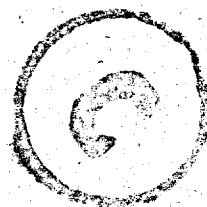


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Motor India

1960 - November

VOL 5, NO-4



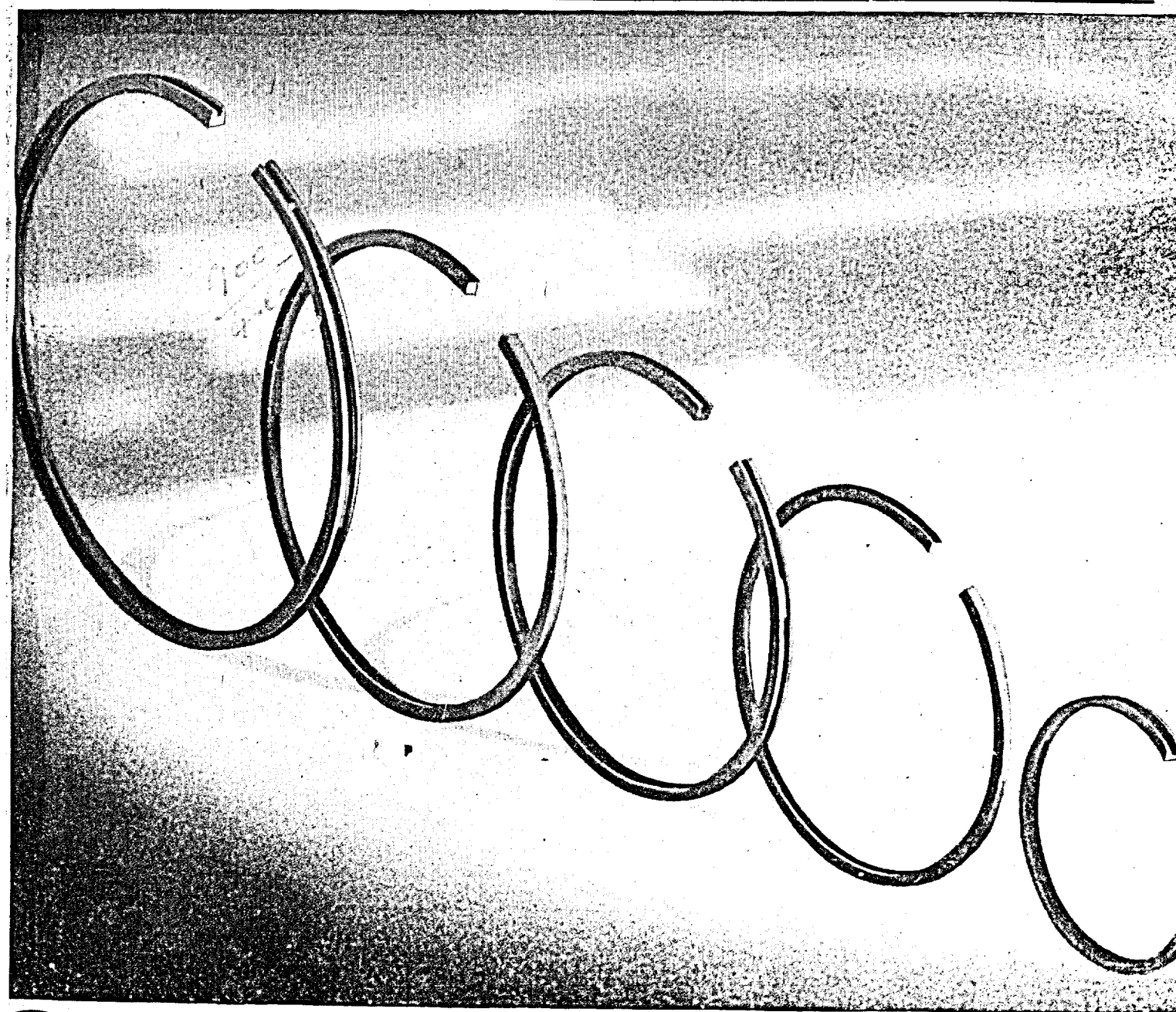
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MOTORINDIA

VOLUME 5

NOVEMBER 1960

93 NUMBER 4



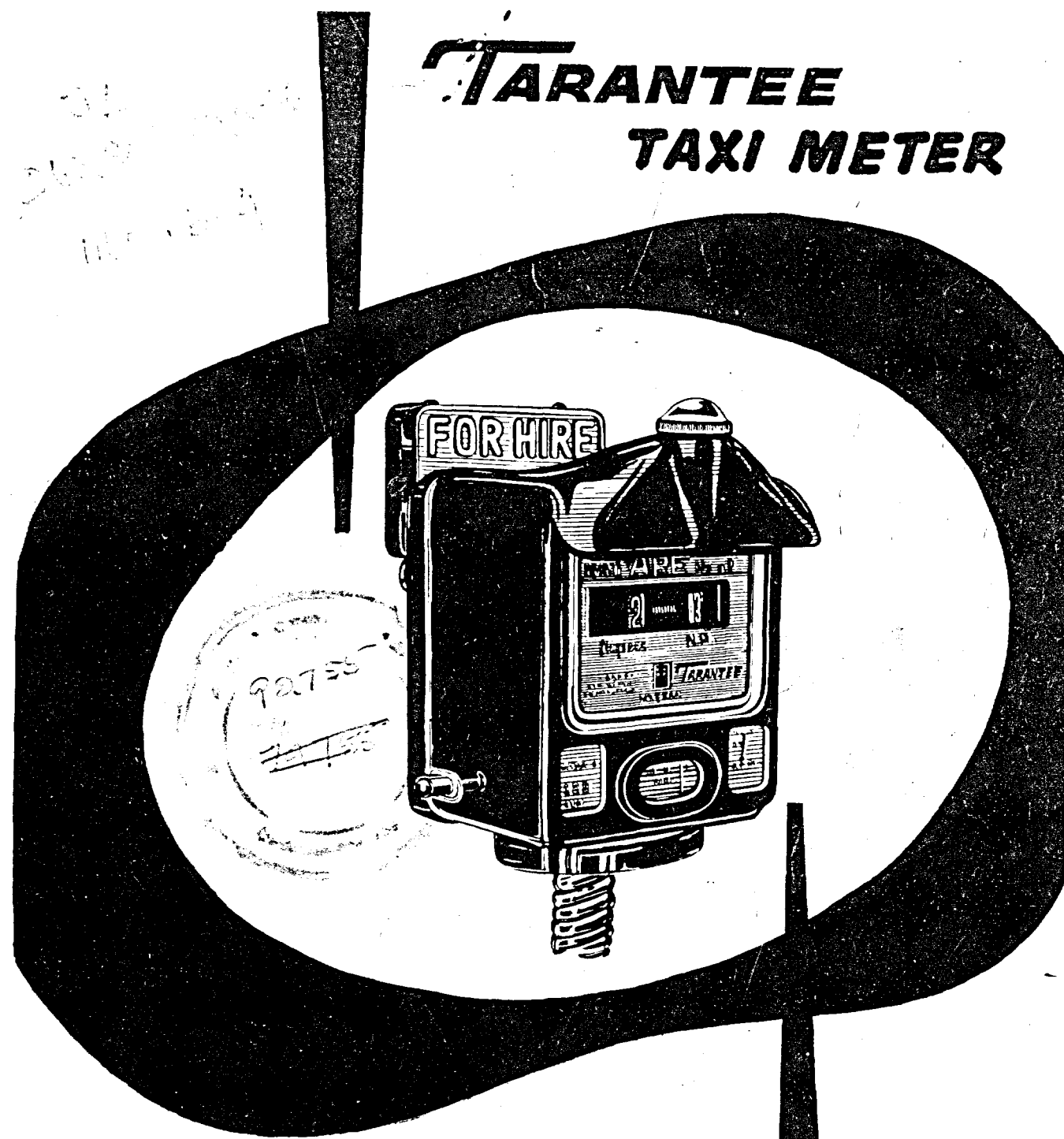
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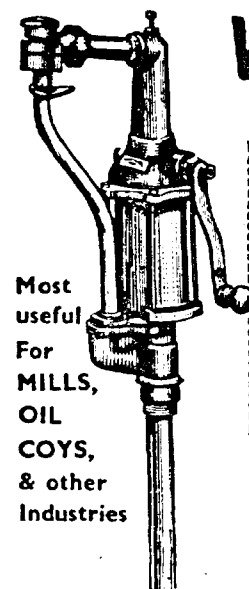
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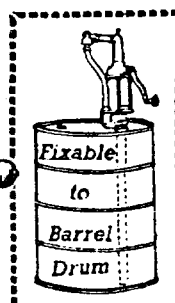


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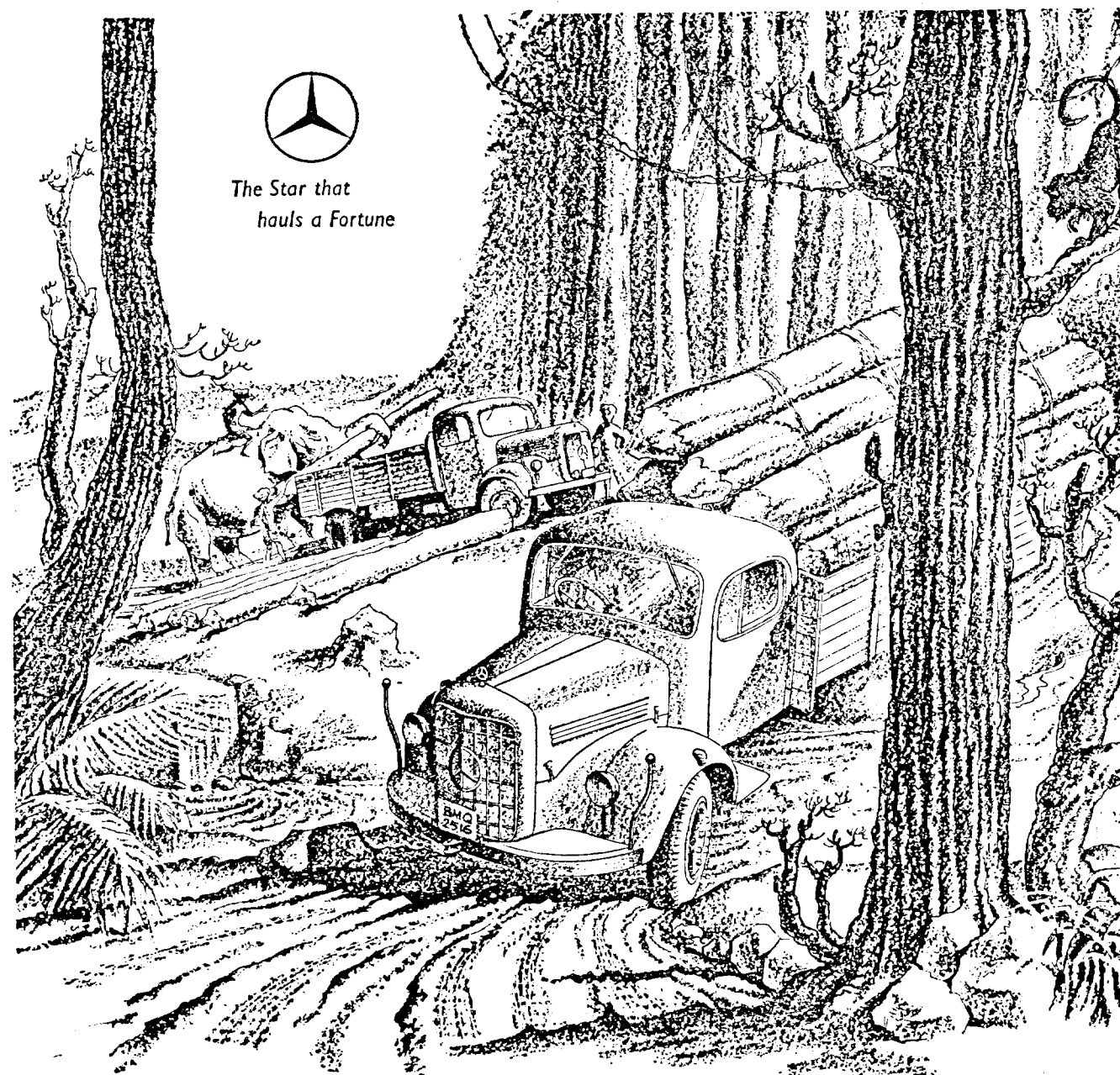
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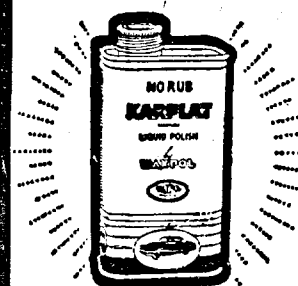
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the road...which again spells a higher return on his investment. Either way, the log book clearly shows—Tata-Mercedes-Benz always comes out on top.

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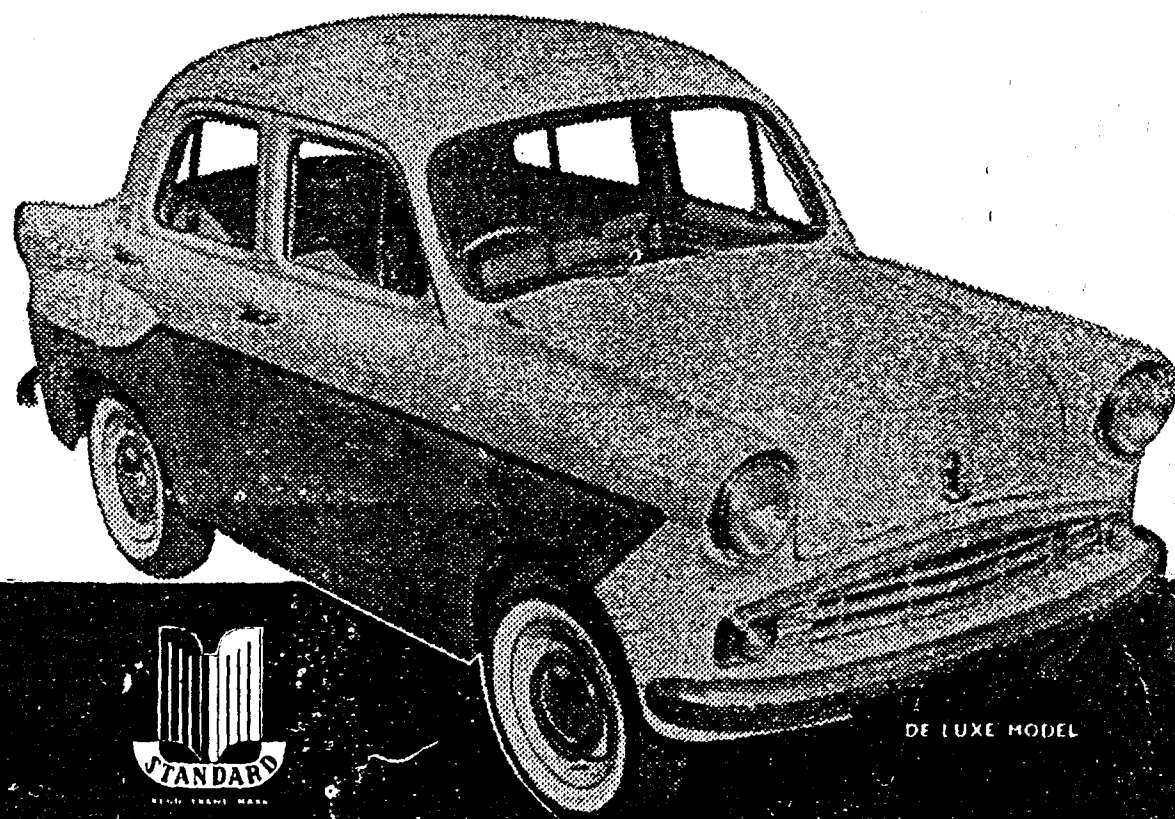
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editorial

NOW, AN INCREASE INSURANCE

Road transport in India carries a big load of taxation—and the absence of an impartial authority to help and regulate development is one reason to holding that the Railways still get the best of every bargain. Transport operators have their worries — licences, taxes, tyres and all that. The Committees that have suggested remedies have achieved no purpose. The ways of authority are mysterious and road-users are paying for the burdens thrown on motor transport—the last straw is represented by an increase in insurance charges for public carriers by a recent decision of the Insurance Association.

