

101

Motor

1961 - January

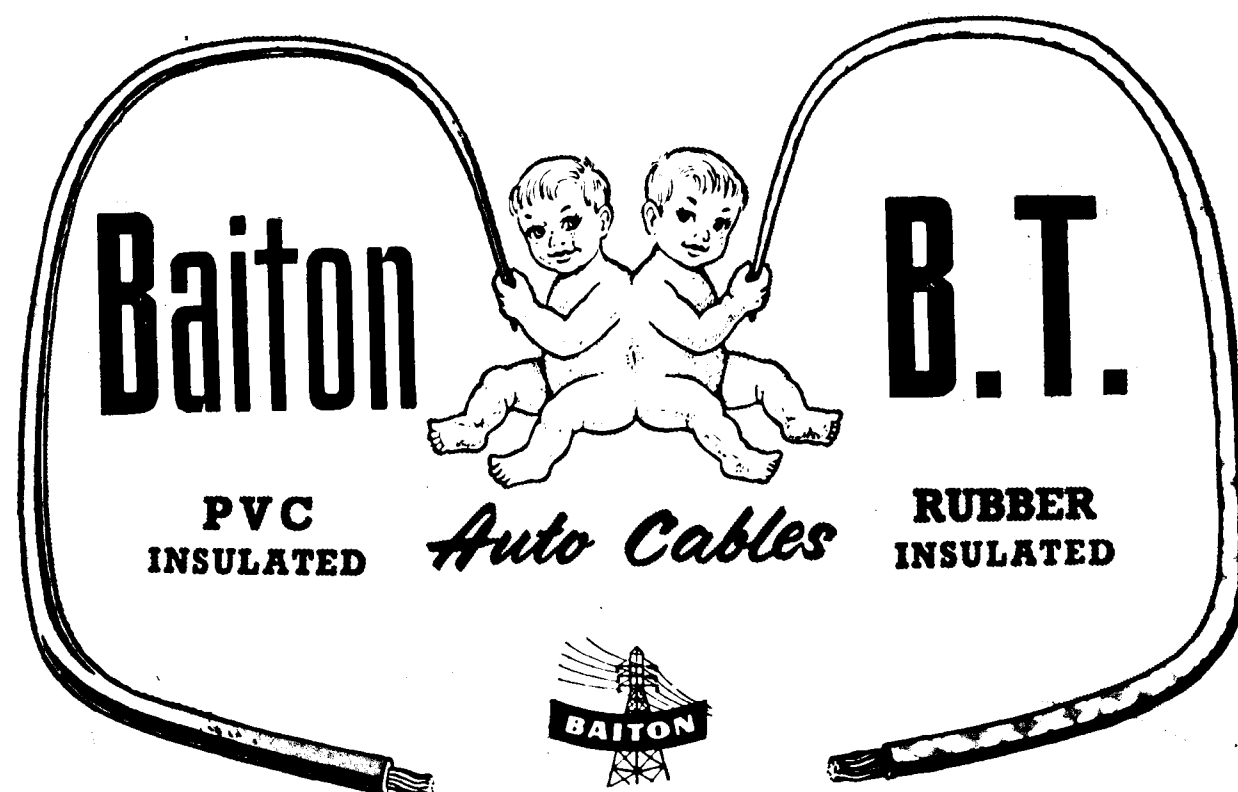
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MOTORINDIA

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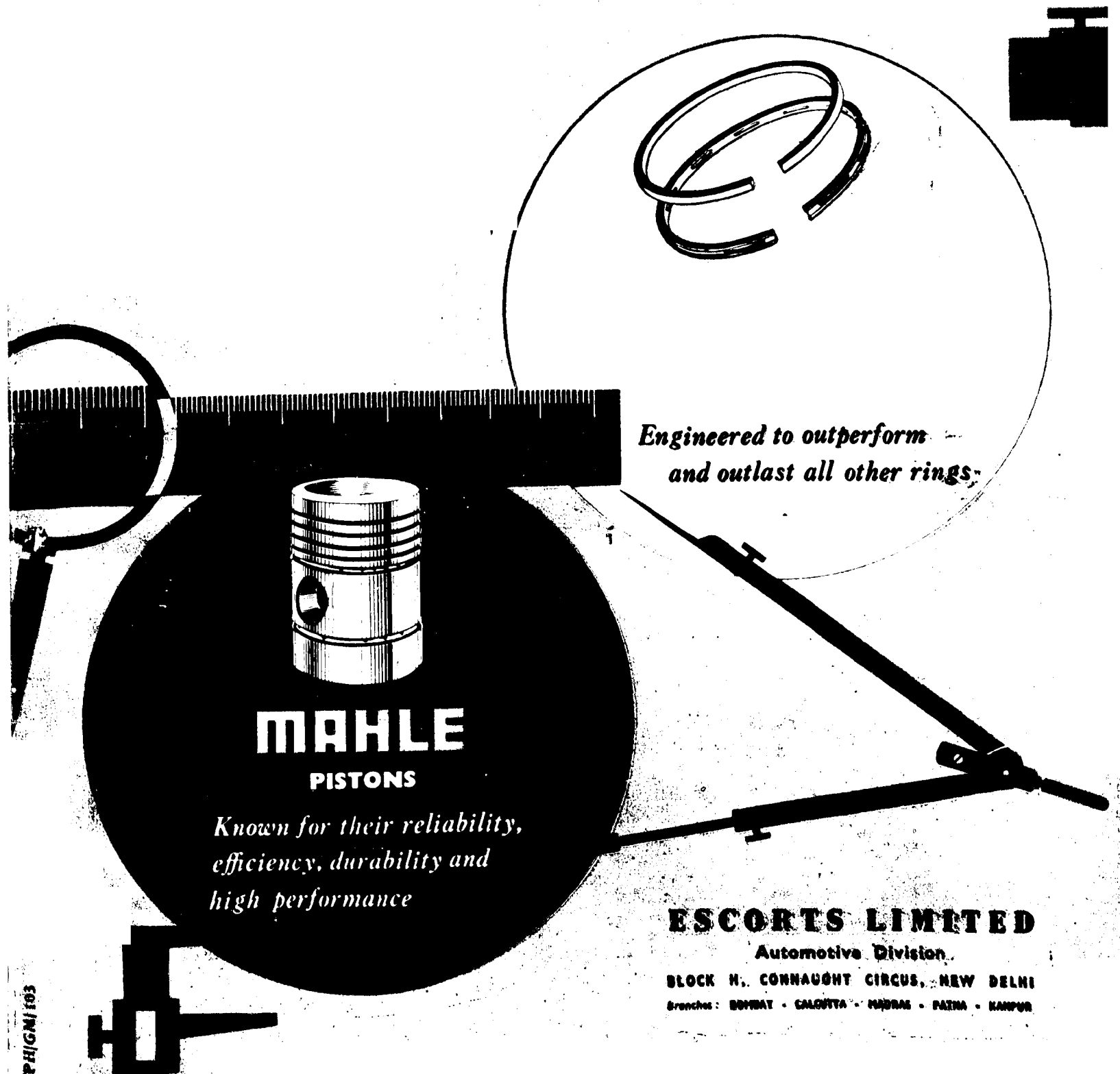
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MOTORINDIA

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NUMBER 6



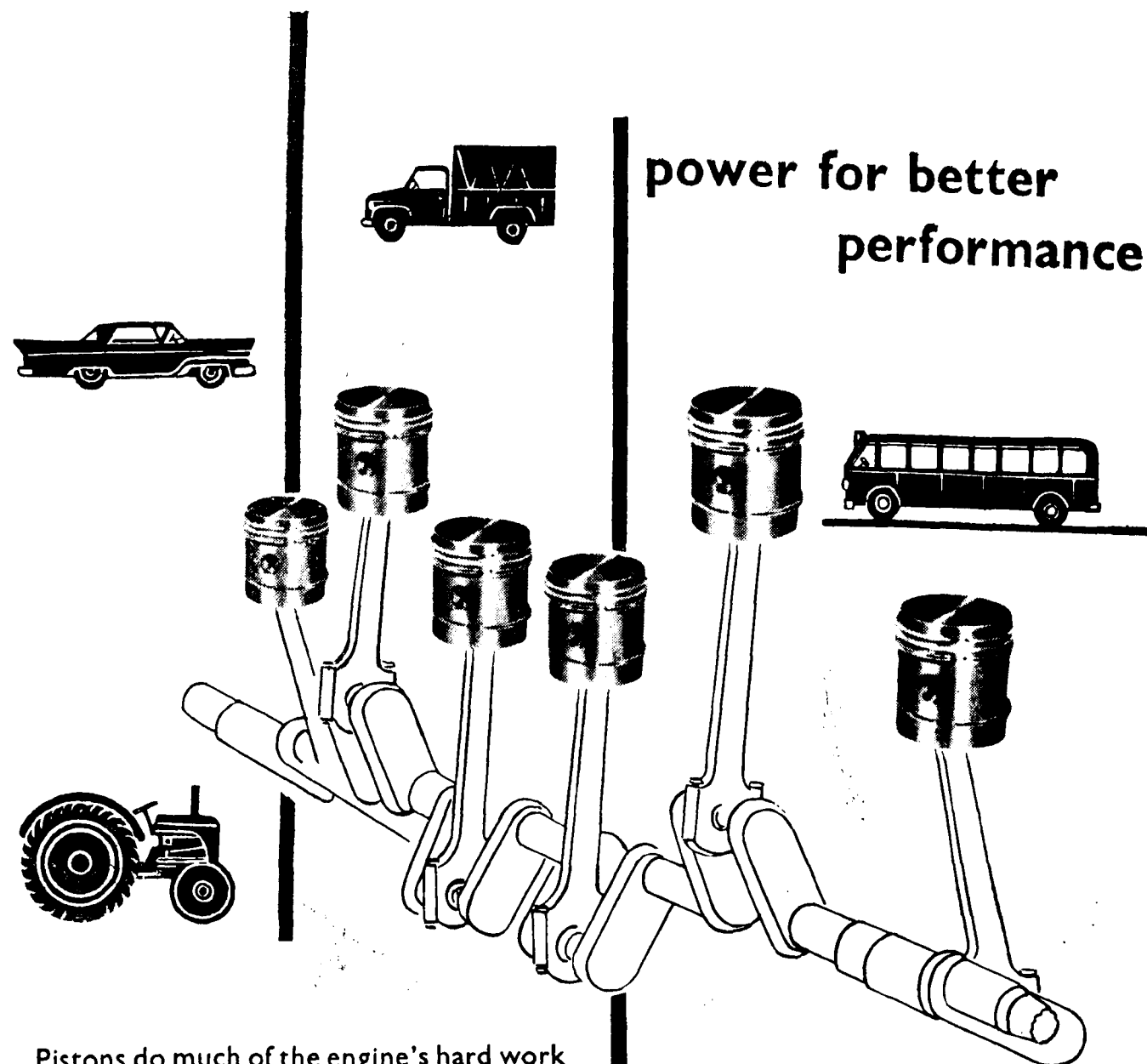
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editorial

BETTER LATE THAN NEVER

The removal of the middle-strip bifurcating traffic from different directions, the plan to remove the roundabouts that have been doing more harm than good to the smooth flow of traffic on Madras City's important thoroughfare, namely, Mount Road, the ordering of automatic signals and that without any need for foreign exchange—though it should not be difficult for the Indian Government to provide the necessary foreign exchange for any number of automatic traffic signals for the important cities, particularly when we are at the zenith of our foreign borrowing—the immediate plan to widen Mount Road where necessary and feasible, the plan to ban slow moving traffic from this important road and from Poonamalle High Road, and last, but not the least, the speed with which work on the 8-lane traffic system on Mount Road is being pushed through, are just enough to make anybody feel proud of having done his duty as he thought best.

By these measures, planned tactfully and executed with the urgency that they require, our City Police Commissioner Ramanathan has earned for himself the gratitude and thankfulness of all roadusers and all those who treasure safe travel and orderly use of city roads a necessity and a must, if traffic bottlenecks are to be avoided.

The condition of city roads, particularly the main thoroughfares have gone from bad to worse following unprecedented heavy rains, and the leisurely manner in which work on such roads are being carried out offers one more proof that even the Queen's visit—which should otherwise be a boon for making at least the main roads a model—cannot whip up the public sector into urgent action. And there is so much of lack of coordination or planning in our road building and road digging branches of Government, local or State, that it will be no wonder if those who rightly wish to honour the Queen's visit by triumphal arches dig up roads just after they are laid for the purpose of this important visit. A little thought about national economy and the need to economise it should suggest to any road-builder that main roads are always likely to be required to provide triumphal or welcome arches either to visiting dignitaries or to victorious politicians.

Hundreds of technicians and specialists are, month after month, visiting foreign countries at the expense of some Government or the other, and it is a pity that no one has suggested the provision of sockets or proper tubes on important roadsides into which posts for triumphal arches can be plugged in whenever necessary, without detriment to good and new roads, particularly in main cities.

Anyway, digging or no digging, motorists and office-goers may look forward to less delays and less bottlenecks during peak hours when Commissioner Mahadevan's plans fructify.

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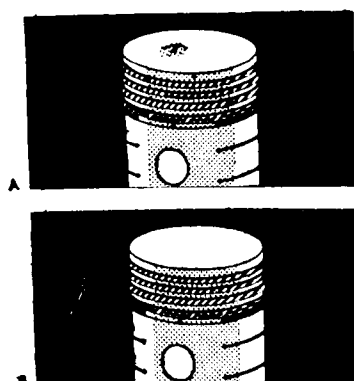
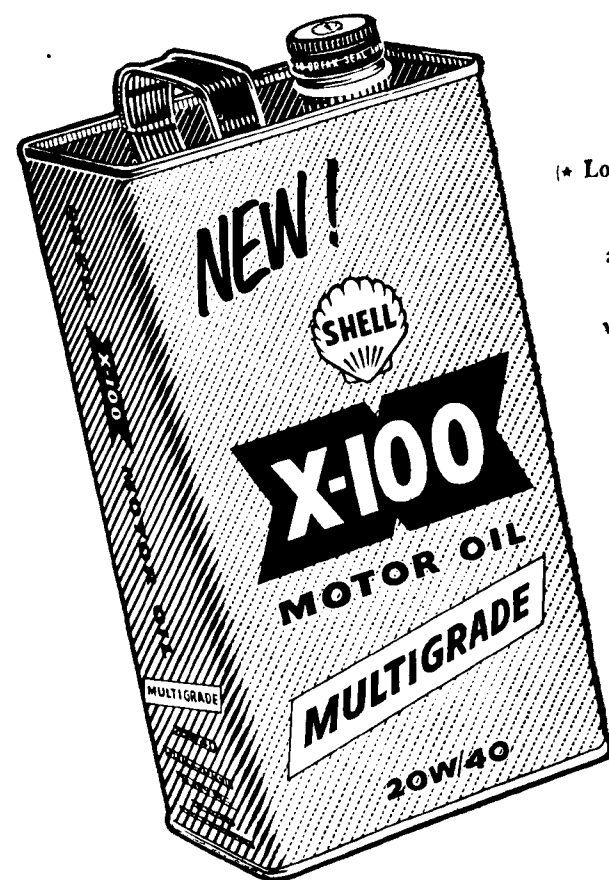
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CHINA'S AUTOMOBILE INDUSTRY

in rapid development
produces "liberation",
"big leap" trucks

by Chang Te-ching

Along with the continued big leap forward in industrial and agricultural production in the whole country, China's national economic plan has imposed a heavy responsibility on communications and transportation. It becomes necessary for the latter to have a correspondingly great development. Therefore, the automobile manufacturing industry in China has also forged ahead by leaps and bounds in the past few years. Among the trucks that are carrying goods and materials on the highways throughout the country, the proportion of the China-made "Liberation" trucks is becoming greater and greater. China now not only can manufacture motor-cars, but also design new ones, ranging from small cars that are meant to replace rickshaws up to heavy-duty trucks. Not only can the automobile plants design and manufacture motor-cars, but even the automobile spare-parts factories and repair-shops can produce cars that are suitable for local requirements.

Shortly after the establishment of New China, with the assistance of the Soviet Union, China began to build an automobile manufacturing industry of her own. On July 15, 1953, the construction of the No. 1 Automobile Plant at Changchun was started, and it was completed and commissioned on October 15, 1956. Since it started production, along with the raising of the designing and technological levels of the staff and workers, the loading capacity of the 4-ton "Liberation" trucks has been increased to 5 tons, the body weight of the truck reduced while the economy of fuel raised, and the general arrangement, the suspension and some other aspects have markedly improved. In order to meet the need of the rapidly increasing highway transportation and to speed up the development of the automobile industry, the small automobile plants have also fully played their part. For instance, in 1958 the Nanking Automobile Parts Factory began to mass produce 2.5-ton "Big Leap" trucks, in addition to engines and all the fittings and parts. Soon after it also began to produce 1.5-ton "Big Leap" trucks,



Photo shows a batch of heavy lorries, "Liberation" brand, turned out in the first ten days of the month by the Changchun No. 1 Motor Vehicle Plant.

equipped with double-acting shock-absorbers and constant engagement transmissions designed by the factory itself. On the basis of the 1.5-ton trucks, it has now designed and begun to produce the "Big Leap" dump-trucks, which can be used to supply power for agricultural machines and small generators besides for transportation.

In Peking, Shanghai and other large cities, buses⁸ suitable for local conditions have been designed and made by local factories, and some of them are equipped with air-suspensions designed and made in China. Moreover, many automobile repair shops, spare-parts and fittings factories, colleges, universities and scientific research institutions in various parts of the country have designed and trial-produced motor-cars, including trucks with loading capacities ranging from 1½ to 8½ tons, 12-ton and 25-ton dump-trucks and three-wheeled trucks. Many of these vehicles, simple in structure and easy for production, are designed chiefly for use in the rural areas.

In the making of small passenger cars, the wisdom of the Chinese labouring people is manifested with striking force. In a short period of a few months, the Shanghai Motorcar Manufacturing and Repairing Factory invented the "Hai Yen" (Sea Martin) four-seat sedan to take the place of pedicabs. The Peking Automobile Plant, in collaboration with Tsing Hua University, created the "Wei Hsing" (Small Star) six-seater. The Shanghai Automobile Assembling Plant, with the cooperation of three other factories, created the "Feng Huang" (Phoenix) passenger car, which is light, fast, steady and beautiful in appearance. The Peking Automobile Plant produced the "Tung Fang

January 1961

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FARGO

D I E S E L S

in national service

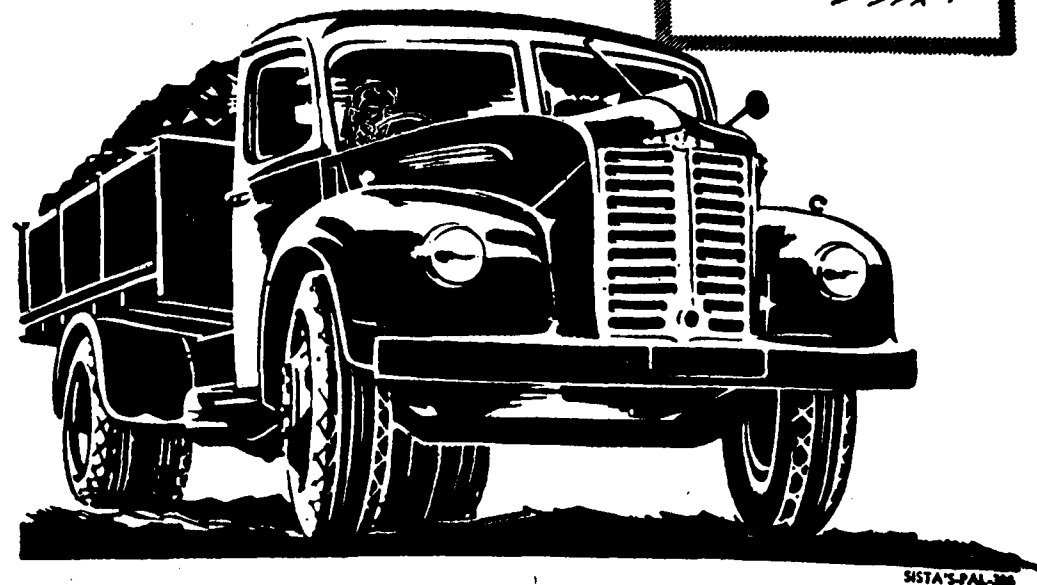
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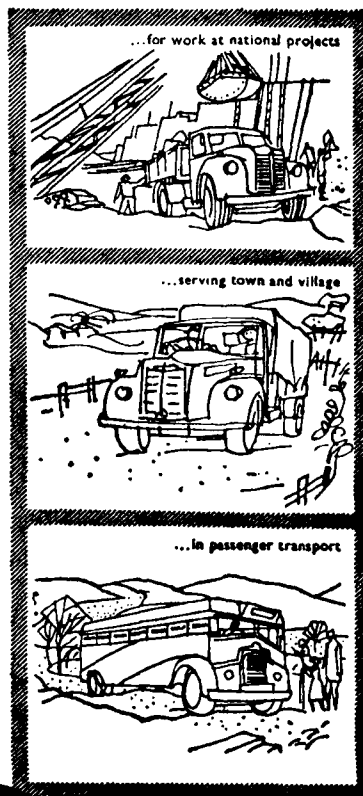
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From Gordon Wilkins

**seven days and nights
at 62 M P H average on a
FORD ANGLIA**



Three Ford Anglias running for seven days and nights at Goodwood covered 10,000 miles at a combined average speed of 62 m p h and a combined average fuel consumption of 32 m. p.g.

three cars each do 10,000 miles in a week and average 32 m.p.g.

