two taxes under two statutes and that there can only be one law for a state and that it is unjust and inequitable to make a subject liable to two taxes. We are not convinced that there is any infringement of article 14 of the constitution."

U. K. To Australia By Land-Rover Young Britons Will Travel Via India

Three young men left London on October 4 to travel overland through Europe, the Middle East, and South Asia to Australia in a second-hand Land-Rover.

Navigator for the expedition, 19-year-old Michael Harvey, of Maidenhead, Berkshire, who has been working for a London meat importer, told a correspondent: "Our aim is to look around Australia and, if we like it, to stay from three to five years."

His two companions, who both worked for a London insurance company, are David Westcott, 19, of Newton Abbot, Devonshire, and Lance Humphries, 21, of North London.

The journey—which they expect to last nine months—will be through France, Switzerland, Italy, Yugoslavia, Greece, Turkey, Iran, Iraq, Kuwait, Afghanistan, Pakistan, India, Burma, Thailand, and Malaya.

In Singapore they will embark for Darwin, Australia.

"Fortytwo firms have supplied us with stores and equipment," said Michael Harvey.

"None of us has had experience of long-distance driving, but we have got a good idea about the conditions we shall encounter through talking to experienced travellers, from reading about similar expeditions, and from the Royal Geographic Society," he added.

U. K. Specialist in Road-making Machinery to visit India

Mr. E. J. Daldorph, a specialist employed by Millars' Machinery Co. Ltd., of Bishop's Stortford, Hertfordshire, in connection with their asphalt and bituminous macadam mixing plant, is to visit the British firm's agents in India to discuss technical aspects of the company's road and airfield construction machinery. He left Britain about October 1.

Main products of Millars' Machinery are earthmoving equipment, concrete mixers, asphalt mixers, concrete handling and mixing plant, and well-point de-watering equipment.

Paint Chemist Visits India

Mr. P. Whiteley, who for 18 years has been a chemist in the British paint industry and who now holds a fellowship for tropical paint research, made a 10-day visit to India this month.

The purpose of the trip is to see Indian developments in paint research and tropical building, and to discuss with officials recent developments made by Britain in this field. Mr. Whiteley will visit

New Delhi, Roorkee and Calcutta before leaving on an extensive tour of Far East countries and Australia, returning to London on December 11.

Mr. Whiteley's fellowship is sponsored by the Colonial Office through the Colonial Development & Welfare Research Fund. He is attached to the tropical section of the organization's building research station.

This will be Mr. Whiteley's first trip to Asia, but he has previously travelled in Africa and the Caribbean.

Standard-Triumph Expansion in Belgium

The new Standard-Triumph factory at Malines, near Brussels, officially opened the British Ambassador to Belgium, Sir John Nicholls K. C. M. G., is the first step in the Company's plan to obtain a firm foothold within the European Common Market. Standard-Triumph thus becomes the

only British motor-car manufacturer to establish its own plant within this important economic area.

Initial production at the factory will be at the rate of 2500 cars per annum, which it is hoped to increase progressively up to 10,000 per annum. The labour force is now 100, but this will eventually reach a figure of 750.

Operations undertaken at Malines include painting, trimming and final assembly, but more manufacturing operations will be included and the percentage of local content increased as the Company's expansion plan develops. Production is at present concentrated on the three-model Triumph Herald range which has already established its popularity in Belgium and the Triumph TR3 Sports car which has been a top-seller there for several years—eventually however the production range will be considerably extended.

During the first stages of production, all the output from Malines

will be sold within the Benelux area, but will be expanded later to include the other Common Market countries, and even export outside this area is not precluded from future plans.

Large Bus Shipment to Ceylon

On the 5th October 1960, eleven Indian-built Leyland Comet bus chassis were loaded at the Madras wharf on board the s.s. "Jalapankhi" owned by the Scindia Steam Navigation Co. Ltd., pioneers in Indian shipping for delivery to the Ceylon Transport Board.

This shipment completes the first contract for 12 Indian-built Comets received recently by Ashok Leyland Ltd. on behalf of Leyland Motors Ltd. from the Ceylon Transport Board.

The vehicles will augment the fleet of over 150 Comets which are in operation in Ceylon. Bodies on these 14' 8" wheelbase chassis will be built in the Central Workshops of the Ceylon Transport Board situated in Colombo.

October 1960

TYRES

Salem Dealers Form Syndicate

At a meeting of the Tyre Dealers of Salem District convened by Sri K. V. Padmanabhan of M/s. Bangalore Automobiles, with Mr. G. Mohamed Salim Sayeed in the Chair it was resolved to form the Salem Tyre Syndicate consisting of M/s. Salamath Automobiles, Namakkal, M/s. Modern Automobiles, Salem, M/s. Mohamed Hussain & Co. Namakkal, M/s. Salem Automobiles, M/s. Paragon Auto Stores, M/s. Radha Automobiles, & M/s. The Bangalore Automobiles.

The Meeting elected Mr. Saleem Syeed as President of the Syndicate for the coming year, Mr. K. V. Padmanabhan as Secretary, Mr. S. A. Krishnaswamy as Treasurer. Their four dealers were elected to the executive committee. The purpose of the tyre syndicate is to cool their resources to make supplies with genuine whose vehicles are registered in Salem at established

prices and to adopt a uniform price.

It was also resolved among other things, to inform vehicle owners about the availability of tyre and to fix the time limit by which they should take delivery of the tyre. The syndicate committee expect to meet every week to consider problems that may arise under the new scheme.

