

Motor India

1961 - February

VOL - 5, NO - 7



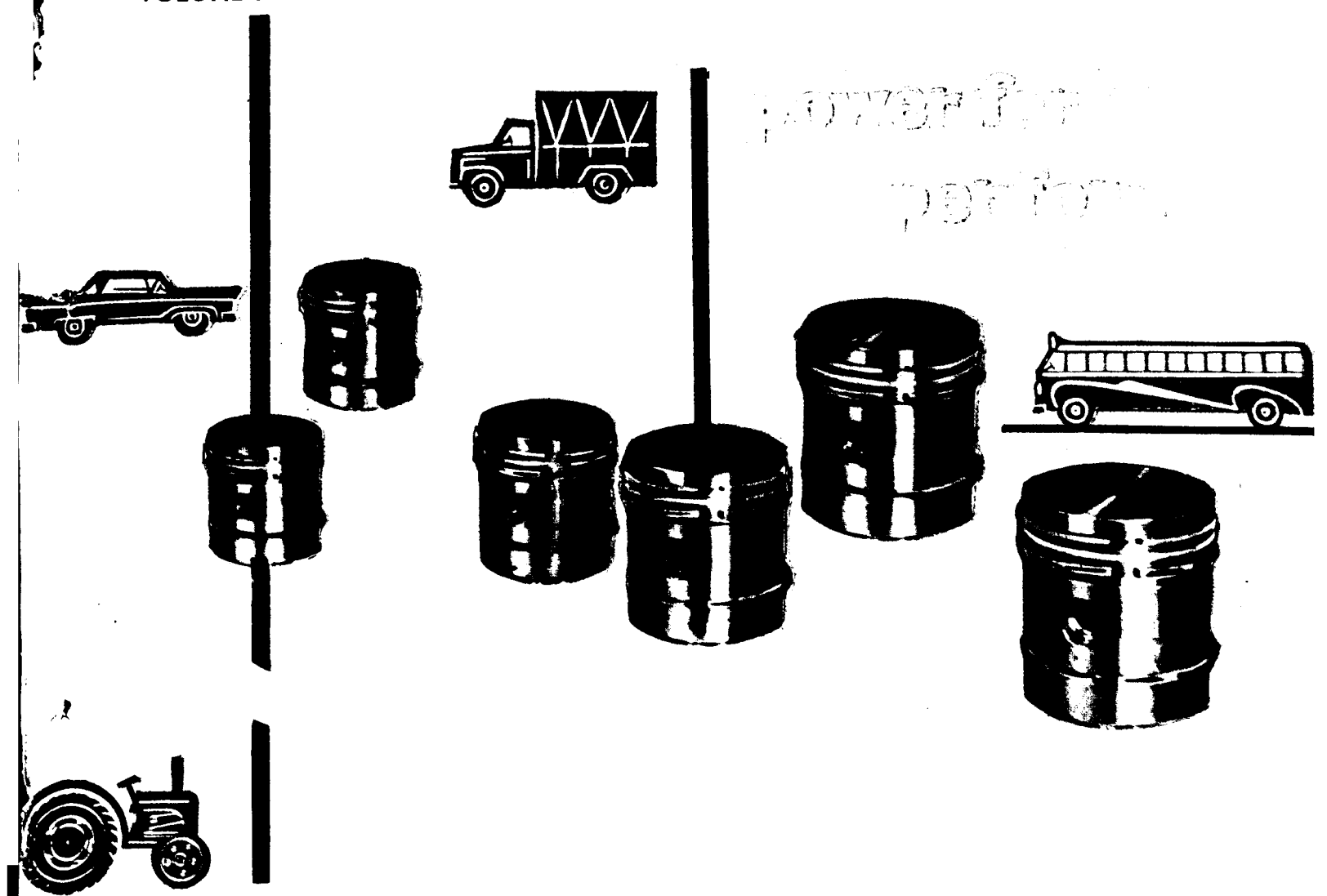
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MOTORINDIA

VOLUME 5

FEBRUARY 1961

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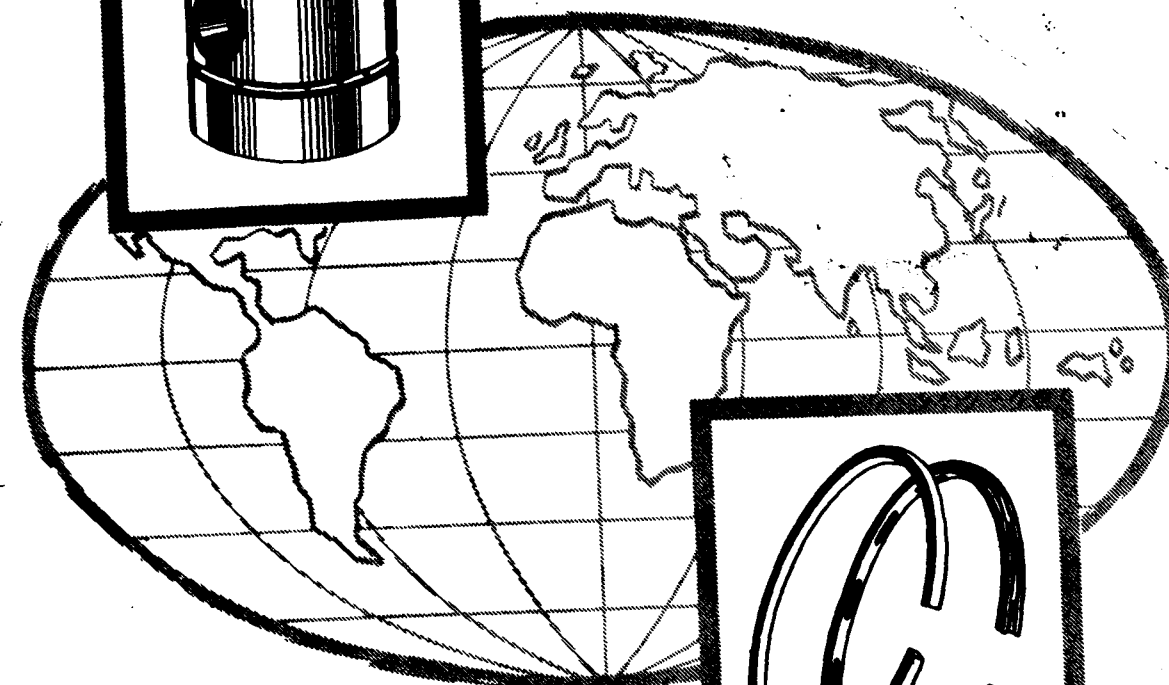
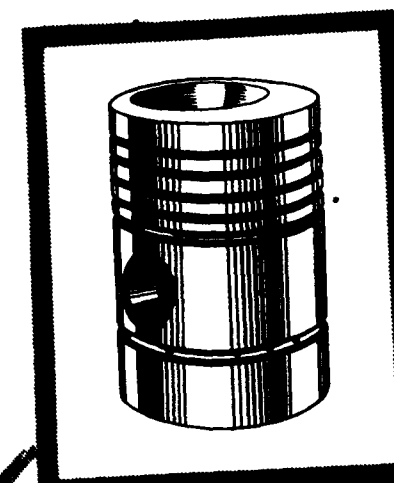
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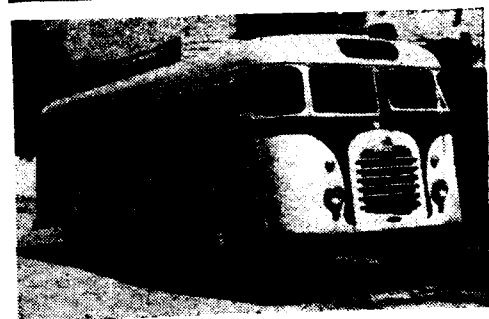
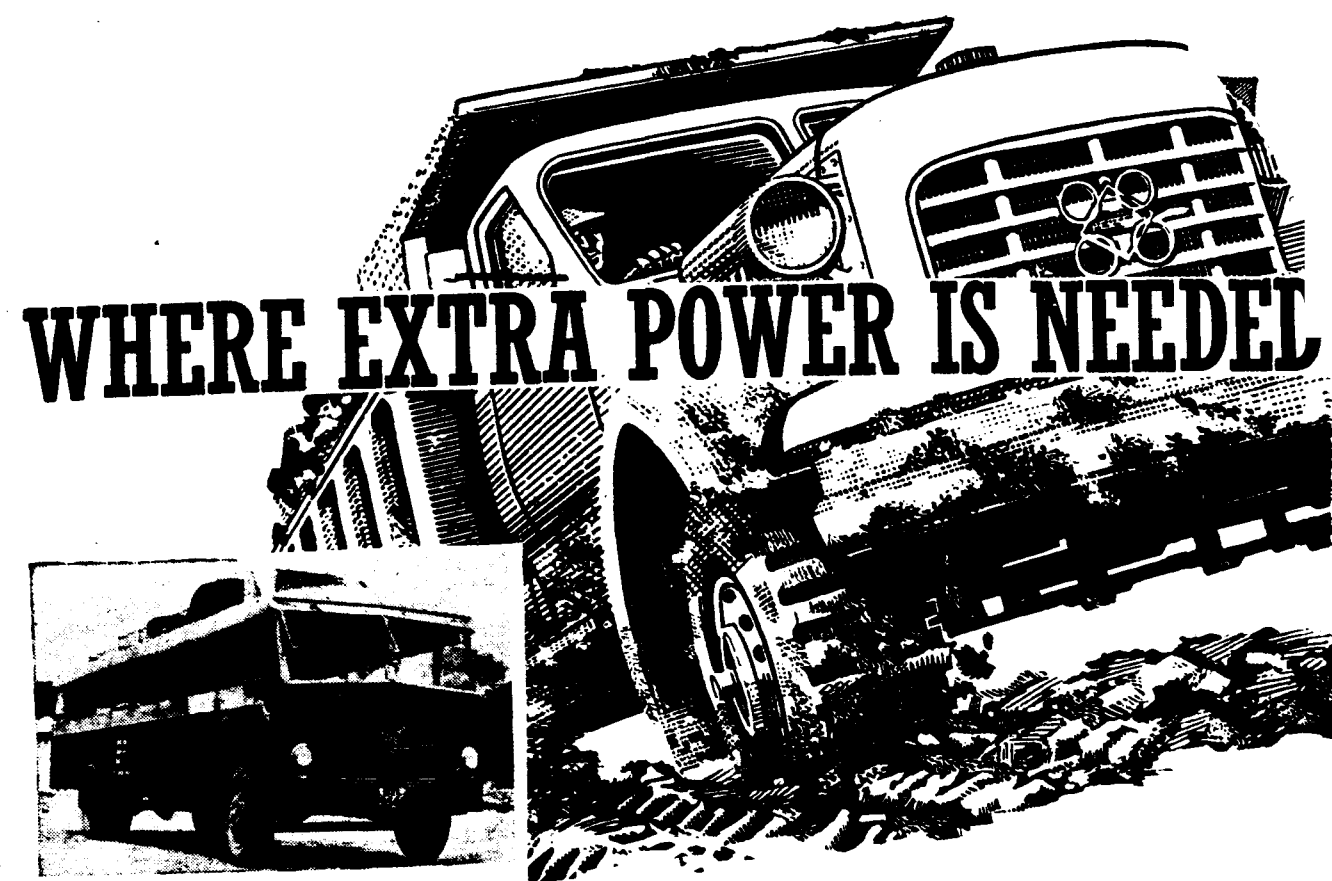
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CONTENTS

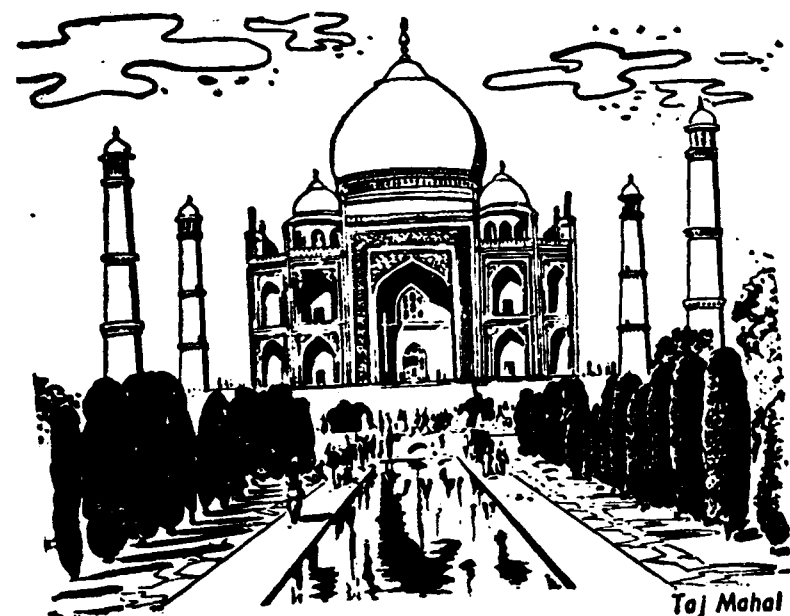
	Page
Editorial	7
Bombay Conference on Auto Industry	9
Social & Personal	30
Redex Exhibition & Lions Club Races in Pictures	31
S. R. V. S. anniversary	32
Asiatic Tyres function	36
New Tyre Changer	37
Reception to Mr. W. N. Talwar	39
Canara Workshops to make Alloy Steel	40
The Second Racing Car Show	44
Oil News	46

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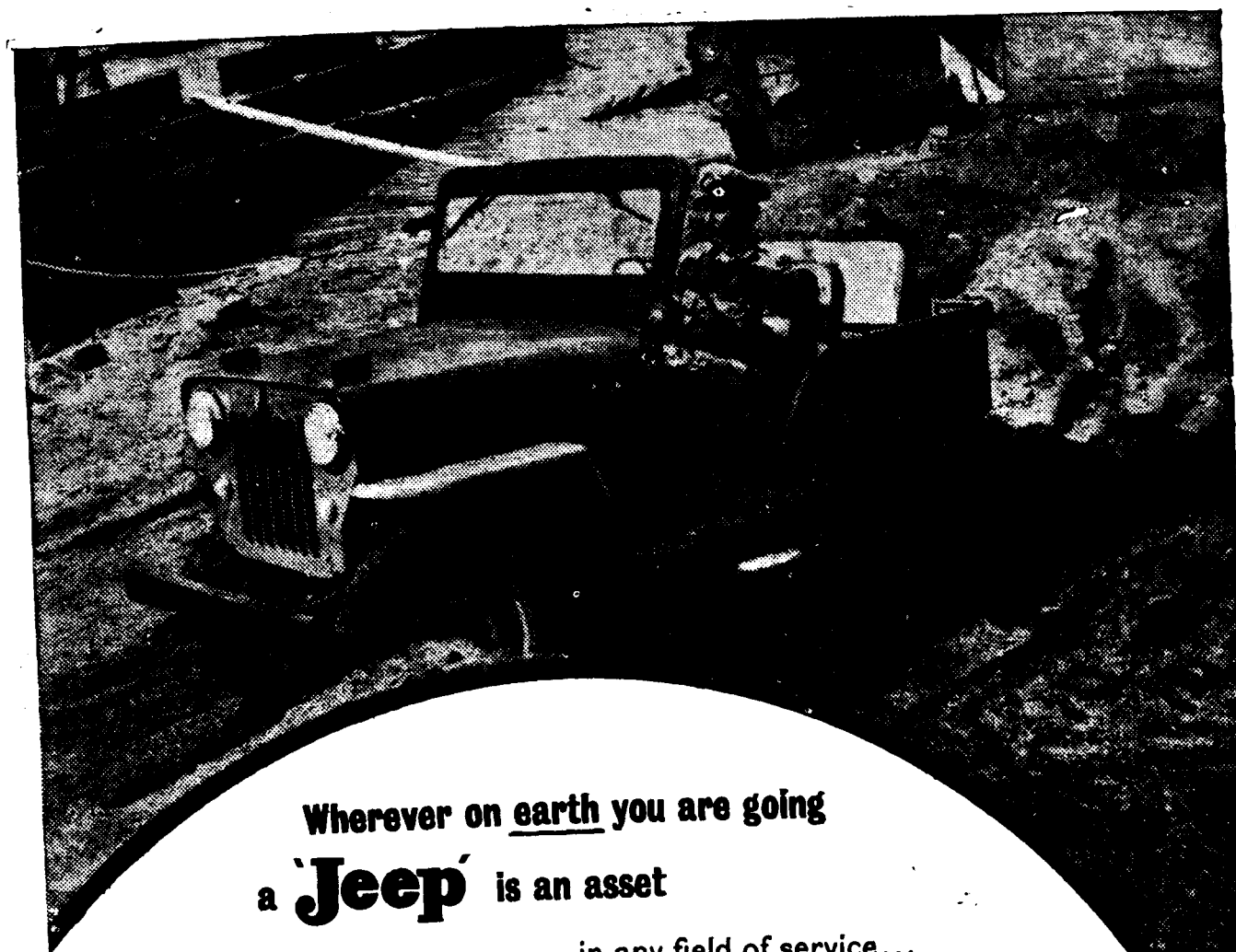
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MOTORINDIA

INDEX TO ADVERTISERS

	Page
Armstrong Smith Private Limited	12
Asiatic Tyres	23
Atlantis (East) Limited	16
Auto Lamps Limited	10
Baiton Cables Limited	8
Bharat Auto Stores	39
Caltex (India) Limited	22
Canara Workshops Limited	4
Dunlop Rubber Co. (India) Limited	14
Escorts Limited	1
Everest Agencies	3
Glass & Miniature Bulb Industries	34
Government of India	29
Gurmukh Singh & Sons	21
Himco Batteries (M) Private Limited	17
Hindustan Motors Limited	38
Imperial Trades	13
Indian Engineering & Trading Co.	11
India Pistons Private Ltd.	Cover I
International Instruments Private Limited	37
Kasi & Sethu	9
Lucas Indian Service Private Limited	15
Madras Mercantile Agencies Private Limited	35
Mahindra & Mahindra Limited	6
Miniature Bulb Industries of India	19
Motor Industries Co Ltd.	18
Payen Talbros Private Limited	Cover IV
Perkins Engines Limited	2
Popular Manufacturing Company	33
Popular Trading Company	35
Premier Automobiles Limited	Cover III
Premier Auto Electric Private Limited	10
Racmann Koshatkinn	20
Rane (M) Limited	12
Standard Motor Products of India Limited	Cover II
Tata Engineering & Locomotive Co. Limited	48
Waxpol Industries Ltd	5



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editorial

SERVICING & REPAIRS

So conflicting are the interests of the consumer and the trade on the one hand, and those of the industry and the government on the other, in regard to road transport and automobiles that it needs more than ordinary courage and tact to bring about a conference of all such interests. And it is a tribute to the organising ability, personality and thoroughness with which the subject has been dealt with objectively, to find that such a conference has been able to record its findings unanimously and give very useful and unbiased suggestions for adoption by the industry and the government alike.

