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Motor India

1961 - May.

VOL - 5, NO - 10



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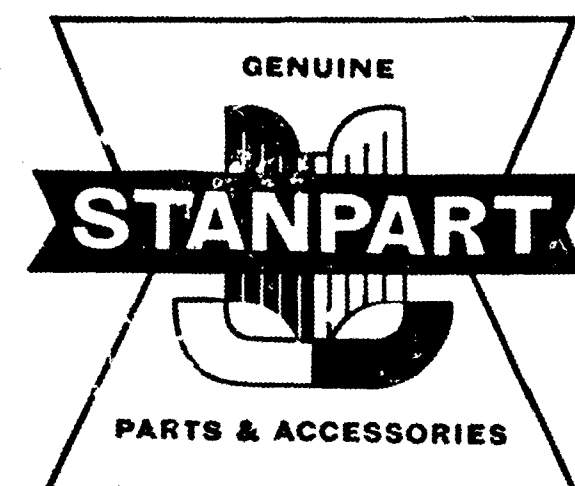
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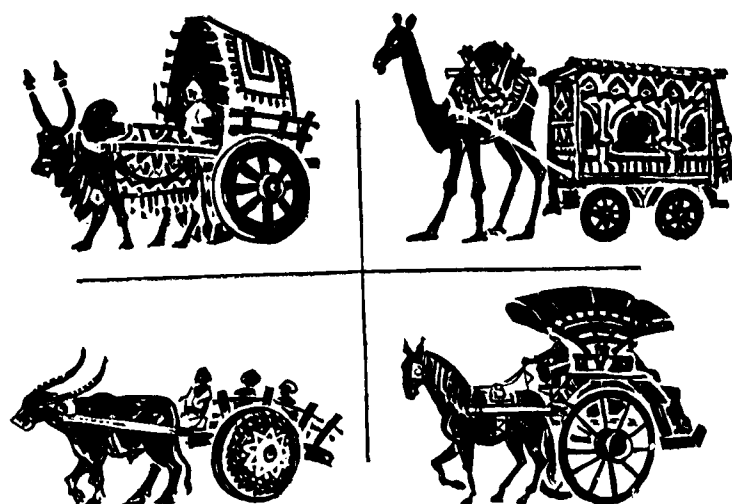
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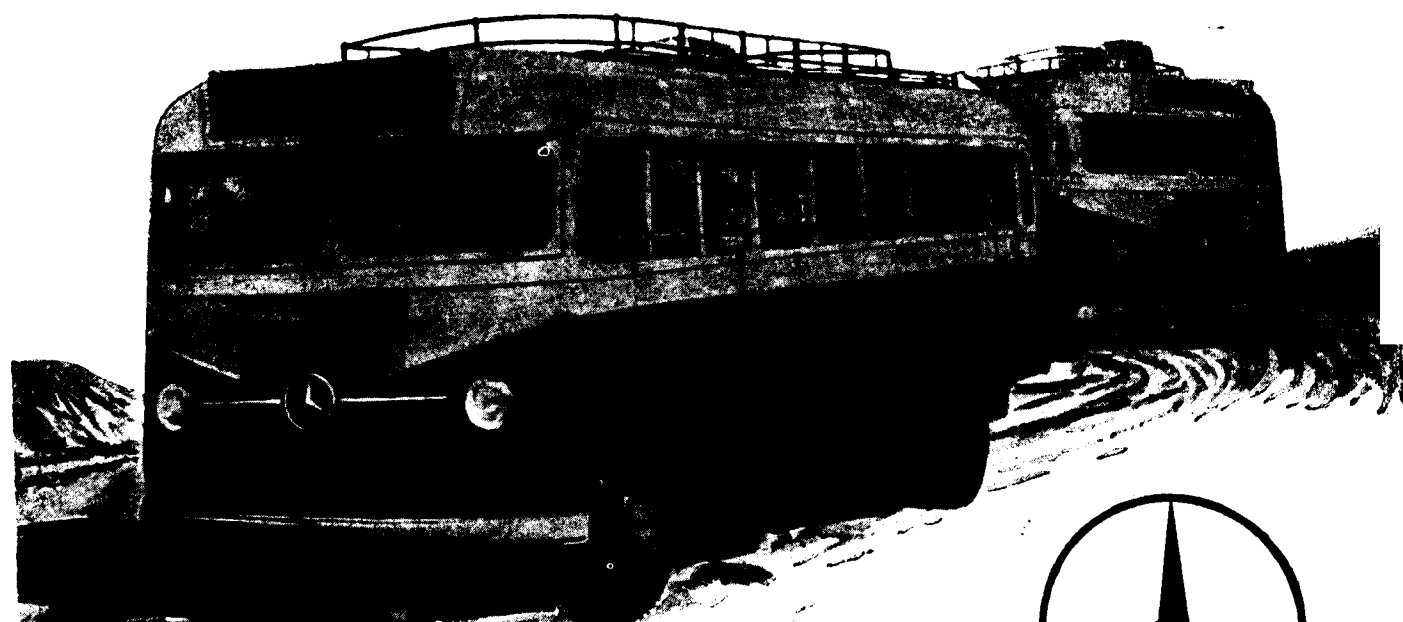
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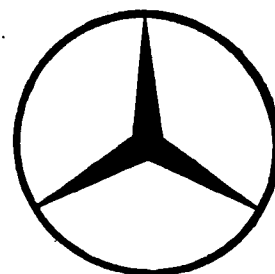
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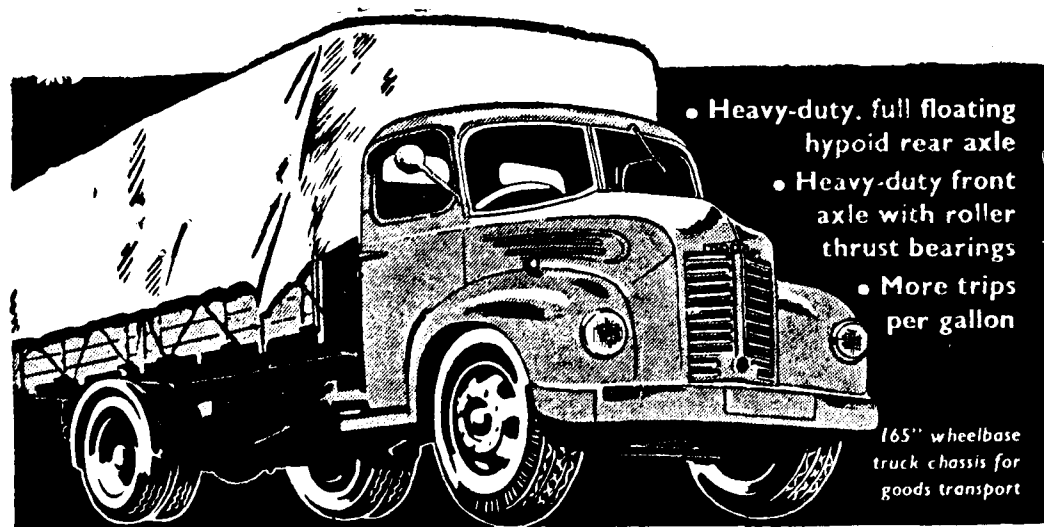
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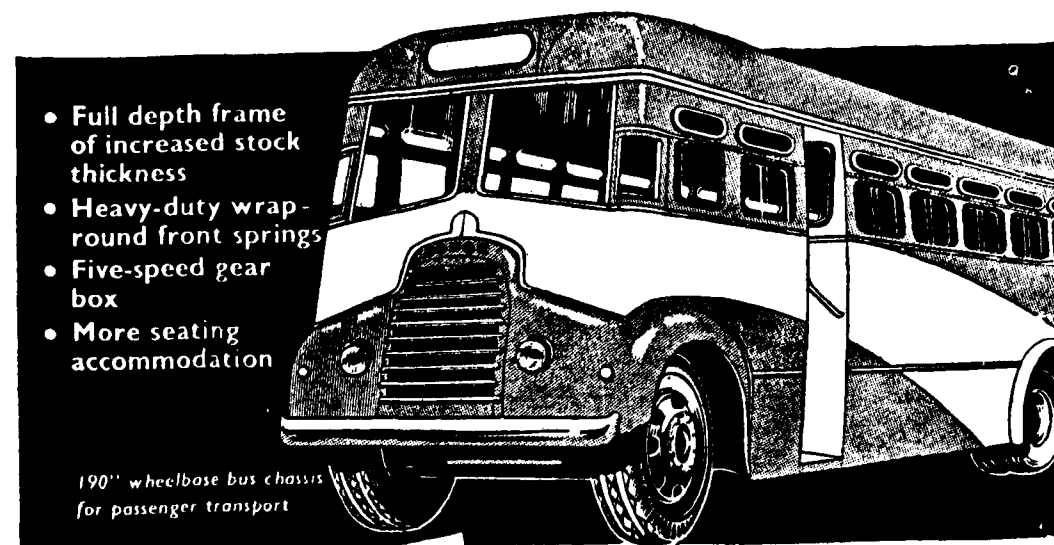
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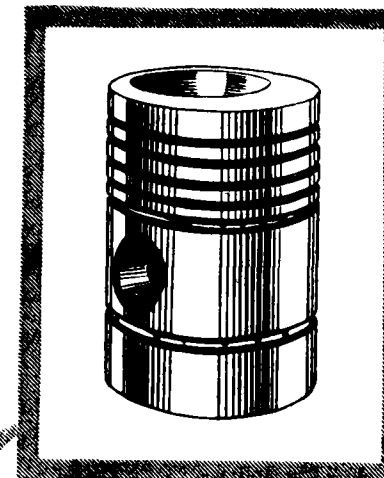
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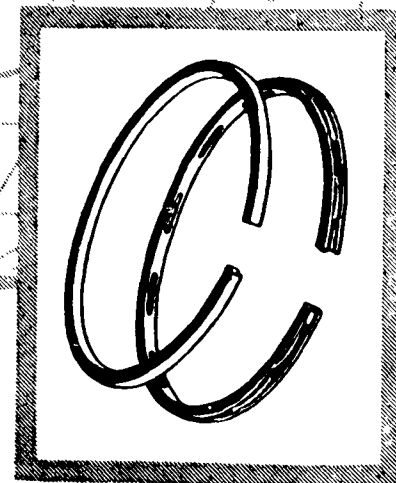
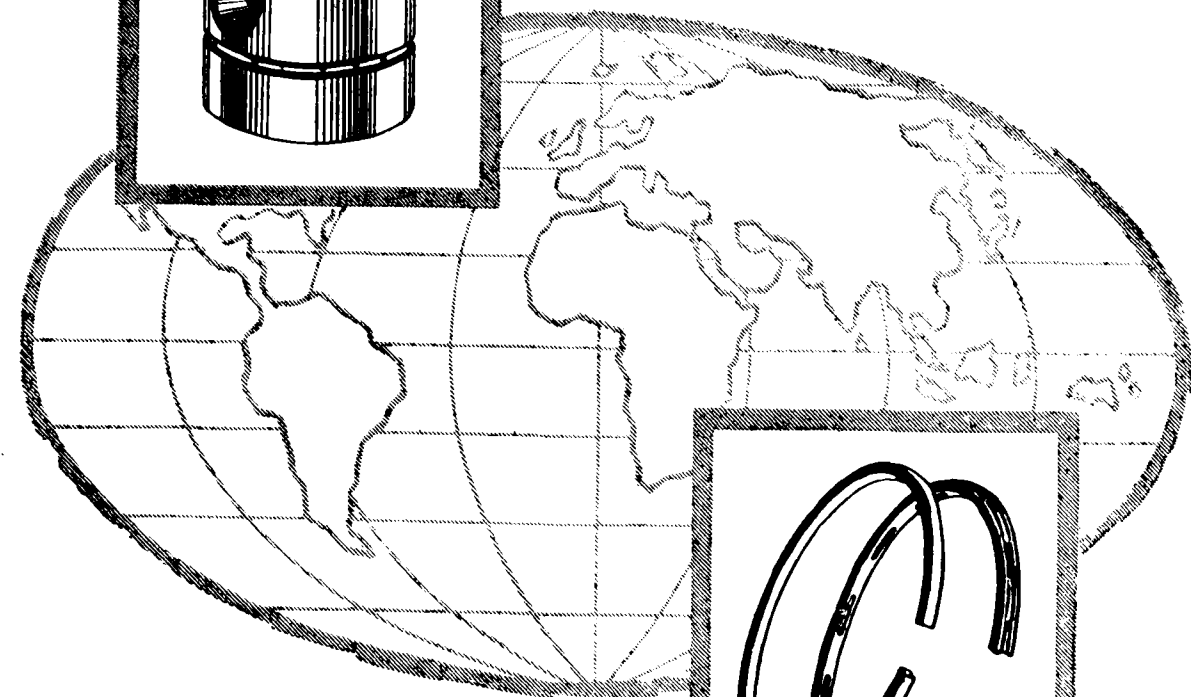
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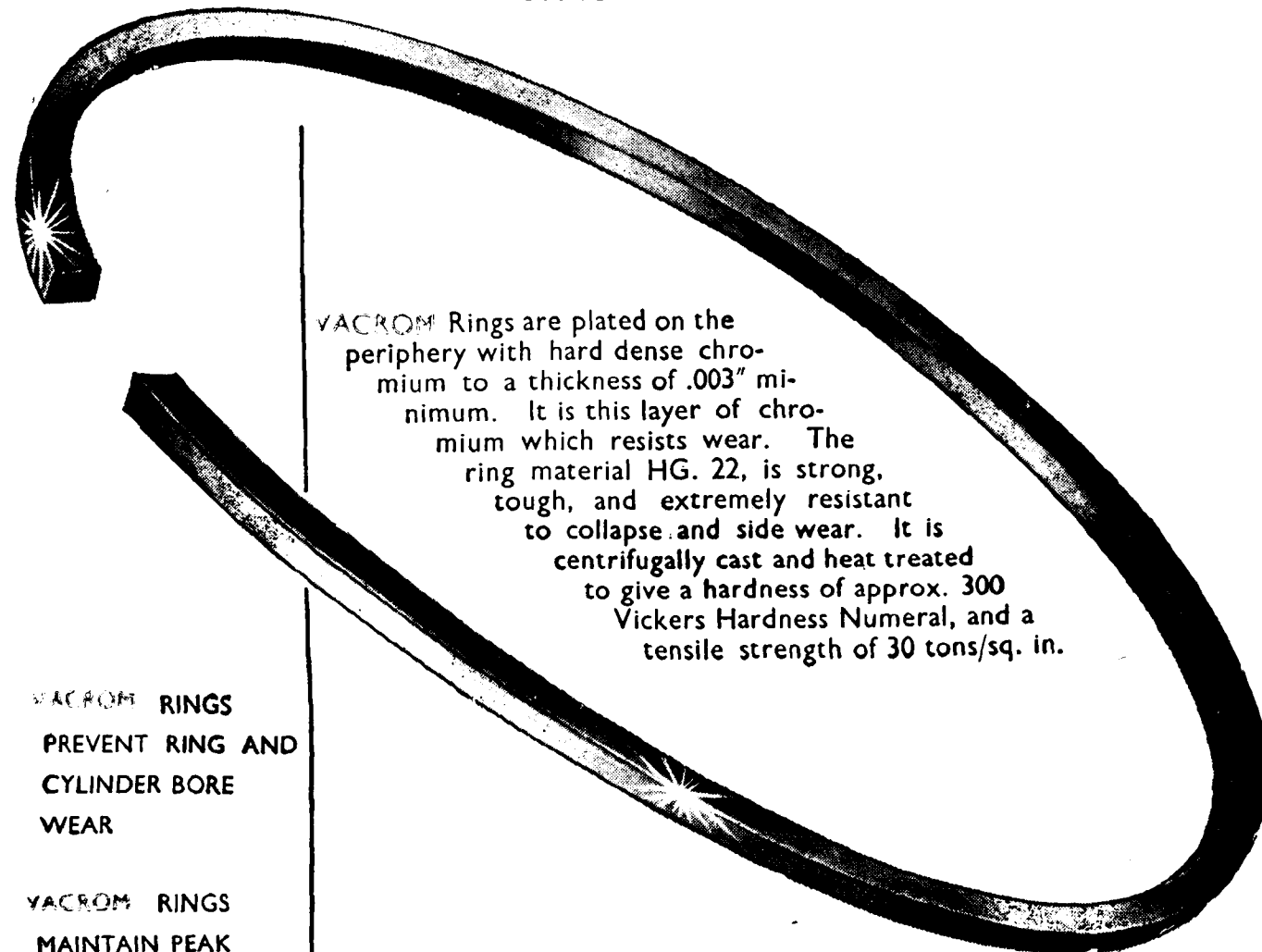
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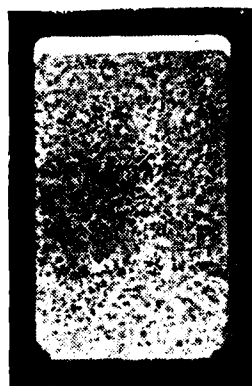
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* This Macro-photograph shows section of actual ring and clearly denotes the chrome deposit on the full faced ring.