U. S. National Auto Show

Autumn is the best season for those in the Automotive industries to visit America, according to Mr. Tom B. Cavanaugh, TWA's District Sales Manager for India.

One of the biggest automotive events of the year in the U. S. A. is the National Automobile Show, to be held this year from October 15 until October 23 in Detroit Michigan.

the great capital city of the American motor car industry.

Detroit is located 800 kilometers west of New York and can be reached by airliner in an hour and 30 minutes. All U. S. 1961 model autos will be unveiled in the show.

The great city of Philadelphia will hold its Automobile Show from the 12th to the 19th of November, and smaller cities throughout the United States have scheduled similar shows through the Autumn months.

STANDARD CAR PRICES A CORRECTION

In the Models and Prices of Cars and other vehicles published in our last issue, the price of Standard cars was not correctly mentioned. The price of the Standard Ten Saloon is Rs. 9988, ex-factory, excise duty sales tax etc., being extra.

FIRESTONE

Among Best Managed Companies

The Firestone Tyre & Rubber Company has been named by "Dun's Review" as one of the top 10 best-managed companies in the United States.

Firestone, the only rubber company named, was chosen by the business magazine's President's Panel of 171 chief executives.

The panel of presidents reported that the best-managed companies showed pronounced characteristics. Most were founded and developed by a man of strong ideas and will. The panel ranked marketing strategy, organizational planning and research and development as the three most crucial areas of management for company success in the 1960's.

Best-managed companies are set off from other corporations by the way they have set their sights on the future, the magazine reported. Companies chosen are "working to ensure a supply of aggressive, intelligent executives; they are strong on long-range planning and emphasis on research and development is outstanding in the best-managed companies," the panel stated.

Other firms listed among the best managed were: E. I. duPont de Nemours & Company, General Electric Company, General Motors Corporation, International Business Machines Corporation, Minnesota Mining & Manufacturing Company, American Telephone and Telegraph Company, Eastman Kodak Company, Proctor & Gamble Company, Standard Oil Company (N. J.), American Home Products Corporation, Aluminium Company of America, Cutler-Hammer, Inc.,

International Paper Company, Texas Instruments, Inc., Armco Steel Corporation, Ford Motor Company, Inland Steel Company, National Biscuit Company, Texaco, Inc.

Carrying Oxygen The Easy Way

A third repeat order for an Ashok Leyland Comet ECOS2/4AR 145" wheel-base chassis has been placed by Indian Oxygen Ltd. Calcutta. The company is already operating three vehicles of this type in Calcutta for transport of liquid oxygen from their factory to the distribution centres.

The oxygen tank has a capacity of 1,05,000 cu. ft. and is mounted on the chassis on two 'I' section rolled steel joists which are bolted to two angle brackets which are in turn bolted to the frame side members. The tank consists of a cylindrical bottom portion and a top spherical portion. The diameter of the spherical portion is 7 ft. and the centre of the tank is located 44" ahead of the rear axle. A hose box is located at the rear for discharging the liquid oxygen and a large tool box is positioned just behind the cab.

The short wheelbase chassis have proved so successful in service from the point of view of economy and even weight distribution that they may provide the future pattern for the transport of liquid oxygen.

Equipped with the Indian built Leyland 0.350 6-cylinder 100 b.h.p. diesel engine, heavy-duty 5-speed gearbox of the constant mesh type

and a robust rear axle with a spiral bevel final drive and other running units common to Ashok Leyland Comet chassis, the liquid oxygen tanker now ordered will be in service with the Madras branch of Indian Oxygen Ltd.

The Production Manager of Indian Oxygen Ltd. has expressed his appreciation of the excellent service rendered by the Comet vehicles which are in service with the company.

Driving Licences

Don't make entries is yourself

It is noticed that holders of driving licences make alterations in their driving licences with regard to their address when they move from one place to another says the September issue of AASI news.

Readers are reminded that every entry in the driving licence can be altered by the licensing officers of their respective districts only. They are advised to forward the driving licences to the licensing offices requesting that entries with regard to their address in their driving licences be changed as desired.

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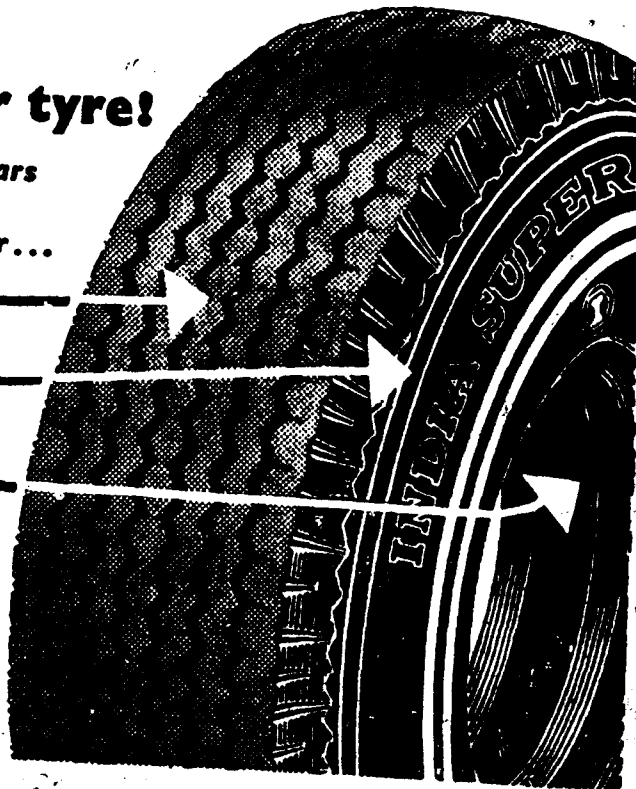
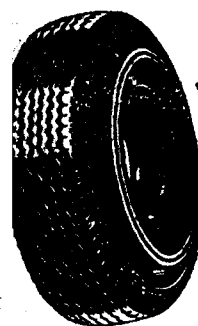
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October 1960

M-11

Motor Car to be Manufactured in Scotland

Rootes Motors Limited announce at the various negotiations, including those with the Government and the Renfrewshire County Council, in connection with their proposed developments at Linwood in Scotland, have been completed and that construction of the new works will now proceed with all possible speed.