Judged from more angles than one, the recent conference of all India automobile, ancillary, motor trade and consumers organised by Mr. B. M. Chinai, President of the Western India Automobile Association, has done yeoman service to the motorist, the country and the industry as well.

After a thorough discussion of various problems in groups and then in sessions, the conference has arrived at conclusions on various aspects, and it is our hope that the government will thankfully accept the recommendations made by it.

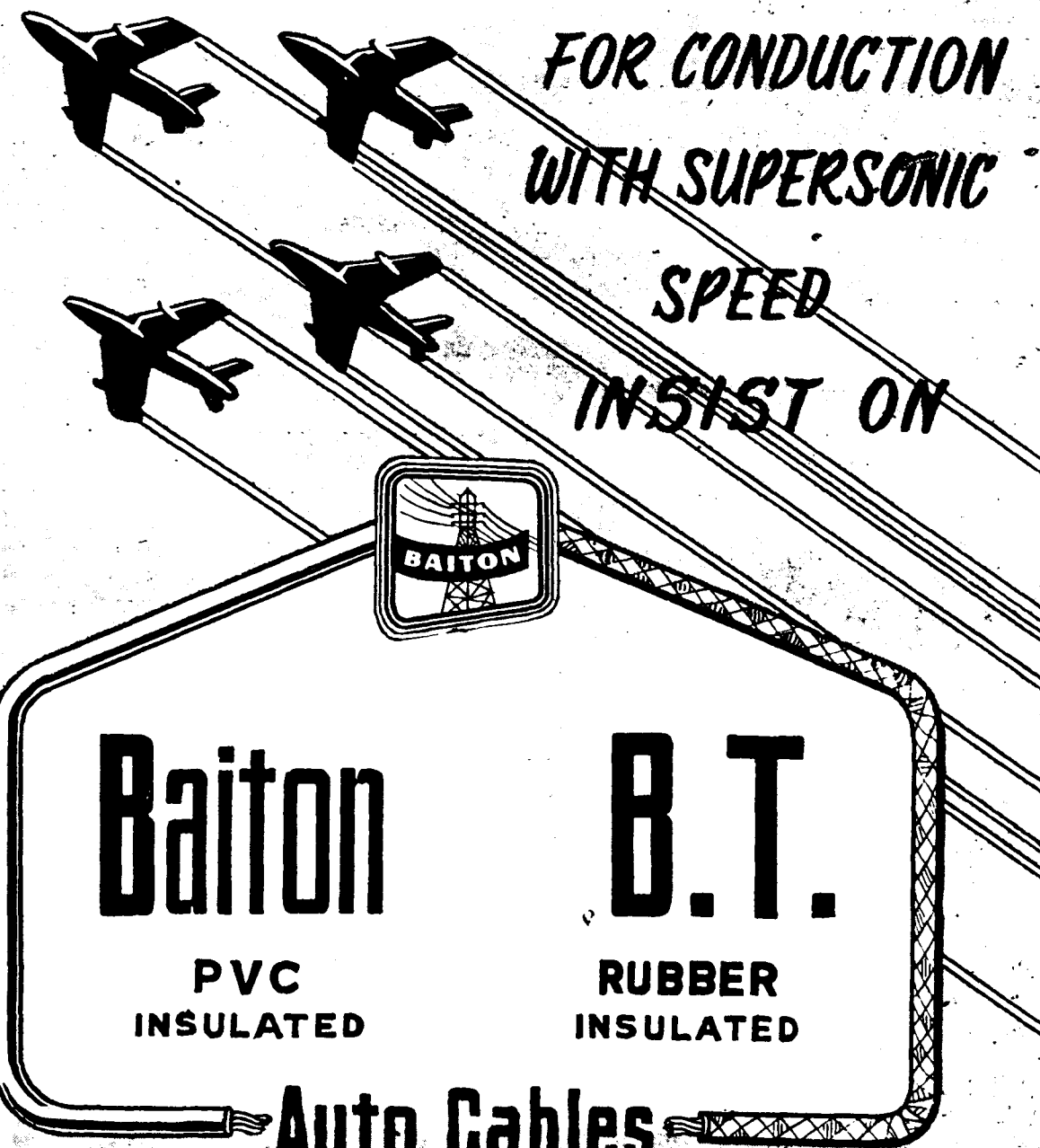
Particular mention must be made of the statement on taxation, prices, and last but not least, repair and service facilities.

The last named, particularly, has to be tackled before a serious situation develops in the country. Though it is true that sellers of automobiles now advertise and talk of service facilities and repair shops, the story is different when actually one buys a vehicle and finds the need for spares. The quality of auto servicing in this country, we regret to say, has been going down day by day, though new workshops are springing up at every backyard or open gap on roads. The pity is that most of these shops have come up taking advantage of the lack of proper servicing facilities, and most of them do not have either the tools or know-how to deal with various problems that may arise in workshops.

The development of the servicing industry for automobiles has been so far haphazard, and it is time that some thought is bestowed on how to have an organised, efficient, and controlled, if necessary licensed, auto service shops in the country. Already many a good vehicle is damaged or otherwise spoiled by people with half-knowledge opening up and repairing parts of vehicle mostly as an experiment. And the motorist has no alternative but to try all and sundry because garage space is not available in the more established, but few, service and repair shops of the bigwigs. And also most motorists cannot afford the rates for repairs charged by these few top repair shops. The immediate question to be tackled therefore is the establishment of repair shops with fully qualified technicians to whom automobiles can be entrusted without fear of damage.

Coupled with the question of servicing, is of course, the inseparable problem of finding the spare parts, whose costs have soared up so much in recent times that it will be in national economy to allow unrestricted import of essential parts till all of them are manufactured within the country.

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ALL-INDIA AUTOMOBILE, ANCILLARY MOTOR TRADE & CONSUMERS MEET IN CONFERENCE

A conference of the representatives of the Automobile Industry, the Ancillary Industry, the Motor Trade and Consumers was held recently at Bombay at the initiative of Sri B. M. Chinai, M. P. The conference held group discussions on various aspects of the industry and each group made a statement of its findings at the end of the discussions.

Dr. P. Subbaroyan, Union Minister for Transport was also present.

Sri B. M. Chinai, President of the Western India Automobile Association, welcoming the gathering, said: This is the first time an All-India Conference of this type is being held when all those concerned with the automobile in India are meeting on a common platform.



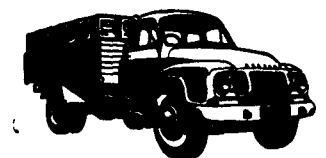
Sri B. M. Chinai

Motor Transport Has Come Into Its Own

The advent of freedom has heralded in its wake far reaching changes in many directions and among these is a fundamental change in outlook in regard to the role of motor transport in the country's economy. Motor transport no longer exists on sufferance but by its own right, importance and usefulness. It is an integral element in the country's transport system, both urban and rural, having its impact on all aspects of development, agriculture, industry, commerce and trade etc., affording employment to thousands of people all over the country and giving rise to subsidiary and ancillary industries which further provide gainful occupation to several others. Motor transport thus has come into its own.

The enlightened policy followed in respect of motor transport is reflected in the impetus which is being given for the promotion of the automobile industry. With the growing realisation of the role of motor transport in the present day world, the need for a well developed automobile industry to keep its wheels moving has been felt and various incentives are being given to put it on firm foundation and promote its growth. During a decade of its existence, it has passed through many vicissitudes but, by and large, it has slowly established itself and in the fullness of time will prove itself a great asset to the economy of the country and its development. The indigenous content of the vehicles under progressive manufacture has gradually risen and today, according to the Ad Hoc Committee, it is :—

S. No.	Type of vehicle	Indigenous content (Oct. '59-March '60)
1.	Hindustan Ambassador	... 70.5%
2.	Fiat 1100	... 47.0%
3.	Do 'ge diesel with Perkins engine	... 68.0%
4.	Standard Ten	... 32.5%
5.	Tata Mercedes Benz Truck	... 64.0%
6.	Tata Mercedes Benz Bus	... 71.0%
7.	Leyland Comet	... 38.5%
8.	Jeep	... 65.0%
9.	Maewas Engine	... 50.0%
10.	Perkins P. 6V Bare Exh. Diesel Engine	64 %
11.	Bedford Diesel with Perkins Engine	46.0%



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Picture showing delegates and invitees
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Automobile Industry-A National Asset

The employment potential of the automobile industry is unexcelled by any other industry of similar magnitude for, thousands find gainful occupation, either directly or indirectly, in the industry and its ancillary and allied industries for a motor vehicle provides livelihood not only to those who produce it but also to those engaged and employed in the spare parts trade, in the manufacture and distribution of tyres, tubes, batteries motor fuel, in the operation of workshops, service stations etc., in fact there is an unending stream of avocations of various types. This is important for, with the growth of population, the problem of unemployment will loom large in an ever-increasing measure. The existence of a thriving automobile industry, however, is a guarantee that the problem will be kept under control and not allowed to assume ugly proportions.

I consider the automobile industry as a barometer of the country's progress and prosperity, in view of its tremendous potential for good in all directions. Mobility is the keynote of the present day world and a country which lags behind and does not keep abreast with the current trends will find itself left behind in the march of progress. The automobile is a symbol of the modern

age; if we wish to move with the times, we should develop this industry and make the use of the automobile more and more popular. Important as the industry is in times of peace, it is doubly so in times of stress and strain when the factories could be easily switched over for other items of production at quite short notice. Thus, in every sense the industry is a national asset of considerable strategic value and in any plan of industrial development I think it merits a very high priority.

The Industry Needs A Long Range, Clear-Cut Scheme of Development

However, I am afraid, there appears to be a certain amount of mental reservation in the approach to and treatment of the industry and its problems and, at times, even an element of contradiction. Perhaps, a certain amount of flexibility based on changing conditions is inevitable but violent shifts in or halting approach to basic policies lead to uncertainties and confusion harmful alike to the manufacturers and the consumers. An instance of this vacillatory approach is the treatment meted out to the industry in the wake of the foreign exchange crisis in 1956-57 when its allocations were cut down, leading to curtailed production and acute scarcity conditions. As a result, the

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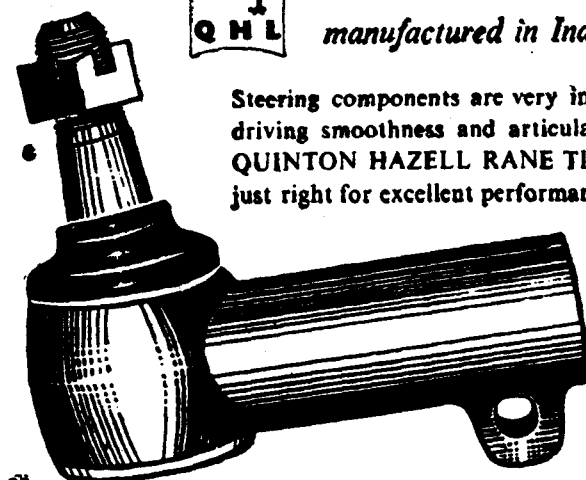
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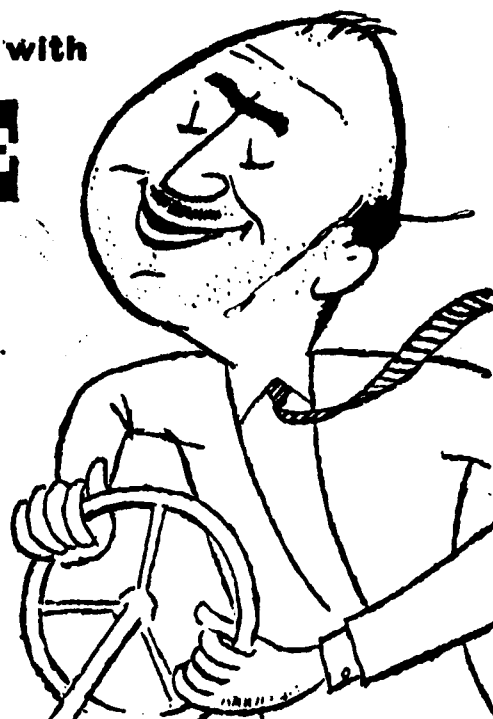


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Shri Babubhai M. Chinal, M. P., President of the W. I. A. A., addressing the Inaugural Session. On his right is Dr. P. Subbarayan, Union Minister for Transport & Communications, who inaugurated the Conference.



motoring community especially has had to undergo hardships which, even after the enforcement of the Motor Car Control Order, have not been eliminated altogether. The allotment of foreign exchange was then raised which has since contributed to a partial improvement in the situation. All these contradictions and confusions could have been avoided, if a long range scheme had been formulated and scrupulously adhered to which would also have enabled the production programme being planned and prepared sufficiently in advance. Such a scheme is necessary for the healthy growth and development of the industry, for a progressive increase in production, an improvement in the processes and final output and, ultimately, for a possible lowering of the prices due to economies in production, costs. Simultaneously, similar results are possible of achievement in the ancillary industries as well. In an expanding economy like ours, the demand for automobiles is bound to increase year after year but, unless the industry is geared to meet the requirements, there will be a wide gap between supply and demand which will adversely affect progress.

Taxation and High Prices

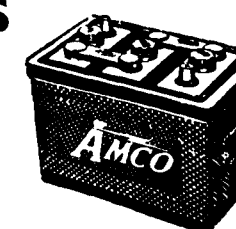
In another direction also, the want of a clear-cut policy is coming in the way of the growth and development of the industry and motor transport as a whole. It has been estimated that in spite of the development of motor transport being comparatively in an infant stage, the burden of motor vehicle taxation in India is more than in other countries. As you know, various high level committees appointed by the Government of India have from time to time drawn attention to the high level of taxation which is operating adversely on

the growth of motor transport. The Mussoori Conference of Transport Commissioners, over which the Minister of State for Transport presided had recommended a ceiling in motor taxation which was acclaimed and confirmed at subsequent similar gatherings but in spite of all these, there has been no relief in the tax burden. The Ad Hoc Committee on automobiles also found that taxation was quite high and affected adversely the demand for vehicles and, in turn, came in the way of increased production. The Ad Hoc Committee, therefore, recommended various incentive measures which would increase demand, expand production and economise costs but, hardly the report was submitted than Government came forward with the excise duties, which have further added to the consumer prices of the vehicles. This once again emphasises the lack of a firm policy and a co-ordinated approach to the problems of the industry on the part of the different departments of Government such as the Com.