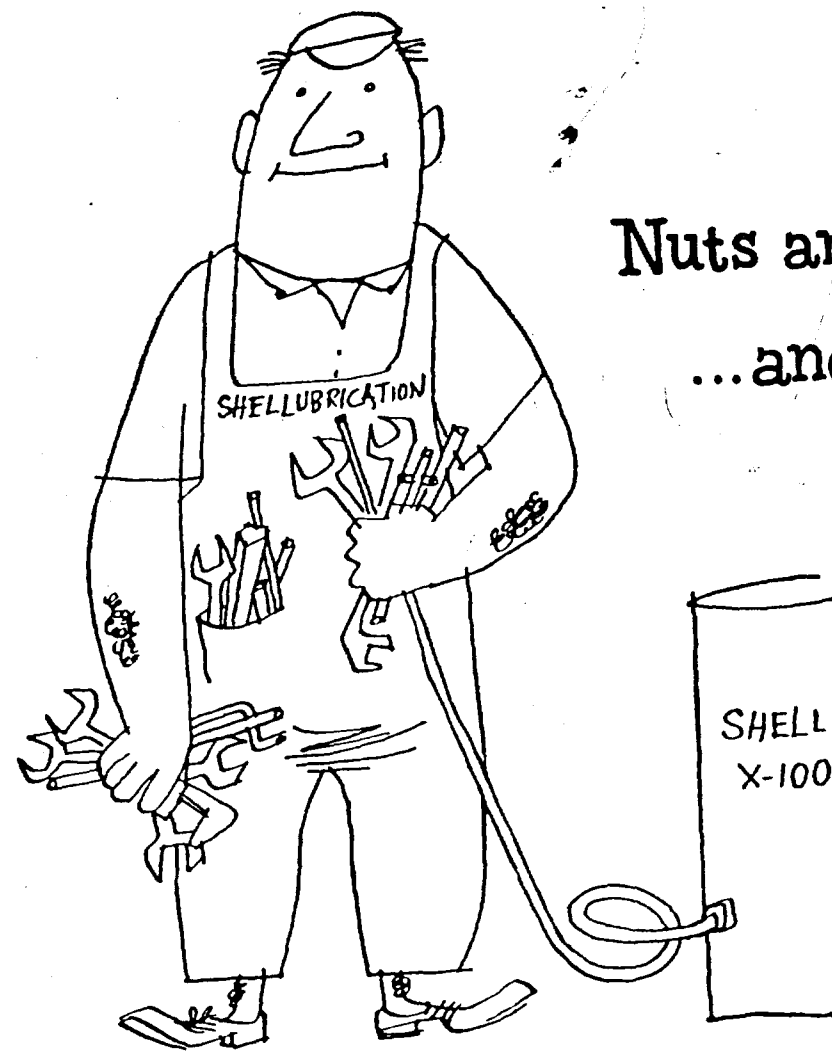
In a country like Germany where the State-owned railways are losing traffic and revenue road transport enjoys many advantages. Special roads for long trips and plenty of freight to pick and carry. Private motorists may be handicapped by heavy vehicles always on the road. Motor-ways are common to Germany, still rare in other lands. The number of lorries had doubled by 1953 as compared with 1939. A further increase was noted in 1956 and trailers had become common as long distance traffic rose by 80 per cent. Intensive use of lorries has increased and an annual mileage of 75,000 or more per vehicle is quite common. This is made possible by change of drivers on long trips carrying heavier loads than before.

Damage to the road surface is inevitable, repairs are hard to carry out and accidents are fairly common. But special precautions, including a ban on Sunday journeys have helped to lower the accident rate and the five-day working week means that weekend motoring trips are not impeded by heavy lorry traffic on the Autobahn.

There may be a lesson for India in this. But the 24 ton vehicle is very rare and trailers for buses too are not deliberately discouraged by the Transport Ministry at Bonn. The motor industry is certainly benefited and German car exports have risen steeply after the war—to the USA also. The German industry is not very big as compared with the American but the job it is doing calls for notice. The Government has made it possible and as we know the German truck-making business has reached out to other lands and is helping in expansion—in this country also by the arrangement between Mercedes-Benz and Tata Loco with a promise of extra help for the current development programme.

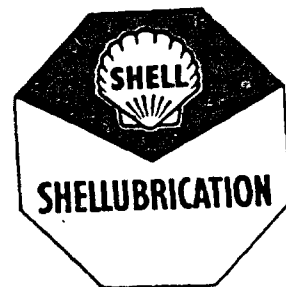
The self-reliance of German heavy industry is one result of road transport getting freedom of movement on the roads which are meant for motorised transport. It has been indeed good going for German motors for a long period. And it is also a lesson for India to follow and benefit from.

November 1960

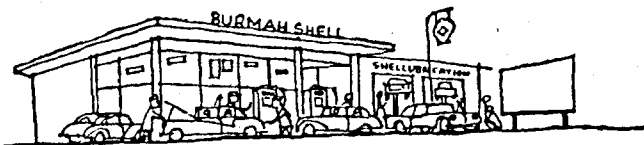


Nuts and Bolts ...and Other Things

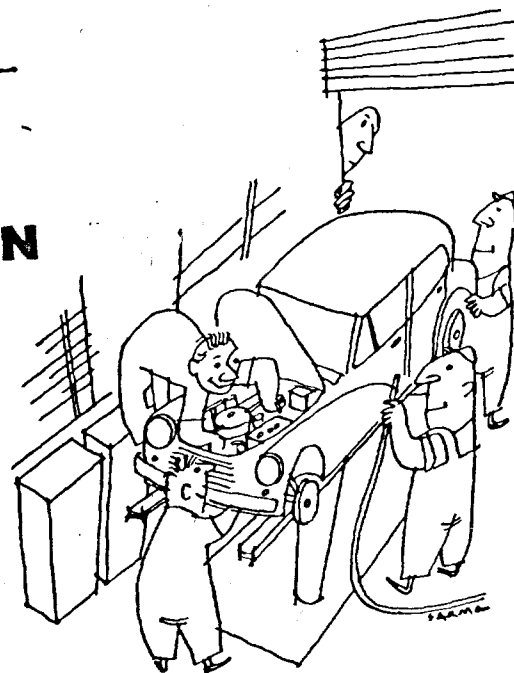
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and U bolts to tighten,
V belts to check,
joints to grease, points to
clean. Oil checking,
oil topping-up...washing,
cleaning, tyres rotating.
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And Now Women Drivers Bless Them All!

By A. Holden

This time I would like to discourse on women and the manner with which they approach the matter of driving a motor vehicle, with a few observations and opinions on their ability as such, so I know you men will not mind if I deal exclusively with the subject in toto.

So much has been said for and against women drivers that the subject in many countries of the world has become a ritual. A lot of criticism has been in poor taste, often quite unjustified, and seeming to infer that we men have become a trifle jealous of the "little woman" behind the wheel, who has for some years now taken her place with men in equal status.

Comment levelled against women might sometimes contain an essence of truth, but on the whole women have demonstrated an uncanny ability to drive and to understand the intricate mechanism and "modus operandi" of cars, small and large, and to be able to travel from place to place with safety show more courtesy and with frequently less likelihood of accident than men.

In some parts of the world, notably in America and Australia, women have taken up motor racing with relish, and participated in car trials and reliability rallies with some success, while now and then women take their places as semi-trailer drivers or take "command" of delivery lorries, and do acquit themselves quite favourably.

As one well-known Australian woman car trial driver so recently put it: "Many a husband and a father has been grateful at sometime or another that his wife or daughter could drive a vehicle in an emergency." And this in view of the sometimes apologetic nature of women regarding their ability to drive an automobile, come summer and winter, in rain, hail or shine, on good or un-made roads.

Yet we have heard it said by some folk that a woman driver is that kind of person who, when observing every one of the traffic rules is blamed for slowing down one man who isn't.

Many women have a high degree of efficiency through being instructed in driving by their husband, boy friends or fiancées. Another Australian woman motorist sometime back, who had been taught by her

husband, placed on record her appreciation thus wise:

"I would like to say here and now that I don't think any driving school could have done the job as he (her husband) did. I was a very *trying* pupil and he was *understanding and tolerant*. (Bow, men, please!) Several times I wanted to give up, but he always persuaded me to keep trying. I can now drive a car competently, thanks to his tuition!"

On the other hand, in Adelaide, South Australia, a woman car instructress claimed on another occasion: "Women drivers are easier to teach than men, but their driving habits are hard to fault. Only criticism was that older women clients were slow to react than the younger ones. They tended to concentrate too much on *what their hands* are doing and were slow to make this co-ordinate with their feet." "Men", she remarked, "have but one urge—to accelerate!"

But several years earlier, an American Research scientist on the matter of women drivers claimed: "Women were physically and psychologically worse drivers than men." He showed all kinds of figures to justify this statement. "Men," he said, "reacted faster than women to different road conditions, men had better vision and greater hearing, and able to thus cope with emergency situations."

He added further that men were able to make 222.5 distinct movements in 30 seconds, but women only 214.2. "Women were more panicky, more timid and more likely to worry than men. Women should not try to *talk and drive at the same time*—especially if they always look at the person they are talking to."

An honorary psychiatrist at a Sydney Road Safety Congress held last year, 1959, reported. "I have found that women, frequently, good drivers, themselves, turn their husbands into bad drivers by nagging at them." (Was he referring to the proverbial 'Back Seat Driver'?). But he stated additionally, "*Women drivers are less accident prone than men.*"

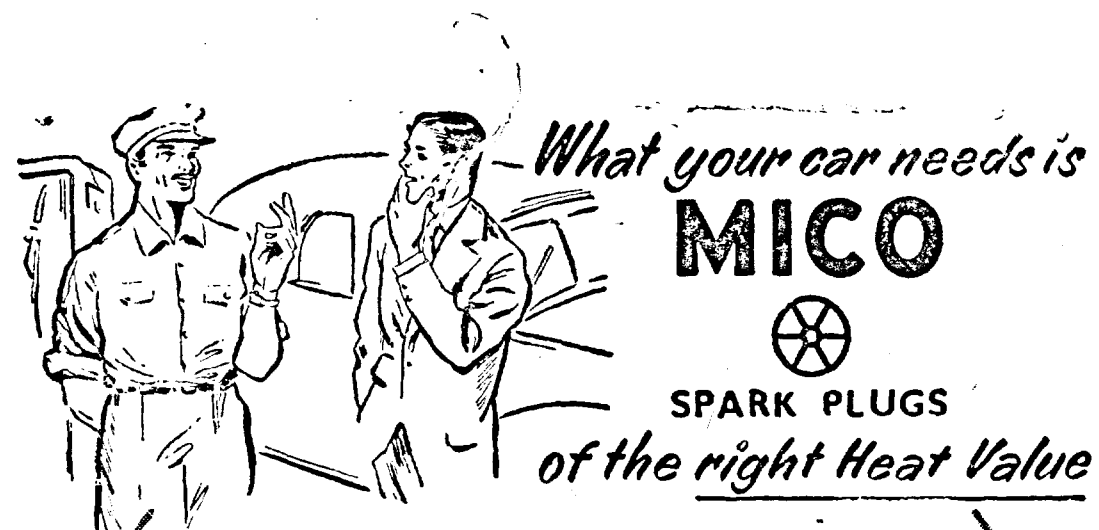
Perhaps this was because as one other woman driver said in Sydney one time: "Women's natural intuition and maternal instinct make her quicker to react in a crisis than the mere male. The best women drivers, she had herself been informed by the Road Safety

November 1960

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authorities, "were the equal of the best men drivers, but when it came to hand signals women were definitely on their own!"

From the psychological standpoint it has often been insisted that—"Women had a higher social intelligence and were therefore less accident prone. They had more highly developed abstract symbolism which enable them to express themselves in symbols rather than speed." Those were the words of another authority concerned with road safety surveys.

Men in many instances spare no pains in "standing up" for those women who drive. Listen to what an Australian motorist, an elderly one, with much travelling behind him thinks: "I could cite hundreds of court-sies, small and great accorded me by women on the road, always with a smile or a cheery wave, and in six months I never once saw a woman driver take a stupid risk or handle her car without due regard for the lives of others. Women are undoubtedly an important factor in road safety."

Then there was the observant Australian bus driver, operating in Sydney: "The average woman driver is equally safe as a man, but some of them are rather

hesitant and through this they are likely to cause accidents."

A one-time police sergeant of the London Police Force (30 years service) had reason to reflect on women drivers. "Most women are safe drivers, although not so proficient as male drivers. Most accidents involving women are minor collisions."

A prominent Australian authority was making certain that he gave women their "dues" when he stated recently: "I would not like to match the skill of a woman driving a small sedan against one of our Sydney bus drivers. I have learned to regard the female drivers as the most competent, polite and disciplined of road users. I have never been abused by a woman behind the wheel, and I wish I could say the same about men!"

To this can be added the remarks of another: "As a male driver for more than 30 years, I cannot recall a single instance where a woman driver cut in and out of a line of traffic approaching a blind curve, or a road hump. I have formed the conclusion that the average woman driver is more safety-minded, patient, courteous and respectful of the regulations than the average male driver."



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Dr. L. Norman, attached to the London Transport Authority, a road safety expert, lately, in Australia, at a Special Road Congress, spoke to a group of several hundred women stated. "*It was in the nature of women to drive safely, and not to speed.* This made for better and safe motoring. Women, he insisted, were less likely to take risk or to cause accident.

Statistically, women hold their own in the matter of driving. In Australia, N.S.W. police records showed that although one woman driver in every six men is involved in an accident, there are six times as many men to women drivers. But, said a high ranking police official; "I'm certain, however, that women cause more accidents in proportion to their numbers than men. Of course, you get the good women drivers. A woman who is any good at all is usually very good. *But a bad one is really bad,*" was his conclusion.

Similarly, Australian road accident figures have shown, said a traffic superintendent, that women do not average as many driving hours as men. "This is probably why *they are not involved in many serious accidents.*"

Women's responsibilities to and consideration for others on the road have been demonstrated in Australia perhaps nonetheless on an equal basis to counterparts in other car-minded countries, because so few women have been charged with drunken driving or with speeding. Women are mindful of dangers, and have become more careful with the accelerator when an "accident situation" appears to be looming.

Meanwhile, of women drivers in South Africa, where men licence holders outnumber women by more than two to one, in 1958, the National Road Safety people said that women were less dangerous on the road than men—as drivers. "Women tend to be in attentive, and thoughtless, but are less inclined to be reckless, a spokesman said. Nevertheless, in the Union "*women were more dangerous as pedestrians.*"

Women in Australia are "at home" as taxi-cab drivers and for some years operated licenses for these vehicles in many parts of the country. They proved their worth at times when men were not available on account of war responsibilities. But traffic authorities, while admitting women were competent and reliable in that capacity, in 1947, in Sydney, when a magistrate refused to a limit women on a regular basis as operators, many protests were forthcoming.

"Such a step to debar women from this work was an old fashioned attitude towards the position of women in modern society," it was maintained. "Why can

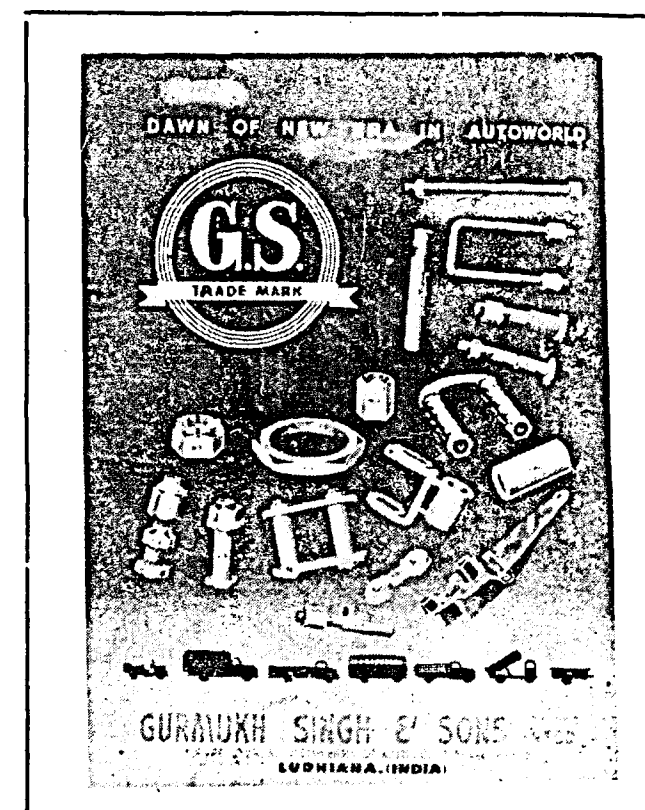
females become barristers, doctors, Press reporters, conductresses, teachers, tram conductors, but are debarred from other callings? it was asked.

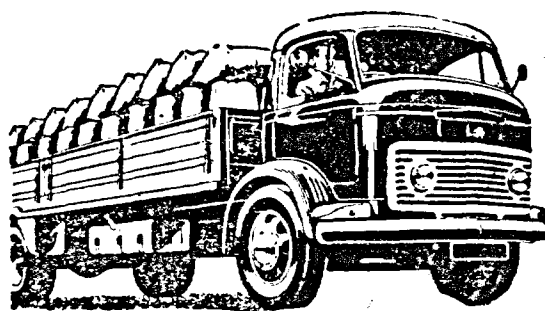
Despite the official attitude that some women might find themselves in difficult situations with which they would be incapable of coping, it was similarly asked why if barmaids, policewomen, social workers, in particular, can move in equally unpleasant and challenging surroundings, and have little trouble, why should women as taxi drivers be regarded as incapable of doing the job for which they were chosen?

There's a lot more that can be said in connection with women drivers, yet few men can resist stopping our cars to render "first aid" however small, whenever we encounter a woman driver in distress on the road or highway, can we, men? Now be honest with yourself?

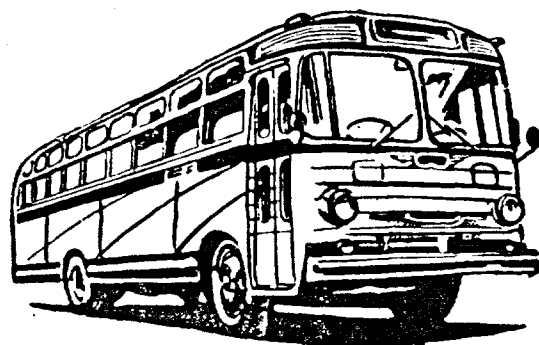
Just a moment! That's an odd sound!.....I shall have to investigate!.....Sounded to me like breaking glass and tearing timber!.....Just as I thought! Its my wife.....She's driven the car into the garage dooragain

These Women Drivers!?