Consideration has been given to some of the economic problems involved which are inherent in the production of a complete car in that area. Action will be taken to reduce these to a minimum and it is anticipated that with the progressive development of manufacturing, the provision of other facilities locally, and the co-operation of all employees, competitive costs will be achieved.

Not since 1928 have motor cars been made in Scotland, and the Rootes Group is proud that it is able to announce the steps now being actively taken to produce another Scottish motor car.

The developments covered are broadly as follows:

- (1) An entirely new Hillman car, smaller than the present Minx, the production of which will continue.

This means that the work at Linwood will be entirely additional to that which is carried out in other units of the Group. This will involve no disturbance of labour in those units and the normal progressive developments there will continue.

Anticipated expenditure on those developments in the next two years, quite apart from this new Scottish venture, amounts to approximately £15,000,000.

- (2) The body for the new car will be produced by the Pressed Steel Company in their factory which adjoins the new site of Rootes Motors Limited at Linwood.

It is interesting to recall that the Rootes Group and the Pressed Steel Company have been associated in business for over thirty years.

- (3) The manufacture of this car will have a beneficial effect on other ancillary industries in Scotland as well as on trade and industry generally in the area.

- (4) It is expected that production will commence in approximately two years time.

- (5) The new works of Rootes Motors Limited, together with the extensions to the Pressed Steel Company's factory, will have a covered area of approximately 1,300,000 square feet.

- (6) An output at the rate of 150,000 cars a year is being planned initially and it is expected that this will be further expanded.

The car has been designed to suit export conditions and overseas sales of at least 50% of the production are planned.

- (7) When production is fully established, the total number of employees directly concerned at Rootes Motors Limited and the additional numbers required by the Pressed Steel Company, will amount to approximately 5,500.

Certain senior executives and specialised staff will be required at an early date.

- (8) The total expenditure on the project covering the Rootes Motors Factory and the Pressed Steel Extension, will be in excess of £22,000,000.

A message

A message from the President of the Board of Trade to Lord Rootes says:

I am delighted to know that you have announced your decision to

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manufacture a new small car in Scotland. Ever since you first disclosed with me the possibility of Government assistance for this venture I have been most anxious that the scheme should go ahead, because of the outstanding contribution it will make to the industrial future of Scotland. Your venture is a most welcome addition to the list of new industrial projects in Scotland which it has been Government policy to aid and support. It will involve an entirely new and specifically Scottish product. It will provide many thousands of new jobs, a market for the developing production of steel and I hope a magnet to attract other suppliers to establish new production facilities or expand existing ones in Scotland. I am sure that you will receive the whole-hearted co-operation of all concerned in a project that can bring so much benefit to Scotland.



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October 1960

New British Laboratory For Paint Research

Further developments in new types of paints will be made possible following the opening of a laboratory by the research association of a leading British paint firm.

Since the war, the outstanding development in the paint industry has been the emulsion paints, and efforts are being made by British chemists to produce "water thinnable coatings" suitable, among other purposes, for painting motor-cars. Such a paint, which would be expected to dry at room temperature, would remove the fire hazard which exists at present with cellulose lacquers in highly volatile spirits.

Another feature of British paint production during the last 15 years has been the great increase in colour ranges. This complicated the problem of colour matching and the production of paints of exact shades. It is now believed that a computer may be able to provide the necessary information from which colours of like shade can be connected with a high degree of constancy.

The British paint industry as a whole is expected to produce about £150,000,000 worth of paint this year. A high proportion of output is exported.

Comet Tankers For S. V. O. C.

The growing popularity of Ashok Leyland ECOS2/9R 97" wheelbase tractor chassis for operation with semi-trailers has resulted in an order for five chassis being placed with Ashok Leyland Ltd. by the Standard-Vacuum Oil Company.

Powered by the Indian built 0-350 6. cylinder 100 b.h.p. 255 lb. ft. torque diesel engine, the forward-control Comet chassis will be used by the Oil Company for the haulage of petroleum products to the various centres of distribution in New Delhi and Bombay.

Frameless elliptical tanks with three compartments giving a total capacity of 2400 gallons will be mounted on the articulated trailers by the Oil Company.

Comet vehicles are not new to the Standard-Vacuum Oil Company as they are operating a number of Ashok Leyland Comet 118" wheelbase vehicles as rigid tankers. Painted red and white with the famous 'flying horse' sign of the Oil Company, they are a familiar sight on the highways and roads of Greater Bombay and Calcutta where they distribute petroleum products produced at the Company's modern refinery at Trombay.

Ashok Leyland Exceeds Output of Diesel Chassis

During the first nine months of this year Ashok Leyland Ltd. have exceeded their production total for the whole 12 months of last year.

Production during the first nine months of 1960 is running 46% higher than the output for the corresponding period last year.

Firm orders registered for the period under review have also shown an increase of nearly 50% over last year's orders.