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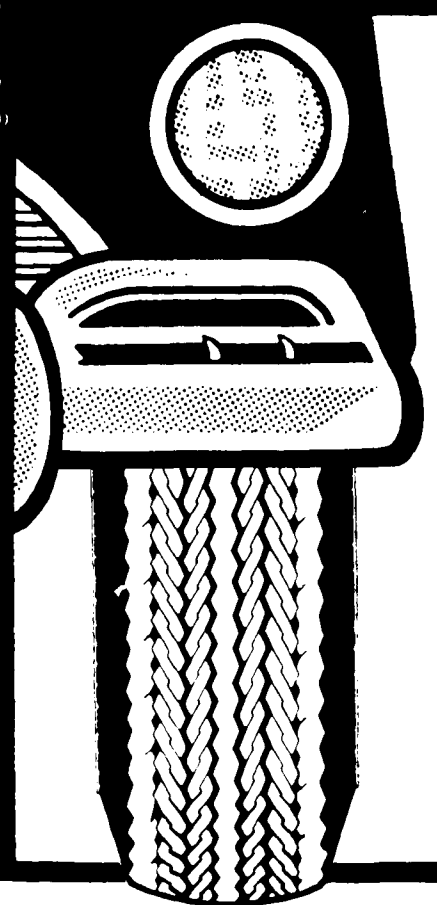
editorial

THE MOTORIST AND HIS PROBLEMS

The vastness of the country, inadequacy of good two-way carriage-ways, and a chronic shortage of motor vehicles which form the only effective mode of modern transport in India-all continue to create problems for the road user, and it is therefore very gratifying that the one year-old Federation of Indian Automobile Associations should think of the problems of the day for the motorist as well as the heavy vehicle and public carriage pliers. As we progress in the light of organised planning for increased production, the volume of traffic involved increases by leaps and bounds. This situation demands, at the least, proper maintenance of existing vehicles so that they may be kept roadworthy, whether they just take men from their homes to factories or offices, or are employed in transporting raw materials to industry or finished products to the market.

But where do we stand in India today regarding such repairs and service facilities for motor vehicles? Are we getting spares for vehicles as and when we want them? The answer is a positive "No". No wonder therefore that the retiring president of the Federation of Automobile Associations in India, Sri S. V. B. Rao, should have referred in detail to the dearth of servicing facilities. This, says he, is no doubt due to lopsided development in the form of an increase in the number of motor vehicles without a corresponding increase in the number of automobile workshops, and *really efficient* service stations. We have deliberately italicised the two words because we are not lacking in the number of service stations in the country. You may find them in every nook and corner; and once you visit one of these with a problem you return only to find you have more problems to face as a result. Of course, there may be a handful of well-organised service or repairshops with a reputation for good work but they are hardpressed for space, for the required number of efficient workers and so on. Very often it is impossible to get the part you want for replacement, and even if you are lucky to get it you wait for an indefinite period or pay an increased price. This is where the real problem lies. We simply do not make, nor are we allowed to import replacement parts enough to service vehicles now on the road. Unless this situation improves-and it can improve only if the Government gives high priority for the import of adequate quantity of spares for all vehicles-we are afraid that the position might get worse. Once the right spares are available, then the question of repairs is made easy and almost simple.

It is in this context that we welcome the suggestion of the President of the Federation to order an inquiry by Government to ascertain to what extent the existing facilities are inadequate and what steps are necessary to remedy the imbalance. We also endorse his plea that timely action should be taken to provide adequate facilities for training automobile mechanics in sufficient numbers to man the necessary number of service and repair stations. Adequate licensing for import of tools and equipment is also very urgent, if the question is to be tackled as it should be.



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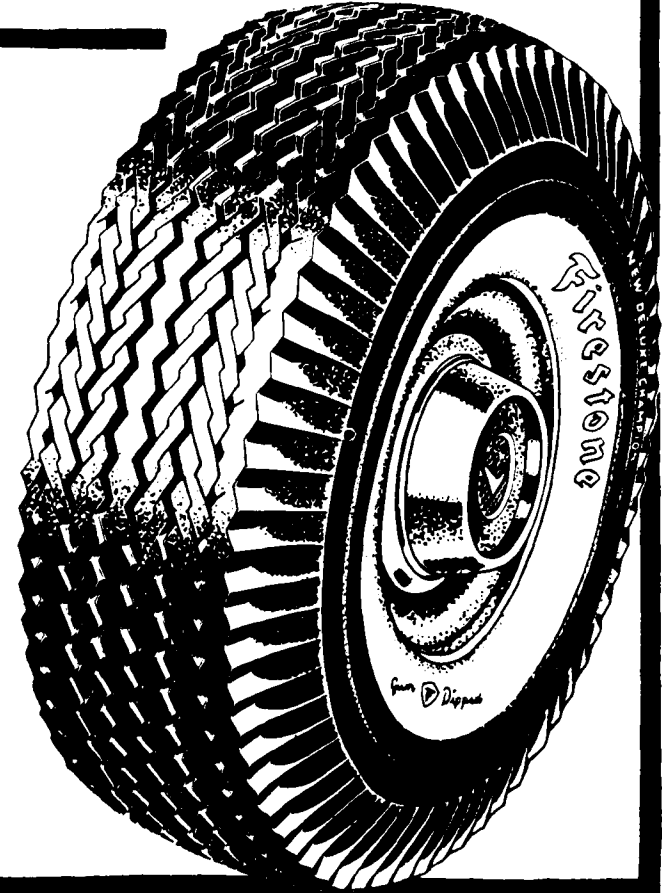
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ROLLS ROYCE IN DANGER?

M. Ps Warned

From Gordon Wilkins

New tax measures in England could end production of Rolls Royce and Bentley cars. The Directors of Rolls Royce have warned members of Parliament that new rules regarding business expenses proposed by the Government have already produced a drop in orders and production has been reduced at the Crewe factory which employs 5,600 workers.

They say "It is no exaggeration whatever to say that the consequence of these proposals may eventually mean the end of the Rolls Royce car. The Board would never agree to any proposals to lower the high quality of our products upon which our whole business reputation depends." Already £8 million has been invested in car manufacture since the war and a further expenditure of £3 million to produce new models has begun, but the policy of British Government coupled with the many restrictions on high quality cars in export markets make production increasingly precarious.

Purchase Tax is 50 P. C.

Last year, Rolls Royce built 2,400 Rolls Royce and Bentley cars of which 50 per cent were exported to a value of £4.7 million. Since the war the sale of cars on the home market has been restricted by purchase tax (currently 50 per cent

on the wholesale price) which is particularly severe on a car selling retail at £4,195 for the cheapest Bentley car or from £4,300 for a Rolls Royce. In fact the private buyer has practically disappeared. Almost all the cars sold in Britain are bought by companies, which can deduct the price of the car and the purchase tax as business expenses from their profits, but in his April Budget, the Chancellor abolished surtax on salaries between £2,000 and 5,000 per annum to encourage the bright young scientists, technicians and businessmen who have been emigrating because of the high taxes.

Taxes to please the Trade Unions

At the same time, and presumably as a compensatory gesture to the Trades Unions whose power is feared by all British Governments, he proposed (1) to raise the tax on company profits and (2) to put a limit of £2,000 on the amount of a car's purchase price which can be deducted as business expenses. Taxes on salaries of £5,000 a year and over are still high enough to discourage private buyers of expensive cars and the new taxes will take 53 per cent of company profits which do not encourage the spending of the rest on cars which cannot be written off as business expenses.

Paying £ 11,905 Taxes to buy a car Costing £7050

Taking the most magnificent Rolls Royce, the Phantom V with Park Ward body which is sold before tax at £7,050 the purchase tax alone is £2,938 but only £2,000 of this can be written off as business expenses. The balance of Purchase Tax and the whole cost of the car would therefore have to come out of taxed profits and the company will thus have to pay a total of £11,905 in taxes in order to buy a car costing £7,050. Even the initial £2,000 of Purchase Tax can only be written off over several years. It is therefore not surprising that Rolls Royce directors are worried.

Tax on private cars Increased

In addition, the annual tax on all private cars has been increased from £12½ to £15 and the Government is taking power to increase Purchase Tax by 10 per cent at any moment without asking permission from Parliament, so that the future of the high priced car on the British market would seem more precarious than ever.

The new rules also affect Aston Martin, Alvis, Bristol, Daimler, Jensen and a large proportion of the foreign makes imported into England.

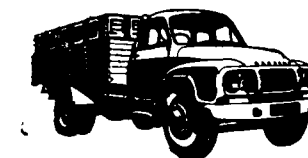
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DC-554

From our London Bureau

LUCAS ELECTRONIC IGNITION FOR RACING CARS

Lucas have evolved a new electronic ignition system capable of producing 1,000 sparks a second, equivalent to a V8 engine running at 15,000 rpm. This is far outside the range of any conventional coil and distributor or magneto, taking into account the extreme timing accuracy required. The system consists of an electro magnetic pick up working with pole pieces on the flywheel (or on a light disc fitted to the opposite end of the crankshaft) plus a trigger amplifier, a spark generator and a high tension distributor. As the engine rotates the pole pieces produce voltage pulses in the pick up which act on the trigger amplifier to cut the current flow through the primary winding of a transformer.

In less than 200 Micro-seconds

This induces a voltage in the trigger transformer secondary winding which causes a current to flow in the spark generator circuit. A transistor thereby becomes conducting and current flows in the primary winding of a high-voltage transformer. A very rapid increase in primary current produces an induced voltage of over 20 KV in the transformer secondary and this is fed to the rotor arm of the rotary spark distributor in the normal way. The complete cycle takes less than 200

micro-seconds., a performance unobtainable with a conventional contact breaker. Running current is proportional to speed, rising from 0.25 amp. at 50 sparks per second to 2.5 amps at 500 per sec. Thus at low speeds the system takes only a very small current from the car's battery. There is no present intention of making the system available for ordinary road cars.

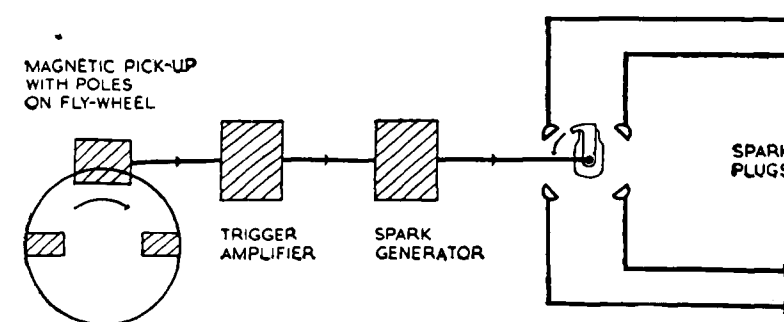
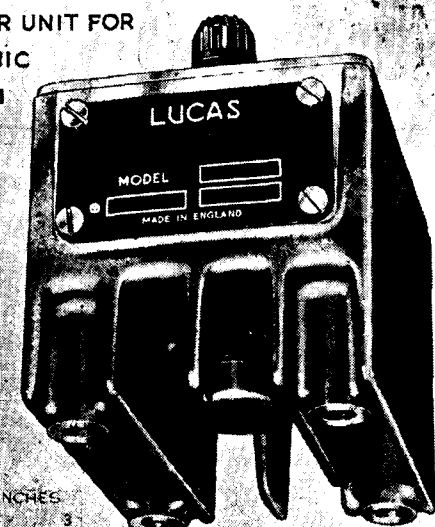
Avoids Inaccuracies

By eliminating the contact breaker and producing the spark entirely by means of an electronic circuit

the Lucas system avoids the inaccuracies of spark timing which may be produced by backlash torsional oscillation or wear in the moving parts of the contact breaker running at very high speeds. In fact a contact breaker is restricted mainly by mechanical problems to about 400 sparks per second with coil ignition or 500 sparks per second with a magneto. The new system is intended for racing engines and will not at present be offered to the public.

Automatic timing controls responsive to engine speed and load can be built into it.

SPARK GENERATOR UNIT FOR
LUCAS ELECTRONIC
IGNITION SYSTEM



SIMPLIFIED SCHEMATIC LAYOUT OF LUCAS ELECTRONIC
IGNITION SYSTEM FOR A 4-CYLINDER ENGINE

Lucas Electric Motor Driver Radiator Cooling Fan

Normally, fan cooling is necessary only when travelling slowly or with the engine idling, and this may represent only a very small fraction of total driving time. Since the power required to drive a fan increases with speed, and may amount to several horse-power, it is desirable to restrict its use and thermostatically controller motor, model 3 GM, which carries the fan blades

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CZ-200A

and takes the place of the usual engine driven fan.

Advantages include a reduction of noise, increased power available at high speed, fuel economy, reduced belt wear and quicker engine warm-up from cold.

The motor is mounted on four rubber-grommetted studs and when fitted is protected by splash proofing cowl.

The thermostat is immersed at a suitable point in the cooling system and, through a relay, automatically switches the fan motor on and off as the coolant temperature rises and falls between present limits. When the fan is operating, the current consumption at twelve volts is between six and seven amperes. The unit (including a two-bladed fan) weighs four pounds.

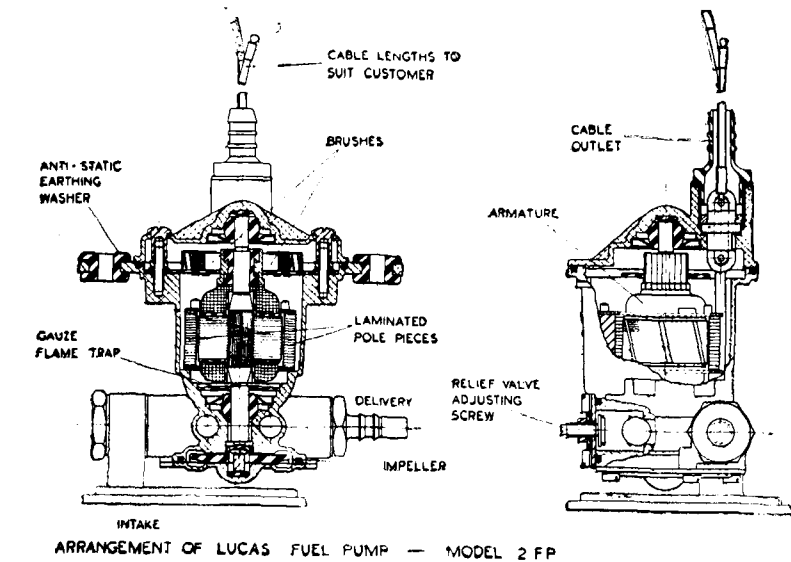
Lucas Electric Fuel Pump Model 2 FP (Patented) Prevention of Vapour Locking

Vapour locking troubles in automobile fuel systems have become

prominent with the advent of high volatility fuels. Vapour locking is particularly troublesome on the suction side of a fuel system. Therefore, a most effective counter-measure is to locate a pump below the surface of the fuel. Thus, no vacuum can occur on the intake side of the pump which, being gravity fed with liquid fuel, can maintain

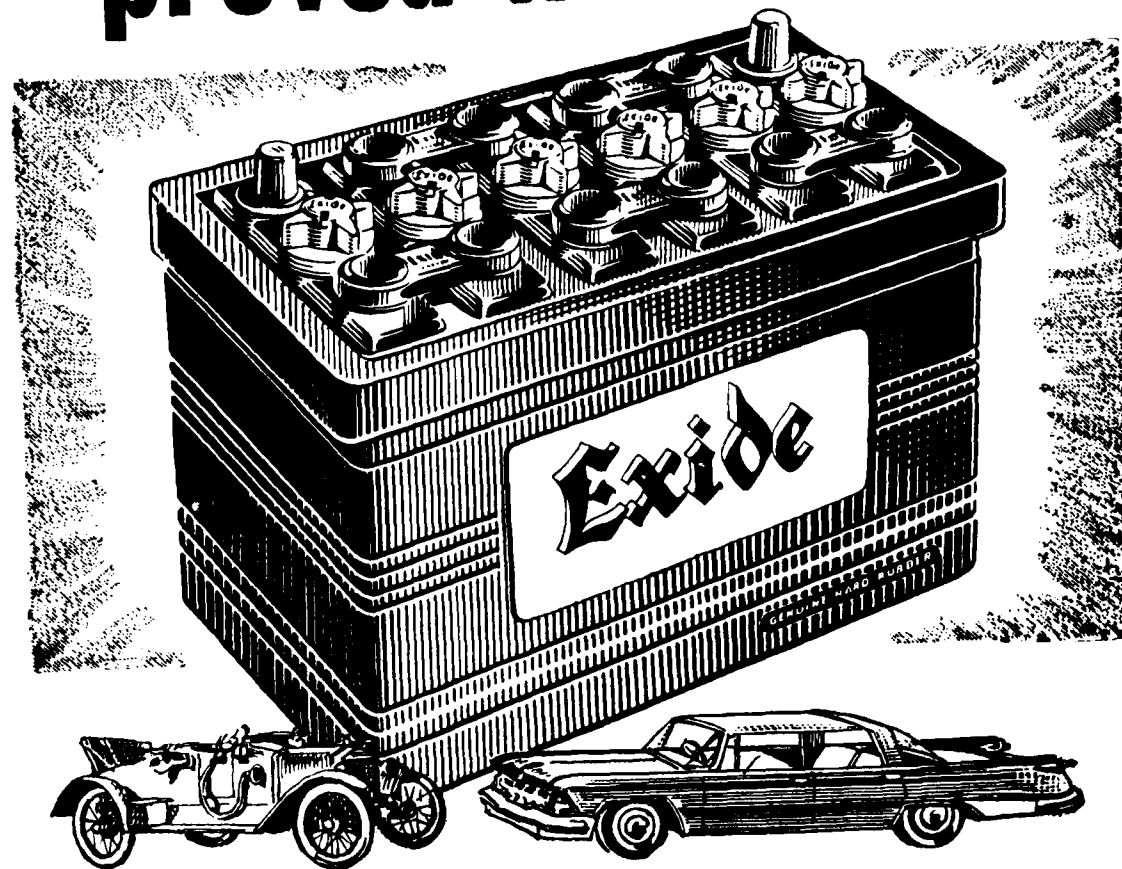
its rated pressure on the delivery side. This is the working principle of the Lucas Electric Fuel Pump, Model 2 FP.