PIONEERS

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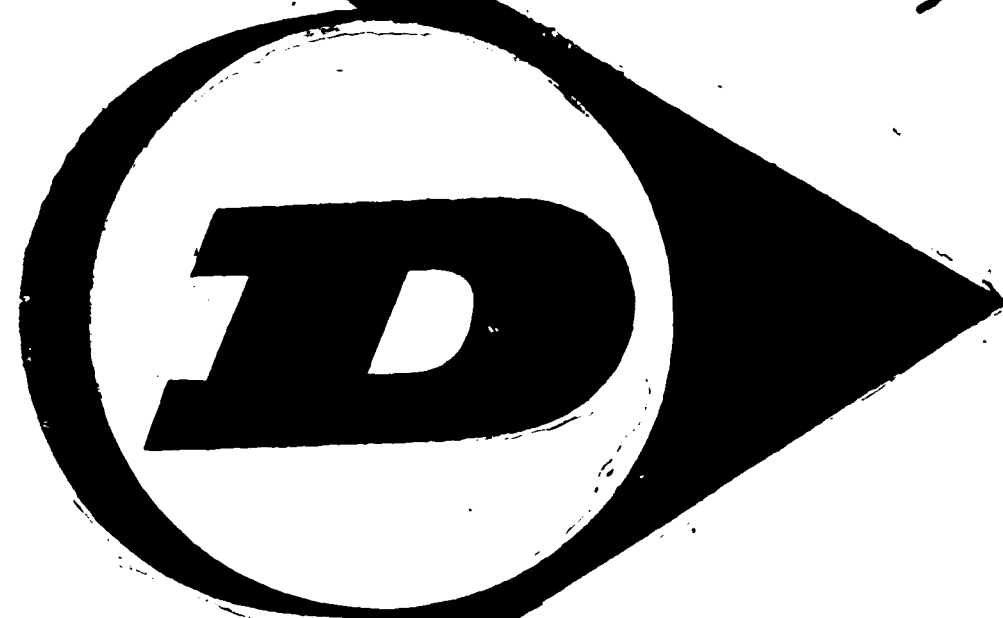
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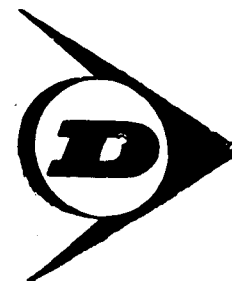
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merce and Industries Department, the Finance Department, the Transport Department and so on. This want of co-ordination is more glaring as between the Union and State policies and, in fact, the greatest obstacle to the evolution of uniformity and standardisation in taxation, as far as I know, is the jealous way in which the different States cling to their so-called rights and privileges. Time and again, it has been pointed out that the policy amounts to killing the goose laying the golden egg and, as such, is suicidal but it has not carried conviction. I wish it is realised that a lowering of the tax level, far from resulting in loss, would actually be beneficial to Government for a reduction in the taxes would result in more vehicles being put on the road, providing employment for more people and an increase in petrol consumption leading to an automatic increase in the revenue from the tax on petrol. At the same time, such a policy would stimulate demand and encourage increased production, enabling the production costs being spread over a larger number of vehicles. A lowering of the tax burden, at least the tax levied on original equipment, is absolutely essential if the benefits of the automobile are to be availed of by more and more people and this has been repeatedly emphasised by the various committees and commis-

sions which have examined the industry and its progress from time to time. This is particularly necessary at this stage when the industry has yet to stabilise itself and, considering its enormous potentiality for good, I am sure the sacrifice involved, if any, is worth making.

Motor Vehicle Taxation Should Be Included in Central List

Unfortunately, in the present set-up, although motor transport is in the concurrent list, the taxation of motor vehicles is a State subject. Therefore, even when some relief is sought to be given, it is likely the benefit may be neutralised by the States who may try to introduce their own additional taxes in place of the relief given by the Central Government. So long as this state of affairs prevails, I am afraid, there can be no progress or improvement. Desperate situations, however, call for drastic remedies and I wonder if the time has not come when we should seriously consider the advisability of including motor vehicle taxation in the Central list. Such a course of action would contribute to uniformity and a more effective implementation of decisions taken, without depriving the States of their legitimate revenues, for they can be compensated on the basis of

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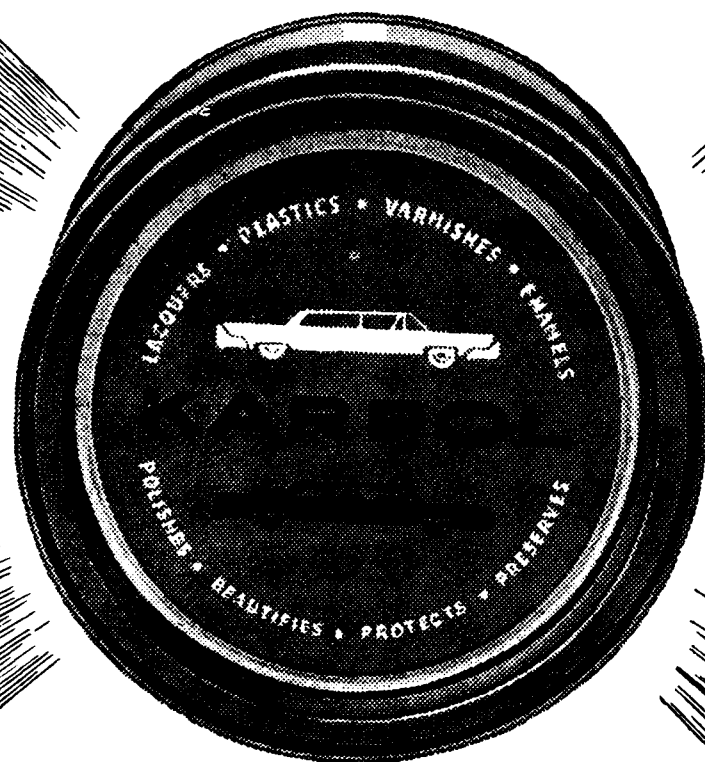
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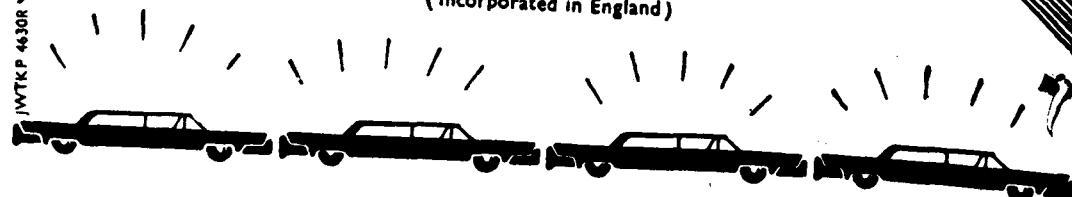
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the petrol consumption within their respective jurisdictions.

I have dealt with motor vehicle taxation at some length for I feel that the maximum has been reached and that too prematurely; and if vehicles are to be less costly to obtain and maintain, a lowering of the tax level is most necessary. This can take the form of a selective lowering of the import duty on the components, the abolition of the excise duties on tyres, etc., fitted as original equipment, concessional freight for the transport of unregistered new vehicles by rail etc., By this process, the industry will receive due encouragement and a proper climate for its growth, development and expansion can be created which will also help to solve the transport bottleneck, which is such a serious obstacle to economic development and political progress.

Industry Should Follow A Common Policy

Apart from relief in taxation, I think the industry can benefit if it follows a common purchase policy in regard to raw materials and the ancillaries, research and inventions. This will eliminate waste and contribute to economies which will bring down the per vehicle cost and also promote improvements in quality. The manufacturers have organised themselves into an association and if they can go a step forward and set up a common co-ordinating body to push up production, to bring down costs to standardise production methods and the utilisation of raw materials and finished products, to encourage research and apply the results obtained to production techniques and, last but not the least, to absorb the products of the ancillary industries without lowering the quality of the ultimate product, I have no doubt, it will enable the industry to stabilise itself on firm foundations and silence the critics who point out that with a low off-take the production units follow independent policies where a common approach is possible and necessary, adding to the vehicle cost and making the production costs of ancillaries and parts absorbed by them uneconomic.

Improvements in Quality Important

The low volume of production, the high prices of vehicles, and the need for constant improvements in quality are some of the aspects which strike the layman whenever he studies the industry and its progress. The volume of production depends upon various factors but mostly on the resources available to the manufacturers for expanding plants and installing adequate and suitable machinery and for obtaining the appropriate raw materials, etc. Prices of vehicles and the turnovers are closely linked, for the greater the volume,

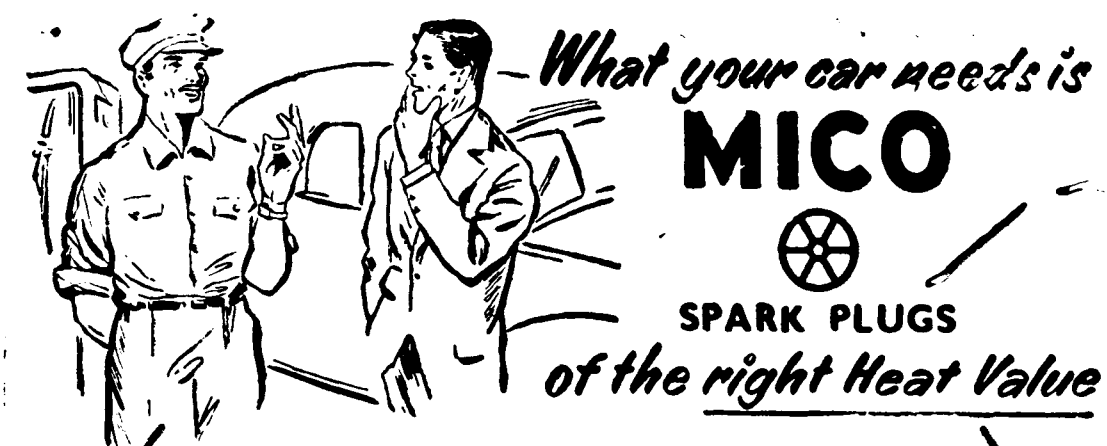
the greater the scope for economies in production costs and a proportionate fall in prices. As taxation plays a fairly major role in ultimate prices, the consumer, I am afraid, can expect no relief unless the Government comes to his rescue and gives concessions, at least to original equipment, on the lines already indicated. The quality of the goods produced and its conforming to certain specified and accepted standards are essential for the popularity of the industry and its products. One way in which this can be facilitated is by providing for adequate technical supervision in the manufacturing units. Secondly, independent vehicle testing facilities should be available so that the vehicles produced can be subjected to various types of tests before they are released for sale. The Ad Hoc Committee has drawn attention to these requirements which will go a long way in reassuring public confidence in the vehicles produced.

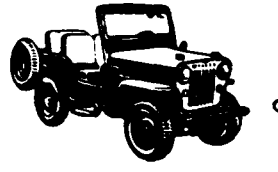
Problems of A Low Cost Car

The existing high price of cars has spotlighted the need for a small low cost car for those in the upper middle income groups and others who cannot afford to own and maintain vehicles at the prevailing prices

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The Ad Hoc Committee has gone into this question at some length and recently the Government of India, in accepting the proposal for a small low cost car, has constituted a committee under the chairmanship of Shri G. Pande to examine *inter alia* the feasibility of producing and marketing a car in the price range of around Rs. 6,500. Now the introduction of another make of car in the Indian market poses several important questions which call for clear answers. The idea of a small low cost car no doubt is an attractive proposition which is especially welcome to professional men, commercial travellers and city workers. However, the first question which occurs in this connection is whether we have exhausted all possibilities of bringing down the prices of the makes of vehicles currently under production. If due to economies in production costs and certain tax concessions it is possible to lower the consumer prices, would it be worthwhile to pursue the proposal for a low cost car? It must be borne in mind that one reason for the prevalent high prices is the low off-take and the addition of a new make of car will further reduce this off-take which is likely to worsen the existing position. The introduction of a low cost car might take away a portion of the demand

for the existing makes and perhaps may result in a set back to the industry whose difficulties might get accentuated still further. And, after all, there is no guarantee that the price level of the low cost car even if it is possible to produce and market one around Rs. 6,500, will not get boosted-up on some plea or other at a later stage. Moreover, it is also worth considering whether a car in this price range will give the same life to the owner and can stand up to Indian road and driving conditions. These are considerations which, I feel, merit deep thought and careful examination, for any hasty step taken on a unilateral basis will adversely affect the progress of the industry and jeopardize in the long run the interests of the consumers who have now to pay very high prices even for considerably-used second hand cars.

Servicing and Repair Facilities

I have dealt with certain features of the industry which cause deep concern to the consuming public who wish to see it established on a stable and self-sufficient basis with a vast network of distributors, dealers and agents, with fully-equipped workshops who can render efficient after-sales service. This is another feature of

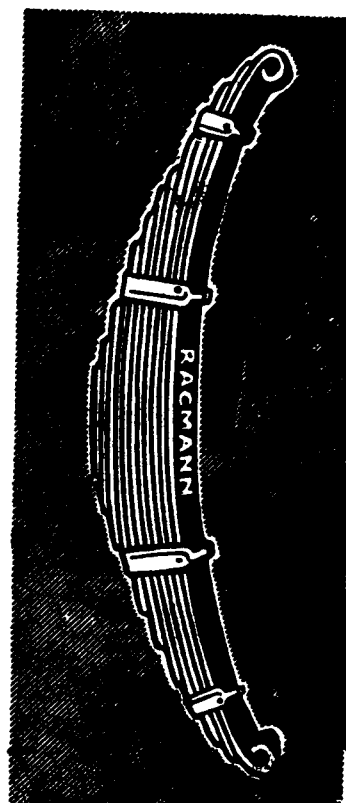


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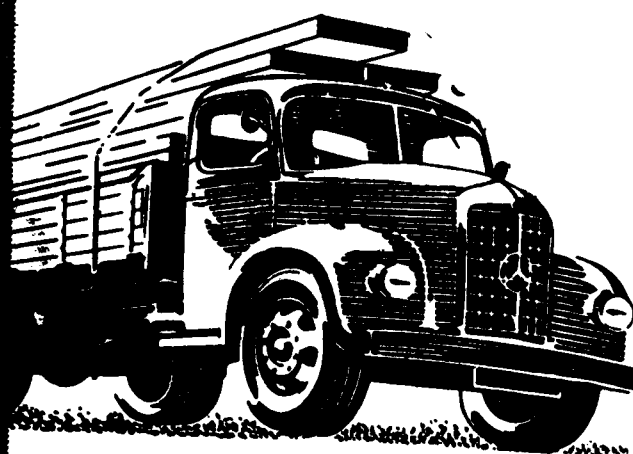


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the automobile business which has given rise to a certain amount of anxiety for there appears to be a general feeling, that, in recent years, the servicing and repair facilities to some extent have deteriorated. Perhaps, this is due to a shortage of skilled workers and suitable equipment in relation to the expanded and expanding requirements. The number of motor vehicles in use has been increasing from year to year but the service and repair facilities do not appear to have kept pace and as a result the pressure on the established workshops is considerable. This has given rise to way-side repair shops and this is indeed a healthy trend provided these shops take the longer view and endeavour to equip themselves properly. It will certainly be worthwhile if Government were to institute an enquiry into the operation of motor workshops as that would reveal the extent to which adequate facilities can be enlarged and improved. I think both the Government and Industry have a duty to see that more and more trained and qualified mechanics are made available to the trade so that the motorists are able to get satisfactory and efficient service.

Problems for Discussion at the Conference

I have here attempted to refer to certain broad aspects of the problems relating to the industry which I think deserve attention. Of these the conference will concentrate on four items of interest, namely, the automobile industry and its problems, the need for ancillary industries, the scheme for a low cost car *vis a vis* the industry as a whole and lastly the scope for improving service and repair facilities.

My object in calling this conference is to bring together on a common platform all those who are concerned with the industry so that a common approach can be made to solve its current problems. At the minimum, the conference would provide an opportunity to present and understand mutual view-points and enable a better appreciation of one another's views. I am thankful to you, gentlemen, for your response to my invitation and I have no doubt that something tangible will come out of your deliberations. I now request you, Sir, to inaugurate this conference and bless our humble efforts to promote close co-operation and contacts between the manufacturers, the distributors and dealers, and the consumers. *Develop motoring to develop the country.*

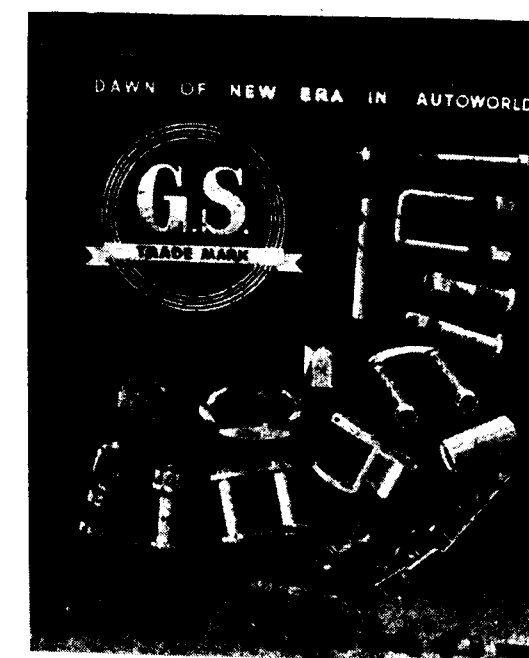
The group findings in the form of statements are given in the following pages.