To Ford Directors it doubtless seemed a good idea to stage a demonstration of high speed reliability to mark the first anniversary of the new Anglia which in one year has become Britain's best-selling automobile. Ten thousand miles in seven days at an average of over 60 mph was well within the car's capabilities on any reasonable track. But they had to settle for Goodwood, a tortuous tyre destroying track only 2.4 miles round with five severe corners per lap and when we got down to serious testing it was obvious for small family saloons of only 996 cc to average over 60 mph on this track, all stops included, it was going to mean flat out driving from start to finish-seven times Le Mans- a production car race a week long.

To make the job more difficult we struck a week of the worst weather Goodwood has ever known; a week of gales, when three inches of water fell and flooded the tunnel under the track; a week when towns were flooded and houses and cars swept away. Yet the three Anglias made it each covering over 10,000 miles in a week at combined averages of over 62 mph and an overall fuel consumption around 32 mpg.

Hung" (Red in the East) sedan, which is strong and durable and suitable for cross-country travel. It has also produced the "Peking" de luxe car, which possesses many of the top technical achievements in automobile manufacturing. The "Hung Chi" (Red Flag) limousine produced by the No. 1 Automobile Plant at Changchun attracted many spectators at the Leipzig Spring Fair last year. All these different types of passenger cars are in production in China.

The team of nine drivers included Grand Prix stars, Salvadori, Graham Hill and Bruce McLaren and journalists Tommy Wisdom and myself, Ford rally drivers Cuthbert and Edward Harrison and John Mitchell and Shell Competition manager Keith Ballisat. The cars stopped for fuel, oil and tyres, but received no normal maintenance. Drivers were changed every three hours.

Although Salvadori knows Goodwood better than anyone, he mistook Lavant corner in bad weather during the second night and the car finished on its roof in the ditch. The damaged steering was repaired and it was going again in 45 minutes, driving faster than ever to make up lost time. Later, this car, which I also drove, was stopped for an hour while the worst bumps were beaten out of roof and bodywork. This brought our average slightly below 100 kmh for the week, although still well above 60 mph. As drivers, we felt Ford should have left the damage for all to see; taking full credit for the fact that after being rolled not a pane of glass was cracked, the doors opened and shut normally, the car did not rattle, and it did not leak a drop during the whole week of heavy rain.

At first we ran entirely in top gear, but after 5,000 miles on full throttle, two cars were slowed by exhaust valve trouble. This was cured and thereafter we made one gear change per lap. No further trouble was experienced.

When Salvadori had rolled in No. 3 car his safety belt saved him from injury. After that we all did our belts and shoulder straps up tight and even the Grand

FARGO

DIESELS in national service

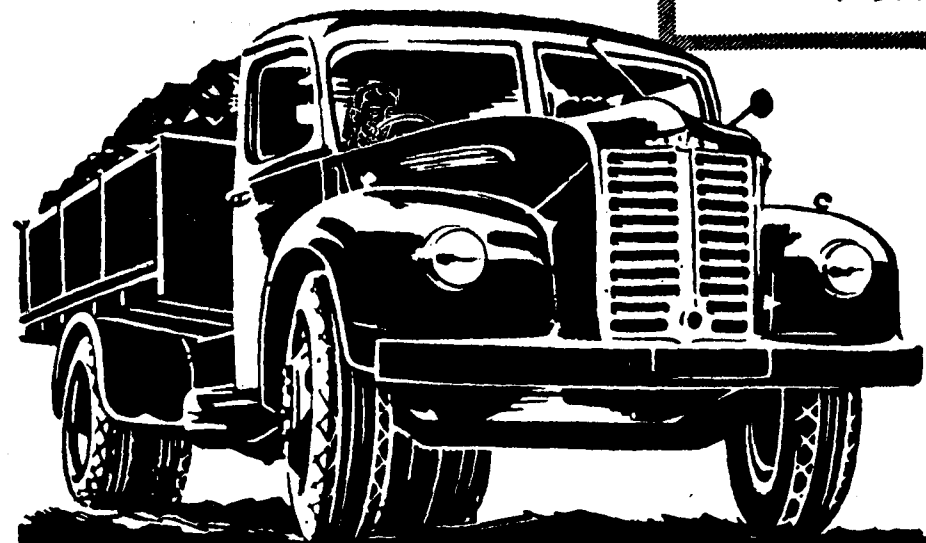
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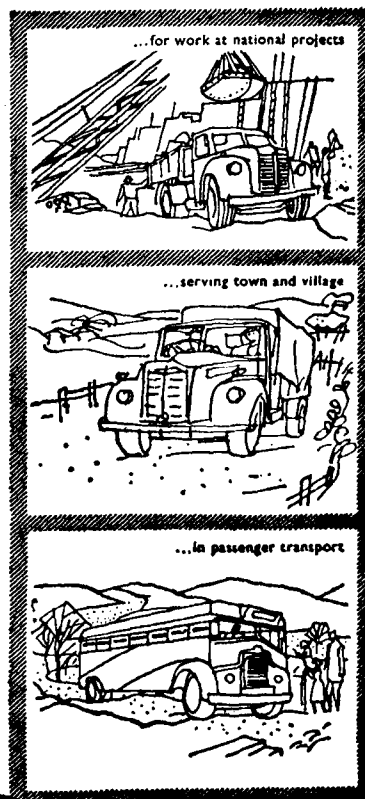
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at 62 M P H average on a
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MOTORINDIA

Car No. 3 was overturned
during the second night but
continued at undiminished
speed after repairs.



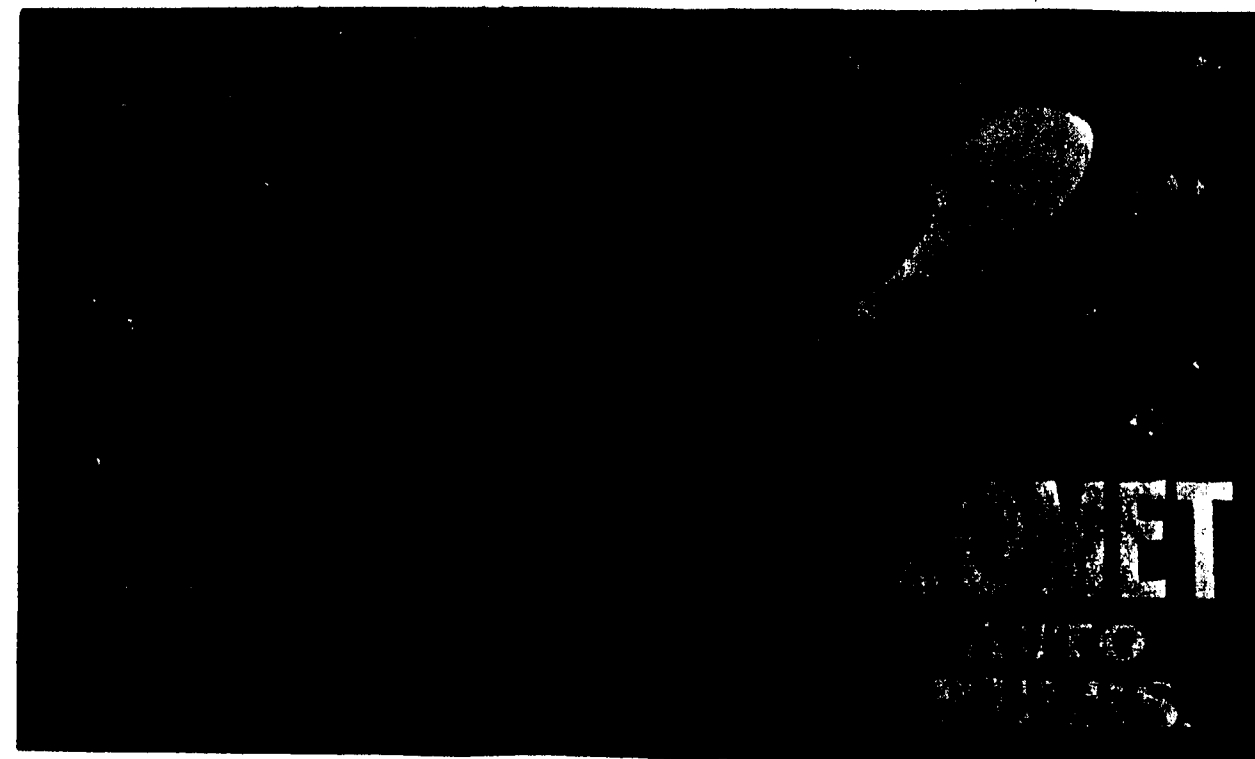
Prix drivers stopped using the car radios. This was a seven-day race in which no one could afford a split second loss of concentration. We gave up carrying flasks of coffee in the cars as there was no time to drink them and Tommy Wisdom swore he swallowed a sweet with the paper on it because he had no time to unwrap it.

We had electronic rev counters on the cars which helped us check our performance. Even a difference of 100 rpm, caused by a variation of a few inches in the line on a corner like Madgwick could make a difference of a second or two in the lap time. By screwing up courage it was just possible to take the right angle left-hander at St. Mary's flat out at about 55 mph. The car slid across the road and the rev counter needle swung sharply from 4,200 to 5,000 rpm for a brief moment as the inside rear wheel lifted in the middle of the slide and the little car would shake itself like a

wet dog. It was brutal treatment for a small, low-priced family car.

In dry weather stringing all our good corners together in one lap we could get round in 2m 9s equal to 67 mph. The target average was 2m 15s or 64 mph allowing a small margin for refuelling, tyre changes and other eventualities. Gales and driving rain, especially at night, would bring lap times even for the Grand Prix drivers down to 2m 20s or 2m 25s (59.6 to 61.7 mph) which had to be made up for later.

A surprising revelation was the effect of tyres. Preliminary tests showed that it would be difficult to maintain the average on this hard circuit even with normal tyres inflated to 50 per cent over standard pressures as tyre drag slowed the cars when drifting the corners. Salvadori was lapping at 2m 20s. As an experiment the car was then fitted with four Michelin X tyres and in five laps he brought his times down to 2m



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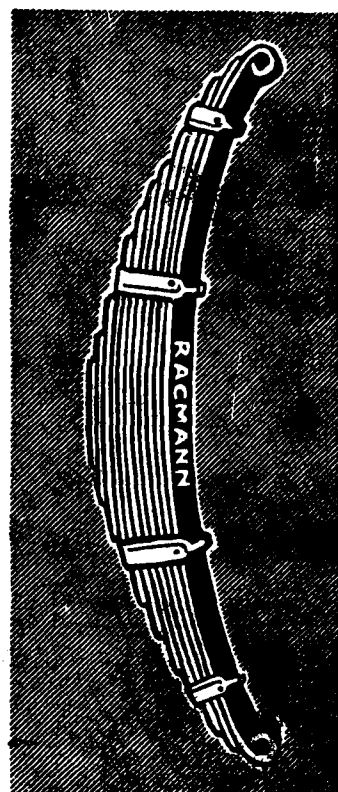
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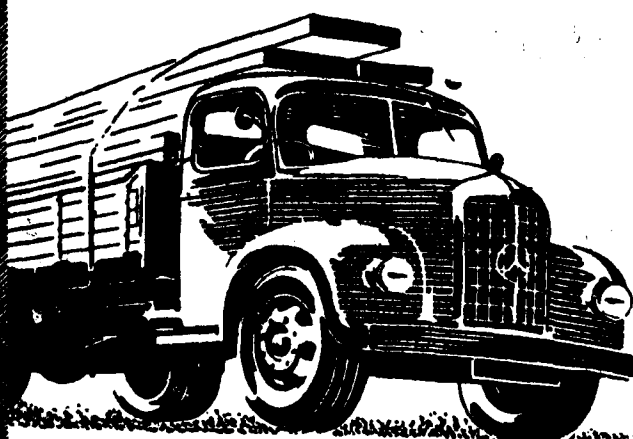


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13 s without realising that he was going much faster. This result, added to the longer wear and hence fewer pit stops, dictated the decision to use Michelin X and the average could not have been maintained without them.

But by raising cornering speeds the stresses on stub axles, steering and suspension were increased. Having seen what happens to cars of all makes and prices in production car races of short duration every driver expected that the wheels would break off before the seven days were over. In fact, I was the only one to find out what it felt like. Driving No. 3 car, the crash victim, just before dawn on the last night I was taking the right hander before St. Mary's at 75 mph when there was a loud crack and the car started to spin. I managed to keep it on the road through a long dizzy

series of slides which made so much noise that they were heard in the control tower a mile away. A half-shaft had sheared and the left hand rear wheel had come off. In 43 minutes a replacement axle was fitted, and I was off again. As it did not happen to the other two cars it is reasonable to suppose that it was a result of the original accident. The most amazing thing was the stability of the car which stayed upright throughout the proceedings even when a brake shoe gouged a hole in the road earning me honorary membership of the Goodwood Grovers Club.

We were all fairly tired at the end of it and we left Goodwood astonished at the ruggedness and stability of these little cars and amazed at the punishment they will take. The test was observed by the R.A.C. and the following results were recorded.

Car No.	Drivers	Laps	Total Mileage	Ave. Speed	Fuel Cons miles/ Imp/gal.
1.	Graham Hill T. C. Harrison Keith Ballisat	4,362	10,468.8	62.34 mph	32.07 mpg
2.	Bruce McLaren Edward Harrison Tommy Wisdom	4,343	10,423.2	61.89 mph	32.75 mpg
3.	Roy Salvadori John Mitchell Gordon Wilkins.	4,319	10,305.6	61.53 mph	31.85 mpg

The left front tyre was changed every 360 miles and all four were changed at every 720 miles to avoid all possibility of tyre trouble, but the treads would have lasted considerably longer. In races like the T. T. on this hard circuit, rapid tyre wear is of course the critical factor in deciding the results.

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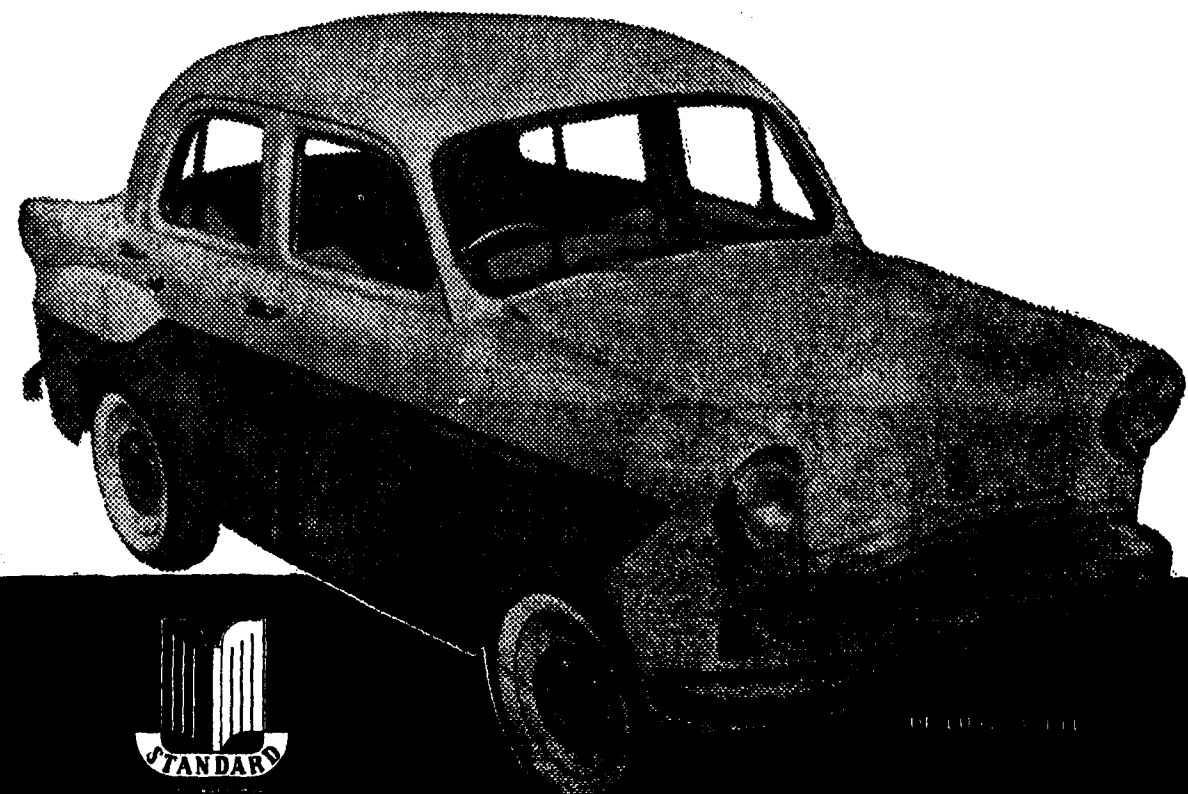
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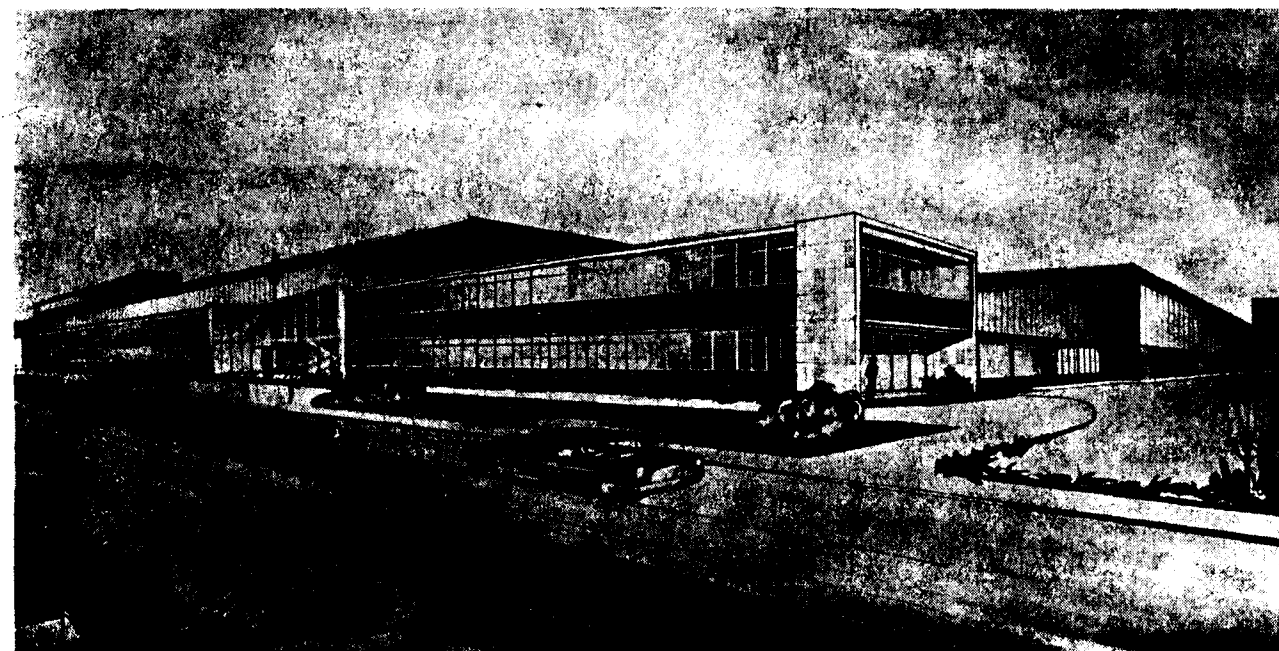
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News

From Gordon Wilkins



An artist's impression of the projected administrative block of the new Ford plant at Halewood.