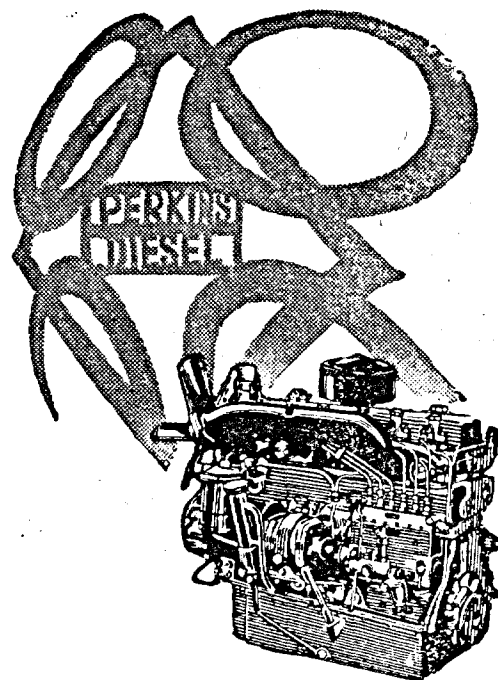




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POEMS WHILE WE RIDE

Down the centre of highways
Many concrete "islands" exist;
Not to keep cars in line,
But marr the scenery, I insist.

Radies in cars can be dangerous;
Could lull a driver to sleep,
Surely not hereabouts
As programmes are noisy and cheap.

"Cheap roads can be expensive"
An authority has just said
"Expensive roads", he also claimed,
"Are just as "cheap""", instead.

He won four tyres, some petrol, a fan
On a Radio Quiz show.
"Now I'll have to buy a car
To use them all, you know."

Road Safety postmarks can
Reduce accidents, are binding,
But those who read 'em
Do not need reminding!

He was a "First Class Mechanic,"
So his signpost said.
I'd hate to meet others,
To deal with 'em I'd dread.

Wheels should be rotated
Regularly, I approve,
Otherwise, we'd get nowhere.
We wouldn't even move!

There's a right and a wrong
Way to drive a motor car
And then there's the wife's
She drives HER way. Ha! Ha!

The way some horns are blown,
Sounded, honked or pressed
You'd think they were not for safety,
But to make others so IMPRESSED.

"Travel by air on the road,"
Said the advert, for a spring.
In my car, I travel 'by air',
When into a rut I swing.

In California motorists who
Too often violate the laws,
Will lose their licences
And go about on all fours.

When petrol prices in Belgium
Rose, motorists had a strike
They bought no gas, no sales
They went to work by bike.

Motor cars these times are
Displayed at U. S. Supermarkets, for
Car-shopping is now an occurrence
Few Americans can ignore.

His father gave him for Christmas
A brand new car, but I fear
He wrecked it, 'twas a pedestrian
Before January 1, next year.

A wild bull charged drivers
In Rome, they went wild,
But the animals dented the red
Ones — No! The grey ones got 'em riled.

"Build it yourself" cars are now
The order of the day.
If you don't like them
Unpiece them, put them away!

While small cars and economy
Go nowadays hand in hand,
You pay more in petrol
More garages around the land

Some drivers wear crash helmets
Acting as "back seat" advisor.
I need one when with my wife
We stop, start, rock and roll, sir.

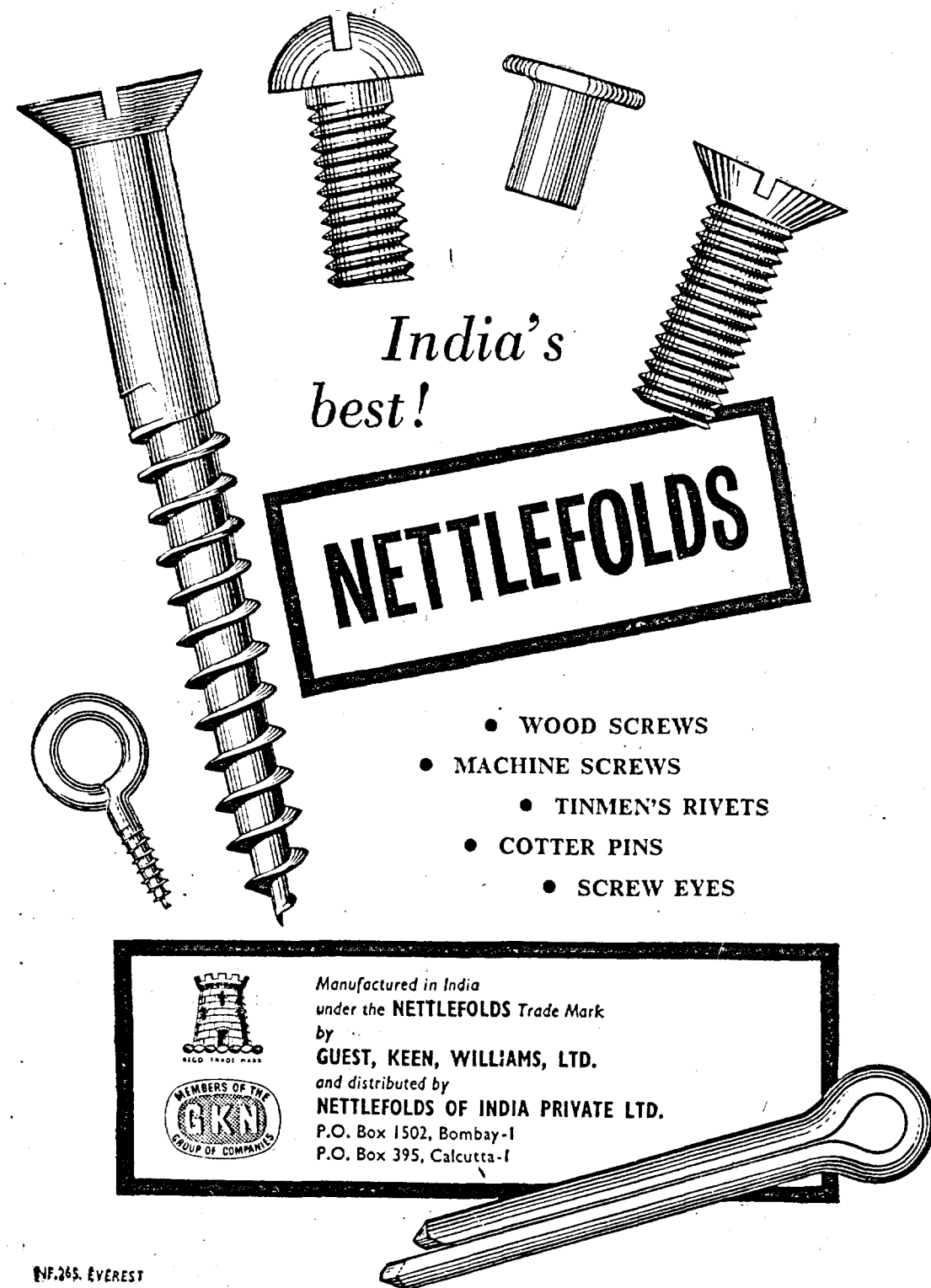
Road Signs are "signs of life"
The Safety people often say,
Trouble with some people
Signs for them have no meaning, anyway.

"Your car has no engine."
"I know that, old scout.
I hit a bump back there,
The engine just fell out!"

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But those needing cars
Pay just to ride and to sit.

The engine needed de-coking,
The power's not at the head.
A car, like a pedestrian,
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To find a place to park
When his engine stopped.
His plugs had failed to spark.



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NF.265. EVEREST

The London Motor Show

From Gordon Wilkins

LATE ANNOUNCEMENTS FOR THE LONDON MOTOR SHOW INCLUDED AN IMPROVED HUMBER SUPER SNIPE WITH NEW STYLING AND FOUR HEADLAMPS, A SIX CYLINDER ENGINE FOR STANDARD'S VANGUARD, A BERKELEY BANDIT PLASTIC SPORTS CAR, VAUXHALL VELOX AND CRESTA WITH AUTOMATIC TRANSMISSION, A RESTYLED JANSEN FITTED WITH SAFETY BELTS AND AUTOMATIC TRANSMISSION AND A SUNBEAM ALPINE WITH BIGGER ENGINE.

Humber Super Snipe

The Humber Super Snipe has a redesigned front end with four headlamps (first time on a British production model) but there are many unseen improvements too. The engine has been modified for longer life and increased load capacity on modern motorways. Lubrication is improved by a larger oil galley in the block and new drive gears to increase pump speed and output. Synchromesh in the normal gearbox has been made more efficient by a new baulk ring and there is a more legible gear selector for automatic transmission cars. Seats are redesigned to give more freedom in the front and greater leg room at the rear. Suspension has higher rated coil springs at the front and wider spring leaves at the rear, to give greater stability and a more level ride. Better sound insulation further reduced road noise inside the body. The three-litre engine

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 transmission, Laycock de Normanville overdrive, power assisted steering and Reutter reclining seats. Humber Hawk now has disc front brakes.

Hillman Minx

A revised low-priced Hillman Minx saloon replaces the Special. It has better instrumentation and can be delivered with Easidrive automatic transmission, which gives automatic selection of three speeds by electro magnetic clutches. All models now have a hypoid rear axle instead of the spiral bevel. The Hillman Husky has a new colour scheme, catches now prevent the rear back rest tipping forward when the brakes are applied and latest models have a hypoid

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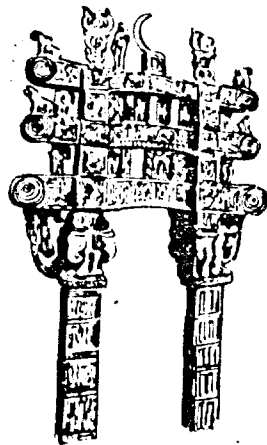
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FARGO

FARGO

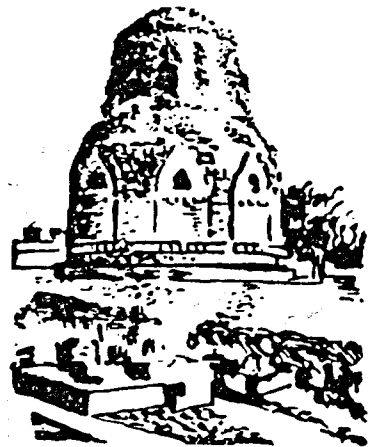
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A PILGRIMAGE IN TIME

Discover the glories of the Classic Age as mirrored at Sarnath, Konarak, Ajanta, Ellora. The majestic grandeur of the Medieval era as patterned at Agra, Delhi, Jaipur...



DHAMEK STUPA, SARNATH

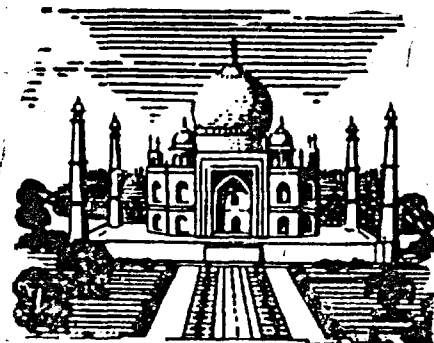
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TAJ MAHAL, AGRA

rear axle. The Singer Gazelle also has a hypoid rear axle.

Sunbeam Alpine

Higher performance and greater comfort are the keynotes of the 1961 Sunbeam Alpine. The Alpine power unit with aluminium cylinder head and twin carburettors is now increased in size from 1494 to 1592 cc. to give more torque and faster acceleration up to 100 mph. The driving seat is repositioned to provide to inches more leg room for big drivers. Accelerator, clutch and brake pedals are all adjustable and can add a further 1½ inches of leg room if required. Steering wheel diameter is slightly reduced and the angle of the column has been changed to give the driver more space.

There is a map reading light on the instrument panel. The lid of the glove box 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 gearbox tunnel is an optional extra.

High speed road holding has been improved by the use of larger shock absorbers and wider rear springs. Special shields on the disc front brakes now give greater protection against water, dirt and grit. Light chassis greasing points have been eliminated to simplify servicing.

Glass Fibre Hard Top

A glass fibre hardtop, easy to fit and light in weight is now available for Hillman Minx, Sunbeam Rapier and Singer Gazelle convertibles. It is manufactured by the Alexander Engineering Company and is the first offered for a full four-seater convertible. It weighs 43 lb., can be fitted and removed in about two minutes and is secured to the body by four plated brackets. Rubber sealing ensures that no part of the hardtop touches the body which eliminates the possibility of 'drumming' at high speed.

Alexander Turner

From Alexander Engineering also is the Alexander Turner, a two-seater sports car with glass fibre body. It has the BMC 'A' series engine with Alexander cross-flow light alloy cylinder head 9.4 to 1 compression and twin SU carburettors. It can be bought complete or in build-it-yourself-kit and can be made to do over 100 mph.

Vignale Vanguard

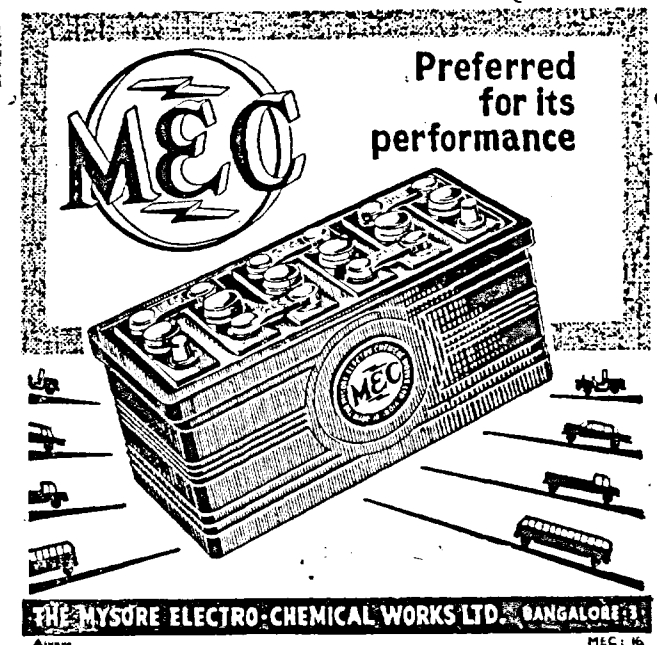
A Vignale Vanguard with a new six-cylinder engine is added to the Standard-Triumph range for 1961.

November 1960

Based on the Michelotti-styled Vignale Vanguard this five-seater sedan is powered by an overhead valve six of 1938 cc, developing 80 bhp (nett) at 4400 rpm and has a top speed of 90 mph. Transmission is by four-speed gearbox with column lever as an optional alternative. Laycock Overdrive and Borg Warner automatic transmission are optional extra.

Equipment which includes a finger-tip control for the lights, a three-position ignition switch so that accessories may be used without live ignition, and extra-long screen wipers, padded instrument panel and sun visors, vanity mirror, moulded carpets, coat hooks, twin map pockets, lockable glove box and a bin for books or papers. The deeply upholstered front and rear seats have cushion design in materials usually associated with limited production luxury models! Heater, demister and windshield washers are basic equipment.