The Model 2 FP Lucas pump is a composite unit containing, within a single body a permanent magnet field electric motor, and a cumulative type centrifugal pump. The



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Still keeps going when the rest have stopped

body is made of pressure die castings in zinc. There are two fixing bolts and an earthing washer on one of them which provides an earthing path from pump unit to its mounting bracket, so preventing the building up of electrostatic charges on the unit. The pump is fully sealed and suitable for mounting either inside the fuel tank or adjacent to it.

The insulated-return electric motor has a high-energy permanent magnet field system. Two P. V. C. covered supply cables from a terminal moulding pass through a sealed outlet and nylon union. When the unit is mounted inside the fuel tank, the cables pass through highgrade petrol-proof plastic tubing and are brought out of the tank through a petrol-proof gland.

The pump being cumulative and having both intake and delivery ports at the periphery of the impeller, develops more pressure than a conventional centrifugal pump. The moulded fluted impeller floats axially on the motor armature shaft and is driven by a cross peg in the shaft. Thus there are only two running bearings, one at each end of the armature shaft. Both the armature shaft and peg are of stainless steel. The armature runs at approximately 2900 r. p. m., according to the voltage and load. An adjustable relief valve, consisting of a stainless steel ball and spring, is provided in the pressure chamber and may be adjusted to suit the particular requirements of the vehicle concerned.

In operation, the whole of the interior of the unit, including the commutator and brushgear of the motor, is flooded with fuel, but since there is no projecting shaft, no troubles associated with running seals can arise.

When the pump is running, fuel passes through the armature bearing pump end of the unit, into the motor chamber and thence through a return passage to the pump intake port. This continuous circulation obviates stagnation of fuel in the motor section.

If the tank runs dry repriming of the pump inside the tank is expedited by the provision of a

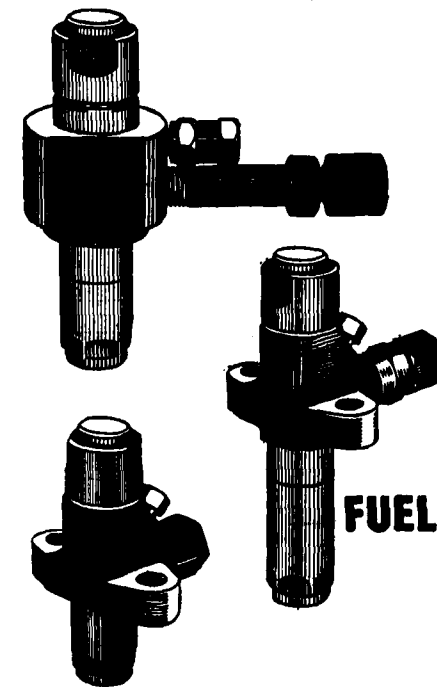
small bleed hole in the pump body casting near the outlet port. A small continuous discharge occurs whilst the pump is running. Pumps mounted externally must be fitted so that the inlet port is always below the lowest fuel level and no bleed is then necessary.

When the motor is flooded with fuel there is no possibility of the fuel being ignited, but even should a tank become empty and the fuel drain away from the motor, the vapour in the casting would normally be far too high to ignite, due to the narrowness of the ignitable range of petrol/air mixtures. However, if conditions do arise which allow ignition to occur, the only communication with the pump portion of the unit is either through the bearing (whose small clearance constitutes a flame trap) or via the circulation return passage which, being a small bore and long length also serves as a flame trap. To cover the possibility of a bearing having developed a large clearance a gauze flame trap is incorporated between the armature and the bearing. A

still further safeguard is provided by the 200-mesh filter connected to the intake port.

Although the possibility of ignition is extremely remote, these measures serve to stifle any ignition which might occur if for example, the unit should become filled with a suitably inflammable mixture of fuel vapour and air from an empty tank. The pump weighs 2½ lb.

Performance at 12.0 volts, i.e. with engine stopped:
 Max. fuel pressure (blocked outlet) 6.0 lb./sq. in.
 Max. fuel flow (open pipe) 46.7 Imp. galls per hour
 Fuel flow with relief valve setting of 5 lb. sq. in. and delivery pressure of 3.5 lb./sq. in. 25 Imp. gals per hour
 Power taken for above flow 18.3 watts
 Performance at 13.5 volts i.e. normal condition with engine running and cut-out relay closed.
 Max. fuel pressure (blocked outlet) 7.0 lb. sq. in.
 Max. fuel flow (open pipe) 51.5 Imp. galls per hour.
 Fuel flow with a relief valve setting of 5 lb. sq. in. and a delivery pressure of 3.5 lb. sq. in. 29.0 Imp. galls per hour
 Power taken for about 22 watts.



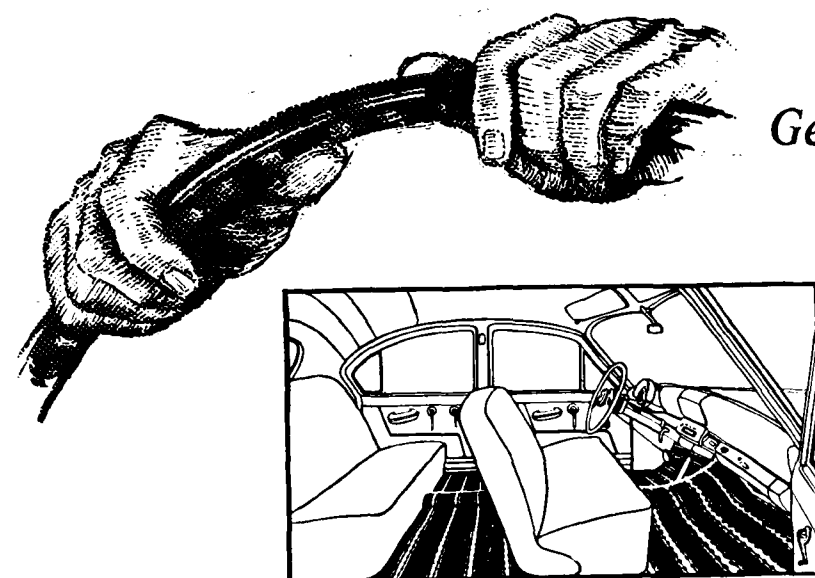
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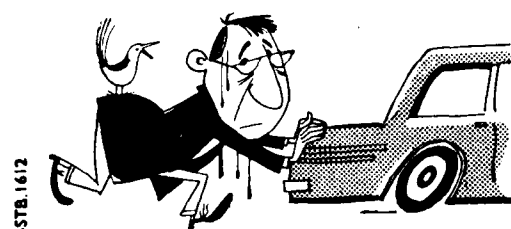
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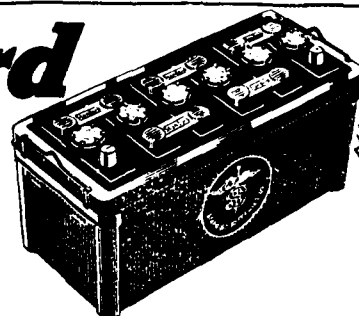
START RIGHT ALWAYS...



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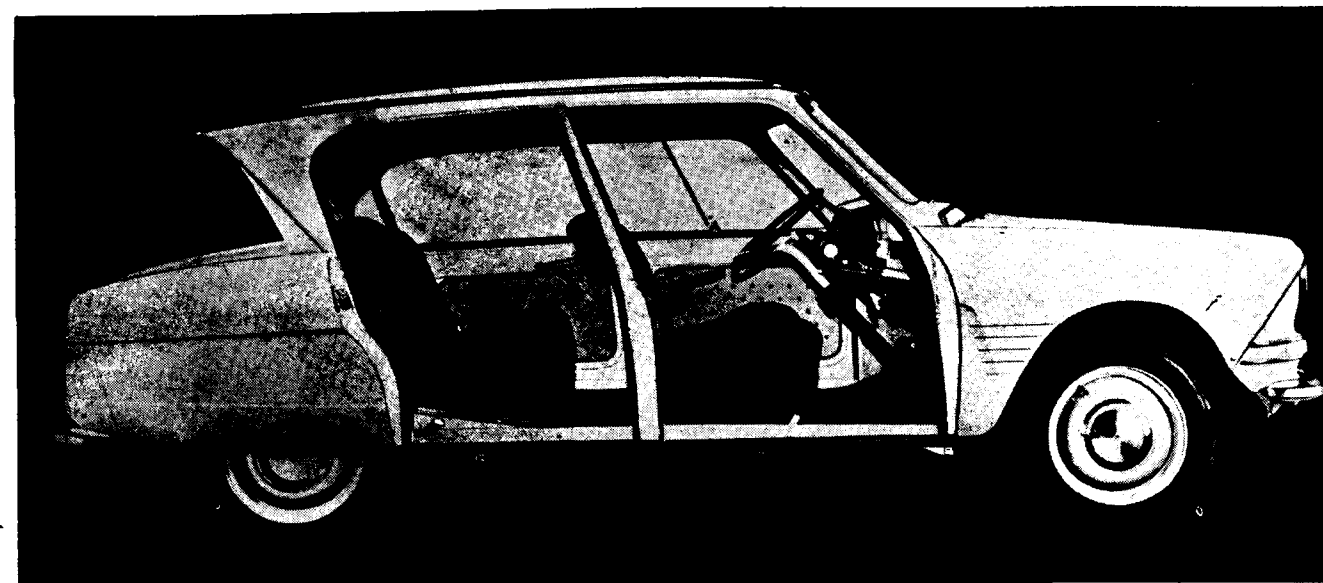
- made by India's foremost national Battery manufacturers
- built to rigid specifications—every single component is built in the same factory
- technically ahead of others!
- carries a genuine guarantee



STANDARD BATTERIES LIMITED, Bombay 55



By Our European Editor



CITROËN AMI 6

Citroën have at last revealed the new Ami-6 which has been rumoured for so long. Mechanically its design is derived from that of the 2 CV but it is more powerful and has a much more luxurious body. Its engine of 602 c.c., is said to give it a maximum speed of 65 m. p. h. In France it costs £550 Francs. This is about 13 per cent more than the cheapest 3-speed Dauphine, which has a higher performance but the Ami-6 has a big four-door body giving more space and comfort and a four-speed fully synchronised gearbox.

The Ami-6 body follows D. S. principles in having detachable exterior panels bolted to a steel structure with flat floor and a resin-bonded glass fibre roof.

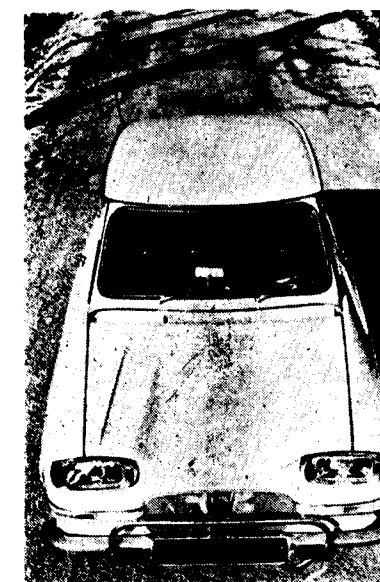
Power Increased by 3 P. C.

The flat-twin o. h. v. pushrod engine is basically similar to that of the 2 CV but bore and stroke are increased to 74x 70 mm. to give 602 c. c. Compression ratio is raised to 7.4 to 1, the carburettor is a 30 mm Solex and new cylinder heads provide larger inlet passages. As a result power is increased by 83 per cent and torque by 73 per

cent for a rise in swept volume of 41 per cent, the peak figures now being 22 b. h. p. at 5,000 r. p. m. and 29.6 lb. ft. at 2,800 r. p. m. Single piece connecting rods with plain bearings are assembled on a three-piece built up crankshaft which is shrunk together in liquid nitrogen. The light alloy crankcase is split on the centre line and as usual ignition is by a simple contact breaker connected to a dual ignition coil with no distributor so that each plug fires at the end of the compression and exhaust strokes. The cylinders are enclosed in pressed

steel ducts and cooled by a nylon fan on the nose of the crankshaft. A conventional clutch, not a centrifugal one, is mounted with the engine, ahead of the differential, driving through a quill shaft to a four-speed all-synchromesh gearbox. The inboard front brakes have radially finned iron drums and the drive shaft to the front wheels have constant velocity universal joints at each end to eliminate steering snatch when cornering at low speeds.

Suspension, as on the 2 CV is by single swinging arms, leading in front and trailing at the rear, connected by rods to coil springs in compression is cylindrical housings alongside the chassis frame. Each housing is free to move fore and aft, restrained by volute springs which reduce the pitch frequency but leave the suspension unchanged, in bouncing when front and rear wheels are deflected simultaneously. The ride therefore is similar to that of the 2 CV, with a soft undertaking motion fairly marked roll on corners. To compensate for the big change in attitude when passengers are carried in the rear there is a hand control to reset the headlamps as on the 2 CV. Friction dampers are built into the pivots of the suspension arms and alongside each wheel is an inertia damper consisting of an iron weight oscilla-



May 1961

9

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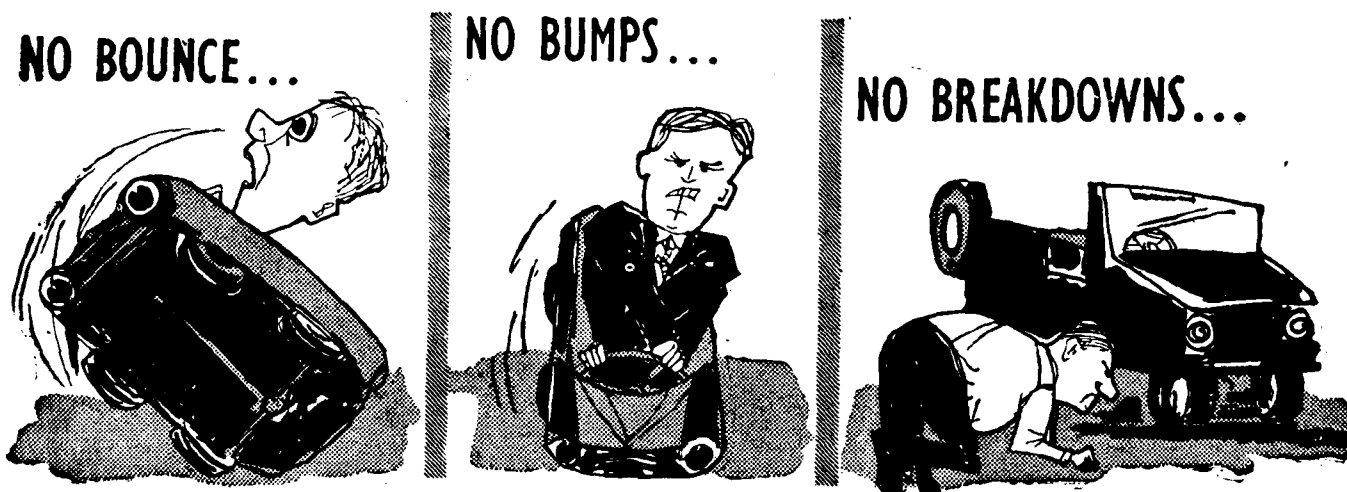
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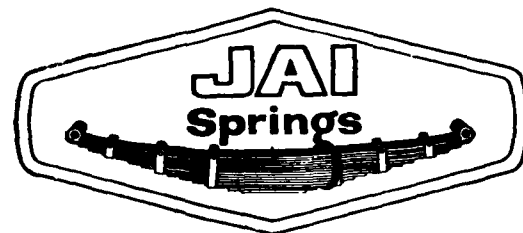
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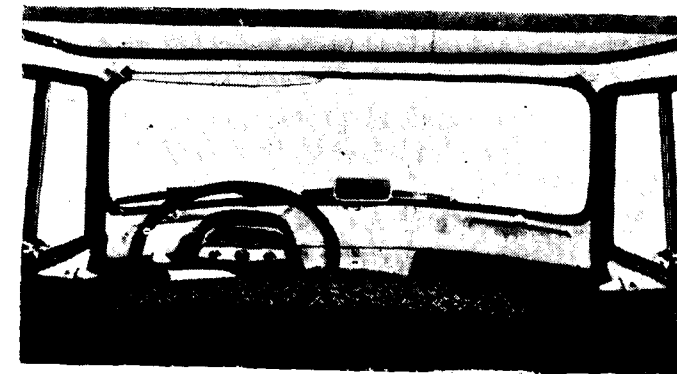
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ting vertically in a cylinder between two coil springs.

Rectangular Headlamps

The headlamps are a new rectangular design by Cibie with a deep three part reflector claimed to give optical results equivalent to a circular lamp of much larger diameter.