February 1961

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AUTOMOBILE INDUSTRY

Six of the eight units of the Automobile Industry in India commenced manufacture only as recently as the year 1953-54, after the Government's approval of the recommendations of the first Tariff Commission Enquiry into the industry. The other two units had been operating mainly as assemblers up to that time.

The industry is, therefore, no more than six or seven years old for all practical purposes. It is encouraging to note, therefore, that the industry has made a very rapid progress, as the joint result of the policy of the Government of India, the efforts of the manufacturers and the good-will and support of the automobile using public. The indigenous production of automobiles has shown an upward trend and the industry has reached the indigenous content of an average of 67 per cent. within a short span of about 6 years. The indigenous content is scheduled to be of the order of 75 to 85 per cent. at the end of the Second Five Year Plan period. Considering the limitations and handicaps under which the industry has had to operate, the quality of the production can certainly be said to be satisfactory.

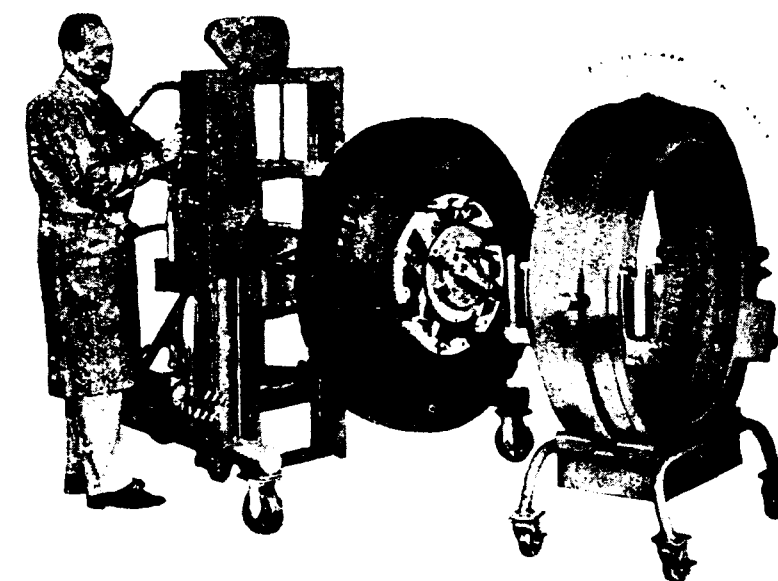
Avoid Frequent Changes

The automobile industry plays a very significant part in the national economy. In a major industry of this nature where a phased programme of development is necessary, any changes of a fundamental nature in approved policies tend to cause dislocation and hold-up of progress. It is therefore, essential that such changes should be avoided. Governmental policies in regard to manufacturing programmes should cover a sufficiently long-term period and once the policy has been defined, it should not be subject to frequent or drastic changes.

Provision of Foreign Exchange

With the country's dependence on imports for basic raw materials required for the industry and as a certain lee-way has still to be made up in making the automobile products 100 per cent. indigenous, the programme of manufacture and development of the industry will be fulfilled only if adequate allocation of foreign exchange is made, both for its capital requirements for plant and machinery as well as on current

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PEOPLE'S CAR SHOULD BE PRODUCED BY EXISTING UNITS

They are best fitted to undertake the job

No Case for a baby Car

From time to time there have been proposals to include a low cost economy car in the scheme for automobile manufacture in the country. The Tariff Commission went into the question at the time of its last enquiry into the automobile industry and reported that there was no case for a baby car when there were already small cars under production. It was felt that the manufacture of a baby car would adversely affect the demand for the existing small cars especially at a time when low production had led to high costs. While informed opinion in the past was thus against the introduction of a low cost baby car, it becomes necessary to take note of the views held by representative spokesmen of the uses of car, of the desirability of a special effort to meet the demand for such a low priced car and review the possibility of introducing such a car, without at the same time disturbing the existing organisational set-up and pattern of development of the industry as a whole.

Foreign Exchange crisis

In 1957-58, the automobile industry was faced with a crisis when due to foreign exchange difficulties, the allocation for the industry was cut down resulting in a fall in production. As a result of the scarcity conditions thus caused, which led to the Motor Car Control Order in 1959, a feeling of resentment was engendered in the minds of the public for the hardships and difficulties the consumers had to endure. Against this background the demand for a low cost car revived and the Jha Committee was appointed to examine and report inter alia on the feasibility of producing such a car in the price range of Rs. 5,000/- Rs. 7,000/-. The Jha Committee came to the conclusion that there was no possibility of the prices of the existing models going down to the above price range in the foreseeable future and therefore, recommended subject to certain conditions that a cheap car to cater for a new class of consumers should be included in the production programme. The Government of India accepted these recommendations for a cheap car and appointed an Expert Committee to examine the feasibility of its manufacture and sale around Rs. 6,500/-. The Government also decided that if the Expert Committee considered the manufacture of such a car feasible, the project would be undertaken in the Public Sector. On the basis of information furnished by the Hon'ble Shri Manubhai Shah, Minister for Industry in Parliament on 29th November 1960, the proposal, according to Government, was that to begin with 20,000 cars would be produced in a year and later increased to 50,000 a year and that the manufacture was to be so arranged

that the ultimate total cost to the consumer would be not more than Rs. 6,000/- Rs. 6,500/-.

Not given due consideration

The proposal to introduce a small car and Government's decision in respect thereof have resulted in a great deal of public interest in the industry and its problems. While there is a genuine appreciation of the industry's difficulties and its efforts to overcome them, there is also a growing realisation that the consumers' views and hardships so far have not received due attention. There is also a feeling that although the automobile industry is a national industry of great importance, the needs and requirements of the consumers in the lower income group have not been given due and adequate consideration. Low output, high prices and a progressively heavy taxation between them have placed the motor car far beyond the reach of this class of the people who would otherwise have been the industry's largest patrons.

No restriction on existing units

However, the proposal to introduce a new type of economy car should not result in the curtailment of the output or restriction of the legitimate expansion of the existing units in the field. To this end the manufacture of the low cost car should follow and not precede the expansion of the existing industry as planned. In short, the proposal for an economy car should be worked out in such a manner as to ensure the utilisation of the existing capacity and facilities to the optimum extent possible. The disadvantages and handicaps resulting from the setting-up of an entirely new unit for the purpose of manufacturing the economy car should also receive proper and adequate consideration. Apart from the avoidable diversion of resources, the technical and manufacturing aspects of setting-up of an entirely new plant call for a review of the position in a manner which takes an integrated view of the development of the automobile industry as a whole.

Private Sector the best

Judged in the light of the above considerations the manufacture of a 'People's Car' should be undertaken within the frame-work of the existing units in the industry by fully exploiting the available capacity and by providing facilities for expansion where necessary. By reason of the pioneering efforts and the background of experience, the existing units are in a better position to undertake this task in a successful and economical manner. It is needless to point out that such a course, apart from eliminating avoidable duplication in capital outlay will also result in the saving of

foreign exchange involved in setting-up of an entirely new plant.

It is also relevant in this connection to point out that the tax element is an important factor in the ultimate price of cars to the consumer and in devising ways and means of reducing the price structure of cars. Government should even at some sacrifice to its revenue examine the possibility of reducing the incidence of taxes under diverse heads levied on motor vehicles. Any possible reduction in taxation apart from giving the necessary relief in prices of existing models of cars, will also contribute towards making the proposed economy car cheaper to that extent. In any event, there should be a categorical assurance that the price target of Rs. 6,500/- for the proposed 'People's Car' is the nett price payable at the consumer's end and covers all taxes even from the stage of initial production.

No experimental Car

The success of the 'People's Car' programme also depends on the choice of a suitable vehicle for manufacture. The car should have plenty of ventilation, be sturdy in construction and capable of running some 50,000 miles before requiring a complete over-haul. Attention should also be paid to the suspension and ground clearance with a view to ensuring that it is suitable to road conditions prevailing in this country. The car should have adequate accommodation for four adult passengers and sufficient space for luggage. An important point in selecting the car is that it should be a make and model that has been well-tried and accepted in other countries where similar conditions exist and should be simple to maintain. In no circumstance the consumers should be faced with a product which is something in the nature of an experiment, in the zeal to provide a low cost car.

Should invite views

The Government of India have referred the manufacture of an economy car to an Expert Committee under the Chairmanship of Mr. Pande on the basis of a demand of 20,000 progressively increased to 50,000 cars per year. The estimate of manufacturing cost of cars for which schemes were submitted to the Jha Committee by existing manufacturers was based on a considerably smaller volume of production. If it is to be on the basis of the demand indicated to the Pande Committee, it is possible that the estimated cost would be less than what had been previously worked out and in fairness those who had submitted schemes previously should be requested to work out and submit the costs on the new basis. In any event after the Pande Committee have submitted their recommendations, the Government should give an opportunity to the interests concerned i.e. the manufacturers, the ancillary industries, dealers and the consumers, to express their views, through their respective associations, before Government formulate their decisions in the matter.

Entrust it to existing units

In view of the foregoing considerations this Automobile Conference, representing as it does vehicle

manufactures, ancillary industries, dealers and consumers, is of the considered view that the proposal for the manufacture of the 'People's Car' should be a part and parcel of the existing structure of the Industry and should not result in the setting-up of a new unit of manufacture either in the public or the private sector. In order to ensure the integrated development of the Industry as a whole, there is an overwhelming case for entrusting the manufacture of the economy car to the existing manufacturing units in the private sector.

Recommendations

There is need for a Low Cost Car in this country.

The manufacture of such cars should be undertaken within the framework of the manufacturing units in the Private Sector.

Having regard to the difficult foreign exchange position confronting the country, the proposal for a new car should not result in the curtailment of the output or restriction of the legitimate expansion of the existing units in the field. To this end the manufacture of a Low Cost Car should follow and not precede the expansion of the existing industry as planned.

There should be a categorical assurance that the price target of Rs. 6,500/-, for the proposed new car is the nett price payable by the consumers inclusive of all taxes even from the stage of initial production.

The proposed Low Cost Car should have plenty of ventilation, be sturdy in construction and capable of running some 50,000 miles before requiring a complete over-haul. It should also be suitable to the road conditions prevailing in India and have adequate accommodation for four adult passengers and sufficient space for luggage. It should be a make and model that has been tried and accepted in other countries where similar conditions obtain and should be simple to maintain.

The estimates of the manufacturing costs of cars for which schemes were submitted to the Jha Committee were based on a considerably smaller volume of production. If the same is to be on the basis of the production indicated to the Pande Committee the estimated cost is very likely to be less than what has been previously worked out and in fairness those who had submitted schemes previously should be given an opportunity to submit their estimated costs on the new basis.

All interests concerned namely the manufacturers, ancillary industries, dealers and consumers should be given an opportunity to express their views through their respective associations before the Government formulate their decisions on the Pande Committee's recommendations.

ENLARGE SERVICE FACILITIES OF WORKSHOPS

Set up 500 Service Centres all over the country within 2 years

Govt. Must Provide Foreign Exchange For Import of Spares

The number of motor vehicles on the road has almost doubled itself during the past five years. The automobile and the ancillary industries are being developed on a carefully-planned basis and their progress is under constant watch and periodic review by the Government. No factual data are available as to how far the increase in the number of motor vehicles has been reflected in the increase in automobile service and workshop facilities in the country, although steps are reported to have been planned by certain authorised manufacturers to provide enlarged maintenance service to cope with the growth in the number of vehicles sold by them.

At present, however, there does not appear to be an adequate number of efficient and well-equipped workshops and service stations in the country. This has led to considerable pressure on the well-established service and repair stations and motorists have to seek repair facilities in establishments where the standard of service is less satisfactory.

It is, therefore, imperative to take immediate steps to enlarge the service facilities of workshops. We are of the opinion that lack of adequate garage equipment and special tools as well as the inadequate supply of spare parts, are the main impediments in the enlarging of the service facilities. With mechanisation of service with modern equipment and adequacy of spare parts, the turnover of an established workshop can be sufficiently increased to take care of a larger number of vehicles.

The automobile industry's total investment to be made by the end of the Second Five Year Plan is of the order of Rs. 50 crores. It would involve considerable wastage of valuable resources and foreign exchange, if a large number of vehicles is kept off the road for lack of proper maintenance arising out of inadequate supply of spare parts, special tools and garage equipment.

We understand that the automobile manufacturers and dealers have planned to enlarge the service facilities by opening Service Centres all over the country. About 100 such Centres are said to have been already started but several of them are unable to function efficiently for lack of proper tools and equipment. In our

opinion, such a scheme should be encouraged by the Government so that at least 500 Service Centres for servicing and repairing the various makes of vehicles manufactured in the country are established over the next two years. The outlay on such 500 Service Centres is estimated to be of the order of Rs. 7½ crores, but it would be a waste of effort and resources unless the necessary equipment and special tools are allowed to be imported for these Service Centres. We reckon that the value of the equipment and special tools required to man these Service Centres will not exceed Rs. 1 crore. While we are conscious of the foreign exchange difficulties the country is experiencing at the moment, we believe that Government could with proper negotiations get allocation for this purpose of this comparatively small amount from the Foreign Aid funds earmarked for transport.

The major factor militating against the maintenance of vehicles in running condition, at present, is the acute shortage of spare parts due to import restrictions and the inability of the industry to cover the full demand for indigenous spare parts.

With the rapid increase in the indigenous content of motor vehicles manufactured in the country, the foreign exchange required for import of spare parts per unit is proportionately decreasing.

It is imperative that all vehicles produced are kept on the road and the country's demand for increased transport generated by our Five Year Plans is adequately met. Government should, therefore, provide sufficient foreign exchange for the import of such components and raw materials as have still to be imported.

Likewise Government should provide all the necessary facilities to the industry to produce the indigenous components in sufficient volume so that all the vehicles are properly maintained.

Efficient service of motor vehicles presupposes the availability of an adequate number of trained mechanics. This is the joint responsibility of Government on the one hand and the automobile manufacturers and dealers on the other.

Government should enlarge the facilities for technical education in automobile engineering, while the manufacturers and dealers should provide increased facilities for practical training of personnel in workshop practices.

In conclusion we would like to stress that the automobile service stations are essential to the life of the community and as such they should not be removed to places outside the city limits by Municipalities and Local Bodies.

Recommendations

As the present service facilities appear to be inadequate, immediate steps to be taken to enlarge such facilities.

Lack of adequate garage equipment and special tools as well as the inadequate supply of spare parts are the main impediments in the enlarging of the service facilities. With mechanisation of service with modern equipment and the supply of adequate spare parts, the turnover of the established workshops can be sufficiently expanded.

Government should give encouragement to the automobile manufacturers and dealers to enlarge service facilities by opening Service Centres all over the country. Government should after proper negotiations get allocation for this purpose from the Foreign-Aid Funds earmarked for transport.

Government should provide sufficient foreign exchange for import of spare parts and raw materials as have to be imported so that all vehicles manufactured are kept on the road and the country's demand for increased transport is adequately met.

Likewise, Government should provide all the necessary facilities to the industry to produce indigenous components in sufficient volume so that all the vehicles are properly maintained.

Efficient service of motor vehicles depends upon the availability of adequate number of trained mechanics. This is the joint responsibility of the Government on the one hand and the automobile manufacturers and dealers on the other.

Government should enlarge the facilities for technical education in automobile engineering while the manufacturers and dealers should provide increased facilities for practical training personnel in workshop practices.

Automobile Service Stations are essential to the life of the community and as such they should not be removed to places outside the city limits by Municipalities and Local Bodies.

NOW METRIC SYSTEM IN POST OFFICES

SINCE FEBRUARY 1st, ALL POSTAL TRANSACTIONS HAVE CHANGED OVER TO THE METRIC SYSTEM. SOME OF THE IMPORTANT REVISED POSTAGE RATES ARE AS FOLLOWS :

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Each additional 15 grammes 10 nP	Each additional 20 grammes 20 nP
PACKETS	PRINTED MATTER, ETC.
First 50 grammes 8 nP	First 50 grammes 12 nP
Each additional 25 grammes 3 nP	Each additional 50 grammes 6 nP
PARCELS	
Each 400 grammes or part 50 nP	Minimum charges for commercial papers and samples 30 nP
AIR SURCHARGE FOR PACKETS	
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For details and other rates, please consult any post office

POST AND TELEGRAPHS DEPARTMENT

DA 60/676



Mr. Quinton Hazell, Chairman and Mr. G. Schofield, Works Managing Director of Messrs Quinton Hazell Ltd, Colwyn Bay, Snapped on arrival at Meeambakkam airport from U. K.

Picture includes Mr. T. G. K. Raman, Director, Messrs Rane (Madras) Ltd. Mr. J. L. Narayan, Managing Director, Messrs Rane (Madras) Ltd. Mr. G. Schofield and Mr. Quinton Hazell and others.

Messrs Quinton Hazell are the technical collaborators of Messrs Rane (Madras) Ltd. in the manufacture of Quinton Hazell Rane Tie Rod Ends.