The company's best seller is the Comet ECPO. 2/1R 203" Wheelbase single-deck bus chassis although other models like the ECOS. 2/2R

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18" wheelbase tipper chassis have made a substantial contribution particularly in the development of the various irrigation projects in the State of Maharashtra. Powered by the well-known Ashok Leyland 0.350 100 B.H.P. diesel engines, the Comet passenger vehicles continue to be in regular demand by the various State Transport Organisations and private operators and the Comet trucks built to carry loads of 7/8 tons are as popular as ever for transporting materials with speed and economy.

New Metallurgical Laboratory

In line with the development of the phased manufacturing programme of heavy-duty Leyland diesel vehicles and the expansion of the company's manufacturing activities, a new air-conditioned metallurgical laboratory has been set up by Ashok Leyland Ltd. Here, under the care and supervision of the company's chemists and the Chief Metallurgist Mr. T. N. Kidao, B.Sc. (Met. Eng.) F.I.M. (London), the rigid metallurgical inspection

and quality control of all metallic raw materials, semi-finished and finished components that have characterised their activities will be continued and expanded to ensure that the precision Ashok built Leyland vehicles, some thousands of which are in operation in India, continue to be built to the same standards of quality as those produced by the Leyland factory in the United Kingdom.

Ashok Leyland have planned to step up production to 5,000 vehicles per annum during the next three years to meet increasing demands. Adjusting itself to the new circumstances, the laboratory will help to maintain the quality in production which has won for Leyland vehicles a name for power, economy and reliability throughout the world.

Mr. Pranlal Patel Returns from extensive tour

Dipl. Ing. Pranlal Patel, President of the All-India Automobile & Ancillary Industries Association, has returned to Bombay after a three-month tour of the United Kingdom and the continent.

Mr. Patel had extensive discussions with leading manufacturers of automobile components both in the United Kingdom and West Germany on the possibilities of technical collaboration with Indian parties for the manufacture of items yet to be developed in this country.

Mr. Patel in his report to the Association says that a number of West German and U. K. manufacturers evinced keen interest in collaborating with Indian firms but that the high level of taxation on royalties and knowhow by the Indian Government is a serious obstacle to the free flow of foreign capital and experts. Although the indigenous manufacture of automobile components has made commendable progress in the last three years, the value of production having risen from a bare 42.31 lakhs in 1951 to about 12 crores per annum in 1959, there are gaps in development yet to be filled. The Association has collected complete data on the available field for development and prospective manufacturers are welcome to utilise the data so that the gaps in development can be quickly filled.

PISTON ASSEMBLY INDUSTRY

Protection to Continue Up to December 1963

The Government of India have accepted the Tariff Commission's recommendation that protection to the piston assembly industry should be continued at the existing rates of duty for a further period of three years, i.e., up to the end of December, 1963. The Government have also accepted the Commission's recommendation that chromium plated trunk piston rings of diameter 6" and below, adapted for use as parts and accessories of internal combustion engines of all kinds, (excluding those of agricultural tractors and aeroplanes) should be brought within the scheme of protection to this industry.

The Government's resolution on the Commission's report, which was published recently, states that the attention of the manufacturers, who have entered into foreign collaboration, has been invited to the Commission's recommendation that they should take steps to get the restrictive provisions regarding exports suitably modified. The Government have also drawn the attention of domestic manufacturers of internal combustion engines to another recommendation of the Commission that they should finalise arrangements for obtaining the requirements of piston assembly and components from indigenous sources. The Commission's recommendation that the indigenous aluminium industry, if it cannot augment supply of aluminium alloy ingots should not, at least, reduce the supplies to piston manufactures below the existing level has been conveyed to the aluminium industry.

'Standard' Batteries for Turkey

A substantial order from abroad for Indian-made batteries was fulfilled recently when Standard Batteries Limited, Bombay, shipped a large lot of automobile batteries to Turkey by the s.s. 'Jalamayur'. These batteries will be used for cars, vans, trucks and buses.

Standard Batteries Ltd. have also been exporting batteries to the South East Asian countries of Ceylon, Burma, etc. in the past.

India's battery industry has every reason to be proud, considering the

fact that, until a few years ago, India had to import all the batteries she needed. Imports of automobile batteries alone used to cost the country over one crore of rupees in foreign exchange. That this position has been reversed within such a short time is due to the efforts of pioneers like Standard Batteries Limited.

By securing expert technical collaboration and important battery-making patents, Standard Batteries Limited have been able to raise the quality of Indian batteries to amongst the world's finest, and have greatly strengthened India's bid to compete in the battery markets of South-East Asia, Middle East and other nearby countries.



An export consignment of "Standard" Automobile Batteries being loaded into the s.s. "Jalamayur" at the Bombay Docks

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October 1960

M-12

45

A. A. S. I. Annual General Meeting

The Annual General Meeting of the Automobile Association of Southern India was held on the 31st August 1960 at the premises of the Association with Mr. M. A. Chidambaram, the President, in the Chair.

Before the commencement of the meeting Mr. S. V. B. Row, the Chairman of the A.A.S.I. requested Mr. M. A. Chidambaram to unveil the portrait of the late Sir Mahomed Usman and eulogised the services of the late Sir Mahomed Usman to the Association.

Mr. M. A. Chidambaram unveiled the portrait and addressed the gathering.

He suggested that the hall proposed to be constructed in the premises of the Association be named after Sir Mahomed Usman.

The business session began with the reading of the notice by the Secretary.

The meeting unanimously adopted the annual report and the audited statement of accounts for 1959. M/s. Fraser & Rose were appointed auditors for the current year 1960.