Four big doors give access to a generously proportioned passenger

compartment which is 44 in. wide at shoulder level at the front and 41 1/2 in. at the rear. A backward sloping rear window helps in ensuring adequate rear seat headroom. As on the 2 CV, all seats are removable. The tubular frames carry rubber-tensioned webbing which supports plastic foam cushions. With the rear seat removed there is direct access to a big trunk which is also reached through an

external lid. Skis can be carried by sliding the ends forward from the trunk and under the front seats. Space is saved by mounting the spare wheel horizontally above the engine. Windows in the front doors slide, those at the rear are fixed. The steering wheel has a single spoke and there are electric wipers. Warm air is taken from the engine cooling ducts and the chassis has only four greasing points. Unladen and without fuel the car weighs 1345 lb. Fuel consumption is said to be 44 to 51.

Although the weight of the car has been kept quite low, it has accommodation for a big load of passengers and luggage and vigorous use of the gearbox would seem to be needed with a full load. It is a car for tranquil spirits who appreciate durability and low running costs rather than fast acceleration and fast hill-climbing.

SULPHATION INSIDE BATTERY

VX-6 (now in India) Solves Problem

World famous Preservative of U.S.A. sold every year all over the world, is now available in India.

Ever since the automobile began, it has had flaws here and there that have "bugged" the owners. In a lot of cases these flaws have been eliminated by the manufacturers and thus, a better car has been devised.

There are, however, still many flaws to be cleared up before the perfect car has been arrived at. One of these flaws is the short life of the battery. Why does the battery last only for 12 months or so? Why can't it last for five or ten years?

The main cause of battery failure and short life is sulphation inside your battery. This is now common knowledge but...how to prevent it successfully without harming your battery? This was the question and this VX-6 chemists have solved it.

Most Electrifying Development

A brilliant U.S.A. chemist-engineer of an atomic age has perfected an entirely new liquid formula that makes any battery...old or new...good for many years.

Now you can start your car in one second...never have a run-down battery for the rest of your car's life. This is the most electrifying development of the past sixty years for car owners, it is bigger news than the invention of self-starter, the automatic transmission or the V-8 engine the turbine engine! In fact "VX-6" is the first new revolutionary battery improvement since the nickel cadmium battery was invented.

VX-6 as a battery additive, it is claimed, has been subjected to every kind of 'torture test' on over 10,000 cars over a period of 5 years before it was released to the public.

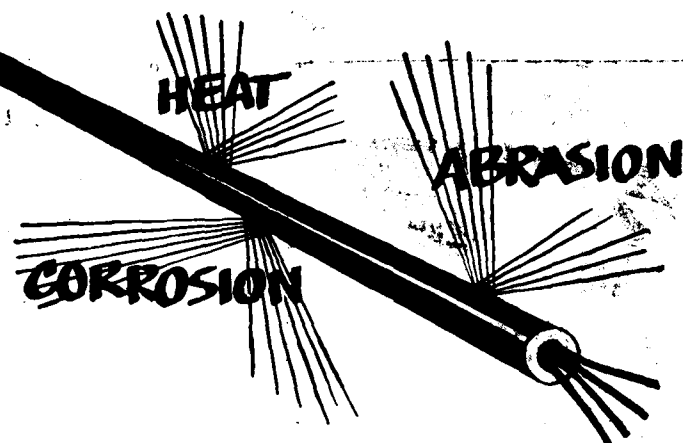
VX-6 Dissolves the hard sulphate from the lead plates in the battery...prevents the Re-formation of the sulphate on the plates...protects the plates...and keeps the battery at full charge at all times—say the distributors.

"DEODORANT" FOR DIESEL FUMES

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A Diesel "deodorant" which neutralizes Diesel fumes and produces, instead, "an aroma of ice-cream soda" has been developed by Redex Ltd., the British firm specializing in oil additives and engine testing equipment.

The firm believes that the new development can put an end to the present obnoxious smell of Diesel fumes from exhausts of road, rail and water traffic using the oils.



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Greater current consuming accessories in today's cars demand a FIVE-FOLD increase in the current generated. To withstand this enormous strain, a dependable wiring harness is absolutely essential for the electric system of your car.

PRAKASH WIRES ARE BEST SUITED FOR AUTOMOBILES BECAUSE THEY:

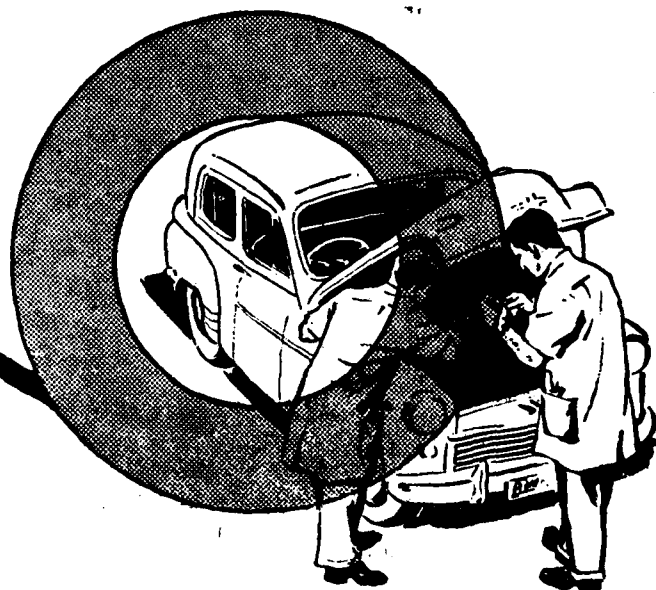
- * are coated with polivinyl chloride—P.V.C.—the most versatile thermoplastic compound today
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Maz. PAE. 426

AUTO INDUSTRIALISTS ON GLOBAL TOUR

NINE-MEMBER INDIAN TEAM TO PROCEED ABROAD

A 9-member Productivity Study Team on Automobile Ancillaries sponsored by the National Productivity Council has just now completed its in-country study programme.

The Team is led by Shri K. G. Khosla of M/s. K. G. Khosla & Co., (P) Ltd., New Delhi. The other members of the team are: Shri H. R. Aslot, Hon. Secretary of The All-India Automobile & Ancillary Industries Association, Shri R. N. Talwar of M/s. Payen-Talbros (P) Ltd., New Delhi, Shri J. S. Murdia of M/s. National Engg. Industries Ltd., Jaipur, Shri P. V. Shah of M/s. Metropolitan Spring (P) Ltd., Bombay, Shri K. Padmanaban of M/s. Associated Traders (Deccan), Secunderabad, Shri P. N. Menon of M/s. Best & Co. (P) Ltd., Madras, Shri P. Sanjeeva Rao, Dy. Development Officer (Auto), Ministry of Commerce & Industry, New Delhi, and Shri N. R. Guruswami of T.V.S. Workers' Union, Madurai.

The Team is scheduled to go abroad in June/July this year and will be visiting U. K., West Germany, Japan and U. S. A. to study the development of automobile and ancillary industries in these countries.

Reception at Madras

A reception was given to the Automobile Ancillaries Productivity Team when they visited Madras on 11th April, when Sri K. V. P. Rao, Chairman of the Motor Vehicles and Allied Industries Association, extended the members a cordial welcome.

He added:— The association has completed nearly 3½ decades of useful work. We are in All-India Association catering to all aspects of Road Transport, and also of automobile and ancillaries-import, trade, manufacture, etc., Naturally, when we were apprised of your visit



In the picture above Shri Prantal Patel, President of The All India Automobile & Ancillary Industries Association is seen addressing the members of the Team at the conclusion of their in-country study programme.

From left to right are:—

Shri J. H. Upadhye, Shri N. L. Gupta, Shri J. S. Murdia, Shri P. N. Menon, Shri Prantal Patel, Shri H. R. Aslot, Shri K. Padmanaban, Shri P. V. Shah and Shri V. S. Nair, Secretary, All-India Automobile & Ancillary Industries Association.

to this city, we were eager to meet you, to discuss with you the more important aspects of the rapidly growing ancillary industry.

Transport comes next only to food and shelter and transport by road has been able to get first priority and Preference at the hands of the general public, mainly because of its comparative overall speed, elimination of elaborate and expensive packing of goods, substantial saving in handling charges, door-to-door delivery, all round flexibility etc.

The progress of the industry in first few years was of course comparatively slow, mainly because of the lack of experience, and also because of the initial lack of know how, foreign exchange, etc. THE FUNDAMENTAL POINT THAT A WELL-KNIT AND WELL-ORGANISED AND COMPREHEN-

SIVE SYSTEM OF ANCILLARIES PRODUCING UNITS SHOULD PRECEDE THOSE WHICH ARE TO PRODUCE COMPLETE AUTOMOBILES, WAS, SOMEHOW UNFORTUNATELY NOT KEPT IN VIEW. Government are now alive to this aspect of the matter, and are all-out to do their utmost for the automobile ancillary industry.

It is very hopeful to us all that a dynamic team like yours is going abroad, as ambassadors of the automobile ancillary industry. We feel sure that you will do your best abroad, and soon return back full of additional knowledge and know-how, and with all other information and offers of help and collaboration from the experienced and seasoned industries over there. We wish you bon voyage and godspeed.



General Body Meeting of the Institute, held in Bombay on the 29th March 1961. Shri R. G. Saraiya, President of the Institute is sixth from left. Others from left to right are:— Prof. A. G. Anklesaria, Member of the Tutorial Committee of the Institute, Shri V. M. Meswani, Dr. J. M. Rane, Shri R. C. Joshi, I. C. S., Mr. H. K. Tarrant, Brig. S. K. Bose and Shri N. Balkrishna, Members of the All-India Governing Council of the Institute for 1961.

Indian Institute of Road Transport

Annual Dinner at Bombay

The annual dinner of the Indian Institute of Road Transport was held on 21st April at the National Sports Club of India, Bombay and was very lavishly attended by the elite of the Transport Industry.

Welcoming the guests Sri R. G. Saraiya, President of the institute said:—

It gives me immense pleasure to extend to you all a cordial welcome to this, the third annual dinner of the Indian Institute of Road Transport. On this occasion, we have the privilege of having with us our distinguished Patron, Shri S. K. Patil as our Chief Guest.

The Institute of Road Transport is now eight years old. It is an academic-cum-professional body, somewhat similar to the Institute of Transport, U.K., Institution of Engineers (India) and the Institute of Bankers. It is an all-India body with branches at Delhi, Madras, Hyderabad and Ahmedabad. Branches will be established in the near future at Calcutta and Trivandrum. The headquarters at Bombay as

well as the branches conduct seminars or symposia, lectures on intricate technical problems, film shows and last, but not the least, visits to factories, depots and workshops of Transport Undertakings, Automobile and Allied industries.

Conducts examinations

The Institute conducts annual examinations for different categories of membership such as, Associate Membership, Graduate Membership and Student Membership. I do not claim to be an expert on all aspects of Road Transport but a perusal of the question papers reveals that the standard of examinations is sought to be kept at a high level. Sets of question papers of the previous two examinations conducted by the Institute are available to those interested in the subject. In fact, we shall welcome suggestions for improvement in our examination system and standards.

Paucity of text-books suitable to Indian conditions has been a handicap for students of Road Transport

and the Institute has boldly attempted to fill this vacuum, to some extent at least. Manuals on (a) General and Personnel Management in Road Transport, (b) The Fundamentals of Transport with Notes on Road Transport Operation and (c) Stores Organisation, Operation and Control have been published so far. Manuals on a few more subjects are under compilation.

While it is true that Roads as well as Road Transport engage the constant attention of Central and State Governments, we, who are intimately connected with Road Transport, feel that the attention given is not commensurate with the important place that Roads and Road Transport occupy in the life and economic development of the nation. The total allotment proposed for Roads in the draft Third Five Year Plan is Rs. 250 crores including the amount likely to be available from the Central Road Fund. This is practically the same as the allotment in the Second Plan.

I am sure you will agree that the

provision for Roads and Road Transport in the Third Five-Year Plan requires considerable re-thinking in order to ensure that the Third Five-Year Plan does not get bogged down for lack of adequate transport. It should not also be forgotten that the employment potential of Road Transport is very high and its requirements of foreign exchange are lower than other modes of transport.

Referring to the Neogy Committee report and questionnaire, he added:

This is not the place to discuss in detail the preliminary report of the Neogy Committee, but at first glance it would appear that the Neogy Committee is anxious to safeguard the interests of railways and the investment of the nation in the railways. The Committee is also anxious, and naturally so, to appreciate the 'public service obligations' of the railways.

In the context of the growing demand for transport—a demand which will continue to increase with increased production of goods both

“High Prices are the result of inadequate Transport”

S. K. Patil Stresses need for more Roads

Shri S. K. Patil, Union Minister for Food & Agriculture in a short speech appreciated the contribution made by the Institute towards the cause of road transport in India.

Shri Patil stressed the importance of a good road transport system in the Nation's economy. HE ATTRIBUTED THE HIGH PRICES OF FOODGRAINS TO

in the agricultural and industrial sectors—there will be more than enough scope for the railways as well as for road transport, and no attempt should be made in the name of safeguarding the nation's interest in the railways to handicap the equally vital interest of the nation in Road Transport.

INADEQUATE TRANSPORT FACILITIES. One way of bringing down the prices of foodgrains was to embark on an intensive road development programme which would link India's 500,000 villages. If the prices of foodgrains rise, then there will be an increase in the prices of other commodities also and this rise in prices, more often than not, is caused due to the non-availability of a proper conveyance system and road transport can do much in this respect. There are hundreds of places in India which are unapproachable due to lack of proper transportation. With the help of roads, it will be possible to connect these places to the main centres of production. Shri Patil stated that drinking water was not readily available in certain places in India because of the absence of good roads and an adequate road system would provide immense relief.

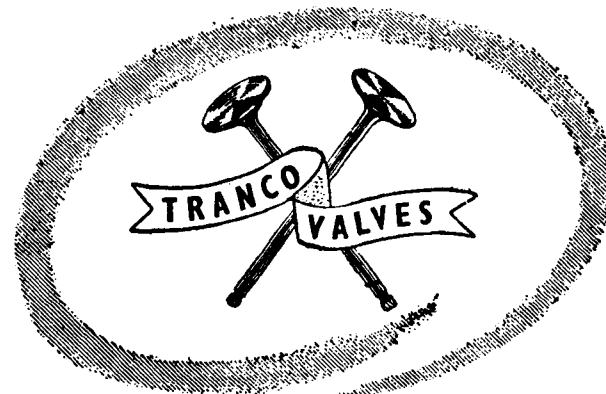
Rail transport, Shri Patil remarked, plays its own part in the national economy and hence cannot be neglected. Although in foreign countries Railways do not occupy such an important place as in India, time alone will bestow on road transport its rightful place as a major means of carrier of men and materials in this country. Experience here has shown that Railways are as much necessary as Road Transport.

The Third Plan envisages increase in production in various spheres both agricultural and industrial. If transport lags behind, its inadequacy might prove the biggest bottleneck during the Third Plan.

Before concluding, Shri Patil assured that although he is not directly connected with the Transport Ministry, he will miss no opportunity to emphasize the necessity of the speedy development of roads and road transport.

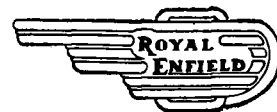


Shri S. K. Patil, Union Minister for Food and Agriculture, and the Chief Guest in a jovial mood at the Third Annual Dinner of the Institute held on the 21st April 1961 at the National Sports Club of India. The others in the group are: on his right Shri R. G. Saraiya, President of the Institute, on his left Dr. E. P. Antia and Shri T. V. Ramnuzam, Members of the Governing Council, and Shri N. Balkrishna, Hon. Secretary of the Institute.



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Mr. Cecil Stack, Overseas General Manager, Dunlops, U. K., and a Director of The Dunlop Rubber Co. (India) Ltd., re-visited this country in April after a gap of four years, apart from a very brief stay in Madras at the opening of the Ambattur factory in February, 1959. At Sahaganj and Ambattur, he was able to study progress made and expansion projects which are contemplated and in Calcutta, Mr. Stack attended the 35th Annual General Meeting of the Company.

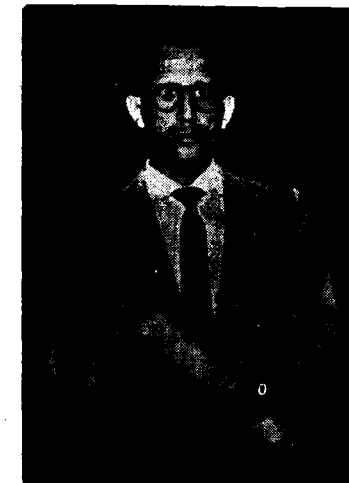


Mr. M. L. Bexon was appointed a Director of The Dunlop Rubber Co. (India) Ltd., at the Annual General Meeting of the Company held in Calcutta on the 27th April. He has been designated Sales Director.

Mr. Bexon has served Dunlops in U.K., in Denmark and in the Middle East.



Mr. S. B. Anand of M/s. K. L. Anand & Sons who has been unanimously elected President of the Bombay Motor Merchants Association. Shri Anand is the youngest ever President to be elected.