£ 28 MILLION CAR FACTORY ready by 1962

Work is in progress on the site of the proposed new £ 28 million Ford factory at Halewood, Merseyside and steel erection has started. The completed plant is scheduled to be in operation by late 1962.

Development of the 362 acre site will be carried out in two stages.

THE FIRST STAGE will involve construction of a 2,605,000 sq. ft. factory, employing 8,000 to 9,000 people for the production of 200,000 cars a year. This plant will undertake all body-manufacturing operations from the stamping of panels to final assembly. ENGINE AND TRANSMISSION COMPONENTS WILL BE SUPPLIED BY DAGENHAM.

STAGE TWO of the project is a longer term development and no target dates have yet been decided. It is intended, however, to increase the total factory area by approximately 2,312,000 sq. ft. Apart from the expansion of the "first stage" buildings this will include the construction of a foundry and of manufacturing facilities for engines, transmission and wheels. As a result production capacity at Halewood will be increased by 50 per cent.

On completion of the second stage, Halewood will be an integrated motor factory, incorporating the most modern equipment and manufacturing techniques.

GRAMS :
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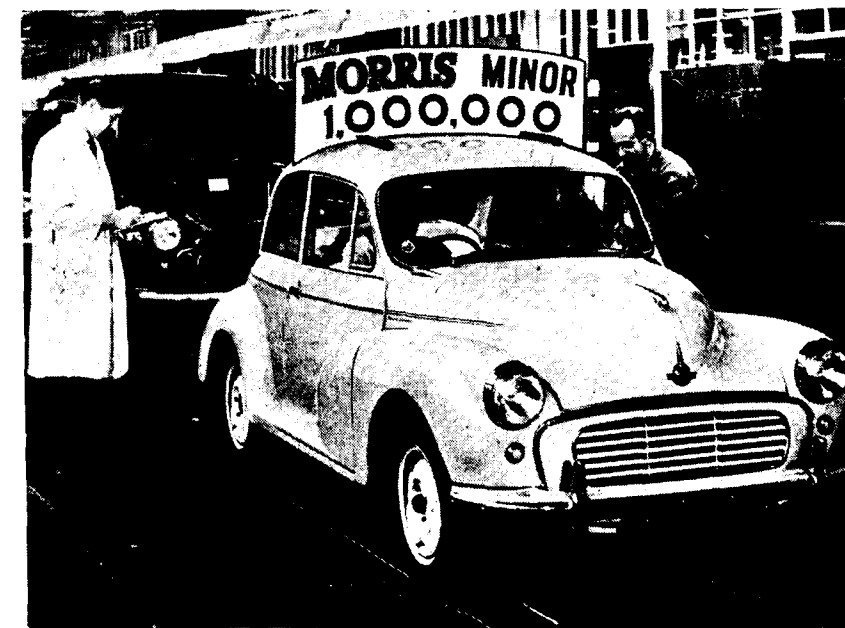
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MILLIONTH MINOR



One-model record for British Industry

Just after the end of the war I was one of the staff working on a new car; a light alloy six-seater with all-independent suspension, driven by an air cooled engine at the rear, through an automatic transmission. One day our test drivers were out in the Costwolds, changing a punctured tyre, when another prototype drew up. It was a neat little saloon with a flat four engine at the front and a new kind of independent front suspension. No word was said, but each crew took a long, hard professional look at the details of the other crew's car, then went on their way. The first car, which never went into production, was the Fedden. The second was developed into the Morris Minor, which has just become the first British car to reach production of one million units.

It was the first major work of Alec Issigonis who has since become more widely known as leader of the team which produced the Miniminor and into it he put the ideas he had developed as designer and driver of a revolutionary small racing car called the Lightweight Special. It was the first small Morris to have a unit body-chassis to give a stiff structure without unnecessary weight and the first to have independent front suspension. The suspension layout used, with a torsion bar connected to a transverse arm steadied by a short diagonal tie was a surprising innovation at the time and caused a lot of discussion, but similar systems have since been adopted by Chrysler and Fiat. One feature which could not be perfected in time for production was the flat four engine and so when the car was revealed to the public at the end

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of 1948 it had the side-valve four-cylinder engine and four-speed gearbox from the previous Series E. model. It was a long-stroke unit of 918 cc. giving 27.5 bhp at 4,400 rpm and a maximum torque of 39 lb.ft. at 2400 rpm.

Although the wheelbase was three inches shorter than on the previous Minor, the car offered more legroom and the seats were three to four inches wider, while the luggage trunk had a 7 cu. ft. capacity. With its excellent road holding and light, accurate rack and pinion it was probably the best-handling small car at this time.

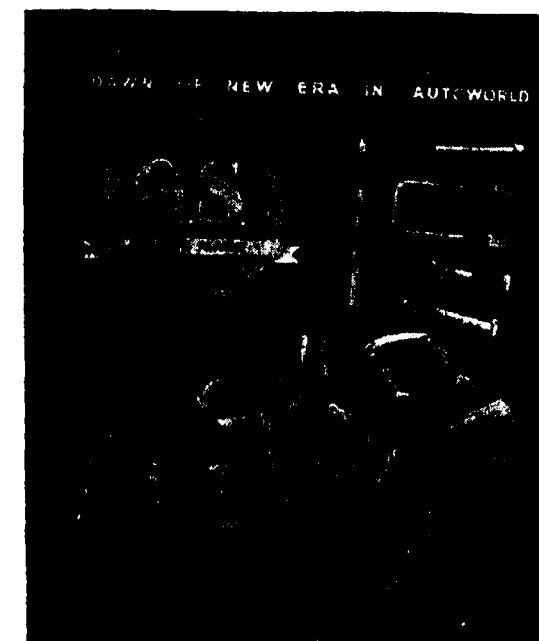
The first car came off the assembly line on October 8, 1948 and in the next four years 171,021 were built, two door saloons and convertibles. For 1951 a four-door saloon was produced, for export only. It had an interior light in the roof, ashtrays in the front doors and one the tunnel at the rear and armrests on the doors. All models were given bigger outer bearings for the front hubs, twin wipers, ducts for demisting, one-piece bumpers instead of the previous rather flimsy assembly of several pressings and an external renewable-element engine oil filter. For some time export models had been fitted with bigger headlamps fitted in re-styled front wings, instead of being mounted low down alongside the radiator grills and this arrangement was later adopted for all production, with a grille of horizontal bars instead of square mesh. Other innovations which came first on export models were Latex overlays for front seats and Hawlok at the rear and stainless steel window frames.

With the fusion of Austin and the Nuffield Corporation to form the BMC, steps were taken to rationalise production and for 1952 the Minor was given the engine and gearbox from the Austin A.30; first in the export-only four-door saloon and later in all models. This was a smaller engine (803 cc.) and had to be run faster, so the axle ratio was changed from 4.55 to 5.28 to 1. but it developed 30 bhp at 4,800 rpm and a peak torque of 40 lb.ft. at 2,400 rpm. so that there was an overall gain in performance. A station wagon was added to the range and a new instrument panel was introduced with open spaces for packages instead of closed glove boxes. There was a damper for the steering rack to cut down road-excited vibrations, and a better trunk lock (the first one could often be jerked open).

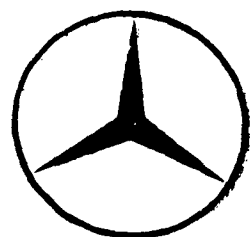
The 803 cc. Series II model ran for four years during which 322,000 were built, bringing total production up to nearly half a million. One of them, driven by Ian Appleyard ran from Rome to London in a day, averaging 45 mph and another did 10,000 miles in ten days at the Goodwood Track.

In October 1956 came the new 948 cc engine which was deeded to keep the Minor competitive. It gave a 30 per cent increase in power, producing 37 bhp. at 4,800 rpm and the axle ratio reverted to 4.55 to 1, giving a fast and effortless performance. Acceleration from 0-30 mph. was possible in about 7.3 sec. and 0-50 in under 18, while maximum speed rose by 10 mph to over 75 mph. Several cars completed an endurance test of 25,000 miles on the German autobahnen at 60, ph. average with fuel consumptions of up to 40 miles/imp. gal.

Body changes accompanying the new engine included a one-piece curved windscreen to replace the two-piece Vee type, a larger rear window, new remote-control gear lever, new instrument panel with lids to glove boxes, padded edge to parcel shelf, press-button release for handbrake, recessed-centre safety steering wheel and a lever under it to work turn signals, with the horn button on the end. In April 1957, range was increased by raising tank capacity from 5 to 6½ Imp. ga. Over half a million of this Minor 1000 have been built raising total production to one millions by January 4. Every Minor 1000 contains over 20,000 pieces. The body structure alone is made from 834 pieces, which consume great quantities of steel, but production of the car and its components also draws on an infinite variety



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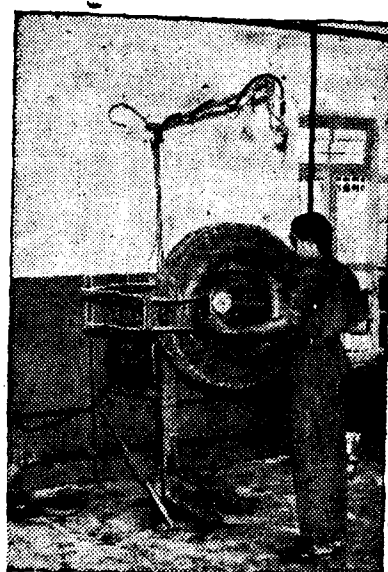
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Body shells are made at Nuffield Metal products in Birmingham and transported to Cowley. From the moment they arrive at the assembly plant until the completed car, painted and trimmed comes off the assembly line, takes just a little under three hours.

The Minor has never been the cheapest model in its class but 48 per cent of production has been exported and it accounts for about 20 per cent of British home market sales in the under-1200 cc. class. However, during the same period the Volkswagen has gone rushing on towards the three million mark; the Dauphine introduced much later will achieve the million in much shorter time and the Ford Anglia has passed the Minor as best-selling British car. BMC still adhere to the policy of assembling a large variety of different models in factories dispersed at Birmingham, Cowley and Abingdon, but incorporating a high proportion of common components and it will be very interesting to see how this policy develops under the pressure of increasingly fierce international competition.

Half A Million Volkswagens In the U.S.A.

The 500,000th Volkswagen recently arrived in the the U.S.A. It went to a Nebraska farmer, who after months of searching was found to be the owner of the first Volkswagen running there. America's first and oldest VW, completed in Wolfsburg on 30th December 1945 doesn't show its fifteen years. From outside it looks almost exactly the same as the 1960 VW, though in actual fact they have been much improved and refined.

In the first four months of last year 52,239 passenger cars have been sold in the U.S.A., an increase of 62 per cent compared with the 52,342 sold during the same period of 1959. The number of VW commercials sold was 10,230 or 9.5 per cent more than was sold in the first four months of 1959.

De Normanville Overdrives To Be Made In Italy By Bianchi

From the beginning of 1961 British de Normanville overdrives which are already fitted on a large number of British cars will be produced in Italy by the

Edoardo Bianchi company of Milan, under licence from Auto Transmissions Ltd., of Coventry.

At first Bianchi will make the "D" type de Normanville overdrive for cars up to 2 litres capacity.

"This manufacturing agreement is interesting for several reasons," said Mr. Alan Lamburn, Auto Transmissions' Managing Director, on his return from a visit to Italy during which he met the heads of leading Italian car factories. "It means an immediate and growing development of our export business. Bianchi have laid down a plant capable of producing a hundred units a day on two-shift working, so they will be well placed to meet the needs of the Common Market countries. This will be especially valuable so far as Germany is concerned, for German manufacturers are taking a lively interest in our overdrives."

For some time Ferrari has been fitting British built de Normanville overdrives to their 250 Gran Turismo and 400 Super America models.

Mr. Lamburn added "Several of the larger Italian manufacturers now have our units under tests, and we expect increasing business in the Continental market."

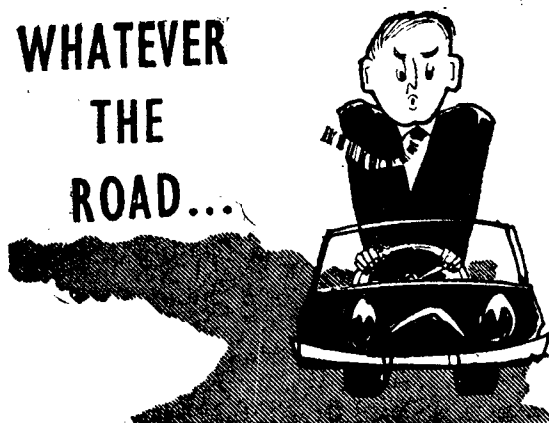
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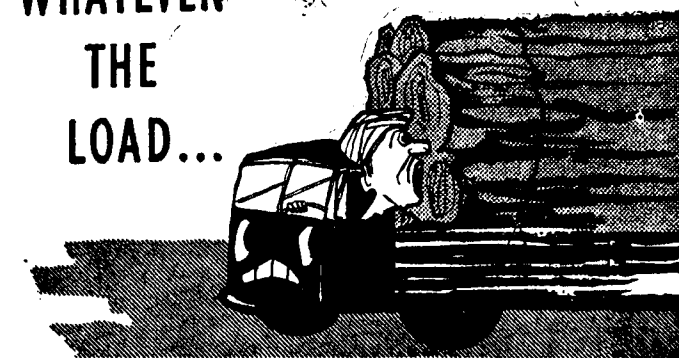
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AS-6-8

THE REDeX CAR CLUB

4th Auto Technic & Accessories Exhibition

The Redex Car Club organised its 4th Auto Technic and Accessories Exhibition at Sir C. J. Hall, Bombay on Dec. 31.

Mr. E. A. Nadirshah, the President welcomed Mr. H. J. H. Talyarkhan, Minister for Public Health, Small Savings, and Tourism, who declared the Exhibition open.

In appreciation of the services rendered, the Club requested and Mr. H. J. H. Talyarkhan has accepted the invitation of the Redex Car Club to be its Honorary member.

The following took up stalls and displayed their goods under one roof:—M/s. Upper India Trading Co. (P) Ltd., M/s. Ashland Oil Co., Drewt Chowna, Nigo's Corp., Auto Accessories (India) P. Ltd., M/s. Tyresoles Con., (P) Ltd., Govt. of Maharashtra Schemes for Tourists, M/s. Armstrong Smith (P) Ltd., M/s. Premier Automobiles Ltd., M/s. Allibhay Premji Tyrewalla, M/s. Ranne (P) Ltd., M/s. Amyel (P) Ltd., M/s. Premier Auto Electric (P) Ltd., M/s. Ideal Jawa (India) P. Ltd., M/s. Duraboard Co.

Various cut-out models were very kindly lent by the Standard Vac. Oil Co., and the Victoria Jubilee Tech. Institute, Bombay to whom we offer our thanks.

Interesting and instructive, literature and photographs were lent by the British Information Services and M/s. Caltex (India) Ltd., to whom also we offer our thanks.

Lions Club of Bombay Auto Races.

The Lions Club of Bombay with the Co-operation of Redex Car Club conducted a very successful Sports Meet for Lamberetta Motor Cycles and Motor Cars on 14th and 15th January 1961 at the Juhu Civil Aviation Aerodrome, Bombay.

Dr. C. Rossi, Chairman of the Technical Committee Lions Club-as well as a member of the Redex Car Club, deserved all credit for the successful ending of this grand show. Mr. P. F. Lally, Redex Club Hon. Secretary has spared no pains to achieve the same end.

We thank them both in particular and all others who worked with them, the sporting enthusiasts who took part in it as well as the public who responded to the call for sports and charity.

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3rd Mr. Cotton, Bombay
- (b) Stock Motor Cars upto 1500 c.c.
1st Dr. F. Acutis, Italy
2nd Mr. A. G. Whitney, Bombay
3rd Mr. C. A. Duarte, Bombay
- (c) Stock Motor Cars upto unlimited c.c.
1st Mr. S. Commissariat, Bombay
2nd Dr. C. Rossi, Italy
3rd Mr. Dirish Parikh, Bombay
- (d) Sport Motor Cars upto 1500 c.c.
1st Dr. R. Velli, Italy
2nd Mr. Vinod Bhagat, Bombay
3rd Mr. H. J. Ranina, Bombay
- (e) Sport Motor Cars upto unlimited c.c.
1st Mr. M. I. Rauf, Ceylon
2nd Mrs. Alma Cacciandra, Italy
3rd H. H. Yuvraj of Gondal, Bombay

FINAL RESULTS

	3 Furlongs
Fiat 1100 c.c.	27 sec. 3/5
Fiat 1100 c.c.	28 sec.
Fiat 1100 c.c.	28 sec. 2/5
Alfa Romeo Giulietta T. I, Ambassador	27 sec. 2/5
Ambassador	29 sec. 3/5
Ambassador	31 sec.
Studebaker Golden Hawk	21 sec. 1/5
Lancia Flaminia	23 sec. 4/5
Ford Fairline	24 sec. 3/5
Alfa Romeo Giulietta Sprint	25 sec. 2/5
M.G.	26 sec.
M.G.	28 sec. 1/5
TR Special 2088 c.c.	20 sec. 4/5
Lancia Flaminia Sport	22 sec. 1/5
Studebaker Commander	22 sec. 2/5

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- 1st Mr. B. Dhumal, Poona
2nd Mr. S. Ismail, Bombay
3rd Mr. Abdul Aziz Khan, Bombay

	5 laps
CZ 150 c.c.	11 mins. 19. 4/5
Lambretta 148 c.c.	
Lambretta 148 c.c.	

"THE CALTEX CUP"

For Motor Cycles upto 250 c.c.

- 1st Mr. Kishan Raute, Bombay
2nd Mr. G. V. MANE, Bombay
3rd Mr. S. T. Talpade, Bombay

	5 laps
Triumph 250 c.c.	10 mins. 40 sec.
Jawa 250 c.c.	
Jawa 250 c.c.	

"THE CASTROL CUP"

Race (Handicap) for Sports Motor Cars

- 1st Mr. Vinod Bhagat, Bombay
2nd Dr. F. Acutis, Italy
3rd Mr. D. S. Cambata, Bombay
4th Dr. R. Velli, Italy

	15 laps
M.G. 1100 c.c.	32 mins. 55 sec. (scratch)
Alfa Romeo	33 mins. 8 sec.
Giulietta T. I.	(handicap 1 min. 33 sec.)
Volvo 444 P	33 mins. 13 sec.
	(handicap 1 min. 50 sec.)
Alfa Romeo	33 mins. 18 sec.
Giulietta Sprint	(handicap 2 min. 36 sec.)

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3rd	Mr. P. Wankadia, Bombay
4th	Mr. R. P. Mody, Poona

Lambretta 148 c.c.	11 mins. 46.	7/10
Lambretta 148 c.c.	12 mins. 14 sec.	
Lambretta 148 c.c.	12 mins. 55.	6/10
Lambretta 148 c.c.	12 mins. 57.	2/10

"THE REDEX CUP"

For Motor Cycles upto 350 c.c.

1st	Mr. K. A. Tyrewalla, Bombay
2nd	Mr. Ramesh Kumar, Bombay
3rd	Mr. U. D. Jinadasa, Ceylon

Norton 348 c.c.	17 mins. 25.	7/10
BSA 350 c.c.	17 mins. 28 sec.	
Manx 350 c.c.	19 mins. 48 sec.	

"THE BURMAH SHELL CUP"

For Motor Cycles upto 500 c.c.