New Office Bearers

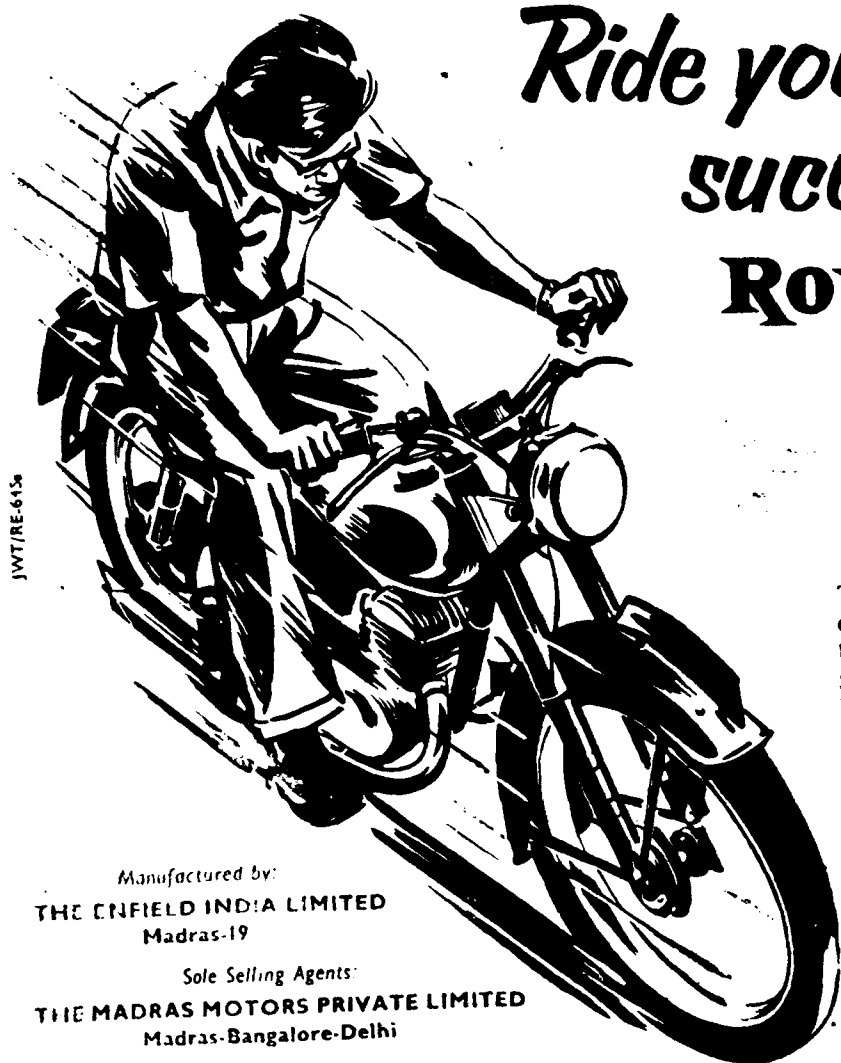
The following office bearers and members of the Committee were unanimously elected :—

President: Mr. M. A. Chidambaram, Vice-President: Mr. H. I. Cormack, Chairman: Mr. S. V. B. Row, Vice-Chairman: Mr. Md. Kazim Khaleeli, Hony. Treasurer: Rao Bahadur V. S. Subramaniam.

Members: Mr. J. G. Abraham, Mr. M. K. Belgamvala, Mr. V. E. E. E. Chetty, Mr. K. Eswaran, Mr. K. Hariharan, Mr. K. S. Ranga, Mr. Md. Sulaiman Zakaria Sait, Mr. K. Varugis, Lt.-Col. N. Vasudeva Rao and Mr. T. Venkatapathy Rao.

Mr. D. C. Anand

Mr. D. C. Anand Jr. of Anand Automobiles Bombay, has just proceeded to the United States of America in order to finalise collaboration arrangement with the Gabriel Company of Cleveland, Ohio, U. S. A. for the manufacture of their Shock Absorbers in India and for which the Licence has been already obtained. The Gabriel Company are the single largest Shock Absorber producers in U.S.A. During his visit abroad Mr. Anand will also be going to the U. K. and the Continent to explore the possibilities of foreign collaboration in different fields.