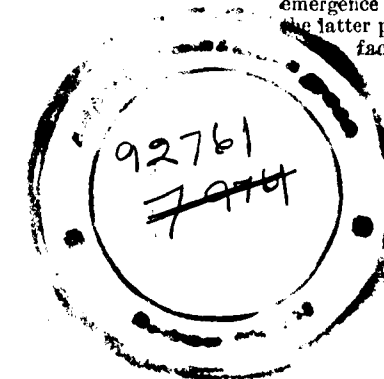
Mr. Ashok D. Setalvad, Sales Manager, Standard Batteries Ltd., recently left for Ceylon on an export promotion tour.



Mr. A. J. Schuster has just taken over as General Sales Manager of Goodyear India. He brings to his new assignment many years of experience-particularly in the East, having worked in Manila, Borneo and lately as head of the Goodyear operations in Singapore.

Mr. Schuster's new appointment is all the more significant because of the emergence of Goodyear India, towards the latter part of this year, as a manufacturing organisation.

Social & Personal



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Mr. Walter Meiers from "Concast" who recently visited Canara Workshops in connection with Canara Alloy Steel factory installation. On his right is Mr. S. V. Kudva, Managing Director of Canara Workshops.



The Wedding of Srimathi R. Kothainayagi with Sri K. Ranganathan B.A., (Brother of Mr. M. K. Govindaswami, Prop: Kannappan Motor Stores 34, General Patters Road, Madras-2) was celebrated on April 23 at Dharmaprakash and was very largely attended.



Sri P. Matthen of M/s. Automobile Products of India Ltd., Bombay, has been elected Vice-President of The All-India Automobile & Ancillary Industries Association.



Shri R. D. Char, Chairman of Standard Batteries; Shri S. P. Tonse, Chief Elec. Engineer, S. Rly; Shri P. C. Bahree, Chief Elec. Engineer, N. Rly; and Shri D. N. Kumar, Joint Director, R. D. S. O.



Sari B. S. Kedare of Messrs. Standard Batteries Ltd., with Shri P. C. Bahree and others.

RAILWAY ENGINEERS VISIT STANDARD BATTERIES

Members of the Railway Board, Chief Engineers and other Railway engineers from all the Railway Systems throughout India, who were meeting in Bombay, were invited by Messrs. Standard Batteries Ltd., to visit their Factory at Vakola, Santa Cruz.

In response to this invitation they visited the Factory on April 19 and were shown round by Shri R. D. Char, Chairman of Standard Batteries Ltd., and executives of the Company.

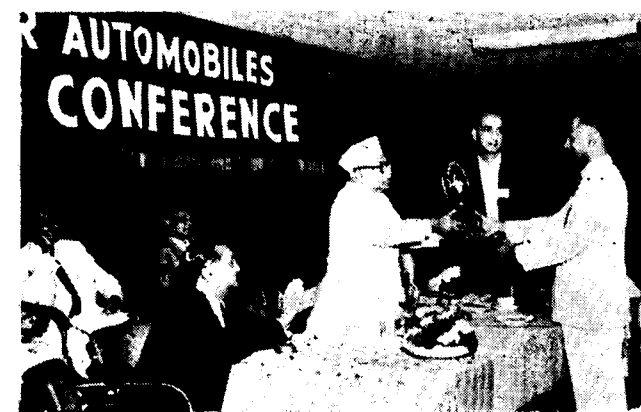
Of particular interest to the Railway Engineers were the patented processes of manufacturing Pg Tubular Positive Plates for railway batteries, stationary batteries and traction batteries used by the Railways.

Another patented process, of the manufacture of "Mitex" Microporous Rubber Separators, was of equal interest. The Company's Development Section which is undertaking the development of new types of batteries was also shown to the Railway Engineers.

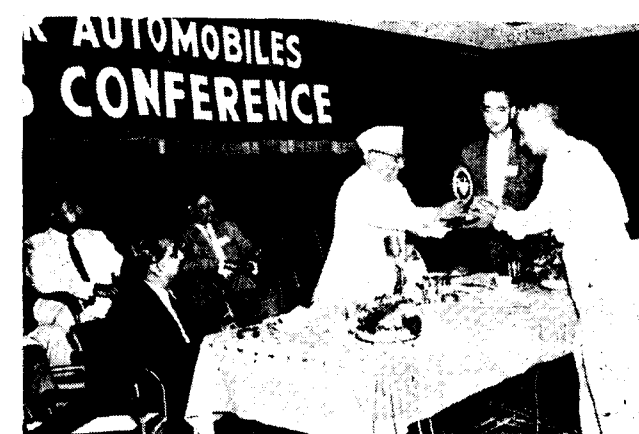
P. A. SERVICE MANAGEMENT TRAINING

The second batch of Dealers' Service Personnel left for Italy to undergo Administrative Training in Service Management. The course is conducted in Fiat factory, Italy and is sponsored by the Premier Automobiles Ltd., Bombay. The party was seen off at the Santacruz aerodrome by their Service Manager Shri C. G. Gopaldas. Left to right (garlanded) Shri D. N. Kasliwal (Kamal & Co., Jaipur), Shri S. K. Ponnuswami (M/s. T. V. Sundram Iyengar & Sons (P) Ltd., Madurai), Shri S. M. Rele (Premier Automobiles Ltd.), Shri J. V. S.

Srinivasagopalan, (Sundaram Motors (P) Ltd., Madras), Shri A. Robert (M/s. T. V. Sundram Iyengar & Sons (P) Ltd., Madurai), Shri S. Raghunathan (Sundaram Motors (P) Ltd., Madras), Shri J. L. Shenoy (M/s. Bombay Cycle & Motor Agency Ltd., Bombay), Shri G. Sugavanam (M/s. T. V. Sundram Iyengar & Sons (P) Ltd., Madurai) Shri J. B. Dutta (M/s. Narbheram & Co., Jamshedpur), Shri Subas Chandra Dey (Walford Transport Ltd., Dibrugarh) and Shri Jagdish Chandra (Premnath Motors (P) Ltd., New Delhi not in the photograph).



Shri T. S. Santhanam, Director, T. V. Sundram Iyengar & Sons (P.) Ltd., Madurai, receiving PAL Service Plaque, for providing "Best Service Facilities to customers during 1960". Three Plaques were awarded to dealers of 3 different categories. T. V. S. received the award among the 'A' Category dealers.



Shri B. Venkatesan of George Oakes (P) Ltd., Bangalore receiving the PAL Service Plaque for providing "Best Service Facilities to customers during 1960", among 'C' category dealers.

PREMIER AUTOMOBILES DEALERS' CONFERENCE

The Annual Conference of the Premier Automobiles Dealers was held in Bombay on 6th to 8th April last. Dealers from all parts of the country and Premier's District Sales Managers, Service and Parts field staff all numbering over 150 attended the conference.

Shri Lalchand Hirachand, Chairman of the Company, presided over the conference and guided its deliberations for three days. Many vital questions about the company's future manufacturing and production programme, vehicle market position during the next year, strengthening of the Dealer Organisation, extension of Service facilities to customers, parts merchandising problems and adver-

tising and publicity were discussed freely and frankly.

Company's Directors, Shri Chinubhai Kilachand and Shri Bharat Doshi, General Manager Shri V. M. Meswani, Sales, Service and Parts Managers and the Development Officer were among those who took part in the deliberations.

During the last year's dealers' conference, great emphasis was laid on the Service facilities to the customers and it was then decided to award incentive Trophies every year to the dealers providing Best Service Facilities during the year. The dealers were divided into 3 groups according to their sales potentialities and 3 Silver Plaques were awarded to the following

dealers for the Best Service facilities arranged in each group during the year 1960:

'A' Group dealers: M/s. T. V. Sundram Iyengar & Sons (P) Ltd., Madurai, 'B' Group dealers: M/s. Walford Transport Ltd., Dibrugarh, Assam and 'C' Group dealers: M/s. George Oakes (P) Ltd., Bangalore.

Service Managers of the three winning companies were also given special awards.

The three days' crowded programme included visits to the Premier Auto Electric workshop, visit to the Kurla plant and a display of the new engineering developments in commercial vehicles carried out by Premier's Development Department.

Variety of Problems Affecting Motoring Public

Mr. S. V. B. Rao refers to lack of servicing and repair facilities

I have pleasure in extending to you all a very warm welcome to this the Second Annual General Meeting of the Federation. Although it is now two years since the Federation was incorporated under the Companies Act, it actually started functioning in right earnest only last year and, during this very brief period, we have endeavoured to promote greater co-operation among our member bodies and present our considered views on problems of common interest to all those concerned particularly the Government of India. I am glad to say that the Government of India have not only welcomed the formation of the Federation but are also sympathetically inclined towards its efforts to promote motoring.

In fact I think there is more need today for an organisation like the Federation than ever before for there are a variety of problems affecting the motoring public which call for attention on an all-India plane.

Injustice to Roads

I refer in particular to the great injustice that has been done to roads in the matter of allocation of funds under the Third Five Year Plan although it is well-known that considering its size, population and requirements the country's road mileage is wholly inadequate. For 100,000 of population the road mileage in India, according to one estimate, was 82 as against 5,936 in Australia, 3,941 for Canada, 2,021 for the U.S.A., 262 for Iraq and 100 for Malaya. Area-wise, you will be surprised to know that at the end of 1958-59 India had an average of 30 miles of roads for 100 square miles of area whereas France had 304, Great Britain 300, U.S.A. 100 and Ceylon 38.

No doubt during the past two decades we have been endeavouring



to remedy this deficiency and against the background of the past I must say, the achievements recorded have been quite impressive. The total mileage of surfaced and unsurfaced roads on 31st March 1959 was 383,000 as against, 331,000 envisaged by the Nagpur Plan of 1943. However, the existing road network is inadequate to meet the increasing requirements of the country's expanding economy. Realising this, the Chief Engineers of State have drawn up a Twenty Year Scheme of doubling the present road mileage network which would result in a total road mileage of 6,57,000 by 1981, comprising of 2,52,000 miles of surfaced roads and 4,05,000 miles of unsurfaced roads, the estimated cost being Rs. 5,200 crores.

Viewed against this background, the total allotment for roads of Rs. 250 crores in the Third Five Year Plan is disappointing. In the First Five Year Plan the provision was Rs. 150 crores and in the Second Plan it was raised to Rs. 250 crores, representing 5% and 4% respectively of the total investments under each of the two Plans. In the Third Plan this percentage is only 2.45% although it has been estimated that by 1966 the number of passenger cars, buses and trucks

should be about 800,000 and that the traffic generated by them would require about 50% of the National Highways and 25% of the State Highways being widened to two-way carriageways.

Much larger allocation justified

Surely road transport is yielding a revenue to the Government which justifies a much larger allocation for roads than proposed by the Third Plan for, according to the information at my disposal, the total revenue from road transport in 1959-60 was Rs. 134.50 crores while the expenditure including development and maintenance was Rs. 84.70 crores. The revenue will go up substantially during the Third Plan period and it is only reasonable that a fair proportion of it should be used for providing an adequate network of roads. As against this picture is the allocation for the Railways of Rs. 1,200 crores whilst the revenue they are expected to yield is said to be Rs. 450 crores. I am not against the Railways or their legitimate expansion but what I wish to stress is that there should be no discrimination and all types of transport should be given reasonable facilities for their growth and development. I am afraid that the case for more allocation for roads does not appear to have received sufficient attention and if we are not to be caught napping by the enormous transport needs under an expanding economy we should impress on the authorities the need to raise the allocation substantially so as to fall in line at least with what has been suggested by the Chief Engineers namely of Rs. 390 crores to be spent during the Third Plan period.

Unify taxes on Vehicles

Allied to the provision of more and better roads is the need for the

unification and consolidation of the various taxes on motor vehicles levied at different levels. Unlike other commodities the motor vehicle in our country lends itself to be taxed by each and every authority which has anything to do with it, at various stages of its manufacture, marketing and operation, and we are therefore, confronted with the bewildering spectacle of a multiplicity of taxes affecting the motor cars and their use which has no rational basis. I am glad that this matter has been thrashed out at the recent Automobile Conference in Bombay which has endorsed the views of the Federation that the levies should be consolidated and made uniform throughout the country, and that for this purpose the Centre should assume responsibility for the levy of all taxes on the automobile. It is reasonable to expect that this method of collection will bring in a large yield in the aggregate and the States will not suffer any shortfall in their present revenues as is indicated by the experience for the last few years in regard to the additional Excise Duty that has been substituted for Sales Tax in the case of textiles, sugar and tobacco. I consider centralisation as not only necessary but also inevitable for, so long as the existing anomaly continues, the Union Government's efforts to lay down a ceiling on motor vehicle taxation and place it on a rational footing cannot succeed.

Apart from the need for a re-orientation in the approach to the taxation of motor vehicles, I think there is a good deal of force in the contention that the amount set apart for roads out of the revenue from motor vehicle taxation is grossly inadequate. Out of the Excise Duty of Rs. 1.48 per gallon of petrol only 15 nP. are transferred to the Central Road Fund while no portion of the Excise Duty on Diesel oil of Rs. 1.40 is earmarked for Road Fund which is rather strange. The Motor Vehicle Taxation Enquiry Committee 1950 and the Taxation Enquiry Commission of 1956 and both recommended that at least 44 nP out of the Duty should be transferred to road development. Considering the great leeway that motor transport has to

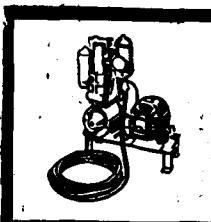
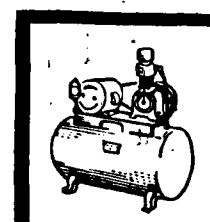
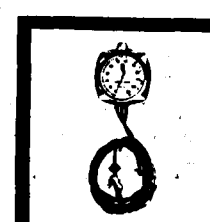
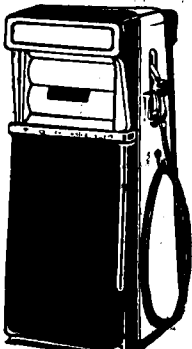
make, I feel it is only fair that as advocated by several authorities not only the entire revenue from road transport but also some additional funds from the general revenue should be provided for financing road programmes as that will only be a recognition of the role of the roads in the country's general economy and particularly of their usefulness in times of emergency.

Tax burden unduly high

It has been declared times out of number that the burden of tax on motor transport is unduly high and comes in the way of its development and growth. Besides increasing maintenance costs it has resulted in higher prices of the automobiles which place them beyond the reach of all but the rich. We have been trying to develop the automobile industry in this country all these years but unfortunately there is no long-range or co-ordinated scheme for its growth and expansion. Secondly it is not sufficiently realised that the industry is vital in times of both peace and war for mobility is no less necessary for



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economic development than it is for political progress and national defence.

The industry is truly a national asset of considerable importance and in any scheme for the allotment of foreign exchange it deserves a quite higher priority than it is given at present. The demand for automobiles is bound to increase year after year and arbitrary curtailment of foreign exchange without reference to its repercussions on the industry and the transport needs of the country, I am afraid, will adversely affect progress. I, therefore, take this opportunity to express the hope that nothing will be done in future which is not in consonance with the overall policy to develop and make the industry self-sufficient in the quickest possible period.

In this respect it is equally important that there should be periodic appraisals of the impact of taxation on the industry so that one may know to what extent, if any, the taxation policy is responsible for the industry's maladies. A lowering of the tax burden, at least the tax levied on original equipments, is necessary if the benefits of the automobiles are to be availed of by more and more people and this is quite essential at this stage of the industry's development. Apart from relief in taxation, I think it is essential that there should be close co-operation between the main industry and the manufacturers of ancillary items which will enable a common purchase policy being followed in regard to raw materials, research and inventions. Besides contributing to economies, such a policy will also result in improvements in quality and adherence to prescribed and accepted standards which are so essential for the industry's popularity and prestige. Independent vehicle testing facilities and provision for adequate technical supervision at various levels as advocated by the Ad Hoc Committee will enhance the quality of the vehicles produced.

Dearth of servicing facilities

While on this subject it will not be out of place for me to refer here

to the common complaint regarding the dearth of efficient servicing and repair facilities. No doubt this is due to lop-sided development in the form of an increase in the number of motor vehicles without a corresponding rise in the number of well-equipped automobile workshops, and really efficient service stations. As a result there appears to be a great pressure on the existing workshops and service stations which cannot be met satisfactorily and this in turn has given rise to so many ill-equipped way-side repair shops to which motorists are compelled to turn for want of better facilities. I leave it to you to consider how far it is advisable for motorists to entrust their vehicles to such workshops of doubtful standing. Surely the Government which allows valuable foreign exchange for the manufacture of the vehicles has a responsibility to see that adequate facilities are made available to ensure a reasonable life for the vehicles manufactured. I advocate an enquiry by Government to ascertain to what extent the existing facilities are inadequate and what steps are necessary to remedy the imbalance. The deficiencies at present, I believe, are mainly in regard to the dearth of trained personnel and shortage of tools and equipments. It is, therefore, essential that timely action should be taken to provide adequate facilities for training automobile mechanics in sufficient number to man the numerous workshops and service stations necessary to meet the existing and expected requirements of motor transport. *Pari passu* licences should be issued freely for essential garage equipments and tools so that the workshops are adequately equipped for any type of repair jobs.