The Vanguard Six is available as sedan or six seater Estate Car. The Vignale Vanguard sedan and Estate Car with the 2038 cc. four cylinder ohv engine, continue for 1961 with longer windshield wipers, longer rear springs and revised damper settings. Rear axle ratio (4.1 to 1) cut down engine speed and gives more economical high-speed motorway cruising. Four-speed gearbox is now standard equipment and a new assembly



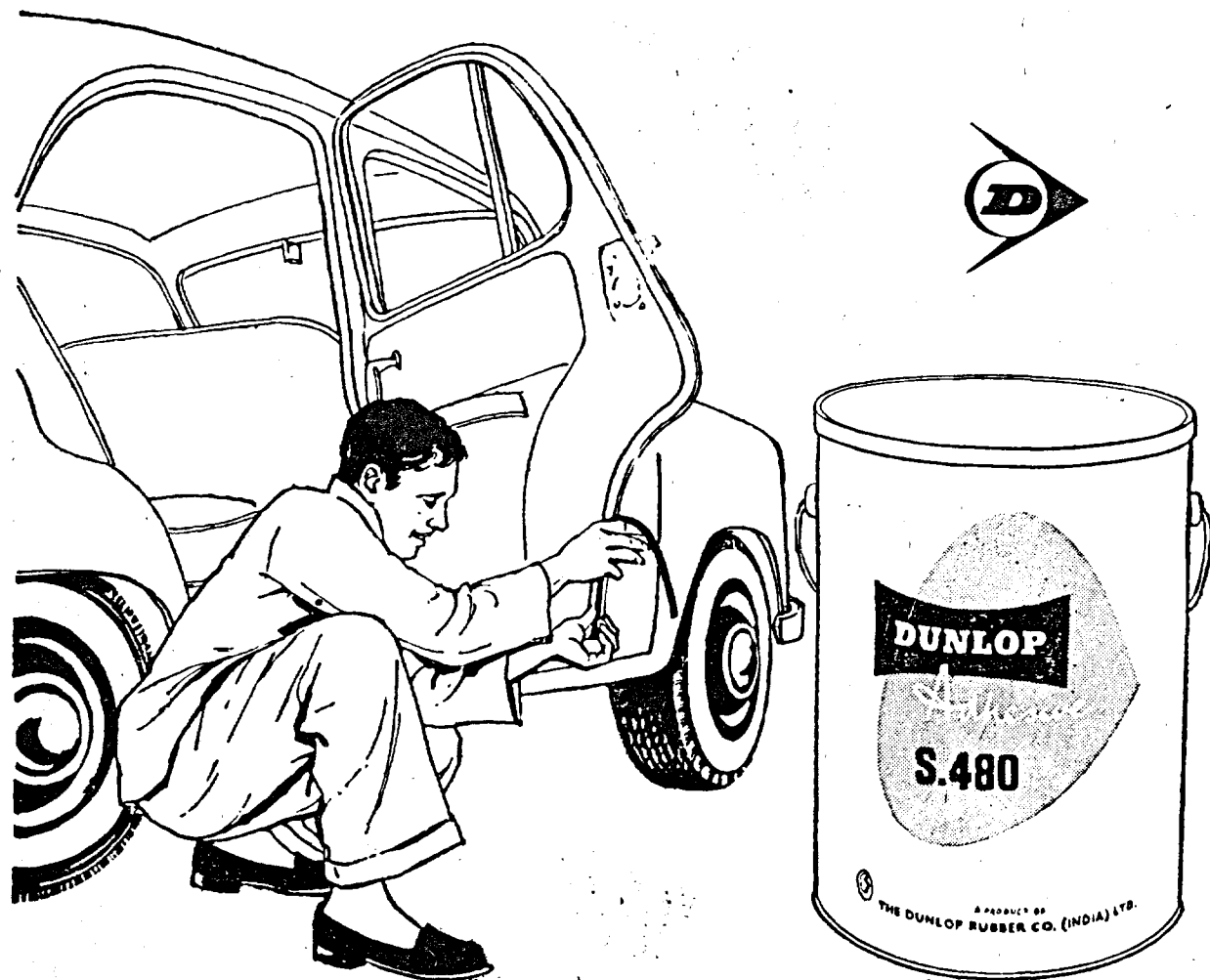
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The Dunlop Rubber Co. (India) Ltd.



BMC Miniminor station wagons, were the centre of elaborate moving displays showing cars, power units and suspension details

for the central floor-mounted gear shift eliminates vibration and noise transference.

All Vanguards now have low-friction re-circulating ball steering for easier traffic driving without loss of precision at high speed.

Triumph Heralds now have moulded carpets in charcoal grey, instead of the easily marked light beige originally used.

Now on the Herald coupe are fluted treatment of roof quarter panels and a revised line for the water drain channel. The Triumph T. R. 3 also has charcoal grey carpets and remains the world's cheapest 100 mph sports car.

Automatic Transmission For Vauxhall

Vauxhall, who have not previously offered an automatic transmission are now fitting a new one as an option on Velox and Cresta. Designed in Detroit by the Transmission Division of General Motors, it is similar to those used in the new U. S. compact cars and adds only 30 lb to the weight of the car. There are three forward ratios and reverse. All changes are made automatically by valves actuated hydraulically according to road speed and throttle opening. Oil does the work, but under the direction of the driver who can vary the timing of the changes through his throttle-foot. The usual accelerator kick down gives a rapid down change for fast overtaking or hill-climbing. First gear is a variable ratio obtained through a small torque converter.

Front wheel disc brakes with servo assistance are now available as a production option for the Ford Consul, Zephyr and Zodiac. The extra cost is only £21. Ford dealers will soon be able to offer a disc

brake conversion kits for existing Mark II models at a low price.

A now-unusual body style harking back to the heyday of the elegant town carriage is shown by James Young on a Rolls Royce chassis. This is a Sedan de ville with a sliding roof extension over the front seats operated by a single quick-release handle. The car is finished in midnight blue and beige leather. Interior is in British custom style with walnut veneer cabinet work, folding tables and cocktail cabinet.

Jensen have slightly restyled the fast 541 sports sedan and given it automatic transmission based on the GM Hydra-Matic. The car also has Powr Lok differential ensuring a minimum of wheel slip and optimum cornering characteristics. Disc brakes were introduced by Jensen Motors for the first time on any British production model in 1957. Now Jensen offer safety belts as standard equipment on front seats.

The luggage compartment has room for long items like golf clubs or fishing rods. Chassis is tubular and body is of resin bonded fibre glass. Price with Automatic box is £2,255 or with Manual gearbox £2,185.

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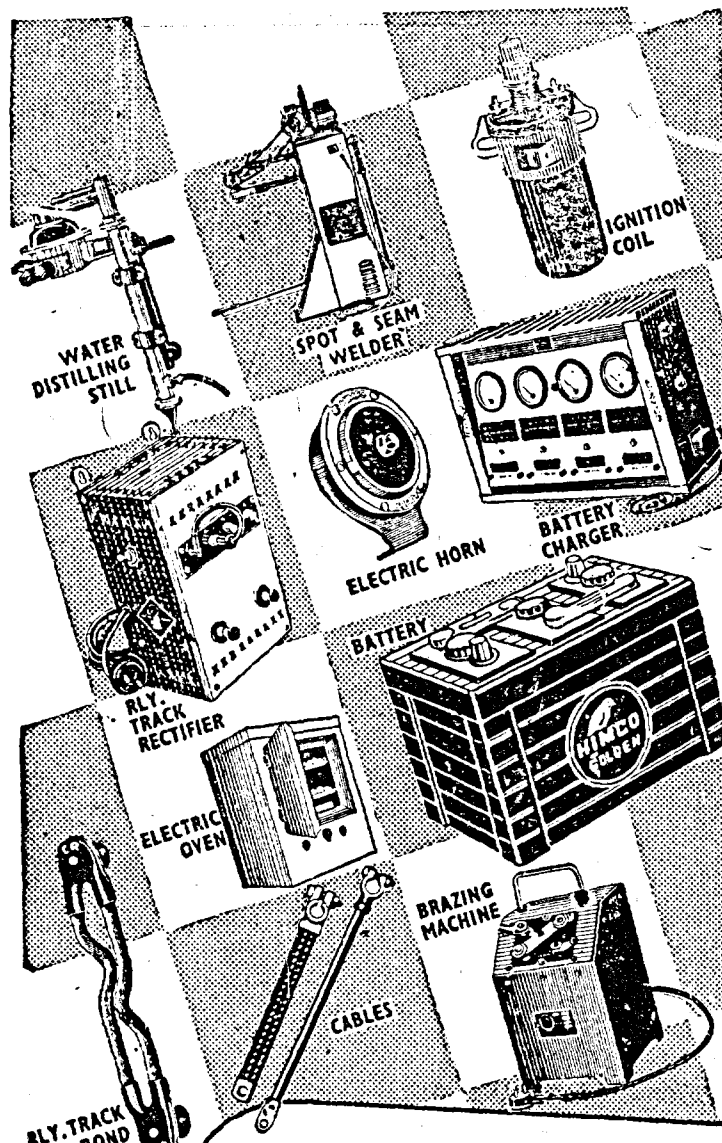
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Also for sports car enthusiasts there is the new Berkeley Bandit a new small two seater with top speed of 80 mph. Engine is the Ford Anglia, brakes are discs and rear suspension is independent. The body is of glass fibre and weight is about 1350 lb. It is a much better looking car than any previous Berkeley and price at work is £553.

Power steering is now offered in the Rover 3-litre and the makers have taken the opportunity to reduce the wheel twirling required. It now needs only 2½ turns from lock to lock.

Jaguar, who have been supplying power steering for the American market only, are now offering it in other markets.

B.M.C. Improvements

Besides presenting new station wagons derived from Austin & Morris Miniminor and Austin A 55/Morris Oxford, BMC have made detail improvements to other models. All B series 1½ litre engines have a modified cylinder head to reduce pre-ignition. A new camshaft reduces tappet noise and there is a longer oil dipstick. Wolseley 1500 and Riley 1.5 now have concealed hinges for hood and trunk lid and on the Wolseley the chromium moulding along the side is extended forward to emphasise length. The one-millionth Morris Minor, due to come off the line shortly after the show will be unchanged except for a one-piece inlet manifold.

On Miniminor and Austin Seven, interior trim is redesigned, with padding on doors and instrument panel surround and body sealing is much improved. Roof gutters have flanges to keep rain out of the tops of the doors and sliding windows have new latches which will not work loose. Power unit and clutch are improved in detail, there are stronger attachments for front and rear dampers and rear suspension arms are reinforced. Design of wheel discs on de luxe model is modified to simplify tyre inflation, the fuel tank now has a drain plug and a more serviceable lifting jack is provided.

Lavender and Lilac Prominent

Four years ago, a stir was caused at the International Motor Show by the appearance for the first time of bright lavender on the cars displayed on one of the stands.

The survey of colours at the 1966 Show, conducted by the Paints Division of Imperial Chemical Industries Limited, indicates that no less than seven cars are finished in lavender or lilac. In addition, lavender appears as one of the colours on several duo-tones. Two cars are finished entirely in violet.

Another highlight is the increased proportion of bright colours—noticeably bright reds and full greens. This general brightening up is in many cases a reflection of the great technical advances being made by the organic pigments industry.

The survey indicates a larger use of metallic finishes, notably blue metallics. Particularly attractive are two cars finished in silver.

At this year's Show, black shows a further decline, only four out of the total of 328 cars displayed being finished in all black. This does not of course mean that the influence of black as a car finish is to be considered negligible, for car manufacturers tend to rely on bright colours as a means of attracting attention to their stands.

Duo-tones show a drop from 44 per cent last year to 38.5 per cent this year, and the use of two straight non-metallic colours appears more popular with manufacturers than one-metallic and one non-metallic colour. All-metallic duo-tones appears on only two cars—showing a continuation of the rate of decline evidenced of late years.

No car bears three colours, though in a number of cases one colour appears on roof and base of coachwork with the second colour mid-rail—giving the effect of a tri-tone.

Calcutta Motor Dealers' Donation to Assam Relief Fund

Two Vice Presidents Sri A. N. Daing, Sri R. N. Das, General Secretary Sri P. K. Pasu, Treasurer Sri J. K. Agarwalla and a Committee Member Sri N. Mitra met the Hon'ble Dr. B. C. Roy Chief Minister of West Bengal, at Writers' Building, Calcutta on Thursday, the 15th September 1967, and handed over a cheque for Rs. 10,001/- (Ten thousand and one) for Assam Relief Fund, West Bengal, on behalf of the Members of Calcutta Motor Dealers' Association. Similar Donation of Rs. 1,892/- (One thousand eight hundred ninety-two) only by a cheque has also been handed over to the Secretary, Bharat Sevashram Sangha on 24th September 1960 for same cause. It is an effect of a resolution adopted in a meeting of the Association, members having been felt much for the unfortunate minority people of Assam faced the recent atrocities caused by unsocial elements there. The Executive Committee Members of the Association offers their sincere thanks to the Donors.



Photo shows the Calcutta Motor Dealers' cheque for the Assam Relief Fund being handed over to the West Bengal Chief Minister.

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New Goods Van Runs on Road And Rail

Door-To-Door Service Cuts Transport Costs

By A Motoring Correspondent

The International Commercial Motor Transport Exhibition at Earls Court, London, this year featured an exhibit which is, perhaps, unique. It is the "Roadrailer" freight vehicle developed for British Railways by Pressed Steel Company Ltd., at Paisley, Scotland. It is a conception which may alter the whole pattern and economics of inland transport, not only in Britain, but in the vast under-developed expanses of the world.

Two prototype "Roadrailers" have undergone exhaustive road and rail tests in Britain, on road at the Motor Industry Research Association's test track at Nuneaton, Warwickshire, and on rail over the main lines and branch lines of East Anglia. The test results proved them to be reliable and trouble-free vehicles.

Simple To Operate

The concept of the "Roadrailer" is simple. It is a road semi-trailer fitted with a minimum of extra equipment to allow it to run on railways. This extra equipment primarily consists of retractable road and rail wheels, working on the same principle as an aircraft under carriage, and special couplings to allow the two-wheeled vehicles to run coupled together on rails. Any suitable standard road tractor can haul the "Roadrailer" on the road, without modification.

Operation is simple. The "Roadrailer" picks up its load at the factory and drives to a nearby railhead. Transfer to the railway is simple. The "Roadrailer" is then made up into a train of similar vehicles to run at express speed to another railhead, strategically placed in relation to the destinations of all the vehicles on the train. Quick transfer to road is then made, and road tractors take the vehicles by road on the last stages of their journeys.

The prototypes now available have lightweight van bodies made of aluminium, but any form of body can be used.

The underframe is a steel tube with transverse ribs to carry the body of the vehicle. There is special rail coupling equipment at each end of the tube. The springing at the rear end is the same for both road and rail wheels. Road brakes are air-operated and identical to those fitted to ordinary trailers. Special vacuum-operated disc brakes are fitted for rail operation. The care taken in developing the new vehicle is reflected in the simplicity of the final design.

Door-To-Door Service

The "Roadrailer" gives door-to-door service; is a road semi-trailer and a railway wagon in one, without the disadvantages of each when used alone; gives



A view of the "Roadrailer" being received on to a railway track. The "Roadrailer" freight vehicle has been developed for British Railways by Pressed Steel Company Ltd., at their Railway Division at Paisley, Renfrewshire, Scotland. The Roadrailer was a unique feature of the International Commercial Motor Transport Exhibition at Earls Court, London. In this picture compressed air equipment is being attached to operate the undercarriage.

optimum speed; reduces transit damage and can be adapted for all kinds of goods. Furthermore, it brings the railhead to the factory or depot without tracks and sidings and eliminates trans-shipment costs.

While the "Roadrailer's" potential for British Transport is great, the new freight vehicle has already aroused considerable interest overseas, and demonstrations recently staged in London at British Railway's Marylebone Parcels Depot were watched by trade representatives from Commonwealth Governments' London offices and transport experts from all Western European countries.

The "Roadrailer" in its present form has been designed for Britain's standard rail gauge, which is common to many countries of the world. Pressed Steel Company engineers, however, are working on design modifications for other gauges.

November 1960

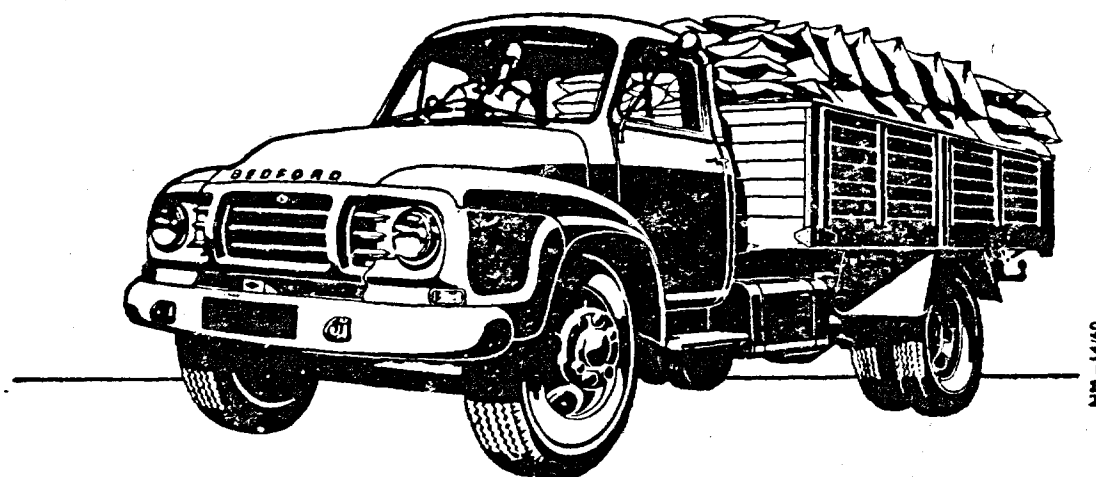
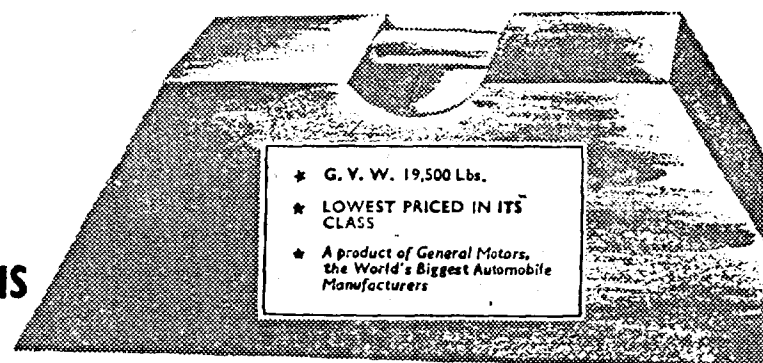
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The Bedford is specially designed for tough assignments that call for great sturdiness and staying-power. Its strong chassis frame, four-speed synchromesh gear-box, sturdy hypoid rear axle and sound brakes give the Bedford great pull-through ability and minimise the risk of road failures.