1st	Mr. K. A. Tyrewalla, Bombay
2nd	Mr. U. D. Jinadasa, Ceylon
3rd	Mr. V. K. Gupta, Bangalore

Norton 348 c.c.	17 mins. 49.	1/10
Manx 500 c.c.	18 mins. 21.	4/5
Matchless G45		

"THE P.A.L. CUP"

For Stock Motor Cars upto 1100 c.c.

1st	Mr. D. S. Cambata, Bombay
2nd	Mr. Cotton, Bombay
3rd	Mr. A. Filecia, Italy

Fiat 1100 c.c.	21 mins. 36.	1/5
Fiat 1100 c.c.	21 mins. 54.	2/5
Fiat 1100 c.c.	21 mins. 57.	3/5

"THE STANVAC CUP"

For Stock Motor Cars upto 1500 c.c.

1st	Dr. F. Acutis, Italy
2nd	Mr. D. S. Cambata, Bombay
3rd	Mr. A. H. Jetha, Bombay

Alfa Romeo	21 mins. 22.	3/5
Giulietta T.I.		
Fiat 1100 c.c.	21 mins. 36 sec.	
Fiat 1100 c.c.	21 mins. 48	2/5

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2nd	Dr. C. Rossi, Italy
3rd	Mr. M. I. Rauf, Ceylon

Studebaker	20 mins. 54.	4/5
Golden Hawk		
Lancia Flaminia	21 mins. 03 sec.	
Volvo 444 P	21 mins. 06.	5/10

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2nd	Bombay Motorists
3rd	The French Motor Car Co. Ltd.

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Fiat 1100 c.c.	Mr. B. J. Boyce, Bombay
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Fiat 1100 c.c.	Mr. D. S. Cambata, Bombay
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STANDARD OF ROADS NOT GOOD, union minister says only road transport can serve

DR. P. SUBBAROYAN, UNION MINISTER FOR TRANSPORT AND COMMUNICATIONS WAS NOT SATISFIED WITH THE ALLOCATION OF RS. 250 CRORES FOR THE DEVELOPMENT OF ROADS DURING THE THIRD FIVE-YEAR PLAN. THE STANDARD OF THE ROADS WAS NOT GOOD, AND THIS COULD NOT BE IMPROVED UNLESS MORE FUNDS WERE MADE AVAILABLE, HE SAID.

INAUGURATING THE 12TH SESSION OF THE ALL INDIA MOTOR OPERATORS CONFERENCE AT INDORE DR. P. SUBBAROYAN SAID THAT THE GOVERNMENT COULD NOT NEGLECT ANY ONE DEPARTMENT. IMPROVEMENT WAS NECESSARY IN EVERY FIELD AND THEREFORE, THEY HAD TO GIVE PRIORITIES FOR CERTAIN ESSENTIAL ITEMS.

Referring to the complaints of competition between the railways and the road transport, the Union Transport Minister said that there need not be any competition between them. There was wide scope for both to develop and expand their sphere of activity. The railways, he said would not be in a position to reach the remotest villages where only the road transport could effectively serve. As a Minister, he said he was interested in the railways which gave revenue to the Government. The road transport in India was a "nascent industry", and he wished the industry to grow and take part in the development of the country's communication system-

Referring to the reported move of the States for the nationalisation of road transport, Dr. Subbaroyan said that the Planning Commission had advised the States to go slow in this regard. *The Madras Government had decided not to nationalise the road transport now as it was a real service to the people, he added.*

Earlier Rajkumari Amrit Kaur said *inter alia* in her presidential address :—

I have a fair idea of your problems now because I have tried to keep in touch with you and am aware that your industry has come to occupy a very important place in our economic life. There has been, in the past few years, a much wider appreciation than ever before of the role which road transport can play in the economic development of the country. This awareness has also given rise to some controversies which have been raised in the press, as also in our legislatures. I regard this publicity as good because it provokes thought and provides an opportunity to those who are charged with the task of determining the future course of action for the good of the country, to see and know both the sides of the picture. In fact such has sometimes been the intensity of the controversy between rail and road transport, which in reality has been there from the very time that trucks and buses made their appearance on our roads, that the Government of India has had to take due notice of it and set up a Committee under the able and wise Chairmanship of my friend, Mr. K. C. Neogi.

I understand that the Committee has since finalised its interim report which will soon be in the hands of

the Government. I can only hope that the members will have come to conclusion that it will be wise to put an end to the restrictions which, in the past have retarded the development of road transport. No country in the world can, in its own national interest, afford to ignore road transport and this applies in special manner to India, whose vast territory is still, by no means, covered by rail communications. And nor can we, in face of all the technical improvements in every department of life, sit back and think of preserving and developing only one mode of transport.

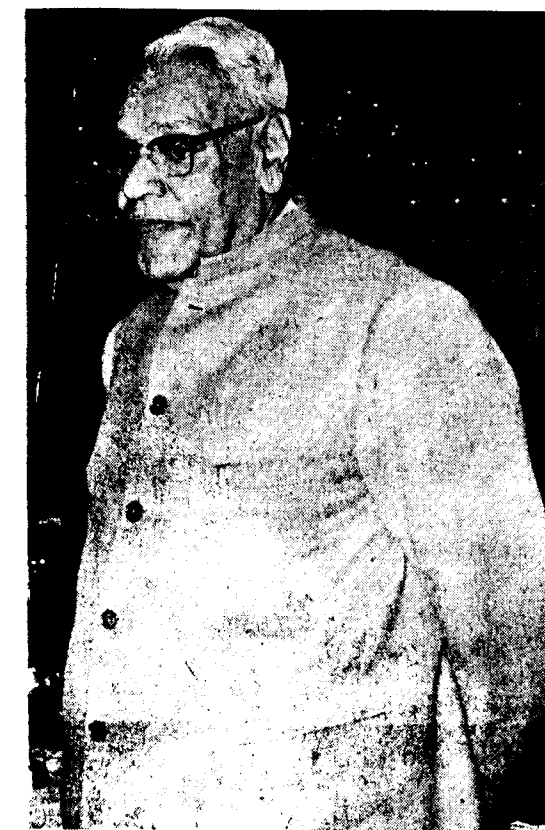
By saying this, however, I do not mean, even for one moment, that we do not need to develop our railways any more. It appears to me to be absolutely unnecessary to go into the merits of the two systems because, as far as I can envisage, at the present, and in the foreseeable future, there is going to be more than enough scope both for road transport and for the railways to develop and grow. I am therefore at a loss to understand why the railways should raise a hue and cry against the development of road transport.

From the statistics which are made available, year after year, by the Railway Minister, one can see that the gross receipts of the Railways have continued to show an upward trend. But I wonder what would have

ADMITS DR. P. SUBBAROYAN country effectively, and reach remotest villages

happened to our economy if road transport had not come to the rescue of the railways and also helped to move goods over long distances. We are all familiar with the numerous transport bottlenecks that had appeared, one after another, in different regions of the country towards the end of our first Five-Year Plan. True that the railways have, in the meantime, done a good deal to improve their performance, but has not the demand out-stripped their capacity? I believe it has, and it is only with the help of road transport services over long distances, that the business community have been able to get some relief. When I say all this, I am also aware of the fact that in certain quarters, this movement of goods trucks over long distances is not being appreciated and all sorts of pleas are being made to stop it. I sincerely hope that this does not in any way reflect the minds, or the way of thinking of the members of the Neogi Committee. Conscious as we all are of the limitations of our railways and the technical superiority of road transport, as well as its ability to move goods much quicker and deliver them from door to door, thereby eliminating all delays and expenses involved on handling the goods en-route; all practical minded persons will, I am confident, appreciate that the future lies with road transport. The task of the Neogi Committee is by no means a simple one because even after admitting that road transport has to be given its due share, some way has also to be found for protecting our largest national industry, viz, the railways. There may not be any danger today to their revenues or even in the near future but any long term national transport policy has to keep in view what the position may become in the years ahead.

IT IS HERE, THEREFORE, THAT CO-ORDINATION BECOMES NECESSARY. The complaint of the road transport industry has been that co-ordination, in the past, has only meant subjection of road transport to the railways. It is the reversal of such a policy still being followed in the spirit, if not in the letter which the road transport industry earnestly desires. I am sure that I shall be voicing the feelings of everybody present here today when I say that we have full faith and confidence in the wisdom of Mr. Neogi and his colleagues and we believe that whatever policy the Neogi Committee will outline will be fair and just to all concerned, besides being in the larger interest of our people. I would, however, at this stage like just to say that pending the outcome of the Neogi Committee's



Dr. P. Subbaroyan seen addressing the 12th session of the all India motor operators.

deliberations, the Government must see to it that the running of goods trucks over long distances, as allowed today, is not only continued but made both simpler and easier.

I must now refer to another very important subject, namely the nationalisation of passenger transport services, even though I have repeatedly given expression to my feelings on this subject. I am one of those who favour private enterprise because I am believer in initiative, whether individual or co-operative, and do not favour wholesale nationalisation which is the hallmark of the totalitarian State. I can therefore see very little wisdom in extending the principle of nationalisation to the taking over of the existing bus routes. With the exception of a very few persons, those engaged in this business belong to what may rightly be called the lower or lower-middle strata of our society. With great efforts, these persons have invested whatever they had, in this business and even after raising loans at a



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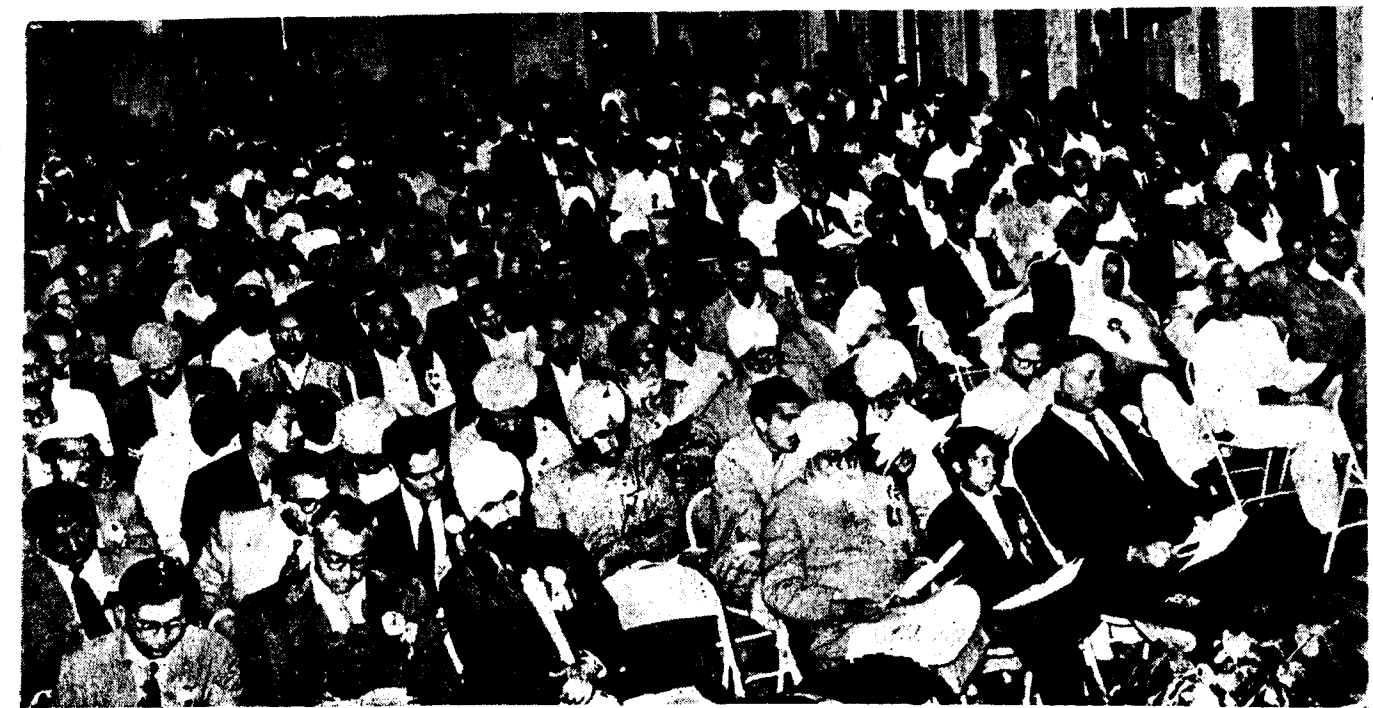
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A section of the large gathering at the Indore session of the A. I. M. O. C.

very high rate of interest have provided transport services, often with a remarkable degree of success for the convenience of the travelling public. What the various State Governments are trying to do now is just to replace all private buses by their own. How this is going to help the people or the country, I do not understand. Why does Government want to hurt any of its citizens? Moreover, wherever State-owned buses have been put on the road, fares have neither been cheapened nor have any additional amenities been provided to the travelling public. On the other hand, quite a few people who were otherwise gainfully employed have been deprived of a means of earning their livelihood. It is time the Government of India took some note and advised the State Governments of this situation not to vie with each other in following a wrong policy.

In this context, it may be of interest to note that Planning Commission has itself imposed certain limitations on the total amount which the State Governments can spend on nationalisation during the next five years. According to an estimate of the Planning Commission, only about 5,000 new buses may be added during the Third Plan period. If these limitations are respected by the State Governments, there would hardly be any cause for fear. But many amongst you have approached me in the past to tell me how the State Governments were, ignoring the directions given by the Planning Commission and going ahead with speed to put as many State buses as possible on the road. The Road Transport Re-organisation Committee has also

stated in its report that whatever expansion had taken place in the State-owned buses had been extensive and not intensive. This is something that should be remedied, for there is no gainsaying the fact that the existing number of services on the routes already nationalised are in no way adequate.

WE CANNOT ALSO IGNORE THE INCREASE IN TRAFFIC AND THE NECESSITY TO PROVIDE SERVICES WHERE THERE ARE NONE AT PRESENT. I REFER TO NEW ROADS. EVEN THOUGH THE ALLOCATIONS FOR ROAD DEVELOPMENT IN THE THIRD FIVE-YEAR PLAN ARE MEAGRE, YET A FEW THOUSAND MILES OF NEW ROADS WILL BE ADDED WHERE BUSES WILL HAVE TO BE RUN TO MEET THE NEEDS OF THE TRAVELLING PUBLIC.

It is very necessary that State Governments should have a clear policy because in some States, while on the one hand new permits are being granted regularly to new comers, on the other, a large number of existing operators are being uprooted. Here in Madhya Pradesh itself, I am informed that the new permits granted by Government to private operators during the past one or two years, or even less, are now sought to be taken back. All these different policies cause confusion. And worse than anything else, the fear of insecurity in the minds of private operators continues, even though the Planning Commission has been at great pains to remove the same. At one time, the

January 1961

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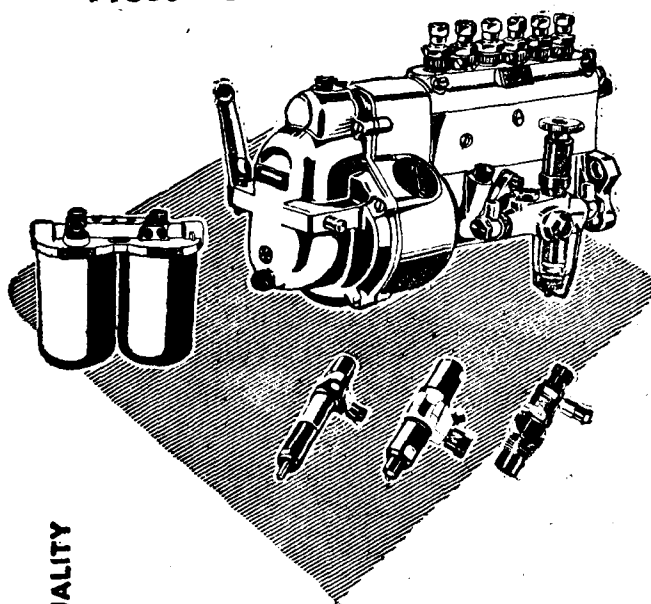
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Commission had asked the State Governments to draw up a phased programme of nationalisation, giving sufficient notice to the affected operators. In my opinion this was the least which should have been done. Private road transport operators are no aliens whom we should be in a hurry to liquidate. They are a class of citizen in whom no undue concentration of wealth has ever taken place. On the contrary, as stated earlier, they are the people who have little or no other means of livelihood. They have their spirit of initiative and enterprise which qualities are now sought to be killed.

In the draft report on the Third Five-Year Plan much emphasis has been laid on the need to uplift such people and to eliminate unemployment but I wonder whether we are acting true to our professed policies when we indulge in uprooting highly energetic and industrious people. I need not dwell any more on this point. I am sure that both the Minister of Transport and his colleague and the State Chief Minister, my friend Dr. K. N. Katju, and other Chief Ministers who are not here will resolve to be more sympathetic towards these operators.

Last time I had also stated that no type of monopoly is good for anyone and I would like to repeat that if some sort of a healthy competition, regulated and controlled by the State, could be allowed between the State-owned and private buses, perhaps on the lines of the Punjab formula, it would be beneficial for both. I have little doubt that it will be also for the good of the travelling public.

Another point to which I would like to make a reference in passing is that if Governments insist on nationalising the business of private operators, they must never try to escape their moral and constitutional obligation to pay equitable compensation. Numerous cases have been brought to my notice where the State Governments, in order to evade compensation, have been waiting to time the approval of their schemes with the renewal of the existing permits. In some other cases, the State Governments have even defied the verdict of their High Courts whom the operators had approached. I know of one particular case where the High Court had given a judgment in favour of the private operators but it has not brought any relief to them. I wonder how our Governments who insist on others obeying the law can themselves defy the same? Can they not, even at this stage, think of being more honest and fair to the private operator whose business they want to take over? Why should they leave him further burdened with his buses and other assets in the event of nationalisation? This is being done in sharp contrast to the policy followed in acquiring all the assets, and that too at the market value, of

big Insurance Companies and Banks which have been nationalised in the past. We cannot therefore dismiss, as irrelevant, the criticisms often made by these poor people who in utter disgust say that our Government has double standards, one for the rich and the other when it comes to deal with the less fortunate.

I know that the road transport industry today is faced with many more problems, some of which have been hinted at, in the course of the address by the Chairman of the Reception Committee. To a few, reference will be made later when the Secretary-General will read out his report. Many more will be brought up in the form of resolutions and in the course of speeches to be made by the delegates. I have no intention of listing them all here and thus take more of your time. But I must mention a few that are uppermost in my mind, e.g. taxation on the industry, especially the multiple taxation; the difficulties due to a shortage of motor chassis, paucity of spare parts, more particularly, the shortage of tyres, and last but not least in importance, the very bad condition of our roads.

WHEREAS WE DO NOT HAVE SUFFICIENT ROADS, EVEN WHAT WE HAVE, ARE NOT UP TO THE MARK. THEY ARE MANY MISSING LINKS AND UNBRIDGED RIVERS. THE QUESTION OF TAXATION ON THE INDUSTRY SHOULD SURELY BE REVIEWED IN THE CONTEXT OF GOVERNMENT'S RESPONSIBILITY TO PROVIDE BETTER ROADS FOR IT. A RECENT STUDY MADE BY THE NATIONAL COUNCIL OF APPLIED ECONOMIC RESEARCH HAS SHOWN THAT THE TOTAL YIELD TO THE NATIONAL EXCHEQUER FROM THIS INDUSTRY WAS MANY TIMES MORE THAN THAT OF THE RAILWAYS. FURTHER, IT HAS BEEN THE COMPLAINT OF THE INDUSTRY THAT DESPITE ITS CONTRIBUTING MORE THAN ITS SHARE TOWARDS THE COST OF ROAD CONSTRUCTION AND ROAD MAINTENANCE, IT IS NOT BEING PROVIDED WITH MODERN ROADS WITHOUT WHICH ANY TALK OF DEVELOPING ROAD TRANSPORT HAS LITTLE MEANING.

The Governments are spending only a meagre part on roads of what they receive from the industry by way of taxes. One recommendation made over and over again by the various Committees appointed in the past has been that the Government should earmark the entire revenues from road transport for expenditure on roads. It cannot be denied that there will be many other beneficiaries from good roads, Roads, for example are very vital for our defence. I do not think any one of us here is unfamiliar with the appalling condition of

our roads. I would therefore urge upon the Minister of Transport to continue his efforts to persuade the Planning Commission to raise the allocation for roads for which some sort of a hope, I believe, has already been held out. I can assure him that he will not be alone in making this demand, indeed he will have the wholehearted support of every citizen.