Less costly Cars, please

I now come to the vexed question of what is euphemistically termed "the low cost car" which has aroused so much controversy. There is no doubt that motorists want the car to be less costly but does this mean that an altogether new make of car should be introduced for manufacture through an altogether new agency? Have we exhausted all possibilities of bringing down

the prices of vehicles currently under production by economies in production costs and relief in taxation? Further, is it not likely that a new model might absorb some of the demand for the existing makes thereby causing a setback to the industry? These are certain aspects of the problem which merit serious thought and I would here echo the hope expressed by the Automobile Conference that Government before taking action on the Pande Committee's recommendations would give all those concerned an opportunity to state their views.

Petrol Prices high

Motorists are as much agitated over the high prices of automobiles as they are over the prevailing petrol prices. For years past they have been representing to the Government that taking into account the post-war developments as regards petrol supply it will be a good gesture if they can pass on to the consumers some relief in the price of petrol for apart from other advantages, it will enthuse motorists and create a fund of goodwill and sympathy towards the Government's efforts to create self-sufficiency in petrol. From all available accounts there seems to be a glut in the petrol market which should be taken advantage of for promoting more petrol consumption by a lowering of its price. In fact I understand a similar proposal was advocated by the Petroleum Consumers' Advisory Council at its inaugural meeting. **THERE ARE SEVERAL REASONS WHY THE PETROL PRICES SHOULD BE BROUGHT DOWN, IN THE FIRST PLACE AS I SAID A LITTLE WHILE AGO MOTOR SPIRIT IS IN SURPLUS AND IF PRICES ARE BROUGHT DOWN IT WILL LEAD TO AN INCREASE IN OFF-TAKE CONTRIBUTING TO AN INCREASE IN REVENUE TO GOVERNMENT FROM EXCISE DUTY AND SALES TAX.** Secondly a lowering of the prices will encourage motor transport and bring down transport costs ultimately benefitting the common man in the form of a fall in prices. Thirdly, the resultant encouragement of motor transport will lead to the elimination of transport bottlenecks and delays and give a

great fillip to trade, commerce and industry providing more employment and better marketing facilities. Lastly, it will stimulate demand for automobiles without which progress in the modern sense is impossible to visualise.

Let the Tariff Commission look into Petrol Prices

The oil companies in recent years have surrendered their Duty protection and also voluntarily agreed to a cut in crude oil prices but no part of the benefit has accrued to the consumer. There appears to be a hush-hush attitude in dealing with oil-pricing which is glaringly brought out by the exclusion of oil pricing from the purview of the Petroleum Consumers' Advisory Council. As there is a feeling that a large margin of profits enters into the final price, would it not be fair to entrust the Tariff Commission with the task of carrying out a thorough investigation into the composition of the petrol price to see if there is scope for a price reduction? Such a step will inspire confidence and ensure a square deal for all.

A reduction in the price of petrol and an improvement in the condition of roads will popularise motor-ing and encourage week-end and holiday journeys by road.

Tourists' handicaps

In recent years tourism has assumed enormous importance and all countries have started schemes for encouraging inland and foreign tourist traffic. Our country also has not lagged behind and the Governments both at the Centre and the States have embarked upon various projects to ensure the comforts of the tourists. A great handicap of motorists visiting places of interest is their difficulty of access for in many places the approach roads are unsatisfactory nor are they properly sign-posted to offer reliable guidance to those unfamiliar with the topography. Further the problem of good accommodation and wholesome food at such places is another deterrent. I am glad that Government is alive to these difficulties and are making determined efforts to ensure that the visitors enjoy the tours. One great impediment to the flow of tourist traffic which has not received enough attention is the dearth of cartographic literature. The Road Map of India produced by the Survey Department has been out of stock since many months past and in spite of complaints from tourists it is regretted nothing appears to have been done so far in the matter. I would request the Tourist Department both at the Centre and in the States to give special attention to this aspect of tourist promotion work and make every effort to ensure a regular supply of attractive maps, town plans and guide books.



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Mr. Herbert A. Meaninch with Mr. Gurmukh Singh, founder of the Firm, in the Machine shop.



Mr. Phelan with Mr. Kirpal Singh, Production Manager, looking at the Cold Redrawing Machine which draws upto 4" Dia Hexagonal Bars.

T. C. M. Experts Visit Gurmukh Singhs

A welcome address was presented to the American Executives in Automobile Industry visiting India under Technical Co-operation Mission on their visit to the factory of Gurmukh Singh & Sons (Regd.) Ludhiana recently, in the following terms :

It is our proud privilege to extend our heartiest welcome and sincerest greetings on your esteemed visit to

our factory. The very objective of the Technical Co-operation Mission, of which you enjoy the honour of being members, would probably tempt you to be apprised of a brief history of our industrial enterprise which now enjoys a prominent position among the automobile industrial units of our country.

Started in 1936

The history of our concern may

be dated back to the year 1936 when its founder partner Sardar Gurmukh Singh took up the initiative of manufacturing Carriage Nuts and Bolts of Hardware employing only fifteen workers and having very meagre resources. Steady progress then made it possible (in the year 1944) to take up manufacturing of certain additional items like Cycle Hub Axles, Cones, Nuts, Seat Pillar Bolts and Expandle



The T. C. M. Team members in the Forging Section.



The visiting specialists looking on the "G. S." products which were displayed in the Show Room.

bolts, with Machinery fabricated in the factory itself.

Meanwhile, the stepping in of our present Chief Engineer—Partner S. Bhagat Singh, enabled us to take up the manufacturing of automobile components which included Spring Centre Bolts and Nuts. By dint of hard labour he was able to fabricate the requisite manufacturing machinery here itself to desired standards and specifications.

The Partition

With the partition in 1947 and dwindling of our production it was more or less a new start from 1948. With this we added new items Spring U-Bolts and Shackle Bolts.

The quality and standard of the automobile components manufactured by us under our 'GS' trade mark have found a very encouraging and favourable market throughout the country and these are not only selling at par with foreign makes

but the purchasers have started reposing blind confidence in them.

Phenomenal Increase

Our production is increasing. As against our production figure of Rs. 62,000/- in the year 1950-51, the present figure is well over Rs. ten lakhs which is again increasing from 50% to 80% per annum. Our present manufacturing programme includes manufacturing of several new items like shackle pins, hub bolts, King Pins,—Shackle Bars, Shackle Assembly etc. etc, and ensures still higher production in the coming financial year.

With the encouraging results and the extremely bright prospects envisaged by our industry, the Ministry of Commerce and Industry was pleased to licence us under the Industries & Development Regulations Act for the manufacturing of automobile components to the tune of 431 tons per annum on a single shift basis and at present two full fledged shifts are being run in our factory.

Indigenously fabricated

Our engineers, who otherwise, have no institutional training, are striving hard to maintain our progress and the desired standard. The fabrication of the undermentioned machinery now being successfully used in the manufacturing of our automobile components, goes entirely to their credit.

1. Centreless Grinders.
2. Capstan Lathe.
5. Shaping Machine.
4. Taping & Threading Machine.
5. U-Bolt Bending Machine.
6. Forging Machines.
7. Cold Re-drawing Machine.
8. Straightening Machine.

It would be significant to mention and interesting to know that with the exception of the Machines mentioned in Nos. 2 and 3 above, we legitimately claim to be the inventors in India of all the rest. These machines are giving the most successful performances.

The Madras State Lorry Owners' Association

Neogy Committee Questionnaire Answered

FREE COMPETITION

1. Could railways and road transport, and for that matter, all other means of transport be treated as commercial undertakings and be enabled to compete with each other on equal terms? If so,

- (a) Is it possible for the railways to be relieved of their obligation to provide services which do not pay, or alternatively, is it possible to assess the cost to the railways of providing uneconomic services and to reimburse them this cost from public revenues? If a distinctive section of a railway such as a branch line is proved to be a source of continuous loss, will it be possible to permit the railways to discontinue the section?
- (b) What reforms, if any, will be needed in the present accounting practice of the railways so as to enable the railways to ascertain the profitability or otherwise of their operations in respect of different sections of a zone or individual lines, etc.?
- (c) Is it possible to relieve the railways of their statutory obligations to accept all traffic offering without discrimination and their obligation not to discriminate between customers in regard to charges payable, leaving them free to quote competitive rates which may differ in different areas and for different customers?
- (d) As an alternative to (a) and (b) above, is it possible to impose similar obligations on other forms of transport?

2. What should be the financial obligation, if any, of the railways towards Central Revenues under such a system?

3. What increase will be required in railway rates on the low-rated commodities like coal and other raw materials for industries and foodgrains, such as may be necessary to enable the railways to make a reasonable margin of profit on their over-all operations after taking into account the effect of possible reduction in the rates on the high-rated categories of traffic? How might such adjustments in the railway rating structure, react upon the economy in general and the costing pattern of important industries in the various regions of the country?

4. If the railways are to function as a purely commercial undertaking with complete freedom to quote competitive rates, would this policy involve any significant change in the organisational set-up of the railways and their relationship with Governments, and if so, what would be the nature of such changes? Will

1. We are of opinion that transport is a commercial undertaking and whether it is railway or road transport it should be treated as such. There are comparative advantages over each other which should be borne in mind before approaching the problem from any angle. The railways are the absolute owners of the track and they have unlimited financial support to execute any expansion programme. On the otherhand the road transport consists of different and indifferent roads on which several kinds of vehicles from bullock carts to very fast automobiles ply and the pedestrians also use the roads. Further there are as many owners as there are vehicles on the road and there is no control of activities except those imposed by law or by themselves. But the great advantage over that of the railway is that goods can be quickly transported from place to place without pilferage and delivered at the door of the consignee wherever he may be. Moreover since the vehicles are owned by individual owners who control them under their direct supervision, there is very high efficiency in operation. The railways are owned by the Government and all the operation is carried on through officials who cannot be expected to take individual and instantaneous decision and possess the same zeal as the owner himself. For the above reasons among others we feel that there is no common ground to treat road and rail transport alike.

- (a) The railways may be operated as a commercial undertaking and the obligation of providing services which do not pay is only a myth and it is not business to provide services which do not pay. If the motor transport is utilized in such cases they can make the services pay. Under any circumstances, the public revenue should not be burdened for the cost of providing uneconomic services. If a branch line proves to be a loss, the railway may discontinue the section because the road transport can take over that section. This is what is happening in modern western countries where the motor transport has gradually replaced the railways.
- (b) We are not aware of the accounting practice of the railways.
- (c) The railways are owned by the State and there should be no discrimination on the ground of customer basis because it will lead to corrupt practices.
- (d) As regards motor transport whether it is bus or lorry there cannot be discrimination



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there be a special case for the railways being managed through a corporate body in such a set up?

5. If the road transport system is not restricted to certain areas by permits, how would it be possible to ensure the availability of adequate transport facilities at a reasonable cost in the less-developed and rural areas and hilly tracts where short-distance transport is involved and where rail communication may not be available?

REGULATION

6. To what extent could the Inter-State Transport Commissioner be possibly made an effective body to ensure co-ordination between railways and road transport in respect of (a) inter-State operations and (b) intra-State operations?

7. Would it be possible under the existing Constitution to set up a central organisation entrusted with adequate responsibility for co-ordination of all forms of transport? If so, what form should this organisation take?

If not, what change in the Constitution may be necessary to secure effective co-ordination through regulation and to set up an appropriate co-ordinating body?

8. If any such organisational reforms be adopted, would it be advisable to entrust the overall control, at policy-level, of all forms of transport (including railways) to a single Ministry so as particularly to facilitate effective co-ordination? Could the Ministry directly responsible for the detailed administration of the railways be entrusted with the responsibility of controlling the rival forms of transport also?

9. If co-ordination is to be achieved through regulation, then in what manner could it be ensured that regulation would result in a rational distribution of traffic between road transport and railways having regard to their respective suitability for particular types of traffic?

(a) To what extent may any type and bulk of freight traffic and the distance to be traversed broadly constitute elements of suitability for road and rail transport respectively? and

(b) in the case of passenger traffic, are there any distinct elements of respective suitability for road and rail transport?

10. Which of the following forms of regulation would suit the conditions in India?

(a) Should the licensing policy to be adopted be modelled on a system prevailing in the United States of America in respect of inter-State operations under which the type of service to be provided or the type of traffic carried and the route or area to be covered and the charges to be levied by the carriers are regulated, but there is no restriction on the number of vehicles to be

on customary basis because the passengers or goods have to be accepted if they tender the fare or the freight as the case may be.

2. If the railways are operated on a commercial basis the question of financial obligation to Central Revenue does not arise because the profits may be ploughed back in the progress of the industry and losses may be met from reserve fund or loans obtained from public.

3. There may be a general increase in the rates which will result in a general increase upon the economy in general. But the cost of all goods have steadily gone up and there is no reason why there should not be a small increase in prices due to freight. On the other hand if efficiency is toned up and quick deliveries are ensured, the production of commodities will go up and result in lowering of prices.

At present taxes collected from transport vehicles are not entirely spent on the maintenance and improvement of roads etc. If the roads are improved and made fit for hauling heavy loads through heavy trucks the freight charges will come down and hence there will be no scope for increase in general cost of price.

4. If the railways function as a commercial undertaking such policy must involve vast charges. It will give place to officials who will make it business-like and they will not claim partiality in treatment. It will be better if it is managed by a corporation devoted to business. The railways are now a pet child of the Government and the motor transport is receiving a step-motherly treatment from the Government. If there is healthy competition and co-ordination whenever necessary the freight charges will come down and the problem of increase in prices envisaged in the prior question may not arise at all.

5. The greatest ban on the road transport is the permit system. We think that due to competition the transport vehicles will be distributed in all areas and there would be no problem of any area being abandoned by such vehicles. Assuming such a contingency arises, even the present permit system will not be helpful because even now applications are called for to issue permits and if there are no applications at all, the route has to be dropped, since no person can be compelled to provide transport.

REGULATION

6. The Interstate Transport Commission should be empowered to grant permits and collect common tax etc., to enable the transport vehicles to ply in all States. It should have a number of branches in all the States to administer such work effectively and efficiently.

7. The present set up of State and Regional Transport Authorities may continue but allowing the

acquired on each licence for the service prescribed? or

(b) Should the licensing policy be designed on the model obtaining in West Germany under which the total number of long distance licences valid for distance over a given radius (50) kilometres in (West Germany) is fixed by the Federal Government and the long distance road transport industry is subject to fixed tariff rates which are almost the same as the railway rates?

(c) should the system be more in line with the one obtaining in Great Britain which aims at regulation of the number of public haulage vehicles, but has very little control over the type of work on which they are subsequently engaged or over the rates which are charged but which permits the railways to quote competitive rates without any restrictions in regard to non-discrimination of rates or the publication of rates, etc., or

(d) should the licensing system, as in some of the States in Australia, aim at restrictions on distance or areas over which road transport services should be provided? or

(e) should the licensing policies in India broadly represent a combination or modification of some of the features mentioned above?

11. To what extent can the taxation of road transport vehicles be used as an alternative to, or to supplement the system of regulation through permits? To what extent could the present system or taxation on the road transport industry be modified so as to increase the taxes on vehicles carrying particular types of goods or those operating over long distance and correspondingly to reduce the taxes for the other types of traffic or for the short distance operations?

INTEGRATION OF RAIL AND ROAD SERVICES

12. Should a broad-based scheme be contemplated for the integration, rather than mere co-ordination of road and rail services under a nationalised system, in which the Central and State Governments may participate on suitable terms?

13. Should nationalisation of long distance road transport services be undertaken on selected routes with a view to securing co-ordination between rail and road services on these routes?

14. If nationalisation of goods transport services is contemplated as a method of co-ordination, what should be the form of organisation to operate these services? More particularly, will it be appropriate to manage these services through a corporation or corporations in which the railways, State Governments and private operators participate?

Could the railways, in any circumstances, be entrusted with the operation of road transport services as an integrated part of the railway operations?

vehicle plying throughout the States and the Interstate commission may be empowered to regulate Interstate Traffic. If there is a Central Organisation for coordination of all forms of transport it will be a highly centralised one and delays will creep in which is fatal to transport.

8. The present Transport Ministry is effective and the Railways Ministry should not be in charge of other transports also because it will prefer itself.

9. The road transport offers what the railways lack and the supplements the demand of the public. In this sense the distribution of traffic is regulated by the users themselves. The railways should shed their attitude of insisting on a monopoly of long distance routes.

10. We think that the system adopted in the United States is the best suited to our country. An operator should be able to add vehicles to his fleet and it is not unknown to our country since the forming of viable units is encouraged for economic operation and efficient service. The system of absence of restrictions on the number of vehicles acquired under a permit will be very helpful for economic and efficient service. To avoid monopoly by power operators the minimum number of vehicles under a permit may be restricted to say 20.

11. The present system of taxation within the State is satisfactory but the taxes are very high. If the amount is lowered it will improve road transport and lessen the freight charges. For interstate route operation there should be an additional tax to enable to ply the vehicle outside the State. There should be no kind of surcharges or other indirect tax etc.

12. Integration of rail and road services is not possible because it will retard efficiency and progress. At present even the railways are not efficient since nobody feels that it is his own and every body wants only more wages.

13. Long distance road transport services require experience and efficiency both of which are lacking in the Government officials. So they should not be undertaken and the Railways already object that they must have monopoly over long distance routes and their objection will find favour with officials. If the roads and bridges are improved and heavy carrying capacity vehicles are allowed to ply on them the railways may be eliminated as is now taking place in Great Britain.

14. Goods Transport services require personal attention and supervision and it is impossible for the State to operate such services.