SOCIAL & PERSONAL



Mr. B. Ghartvall, (2nd from right) Technical Manager of Messrs. A. B. Tudor, Sweden, recently visited Messrs. Standard Batteries Ltd.'s factory at Vakola, Santa Cruz, Bombay. Also in the picture are : (right to left) Mr. Ashok D. Setalvad, Sales Manager of Messrs. Standard Batteries Ltd. Mr. B. S. Kedare and Mr. S. S. Wagle, Assistant Technical Managers.



Photograph taken at the Santa Cruz Airport on the arrival of Sardar Sant Singh of M/s. New Indo Trading Co. from his tour of U. K., Continent and U. S. A. with regard to the purchase of machinery, etc., for the setting up of a factory for the manufacture of wheels, in collaboration with Messrs. Joseph Sankey & Sons Ltd., Wellington, Shropshire.



Mr. Ashok Anand, one of the Executive Engineers of M/s. Himco (India) Private Ltd., Bombay, left recently for U.K. and West Germany, by Air India International, for further training to help the organization in the expansion programme. He was seen off by Mr. K. R. Anand, Chairman of the Company and Mrs. D. K. Anand Director of the Company.



Mr. John Harvis, Managing Director Willys Overseas S. A. Zug Switzerland accompanied by his wife arrived in Bombay on a short business visit. He was met at the Airport by Mr. S. K. Swaminadhan and Mr. B. R. Sule of Mahindra & Mahindra Limited.

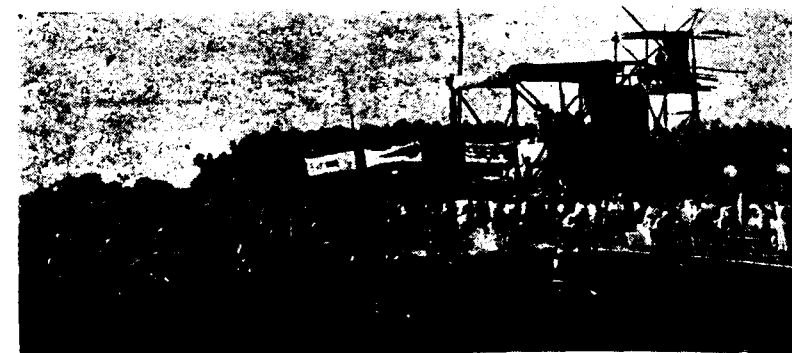


Mr. H. J. H. Talyarkhan, Minister for Public Health, Small savings & Tourism at the Redex Car Club's 4th Auto Technic & Accessories Exhibition—Valvoline Oil stall and the Exide Battery counter, at Sir C. J. Hall, Bombay-1.



The start of 150 c.c. Motor Cycle Race organised by the Lions Club of Bombay in January 61, at the Juhu Aerodrome.

REDEX EXHIBITION & LIONS CLUB RACES ILLUSTRATED



Mr. K. A. Tyrewalia happy at the public ovation on his winning the Redex Cup for Motor Cycles upto 350 c. c.



Dr. C. Rossi ready for action with his Lancia.



Sri S. Arokiaswamy who has invented a new steering gear for buses is seen explaining the same to Sri Anantaramakrishnan.



Sri S. Arokiaswamy, Sri S. Anantaramakrishnan and Chief Minister K. Kamaraj snapped at the S. R. V. S. Anniversary at Kumbakonam recently.

S. R. V. S. anniversary celebrations in pictures



Auto Parts made by S. R. V. S. at Kumbakonam were appreciated by the Chief Minister.



Sri K. Kamaraj seen with the Ponnadai presented by the Adheenams of the Tanjore District.

MOTORINDIA



The Director of S. R. V. S. Private Ltd. seen with the Madras Chief Minister (Centre) and the Collector of Tanjore, extreme right

19th Anniversary of S. R. V. S. Celebrated

KAMARAJ RIDES IN LARVA CAR MADE IN KUMBakonam

Chief Minister's Tribute to Mr. S. Arokiaswami

The Nineteenth Anniversary of Sri Rama Vilas Service (Private) Ltd., Kumbakonam was celebrated on Dec. 28, Sri K. Kamaraj, Chief Minister, Madras, presiding.

The premises of Sri Rama Vilas Service (Private) Ltd., was gaily decorated with flags and festoons. The morning function commenced with a flag hoisting ceremony by the Chief Minister, Sri Kamaraj. Thereafter, the Chief Minister garlanded the statue of Gandhiji erected in front of the Administrative Building.

A lucky Dip was conducted and the Chief Minister was requested to pick out 12 lucky numbers and the winners—all of them employees of the company—were presented each with a new Hero cycle. The Chief Minister was taken round the premises and he saw the various sections in the factory.

A NEW TOURIST LEYLAND LUXURY COACH CONSTRUCTED BY THE SRI RAMA VILAS SERVICE COMPANY FOR SERVING THE NEEDS OF

TOURISTS, FORMED ONE OF THE CHIEF EXHIBITS.

Taken in Procession

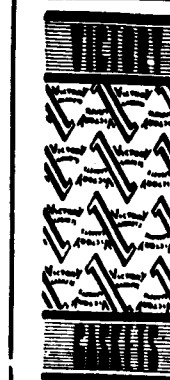
In the evening, Sri K. Kamaraj was taken in procession in LARVA—a tiny car invented by the Director & District Manager Sri S. Arokiaswami, under a yellow silk canopy with the blowing of bugles and beating of trumpets by villagers far and near.

Caprisoned elephants were leading the procession while Nathaswara Vidwan Sri P. S. Veerusami Pillai of Tiruvidamarudur, Clarionet Vidwan Sri A. K. C. Natarajan and Nathaswara Vidwans Sembanarkoil Brothers provided melodious music to the slow moving procession. The administrative staff and employees presented a guard of honour to the Chief Minister and then the party moved on for tea.

Sri Kamaraj accompanied by Sri S. Anantaramakrishnan, Chairman, Simpson's Group, Sri M. V. Venkatraman Director, Sri S. Arokiaswami, Director & District Mana-

ger, Sri K. A. V. Eswaran, Director & Manager, Sri M. Chandrasekaran, Collector, Tanjore and Sri A. Viswanathan Nair, Superintendent of Police, and other distinguished persons, saw the various exhibits.

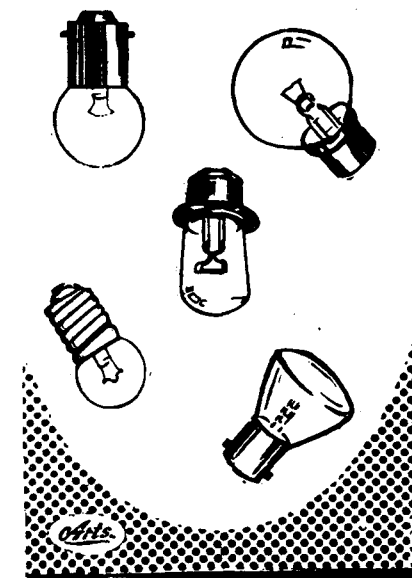
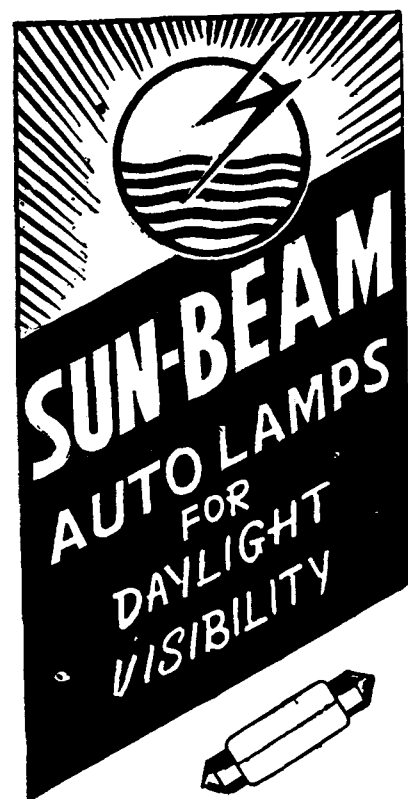
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CORK PACKING**
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GASKETS
SINCE 1932**

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February 1961



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Messrs. V. C. RAMALINGAM & SONS, 2/422, Mint Street, Sowcarpet, Madras-1, (For whole of South India).
Messrs. ZUKAB MAGNET INDUSTRIES, 9 Lall Bazar Street, Calcutta (For West Bengal, Bihar, Assam, Orissa)
Messrs. B. D. GOPAL DASS, 8-B, Ajmere Gate Extension, New Delhi & The Mall, Laxmi Building, Kanpur, (Uttar Pradesh & Delhi)
Messrs. NATIONAL CORPORATION LTD., Maud Road, Jullundur City, (For Punjab Himachal Pradesh, Pepsu, Jammu and Kashmir).

Mr. Arokiaswami explains the Technique

Mr. S. Arokiaswami explained to the Chief Minister the technique of the various exhibits, some of which had been reclaimed out of rejects. The special tourist bus constructed on a Leyland Comet chassis formed the main object of attraction for the Chief Minister who made a close inspection of the Body Building and expressed satisfaction at the way the coach was constructed.

Sri S. Anantaramakrishnan unveiled a portrait of Sri K. Kamaraj, and Sri S. Arokiaswami welcomed the chief guest and the Board of Directors and garlanded them.

Presentation of Addresses

Sri N. P. Dorairajan, President of the Sri Rama Vilas Service Ltd., Welfare Union requested the President, Sri Kamaraj to release the Souvenir published by the Union and garlanded him and other Directors of the Board and presented an address to the Chief Minister, Sri Kamaraj. One impressive feature of the meeting was the numerous addresses presented by the Heads of Mutts, such as, Thiruvavaduthurai, Dharmapuram Adeenams and Tirukkalar Mutt. The Chief Minister Sri Kamaraj, Sri S. Anantaramakrishnan and Sri S. Arokiaswami were presented with Ponnadals by the Tiruvavaduthurai and Dharmapuram Mutts. The various Municipalities, Panchayat Boards, Chambers of Commerce and various other institutions, associations, citizens of Kumbakonam, etc., participated in the function and presented individual welcome addresses to the Chief Minister.

After the presentation of addresses, Sri S. Anantaramakrishnan in a short speech stressed the need for opening more industrial concerns in Tamil Nad.

The Chief Minister, while endorsing the view of Sri S. Anantaramakrishnan, deplored the lack of sufficient number of industrial concerns in this district, otherwise known as the 'Granary of the South,' and commended the transport facilities provided by Sri Rama Vilas Service (Private) Ltd., for the

public. The Chief Minister made mention in this connection that the Sri Rama Vilas Service Company which was functioning once in Madurai, Trichy and Pudukkottai would not have been closed if persons like Sri S. Arokiaswami had the management.

The meeting concluded with a vote of thanks proposed by Sri K. Jayaraman, Director & Manager, Madras Advertising Company (Private) Ltd., Madras.

After dinner, the Chief Minister attended a clarinet music concert.

National Automobiles

To sell Nulite Bulbs

M/s. Hindusthan Miniature Bulb Manufacturing Co. of Dehra Dun have appointed Messrs. National Automobiles, Madras as their selling agents in South India.

Sri S. K. Pawa, proprietor of HMBM Company who was in Madras in the second week of February, told "Motorindia" that their product "Nulite" Bulbs are being manufactured and sold in India for a couple of years now.

Sri Pawa has plans to manufacture headlight lamps for motor vehicles soon to meet the growing demand for such products in the country. He has also plans to manufacture some other automobile products.

The Redex Car Club New Members

The Redex Car Club welcomes the following New Members and thanks those who have introduced them:

Mr. P. F. Karani, Mr. B.V. Chitnis M/s. Shree Construction Co., Mr. V. N. Ankleswaria, Mr. H. L. Shah, Mr. M. H. A. Dharamsey, Mr. K. C. Shah, Mr. S. B. Irani, Mr. H. B. Khariwalla, Mr. P. Kapila, Dr. C. Rossi, Mr. F. N. C. Mehta, Mr. K. P. Mehta, Mr. P. Nowroji, M/s. Greentose Corporation (India) and Mr. K. Surji.



Mr. J. E. Trainer in India

Firestone Executive Vice President

Mr. J. E. Trainer, Executive Vice President and a Director of The Firestone Tire & Rubber Company, Akron, Ohio, U. S. A., arrived in Bombay by Air-India International on January 31 1961.

Since 1939, Mr. Trainer has been in charge of all Firestone Factories, which means that he now has under his supervision no less than 71 factories in 20 different countries. Although Mr. Trainer is very widely travelled, this is his first visit to Asia. It is understood that among the many subjects that will be dis-

cussed, will be plans for expanding the Firestone tyre manufacturing capacity in India. Since Mr. Trainer has been personally instrumental in finalizing the details of Firestone participation in the Synthetic Rubber Factory now being Constructed by Synthetics & Chemicals Ltd., he will also have discussions with the Directors of that Company. His visit coincides with the annual Firestone All-India Sales Conference and arrangements have been made for Mr. Trainer to address the gathering before the participants disperse.

From Bombay Mr. Trainer will proceed to Delhi, for meetings and high-level discussions. Thereafter he will take the opportunity of visiting the world-famous Taj Mahal at Agra, and will seek relaxation and sport in the jungles of Gwalior, as the guest of the Raja of Pahargarh, before returning to Delhi for a quick trip to the Synthetics & Chemical Factory at Bareilly.

After leaving India, Mr. Trainer will continue his tour throughout the Far East, visiting, where applicable, Firestone Factories, Branches and Distributors, located in Bangkok, Singapore, Hong Kong, Manila and Tokyo.

Arnold Wychodil 25 years with Daimler-Benz

Director Arnold Wychodil, member of the Board of Directors and export manager of Daimler-Benz Aktiengesellschaft, Stuttgart-Unterturkheim, celebrated his 25th year of service with the company on January 25th, 1961.

Arnold Wychodil entered the firm as commercial assistant in the racing department of Daimler-Benz AG in the most successful years before the war.

Arnold Wychodil is president of the Mercedes-Benz Argentina S. A. in Buenos Aires, the Daimler-Benz of North America Inc., in New York, the Mercedes-Benz of Canada Ltd., Toronto, and director of the Mercedes-Benz (Australia) Ltd., Melbourne. He also belongs to the management of the foreign plants



Tata-Mercedes-Benz in Jamshedpur, India, and the Mercedes-Benz do Brazil in Sao Paulo, Brazil.

Mr. Wychodil, who was born on June 8th, 1909, in Mueglitz, Moravia, and in 1931 finished his studies at the university for world trade in Vienna with a diploma, has been a member of the Board of Directors since 1952.

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MADRAS 2

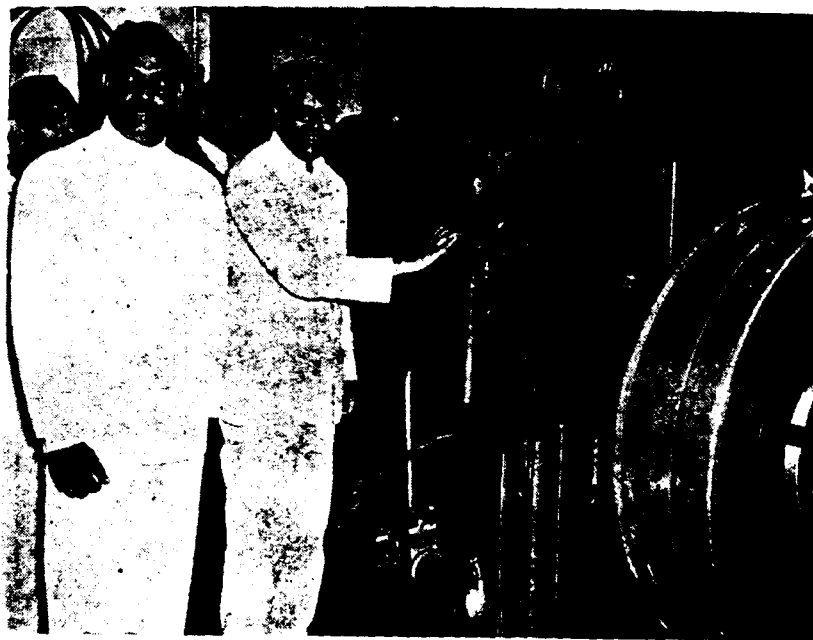
ZEBRA BRAND CORK SHEETS



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February 1961

MOTORINDIA



Minister R. Venkataraman seen switching on the new Retreading plant at Asiatic Tyres.



Mr. Ittoop seen garlanding Industries Minister R. Venkataraman

3000 Tyres Can be Retreated per Month Asiatic Tyres Install Latest Type Unit

The ceremony of switching on of the LODI TS-2 Bandrix equipment claimed to be the fastest and best way to retread all bus and lorry tyres was performed recently at the factory of Asiatic Tyres at Mackays Gardens by the Industries and Transport Minister Sri R. Venkataraman. A very large gathering was present on the occasion and had tea after the function.

Asiatic Tyres who have installed the plant claim that this is the first plant of its kind India; further claims for this method of retreading

include the possibility of curing the truck tyre, perhaps for the first time in India, in a completely relaxed normal position which results in greater mileage proved by tests.