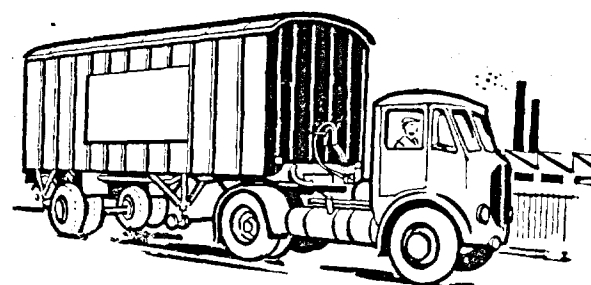
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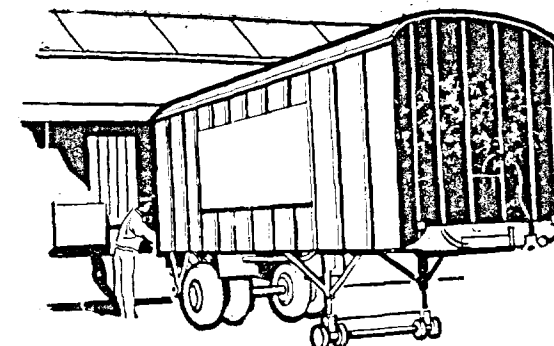
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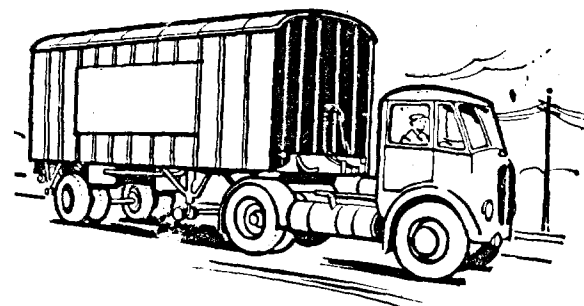
How the 'Roadrailer' works



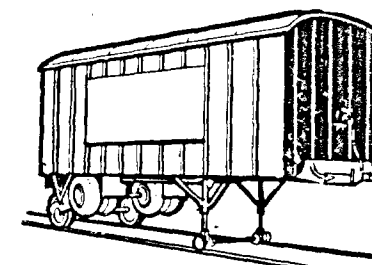
Drives To Factory As An Articulated Lorry



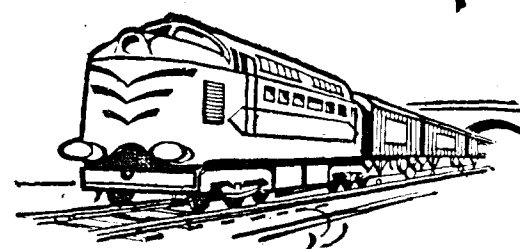
Is loaded in usual way



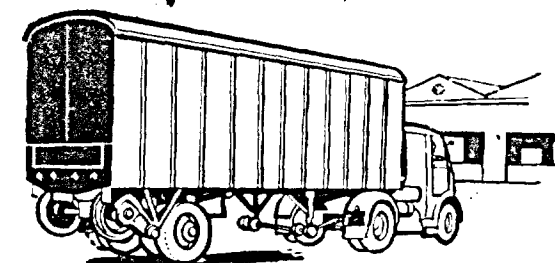
Drives by Road to Nearest Railhead



Road Wheels Retracted, Rail Wheels Lowered



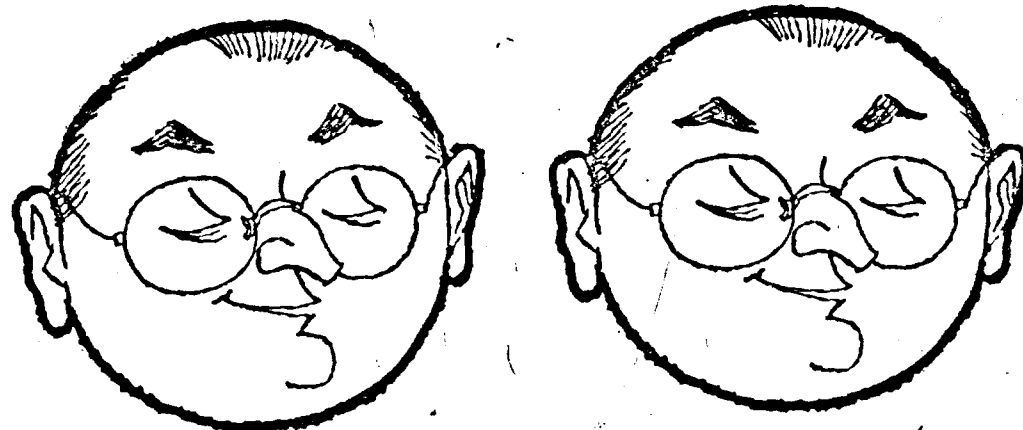
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Converted back to 'Lorry' Completes Delivery By Road

November

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News from the A.A.S.I.

After Burner Carbon burns away monoxide

It is well known that the exhaust gases from the motor vehicles using petrol contain a small quantity of carbon monoxide which is poisonous. In the open road, the amount of this poisonous gas is negligible. But in a closed garage or workshop where petrol engines are used the amount may rise to an appreciable percentage.

THE PROBLEM HAS NOW BEEN SOLVED IN GREAT BRITAIN BY ATTACHING AN "AFTER BURNER" BEFORE THE SILENCER. The little chamber contains a catalyst which "burns" carbon monoxide fumes.

The two compartments of the "after burner" contain the catalyst and an outer case providing an insulating air space. Air inlets in front of the casing admit oxygen to the catalyst, so that it can burn carbon monoxide. Others cool between the catalyst and the outer casing.

New Members

The Committee of the A. A. S. I., elected 302 new members in September and 122 members in October 1960. However, owing to a large number of members who have sold their vehicles or were transferred from the area of A.A.S.I. the membership strength rose only slightly and stood at 12,315 at the beginning of October 1960.

Patron in Chief of the F. I. A. A.

Dr. Rajendra Prasad, President of India, has graciously agreed to be the Patron-in-Chief of the Federation of Indian Automobile Associations.

International Driving Permits

The Economic Commission of the United Nations has recommended

November 1960

that International Driving Permits issued under the old International Convention of April 1926 or of December 1943 be continued to be recognised till 26th March 1962 by all countries who have, or have not signed, and or, ratified the later International Convention in 1949. The Government of India have signed the Convention of 1949 but have not ratified it (through an Act of the Lok Sabha.)

This extension (of recognition of the 11 Conventions of 1926 and of 1943) is the last and final one. It is hoped that the Government of India will ratify the 1949 Convention before 26th March 1962 to enable the International Driving Permits issued by A. A. S. I. in India

to be valid in other countries after that date.

Parking Meters for Bombay

We understand that the Traffic Control Department of Greater Bombay has decided to introduce Parking Meters in Bombay.

The Parking meters in which coins are inserted to purchase the right to park a vehicle for a stipulated period will be first installed on Vir Nariman Road between Flora Fountain in the West to its junction with Apollo Street in the East.

In the near future, parking meters and "Parking lots" may be common sights in many Indian cities.

News from

The Tamilnad Motor Parts Dealers Association

The Executive Committee of the Tamilnad Motor Parts Dealers' Association, Madurai met on 23rd October at Aranya Nivas, Thekkadi.

Mr. N. Kanniyiram, the President, who presided over the Meeting, welcomed the members present. He thanked Mr. K. Palanimala, yan & Mr. A. Arunachalam of M/s. Bharath Trading Company, Madurai for having arranged the PICNIC PARTY at Thekkadi along with a music performance and also thanked the members who provided the conveyance.

It was unanimously resolved to admit M/s. Alegendran Automobiles 71, Tamil Sangam Road, Madurai as a member of the association.

Representation on MMPDA

The president explained the necessity of the association being represented on the executive committee of the Madras Motor Parts

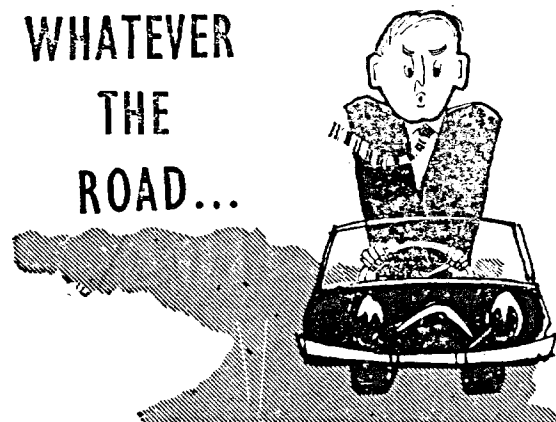
Dealers Association, Madras. The committee accepted the proposal and authorised the Secretary to take necessary steps and also to send the nominations for the same.

The secretary read out the reply received from the Deputy Commissioner of Sales Tax regarding the Association's letter addressed to him regarding certain clarifications. The reply said:

"MOTOR PARTS" taxed at 6% in this State under the Madras General Sales Tax Act 1939 are not liable to tax at single point at 7% again when resold in this state under Madras General Sales Tax Act of 1959. The question of collection of difference of tax 1% or 2% on such sales on or after first April '59 under Madras General Sales Tax Act 1959 does not arise."

Mr. A. P. R. Rajappa the Hon. Jt. Secretary proposed a vote of thanks.

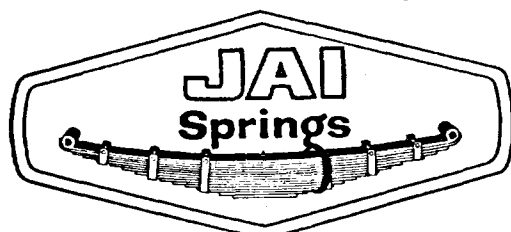
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WHATEVER
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1/18, Mount Road, MADRAS-2

U2745

M. V. A. I. A.

Abolishes Associate Membership

At an extraordinary general meeting of the Motor Vehicles and Allied Industries Association held on the 28th October Sri. T. S. Santhanam, Chairman presiding, a special resolution was passed unanimously amending the Articles of Association so as to have two classes of members only, namely I. Supporting Members and II. Ordinary Members.

Other amendments include: "The entrance fee and subscription payable by each class of members shall be determined by the Association from time to time and unless so determined the entrance fee for supporting and ordinary members shall be Rs. 20/- and the subscription for supporting members and ordinary members shall be such sum as the Managing Committee may from time to time determine provided that the subscription so fixed for supporting members shall be not

more than Rs. 1,000/- and not less than Rs. 250/- and for Ordinary members not more than Rs. 200/- and not less than Rs. 100/-, and that until otherwise fixed by the Managing Committee, the subscription for a supporting member shall be Rs. 250/- and for an ordinary member Rs. 100/- per annum. The respective subscription shall be paid annually for each calendar year on or before the 1st April every year; and part of a calendar year shall be counted as a full year.

The Chairman and Members of the Managing Committee shall be elected at the Annual General Meeting. The Managing Committee shall elect a Vice-Chairman from among the members of the Committee.

Any Company, firm or individual who is an importer, exporter mer-

chant, manufacturer, assembler, stockist or dealer in motor vehicles and accessories and allied merchandise, or operator or user of road transport motor vehicles, and any person interested in the scientific, industrial, economic and social aspects of motor vehicles and allied industries and road transport or as consumers and users of such products and services, shall be eligible to be elected as a member of the Association.

Legal Notes

Company Law:—Cause of action in respect of payment on an altered cheque drawn at Kozhikode on the Calcutta Branch of a bank, does not arise at Kozhikode. (Kerala High Court)

Income tax:—(1) Amount of managing agency's commission

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M/s G. M. C. Brothers & Co., Calcutta • M/s Howrah Motor Accessories Agency Prvt. Ltd., Calcutta.

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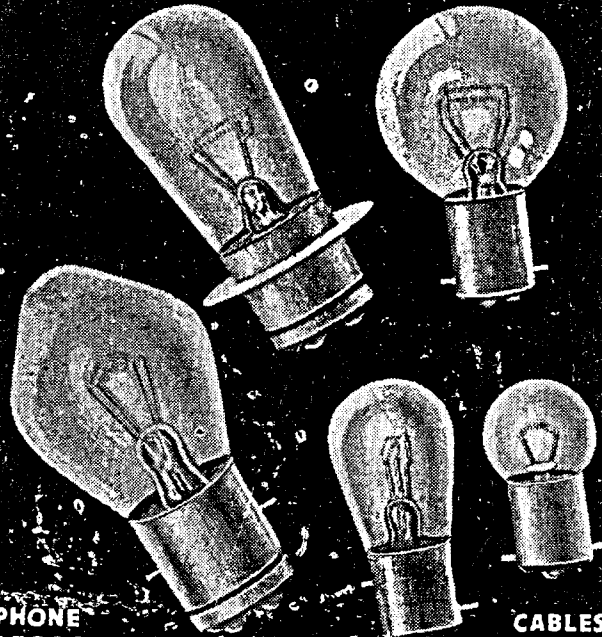
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Engines
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which is foregone to enable payment of a certain per cent as dividend, is not real income, and should not be assessed to income tax.

(2) Cowidows who share the income out of firm cannot be assessed as an association of persons, since the widows did not join for the earning of the income; their association does not help to produce the income. (Supreme Court)

(3) When one or more members of a Hindu joint family do business outside India as partners, the partnership business cannot be deemed to be the joint family business, under section 4A (b) of the Income Tax Act. The Hindu joint family was not "resident" in British India. (Supreme Court.)

Labour—(1) Promotion to a higher post is the exclusive function of the management. If a new

post is created and a new man appointed to it, it cannot be said that the old employee had been prejudiced.

(2) "Lay-Off" occurs where, in a continuing business, the employer is unable to give employment to one or more workmen. In the case of "lock-out", the employer closes the businesses and locks out the whole body of workmen for reasons not relevant to those specified in Sec. 2 (KKK). "Lock-out" is the employer's weapon, as "strike" is the employee's. (Supreme Court)

New Method of Diesel Oil Production.

A method which will result in higher diesel oil production and help save much-needed foreign

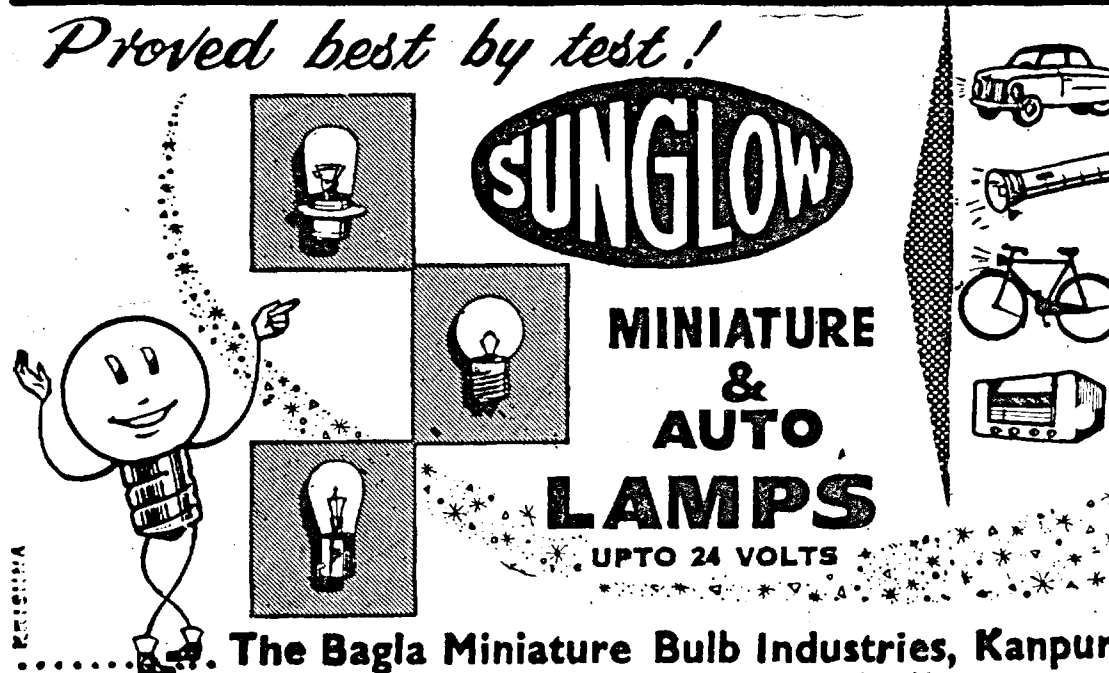
exchange has been developed by an employee of the Stanvac Bombay Refinery, Mr. M. A. Wagle.

A press note issued by the oil company says:

For his original suggestion, Mr. Wagle has been awarded the largest sum paid to any employee so far under the employee suggestion plan.

Mr. Wagle's suggestion has helped improve the refinery operation by upgrading a portion of fuel oil into diesel oil during shut-downs of the catalytic unit. During these shut-downs, the operation of the refinery is affected and the quantities of base stocks going into diesel oils decreased. The very practical method developed by Mr. Wagle cuts down this loss to a minimum.

Proved best by test!



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UPTO 24 VOLTS

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M/s. Om Agencies, 1231, General Bazar, Secunderabad, (A. P.)
M/s. C. J. Sheth & Co., P. B. 757, Avenue Road, Bangalore-2.
M/s. C. O. Polson, PUDUKAD (S. I.)



Mr. B. I. Chandhok,
Hon. Secretary.

The Madras Motor Parts Dealers' Association



Mr. T. S. Krishnamurthi,
President.

N e w



Mr. S. M. Subramainam
Hon. Treasurer.



Mr. S. Natarajan,
Vice President.

Office-Bearers



Mr. Sardar Manohar Singh,
Hon. Joint Secretary.

News from

The Madras Motor Parts Dealers' Association

An import licence for Rs. 47619/- has been received by the Association for import of Disc Wheels from Yugoslavia.