FUTURE POLICY

15. As regards the future extension or development of roads and railways in the country, what should be the guiding criteria in deciding on such extensions? Should the effort be to develop either road transport or rail transport only, having regard to the suitability for rail or road transport of the bulk of the traffic offering in any particular area?

16. Before any road or rail project is undertaken in any area, should technical and economic surveys be made for the purpose of ascertaining whether road or rail transport, exclusively would meet the needs of the situation at lesser cost than the other, and should decision be taken on the result of such surveys so as to avoid the provision of the costlier service?

17. What should be the guiding principles that should be followed in choosing the alignments of new roads and railways?

18. Should the railways be expected to provide new lines even if they are unremunerative from a commercial point of view? If such services have to be provided, should the financial burden be debited to the sponsoring authorities rather than to the railways?

15. As regards the future development, the road should be preferred because 5 to 6 miles of good and broad road can be constructed at the cost of one mile of railway tracks. On such 15 to 20 ton vehicles should be allowed to run and the cost of transport will become lesser than railways.

16. The earlier answer applies and there need not be waste of time and money over such surveys.

17. The guiding principle for the alightment of new roads must be to build major bridges, complete missing links, constructions of over or under bridges at level crossings and bypasses around most of the towns. At all strategic points in the road, the State Government should provide comfortable rest houses, restaurants etc, for the convenience of passengers and large godowns for the storing of goods and sheds for the parking of vehicles.

18. If goods roads and heavy vehicles come into existence the railway line may be sold as iron scrap instead of spending 10 lakhs of rupees for every mile of railway track.

We regret that the Neogy Committee has treated the Railways as having only social obligations and the road transport as a set of profiting community. But we are happy we have no opportunity to express our opinion as answers to the questionaire and we hope that the Committee will consider the case of the road transport and do justice to it.

THE RED EX CAR CLUB

A free Film Show was held on 11th May at the Conference Hall, Electric House, Bombay. M/s. VX-6 India Corp., our Member and the Manufacturers of the VX-6 Battery Cadmium Additive sponsored this Show. Questions on this Additive were answered. There was a large attendance.

The Films exhibited were (1) Battery, Ignition and Electrical System and (2) Mille Miglia (Thrilling Motor Race in Italy)

New Members

During the month of April 1961 the following new members were introduced to the Club and we thank those who introduced them:—

Mr. S. M. Abubaker, M/s Murray & Co., M/s. Damania Electrical & Engineering Works. Mr. R. D.

Choksey, Dr. R. C. Jain, Mr. P. P. Madhavji, Mr. R. Alimohmed & Mr. K. S. Krishnan.

Pre-Monsoon Car Care

With the approach of the monsoon, cars need some precautionary measures to ensure smooth care-free driving without harassing breakdowns and protection to the vehicles.

The following hints may prove useful:—

1. Try out the Wind Screen Wipers before it rains.
2. Protect the Body Paint with a good polishing Wax and the chrome parts with grease.
3. Touch-up with paint any exposed under coating or rusty portion.
4. Make sure that no water gets

under the Bonnet and on the Engine.

5. Make sure that the luggage Boot and window Channels do not leak.

6. Renew worn-out fender Beadings to prevent rust.

7. Check all H.T. Leads, grease Battery Terminals and wiring in general.

8. Treat the wheel Rims from inside by Anti Rust Paint.

9. Use well treaded Tyres and keep correct Tyre Pressure to avoid skids.

10. Keep tools and Jack well oiled to prevent rust.

11. Clean and Service Carburettor, Distributor, Fuel Pump, Self-Starter and Dynamo.

12. Keep the Under Chassis well greased to prevent rust.

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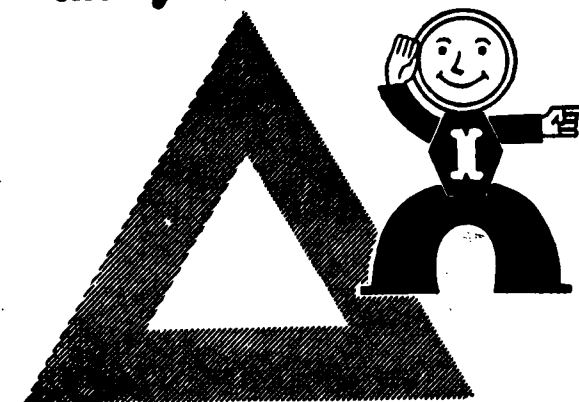
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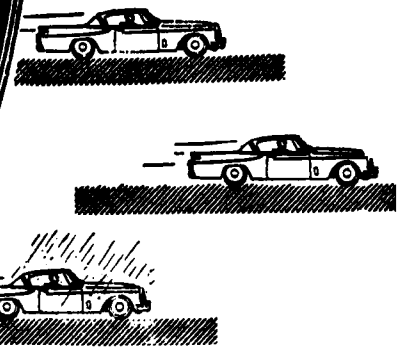
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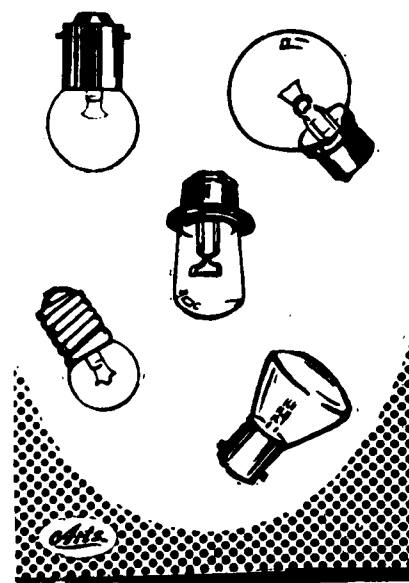
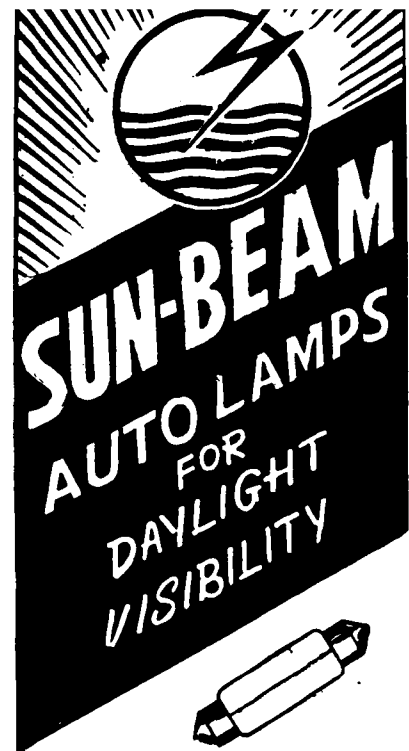
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LEGAL NOTES

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MOTOR VEHICLES ACT (IV OF 1939)—S 2 (8) and (33)—U. P. Motor Vehicles Rules (1940) R. 94. Applicability to private carrier—See Motor Vehicles Act (1939) S-68 A. I. R. 1959 All 373.

S. 2 (2)—Applicability—Permit issued by State Transport Commissioner. See Motor Vehicles Act (1939) S-62, A. 1. R. 1959cl'nnj. 1 (F. B.)

Ss. 22, 38, 41 and 123—Absence of fitness certificate—Effect.

The effect of S.22 read with Ss. 34 and 41 is that a motor vehicle shall not be deemed to be duly registered in accordance with that section unless it has a certificate of fitness also granted under S.38. The absence of a fitness certificate thus affects the validity of registration under S.23 which in those circumstances is rendered invalid. It becomes non-existent and in view of the provision in S.22 the vehicle cannot be driven or caused to be driven in any public place or in any other place for the purpose of carrying of passengers or goods.

A contravention of S.22 is punishable under S.123. In such a case S.60 fails to confer the jurisdiction on the transport authority to suspend the permit. *Puran Singh-Vs-State of U. P.* 1959 All L. J. 190—A. I. R. 1959 All 489.

Ss. 22, 38 and 123 (1)—Owner of motor car carrying goods for private use cannot be prosecuted for infringement of S.38 read with S.22 and 123 (1) B. S. Usman Saheb-Vs-State 1959 Mad. K. J. (Cr.) 347—1959 Cr. L. J. 1095 A. I. R. 1959 Mysore 221.

Ss. 22 (1), 31 and 112—Scope—application to record transfer of ownership—Limitation—Failure to report within 30 days—Not an offence under S.112.

Section 31 does not lay down any

period of limitation for the recording of the transfer. It merely lays down a period of grace within which the transferee is required to get the transfer of ownership recorded on the registration certificate. If the transferee does not get recorded the transfer on the registration certificate within 30 days of the transfer but drives the vehicle or causes it to be driven he will be liable to prosecution and punishment under S. 22 (1) read with S.112 of the Act upon a complaint made to a Magistrate. The mere failure to report the transfer within 30 days would not amount to an offence punishable under S.112. Nor could the Registering Authority itself impose penalty under S.112 of the Act on the non-petitioner for failing to report the transfer within 30 days. *Shri Ratan-Vs-State Transport Authority, Jaipur*, 1959 Raj L. W. 231—I. L. Rs. (1959) 9 Raj. 419-A. I. R. 1952 Raj. 175.

Ss. 27, 31 and 35—Refusal to record transfer of ownership under S.31—Appeal lies—*Shri Ratan-Vs-State Transport Authority—Jaipur*, 1959 Raj. L. W. 231—I. L. R. (1959) 9 Raj 419-A. I. R. 1959 Raj. 175.

S.31—Scope—Transfer of ownership of motor vehicle—Registering Authority has no option except to record transfer. *Shri Ratan—Vs—State Transport Authority, Jaipur*, 1959 Raj. L. W. 231-I. L. R. (1959) 9 Raj 419-A. I. R. 1959 Raj. 175.

S. 35—Scope—Refusal to record transfer of ownership—Appeal See Motor Vehicles Act (1939) S.22, A. I. R. 1959 Raj. 175

S.38—Absence of fitness certificate—Effect—See Motor vehicles Act (1939) S.22 A. I. R. 1959 All 489,

Ss. 42 (1) and 123—Driver of a motor vehicle not owner found using it contrary to conditions of permit, is liable to conviction under S.123.

State of Uttar Pradesh-Vs-Bansraj. 1959 All. W. R. (H. C.) 105-(1959) S. C. J. 101—1959 All. L. J. 1 1959 Cr. L. J. 248 (1959) I M.L. J. (S. C.) 89—1959 All. Cr. R. 116 (1959) 1 An. W. R. (S. C) 89—1959 M. P. C. 65—1959 M. L. J. (Cr.) 20—1959 An W. R. (S. C.) 89 A. I. R. S. C. 79.

(as amended by Act (C of 1956) Sc.42 (1) and 123 (1) driver who is not owner is liable for driving without or in contravention of the conditions of permit. *State-Vs-Raghavan Pillai*. 1959 M. L. J. (Cr-220—1959 Cr. L. J. 1074-A. I. R 1959 Ker. 248.

Sc.42 (1) and 123 (1)—Scope—Person driving vehicle without permit—Driver not owner-offence.

The expression "whoever drives a motor vehicle" as occurring in the opening portion of Sub-S (1) of S. 123 clearly indicates that it is used in its widest sense. It will, therefore, be wrong to give a restrictive meaning to that expression so as to make the section

applicable only to the owner who drives the vehicle. It is clear from the prohibition contained in Sub. S. (1) of S. 42 that no motor vehicle is allowed to be used on the public road except under a permit and in accordance with the conditions of the permit. That is obviously the reason why the penal provision contained in Sub. S (1) of S. 123 is made all-comprehensive so as to apply to person, no matter whether he is the owner of the vehicle or not, who uses a vehicle without a permit or in contravention of the conditions of the permit (S) A. I.R. 1957 A. 27, dissented from.

Section 123 (1) as amended by Act C of 1956 now makes it clear beyond all possible doubt that the owner of a motor vehicle as also any other person who drives a motor vehicle without a permit or in contravention of any of the conditions incorporated in the permit which may have been obtained in respect of such a vehicle will be guilty of the offence punishable under this sub-section. *State-Vs-*

K. Kesavan-1958 Ker L. T. 934—1958 Ker. L. J. 1185-1959 Mad L. J. (Cr.) 201-I. L. R. (1959) Ker-37 1959 Cr. L. J. 594-A. I. R. 1959 Ker 161.

Sc.42 (1) and 123 (1)—Prosecution under-Burden of Proof.

In a prosecution under S. 123 (1) read with S.42 (1) Motor Vehicles Act, against the driver for driving the vehicle without the possession of the necessary permit the non-production of permit by the accused does not necessarily mean that the vehicle had no permit at all or that the accused had contravened any of the conditions of the permit, if a permit had really been obtained. It cannot be said that the accused was under an obligation to supply the necessary evidence in support of the prosecution against him. The burden of proof is undoubtedly on the prosecution—*State-K. Kesavan 1958 Ker L. T. 934-1957 Ker L. J. 1185-1959 Mad L. J. (Cr.) 201-I. L. I. R. (1959) Ker 337-1959 Cr. L. J. 594 A. I. R. 1959 Ker 161.*

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S.42 (1) Route fixed in permit-Direct or circuitous route.

Ordinarily, when a route is fixed in the permit it necessarily means the direct route fit for motor vehicular traffic and does not, in the absence of any evidence on record, include a circuitous route-Lunkaran Agarwala-Vs-State I. L. R. (1958) Cut. 572-1959 Cr. L. J. 358-A. I. R. 1959 Orissa 50.

S.42-Owner's liability for acts of his driver - Mens re-Motor driven on unauthorised route-Breach of condition in permit-In absence of proof owner cannot be punished for act

of driver. See Motor Vehicles Act (1939) S.123. 1959 Cr. L. J. 358 A. I. R. 1959 Orissa 50.

S.43-Regional Transport Authority Power to review orders-Rectification of mistakes obvious on face of proceedings—Legality—See Motor Vehicles Act (1939) S.47 A. I. R. 1959 Cal 543.

S.43-A-Order under-Nature of-(Madras Government Order No. 1298, dated 28th April, 1956) Executive Order No writ of Certiorari. See Constitution of India, Art. 226 A. I. R. 1959 S. C. 896.

(As amended by Motor vehicles

(Madras Amendment) Act, XX of 1948), S.43-A-Orders and directions under-If law-Regional Transport Authority, granting permit to appellant-On appeal, Central Road Traffic Board setting aside order and granting permit to respondent-Validity-S.47 Issue of Writ of Certiorari-Error apparent on its face (Constitution of India, Arts. 19 (1) (g) and (6) and 226).

Per Imam and Subba Rao JJ-(i) A citizen has a fundamental right to ply motor vehicles on public pathways under Art. 19 (1) (g) of the Constitution and any infringement of that right by the State can be justified only if it falls within the scope of Art. 19 (6) thereof.

(ii) Proceedings before tribunals issuing permits are of quasi-judicial in character. (iii) A new law which takes away or impairs vested rights acquired under existing laws must be deemed to be intended not to have retrospective operation, unless such law makes it retrospective expressly or by implication and (iv) the same principle applies to a law made pending an appeal before an appellate court.

The appellant, the respondent No. 4 and some other persons had applied for the permit of a route for which applications were invited. On 9-4-1955, the Regional Transport Authority granted the permit to the appellant applying G. O. Ms. No. 3353, which was issued by the Government under S.43-A on 15-9-1954 in supersession of the previous G. O. Ms. No. 1037, dated 28-3-1953, also issued under the same section, and which was then in force. The fourth respondent and two others preferred appeals against the order to the Central Road Traffic Board which by its order dated 25-6-1955 set aside the order of the Regional Transport Authority and granted the permit to the fourth respondent following G. O. Ms. No. 1037 which in effect was restored by the Government passing another order under S.43-A on 15-6-1955, pending the appeal. The contention of the appellant was that he had acquired a vested right to carry on the business of transport and that the same could not be defeated by a subsequent law made pending the appeal which was only prospective in character.

HELD (1) that the appellant had fundamental right to carry on his motor transport business subject to reasonable restrictions imposed upon that right by law. But the orders made and the directions issued under S.43-A could cover only the administrative field of the officers concerned and therefore any direction issued thereunder was not law regulating the rights of the parties. There was therefore, no change in the law pending the appeal so as to effect the appellant's vested right and the appellant could not question the validity of the order on the ground that the Board decided the appeal on a law that was made subsequent to the issue of the permit to him. 1948 I M.L.J. 85 A.I.R. 1948 Mad 400. Approved.

(2) that on a strict interpretation of the G. O. Ms. 3353 of 1954, the fourth respondent would not have been entitled to the permit. But as the said order was not law but was

only an administrative direction it could not affect the validity of the order of the Central Road Traffic Board, it having made the order, having regard to the consideration laid down in S.47 of the Act.

Per Sarkar J. (1) that it being far from clear that a quasi judicial tribunal is not entitled, in hearing an appeal from another such tribunal to apply a rule which has come into existence since the decision under appeal, there could be no error apparent on the face of the record; and hence no writ of certiorari could issue in the case.

(ii) that there was at least grave doubt if G. O. Ms. No. 1689 which revived G. O. Ms. No. 1037, was not intended to be applied in pending appeals and that would be another reason for saying that it was not clear that the Board was in error in applying it.