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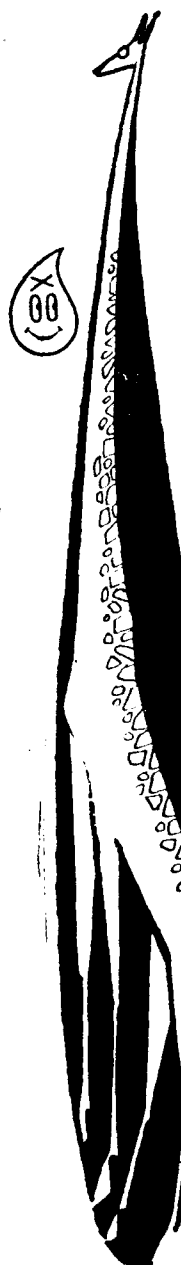
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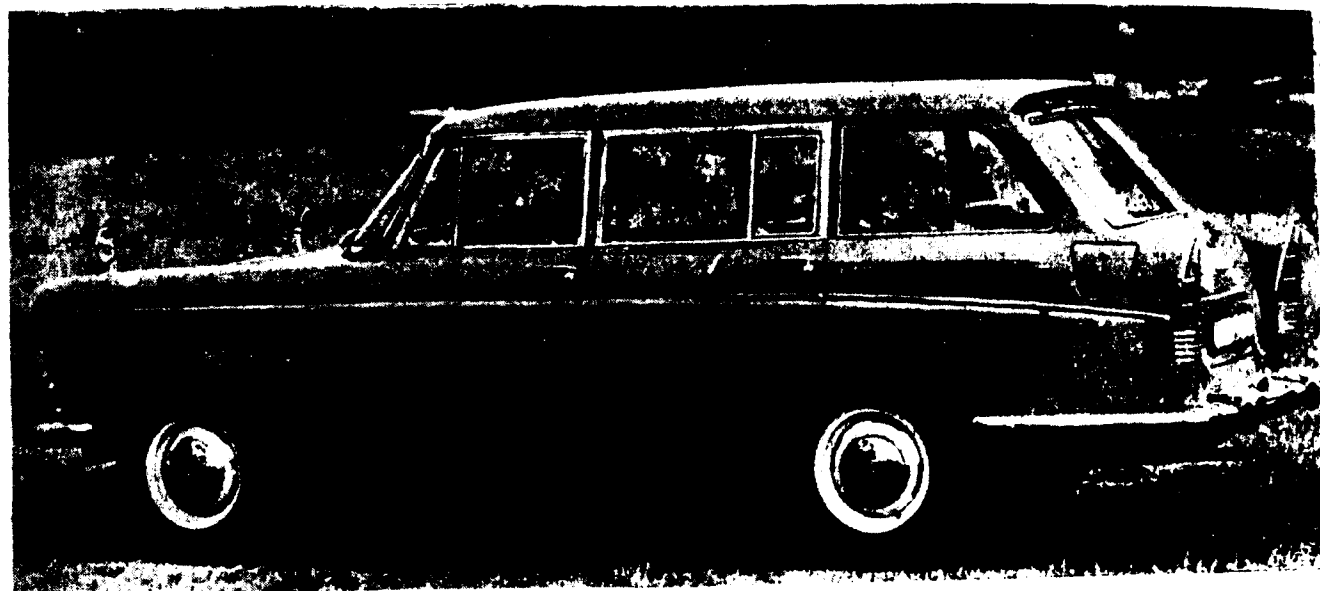


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October 1960





Austin A55

1961 CARS

From Gordon Wilkins

New Farina Estate Cars by Morris and Austin

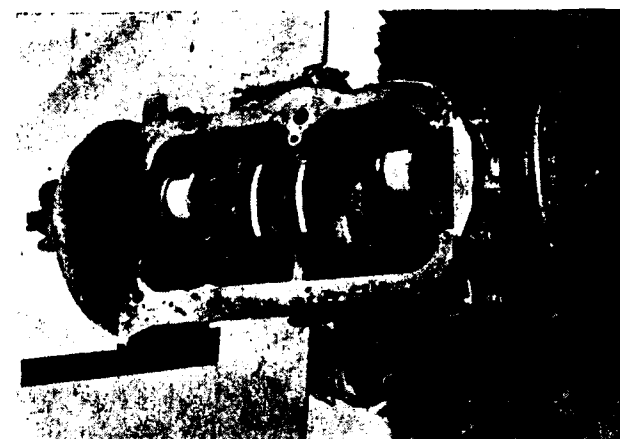
New all-steel estate cars styled by Pinin Farina have been developed from the Austin A. 55 and Morris Oxford saloons. They are known as Austin A. 55 Country man and Morris Oxford Traveller. Wheelbase and mechanical details are the same as for the saloons and the same body panels are used to a large extent but the roof panel extends full length with the peak at the rear which characterises the current Farina line. All doors have pivoting ventilating panes and winding drop windows. At the rear there is a lift up window and a drop down tail gate. Overall length is 14 ft. 10½ in. The platform behind the rear seats has a capacity of 28½ cu. ft. (0.8 m³) and outside mirrors are provided on both front wings to allow it to be used fully. A new feature is a rear seat back rest which is split horizontally so that it can either be folded forward to provide an extra floor 5 ft. 1½ in (1.57m) long with a loading capacity of 51.1 cu. ft. (1.45 m³) or hinged to form an upholstered headrest at the end of a sloping compartment approximately 6 ft. long and over 4 ft wide. Power unit is the BMC B series of 1489 cc. developing 53 bhp net at 4350 rpm. The spare wheel is carried in a wind down holder underneath the loading platform but the tools are in a container reached by lifting up part of the platform itself. The Austin

version has separate front seats, the Morris has a single bench. Seat facings are leather or fabric, front seats have foam rubber cushions and rubberised fillings for back rests; rear seats have spring cases topped with rubberised hair for cushion and foam rubber back rests. Trim panels and head lining are in vinyl plastic. Carpet covering is provided for front and rear floors, luggage platform and the rear back rests. Basic price in England is £645 for Austin A. 55; £655 for the Morris.

Simca Aronde Engine With Five Bearings

The new five-bearing engine introduced by Simca for their Aronde and Ariane cars has been launched with an impressive demonstration of long-distance endurance at the long-deserted Miramas track, 44 miles from Marseilles. Driving day and night for 80 days a team of ten drivers covered 200,000 km (124,300 miles) at an average speed of 65.1 m.p.h. The test was observed by A.C.F. officials and claims are being put in for homologation of 41 world records on a time basis and 16 on a distance basis, regardless of engine size together with an equivalent number of records in Class F.

The engine itself is a good example of the expedients which engineers are forced to adopt for financial and fiscal reasons. Starting with the pre-war Fiat 1100 built under licence in France, it was developed by Simca into a unit of 1,290 cc (74 x 75 mm) giving 50.5 bhp SAE at 4,900 rpm on a 7.2 to 1 compression ratio.