The Lodi Bandrix is said to be the first and only Band equipped with spacer rings so that truck tyres of various tread widths can easily be handled in the same bandrix.

With the new equipment they have a capacity to retread 1,000 tyres under the new technique. The

factory as a whole can retread 3,000 tyres per month.

Asiatic Tyres started their factory in Mackays Gardens, Mount Road in 1953 with two Indian-made retreading plants.

Minister Venkataraman who switched on the new plant was glad to note that industries are springing up at various centres in the South. He hoped more and more businessmen would come forward to help in the industrialisation of the State and India in general.



Mr. R. Venkataraman seen congratulating Asiatic Tyres on their process.



Mrs. P. M. Ittoop thanking the Minister and the guests

NEW TYRE CHANGER

Power head breaking and power mounting and demounting can be done any place where there is an air hose and electrical connection with the new BISHMAN 880-61 Electric-Air Power Tyre Changer according to Bishman Manufacturing Company.

Features of this new model include a built-on air power double head breaker that operates with a regular air chuck. Either head can be broken alone or both simultaneously and the bottom bead is held up in the wall making it easier to demount both beads. An improved mount-demount tool, which is elec-



tric power driven, automatically clears the rim and wheel weights.

A three jaw self centering chuck engages the rim, instead of the centre hole in the wheel, and will

handle any wheel AND rim from 12" through 17-1/2" Q2 without any adapters or accessories.

A new enclosed base is said to have maximum stability, allow plenty of foot room for the operator at the front of the machine, provide handy tool and lubricant holders eliminating an extra tool rack and is equipped with wheels as standard equipment making the unit easily portable. The lubricant holder has a no-drip cover that removes excess lubricant from the dauber as it is withdrawn from the container.

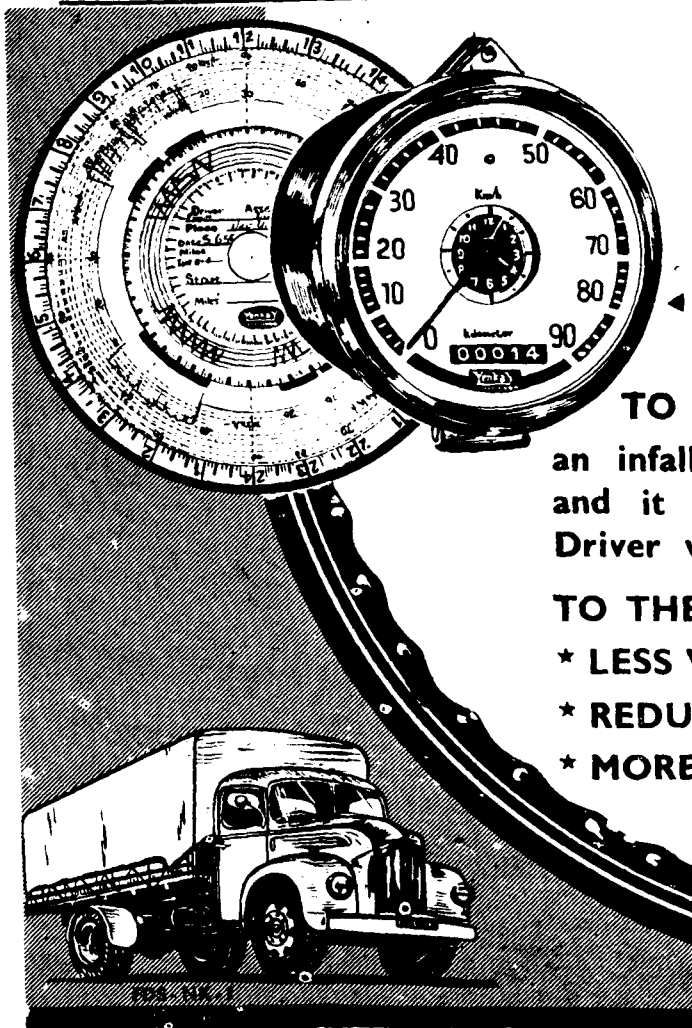
New Auto Shop

A new automobile shop by name "V. T. C. Automobiles" was opened at No. 3, State Bank Street, Mount Road, Madras - 2, on 20th February.

The new firm specialises in truck parts.

REACH THE DRIVER'S CONSCIENCE....

thru TACHOGRAPH



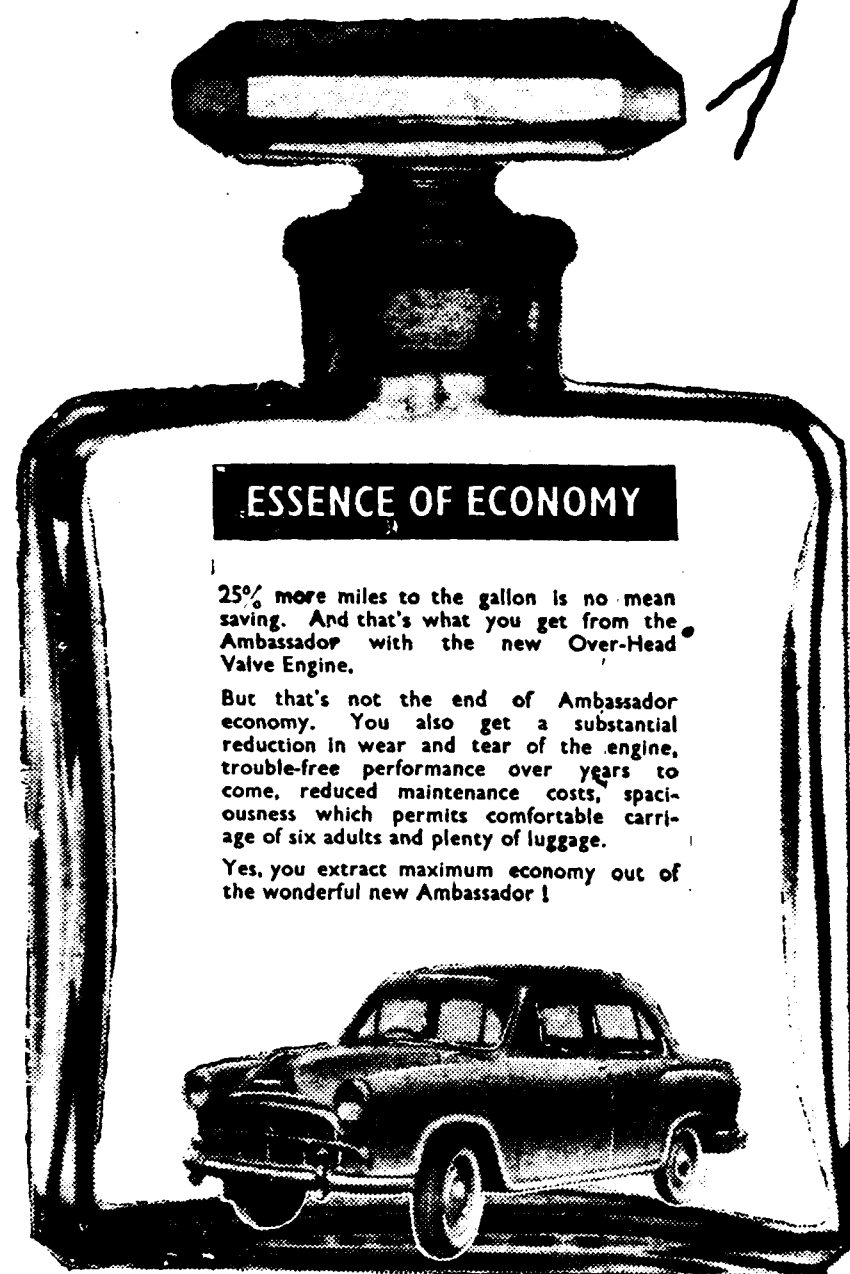
TO THE DRIVER  **Tachograph is**

an infallible guide and an unbiased witness and it helps him to become a Driver with a Conscience...

TO THE OPERATOR, it also ensures:

- ★ LESS WEAR AND TEAR ON TYRES
- ★ REDUCED MAINTENANCE COSTS
- ★ MORE MILES PER LITRE

Manufacturers: INTERNATIONAL INSTRUMENTS PRIVATE LIMITED, BANGALORE-2



ESSENCE OF ECONOMY

25% more miles to the gallon is no mean saving. And that's what you get from the Ambassador with the new Over-Head Valve Engine.

But that's not the end of Ambassador economy. You also get a substantial reduction in wear and tear of the engine, trouble-free performance over years to come, reduced maintenance costs, spaciousness which permits comfortable carriage of six adults and plenty of luggage.

Yes, you extract maximum economy out of the wonderful new Ambassador!



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RECEPTION TO MR. W. N. TALWAR

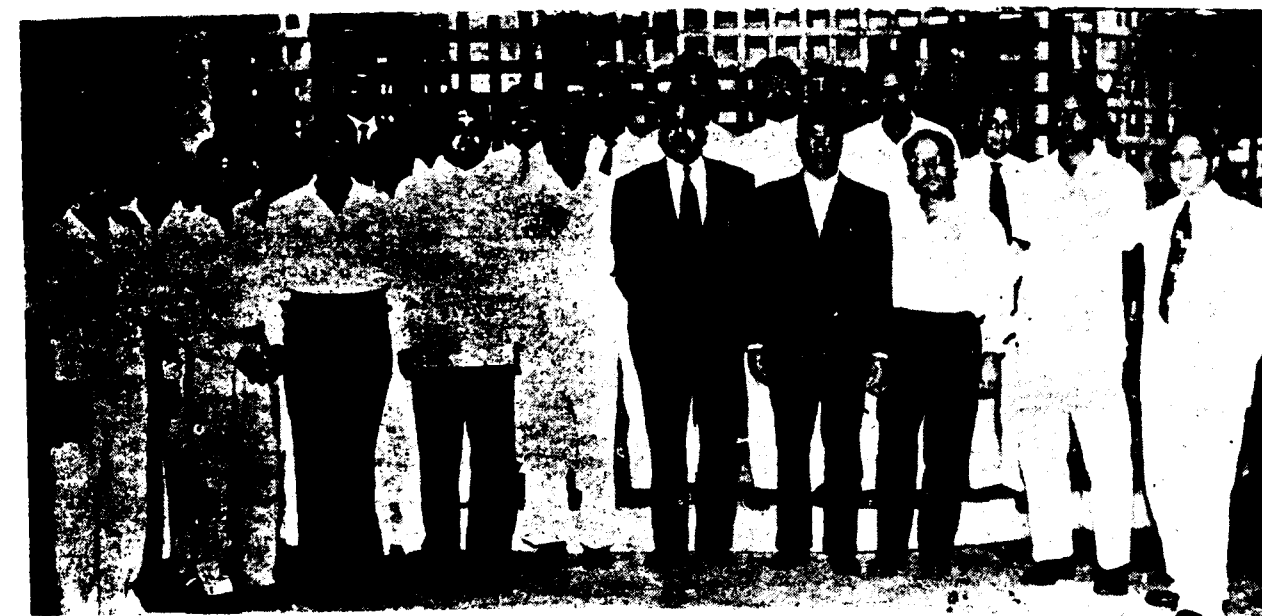
Sri W. N. Talwar of M/s. Payen Talbros, the wellknown manufacturers of Delhi was given a grand reception at Madras by M/s. Speed-a-way Private Ltd. recently when Mr. Talwar was here on one of his business visits.



Mr. W. N. Talwar discussing with Mr. T. S. Krishnamurthy, President, Madras Motor Parts Dealers' Association.



Mr. Inder Sain is seen greeting Mr. Talwar as Mr. N. Krishnamurthy, Manager of Speed-a-way, looks on.



Mr. W. N. Talwar at the Speed-a-way reception in his honour, seen with some of the leading Automobile and parts dealers of the city.

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THE BHARAT AUTO STORES
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Canara Workshops to make Alloy Steel New Scheme Opens up Great Export Possibilities

The foundation stone for the new buildings of the Canara Alloy Steel, a steel manufacturing division of the Canara Workshops Ltd., was laid recently at Mangalore by Sri Lal Bahadur Shastri, Union Minister for Commerce & Industry in the presence of a large gathering.

In the course of his welcome Shri S. V. Kudva, Managing Director, The Canara Workshops Ltd., Mangalore, said: The people of our district always remember Shri Lal Bahadur for all the recent developments that have taken place in our district. The entire coast road is being converted into the most important artery for this district and for our neighbouring district of North Kanara and is promising to become so, for the whole of the West Coast, starting from Cape Comorin right up to Bombay. The rivers that were the despair of ages are being bridged and the people are avidly observing the bridge works that are taking place all along this coast line. Traffic is developing along the routes already bridged up, i.e. between Mangalore and Udupi and the road line is so full of activity with so many vast built-up areas that the whole stretch is developing as if it is a part of a great city. We are also aware how you have put your weight on behalf of Mangalore for developing Mangalore Port as a Major Port. The port question is, now, not a question of interest for Mangalore, but it is a question of State interest and National interest and a matter of importance for the economy of the country as a whole and of the Mysore State particularly. We are sure that your weighty support will result in this important development being achieved in the near future. Taking a dispassionate view of this problem, we feel that a decision on this, and a favourable decision cannot be postponed.

Mr. Kudva said his company was particularly

grateful to Chief Minister Jatti who, holding the portfolio of industries assisted them at every stage in their present projects of expansion and development. He went on:—

We consider that this is an occasion which is one of the few outstanding events of our district, because steel is the most vital metal in the economics of every country. With the establishment of Steel industry, Mangalore enters a new field of importance in the industrial life of our district.

Half a century back, it was considered that steel could be manufactured only at some few places favoured by nature with sources of iron ore and coal. But the metallurgical technology has been advancing so well and so fast that revolutionary changes have occurred in the methods of manufacture of steel and two of such changes have been responsible for making a steel factory practicable at Mangalore. One is, manufacture of steel by Arc Furnace whose development has taken place mainly during the last 40 years and the other is continuous casting of billets which bypassed casting of ingots and rolling them on huge ingot rolling mills, which latter process made it impossible to start smaller sized units. The Continuous Casting is a process which after being successfully developed for nonferrous metals has now been perfected for steel during the last 10 years and is now on production service in over 10 countries. This process was studied by the study group of ECAFE organisation and recommended by them for underdeveloped countries.



Mr. S. V. Kudva

Foreign Collaboration

Our technical director and myself have recently visited the Continuous Casting plants in Switzerland, France, Germany, Austria, Spain, England, United States and Japan and at all these places we have found the process very successfully worked. The Patent Holders of this process are collaborating with us and have entered into an agreement with us to ensure the successful working of the Process.

It has been our policy to develop our activities such that each of our project is related to and coordinated with our other projects. We started as automotive parts manufacturers and as a beginning we started manufacture of automobile leaf springs in 1950. Starting on a very small scale we have expanded this manufacture steadily to meet the growing needs of the country. We have also taken extreme care to maintain highest quality possible for this product of ours. Our plant in Mangalore has quadrupled its production and is on way to increase its production still further. We will shortly be going into production at Nagpur where a new factory is nearing completion. These expansions of our spring production have necessitated import of appropriate special steel in large quantity. It is this drain on the country's foreign exchange resources that made us work out a project for steel manufacture which required only a little imported material, probably not exceeding 5% of the value of steel produced.

9500 tons of Special Steel per year!

As at present planned our production of steel will just be sufficient to meet our own requirements. We have planned to produce 5000 tons in the first year of production, 7500 in the second year and 9500 tons in the third year and yearly thereafter. We have however worked out plant specifications in such a manner, that with a few changes and relatively small additional capital investment the plant could double the production and then again quadruple it if the Government accord its sanction for such expansion.

I must express my deep gratitude to the Ministry of Commerce and Industry who gave us both the Industrial and Import Licences. The Import Licence has been given from the exchange available from the Development Loan Fund Secured by the Government of India from the Development Loan Fund, Washington.

We are hoping that our production cost of steel may not exceed world competitive prices. This will help us to produce springs of high quality at world competitive prices and develop an export market for same. Thus we are hoping not only to save foreign

exchange by stopping import of steel, but also to earn foreign exchange by export of springs. Already our Technical Director diverted his last global tour through South East Asian countries and has made a study of those markets and feels that when our steel plant is ready, we should be in a position to enter the export market and secure a fair portion of international trade in springs.

Advance of Metallurgy

At this point I wish to mention again that Extractive Metallurgy of Iron is advancing very fast and already progress has been achieved in the process of direct reduction of iron ore. This means that iron can be extracted from the ore without the use of coke and with the use of a small quantity of coal. For our State which has huge iron ore deposits and which has at present no source of coking coal available, the perfection of this process will open out possibilities of expanding the production of iron from our ores. But this will require cheap Electric Power and it will be most important for the State to develop hydro-electric schemes that can generate electricity at very low cost.

I feel that with the establishment of steel industry in Mangalore a new era of industrial development will open up for our district. It will be able to help a number of small scale ancillary industries to start. It should also help training of skilled personnel for many industries. I would particularly submit that a course in Metallurgical Engineering should be started in the Karnataka Regional Engineering College. Metallurgical Engineering is not only the basis for all types of metals industries, but also it is the basis for quality control in the production of all kinds of metals products.