Before concluding, may I say a few words by way of advice to the members of the Congress? You have a tremendous responsibility to discharge because yours is a public utility service in which you cater for amenities to a very large number of people, drawn from almost every walk of life. You must be polite and civil to them. Try to give maximum comfort to those who travel by your buses. Be fair to your employees, and above everything else, remain united. Wherever possible, I would like you to form co-operatives. Your plea is reasonable and you have the support today not only of the public but also of your Ministers at the Centre and many who are in the States. The process may be slow but if your cause is righteous it will surely prevail. What is needed therefore is confidence in yourselves and a desire to serve the public despite your difficulties. I can make no promises but I can assure you that, if you accept my advice, you will always have in me someone ready and willing to help you, no matter whether I am your President or not. I am also confident that both the Union Minister for Transport whose presence here I specially welcome and his colleague, as also many of the State Chief Ministers will listen to what you say, provided you can prove your worth, I would like to think that you are capable of doing so. I wish you the best of good fortune in your efforts in the days to come.

RESOLUTIONS

THE CONFERENCE PASSED A NUMBER OF RESOLUTIONS ON SUBJECTS OF INTEREST TO THE OPERATOR AND THESE ARE GIVEN IN DETAIL IN THE FOLLOWING PAGES.

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Nationalisation of Passenger Transport Services

Whereas nationalisation of passenger transport services in various States is being carried out on an extensive scale,

And whereas in many cases no alternative routes are being given nor any preference shown to the displaced operators in the matter of granting new permits,

And whereas in some States new permits are being granted and, at the same time, existing operators are being uprooted by their routes being nationalised, without first providing sufficient and adequate number of services on the routes which have already been nationalised.

This XIIth All India Conference of Transport Operators respectfully requests the State Governments not to extend their nationalisation schemes in areas where private services are operating efficiently but instead provide services on new routes and on the routes where their own existing services are inadequate or insufficient. It further requests that Government should be in no hurry to deprive its citizens of their means of livelihood but should instead think of lessening its control over the operation of private services which will enable the Government to achieve its object of providing the public with an adequate, economic and efficient system of transport without the necessity of dislocating or disrupting the existing lines of operators.

Five Year Plan for Providing Greater Amenities to the Public and Evolving A Code of Conduct

Whereas realising that no cause howsoever laudable can succeed unless popular public support is behind it,



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And fully conscious of the fact that before we can solicit public cooperation for our cause we must give the public our best no matter what may be our difficulties,

For this purpose this XIIth All India Conference of Road Transport Operators authorises the President. All India Motor Unions' Congress, to set up a committee which should chalk out a Five-Year Plan for providing amenities to the travelling public and also evolve a code of conduct for truck operators so that the public can get good service.

Single Point Taxation

Whereas the motor operators throughout the country have noted with great satisfaction and appreciation the efforts which have been made by the Ministry of Transport, Government of India, in persuading the State Governments to levy only a single tax.

Whereas as a result of these efforts and due to the fact that State Governments also have come to realise that, by resorting to only one tax, road transport industry will receive a great fillip which will be in the interest of all and therefore have come to accept the single point principle of taxation and whereas in spite of this the States continue to levy taxation on the vehicles entering their regions as well as in the pockets lying in other States, and thereby no relief has come to the operators in effect.

This Conference of All India Road Transport Operators, therefore respectfully requests the State Governments to implement the principle of single point taxation; which they have already accepted, on temporary permits as also on regular counter-signatures both for buses and trucks, because in the opinion of this Conference it will not be fair to distinguish between the two, the more so, because the Government is granting temporary permits when there is always a demand for regular permits for reasons best known to them.

Movement of Goods over Longer Distances

Whereas in the past few years there has been a great increase in the demand for goods transport services over longer distances and which demand has manifested itself in the daily increasing number of applications for temporary permits and counter-signatures for inter-State movement of trucks,

And whereas, notwithstanding this situation some State Governments have issued only temporary permits besides a limited number of regular counter-signatures,

And whereas, the process of obtaining temporary permits is full of difficulties,

This XIIth Conference of All India Road Transport Operators requests the various State Governments and the Government of India to issue regular counter-signatures for movement of goods trucks and inter-State routes between two or more States, and to accord freedom of movement within the State.

It further requests that no arbitrary ceilings over the number of either temporary or permanent inter-State or counter-signatures should be fixed and whenever there is a demand over and above the number of regular counter-signatures already granted, resulting in an application by an operator for a temporary permit, this demand should be met by granting the necessary permit freely.

More Allocation for Roads in the Third Plan

Whereas the importance of roads in the economy of the country as also for its defence is fully accepted throughout by all population of our country,

And whereas it is also admitted that we have a much lesser mileage of roads than what we should have, considering the area and population of our country,

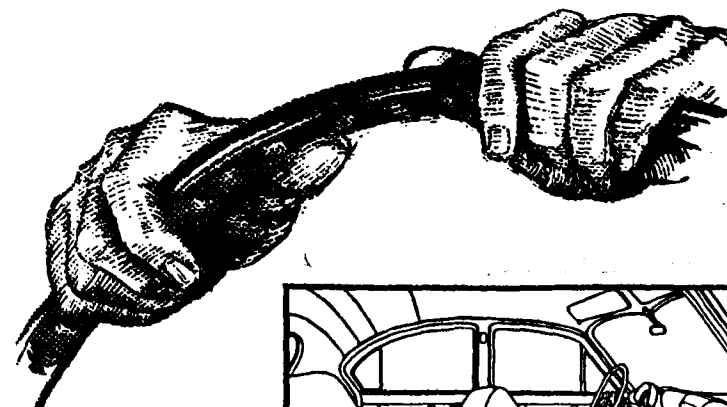
And Whereas, notwithstanding the fact that the existing roads too are not upto the mark, there being many a missing link, unbridged rivers and weak culverts etc, and therefore an urgent need to expand and improve our roads, the Planning Commission's allocation of only Rs. 250 crores during the third Five-Year Plan for spending on road construction and road development plans is in the opinion of this Conference quite insufficient and inadequate.

This XIIth Conference of All-India Road Transport Operators urges the Planning Commission and the Government of India, substantially to raise this allocation in order to provide sufficient resources for the maintenance of existing and for the development of such areas in the country in particular where there are no roads at present and which for this reason continue to be deprived of the fruits of our expanding economic activity.

Road Transport Finance Corporation

Whereas the need to provide financial assistance by way of loans at a low rate of interest to the transport operators for purchase of commercial vehicles has been recognised by the Government,

And Whereas the Transport Development Council, accepting recommendations of various committees



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appointed in the past has since decided that Road Transport Finance Corporations be set up in all the States,

And Whereas the State Bank of India Act had earlier been amended by the Parliament with this object in view, but which has failed to provide any relief to the operators in as much as the hire-purchase companies have failed to pass on any concession in the rate of interest etc. to the operators,

This XIIth Conference of the All-India Road Transport Operators urges upon the Government of India and the State Governments that Transport Finance Corporations should be set up without much delay in the States and these should refinance only such of the hire-purchase companies and Cooperatives of the operators who should, in turn, agree to loan the funds to the operators at a reasonable rate of interest charging only a small margin.

Tyres

Whereas road transport operators throughout the country have been experiencing great difficulty in obtaining tyres at fair prices and more often than not have to pay prices above the established prices,

And whereas all protest, appeals and RESOLUTIONS in this respect have brought us but little relief,

And whereas in some quarters this is being attributed to actual shortage of tyres and, in the opinion of this Conference, is due to the policy of hoarding stocks by most of the tyre dealers,

And whereas it is most unfortunate that both the tyre manufacturers and tyre dealers have not thought it fit to bring about a change in their distribution policy nor have the Government handled the situation as they should have done,

This All-India Conference of Road Transport Operators is of the opinion that a tyre control order can be the only sure way of ending the operator's difficulties, and would like to bring this within the purview of The Essential Commodities Act.

But pending such action the Conference strongly demands that direct supplies and quota should be given to all the fleet owners and consumer cooperatives of individuals and small operators and that until such time as this is done, committees should be set up to supervise the distribution of tyres by syndicates and tyre-dealers associations and in all such committees, effective representation should be given to the operators through their association.

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Competitors from the major cities of India and Ceylon will participate in the events and it is expected the response will be even more enthusiastic now than last year.

Formation of Consumer Cooperative Societies

Whereas it is the present policy of the Government to encourage cooperatives in all fields of our economic activity,

And whereas it is also its policy to provide facilities whereby actual users can get their requirements both of imported and locally manufactured goods without unnecessarily depending on so many middlemen,

And whereas the prices of spare-parts, fuel, accessories, tyres and tubes, etc. have all been rising very rapidly and in the opinion of this Conference there is no other way to hold the price-line for these except to bring about a change in their distribution,

And whereas actual user import licenses for spare-parts are being granted now only to such fleet owners who own more than 25 vehicles, and whose number unfortunately is very small with the result that the vast majority of operators cannot benefit by this,

This XIIth Conference of All India Road Transport Operators urges on the Government of India to encourage formation of consumer cooperative societies and service cooperative societies so that these can be granted A.U. import licenses and can also be given quotas and supplies of their other requirements ; and

Further, through the service cooperatives, the operators can be made to discharge effectively their obligation towards the public to give more amenities because only collectively can the operators make the required capital investment, etc., for the purpose which individually they cannot be expected to do.

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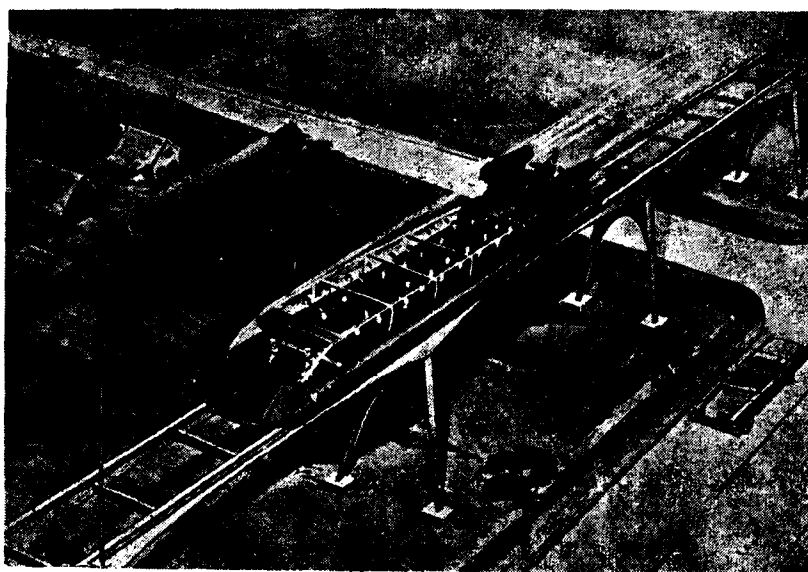
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NUISANCE FROM ROAD DIESELS

It is something of a paradox that the most efficient road vehicle engine, the diesel, can also make the greatest nuisance of itself when it is not properly operated. There have been increasing, and in cases quite reasonable, complaints in recent years about excessive emission of dark smoke from the exhausts of automotive diesels. Though this form of atmospheric pollution is not seriously detrimental to health, it can nevertheless bring some danger to road users if the smoke is so dense as to impede visibility. Even moderate smoke, discharged right under our noses can be irritating enough to justify the demands of the public for remedial measures. It is understandable, therefore, that this matter received its due share of attention at last month's Clean Air Conference at Harrogate, convened by the National Society for Clean Air in the United Kingdom.

The emission of smoke or other obnoxious exhaust gases is by no means inherent in the working principle of the diesel engine. On the contrary, it is invariably a tell-tale of inefficient operation that prevents the engine from digesting its fuel completely. This is not caused by any shortcomings in basic engine design or fuel quality, but may be due either to a malfunctioning of the injection equipment, lack of compression, or deliberate interference with the normal fuel supply for the purpose of boosting the power output. Observations of diesel vehicles on a trunk road in the North of England have shown that only little more than one in every hundred emitted "heavy" smoke, defined as being of such density as to absorb over 70 per cent of light. Nearly a quarter produced, however, "moderate" smoke (50-70 per cent light absorption), under a third "visible" smoke (30-50 per cent absorption), and the remainder "clean" smoke. A typical heavy smoke may contain over 1½ grams of soot per cu. metre, the equivalent of about two per cent of the fuel burnt, while a further seven per cent or so will be lost as combustible gases. A large vehicle discharg-

ing such black smoke only for five minutes every hour may, thus, produce during a 40-hour week's operation over five pounds, or about two cu. ft., of soot.

These worst, but comparatively few, offences will almost certainly be caused by misuse of the excess fuel device. As this is intended only to ease starting in cold weather, it is so designed that it is shut off automatically when the engine is running. But irresponsible drivers have found ways of putting this automatic control out of action and operating the device at will from their cabin, in order to get extra power for greater speed or hill climbing. This bad practice, apart from causing the most objectionable kind of exhaust smoke, is also extremely wasteful in fuel, as an increase of power by only five per cent beyond the maker's maximum engine rating means nearly 15 per cent more consumption. The U.K. Minister of Transport proposes to initiate shortly a new regulation requiring the installation of the excess fuel device in such a manner that it cannot be tampered with while the vehicle is in motion.

Meanwhile, much research and experimental work continues to be devoted to developing suitable means of reducing the discharge of diesel smoke caused by malfunctioning or inadequate maintenance of the engine. The methods tried include the use of cyclone cleaners, filters, scrubbers, and burners for either retaining or eliminating impurities in the exhaust gas before it reaches the atmosphere. So far, however, all the devices capable of substantially reducing smoke discharge have proved not only very costly, but also technically unsatisfactory for application to road vehicles. The most practical approach to curbing the nuisance of diesel smoke on the roads clearly lies in eliminating the causes of smoke rather than in devising palliatives for removing it. Greater attention to the careful maintenance and proper operation of road diesel engines remains the most effective means of achieving this objective.

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154, Narayan Dhuru Street
BOMBAY 3

3/A, Asaf Ali Road
NEW DELHI

The Queen



Queen Elizabeth (as Princess) is seen in this picture learning about car maintenance.

H. M. QUEEN ELIZABETH II OF ENGLAND, AND HER HUSBAND PRINCE PHILIP ARE NOW ON A VISIT TO INDIA.

IN A COUNTRY LIKE OURS WHERE THE MOTORIST'S IN-

TEREST IN HIS VEHICLE HAS BEEN MOSTLY THROUGH THE DRIVER, IT WILL BE OF INTEREST TO KNOW THAT THE QUEEN, AS PRINCESS ELIZABETH HAD UNDERGONE, DUR-

ING THE WAR, EXTENSIVE TRAINING IN THE A. T. S. TRAINING CENTRE IN SOUTHERN ENGLAND. She was then second subaltern in the A. T. S.

The Queen has always been very much interested in the motor transport section. Some of the pictures on this page reveal the keen interest taken by the Queen in doing repair work which many of us Indian Motorists will not ordinarily condescend to do. While we look for a passing truck driver or telephone the A. A. S. I for breakdown service, one of the pictures on this page shows the Queen herself changing the wheel of an army car as an A. T. S. second subaltern.

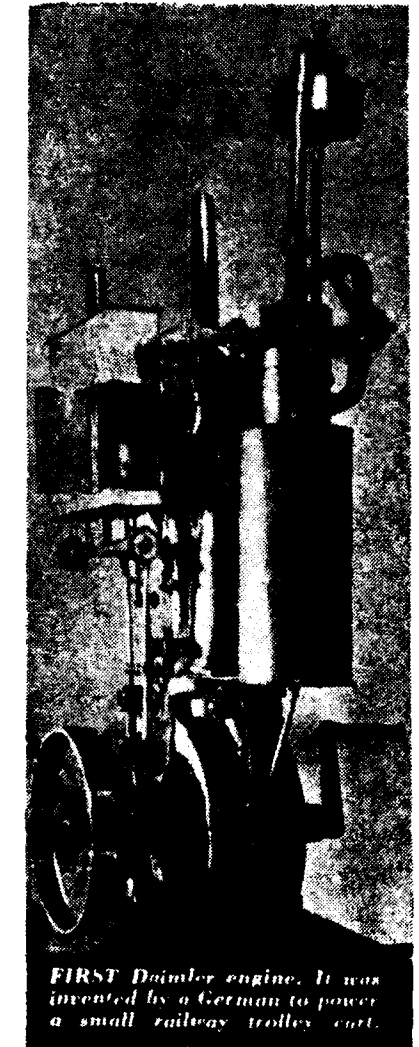
According to a recent news appearing in the daily press, the Government of India have purchased a new Mercedes-Benz convertible for use of the Queen while in Delhi.

Though the Queen's party will be travelling by many posh cars including cadillacs, the choice of the Benz vehicle is not just an accident.

The car, it is said, was unloaded last month at Ballard Pier and that it has been designed to provide the



Benz's first contact with Royalty was in 1898, when the Prince of Wales (later King Edward VII) rode from Warwick Castle to Compton Verney in this 4 h. p Daimler. Two years later he selected a Daimler as his first car.



FIRST Daimler engine. It was invented by a German to power a small railway trolley cart.

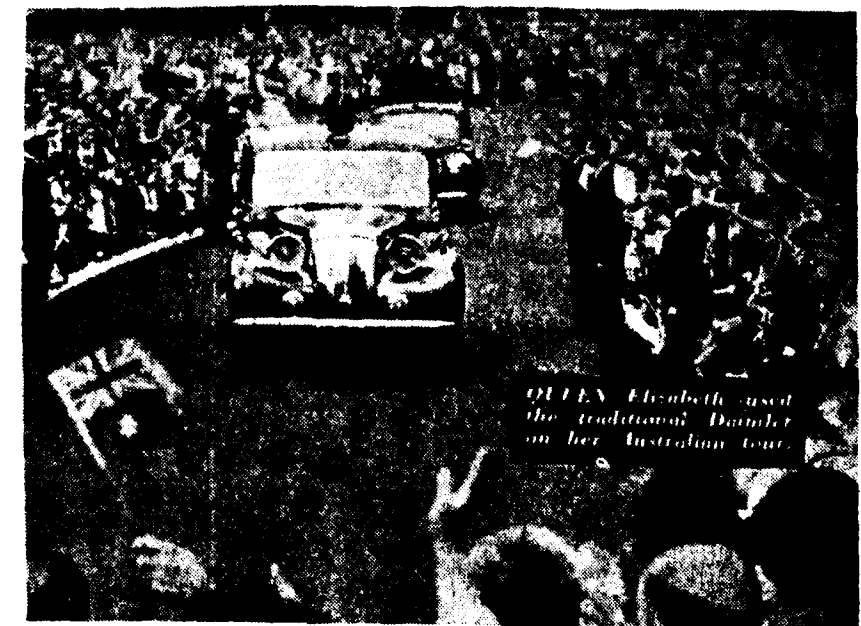
maximum comfort, reliability and smooth driving.

For the information of our readers, we may add, that Benz cars have always been having the privilege of service to successive monarchs of England. The consistent quality of the Daimler cars had earned them the patronage of the Royal Family from the very inception of the firm.

The name Daimler commemorates the fact that the first cars built by the firm were powered by a revolutionary engine invented by a German Engineer Gottlieb Daimler, who was one of the fathers of motoring and co-founder of Daimler Benz (the makers of Mercedes Benz cars)

Daimlers are car-makers to the Royal Family for 60 years now and nearest rivals of Rolls-Royce.

January 1961



QUEEN Elizabeth used the traditional Daimler on her Australian tour.



Queen Elizabeth is seen changing the wheel of an army car at the training centre in Southern England where she was a Second Subaltern in the A. T. S.

START RIGHT NOW...



START RIGHT ALWAYS...