Simca 1961: 5-bearing crankshaft and fan pulley with centrifugal oil filter for Aronde and Ariane.

as used in the Aronde and Ariane or 59 bhp at 5,000 rpm on an 8.2 to 1 compression as used in the Aronde Montlhéry sports coupe.

In the Aronde, which was designed for it the engine performed well, but it was barely adequate for the big-bodied 2420 lb. Ariane economy model using the body and road gear previously propelled by an ex-Ford 2,300 cc. v8.

For tooling reasons it was essential to conserve the existing cylinder spacing. Moreover, an increase in cylinder capacity to 1½ litres would have faced French buyers with an increase in annual tax and a rise of anything between £5 and £14 in their insurance premiums.

The arguments were therefore strong for an increase in specific output, but the lower end of the engine was not suitable. Increase in bore had already made it necessary to offset the connecting rods in relation to the crankpins and main bearing area was not generous. Simca therefore adopted the expensive solution of a five-bearing engine. First, third and fifth bearings are 44 mm diameter and 16 mm wide. Second and fourth bearings are slightly narrower, but total main bearing area is increased by 30 per cent. The webs carrying the new second and fourth bearings do not extend right across the crankcase as clearance was required to the dipstick and for the distributor drive. The connecting rods are now centralised on the crankpins but the specific loading made steel-backed copper-lead-indium shells necessary. However, with the adoption of a fan pulley containing a centrifugal filter as on Fiat engines,

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there has been no need to nitride the shaft and the internal between oil changes has been increased from 1,500 miles to 2,500 miles. Vacuum control of advance is now provided on the distributor.

A new, reinforced cylinder head raised the compression to 8.5 to 1 giving 61 bhp SAE at 5,200 rpm with max. gross torque of 73.6 lb. ft. at 2,600 rpm. for the Ariane and the top-priced Aronde models. On the lower priced models in the Aronde series the compression ratio is 7.5 to 1 and the output 51 bhp SAE at 4,900 rpm. Power for the Ariane has thus gone up from 50.5 to 61 bhp with complete reliability.

Only minor changes have been made in the cars, covering details of trim and equipment. There are new reclining front seats with more comfortably contoured backrests and cushions. Stainless steel is used for exterior bright work.

Morris Mini Traveller And Austin Seven Countryman

The BMC has now put into production the small station wagon based on the Morris Miniminor. It will be sold under the names of Morris Mini — Traveller and Austin Seven Countryman. At a basic price in England of £439 before tax it is cheaper than any other station wagon of comparable carrying capacity. It has all the technical features which have made the Miniminor and Austin Seven so successful; 850 cc. engine mounted transversely at the front, with four speed gears in the base chamber driving the front wheels; all-independent suspension by rubber cones and hydraulic braking with a pressure limiting valve to prevent the rear wheels locking. The wheelbase is 4 in. longer than the saloon models and overall length is increased by 9 in, but the length still does not exceed 11 ft. The structure is a steel unit to which sub frames are attached by rubber mountings carrying power unit and front suspension and the rear suspension. Front end, doors and grilles are identical with the saloon models. The body behind the doors is longer and fitted with sliding windows. The rear half of the body is given an applied decoration in woodwork although the basic structure is steel. At the rear there are two

vertical doors with check stays to hold them steady when open. With four adults on board there is 18½ cu. ft. of cargo or luggage space at the rear which can be fully utilised as there are external mirrors on each front wing. With the rear seat folding away, loading capacity is increased to 35½ cu. ft. Thanks to the front wheel drive and all independent suspension the loading platform is only 14 in. (36 cm) from the ground. A point of interest for the family man who will buy these little wagons is the overall height of the rear compartment which is 2 ft. 10½ in. (88 cm).



THE AUSTIN SEVEN COUNTRYMAN: The new countryman incorporates all the outstanding design features of the Seven Saloon. It has the added attribute of being able to transport four passengers together with all their luggage or two passengers plus a considerable quantity of goods or baggage in the roomy rear compartment, by folding the rear flush with the floor.

adequate for storage of one of today's medium size baby carriages. The engine develops 34 bhp installed at 5,500 rpm and gear ratios are the same as those on the wagon. The composition of the rubber in the rear suspension units is modified to cope with the greater weights but otherwise mechanical specification and interior trim follow closely those of the saloon models. There is a big parcel shelf in front below the small central instrument housing; extra carrying capacity for quite bulky items is provided in bins in the doors and

alongside the rear seats. The head lining is washable plastic and there is a roof light, a feature not found on the saloons. Spare wheel and battery are in a well below the rear floor.

Rover Range For 1961

There are no major changes in the Rover range for 1961. The 80, 100 and 3-litre are continued but there are some improvements to the 3-litre, most notable being option of power steering. This is the Hydro-steer system which is built into the steering box and provided with oil under pressure from a pump built at the back of the generator.

Changes have also been made in the control system of the Borg Warner automatic transmission. This now gives a normal start in second gear, but first gear can be obtained by kicking down the accelerator. Previously the box started the car in first gear but kick down action would not come down below second gear, so that acceleration out of slow corners was limited.

Traditional tastes of British buyers have triumphed over the efforts to introduce a contemporary feeling into interior trim. Window frames are now of wood instead of metal and padded leather rail. The fresh air grilles at the side of the instrument panel have been replaced by air ducts with controllable butterfly valves for demisting of side windows. Upholstery has been modified and given more pleats. Exterior brightwork on trim strips and windscreen frame is now of stainless steel.