Full details such as quality, prices and supply position of the goods are not yet known and the Association has been trying its best to get the above details.

Further information will be sent to members as soon as the details are obtained.

Important

The Basic period for Motor Vehicle Parts (Consolidated Quota) has been extended to include the year 1958—1959.

Spare Parts of Three Wheelers.

Clarification received from the Office of the Chief Controller of Imports, New Delhi on the above subject states:

".....spare Parts of three wheelers, which are not inter-changeable with Motor Vehicles Parts are classifiable for import Trade Control purposes under S. No. 86 (i)/V of Import Trade Control Schedule. Licences granted under S. Nos. 293 & 297/IV, are valid only for such spare parts of three wheelers as are interchangeable with motor vehicles parts."

Exhauster Coupling

The ruling of the Chief Controller of Imports whether Exhauster coupling could be permitted clearance against a licence under S. No. 293-295-297/IV it reproduced below:

"In accordance with Note I in the preamble to list III of appendix XXVI, to the Red Book, spare parts of list III items can only be imported against quota licences for list III items. Since 'Exhauster coupling' is a part of fuel injection equipment, its imports cannot be permitted against quota licence for motor vehicle parts (consolidated quota) even though it can also be used as part of exhauster assembly as an item of consolidated quota.

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DEALERS:

SOUTH INDIA: The Union Co. (Motors) Private Ltd., Mount Road, MADRAS-2 ● BOMBAY AREA: Metro Motors, Hughes Road, BOMBAY-7 ● CALCUTTA AREA: French Motor Car Co. Ltd., 234/3, Lower Circular Road, CALCUTTA-20 ● DELHI AREA: Saran Motors Private Ltd., Queensway, Keeling Rd., NEW DELHI-1.

November 1960

M. M. P. D. A. CELEBRATES ANNUAL DAY

T. S. Krishnamurthi's Appeal For Unity

Presiding over the annual day celebrations of the Madras Motor Parts Dealers' Association at the new Woodlands Hotel, Mr. T. S. Krishnamurthi, President reminded the members of the association of the dangers ahead for the trade particularly as the State Trading Corporation of India had started incursions into the parts trade considered till now as a specialised line to the detriment of those who had built up experience in the specialised field during a long period and sunk their capital.

He appealed to the members of the trade to exert their utmost and make use of the many opportunities that were now opening up before them in the wake of the rapid industrialisation of the country.

He also appealed to all members to give their best suggestions and cooperation to management of the Association to enable them pool

their resources and stand united. He referred to the recent formation of the All India Federation of the main four Motor Parts Dealers' Associations and hoped that the same will soon be inaugurated to enable regular functioning as a united body to face the dangers that were now threatening the auto parts trade.

Annual Day

The annual day celebrations were largely attended by members and guests in spite of the inclement weather. There was an interesting programme of Bharata Natyam dances which was very much appreciated.

Mr. Indu Chandok Honorary Secretary of Association proposed a vote of thanks.

Annual General Meeting

Earlier, the annual general meeting of association was held at the

premises of Association at General Patters Road, Mr. P. Chandriah presiding, pending the arrival of the Association President who was expected in the city just then.

At the outset, Mr. S. Natarajan, Honorary Secretary, presented the annual report of the Association for the year ending Sep. 30, 1960 which among other things stated :

Annual Report

The Committee met 14 times during the year under review to discuss various matters relating to running of the organisation, including representations to Government, formation of the All India Federation. Co-operating with the State Trading Corporation etc. It has tried to render, within its limitations, whatever assistance or advice it could, to all the member dealers.

The Association has on its rolls 111 members. Showing an increase

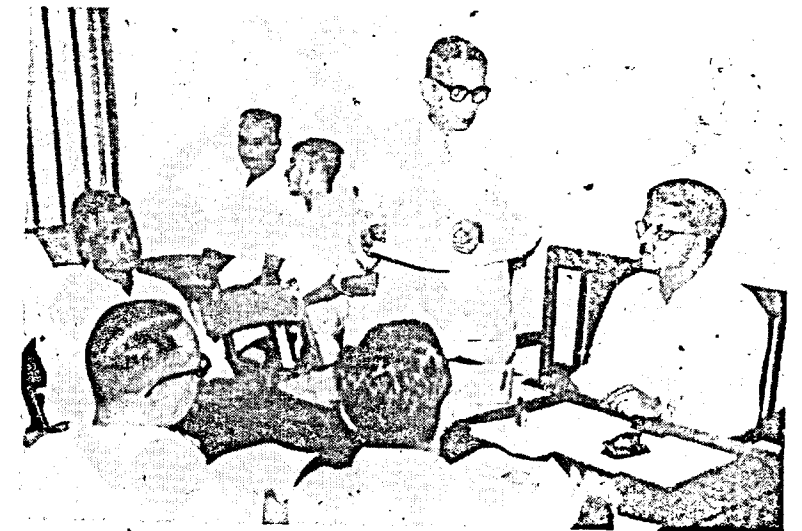
of 4 on the last year's total. Out of these, 83 are local members and 28 from mofussil.

The total revenue for the year is Rs. 7418-35 nP. as against Rs. 5160-66 nP. of the last year, which shows a marked improvement. This is mainly due to the increase in the membership fees added to which is, of course, the exemplary vigilance with which our treasurer, Sri S. M. Subramaniam, collected it.

A crucial year

The year 1959, 1960 has been indeed a crucial one for the business community in general and the motor parts trade in particular. While on the one hand the Government has been introducing further cuts in imports due to the continued imbalance of foreign exchange, thus creating scarcity conditions, it has also been accusing the trade of profiteering.

Admitting that the prices of all imported commodities, including parts, have gone up, it cannot be denied that in a free economy within a democratic frame work, this is the direct outcome of the general law of supply and demand. It was unfortunate that the authorities chose to mention some trades as trying to take advantage of the situation when sober thinking could have certainly convinced them of the generality in the application of the said economic laws. The motor parts trade, as such, is not only playing its game fairly but has ever kept the national interests at heart, within the limitations imposed from without. The Committee not only brought this to the notice of



Mr. S. Natarajan, last year's Secretary (since made Vice-President) is seen presenting the annual report of the M. M. P. D. A.

the Government, but also protested against the Commerce Minister's remarks regarding this, in the Import Advisory Council.

Among the many developments that have taken place during the year, two have been of particular interest to our association. First was the decision of the four central organisations of Motor Parts Dealers viz., Delhi Motor Traders' Association, Delhi, the Bombay Motor Merchants Association Ltd., Bombay, Calcutta Motor Dealers' Association, Calcutta and Madras Motor Parts Dealers' Association, Madras to convene a representative meeting, at last to discuss and finalise the formation of the All India Motor Parts Dealers' Federation. Our President and Secretary Sri T. S. Krishnamurthy and Sri S. Natarajan attended the meeting at Delhi on 10th February 1960. The

draft constitution was finalised and measures taken to register the federation as such. It is hoped that the first General Body meeting will be convened in the near future, when further steps of common interest to the trade could be discussed and undertaken.

The second matter of great interest is one which may have far reaching effects in the future. Members may be aware of the many bilateral trade agreements our Government has entered into with the East European Countries, on a rupee payment basis. Motor parts being one of the items covered under such pacts with countries like Czechoslovakia & Yugoslavia, arrangements have been made for the State Trading Corporation to import the available items. This governmental body has in its turn offered the corresponding import

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Mr. P. Chandriah speaking at the M. M. P. D. A. annual meeting.

licence to the various motor parts dealers' Associations. We have accepted their recent offer for import of wheels from Yugoslavia and consequently we have just been issued with a licence for Rs. 47,619/-. Further negotiations are going on in this connection, and immediately the arrangements are finalised, members would be informed.

Representations were made to the Government to restore atleast in part the various cuts made on the import quotas of motor parts & Accessories. It was also suggested that the basic periods should be extended to include 1958/59 period. While the Government has not acceded to the former, because of the continued unfavourable foreign

exchange position, we are gratified that the basic period of consolidated motor parts has been extended as requested, in the current policy. The Committee has further appealed to the authorities that along with the consolidated motor parts the basic period of List III items should also be extended. It is hoped that this will be certainly incorporated in the next policy.

The economic condition of the country and the changing patterns of trade and a fast developing industry pose a variety of problems for us. Only the full consciousness

of their impact and a determination to meet the challenge by a united front, can tackle the issues effectively. Whether it be the Government's threat of intervention through the State Trading Corporation, or the invisible sword of customer-dissatisfaction, co-operation between dealers has become not only desirable, but a necessity. This committee sincerely hopes that members would, therefore, take a still greater interest in the running of the Association, which alone can keep our flags flying.

Office Bearers

The meeting then took up the election of office bearers and committee members etc. and the following were elected for the ensuing year.

Mr. T. S. Krishnamurthi, President; Mr. S. Natarajan, Vice President; Mr. B. I. Chandhok, Hon. Secretary; Mr. Sardar Manohar Singh, Joint Secretary; Mr. S. M. Subramaniam, Treasurer; and the following as members of the Executive Committee:

Messrs. S. S. Kalyanpur, V. R. Sivaraman, D. V. D' Monte, M. V. Chauhan, P. Chandriah, Abdul Wahab and K. Vasudevan.



Mr. T. S. Krishnamurthi seen thanking the members for re-electing him president.



Mr. K. Vasudevan proposing a vote of thanks at the annual meeting.

Roads-Another Plan

Mr. Raj Bahadur, Union Minister of State for transport and communication, said on Oct. 24 that the Government of India had drafted a 20 year plan for the development of roads with an estimated expenditure of Rs. 5,200 crores which envisaged the expansion of roads from its existing mileage of three and a half lakhs to six lakhs—both rural and highway.

He was inaugurating the apprentice training department of the nationalised Central Provinces Transport Service.

"Scrap the Railway" Plan for Britain.

A starting and revolutionary plan to scrap the Railways and turn the tracks into a network of fast motorways is published.

It is set out in a 22-page memorandum which is being studied by the Stedford Committee, the government appointed body studying the future of British railways.

The plan was submitted to the Committee by the 2½-year-old Railway Conversion League—an organisation, few people have taken very seriously up to now.

But their proposals, now published in greater detail than ever before,

show they have a case which cannot be dismissed as simply "cranky"

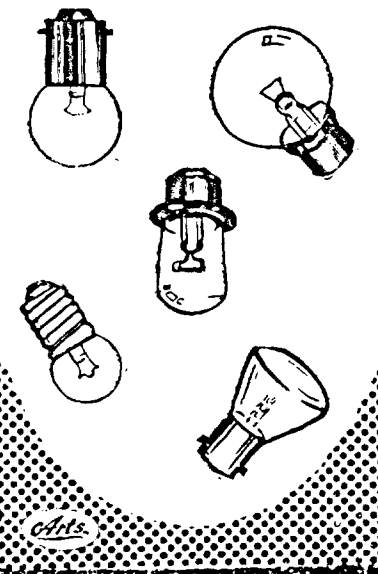
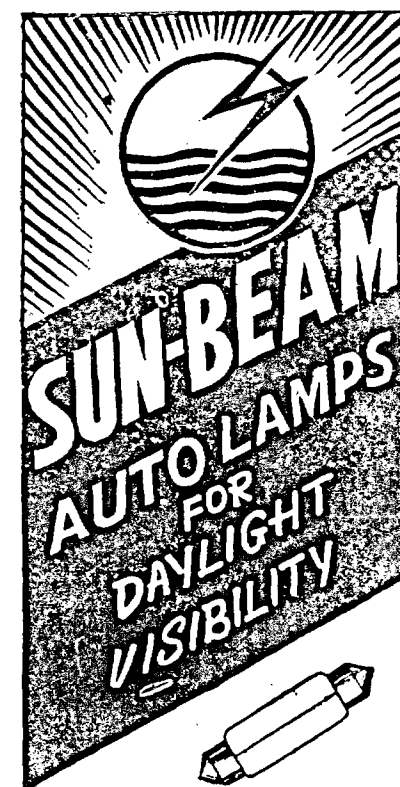
THE LEAGUE ARGUES THAT RAILWAYS CAN NEVER PAY AND ARE AN INEFFICIENT, UNECONOMIC METHOD OF USING THE PERMANENT WAYS. THESE COULD BE MADE INTO A NATIONWIDE NETWORK OF MOTORWAYS FROM WHICH PEDESTRIANS, CYCLISTS AND ANIMALS WOULD BE BARRED.

Because of their easy gradients and absence of sharp bends these roads would take new types of tyre and vehicles as fast as any express train and as comfortable as aircraft. It points out that something like this has already been done in America.

Late Pioneer Kumaraswamy

It is with deep regret that we record the demise of Sri Kumaraswamy, of Pioneer Works, Nagercoil.

From humble beginnings, Sri Kumaraswamy grew into a big fleet operator around Kanyakumari region. He was really a pioneer as a road transport operator, automobile trader, industrialist and workshop owner, as a theatre Owner, as an estate owner, etc.



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MADRAS-17



Mr. P. Chandriah



Mr. V. R. Sivaraman



Mr. M. V. Chaudhan

Members of the
New Managing
Committee



Mr. S. S. Kalyanpur

of the
Madras Motor
Parts Dealers'
Association



Mr. Abdul Wahab



Mr. K. Vasudevan



Mr. D. V. D' Monte

M. M. P. D. A.



Mr. T. S. Krishnamurthi, addressing the gathering at the MMPDA annual dinner.



Mr. B. I. Chaudhok, Hon. Secretary is seen thanking the Members and Guests to the Function

Annual Day

**Celebration
In
Pictures**

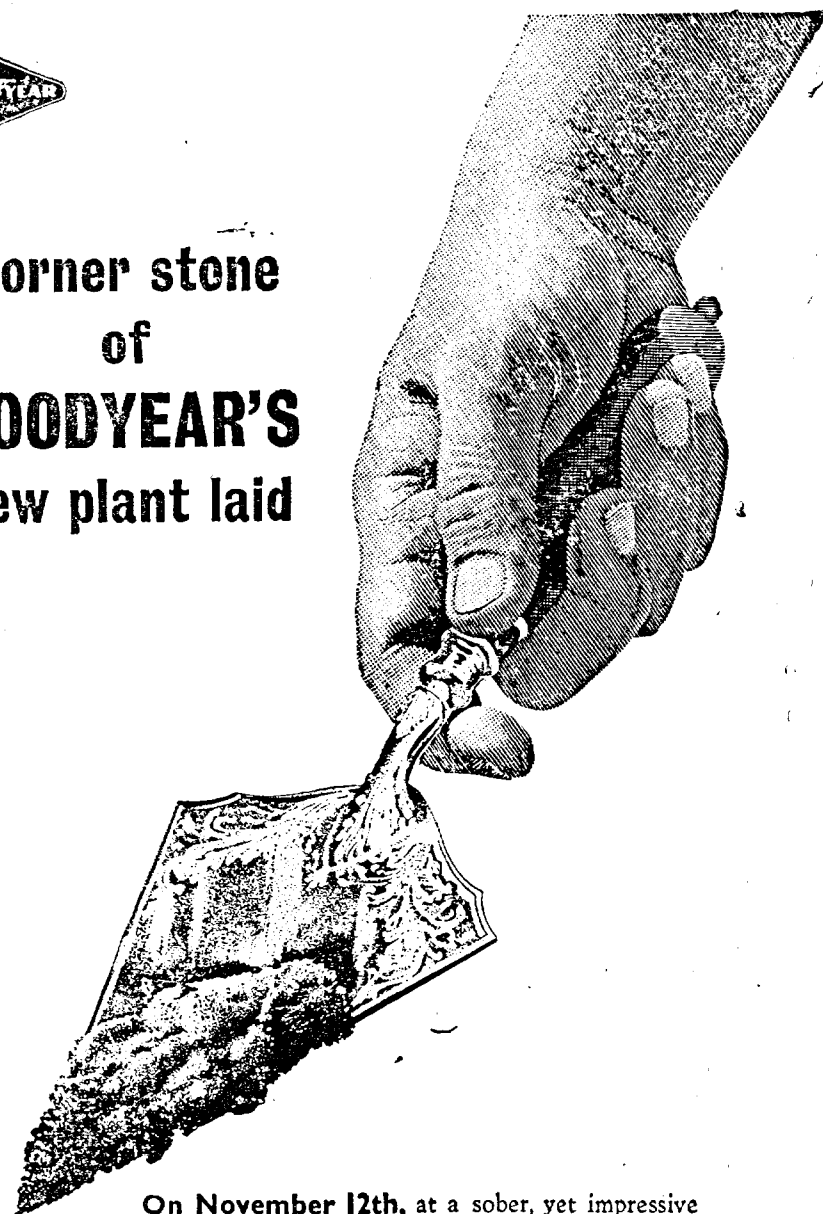


Part of the large gathering at the MMPDA Annual day witnessing the dance performance, included the only Lady Member of the Association. At right is Mr. I. K. Lee of Himeos.

November 1960
11



Corner stone of GOODYEAR'S new plant laid



On November 12th, at a sober, yet impressive ceremony, Shri Manubhai Shah, India's Minister for Industries laid the corner stone of Goodyear's new plant at Ballabgarh.

The new Factory, which involves the large investment of 6 crores of rupees, latest and modern techniques and equipment, and many years of experience will be the 59th in the series of Goodyear enterprises all over the world. When it goes into production in 1961, this factory will employ several hundred workers, and manufacture Passenger, Truck and Farm Tyres for original equipment and replacement—testimony of Goodyear's confidence in the industrial development of India.