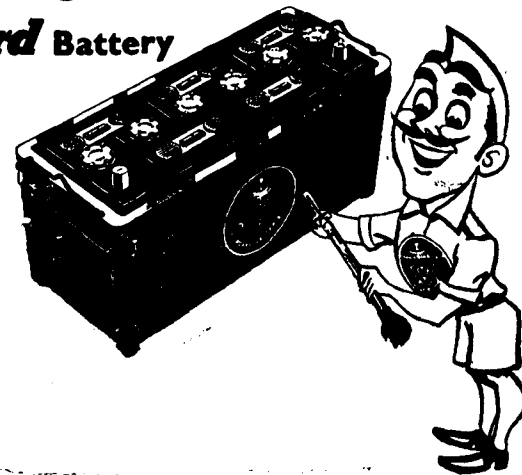


WITH A **Standard** BATTERY

You're wise to choose a **Standard** Battery because:

- Standard Batteries are made for you by India's largest, foremost national battery manufacturers...pioneers in the field!
- Standard Batteries are built for peak performance...with each single component made to rigid specifications in the same factory!
- Standard Batteries are **QUALITY** batteries...technically ahead of others!
- And they carry a genuine guarantee!

STANDARD BATTERIES LIMITED Bombay 25



BATTERY NEWS from the u. s.

Exide Commercial 2 SM

A new line of commercial batteries designed for rugged service has been announced by Exide Sales, Automotive Division. The Electric Storage Battery Co., P. O. Box 6266, Cleveland 1, Ohio. This new battery line is built with A-S 57 Manufacturing process (Anti-Sulphate), designed to result in a fresher battery in



commercial-type service. Vibration damage is no longer a problem due to the "Plate Locked" assembly. Additional features are high-impact rubber containers, patented grid alloys, rubber separators, element protectors, G. O. X. active material and non-cracking sealing compound.

Service Truck Starting Pack

A new starting pack, designated as Model WSP, is now being marketed by Willard distributors throughout the automotive industry. The unit's outstanding features include a 15 foot cord for remote control, safe starting, and a built-in battery charger. The unit is ideal for service shops and A. As. engaging in road service. For additional information write to Willard Storage Battery Division, P. O. Box 6266, Cleveland, Ohio.

Charging Battery-Starter Tester

This unit features the exclusive Simpson Auto Ranger. Nine meters in one. With this single instrument the average mechanic, with no special training, can do a complete job of testing the charging system,



battery and starter system. You can trouble shoot and service all 6, 12, 24 and 32 volt AC and DC systems. Exports are handled by J. C. Hill Company, 549 W. Washington Chicago 6, Ill.

Double Plate Battery

A recently announced auto and marine battery, the Marathon double plate battery, incorporates a new principle of design whereby normal plate surface is doubled by the use of twice the usual number of plates in each cell. Result is a battery with far greater power capacity, states the manufacturer. Proto-types of the revolutionary battery have been in use on trucks and for lifts. Manufacturer: Marathon Sales Company 25916 Western Avenue, Harbor City, California.

Supercharger Serves Regular or Special Voltage Batteries

A battery charger of special interest to the automotive trade, marine, and general industry, was displayed by Fox Products Co., Export Department, 431 S. Dearborn St., Chicago 5, Ill at a recent exhibition in America. In addition to handling standard 6 and 12 volt car, bus and truck batteries, the new Model 588 supercharger can be used for 8, 16, and 24 volt batteries. The supercharger's output is 100 amp into 6v batteries. Push button and lever switch permit 12 different charging rates. Control is by a 6-hour electric timer, coded for proper charging time. Automatic circuit breakers assure full protection. Charger is cooled by downdraft, sealed lubricant fan motor.



Battery Booster Cables

The M. Black Mfg. Co., have introduced a set of battery booster cables that will be antaid to the service shop truck (or car) when making road calls. With these cables, it won't be necessary to carry along an additional battery because the cables are long enough so that they can be clamped onto the service vehicle's battery and then on to the stalled vehicle's battery. Then, by revving up the engine on the service vehicle, the stalled unit will receive more than enough current to start the engine. These cables are available from John Prior, Inc., 44 Whitehall Street, New York 4, New York.

Batteries and Electrolytic Solution

Blue Blaze International are soliciting representation for their products throughout the world. Parties interested in their products are requested to contact Mr. M. Charles Lucas, General Sales Manager, Blue Blaze International, 2015 N. Marianna Avenue, Los Angeles 32, California.

Bad Connections may affect your Battery

(By Charger)

Many parts of India have been getting more than their fair share of wet weather in recent months and more than the usual number of motorists have been finding their cars reluctant to start.

Hard starting is often caused by slight electrical faults which may not be noticed in fine weather but are accentuated when damp conditions prevail. Batteries which have seen considerable service often fail when called upon to start a fairly stiff engine after a damp night.

BATTERY CARE

There are many ways in which the battery may be hampered in the task of delivering its full charge but the most common powerwaster is terminal corrosion.

Sulphated connectors to the battery terminals impose a considerable electrical resistance, which can make all the difference between a start or non-start when an additional load is put on the battery.

The connectors should be removed from the battery thoroughly cleaned together with the battery terminals, lightly smeared with vaseline, then replaced.

Where the sulphating is very bad, it may be difficult to remove. Here several applications of strong ammonia will quickly dissolve the deposits—but do not allow the ammonia to come into contact with the electrolyte, otherwise it will neutralise it.

Very often the connectors are difficult to remove due to excessive sulphating. Again, use the ammonia treatment, then apply a fairly hot spanner to the binding nut, hold it in position a few moments to expand the nut, then turn. Do not, under any circumstances, apply excessive force in renewing the connectors, otherwise you may do some expensive damage to the battery.

CLEAN EARTH ESSENTIAL.

Another possible weak link in the electrical system is a poor earthing connection.

The usual is to bolt the earthing cable or strap to a convenient point on the bulkhead, and often rust forms beneath the connection to form an electrical resistance.

Where this is suspected, the connecting bolt should be removed, all contacting metal parts thoroughly cleaned with emery paper, lightly smeared with vaseline, then replaced.

Generally speaking, bad connections cause through sulphating at the battery terminals or due to sluggish starter-motor action with starvation of input to the coil and consequent difficult starting, although very similar symptoms will result from a run-down or very old battery.

Usually under these circumstances you can get started by cranking, as all the available output of the battery can then be applied to the coil. Unfortunately many modern car manufacturers consider quite wrongly of course that their cars are too good ever to need cranking, and so don't bother to fit them with a crank handle.

KEEP A GOOD CHARGE

With the compensated voltage control which is incorporated in the charging circuit of modern cars, the battery, provided that it is in good condition, is maintained in a state of full charge and has an adequate reserve of power for any demands that may be called for.

I. B. M. A.

List of Members

AMCO BATTERIES (PRIVATE) LTD.,
Mysore Road,
Bangalore City.

ASSOCIATED BATTERY MAKERS EASTERN
(P) LTD.,
59-C, Chowringhee Road,
Calcutta 20.

THE BHARAT BATTERY MFG. CO. (P) LTD.,
P-1/A, Rash Behari Avenue,
Calcutta 19.

THE EASTERN ACCUMULATOR CO.,
3/1, Mangoe Lane,
Calcutta 1.

THE ELECTRICAL STORAGE CO. LTD.,
112/Narkeldanga Main Road,
Calcutta 11.

THE GENERAL LEAD BATTERIES CO. (P) LTD.,
9A, Ramdhome Mitra Lane,
Calcutta 4.

HIMCO (INDIA) (P) LTD.,
"Gandhi Building"
542, Sandhurst Bridge,
Chowpatty,
Bombay 7.

THE INDIAN BATTERY MFG. CO. (P) LTD.,
1A, Lower Circular Road,
Calcutta 20.

OLDHAM & SON (INDIA) (P) LTD.,
Post Box No. 1304,
Madras 16.

THE MYSORE ELECTRO-CHEMICAL
WORKS LTD.,
Post Box No. 1022,
Bangalore 3.

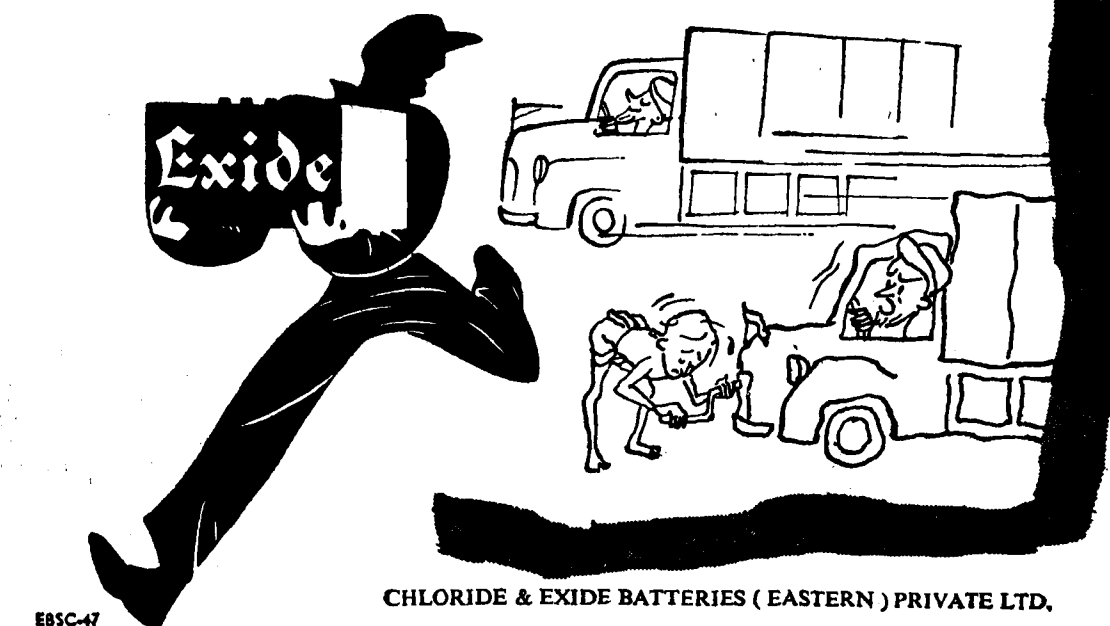
THE STANDARD BATTERIES LTD.,
Vakola, Santa Cruz East,
Bombay 25.

**FOR INCREASED
EFFICIENCY
WITH
ECONOMY**
Rely on



HIMCO
BATTERIES (MADRAS) PRIVATE LTD.,
144, MOUNT ROAD, MADRAS-6.
PHONE. OFFICE: 86203 & 86204. FACTORY. 80758
GRAMS: HIMBATTERY.
ASSOCIATES AT: BOMBAY. 7-DELHI. 6.

Still keeps going when the rest have stopped





The Members of the Indian Battery Manufacturers' Association at the official proceedings of the General Body Meeting of the Association.

PROSPECTS OF INDUSTRY BRIGHT AND ENCOURAGING

Mr. H. R. Gregson says battery prices stable, except for excise duty increases

The annual general meeting of the Indian Battery Manufacturers' Association was held recently at Bangalore and was largely attended.

Mr. H. R. Gregson, retiring president of the association in his speech (read by Mr. H. V. Rossell in the unavoidable absence of Mr. Gregson) said.

It is my privilege to welcome on behalf of our Association the distinguished guests, gentlemen of the Press and our various members who have all so kindly given of their time to attend this general meeting of our Indian Battery Manufacturers, Association.

It is with the deepest regret that due to a recent serious illness I am unable to be with you today in person to join in these deliberations and I have therefore asked my respected colleague, Mr. H. V. Rossell to make this address on my behalf.

OUR INDUSTRY IS NOT ONE OF THE MAJOR INDUSTRIES OF INDIA. BUT IT HAS MADE GREAT EFFORTS OVER THE PAST FEW YEARS AND A MOST VALUABLE CONTRIBUTION IN SELF-SUFFICIENCY, AND THEREBY IT CAN BE CONSIDERED TO HAVE GREATLY ASSISTED IN ITS PARTICULAR SPHERE IN THE INDIAN ECONOMY AS A WHOLE.

The Storage Battery Industry in India has made great strides over recent years and has greatly expanded

its production, chiefly by widening its range of products so that today India can generally be considered as virtually self-sufficient for all Storage Battery requirements apart from some minor very specialised items, and even for these our present industry is in a position to produce satisfactory and thoroughly serviceable articles.

Not only in the range of its products, but also in increasing self-sufficiency of component manufacture have great strides been made and I think that this reflects credit on all concerned in the various developments.

Storage batteries in India, particularly for the wellknown Motor Vehicle application, have to be extremely tough and durable for conditions of use are arduous from the climatic and other aspects, and level of battery maintenance although generally improving still leaves a great deal to be desired in many cases. Thus products to give satisfactory life must be of top quality, and it can be fairly said that a very high standard of quality production has been set in India, and that this, together with a healthy competition among the various manufacturers' helps the consumers interests.

In this connection it should be remembered that vehicle components have a particularly arduous life in India due to the high utilisation of transport, particularly medium and heavy lorries, which frequently work

most of the 24 hours, and incur very high annual mileages. In the same connection of course the motor vehicle population for a country the size of India has been remarkably low when compared with many other countries but it is pleasing to note the very great progress which has been made towards increasing production in the Motor Vehicle Industry for all categories, viz., motor scooters, motor cycles, cars and particularly in lorries and buses.



It is encouraging to read the Third Five Year Plan Targets for motor cars, jeeps and lorries, which have been stated to be 30,000, 10,000 and 60,000 respectively per annum.

Thus it can be fairly said that the prospects of the Industry are reasonably bright despite the considerable number of manufactures in the field. Also as previously indicated there is a widening range of requirements and thus prospects are encouraging and it is up to us all to do our fair share to meet this requirement.

Production:

The Storage Battery Industry has, I am glad to say, like most of the other Light Electrical Industries of this country made excellent progress as regards quantum of production over the past few years. From a production in 1955 of 235,200 batteries by the organised sector, the production in 1959 was no less than 440,400 and in the first six months of the current year, 1960, a total of 255,000 storage batteries of all types has been manufactured.

It is pertinent to mention that the Light Electrical Industries have made one of the greatest advances in quantum of production of any of the major groups of industries in India.

Battery Prices:

I think it would not be out of place in this address to make mention that Storage Battery Prices have remained remarkably stable in India with slight reductions from time to time over the past few years. Consumer prices compare very favourably with any other nearby territories and also with much larger Western markets, where production rates are very much greater than those at present required in the Indian market. The only increases have been on account of Excise duty.

Export:

India has been passing through a very difficult period as regards Foreign Exchange and despite considerable assistance in the form of large long term loans from various overseas countries, who are keen to assist

through this great development period of the 2nd and 3rd Five Year Plans; it is likely that this difficult exchange position will continue.

It therefore behoves all industries to make their contribution to exports. There is no doubt that most of our members have made considerable efforts over the past few years to establish some export business and although the total values are not large, a beginning has been made. It is, however, necessary to point out that our particular commodity is not an easy export item. Most countries in Asia now have their own storage battery manufacturing plants and naturally they are keen that their own industries should be used.

There are several manufacturing plants in Pakistan, Malaya, Burma, Indonesia, to mention a few points and of course this also holds good for most of the Middle East countries.

When one goes further afield to say Australia, New Zealand, Europe and various parts of Africa, the same holds good to an even greater degree.

Thus it does call for a very great effort and persistence to establish a reasonable flow of exports and I am sure that I speak for all members when I say that as an Industry we shall continue to give this our careful and close attention.

It is customary on such occasions for a President's address to cover the difficulties of the Industry concerned and by and large these are not too great and are for the most part remediable.

Always Look for
SUN BRAND



Wooden
BATTERY SEPARATORS

Most Popular name in Battery Industry

Manufactured by:—

N. R. BATRA & SONS

Niranjanpur, P. O. Majra, DEHRADUN (U.P.)

(Pioneer Manufacturers of Battery Separators in India)

Dealers & Stockists everywhere. Price inquiries solicited.

Excise Duty:

The Industry has paid a 10% ad valorem duty on its products since 1955 and this was increased to a 15% rate on batteries and 17½% on certain major components with effect from March 1960. We have no objection to this levy on products as this is part of a necessary contribution to helping the country's resources. However, we have all along felt that the ad valorem basis is a most difficult and unsatisfactory method of levying Excise Duty. There are literally thousands of different rates of duty and these vary from manufacturers to manufacturers according to the method of sale, and also can vary from one Collectorate to another according to the rulings laid down by the various Excise Officials, who do their best to give fair rulings under what can only be considered to be somewhat out of date and archaic rules which were of course originally drawn up for the administration of the Excise Duty on salt many years ago.

The Association put in an earnest plea for a specific rate of duty to be levelled on automotive batteries in three varying fixed rates, one for motor cycle batteries, one for 6 Volt and one for 12 Volt Motor vehicle batteries. Similar specific rate schemes were given for a great number of electrical items such as fans, lamps, etc., and it is a great pity that motor vehicle batteries at least were not covered by the same system.

UNFORTUNATELY I HAVE TO REPORT THAT THE CENTRAL BOARD OF REVENUE HAVE ADVISED US IN REPLY TO OUR REPRESENTATION THAT AFTER DUE CONSIDERATION THEY HAVE BEEN UNABLE TO RECOMMEND A CHANGE AND THEREFORE WE CAN

ONLY HOPE THAT THEY MAY FURTHER REVIEW THIS.

It is absolutely clear to all concerned that a very great deal of time and trouble and wasted labour could be saved to both manufacturers, and the various Excise Staffs concerned by simplification of the method, and we as an industry would be only too pleased to go into this in committee consultation with the authorities concerned. It is pleasing to note from Press announcements that a high level Advisory Committee has been appointed by Government to look into the working of the Excise and Customs methods etc., but that is obviously a long term matter and we would hope, as an industry, for earlier changes.

As regards Excise Duty, the increased rates applicable from March 1960 mean that a rate of some Rs. 10 is due on the average 6 Volt Automotive Battery and some Rs. 13 on the normal 12 Volt 9 Plate Battery as fitted on most cars.

Again this is a necessary measure and we understand this, but we do feel very strongly as an Association about what can only be considered as considerably discriminating, as there is a very large and flourishing battery assembly sector which for the most part goes completely free of Excise Duty. The overall output of this sector is quite considerable. I am speaking particularly on behalf of various manufacturers in the organised sector, and I would say that this sharp differential is greatly felt by them and it would seem that as our main product can be made and assembled in large quantities in the Excise-free sector, this also merits serious attention in view of the considerable revenue being lost to Government.

Battery Containers:

It was with considerable regret that various of our members have learnt of the closing down of production of battery containers by the Firestone Tyre & Rubber Co. (Private) Ltd., Bombay, who have been main suppliers to a number of manufacturers for some years past. The good reasons for this are appreciated, but our various manufacturers are likely to be in some temporary difficulties over this. I think therefore it behoves all of us here who are in a position to help to do what we can and I would say that for my own Company's part, we are actively investigating whether an increase in production of containers can be made to meet any part of this figure, and thereby to save considerable imports of battery containers. This is not an easy matter as raw materials are involved and these are never in too plentiful supply. I would ask our various members

who have container plants to consider this matter very seriously.

I WOULD LIKE PARTICULARLY TO WELCOME OUR NEW MEMBER SINCE THE LAST MEETING, VIZ. MYSORE ELECTRO CHEMICAL WORKS, LTD., BANGALORE.

The Association also, I know, would warmly welcome additional member firms, and there are several, particularly in the Bombay area, whose added membership would strengthen the Association and also, I feel, would be in their own interests.

May I also on behalf of the Association thank Messrs. Amco Batteries Private Ltd., Bangalore and their active Managing Director, Mr. K. G. Parameswaran for their kind hospitality to the delegates, and

for their efforts in making such excellent arrangements for our meetings and functions during our visit to this pleasant city. We are all deeply grateful to them.

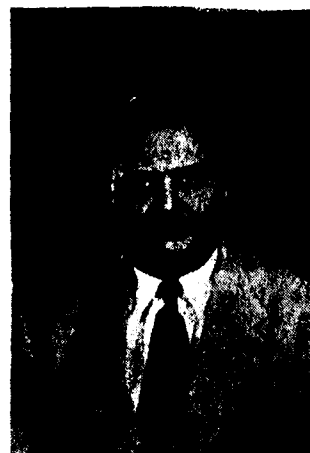
I would also take this opportunity of expressing the Industry's thanks to the various Government Departments, the Development Directorate, the Director General of Supplies and Disposals, the various Defence Technical Establishments, and to the many Departments of the various States of India who have continued to assist and support the Industry in various ways.