Humber Super Snipe Improved For 1961

New styling, four headlamps, more comfort.

The Humber Super Snipe, high performance luxury model of the Rootes range receives new front end styling, more passenger space and improved suspension for 1961. A new plunging bonnet line leads to a wrap-round radiator grille flanked by four sealed beam headlamps grouped in two pairs. Amber flashing indicators and parking lamps are grouped at the sides of the grille. Seating comfort, for which this car is already noted, has been improved by redesign of the seats to give more freedom in the front and greater leg room at the rear. The folding tables, ashtrays and cigarette lighter for rear seat passengers have been relocated and the individual front seats which are offered as an alternative to the bench type at extra cost now have their own folding arm rests on each side. All doors now have 'child proof' locks. Suspension has been improved by higher rated coil springs at the front and wider spring leaves at the rear to give greater stability and a more level ride while better sound insulation has further reduced road noise inside the body. Detail modifications are made to the three-litre engine which develops 129.5 bhp at 4,800 rpm. Brakes are Girling discs at the front, drums at the rear. Optional extras include Borg Warner automatic

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transmission, Laycock de Normanville overdrive, power assisted steering and Reutter reclining seats.

Humber Hawk

The Humber Hawk which has the same basic body shell as the Super Snipe but is powered by a 2.2-litre 4-cylinder engine has been given disc front brakes as standard equipment for 1961. A heater also becomes standard equipment and greater interior space is obtained from redesign of the seats. The four-cylinder engine gives 78 bhp at 4,400 rpm. Body styles are saloon, limousine or estate car and options include Laycock de Normanville overdrive or Borg Warner automatic transmission.

Hillman Minx

Only minor changes are being made in the Hillman Minx for 1961. Four models are offered, the de luxe saloon, a low priced Hillman Minx saloon which replaces the special, a two door convertible and four door station wagon. Each can be equipped with the easidrive automatic transmission; which gives automatic selection of three speeds by means of electro magnetic clutches. Other options include the choice of central lever or steering column gearshift on non automatic cars, front bench or individual seats and a wide new range of colour schemes. All models now have a hypoid rear axle instead of the previous spiral bevel. The low cost Hillman Minx saloon which replaces the Special has the de Luxe type instrument panel, new bumpers, new side mouldings and the hypoid rear axle.

Hillman Husky

The dual purpose Hillman Husky, one of Britain's best selling station wagons has no change for 1961 following the extensive restyling which was carried out early this year but a new range of colour schemes is offered. Catches have been introduced to prevent the rear backrest tipping forward when the brakes are applied and the latest models have a hypoid rear axle like the Hillman Minx.

Singer Gazelle

The Singer Gazelle with 1494 cc ohv. engine producing 60 bhp at 4,500 rpm continues basically unchanged but now has a hypoid rear axle. Body styles include saloon, convertible and station wagon. The close ratio four-speed gearbox can be fitted with central lever or steering column control. Optional extras include Laycock de Normanville overdrive operating on third and top gears or the Easidrive fully automatic transmission.

Sunbeam Rapier

Only detail changes are made in the Rapier following its successful 1960 season when it scored first and second places in its class in the Monte Carlo Rally,

Alpine rally and Greek Acropolis rally. It also set a new lap record for its class at 81.68 mph at Silverstone. It retains the 1½ litre engine with aluminium cylinder head, twin carburettors and 9.2 compression ratio, developing 78 bhp gross at 5,400 rpm. Disc brakes are fitted at the front and a hypoid rear axle now replaces the spiral bevel type.

Bigger Engine for Sunbeam Alpine

Higher performance and greater comfort are the key notes of the 1962 Sunbeam Alpine, the successful sports car introduced a year ago by the Rootes Group. Nearly 90 per cent of production is exported and there are still waiting lists in most markets. In its first year, the car won its class in the Monte Carlo rally. The Alpine power unit with aluminium cylinder head and twin carburettors is now increased in capacity from 1494 to 1592 cc to give more torque and faster acceleration up to 100 mph. Maximum gross power shows a modest increase of 2 bhp from 83.5 to 85.5 but is now obtained at 5,000 rpm instead of 5,300. Maximum gross torque has risen from 89.5 lb/ft to 94 lb/ft. Perhaps the most important gain is the fact that a torque of 90 lb/ft is now available all the way from 2,600 to 4,600 rpm. This means adding pulling power throughout the normal speed range. To match the increased output, a stiffer crankshaft is fitted, the water pump is bigger and a larger capacity self adjusting clutch is employed.

Several changes have been made to give the Alpine a more comfortable driving position especially for big drivers. The driving seat is repositioned to provide 2 inches more leg room at maximum adjustment. Furthermore accelerator, clutch and brake pedals are all adjustable to suit individual drivers and can add a further 1½ inches of leg room if required. The steering wheel diameter is slightly reduced and the angle of the column has been changed to give the driver more room.

Among improvements to the well equipped interior is a map reading light on the instrument panel. The lid of the glove box concealed in the centre arm rest is now hinged at the rear so that it is equally accessible to driver and passenger and a map pocket at the side of the gear box tunnel is an optional extra. The sofa top now has detachable rails to form a weather-tight seal between the top and the wind up side windows.

High speed road holding has been improved by the use of larger shock absorbers and wider rear springs. Special shields are now fitted to the disc front brakes to give greater protection against water, dirt and grit. Other improvements include the elimination of eight chassis greasing points to simplify servicing and the adoption of a quieter silencing system. The Laycock de Normanville overdrive operating on third and top gears is available at extra cost and the steering column switch is now more conveniently located. New colour schemes are also introduced.