Rs. 60 Lakh Project

Our present project is a Rs. 60 lakhs project, the foreign exchange portion of which is Rs. 32 lakhs for which the Ministry of Commerce and Industries, in collaboration with the Ministry of Steel has so kindly granted import licence under the D. L. F. Loan Agreement. We have already placed orders with foreign suppliers for a 5 ton Arc Furnace, a Continuous Casting Plant and a hot Rolling Mill all of which we expect to receive before the end of 1961. A 20 ton Overhead Travelling Crane has been ordered in India. The building to house this factory will be 110 feet wide and 450 feet long with a middle hall 66 feet wide to the full length of 450 feet. The Furnace and Continuous Casting section of the hall will be 65 feet high. The building alone is expected to cost about Rs. 10 lakhs. In view of large requirements of water, bore wells are proposed to be sunk.

Lal Bahadur Shastri Lays The Foundation Stone

Shri Lal Bahadur Shastri, Minister for Commerce and Industry, Government of India, laying the foundation stone said :

I am glad to be here this morning, as it reminds me of my last visit to this place when I had laid the foundation stone of the Canara Workshops Ltd. I am indeed glad to see the great development that has taken place in this factory and as you have heard just now that the production has increased fourfold, it is creditable to Shri Kudva and his other colleagues that they could have made considerable expansion within a period of about 4 to 5 years. That is, not only have they set up this factory here but they have already set up a factory at Nagpur and it is about to start production because it is going to be completed early. When Nagpur is a more attractive place than Mangalore from the business point of view, I do hope that Sri Kudva will not ignore the interests of Mangalore and continue to work here and extend the workshop more and more.

There has been shortage of steel in our country and as has been already known during the last few years, we have been developing our steel plants and three of them have already come up. There is a proposal to open one more steel plant and later on within the third five year plan the fifth steel plant when our needs and requirements of steel are going to be extended considerably. In spite of the three steel plants coming up, we are still short of steel because these plants will still take time to run to their full capacity. However, we will within the course of the next two years be able to reach our present requirements of steel, when all the steel plants start working to their capacity. But our main difficulty is that of special steels i.e. alloy steel; we are extremely short of them and we have not been able to develop any production capacity for the same. Recently it has been decided that the Government of India will set up a big alloy steel plant during the third five year plan: yet that one plant, I am sure is not going to meet our requirements because these special steels are of different varieties and it is therefore decided by the Government of India that we will allow private sectors also to enter into the field for manufacture of special steel and therefore we are happy that Shri Kudva is setting up this factory in order to meet the requirements of his own factory without depending on imports. At present for the special steels we have mostly to depend on imports and that there is another difficulty because of the shortage of special steel or alloy steel. Whenever I visited the factory I have made enquiries about the machines



Hon'ble Sri Lal Bahadur Shastri speaking. On his left are Hon'ble Sri B. D. Jatti, Chief Minister of Mysore State and Hon'ble Sri Chenna Basappa, Minister for Public Works.

being used there. Even when I go to the Hindustan Machine Tools Factory in Bangalore, there also I am told that certain parts and components parts of machines have mostly to be imported from abroad because quality of steel is not available though rest of the machines are made indigenously. You will thus realise that the shortage of special type of steels has led to the continued import of the special type of steels and thus we are dependent on foreign countries for these. It is therefore absolutely essential that our country should produce enough quantity of alloy steel or special steels.

"Industries must Export 25% of Production"

I am glad that Sri Kudva is also thinking in terms of exporting their products. Exports need to say are absolutely essential and vital for the country. I have always suggested and I am glad to suggest to Shri Kudva also that every industry should make it a point to export at least 25% of its production, it should be obligatory which I don't want to make a rule or I do not want to legislate. In fact I was thinking once of almost making it compulsory that every factory should at least export 25% of its production; but there is no such legislation going to be enacted; yet every industry should voluntarily decide to export at least 25% of its production; and I am sure this factory will take upon itself the responsibility of exporting at least 25% of its production. If it could do more, so much the better; I am also glad to note that it has taken special measures to produce quality goods and to lay

emphasis on producing the best quality goods: but I must confess I don't know about the quality goods but generally we have not taken enough attention about the quality of goods produced in our country in different industries and we have so much suffered on that account. There is an exportable market for our goods but once we export our goods if they do not conform to the standards, then our market is ineffective and we will not be able to continue our exports. This is not so in every case, but it has been so in some cases. In some cases it has so happened. What the importer wants or the purchaser of the foreign country wants is quality goods, competitive prices and delivery in time. These are three important factors which will help in stepping up our exports if we conform to them. So it is essential that our exported and exportable goods to conform to the quality which is generally prescribed either by Indian Standard Institute or by the industry itself. We have the Indian Standard

Institute in Delhi a central organisation. It is an enormous organisation and of course Government of India assists it and helps it. Indian Standards Institute had prescribed a number of standards and it is expected that those standards will be accepted and adopted by different industries. I would therefore suggest that every industry should consult the Indian Standards Institute or ask of them to prescribe a certain standard for the goods they produce, which they will gladly do. It has also been suggested that a course of Metallurgical Engineering should be introduced in Regional Karnataka Engineering College. I think it is a good idea and I do hope that the College Authorities will consider over this proposal. I have nothing further to add. I must congratulate Shri Kudva, his son and his other colleagues for their enterprise and for the good work they have done. I am also happy to lay the foundation stone of their special steel factory and I wish it all well, all progress and prosperity.

Sri Jatti's Tribute to Mr. Kudva's Pioneering Efforts

Sri B. D. Jatti, Chief Minister of Mysore State, who was present on the occasion, associated himself with the commissioning of the erection of Canara Alloy Steel Furnace and Rolling capacity and said :—

When it goes into production, we will have a fully integrated capacity to produce automobile springs in the industrial picture of Mysore. You have already heard from Sri S. V. Kudva about their programme and aspirations. What we have to derive from their endeavour, is the planning and perseverance that has been put into this project to develop a new plant that will stand economic stresses, and be of service to the nation.

Pattern of a Pyramid Structure

I believe this set up is unique in that it proposes to have its own rolled section to produce and assemble leaf springs. The pioneering efforts of the Kudva family are too well known to be casually mentioned. Canara Workshops had humble beginnings as a small centre of automobile. Since then, it has made great strides and is setting up a number of industries in the pattern of a pyramid structure, starting with automobile servicing to produce parts of automobiles as ancillary to large scale manufacturers.

Transport Bottle-necks

It is true that Sri Kudva and his family are fulfilling a purpose in their own way. It is also true that



Mr. S. V. Kudva, Managing Director, reading the reception address.

the country is marching forward to produce many of the things, which are required. But efforts which run counter to these plans for production, in the form of bot-

February 1961

MOTORINDIA

43

From Gordon Wilkins

THE SECOND RACING CAR SHOW.

The Second Racing Car show organised by the BR. S. C. C. at the Royal Horticultural Halls, London reflects the tremendous interest prevailing in England for motor racing and of all forms of motor sport. Probably no other country in the world could stage such a show; for England is certainly the most productive country anywhere for racing cars. These cars however provide a relatively small proportion of the exhibits. The major portion of the exhibitors are small firms who build complete cars and special bodies mainly in reinforced fibre glass, a wide range of tune-

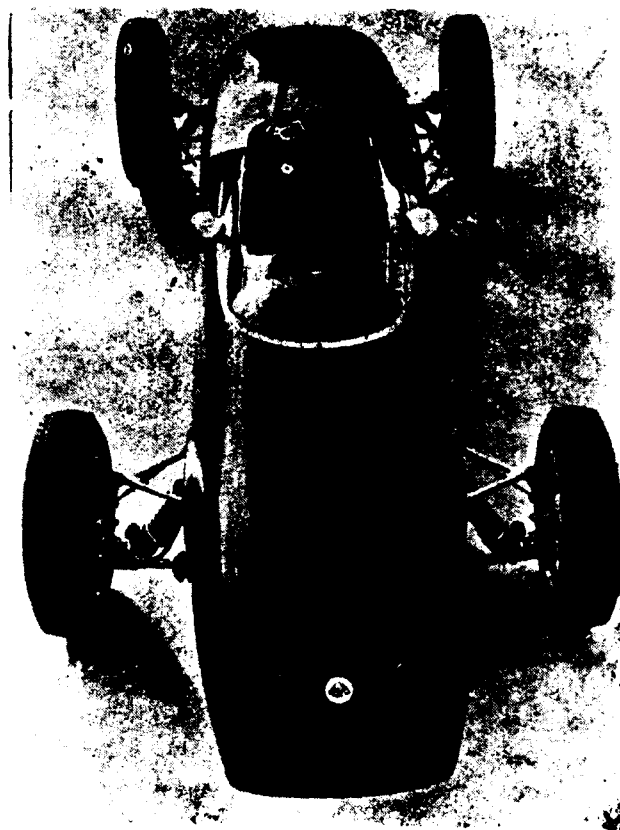
the necks of transport, should be removed, so that these industrial activities may go at full speed. The distance to Mangalore from Bombay by all rail route on the broad gauge is approximately 1400 miles. By sea, it is some 600 miles. The ingenuity and productive capacity that are being set up at Mangalore depend on either a circuitous rail route to this place or on uncertain harbour facilities of this town. Neither of them helps to obtain normal supply for production with a measure of continuity which will automatically result in low cost of products. It is this danger that haunts most of the planners for industries in the backward areas of our State and if we have to enthrone them and give them the courage to set up industrial capacity in backward areas, we should back their desire with efficient transport services.

Twin facilities needed

Mysore has been crying for a rail link with Hassan. By this facility, the distance from Bombay to Mangalore on the rail route will be halved. Mysore has been crying for an all-weather port; these two links of transport are vital to this part of the country. If they are provided, I am sure there is no limit to the programme and industrial activities that can be planned by the intelligent and industrious people of this area. Prosperity to the country by an adequate export of iron ore will also result by these twin facilities.

Planning for the future

I am grateful to Sri Shastriji for giving us a West Coast Road. I am sure that in the planning for the future, he will very soon bless this town with a shore railway link from Hassan and in time to come, it will also have an adequate all-weather harbour facility. Before I close, I must mention that the pioneering spirit of people like Sri Kudva and his family alone sets up a process that develops backward localities. Let us not forget in our enthusiasm to thank Sri Shastriji for what he has done for Mysore by providing a modern cement plant and a modern road on the West Coast. While thanking him, let us request him to remember us while planning for expansion of rail facilities in the South of India and harbour facilities on the West Coast.



New 1961, Formula Junior Lotus racing car. Probably indicates lines of future Formula 1 cars too. Wider Track, longer wheel-base, Front wheels only, 13 inches diameter. Body 7 inches lower than 1960: longer and slimmer. Fuel tank moved from nose to position behind driving seat. COSWORTH FORD 105E engine gives 85 bhp at 8,500 rpm: 10 bhp more than in 1960

up kits to give the ordinary family saloon GT performance and others specialising in rally equipment.

Dog in the manger attitude

Last year the show was an experimental affair and there were 22 exhibitors taking part. This year there are no fewer than 73 and the exhibition is staged in two halls. Last year the autocratic attitude of the SMMT has prevented firms such as Dunlop, Girling, the sparking plug manufacturers and other firms who play such an important part in racing from supporting the show because no members of the S. M. M. T. are allowed to exhibit. Some firms have circumvented this ruling by exhibiting under other company names. This dog in the manger attitude of the S. M. M. T. towards a show which in no way rivals their own Earls Court exhibition is all the more surprising when it is remembered that their own sports sub-committee was used to voice British protests against this year's new 1½ litre Formula One.

Centre piece of the show is a display of the championship racing cars such as the Formula 1 Cooper Formula Junior Lotus and Formula Two Porsche and cars of technical interest like the W. 196 Mercedes. There is a group of historic cars which includes the two litre G. P. Sunbeam of 1924, a Type 35B Bugatti and a 1931 3-litre Talbot 105.

The Highlight of the Show

Highlight of the show is undoubtedly the 1961 Formula Junior Lotus. Last year's car was very ahead of its rivals and Colin Chapman intends it staying that way. Front and rear tracks have been widened slightly and the power unit has been lowered in the frame to reduce the centre of gravity. The body which uses fibre glass panelling throughout with a fully enclosing undertray is some 7 in. lower and much more streamlined with a longer nose. The rear deck is just about knee height to a 6 ft. man; this reduction in height has been achieved by removing the fuel tank from the scuttle to a wrapped round position behind the reclining driving seat. A second change is found in the transmission for a Volkswagen unit has been substituted for last year's Renault Dauphine. In conjunction with this change the drum brakes have been moved inboard at the rear. Smaller front wheels 13 in diameter are an aid to improved road holding. As last year the car is powered by a Cosworth Ford 105E engine developed to produce 85 bhp at 8,500 rpm against 75 bhp in 1960.

Unique among British Formula Juniors

Another new manufacturer among the Formula Juniors is the Bond designed and built by Larrence Bond Cars Ltd. Again this uses a Ford 105E engine and Volkswagen transmission but it is unique among British Formula Juniors in having front wheel drive. This system has been tried on larger racing cars but its unsatisfactory oversteer characteristics and inability to drift the rear wheels was a drawback. However, with the comparatively low power of a Formula Junior it may prove to be satisfactory.

Chance for small firms

Many small firms not being members of the S. M. M. T. cannot display their products at Earls Court but the BR. S. C. C. racing car show provides an opportunity for them to do so. Thus such cars as the E. B. Debonsir, Cheetah, Gilbern, TVR Layton, Ginetta Falcon, GSM and Marcos are all displayed.

Unusual looking Car

The GSM which was designed in South Africa is now produced in this country equipped with an open sports body. The Marcos is remarkable in having a monocoque chassis body constructed entirely of marine plywood. Its designer, Frank Costin, in aerodynamasist who was responsible for the design bodies used by Lotus and Vanwall claims that such a design is much more rigid in structure than a tubular space frame and moreover the material is not subject to fatigue. Powered by a Ford 105E engine this unusual looking car has a kerb

weight of 1008lb. and with a tune-up engine is capable of 120 mph.

A formidable range

The range of tune-up equipment shown by the various firms is really formidable. Prices vary depending upon the degree of tune offered but there is undoubtedly a thriving business in this sphere. Among the more scientific approaches to improved performance is that of the G. M. Carburettor Company owned by George Mangoletzi. Two semi down draught carburetors feed into a common riser pipe to overcome throttle bias and improve distribution. It is easy to fit and to tune and retains its adjustment for long periods. HRG engineers exhibited an overhead camshaft conversion for a Ford 105E engine. The existing side camshaft is retained to operate the oil pump and distributor but a second standard Ford camshaft is mounted in a new cylinder head with new rocker gear driven by a secondary chain from the existing side camshaft. No development work has yet taken place but the aim is to offer an engine developing 70 bhp at about 6500 rpm and no prices are yet available.

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5. Names and addresses of individuals who own the newspaper and partners or shareholders holding more than one per cent of the total capital

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	Madras 17
(2) K. Venkatraman	Plot No. 147 West
	C. I. T. Nagar,
	Madras 15

I, M. Rajagopalan, hereby declare that the particulars given above are true to the best of my knowledge and belief.

Dated 28-2-61

(Sd.) M. RAJAGOPALAN,
Signature of Publisher.

Oil News

STANDARD-VACUUM PARTNERSHIP TO BE BROKEN UP

The long arm of U. S. anti-trust legislation and the widening interpretation given to it by the Courts, stretch out to wherever U. S. businesses are established, and will now bring about the dissolution of a major oil partnership in the Far East, Australasia and parts of Africa. One of the terms of a consent decree entered into last month by Jersey Standard (arising from an anti-trust lawsuit instituted against five major U. S. oil companies as far back as 1953) requires this company's 50:50 ownership with Socony Mobil of the marketing businesses and assets of Standard-Vacuum to be discontinued; accordingly, Stanvac's marketing interests are to be divided in due course between the partners. Joint production, refining, and pipeline operations within a foreign country or countries are not affected by the consent decree, but in marketing there can only be co-operation when a foreign government imposes it.

Standard-Vacuum was set up in 1933 to bring together the complementary activities of the two groups in the areas concerned. Jersey Standard had good crude supplies there but small marketing facilities, while Socony had widespread marketing facilities but only small crude oil supplies. The division which is being made of the assets—which now extend to fifty countries—bears a broad resemblance to the pre-merger position. Through Esso Standard Eastern Inc., Jersey Standard will have the Stanvac marketing interests in Pakistan, India (also the refining interest), Ceylon, Burma, Thailand, Malaya, Singapore, Cambodia, Laos, Luzon Island, and the main part of those in Taiwan. It will also have those in British East Africa, Madagascar and Indian Ocean Islands. It will have Atlantic Union in Australia, where Socony Mobil through the new Mobil Petroleum Company Inc. will have the larger marketer, Vacuum Oil Company (Pty.), Ltd. Socony, through Mobil Petroleum Co., will have the marketing interests in New Zealand, the Union of South Africa (also the Durban refinery) and other Commonwealth territories south of Tanganyika: those in Mozambique, Somalia, Ethiopia, Eritrea and French Somaliland: and in Hong Kong, Macao and the Philippines excluding Luzon. In Japan, Socony will have one-third, and Esso two-thirds, of two existing marketing affiliates, while Socony will have Stanvac's 55 per cent interest in Toa Nenro Kogyo KK which operates refineries at Wakayama and Shimizu.