I will now ask our incoming President, Mr. K. G. Parameswaran to address you. Mr. Parameswaran has had a wide experience in the Industry and, I am sure, will be active in furthering the interests of the Association.

Rs. 2 Crores Worth of Lead is Imported !

Mr. K. G. Parameswaran pleads for indigenous Production

Mr. K. G. Parameswaran said in the course of his speech: I am very grateful to the Indian Battery Manufacturers' Association for having elected me as the President of the Association for the ensuing year. I



feel greatly honoured and I can assure that it will be my constant endeavour in this assignment to promote and foster the interests of Storage Battery Industry in India to the best of my ability.

I will be more than satisfied if I can accomplish what has been achieved by my illustrious predecessors like Mr. Char and Mr. Gregson.

Considerable efforts have been put in by my predecessor Mr. Gregson and his committee in making the representation to the Central Government in the matter of Excise Duty anomalies in Storage Battery Industry. The Report of the Committee for the year 1959-60 bears out this fact. We should pursue this matter very energetically and see to it that these inequities are completely removed and that Specific Rates of Duty are applied to the Storage Battery Industry as have been applied to the other Units in Electrical Industries.

Quite apart from the above, I would like that the Association takes up at Government level the question of production of Basic Raw Materials for Storage Battery Industry. As you all know, the metal 'Lead' constitutes roughly 60 per cent in value of the total aggregate material cost of a Battery. As it is, in 1960-61, the estimated production of this metal in

India is only 3,500 tons. The Third Five Year Plan envisages only a production of 8500 tons of lead.

In 1959-60 over 22,000 tons of lead worth about two crores and eighteen lakhs of rupees were imported and more and more quantities will have to be imported in the coming years not only to meet the growing requirements of the Storage Battery Industry, but also for other Industrial and Chemical uses. Although Galena, the Basic ore for the lead occurs in abundance in our country, no serious efforts have been made to work and develop all these mines. This is a matter of very serious importance to the Storage Battery Industry in India. I would recommend to the committee that we should take up this matter very strongly with the Central Government. The same applies to Sulphur, which is also an imported item. The only Plant envisaged to be installed under the Third Five Year Plan will yield less than 30,000 tons per year. This is far less, having regard to the demands primarily of the Battery and Rubber Industries. Here again, I think we have to join hands with the Rubber Goods Manufacturers' Association and request the Government to exploit all available material resources in this country.

I WOULD ALSO RECOMMEND TO THE COMMITTEE THAT VERY SERIOUS EFFORTS SHOULD BE MADE TO EXPORT STORAGE BATTERIES. WE SHOULD DRAW UP A DETAILED PLAN IN THIS REGARD AND PURSUE THIS MATTER VERY VIGOROUSLY.

One more recommendation I would like to do. The Committee should study the working of other Associations in Electrical Industries both in India and overseas and emulate their example and benefit thereby.

Thank you, gentlemen, again for electing me as your President.

I take this opportunity to convey our grateful thanks to Mr. Gregson and his committee for the excellent work turned out by them in the interests of the Storage Battery Industry during the previous year.



The Chief Guest, Mr. Shamauna (Second from left) Director of Industries & Commerce, Mysore, with the incoming president of the Association, Mr. K. G. Parameswaran (Second from right) Mr. H. V. Rosel (Extreme left) of Associated Battery Makers (Eastern) Private Ltd., Calcutta, and Mr. Datta Gupta (Extreme right), Secretary of the Association.

Auto Batteries Initial Charging

(By Amco Chokkiah)

Probably every owner or driver of an automobile, realises that the engine of his vehicle is started by a battery. To ensure satisfactory performance and longer life of the battery, the initial charging should be done properly as prescribed by the manufacturer.

Filling Up With Acid.

When the battery is received for initial charging, the first procedure is that it should be filled up with diluted accumulator-grade sulphuric acid of specific gravity as recommended by the makers of the particular unit. During dilution of acid, it should be borne in mind that the concentrated acid is to be added to the distilled water but not the distilled water to the acid. Filling of dilute acid (hereinafter called the electrolyte) should be made half an inch above tops of separators in all the cells.

Allowing To Cool

Immediately after filling, there will be a rise in temperature in the battery due to chemical action. So the battery must be kept idle for about 10 to 12 hours to get itself so cooled as to come down to the room temperature. Normally after cooling, the level of electrolyte may go below the separators due to absorption and in such cases the original level can be restored by adding the required quantity of electrolyte of the same strength used at the time of first filling.

Connecting To A Charging Source

Then the positive and the negative terminal-posts of the battery should be connected to the relative cables of the charging source yielding direct current. (A continuous uni-directional and non-pulsating current produced by generators or rectifiers is called direct current or D.C.). While charging vigorous chemical reaction takes place evolving a gas-mixture of oxygen and hydrogen which shall explode violently when coming into contact with open flame. Therefore it is strictly advised not allow or to bring any naked lights in the surroundings of the charging room.



Importance Of Charging

The initial charging is of fundamental importance and must be continued until the voltage and the specific gravity do not increase any further for at least four hours. The entire future performance and life of the battery are adversely affected if the input of charge is inadequate. Generally inadequate input of charge is the main cause for premature failures of many of the batteries. Every battery after completion of charge, should be washed with water to remove acid particles sprayed over the surface during charge and thereafter wiped dry.

Measuring Capacity

The capacity of a battery is determined by the number and size of plates as well as by the strength of electrolyte present in the cell. It is measured by a unit termed 'Ampere-Hour' which is obtained by multiplying the current flow in amperes by the duration in hours. For instance, a battery that delivers current at 6 amps. rate for 20 hours is meant to have delivered 6 x 20 = 120 Ampere-Hours.

Electric Battery Parts Manufacturers to note

The manufacturers of Electric Battery Parts under the exempted category shall maintain accounts in simple form in lieu of R. G. 1 and R. T. 3 respectively. The specimen of the form is given below :

(a) Form of account (in lieu of R. G. 1.)

1. Date
2. Opening balance
3. Total production during day
4. Total issues during the day
5. Closing balance

(b) Form of return (in lieu of R. T. 3)

1. Opening balance
2. Total production during the month
3. Total issues during the month
4. Closing balance

Of Interest to the Operator

Operator Acquitted

A Case of Mistaken Prosecution

Judgment was delivered recently by the Sub-Magistrate of Wallajah, Sri C. Dorairaj in calendar case No. 663 of 1960 filed by the State through Sub-Inspector of Police, Kaveripakkam, against Mr. Pachaiappa Mudaliar, a well-known transport operator.

The judgment stated *inter alia* that the accused Pachaiappa Mudaliar was charged for violation of rule 303 (iii), 86 (2) and 3 325 (a) M. V. R. read with 112 M.V. Act in C. C. 663 to 665/60. Since the above offences form part of the same transactions the cases are clubbed together for trial.

"The prosecution case is spoken to by P. W. 1 Karunanithi Sub-Inspector of Police, M. V. Squad, Madras. On 9-11-59 at 8-10 p. m. he checked lorry MSY. 4127 in mile 61 in Grand Western Trunk Road. He found the left dipper light not working in the lorry and the driver did not carry the R. C., and the I.C. the permit and the stepney in the lorry. He prepared a notice and served a copy of it on the driver.

The accused was examined. He denies knowledge of the occurrence and says that *did not own the lorry in question*. He examined one defence witness.

D. W. 1 Padmanabhan who lives in Arni says that *he is the owner of the lorry MSY. 4127* and the registration is in his name.

The accused is charged as the owner for the violation of the above said rules in plying lorry MSY. 4127. Prosecution witness 1 says that *he did not verify* in whose name the registration is and who is the owner of the lorry. The accused denies ownership and the same is admitted by D. W. 1. D.W. 1's evidence is not questioned by prosecution. It is not known how and why the accused who is not the owner of the lorry was prosecuted. Though the accused even from the beginning has stated that he is not the owner of the lorry nothing was done to rectify the mistake by the prosecution.

In the end, I find that the prosecution has failed to make out any-

case against this accused and I acquit him of the charges under section 245 (1) Cr. P. C.

Another Case Against Same Operator

In another case before the same Sub-Magistrate (Judicial) Wallajah, Pachaiappa Mudaliar was charged for offences under Sec. 303 (iii) M. V. R. and 302 M. V. R. read with 112 M. V. Act.

The prosecution case was the Sub-Inspector of Police M. V. Squad, Madras, on 1-12-59 checked lorry MYF. 5617 on G. W. T. Road at milestone 61/0 at 9-10 p. m. Then he saw the right side head light not shaded and rear number plate not illuminated. He noted the defects and served a police notice on the driver of the vehicle.

The accused was examined. He denies the allegations. He examined one defence witness Loganathan who is the cleaner of the lorry. He says that about 4 or 5 months back near Kaveripakkam, somebody coming in a jeep checked the lorry and he says that headlight was shaded then.

The charge under section 112 M. V. Act read with 303 (iii) M.V.R. is that the right headlight was not shaded. The accused contends that it was shaded and examined the defence witness who is an employee of the accused and he did not know as to what for the lorry was checked, by whom, and on what date. His evidence is vague and it is interested testimony. P. W. 1 says that he found it not shaded. He has made note of the same in his notice and served a copy of it on the driver immediately. The driver had acknowledged it on the spot. I believe P. W. 1's evidence and find the accused guilty of the above charge.

P. W. 1 says that the lorry's rear light was not illuminated. The charge is under 302 M. V. R. M. V. R. x 392 states there should be no red or amber light except in the rear.

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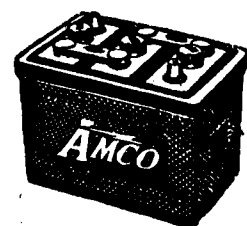
7-10 Horniman Circle, BOMBAY - 1.

Phone: 254226

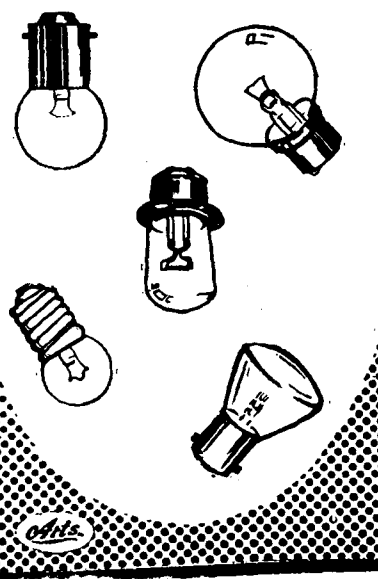
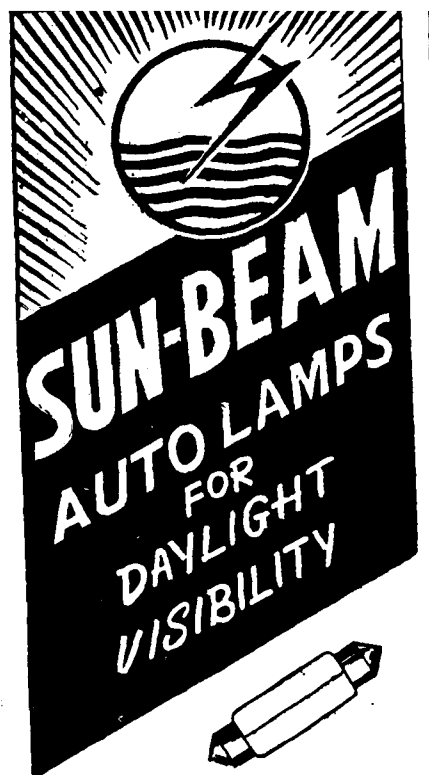
PIONEERS

IN

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Messrs. NATIONAL CORPORATION LTD., Mandi Road, Jullundur City, (For Punjab, Himachal Pradesh, Pepsu, Jammu and Kashmir).

The charge here is not that the rear light was any where else.

The evidence was that there was no rear red light burning. Prosecution witness admits that light was in working condition, but it was not operated. The accused is the owner. He was not in the vehicle then. The vehicle was under the control of the driver. The accused owner could not be held liable if the driver did not use the rear light and hence I do not find the accused guilty under section 112 M.V. Act read with 302 (ii) M. V. R. and acquit him of the charge.

In the end I find the accused guilty under section 112 read with 303 (ii) M. V. R. convict him and sentence him to pay the fine of Rs. 10/- (ten) in default to suffer simple imprisonment for 10 days.

TRANSPORT COMMISSIONERS' DECISIONS

The conference of the State Transport Commissioners, which concluded its two-day session in Bombay on November 26, recommended that a model Scheme for setting up State Transport Finance Corporations or similar agencies should be drawn up for consideration and implementation by the State Governments.

The recommendation followed a review of the progress made in the implementation of the recommendations of the Masani Committee as also of the decisions arrived at by the conference at its previous meeting, on the question of making credit facilities available to the transport operators.

The conference emphasised that co-operative societies for running goods transport services should be set up by the States concerned without further delay so that the experience gained by such working could be taken advantage of by others. The scheme, to be introduced on a pilot basis, envisages the formation of co-operative societies with membership restricted to workers like drivers, mechanics, booking clerks and depot managers, all enrolled from the educated unemployed.

The Conference was informed that of the six States selected for the purpose, Delhi and Kerala had already set up such societies and that the State Governments of West

Bengal, Orissa, and Madras were taking steps to set up the societies as early as possible.

The conference underlined the need for taking expeditious measures to implement the decisions taken earlier in regard to important matters like single point taxation.

The subject of granting temporary permits for long distance routes was discussed at length. It was decided that the State Transport Commissioners should furnish to the Ministry of Transport and Communications an up-to-date list containing the particulars of the permits which had been issued by them so that the matter could be examined in more detail.

Another decision arrived at the conference related to the provision of way-side amenities by private entrepreneurs or local bodies. It was stated that in most of the States where the bulk of passenger transport was nationalised such facilities were provided by the transport undertakings, but in the private sector such facilities were either absent or negligible. It was accordingly recommended that efforts should be made for provision of amenities at a specified minimum scale everywhere.

THE CONFERENCE AGREED TO THE ADOPTION OF A CODE OF CONDUCT FOR TOURIST CAR OPERATORS IN ORDER TO ENSURE BETTER AND EFFICIENT SERVICE FOR TOURISTS. BROADLY SPEAKING THESE INCLUDED SPECIAL UNIFORMS FOR TOURIST CAR DRIVERS, THE ISSUE OF A PHOTOGRAPH ALONG WITH THE LICENCE NUMBER ETC., TO BE DISPLAYED ON THE VEHICLE ITSELF AND SPECIAL ATTENTION TO BE PAID TO THE CLEANLINESS OF THE PERSONS AUTHORISED TO DRIVE THE TOURIST VEHICLES

The two-day conference was inaugurated by Shri Raj Bahadur, Union Minister for Transport, and was presided over by Shri G. V. Ayyar, Secretary, Union Ministry of Transport. Apart from State Transport Commissioners and Controllers, the meeting was attended by representatives of the Union Railway Ministry, the Tourist Department and the planning Commission.

39 Years of Service to the Public Sathi Vilas Rises to the Occasion

The origin of this Transport Service dates back to 1922, when its operation started with a couple of buses plying on the PORAYAR-MAYURAM road, over a distance of nearly 20 miles, with just a few trips daily. The period of 39 years since then, marks a steady expansion in its size, service capacity, zones of operations and administrative and organisational activities. Today, it stands out among the foremost Motor Transport concerns in the State, with its present respectable strength of 47 route buses, a fleet of 9 spare vehicles, and 6 lorries to serve goods traffic, employing 448 workers of various categories in the different sections of its business. Of the 24 routes over which the vehicles of the Service are distributed, five are Inter-State, and apart from the scheduled timings on the various routes, the needs of the public on special occasions of prominent festivals, marriage seasons, celebrated events, and of

excursion parties, tourists and the like, are provided by a complement of the Spares flying over the far ends of the State.

With the ever-growing demand for more and better travel conveniences, and with the increase in the volume of traffic to be dealt with, the institution has risen equal to the occasion, introducing the latest types of buses with considerably enlarged seating capacity, decently equipped for comfortable travel. The Head Office at Porayar has its workshop equal to any of the best in the State in its modern machinery, tools and instruments in the charge of 67 highly skilled employees. Similar servicing and workshop facilities with suitable materials and personnel, are provided also in all the Branches.

A spokesman of the Management said they realized that throughout this period of advance and progress, the loyalty and devotion of the entire band of the employees and



Sri G. Veerappa Pillai

the unstinting appreciation of the public, have been their main source of strength and their most valuable asset. It was their hope and wish that the future may offer far greater opportunities, and it may be given to this well-established institution to rise to still greater heights of reputation by its service to the public.

The Delhi Motor Traders' Association

The Association in a letter to the Chief Controller of Imports & Exports, New Delhi States:

I have received a complaint from a member of this association that an item which hitherto used to be imported under licences issued for items 74 (iii)/V or 293, 295 S : 97/IV is not being allowed clearance by the Customs authorities at Bombay, who appear to be demanding licence for item No. 31 (b)/II. This item 31 (b)/II would cover;

Petrol. Gas and Kerosene engines of all types (excepting automobile units) and component parts thereof except spare parts for petrol, internal combustion engines, of road vehicle type.

Parts thereof;
Item No. 74 (iii) V covers;
Spare parts for agricultural tractors and or tractordrawn agricultural implements,

Obviously, therefore, the practice as hitherto in force is the correct one. Unfortunately we have different authorities quite independent of each other to deal with the very

matter. This has undoubtedly caused confusion. It would be fair to the Trade if authorities try to stick to the practice in vogue instead of giving absolutely a different interpretation much to the annoyance and inconvenience of the Trade. Even if assuming, for the sake of argument, that the interpretation now sought to be given by the Customs authorities at Bombay is correct and which my association maintain, is not, the trade ought to be given some reasonable time in all fairness. After all, the traders have to comply with numerous formalities in order to get an import licence and these sudden changes, like the one under discussion, cause undue and avoidable harrassment to the trade, apart from the loss of time, not to speak of the expenses and trade losses. The authorities ought to try to adopt a reasonable attitude.

I shall thank you, therefore, to please advise the Customs authorities at Bombay to allow clearance of the above consignments under licences for items 73 (iii)/V or 293, 295 & 297/IV as hitherto before.

No. S-10/1235/60L dated 13-4-1960
issued by the Asst. Collector of

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Available in ready drilled sets
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**THE MADRAS MERCANTILE
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1/18 MOUNT ROAD
MADRAS 2

Customs Bombay, has a reference to this particular consignment.

The reply from the Chief Controller stated;

With reference to your letter dated 6-5-1960 I write to invite your attention to remark 8 against Sr. No. 74 (iii)/V in the Red Book for April-September 1960 period. According to this remark spare parts of diesel engines *can be imported* under Sr. No. 30 (f) (iii)/II of the I. T. C. schedule, or if these parts are inter-changeable with road vehicular type of engines, these will be cleared against licences issued under Sr. No. 293. 295 & 297/IV. Similarly, import of Carburettors, as per description given against Sr. No. 31 (b)/II, can be imported only under that Sr. No. 74 (iii)/V precludes engines and engine parts of all descriptions, as they have independent classification, elsewhere, in the ITC schedule. This is, and has been, our policy and if the Customs have been permitting import of these under Sr. No. 74(iii) V, you may take up the matter with the Customs.

Oil pressure Gauges, air pressure gauges & double pressure gauges.

Penal instruments required for instrument penal for Mercedes vehicles.

Complaints are received from Members that recently that Collector of customs at Bombay has issued instructions insisting upon production of Import Licences issued under Sr. No. 92 (k)/V for clearance of the above.

I also enclose a photo-stat copy of a communication Dated 27th April 60 from M/s. VDO Tachometer Works to M/s. Bharat Sales Service wherein they clearly state that these gauges can only be installed in Tata Mercedes Trucks and Buses. I also enclose VDO catalogue and invite a pointed reference to pages 63-72 clarifying the position,

Under these circumstances, I would request you to kindly give this matter the most urgent attention and have necessary orders issued clarifying the position to the Collector at Bombay expedited under copy to this association.