GOODYEAR

THE WORLD'S LARGEST TYRE COMPANY

The Goodyear Tyre & Rubber Company of India Private Limited

TS 468

New Goodyear Tyre Factory At Ballabgarh

Industries Minister Lays Corner Stone

Corner Stone for the new Goodyear Tyre & Rubber Company factory at Ballabgarh, Punjab, was set in place on Nov. 12 by Mr. Manubhai Shah, Union Minister of Industries. The ceremony was held at the 73 acre site of the new tyre and tube manufacturing factory at Ballabgarh, Punjab, 21 miles south of New Delhi, on the way to Taj Mahal, Agra.

Presided over by Sardar Pratap Singh Kairon, Chief Minister of the Punjab, the ceremony was attended by top-ranking national, state and municipal officials and members of the press, and Goodyear International executives.

Goodyear's construction of a factory in India has been commended by U.S. Officials as an 'example of the cordial and friendly commerce that has existed for years between our two countries.'

Mr. Carey's Tribute

In addressing guests at the ceremony, Mr. R.E.O. Carey, Managing Director of Goodyear Tyre & Rubber Company of India Private Limited stated—'this country's promising

future indicates sound economic growth and the decision of Goodyear to locate this factory in India is a tribute to both the Indian Government and the business community

which co-operated in bringing about this development.'

Other messages were delivered by Chief Minister Kairon, Union Minister Shah, Minister Mohan Lall of Punjab State, and Mr. F. T. Magennis, President, Goodyear International Corporation.

A special letter from the Mayor of Akron addressed to the people of India and reproduced in rubber was read.

Goodyear was also represented by Mr. I. C. Alspach, Regional Manager, Goodyear International Corporation, Mr. A. G. Buckley, Manager Construction Engineering, Akron, Mr. R. E. Hostetter, Finance Director, Mr. R. T. Budd, Production Director and Mr. J. E. Sharpless, Sales Director.

THE NEW GOODYEAR FACTORY, ESTIMATED TO COST RS. 60,000,000 WILL BE EQUIPPED WITH MODERN TYRE MANUFACTURING EQUIPMENT TO PRODUCE PASSENGER, TRUCK



Corner Stone of the Goodyear Factory at Ballabgarh near Delhi, was laid by Union Minister Mr. Manubhai Shah on November 12th. Picture Shows L to R: Mr. R. E. O. Carey, S. Pratap Singh Kairon, Chief Minister Punjab; Mr. F. T. Magennis, President Goodyear Mr. Manubhai Shah, Union Minister for Industry.

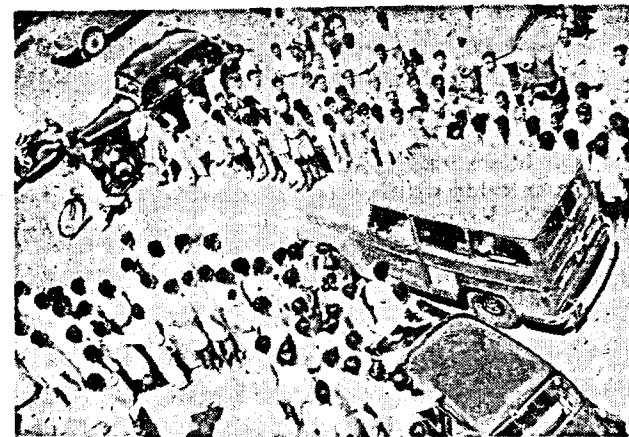
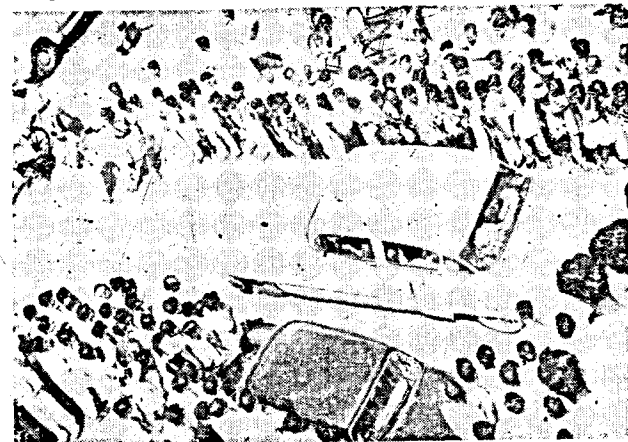


Mr. I.C. Alspach—Regional Manager of Goodyear International Corporation, Akron and Mrs. Alspach, were received at Dum Dum Airport by Mr. R. E. O. Carey, Managing Director, The Goodyear Tyre & Rubber Company of India Private Limited, and Mrs. Carey.

November 1960

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South India 1000 Rally - Starting Scenes



of Indian cities and towns are becoming more and more crowded each year and in many areas roads are still sub standard. In these circumstances, the hot rod expert has to confine his enthusiasm to the speed tracks away from the City traffic. The Rally teaches the average motorist that by keeping reasonable speeds—not too fast and not too slow—the good driver is always master of the wheel.

As important lesson to draw from these trials and which is of great significance to us is that good car maintenance is vital. Without exception the participants will tell you that good maintenance is the basis of good driving. A car that has not been checked periodically for faults and not been on the ramp regularly for correct lubrication can pose a definite traffic hazard. It can be drain on the owner's purse and worse still, on his nerves. I am sure the Rally would have highlighted this important aspect in the minds of the motoring public.

Route, Longest Ever

This year's Rally route has been one of the longest ever. We were privileged to share some of the joys and sorrows of the promotes of the project. Indeed, because of our extended check-point participation, our representative accompanied an official of the Madras Motor Sports Club over the full route weeks in advance and again two hours before the first competitor started to make sure that all arrangements were complete. It took a lot of doing but it was well worth it.

Before concluding, I must commend the Madras Motor Sports Club for sponsoring this event and the splendid manner in which it was organized. I feel sure that it will attract more and more competitors as time goes on. Caltex, for its part, is proud to participate by offering this emblem—the Caltex Trophy for the overall winner—a trophy we shall donate again next year and the years to come.

The Winners

The Caltex Trophy for the overall winner was won by Mr. C. Prabhakar, the Enfield Trophy for Group A Motor Cycles by Mr. K. R. Hebbar, the Castrol Trophy for Group B Cars by Mr. P. I. Ct. P. Palaniappan and the Mico Bosch Trophy for Group C cars by Mr. C. Prabhakar, and the India Pistons team trophy by the Hindustan team consisting of Messrs. B. Kaniath, R. A. J. Watkins and S. Punyakoti. Navigators were also given prizes by M/s. Pasumarthy.

Mr. Collins who presided over the function and distributed the prizes congratulated the winners on the success they had achieved and the competitors for their keen interest in taking part in the rally. He also complimented the organisers of the rally for the splendid arrangements and hoped as years passed by the rally will become almost a permanent annual affair with more and more enthusiasts participating.

Mr. K. V. Srinivasan, Treasurer of the Madras Motor Sports Club proposed a vote of thanks.

November 1960

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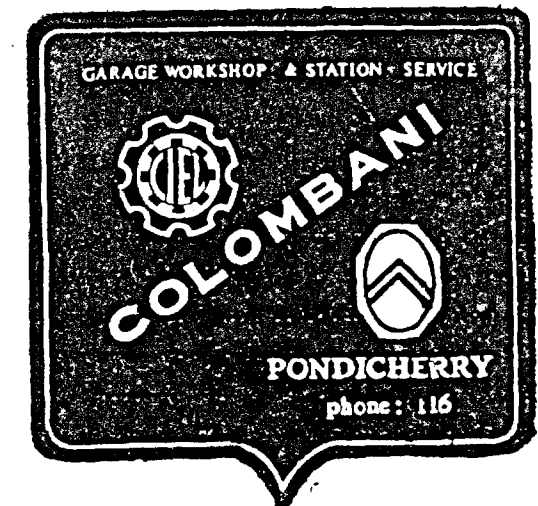
TO
FOREKNOW
REMEMBER

the

name

COLOMBANI

34, Rue Dumas,
PONDICHERY





Mr. R. E. O. Carey, Managing Director, Goodyear India welcoming Mr. F. T. Magennis to India

AND FARM TYRES FOR REPLACEMENT AND ORIGINAL EQUIPMENT MARKETS.

Ballabgarh, Punjab, which offers excellent facilities for industry from the standpoint of water, labour and transportation, was chosen after a careful study of other areas, and BY THE DESIRE OF THE GOVERNMENT TO INDUSTRIALISE THE NORTHERN PART OF INDIA.

The Factory

Goodyear's Factory will be the most modern Tyre Factory in India and will operate the very latest in equipment. Goodyear will also introduce into India the revolutionary new processing of tyre fabric called 3-T which has been developed by Goodyear Technicians after years of research and considerable investment. The 3-T unit is a factory within a factory.

Buy Quality Unico Products

Contact :

UNION MOTORS
2856 Hamilton Road
DELHI - 6

Manufacturers of:

STEEL — HELPER BRACKETS
TEMPERED-PULL BACK SPRINGS
TEMPERED STEEL—UNIVERSAL
JOINT CROSS BALL BEARINGS
AND TATA MERCEDES AND
PERKINS P6 PARTS

The 3-T process subjects the Nylon fabric to high tension and high temperature for a precise period of time resulting in the lightest weight and coolest running tyre cord ever developed.

The plant is expected to be completed early in 1961 and tyre production will commence in April.

Public announcement of the new Goodyear public company will be made shortly. This announcement will give complete information regarding the procedure in applying for Goodyear shares.

Mr. Magennis Makes Special Trip

Earlier, Mr. F. T. Magennis, President of Goodyear International Corporation and a Director of The Goodyear Tyre & Rubber Company, and Mrs. Magennis had arrived in Ballabgarh for the Corner Stone Laying Ceremony.

A pioneer in the transportation field, Mr. Magennis has seen it progress from the early days when business trips were frequently made over rutted roads, with antique autos, primitive railway or even by mule and river-boat. In many instances he was the first Goodyear representative to travel through

many remote communities of Central and South America.

Born in Philadelphia, Pennsylvania, on October 3, 1896. Mr. Magennis has made Akron his home since 1899. He attended the University of Akron and was graduated from the University of Michigan with an A B degree in Economics.

Joining the Goodyear organisation in August, 1917 in the service department of the parent company, he has been associated continuously with the company except for two years service in the United States Navy Flying Corps.

Mr. Magennis has travelled extensively throughout the world and has spent considerable time in residence in the Latin American countries of South America and the West Indies.

In 1953 he was decorated with the French Legion of Honour for his work with the International Road Federation, and in 1955, was decorated with the Order of Merit of Peru with Rank of Officer. In 1957 he was presented with the Order of Adolphe of Nassau from the Grand Duchy of Luxembourg, and the Grand Cross of the National Order of Highway Merit from the Republic of Cuba.

He has been a member of the Board of Directors of the International Road Federation since its establishment in 1948 and was Chairman of the Board of Directors from 1951 to 1955. The Federation co-ordinates on an International scale the work of the national road federations. Presently, he is President of the International Road Educational Foundation. He is also a Director of the National Foreign Trade Council, a trustee of the U. S. Inter-American Council and member and Director of various other foreign trade bodies.

SOUTH INDIA RALLY

Driving Safely, Comfortably & Economically

Mr. H. E. Wilson Compliments Madras Motor Sports Club

Trophies and cups for the winners of the South India 1,000 Miles Rally were presented at a delightful function held at Hotel Oceanic on Nov. 12, by Mr. A. E. L. Collins, Managing Director of Ashok Leylands Ltd, who presided over the function.

At the outset Mr. M. K. Belgamwalla, President of Madras Motor Sports Club thanked Messrs. Caltex India Ltd., for having come forward to give a valuable trophy to the allround winner, and for their wholehearted co-operation in several stages of the rally. He also thanked all others who gave their time and co-operation in making the rally a complete success. He also congratulated the participants and particularly the various winners.

Mr. H. E. Wilson, District Manager of Messrs. Caltex handed the Caltex Trophy to the winner and in doing said :

This is indeed a happy occasion for me and the Caltex organization I represent. The trophy you see here is a token of my Company's deep interest in efficient motoring which is one of the main objectives of the 1960 Motor Rally organized by the Madras Motor Sports Club.

We are especially pleased that this worthwhile event has now become an annual feature. In following the evolution of this competition, we wondered how we could adequately express our admiration for this particular activity of the Madras Motor Sports Club. A rolling trophy seemed to us too modest a reward for the victor in this gruelling contest. We therefore decided that an annual presentation of a handsome trophy donated by Caltex (India) Limited was the logical answer. This is the trophy I have the honour and pleasure of presenting to-day to Mr. Prabhakar with our sincere congratulations on his splendid achievement. I should also like to take this opportunity of congratulating the other winners in the various groups and say 'better luck next time' to those who did not win any prizes, but nevertheless, along with the winners helped to make the Rally a resounding success by their participation and interest in it.

Rally, a harbinger of good things

Personally, I regard this South India Rally 1960 as the harbinger of good things. The Rally has not only provided an endurance trial for many keen motorists, but more important, it has served as an object lesson to all motorists. In this jet age of ours, where speed is of the essence, the motorist must develop the ability to drive safely, economically and comfortably. The reason is not far to seek. The traffic lanes



The Factory-Trained personnel of Premier Auto Electric Company offer quick accurate service for fuel-injection system.

All repairs are carried out in dust-proof air-conditioned service room.

Personnel trained by the factory offer reliable, accurate repair service to fuel injection equipment.



PREMIER AUTO ELECTRIC PVT. LIMITED

4, Patullo Road, (opp. Spencers, Madras-2)

Telephone : 83815



Of interest to Operators Lorry Owners or Goods Owners?

The Madras State Lorry Owners' Association, Trichy, in a letter to the Commercial Tax Officer, South Madras-Cum-Chingleput, seeks a clarification of the legal position of a Transport operator in relation to the goods that he carries belonging to the public.

As an instance in point M/s. A. P. T. Co., Madras had stated that they have complied with M. G. S. T. Rules 35 (1) and if the inspecting officers were not satisfied about it, it is open to them to unload the goods and issue a receipt for it and settle the matter with the owner of the goods. The association states that filing revision petitions to the Deputy Commercial Tax Officers, Madras Division, in such cases, applies only to the owner of the goods, who is a dealer, and that the transport operator is not concerned with that.

They, therefore, request that necessary instructions to the inspecting officers to follow the rules strictly and not to detain lorries more than 5 to 10 minutes as instructed by the Government, Home Department, Memorandum in Ref. No. 15763/Transport-1/60-2 which clearly stated that.

"It may take only about 5 to 10 minutes for checking staff to check the vehicles. The Association may bring to the notice of Government specific instance where vehicles have been delayed at the check posts for a long time."

Public Stands Not for Lorries Please

The Madras State Lorry Owners Association has addressed the secretary to Government, Home Department (Transports) Fort St. George, Madras. Giving suggestions in regard to the proposed Amendment to Rules 268 of the Madras Motor Vehicles Rules 1940.

"We are glad to note that the local authorities are allowed to construct public stands for all kinds of transport vehicles. But at the same time great care and caution should be exercised. It should be borne in mind that what applies to passenger transport does not necessarily apply to Goods transport. For instance, it will be of advantage if there are public stands for buses to

pick up and let down passengers and to provide all facilities for the convenience of the travelling public. It will not be to the advantage of the public if stands are constructed for the loading and unloading of the goods. *The great advantage of the road Transport is that goods can be delivered at the door of the consumer or can be quickly and easily be transported from the place where they are available to places where they are not available.* To put it shortly, there cannot be any bottle-neck in road transport.

"We also like to suggest that the Regional Transport Authority should be empowered to consider the objections or recommendations of the Association of Transport Operators (both passenger and goods) merchants and Chamber of Commerce etc. Then alone, the R.T.A.

will arrive at the correct conclusion and the decision will reflect public opinion.

Under the proposed rules the local authority alone is given the right to file an appeal against the order of the R. T. A. in granting or refusing the construction of public stands. He suggest that all persons or Associations etc., who are aggrieved with the order of the R. T. A. should be given the right to file an appeal. Otherwise the decision of the R. T. A. will be final and absolute and such a state of affairs should not be tolerated in a democratic country.

Finally we would like to suggest that the words "for loading and unloading of Goods" occurring in clause (g) should be omitted and *the public should be given the right to send and receive their goods at their doors.*

News from The Delhi Motor Traders' Association

The following sub-committees have been appointed by the Executive Committee of this Association.

Import & Representation Sub-Committee

Shri Rikhi Ram Katyal (Convenor), Shri D. S. Bhatnagar, S. Sant Singh Jolly, Shri Kherati Lal Vohra, Shri B. R. Jain, Shri P. Sharan, Shri R. S. Baisiwalla, Shri Inder Raj Chandha, S. Jaswant Singh., S. Gulab Singh Sawhney, Shri D. R. Sondhi, Shri T. Kasliwal, Shri Nand Lal Malhotra, Shri S. N. Bhatnagar and Shri K. S. Bhatnagar

Indigenous Industry & Planning Sub Committee

Shri D. S. Bhatnagar (Convenor), Dr. Tirick Singh, Shri Ram Dhan Bajaj, S. Kartar Singh Anand, Shri Laxmi Narain Jolly, Shri Sat Paul Sahney, S. Jiwan Singh, S. Khushal Singh Bedi, S. Sant Singh Sethi, S. Harikrishna Singh, S. Sohan Singh Anand and S. Amarjit Singh Sethi.