In Indonesia there will be no change, each parent retaining a 50 per cent interest in marketing and all other present Stanvac interests there.

The two parents will continue to be equal partners in each of the five marine affiliates of Stanvac, but the four Stanvac tankers will be taken over by Esso. As already indicated, they will also continue to be partners, though not necessarily equal partners, in some of Stanvac's existing refining and petrochemicals plant as well as in various existing exploration/production

ventures. Throughout, only the ownership and therefore control of the present Stanvac companies is affected, and the businesses will continue as at present. Both parents see some advantages in dissolving the the marketing partnership.

At the same time as Jersey Standard entered into its consent decree, Gulf Oil also entered into a consent judgment in which it undertook to sell 100,000 b/d of Kuwait crude to independents—which, in fact, it has already done in the past. Also, some amendments have been made in the long-term contract which it has with Royal Dutch-Shell for the latter's purchase of Kuwait crude.

India's Involvement in Russian Oil

With her foreign exchange reserves at a minimum, limited export opportunities and vast import needs, India finds great attraction in reciprocal trading with the U. S. S. R. Within a few months of agreeing to buy 1½ million tons of Russian kerosine and distillate fuels by the end of 1964 she has increased this tonnage to 2½ million tons. About 300,000 tons will be coming in the first year, rising gradually to a rate of one million tons a year. Payment will be in non-convertible Indian rupees.

These higher deliveries are in line with the recent agreement to double total trade between the U. S. S. R. and India during the next years. Shipments of Russian oil have, however, now been suspended for the time being pending the completion of arrangements for storing and selling the oil. The imports are being handled by the state-owned Indian Oil Company which is not yet in a position to undertake marketing in general.

The government is now considering the construction of a refinery in Gujarat to refine oil from the Cambay and Ankleswar fields discovered by the Oil and Natural Gas Commission. Thirty miles or so north of Cambay in the Gandhinagar area, the Commission is about to start drilling at a point about 15 miles from Ahmedabad, site of the capital of the new Gujarat State.

The two leading marketing companies, Burmah Shell and Stanvac, some time ago made proposals to the government to expand refining facilities: Burmah Shell to increase the capacity of its refinery by about a million tons a year, and to build a lubricants plant, and Stanvac to build a lubricants plant in which the Government might have a 50 per cent shareholding. (Incidentally, Stanvac in India now becomes a wholly owned Jersey Standard subsidiary under the split-up of Jersey Standard and Socony Mobil. None of these expansion plans has yet been approved.

Several oil groups have indicated their interest in exploring in India, but no agreements have yet been

entered into. Stanvac had made an offer to search for oil in the Jaisalmer area of Rajasthan, about 300 miles north of Cambay, in the extreme west of India, with the participation of the government which had a quarter interest in the company's fruitless exploration in West Bengal abandoned earlier this year. The State is not, however, insisting in participating in every exploration venture of foreign concerns, except in specified districts, provided agreement can be reached on other terms. There is certainly space for all to look in India's 400,000 square miles of sedimentary areas.

Ceylon Tempted by Russian Oil

Yet another country, facing a serious shortage of foreign exchange, is being tempted to import Russian oil. The approach is being made in two directions. A newly formed local private company, the Petroleum Company of Ceylon Ltd., is reported to have signed a contract for the import of 130,000 tons of Russian products, but as the company has neither strong financial backing, nor any handling facilities, and may not obtain government approval, the more likely prospect is that the government itself may import Russian oil. Not that the government is any better equipped to handle oil imports. Bulk storage tanks formerly part of the British naval bases have been mentioned in this connection, but those in Colombo now belong to Shell, which is using them, and those at Trincomalee in north-eastern Ceylon are at an overland distance of 150 miles from the Colombo region on the west coast where 80 per cent of petroleum trade is concentrated. The formation of a government corporation which would handle these imports is under consideration, but it is by no means certain that the government as a whole is in favour of this course. Ceylon requires all the resources she has to help her urgently needed economic and social development; to embark on oil importation and distribution when the country is already very well served by the existing distributors would be quite pointless were it not for the allegedly cheaper prices at which petroleum products would be imported. But as part of the deal would be the sale to the Russians of agricultural commodities the prices obtained for these has to be taken into account.

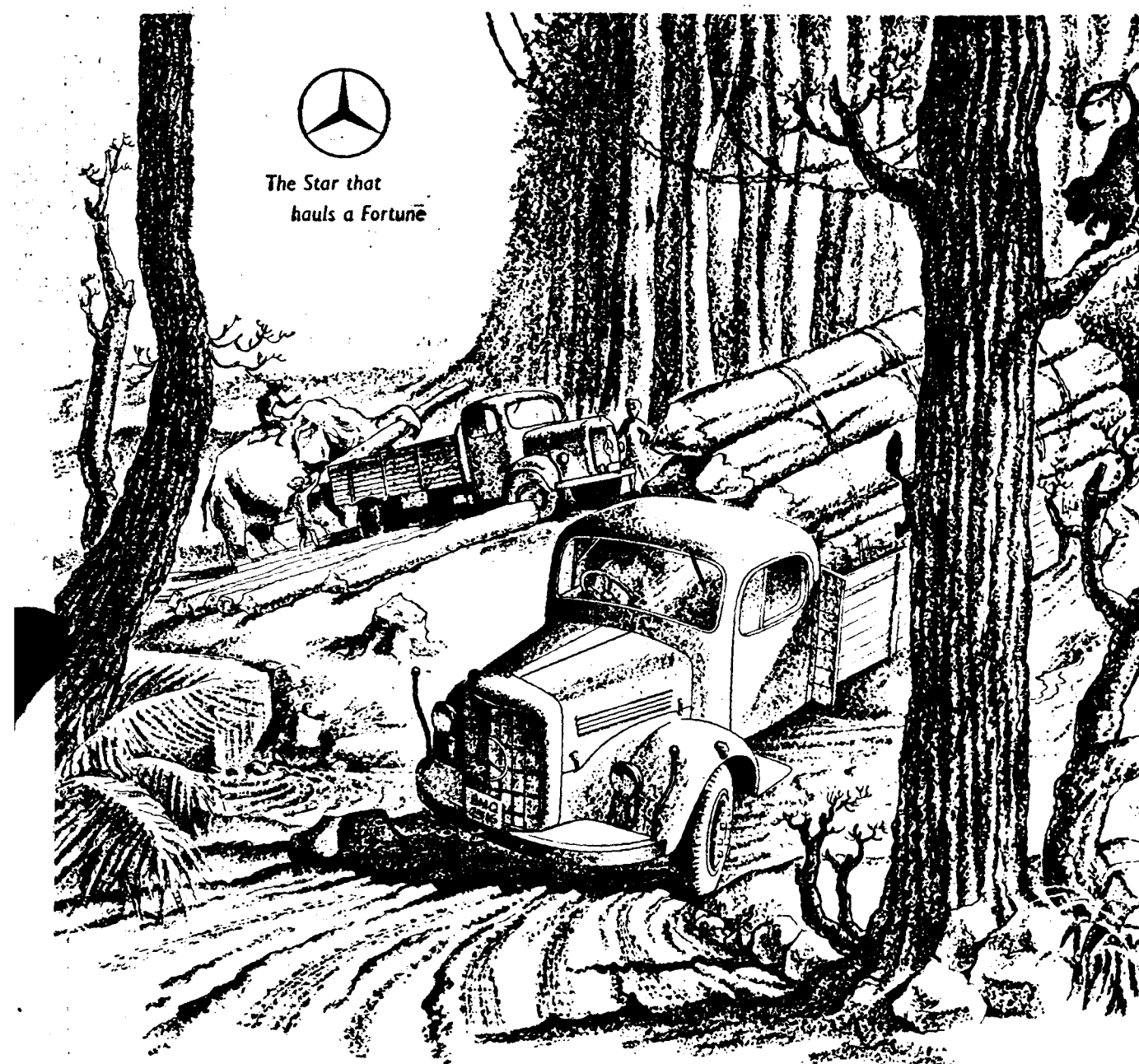
Inland consumption in Ceylon is about 600,000 long tons a year and there is in addition a bunkering trade of about 450,000 tons at the port of Colombo. The Shell Company of Ceylon (Shell and B.P.) has about 60 per cent of the inland trade, and Stanvac and Caltex about 20 per cent each. Demand is rising fairly steadily and the imposition of high duties on cars and the 40 cents increase in tax on gasoline imposed last August (from Rs. 1.57 to Rs. 1.97 per Imperial gallon — 100 cents: 1 rupee: 1s. 6d.) does not appear to have appreciably affected consumption. Motor vehicles total about 100,000, three-quarters being cars, the rate of importation being about 5,000 a year.

The local pattern of demand—about 20 per cent gasoline, 40 per cent distillate fuels and 40 per cent fuel oil—is fairly well balanced. The absence of industry offers little market for fuel oil inland but this is

made good by the large bunker trade. For this and for geographical reasons too, the Colombo area is not unsuitable for an oil refinery and a joint proposal to build one was made more than five years ago by the four marketing companies. Changes of government, delays in negotiations, and general uncertainty have held up the scheme, but economic studies for a one million tons a year refinery have been prepared and possible sites surveyed. Other refinery proposals have been reported as coming from the Russians (construction for the government on a credit basis, at 2½ per cent interest), and from an intermediary representing Phillips Petroleum (on a similar basis to the Standard of Indians refinery offer in Thailand, from which that company recently withdrew). But all proposals except that made by the local marketers are still at a very tentative stage. The delay in accepting the companies' scheme, which would save foreign exchange, arises primarily from the delicate local political situation and the conflicts it embraces.

Imports of products, mostly from Persia and Saudi Arabia, cost the country about Rs. 133 million or about £10 million in 1959, and as already mentioned, a major attraction of the U.S.S.R.'s offer to supply products is that payment would be accepted in Ceylonese commodities. The country had a large trade and balance of payments deficit in 1959 owing to much increased imports, and this year exchange reserves have continued to decline although export receipts have improved. The budget for the year ending last September was in deficit to the extent of over Rs. 400 million and similar deficit is expected this year. All depends on the earnings of tea, rubber and coconuts. A very high rate of population increase tends to cancel out the improvements which have been achieved in agriculture and, on a small scale, in industry. Plans for economic development have been drawn up, both for a ten-year period and less ambitiously for three years, but here again there has been delay in getting started, owing to the unstable political situation in the last year or two. Now, the present government of the Sri Lanka Freedom Party, headed by Mrs. Sirima Bandaranaike, widow of a former premier who was assassinated, has an effective majority and may be able to pursue a steady policy. The administration is, however, both divided and undecided in its attitude to state ownership and to private enterprise, local or foreign. The Finance Minister recently promised that foreign private capital would be safeguarded and that repatriation of profits and eventually of assets would be allowed, but that the foreign investor must come into "productive" spheres, and in conjunction with local capital if this were available. Loans and credits were received last year from the U.S., Canada, U.K., China and the U.S.S.R., the World Bank and other bodies, and it is hoped that further aid will be forthcoming.

Like India and Indonesia, Ceylon wants to pursue the ideal of a welfare state, but like them, though on a much less scale, is caught in the complex of competing pressures, of cherished ideas of planning and co-operation, and of problems of practical management from which it is difficult to emerge and to move in a clear direction.



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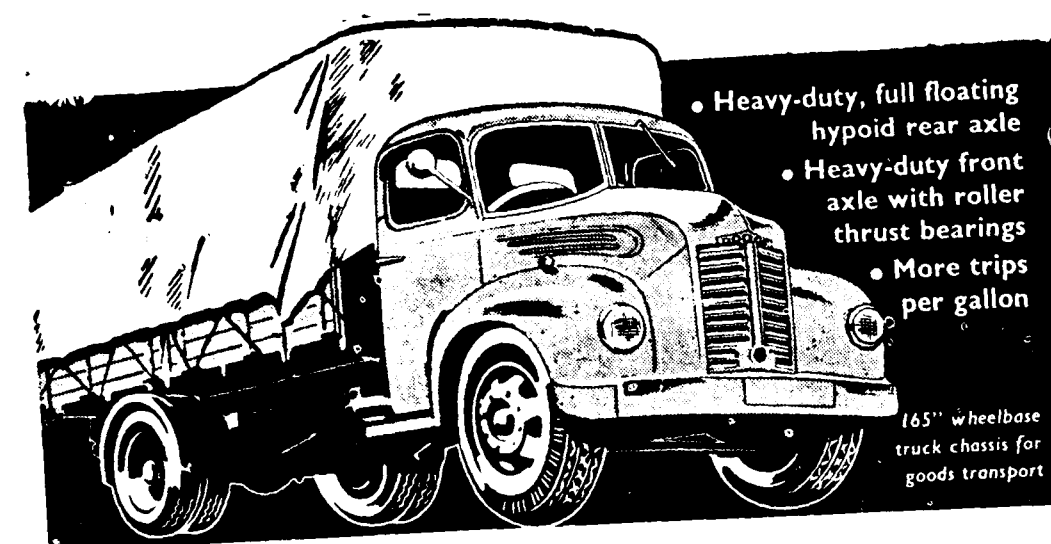
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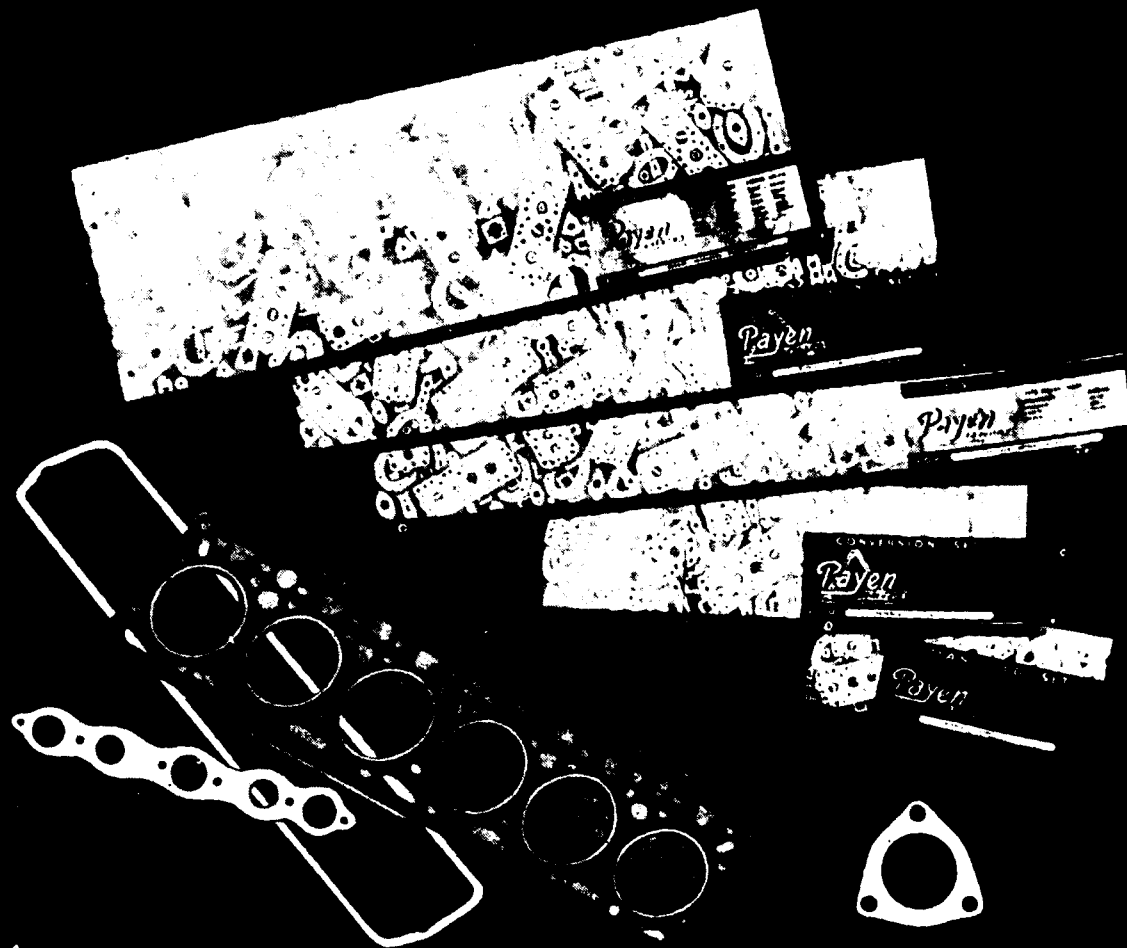
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