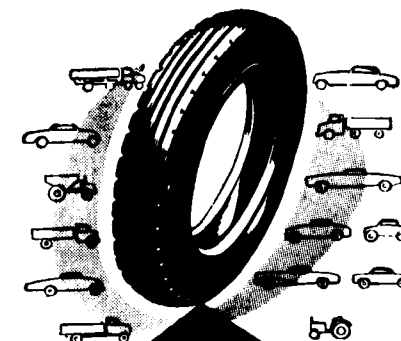
(iii) that if an order under the sec-

tion is one to the observance of which a person is entitled, that would be a law, a mistake of which would justify the issue of the writ at his instance. The whole justification for a writ of certiorari is to prevent, where no other remedy is available a patent injustice being allowed to stand. It would be strange if a person was entitled to the observance of a rule and was held not to have a remedy for its breach. M/S. Raman and Raman, Ltd.,-Vs-State of Madras 1959 S. C. A. 556-A.I.R. 1959 S. C. 694-1959 S. C. J. 1156—(1959) 2 An. W. R. (S. C.) 236-(1959) 2 M. L. J. (S. C.) 236-1959 All. Cr. R. 844.

S.44 (22)-person possessing judicial experience-District Magistrate can be said to be. Ram Prashad-Vs-Regional Transport Authority. A. I. R. 1959 All. 197.

S.44 (2) and 47 (2), Proviso-Regional Transport Officer appoint-

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ed as member of Regional Transport Authority Constitution of authority not rendered invalid. Ram Prashad-Vs-Regional Transport Authority A. I. R. 1959 All. 197.

S.44-Regional Transport Authority-Outsiders present at sitting and taking part in deliberations-proceedings utterly void and decision on applications for permit is also void. Commr. of Burdwan Division-Vs-Mrinal Kanti Chatterjee 63 Calw. N. 1 A. I. R. 1959 Cal. 326.

S.44-Scope-Notification under contents of S.44 contemplates only a composite notification constituting the authority as embodied by its personnel. An authority cannot serve any use without anybody capable of functioning in its name being available. The question really is one of legal authority in quantum members to represent the authority at the time they purported to do. If they had become *funtus officio* because their period of appointment had expired, they were representing none but themselves when they passed an order. The argument that there were two separate notifications issued, one constituting the Regional Transport Authority under S.44 of the Act without limit of time and the other appointing the members constituting the authority and fixing their term of one year is without substance. Calicut W'yad Motor Service (Private) Ltd., Vs-State of Kerala-1959 Ker L. J. 410-1959 Ker L. T. 521-A.I.R. 1959 Ker. 347-1959 Ker L. R. 1107.

S.44 (5)-Power to frame rules-Scope. See Motor Vehicle Act (1939) S. 68. A. I. R. 1959 Mys. 17-1959 M. L. J. Cr. 979.

S.46.Application under S. 57 (2) Part I-Mention of date-Necessity. See Motor Vehicles Act (1939) S. 57 (2) Part I. A. I. R. 1959 All 253.

S.47-Scope.

Section 47 makes two-fold provision: firstly, that in considering an application for a stage carriage permit the Regional Transport Authority shall have regard to the matters enumerated in clauses (a) to (f), and, secondly, that it shall also take into consideration any representation made by persons or authorities mentioned in the section. Ram Orashad-Vs-Regional Transport Authority A. I. R. 1959 All 197.

S.47-Regional Transport Authority acts quasi-judicially under section. Ram Brashad-Vs-Regional Transport Authority A. I. R. 1959 All 197.

S.47-Natural justice to Regional Transport Authority is not bound to hand over to petitioner material with reference to matters (a) to (f) in section (U. P.) Motor Vehicles Rules (1940 R.49)

Unless, therefore it can be said that the Regional Transport Authority in refusing to renew the permit acted on extraneous considerations, i. e., consideration not covered by Clauses (a) to (f) of S. 47, it is not possible to infer that the rules of natural justice have been transgressed. Ram Parashad Vs-Regional Transport Authority, A. I. R. 1959 All 197.

S.47-Applicant's buses fulfilling requirements as to space in same way as State buses-Rejection of application cannot be impugned. Ram Prashad-Vs-Regional Transport Authority, A. I. R. 1959 All. 197.

S.47-Petitioner's operating along with State buses-R. T. A. not bound to renew permit. Ram Prashad-Vs-Regional Transport Authority A.I.R. 1959 All. 197.

S.47-Rejection of application-Mala fides.

Neither the fact that the Transport Commissioner is at the head of the State Transport undertaking nor the fact of subordination of any member thereof under the Transport Commissioner can be valid ground for holding that the Regional Transport Authority acted mala fide and not independently in rejecting an application under S.47. Ram Prasha-Vs-Regional Transport Authority, A. I. R. 1959 All. 197.

Sc.47, 58 (1), 68-F (2)- Regional Transport Authority Rectification of mistakes obvious on face of proceedings-Powers S.43.

For an administrative body sometimes carrying out quasi-judicial functions (like the Road Transport Authority) there is an implied power to rectify such mistakes (e.g.), overlooking that law had been changed meanwhile and it is not to be considered with the same strictness and formality as a review in a purely judicial proceeding. Case law, referred.

Held, on facts that the order of the R. T. O., Calcutta dated 10-4-1958 reviewing its own previous order dated 27-3-1957 was legal and valid and hence the permits in question for routes 10 and 10-A which were temporarily renewed for 6 and 3 months only, would be effective and valid upto 31st March 1960, but being rendered ineffective under S.68-F (2) (c) (i), the direction given by the State Government under S.43 to grant route permits to these permit holders was perfectly valid, Shib Prasad Mondal-Vs-The State of West Bengal, 63 Ca. W. N. 88-A A. I. R. 1959 Cal. 543.

S.47 (1) (a)-"Interest of the Public generally".

The congestion of the bus stand is very important matter affecting the interest of the travelling public

as well as other sections of the public. This matter cannot, therefore, be considered to be extraneous under S.47 (1) (a) (Point conceded) Naib Transport (Private) Ltd., Vs. S. N. Mukherjee-A. I. R. 1959 Cal. 447.

Public Interest and Nationalisation of Transport

S.47 (1) (a) Interest of public generally-Question of Nationalisation of transport-Relevancy.

In discharging its functions under the Motor Vehicles Act the Regional Transport Authority is not acting as an agent of the Executive Government or of the State Transport Directorate, but as a judicial body having to determine certain questions judicially.

Where one of the reasons for refusal to grant a permit on route no. 12-c was that the Government had decided to nationalise all the city routes including route no. 12-c in the course of next few years and that therefore it was imperative for the R. T. A. to see that no fresh permits were granted on any of the city routes, the order refusing permit is vitiated by an error apparent on face of record in that the R.T.A. and the Appellate Authority had not considered the question in the proper perspective. The duty of the Regional Transport Authority was to consider whether or not having regard to this Government policy, it was in the interest of the public generally to grant or refuse the stage carriage permit. Divorced from the context of the interest of the public generally the policy of nationalisation was an irrelevant and extraneous consideration. Hence the order refusing to grant permit on route no. 12-c should be quashed by a Writ of Certiorari Naib Transport (Pr.) Ltd. Vs. S. N. Mukherjee, A.I.R. 1959 Cal. 447.

S.47 (1) Application for stage carriage permit-considerations-Needs of public-Importance of.

It is no doubt true that the applications refer to qualifications and necessarily refer to subsisting ones and not to be acquired in the future. But even so there is no

principle that subsequent development should not be taken into consideration. For instance there could have been a decrease in operational efficiency in particular case during the interval between the making of the application and its disposal. It will be ill-serving the travelling public to ignore that situation. Chelat Gangadhara Menon, Kalady-Vs-O. S. N. Motors (Private) Ltd., Trichur, 1959 Ker. L. T. 557-1959 Ker L. R. 556-1959 Ker. L. J. 853-1959 M. L. J. (Cr.) 827.

S.47-Grounds are not exhaustive and other grounds can be considered. National Transport Co., Vs-State Transport Authority, M. P. 1959 M. P. L. J. (Notes) 103-1959 M. P. C. 419-1959 M. P. L. J., 701-A. I. R. 1959 Madh. Pra. 320.

S.47 (1)-Grant of permit-Exclusion of applicant on ground of monopoly-legality-(Constitution of India, Art. 19 (1) (g).

Monopoly its legality

In one sense the scheme of grant of permits under the Motor Vehicles Act involves a monopoly to a certain extent. On a particular route only the person who has obtained a permit from the transport authorities can ply a stage carriage. Others cannot. But at the same time, it cannot be denied that it is open to the transport authorities to grant another permit to another person to ply on the same route. The person who had been enjoying so to say a monopoly on that route cannot complain of any legal injury to his right. In that sense there is no question of monopoly.

"Monopoly" explained.

Neither S.47 (1) nor G.O. No. 1298 excludes from consideration other matters which are germane to the question to be decided, namely, who among the applicants is best fitted to be granted a permit.

But S.47 (1) (a) will itself cover any ground which might not have been expressly mentioned in S.47 (1) or G.O. No. 1298. It is neither possible, nor is it desirable, to restrict the discretion of the Regional

Transport Authority to grant or refuse a stage carriage permit on considerations of public interests.

The Tribunal would be strictly acting within the scope of S.47 (1) (a) if it holds that an applicant is not entitled to the grant of a stage carriage permit on a particular route if it considers that as the applicant has already the monopoly on the route, in the sense that he already holds all the permits on that route or a major part of that route, it would be in the interest of the public to grant the permit to another applicant on the ground that there was likelihood of abuse of the monopoly. It is not only when there is actual proof of abuse that monopoly would be a relevant ground. Likelihood of abuse would be equally relevant.

In the very nature of the matter, it must be left entirely to the transport authorities to decide on the facts and circumstances of each particular case, whether an applicant can be refused a stage carriage permit on the ground that he enjoys a monopoly on that route. The High Court cannot substitute its own discretion in such a matter though the Court would be ready to interfere with an obviously perverse exercise of such discretion.

Restriction does not contravene constitution

Excluding an applicant on the ground that the grant of another permit to him has the effect of giving him a monopoly would be in the interests of the public. The restriction is not unreasonable because the applicant is not completely precluded from carrying on the business of motor transport. The Constitution does not guarantee to any person the exclusive right to operate all the buses that are allowed to ply on any particular route. Such a restriction therefore does not contravene Art. 19 (1) (g) Sri Rama Vilas Service (Private) Ltd., Vs-Raman and Raman (Private) Ltd., I.L.R. (1959) Mad. 641 72 Mad.L.W. 474 - 1959 Mad. L.J. (Cr.) 352- (1959) 2 Mad.L.J. 1 A.I.R. 1959 Mad. 492.

(To be Continued)

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Defer Nationalisation— Urges the General Secretary

The twelfth conference of the Andhra Pradesh Motor Operators was held recently at Kakinada under the auspices of the Andhra Pradesh Motor Operators Unions' Congress.

Sri S. B. P. Pattabhi Rama Rao, Minister for Education & Transport, Government of Andhra Pradesh, presided over the conference.

Sri M. Pallam Raju, Ex-Minister for Forests and Animal Husbandry and President of the Andhra Pradesh Congress Committee attended the conference. He heard the grievances of the motor operators and assured them that he would consider them carefully in the near future.

The President said that after the Anantaramakrishnan Committee report was studied by the Government necessary action would be taken and the starting of the Road Transport Finance Corporation also would be considered in due course and all the matters referred to in the conference would be taken up for consideration accordingly.

Sri M. Ramanna, Sri P. Venkata Krishnaiah Naidu, Sri Tirupatayya and Sri G. Bapayya addressed the conference. Sri Prakasa Rao gave the vote of thanks.

Resolutions Passed

This 12th conference of the Andhra Pradesh Motor Operators requests the tyre syndicates, to have fair distribution of the tyres, to form immediately tyre distribution committees giving adequate representations for the Motor operators and their associations in the locality.

Intra-State Permits

Whereas there is no adequate

mileage of rail roads in this State which has more than one lakh sq. miles of area and comprising 26,000 villages and which is a thickly populated State

Whereas there are no other alternative means of transport services except Motor Transport

This conference requests the State Government to give state-wide permits for goods vehicles.

Inter-State Permits

Whereas, in the Second Plan period the trade, commerce and industry have in this State and in the border States considerably developed and more have to be developed in the Third Plan period

Whereas it is felt necessary that road transport facilities between the States should be encouraged

This conference requests the State Governments to liberalise the policy of issuing permits in Inter-State routes and to finalise the agreements with the border-states immediately, and to collect the Single Point taxes on these inter-state permits.

Finance

This conference requests the State Government to immediately set up a State Road Transport Finance Corporation, which should finance the Motor Operators for the purchase of new vehicles for the development of the services in the State.

Nationalisation

Whereas the nationalization of the passenger transport services in our State is carried out at high speed and very ambitiously thus eliminating the existing efficient,

adequate and well-coordinated services of the motor operators

This conference requests the State Government to defer further nationalization of these passenger Transport services and consolidate, integrate and co-ordinate the existing services of the road transport corporation existing in the twelve districts of the State.

Taxation

Whereas the enactment of the tax on goods & passengers Act has been held unconstitutional under article XIII of the Constitution of India

This conference requests the State Government not to implement this Act.

This conference also requests the State Government to pass orders for the refund amount of the taxes collected from the motor operators since it is enforced upon them.

Increase Mileage

Whereas the road Transport authorities have been increasing indiscriminately the number of permits of passenger transport vehicles in all routes of each district before allowing the economic mileage to the existing vehicles

Whereas this policy will ultimately result in losses to the trade

This conference requests the Government to issue instructions and immediate direction to the Regional Transport authorities not to increase the number of permits before allowing the increase in the mileage of the existing buses wherever possible and before talking the necessary traffic census required for it.

Tax Coupons

The conference requested the State Government to restore the

issue of tax coupons from the same sub-treasury where the remittance is made as before instead of the present practice of obtaining the coupons from the R.T.O's which system is highly impracticable and inconvenient.

Over the Godavary

This conference requested the State Government to allow the traffic on the Godavari Anicut day and night by providing a second road and flood lights (2) to reduce the fee that is being collected for every journey (3) to increase the load capacity of the lorry from three to six tons (4) and to allow the lorry traffic on the existing bridge at Visakhapatnam as the vehicles of heavier weights viz., locomotives and wagons are being allowed and further requested to instruct the Local Bodies not to collect any fee under Section 270 of the Municipalities Act,

Mr. Ramabrahmam Pleads for Progressive Policy

Following are extracts from the speech of Sri Y. Ramabrahmam, General secretary at the Andhra Pradesh Motor Unions conference.

"Even before the time of the nationalization of the passenger transport services in the Krishna District, we were regularly agitating for the appointment of an expert committee to study the operative and administrative efficiency of the nationalised transport undertaking in this State, and if that committee recommends that this road transport corporation is competent enough to manage the services efficiently, the entire transport services in this state may be entrusted to it.

As you are aware it would take long time, sometimes a few years, for the State Government to consider some important matters, and some more years to take initiative about it, the Government appointed a high level committee with Sri S. Anantharamakrishnan as the chair-

man. This committee submitted its report to the Government. We expect that the report of the high level committee would be carefully studied and their recommendations implemented. The previous Government might have issued a statement that the passenger transport services of an area would be nationalized at an appointed time according to the prevailing conditions. When circumstances changed from bad to worse, why not the present State Government adopt a more progressive policy?

I may be permitted to quote an incident in support of my contention. When the present Hon'ble Chief Minister of the State was the Minister of Transport in the erstwhile Andhra State, he, after much consideration and with much foresight stated that the transport services would not be nationalised until the end of the Second Plan-period. When the Andhra State expanded into Andhra Pradesh the cabinet changed and the policy also changed.

To make up for the losses of the road transport department of the Telangana Districts the Revenues acquiring from the Road Transport services in the coastal districts of the Andhra State, had been sacrificed under the plea of the extension of the nationalised transport undertaking.

THE PRINCIPAL AVOWED OBJECTS OF THE NATIONALISATION ARE TO PROVIDE ADEQUATE, EFFICIENT, CHEAP AND CO-ORDINATED PASSENGER TRANSPORT SERVICES TO THE PUBLIC. WE FIND THE EXISTING SERVICES OF THE R.T.C. ARE NEITHER EFFICIENT NOR CHEAP TO THE PUBLIC. NOR ADEQUATE TO THE AREAS OVER WHICH THEY HAVE MONOPOLY SERVICES.

The Motor Vehicles Act is not intended to deprive the existing efficient and adequate services of the private operators. The State Government in one of their Press Notes have stated that "the nationalization of Transport in Krishna District even at the existing passen-

ger fares is expected to give a profit of 25 lakhs., whereas if Government adopt the All India fares of 5 nPs per mile, the profits will be Rs. 53 lakhs per year. These profits are calculated after paying the full vehicle taxes, at the existing Andhra rates." The R.T.C. has monopoly services in 12 districts as per the above mentioned press note. The R.T.C should get ten crores of rupees of profit every year. If so, why should they not pay income-tax?

The Road Transport Corporation is not able to contribute as large revenues to the State as the buses under the private sector do. Thus the State revenues have been depleted every year to the tune of 2 to 3 crores of rupees. Under these circumstances I would like to suggest to the State Government to defer further nationalisation of the passenger transport services until 1965; and the Road Transport Corporation would have time enough to consolidate and integrate its existing services. I am hopeful that the State Government would make a statement on this subject to give relief to the existing services to improve them."

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