Welfare & Social Contact Sub-Committee

Shri Janak Raj Anand (Convenor), S. Sardar Singh Chandhok, Shri Santhi Swaroop Jain, S. Surindar Singh Sabharwal, Shri Bimal Prasad Jain, Shri Munshi Ram Bhasin, S. Jaswant Singh, S. Jaimal

Singh Chandhok and Shri K. C. Uppal.

Reconciliation Sub-Committee

S. Gulab Singh Sawhney (Convenor), Shri Harbans Lal Sarna, L. Sain Dass Kohli, S. Mohinder Singh, Shri A. S. Chandha, S. Joginder Singh, S. Gurbachan Singh Anand, Shri Hari Lal, L. Maheshwari, Shri Ram Parshad Nayar, L. Ram Lal Chandok, S. Harbans Singh Anand, S. Surjan Singh Singh Chandok and S. Surindar Sabharwal.

The President and Honorary Secretary shall be ex-officio S. Sajjan Singh Sethi is the President DMTA and Shri Rattan Lal Kohli, Honorary Secretary.

New Members

Messrs. Hakum Chand & Sons, 880 East Park Road, New Delhi-5 have been admitted members of the association.

Obituary

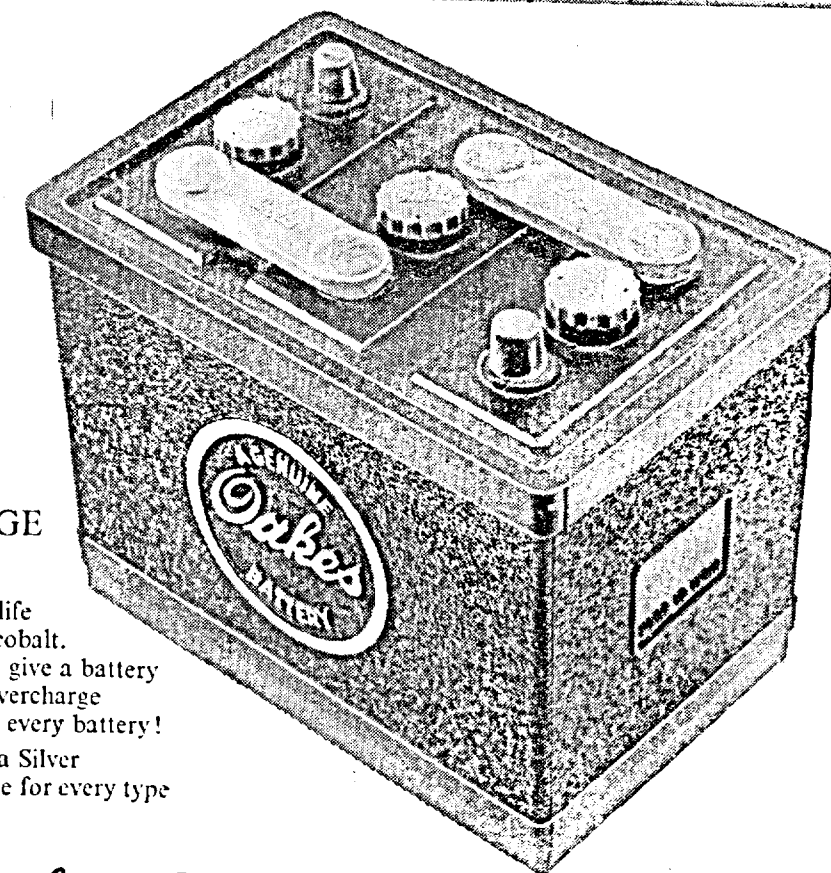
Members will be grieved to learn that Shri Rajinder Kumar Jain (Raja Babu) of Messrs. New India Motors (P) Ltd., New Delhi, expired on October 2nd, and that of S. Tirath Singh Alag elder brother of S. Jagjit Singh Alag & Sunder Singh Alag of Messrs. Auto Spring Mfg. Co., Hamilton Road, Kashmir Gate, Delhi-6 who expired at Dhanbad on October 3rd.

NEW

SILVER COBALT

Oakes BATTERY

has
thrice the protection
against harmful
OVERCHARGE/UNDERCHARGE



Here's the battery with a greater life expectancy—because it contains cobalt. According to research, cobalt can give a battery 300% greater resistance to both overcharge and undercharge, twin enemies of every battery! Banish these battery troubles: fit a Silver Cobalt OAKES Battery...available for every type of vehicle, petrol or diesel.

George Oakes Private Limited

Authorised  Distributors
throughout India
New Queen's Road, Bombay 4

November 1960

METRIC WEIGHTS COMPULSORY

From October, 1, 1960 only Metric Weights should be used in all transactions in the areas given below. All Metric commercial weights should be duly stamped by the Weights and Measures authority. It will be illegal to use any other weights.

ANDHRA PRADESH: Districts of Visakhapatnam, Krishna, Guntur, Kurnool. Hyderabad, Warangal, Nizamabad and all the Regulated Markets in the State.

ASSAM: District of Nowgong and town of Gauhati.

BIHAR: Divisions of Bhagalpur and Ranchi and the Municipal and Notified areas in Patna and Tiruhut Divisions.

GUJARAT: Cities of Ahmedabad, Rajkot, Baroda and all the Regulated Markets in the State.

KERALA: Districts of Kozhikode, Ernakulam and Quilon.

MADHYA PRADESH: Districts of Sehore, Indore, Gwalior and Jabalpur and in all the Regulated Markets of the State.

MADRAS: Districts of Madras, Chingleput, South Arcot, North Arcot and all the Regulated Markets in the State.

MAHARASHTRA: Cities of Bombay, Poona, Nagpur, Aurangabad, Sholapur, Kolhapur, Akola, Amravati, Wardha, Yeotmal and all the Regulated Markets in the State.

MYSORE: Districts of Bangalore, Raichur, Dharwar and all the Regulated Markets in the State.

ORISSA: Towns of Berhampur, Cuttack and Sambalpur.

PUNJAB: Districts of Amritsar, Jullundur, Ludhiana, Ambala, Patiala. Gurgaon and all the Regulated Markets in the State.

RAJASTHAN: Districts of Ajmer, Bikaner, Jodhpur, Jaipur, Kotah and Udaipur.

UTTAR PRADESH: Towns of Meerut, Agra, Lucknow, Bareilly, Moradabad, Varanasi, Kanpur, Jhansi, Allahabad and Gorakhpur.

WEST BENGAL: Municipal Area of Calcutta and Howrah.

DELHI: The whole of Delhi.

HIMACHAL PRADESH: Districts of Mandi and Sirmur.

MANIPUR: Town of Imphal.

TRIPURA: Town of Agartala.

ANDAMAN AND NICOBAR ISLAND: Town of Port Blair.

PONDICHERRY: The whole of Pondicherry.



Use of Metric System of Weights and Measures is compulsory in transactions in the following trades and industries:

Jute, Cotton, Textiles, Iron and Steel, Engineering, Heavy Chemicals, Cement, Salt, Paper, Refractories, Non-ferrous metals and rubber industries, Vanaspati, Soap, Woollen Products, control of forward markets in cotton and in transactions of the Coffee Board.

METRIC SYSTEM
FOR SIMPLICITY AND UNIFORMITY
ISSUED BY GOVERNMENT OF INDIA

MODELS AND THEIR Prices

CARS

	Rs. nP.
Hindustan Ambassador 1957 (South India Automotive Corporation Private Ltd. Madras, Reliance Motor Co. Private Ltd. Madras) and Associated Accessories Private Ltd. Kurnool ex-plant Uttarpara ...	11,554 00
Standard Super Ten Saloon (Union Co. (Motors) Private Ltd.) ...	9,988 00
The Fiat 1100 The Elegant (Sundaram Motors Private Ltd.) Ex-Factory ...	9,783 00
Willys C.J. 3B Universal Jeep ex-plant Bombay ...	12,621 00
Willys Model Station Wagon ex-plant Bombay ...	18,628 00
Willys 4-75 4 W.D. 118" Truck Chassis ...	13,108 00

MOTOR CYCLES

Royal Enfield (The Madras Motors (Private) Ltd.) -	
"150 Ensign" (any dealer point in India) ...	2,003 00
"350 Bullet" with spring frame (any dealer point in India) ...	3,568 00
Royal Enfield three wheeler chassis ...	4,670 00

SCOOTERS

Lambretta, manufactured by Automobile Products of India Ltd. Distributors, South India Automotive Corporation Private Ltd., Madras. Prices are ex-Factory, Bhandup, Bombay.	
48 c.c. Scooterette ...	827 00
150 c.c. 'LD' Model Deluxe Scooter ...	1,800 00

VANS

TEMPO Three wheeler Vans (Manufactured by Bachbhai Trading Corporation Private Ltd. Bombay and sold by M/s T. V. Sundram Iyengar & Sons, Madras at Madras and Stanhuc Services at Bangalore). Prices are ex-plant Bombay. Haseat	6,129 00
Delivery Van ...	8,118 00
Prichet Van ...	7,776 00

TRUCKS & COMMERCIAL CHASSIS

CHEVROLET

(Assembled at Hindustan Motors Ltd., Calcutta and sold at Madras by Rane (Madras) Private Ltd. and Reliance Motor Coy. (Private) Ltd. at Kumbakonam by Kasi & Sethu and at Madurai by S. G. Jayaraj Nadar & Sons). Prices are ex-plant Calcutta for Petrol Chassis.	
132 1/2" W.B. ...	20,563 00
156 1/2" W.B. ...	20,800 00
174 1/2" W.B. ...	21,300 00
196 1/2" W.B. Diesel ...	27,300 00

BEDFORD

(Assembled at Hindustan Motors Ltd., Calcutta and sold at Madras by Rane (Madras) Private Ltd. and Reliance Motor Coy. (Private) Ltd. at Kumbakonam by Kasi & Sethu Private Ltd. at Madurai by S. G. Jayaraj Nadar & Sons and at Kurnool by Associated Accessories Private Ltd.)	
167" W.B. Petrol Chassis ...	17,880 00
167" W.B. Diesel Chassis ...	23,842 00
216" W.B. Full Forward Petrol Chassis ...	19,430 00

LEYLAND

ex-plant prices are:	
Leyland ECPO 2/1R-203" W.B. full forward control Passenger Chassis ...	35,690 00
Leyland COMET ECOP 2/2R-176" W.B. Full Forward Passenger chassis ...	35,260 00
Leyland Comet ECOS 2/2R 163" W.B. full forward goods chassis ...	34,400 00
Leyland "Comet" ECOS 2/2R 118" W.B. full forward Tipper chassis ...	34,185 00

TATA BENZ

(V.S.T. Motors Private Ltd. and Pandyan Automobiles Ltd.) Tata-Mercedes-Benz. Diesel Truck and Bus Chassis	
L 312/42 165" W.B. 5-Ton Truck Chassis ex-Works, Jamshedpur ...	26,390 00
L.P. 312/42 165" W.B. Full Forward Control Truck Bus Chassis ex-Works, Jamshedpur ...	27,350 00
L.P. 312/48 190" W.B. Full Forward Control Bus Chassis ex-Works, Jamshedpur ...	28,140 00
L 312 36 142" W.B. 5-Ton Truck Chassis ex-Works, Jamshedpur ...	26,045 00
L.K. 312 32 126" W.B. 5-Ton Truck Chassis ex-Works, Jamshedpur ...	29,690 00

FARGO

Fargo (at Sundaram Motors Private Ltd.) Prices duty paid ex-Factory Premier Automobiles Ltd., Kurla, Bombay.	
Fiat 1100 (5) 5.20x14-4 Ply Select BSW ...	10,586 00

DODGE/FARGO PETROL TRUCK CHASSIS:

M series D200 - 116" (4) 7.00x16-8 Ply ...	15,955 00
do do (4) 7.50x16-8 Ply ...	16,194 00
do D300 - 126" (4) .00x16-8 7 Ply ...	15,966 0 0
do do (4) 7.50x16-8 Ply ...	16,205 00
do W300 - 126" Power Wagon chassis (4) 9.00x16-10 Ply ...	22,569 00
KEW105 & 109PA6 - 165" w.b. load chassis (6) 8.25x20-12 Ply ...	22,063 00

DODGE/FARGO KEW DIESEL TRUCK CHASSIS:

105 & 109PA6 - 165" (6) 8.25x20-12 Ply ...	28,648 75
105 & 109M4 - 165" do ...	29,131 75

DODGE/FARGO KEW DIESEL BUS CHASSIS:

87 & 89 PA6 - 190" (6) 8.25x20-12 Ply ...	29,222 75
87 & 89 PA6 - 142" (6) 8.25x20-12 Ply ...	29,036 75
87 & 89 Deutz 190" (6) 8.25x20-12 Ply ...	30,088 75
87 & 89 M4 - 190" (6) 8.25x20-12 Ply ...	29,286 75

The prices and specifications are exclusive of taxes and are subject to change without notice.

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... CONDITIONING FOR HEAVY

LOADS

Skilled men alone can survey and maintain the vital life-line of our Nation's ambitious projects. In fact it is not easy to keep vehicles, loaded to capacity, moving along, over difficult roads and under most trying conditions. To keep the wheels moving, we survey new roads—the ways and means to turn out precision built automobile parts of high strength and durability which can stand our Indian roads.

Our skilled technicians are equal to the task -

HUBS & DRUMS (PRIVATE) LTD.

Manufacturers of
HUBS & BRAKEDRUMS FOR TRANSPORT INDUSTRIES

Modi Chambers, French Bridge, Bombay 4

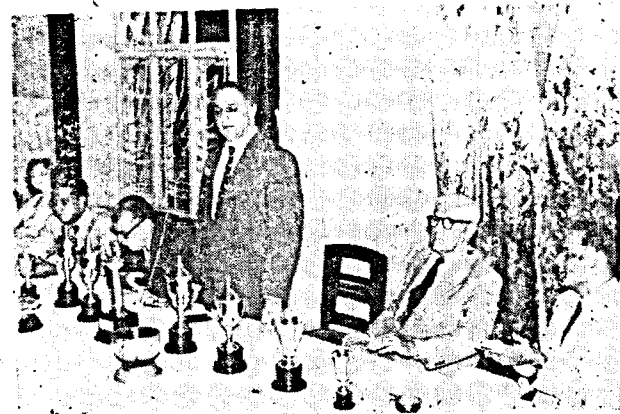
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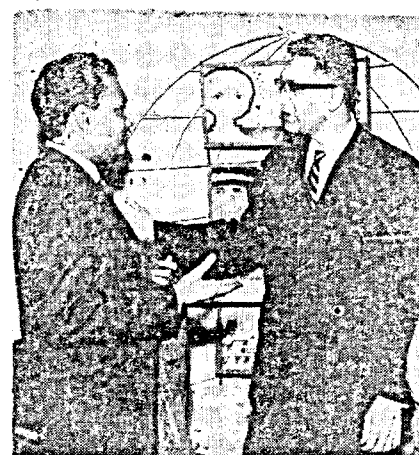




Mr. Hebbar, receiving the trophy from Mr. Collins as A. K. Belgamwala looks on.



Right to Left: Messrs. K. V. Srinivasan, A. E. Collins, M. K. Belgamwala, H. E. Wilson, W. Lobo, Mrs. Belgamwala



Mr. Keshub Mahindra, Director and Mr. B. R. Sule, Chief Engineer (Mech.) of Mahindra & Mahindra Limited left for U. K. and U. S. A. on a business trip on 3rd November, 1960 by Air-India International Boeing 707.



Mr. Rolf Friedrich Goetze, Managing Director, Goetzewerke Friedrich Goetze A. G., with Mr. M. K. Swami, Director, Goetze (India) Private Ltd., on arrival at Delhi recently.



Prize Winners of the S. I. Rally: Left to Right are: Punyakoti, R. K. Hebbar, C. Prabakaran, C. Sathyakumar and R. A. J. Walkins.



Mr. Punyakoti, receiving the Team cup from Mr. Collins.



Mr. John Oldham, Chairman and Managing Director of Oldham & Son Ltd., Denton, was on a two week visit to India accompanied by his wife. He spent a week in Madras, where the Indian Associate Company, Oldham & Son (India) Private Ltd., has its factory producing Miner's Electric Safety Lamps and Storage Batteries. He also visited Delhi and Calcutta, before he left for Australia. The photo shows Mr. and Mrs. Oldham with Mr. R. B. Jesudasan (centre) Manager of South Indian Export Co. Ltd. who received them at the Madras Airport.

SOCIAL & PERSONAL



Guest of Honour, Seth Lalchand Hirachand, Chairman, assisted by F. A. Fazalbhoy, Managing Director of Premier Auto Electric Private Ltd.—one of the many companies in the WALCHAND GROUP—cutting the cake at the celebration of PAE's Tenth Anniversary.



A view of the Motoring Enthusiasts who attended in prize distribution function.



C. Prabakar and S. Kumar, Receiving the Caltex Trophy from Mr. Wilson of Caltex.



Mr. Rolf Friedrich Goetze, Managing Director, Goetzewerke, Friedrich Goetze A. G. with Mr. H. P. Nanda, Managing Director Escorts Limited and Governing Director, M. S. Goetze (India) Private Ltd., on arrival at Delhi recently. Mr. Goetze, is in New Delhi, to discuss the question of expansion of the Piston Rings and Cylinder Liner Plant at Bahadurgarh (Patiala).