The reply of the Chief Controller states;

If the Pressure gauges : stated above form component part of 'Dash

Board Panel instruments used in transport vehicles such as car, lorry truck etc, and are distinctly identifiable as such then these will be classifiable as motor vehicles parts falling under Sr. No. 293, 295 & 297/IV of the I. T. C. Schedule.

New Office Bearers

At the Annual Elections held recently the following office bearers were elected :

President: S. Sajjan Singh Sethi, Vice-President: Shri Pran Nath Chopra, Hon. Secretary: Shri Rattan Lal Kohli, Hon. Joint Secretary: S. Sujan Singh Chandhok and Hon. Treasurer: S. Cusab Singh Sawhney.

Members of the Executive

Dr. Tiruk Singh, L. Sain Dass Kohli, S. Surender Singh Sabharwal, Shri Rikhi Ram Katyal, Shri Mangal Dass Beri, Shri Janak Raj Anand, Shri D. S. Bhatnagar, Shri Bimal Parshad Jain and Shri Bishambar Dayal Aggarwal.

Automobile Industry

The resolution of the Government of India, Ministry of Commerce & Industry, states *inter alia*.

Any manufacturer who has not already placed orders for the plant and machinery necessary to complete his programme must immediately approach the Government with necessary applications for import licences as it is Government's intention that by the beginning of 1962 the import of components, either finished or semi-finished, should cease. This does not mean that the automobile manufacturers would themselves be expected to make all items which go into the making of a vehicle. There are numerous items which legitimately belong to the ancillary industry. While automobile manufacturers develop capacity for the components which are their responsibility, Government would at the same time, give all possible assistance and encouragement to the ancillary industry to develop on right lines.

The automobile manufacturers must introduce by the end of this year a satisfactory cost accounting system.

The Government have instructed the Central Organisation of Small Scale Industries under the Development Commissioner to create a special division for the development of ancillary industries not only for

the automobile industry but for other industries as well, and the development of ancillaries in the small and medium scale sectors will be given the greatest attention during the Third Five year Plan.

It is undesirable even from the point of view of the ancillary industry itself to give it an assured market regardless of cost & quality.

The ancillary industry should be able to supply components at a price which does not exceed the landed cost of similar imported components which bear on import duty on the average of about 40 percent. The ancillary industry will be well advised to reduce their prices for original equipment as is the practice in other countries.

The Government consider the targets (Jeep-10,000 Nos, Cars 30,000 Nos. and 40,000 Nos. if an economy car is introduced, Commercial Vehicles 60,000 Nos.) to provide a reasonable working basis for formulating the development programme of the industry. The expansion programme of the existing units to achieve the plan targets will be considered by the Government in light of this.

Mr. K.V.P. Rao Entertained

Sri K. V. P. Rao, Manager, Southern Division of M/s. Firestone Tyre & Rubber Company of India (Pvt.) Ltd., was the guest of honour at Vijayawada on 13th when the Motor Parts dealers and automobile trade interests received him at the Railway Station. He was profusely garlanded by 54 representatives of Associations and a grand reception was given.

On this occasion, Sri. M. Suryanarayana, proprietor, Bezawada Motor Stores gave a tea party to Sri K. V. P. Rao. The elite of the town attended the party. He said that Sri. K. V. P. Rao is loved by all the trade interests for his affection towards them, and he is a good planner who foresees years ahead and always gives valuable suggestions to his dealers for the progressive development of the business.

Sri. K. V. P. Rao recently returned from a study tour of U.S.A., U. K., and Europe.

Scooter Tyre Development

The article on Scooter Tyre Development published in our last issue was written by Mr. W. E. Dunkley of Messers. Dunlop Rubber Co. Ltd. (U. K.).

By John Jones

CUTS POWER LOSS

new motor oil without metallic ash

For years now combustion chamber deposits have been causing a power loss problem. They build up in every car, even after a few thousand miles and upset the smooth running of the engine. They are especially troublesome in modern high compression engines which, like sensitive thoroughbreds, are more easily put off their stroke. This "power loss barrier", as it has been called, continually hampers engine designers working for more efficient and economical engines. But with the announcement of a new non-ash motor oil from Shell the outlook is distinctly brighter. This radically new oil does much to eliminate the problem because it does not leave metallic ash deposits in the combustion chamber. In this way, it substantially reduces the formation of power-robbing deposits on piston crowns, valves and cylinder heads and so directly tackles the very seat of power loss. It achieves this through the use of additives of a fundamentally different type which are non-metallic. It sounds a simple enough development but, believe me, this is a technical triumph-probably the *biggest news in motor oil* since detergent oils were introduced some 10 years ago.

Years of research

At the Shell laboratories at Thornton in Cheshire I was told how this success was achieved. I gather that Shell, who always work in the closest contact with engine designers, realised years ago, that, if engine development was to progress smoothly, the problem of power losses through combustion chamber deposits had to be beaten. Motorists will remember the introduction of I. C. A., the Ignition Control Additive which neutralises harmful deposits from gasoline and so combats plug failure and faulty ignition due to these deposits.

To my mind, this new oil represents a similar break through on the motor oil front. In addition to combatting power loss which saps performance and fuel economy IT WILL PROVIDE OUTSTANDING ENGINE CLEANLINESS AND PROTECTION AGAINST WEAR combined with the well known Multigrade advantages. I must say from the facts and figures shown me, based both on laboratory tests and on a million and a quarter miles of road trials in ten different countries, that these claims seem fully justified.

It just goes to show what regular contact between engine designers and the oil companies can achieve. Personally, as a motorist, I'm all for it especially if products like this new non-ash motor oil are the result.

Chevrolet Corvair Special Coupe by Pinin Farina

Outstanding among new body designs produced by Pinin Farina for the 1961 season is his Chevrolet

January 1961

15

Corvair Special Coupe. It is a two seater car with sports characteristics. Wheelbase of the chassis has been shortened by 7½ in. Aerodynamic principles are applied in the design of the front. The line of the hood slopes down towards the front of the car with a smooth curved line, which in the front part has a slightly concave treatment. This treatment makes the air stream give extra weight on the front wheels for good roadholding. The lines of the front end of the car blend into a simple wraparound bumper. Beneath the waist there is a moulding which underlines the upper and rear outline of the side and creates shades and highlights to emphasise the rounded tail shape.

All pillars are very slender for maximum interior light. The lines of the rear fenders blend into the roof via two ribs at the sides of the rear windows.

The interior of the car is trimmed in very light tan leather. The standard of the inside finish is high, but simplicity and functionality are the keynotes.

A noteworthy feature of the two individual seats is that the cushion of the seat and the back rest are made in such a way as to avoid the relative movements between them, which are usual in all other seats. Greater comfort is ensured for the passengers by eliminating that "feeling of rear ungressing" so common on many cars, especially during hot weather.

Wedding : HEMA — KUMAR



Sow. Hema, daughter of Mr. L. L. Narayan, Managing Director, Rare (Madras) Ltd. Madras and Chi P. C. Kumar (son of Mr. Parameswar of Bombay) who were married recently in Madras. The bridal couple were the recipients of numerous gifts and congratulatory messages. The reception was largely attended by the elite of the city.

Tamilnad Motor Parts Dealers' Association

The Tamilnad Motor Parts Dealers' Association Executive Committee met at Alakarkoil on Nov. 20, under the chairmanship of Mr. N. Kannayiram, president.

The meeting unanimously admitted M/s. Central Automobiles, 39, High Road, Tirunelveli Jn., M/s. General Metal Trading Co., Eleyarasandal Road, Kovilpatty, M/s. K. S. Shammugavel Nadar & Co., Caltex Dealers, Madurai, as members of the Association.

The meeting also discussed in general terms the question of the formation of a tyre syndicate under the name of Madurai Ramnad Tyre Syndicate.

It was decided at the meeting that the next picnic-cum-executive committee meeting will be held at Cape Comorin. M/s. Manickam & Co. (firm of Madurai) offered to play the host for the meeting.

Tyre Syndicate formed at Madurai

The Tamilnad Motor Parts Dealers' Association convened a meeting at Madurai on Nov. 28, of the truck tyre dealers' of Madurai & Ramnad Districts. Mr. N. Kannayiram, presiding. Representatives of tyre companies were present by special invitation.

The meeting unanimously resolved to form the Madurai-Ramnad Tyre Syndicate to function from 1st December with the following firms as founder members :—

M/s. K. Nataraja Pillai & Co., M/s. A. Ramanathan Company, M/s. Bharath Trading Company, M/s. Raj Auto Stores, M/s. George Oakes (P) Ltd., M/s. Moorthy Motor Stores, M/s. Manickam Company (Firm), M/s. Madura Auto Stores, M/s. K. Srinivasa Iyengar & Sons, M/s. AR. A. S., P. V. P. V. & Co., M/s. G. N. Chakrapani Chetty & Sons., M/s. M. S. Puglagiri Nadar Sons, Sri. S. Dharmarajan, M/s. Murugan Automobiles, Dindigul, M/s. M. S. Puglagiri Nadar Sons, Dindigul, Sri. Avanna Nadar, Dindigul. M/s. M. S. Puglagiri Nadar Sons, Periyakulam Sri. I. Chinna-mana Nadar, Theni. M/s. M. S. Puglagiri Nadar Sons, Theni. Sri. Esakkia Pillai, Periyakulam, M/s. Meenambigai Motor Works, Virudhunagar.

OFFICE BEARERS ELECTED

The members of the syndicate then elected office bearers for the coming year.

Mr. N. Kannayiram was elected President, Mr. R. M. A. RM. Ramanathan Chettiar, Secretary, Mr. K. Palanimalayan, Treasurer and M/s. S. Dharmarajan, K. M. Muthukrishna Iyer, S. M. K. Nataraja Nadar and V. Pugalagiri, committee members.

TO POOL RESOURCES

The purpose of the syndicate was stated to be to pool the resources of the various dealers to supply tyres to genuine operators whose vehicles have primary permits to operate in the two districts at established prices. Other details in connection with the syndicate formation were also decided.

All supplies invoiced by the tyre companies after 1st December comes under the proposed syndicate scheme. Members of the syndicate who are also dealers cum bus or lorry operators are to allot 50% of their supplies to the syndicate itself. Coupon system was introduced for the supply of tyres.

Tyres: Production Up.

The Minister of Industry, Mr. Manubhai Shah informed the Lok Sabha on Nov. 30, that arrangements had been made to import 1,20,000 tyres through the State Trading Corporation, particularly from the East European countries, in order to meet the existing shortage of tyres.

Earlier, Mr. Shah told the House that production of tyres had increased from 6.42 lakhs in 1956 to 11.38 lakhs in 1959 and to about 13.5 to 14 lakhs in 1960. Thus tyre production in the country had more than doubled in the last two years.

Also, the licensed capacity had been added by expansion of existing units and new units from 1.04 million tyres to 2.94 millions a year. Production would increase by 1,50,000, 2,50,000 and 3,00,000 in 1961, 1962 and 1963 respectively.

No Dazzling Please in the City of Course

The Commissioner of Police, Madras, has drawn the attention of motorists to Rule No. 303 of Madras Motor Vehicles Rules.

The Rule provides :

"No lamp showing a light to the front shall be used on any vehicle unless such lamp is so constructed, fitted and maintained that the beam of light emitted therefrom (i) is permanently deflected downwards to such an extent that it is at all times incapable of dazzling any person, standing on the same horizontal plane as the vehicle at a greater distance than 25 feet from the lamp, and whose eye-level is not less than 3 feet 6 inches above the plane; or (ii) can be deflected downwards or both downwards and to the left by the driver in such manner as to render it incapable of dazzling any such person in the circumstances aforesaid, or (iii) can be extinguished by a device which brings into or leaves in operation lights which are deflected downwards or downwards and outwards in such manner as to be incapable of dazzling any person in the circumstances aforesaid."

The Commissioner of Police, Madras City, under Rule 442 of the Madras Motor Vehicles Rules hereby prohibits the use of direct headlights in all motor vehicles on all roads in Madras City with effect from January 1, 1961.

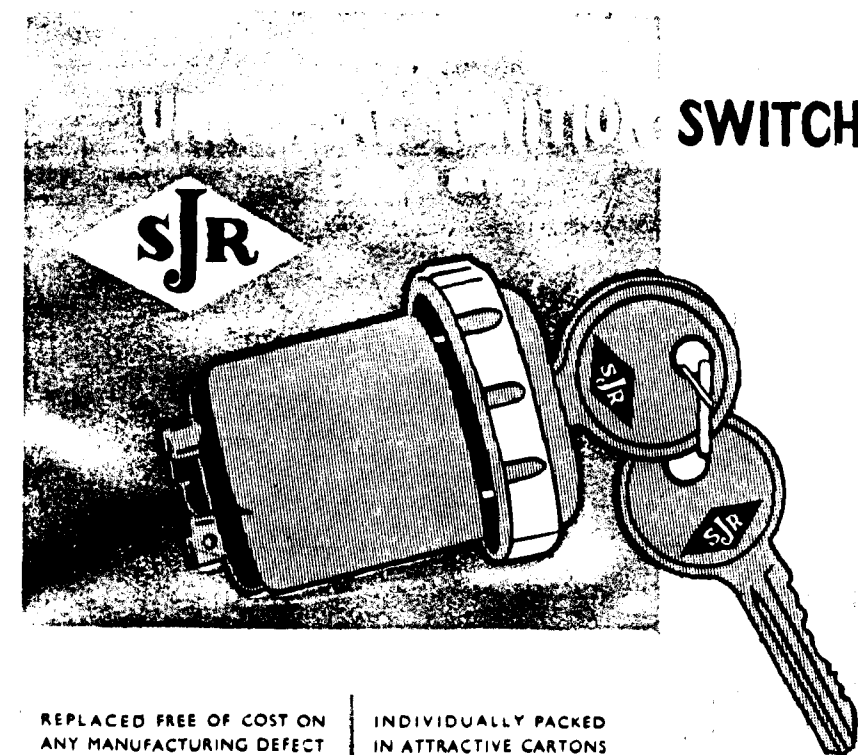
MAPAMA

The sixth annual general body meeting of the Association will be held at the association premises on Saturday the January 7th according to a circular issued by the Honorary Secretary.

At the meeting of the Managing Committee of the Association on November 26th, M/s. Dilcep Automobiles, 24, Jayachamarajendra Wodayar Road, Bangalore 2, were admitted as members.

In U. S. A.

The United States spends all its income from vehicular taxation on construction of highways, and none goes into the general revenue. If there is any country in the world that has learnt the value of modern roads for national prosperity, it is the United States of America.



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Sole Distributors :
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Automobile Parts • Accessories • Garage Tools & Bearings
Phones : Sales 24835, Grams : ORIGEN



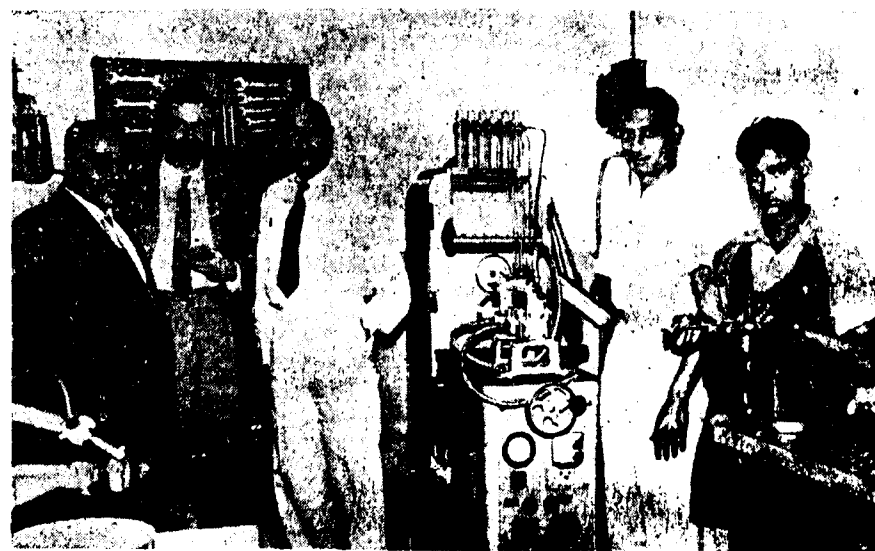
Standing—Mr. E. Rodrigues and Mr. D. V. D'Monte.
Seated are Mr. J. N. Green and Mr. J. R. Terry in the Office
of The Indian Engineering & Trading Co.,



Photo taken at the reception to Sri K. V. P. Rao shows
from Left to Right:—Messrs M. E. Reddi, I.P.S.,
T. S. Parthasarathi, K. V. P. Rao, Manager,
Southern Division, Firestone Tyre & Rubber Co. of India
Ltd., M. Suryanarayana, Shri A. Balasubramanyam,
I.R.S., G. Pitchaiah, District Manager, Firestone, Hyderabad

"PIONEER" Seals are represented in
Southern and Eastern India by M/s
The Indian Engineering & Trading Co.,
26 Wallers Road, Madras and No. 40
Prinsep Street, Calcutta.

"PIONEER" Seals manufactured in the
U. K. are original equipment on several
well known makes of Automobile and
Industrial engines, Trucks, Tractors and
general machinery and are unrivalled
in quality and performance. These
Seals are to be manufactured in India
by M/s Fenner Cockill Ltd., and first
supplies are expected to roll off the pro-
duction lines very shortly.



L. to R.—Mr. D.V.D'Monte, Mr. J. N. Green, Mr. J. R. Terry and Mr. K. N. Rao, Engineer
in Fuel Injection Department of The Indian Engineering & Trading Co.



Social & Personal



Automobile Workshops maintain the vital lifeline of Transport and passenger vehicles moving smoothly and in good trim on the roads. Every large Town having a voluminous fleet of goods and passenger vehicles feels the need of a workshop. At Tenkasi this need was fulfilled on December 14 by the opening of the "POTHIKAI ENGINEERING WORKS" (above left) at Shencottah Road. Sri Rajaji (above right) was pleased to bless the venture by his visit to the workshop on the day. The Concern will be a full fledged unit that can cater to the needs and requirements of all automobiles before the onset of the ensuing Season in June 1961.



Left to Right—Messrs Gopal, A. S. Sethi, Indu Chandok, Gyan Meher Singh, Walah, Jagjinder Singh,
S. K. Vats, Jagjit Singh M. Rajagopalan, K. Vasudevan and K. Venkatraman.

RECEPTION TO SARDAR JAGJIT SINGH, PARTNER OF AUTO SPRING MANUFACTURING CO.

To meet Sardar Jagjit Singh, partner of Messrs. Auto Spring Manufacturing Co of Delhi, M. Rajagopalan, Editor of Motorindia, gave a reception at Kwality, Mount Road on Wednesday January 4.

A very large number of parts dealers in the city were kind enough to respond to the invitation.

The guests were received by Mr. K. Venkataraman of Motorindia and Mr. S. K. Vats, resident representative of A. S. M. Co. in Madras, and introduced to the chief guest.

After tea, Mr. Rajagopalan, introducing Sardar Jagjit Singh to the Auto trade in the city said that having established his firm in 1947, soon after partition, Sardar Singh had been slowly but surely expand-

ing the quality as well as output of his manufactured products so that now he was in a position to supply the demands of nearby North India will expand to sell in the South. Their products were machine tested by latest methods and they were about to instal an automatic cutting and bending machine shortly to further improve the quality. The present production was about 6 lakhs per year. He welcomed Sardar Jagjit Singh and said such visits not only improved the business aspects of manufacturers but also brought them closer to dealers in different parts of the country.

Sri Indu Chandhok of Messrs Upper India, speaking next, welcomed Sardar Jagjit Singh in their midst and hoped that more and

more manufacturers would be visiting South so that they may have opportunities to meet and exchange ideas and strengthen their industry.

He was very glad that so many had turned up and expressed the hope that every one of them would join the Madras Motor Parts Dealers' Association and strengthen the organisation.

Sardar Jagjit Singh, in reply, thanked Mr. Rajagopalan for having given him the opportunity of meeting so many of the members of the Automobile Trade in the city and for making new acquaintances. He assured the trade of his fullest cooperation in all their common endeavours.

Sardar Gyan Meher Singh proposed a vote of thanks.



Sri Indu Chandhok of Upper India is seen addressing the gathering at the reception to Sardar Jagjit Singh



A section of the large gathering of Auto Parts Dealers at the Kwality reception by M. Rajagopalan.

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