

104

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1961- August

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MOTORINDIA

FORTNIGHTLY

Vol. 6 : No. 2

Price : 50 nP.

21st Aug. 1961

Only two years after the first public appearance of the three-wheeled Benz patented motor car, the Rheinische Gasmotoren-Fabrik Benz & Co. describe the advantages of their motor vehicle, which was something completely new at that time. This automobile prospectus, which is proved to be the first in the world, gives 2750 Marks as the sale price of the vehicle.

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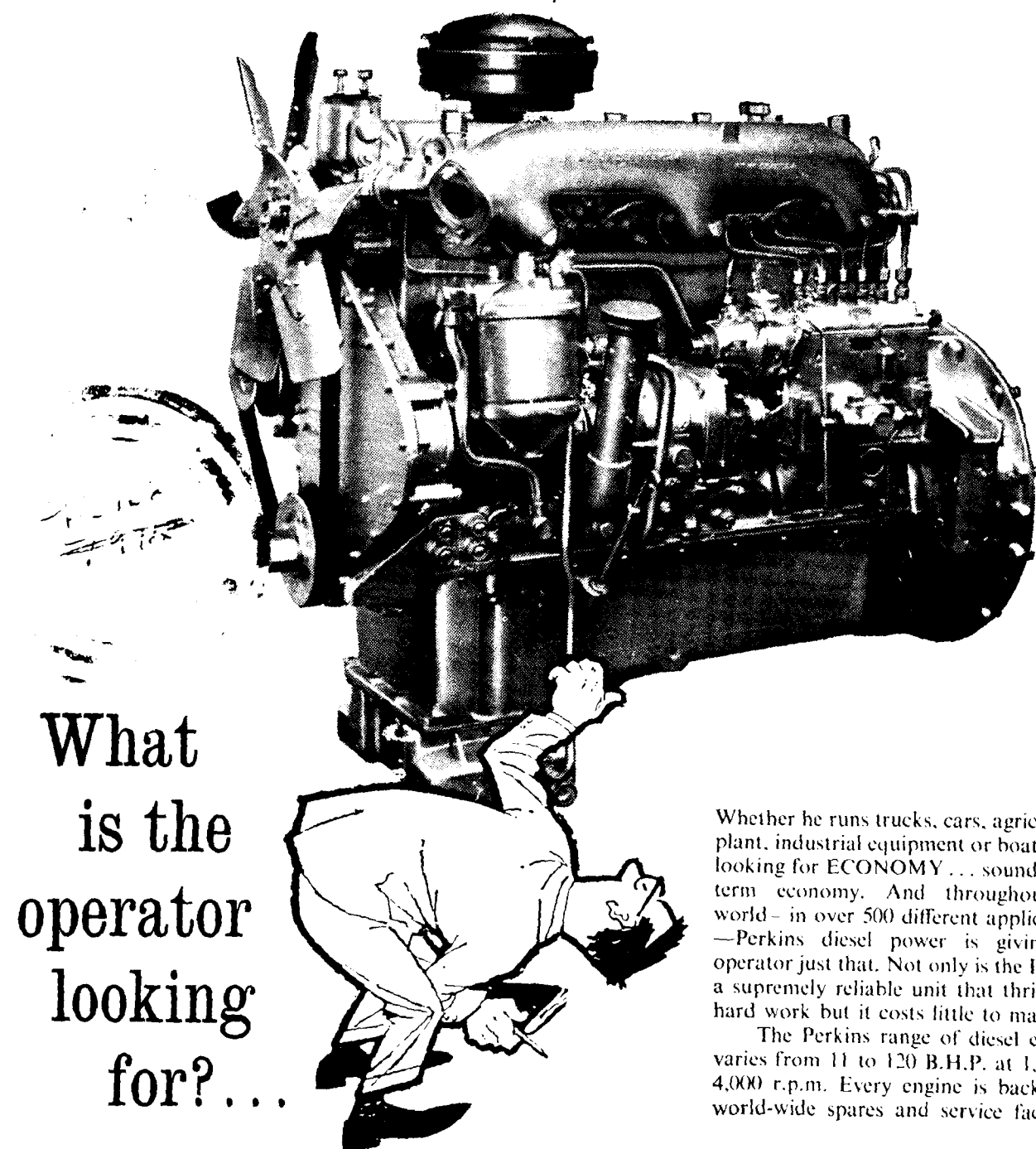
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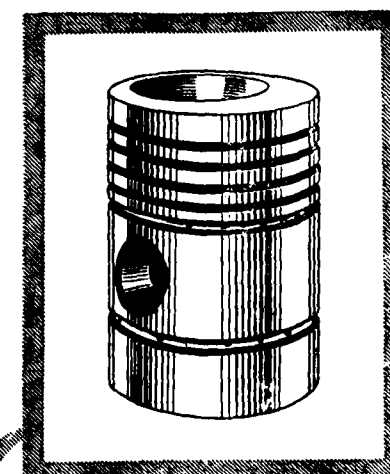
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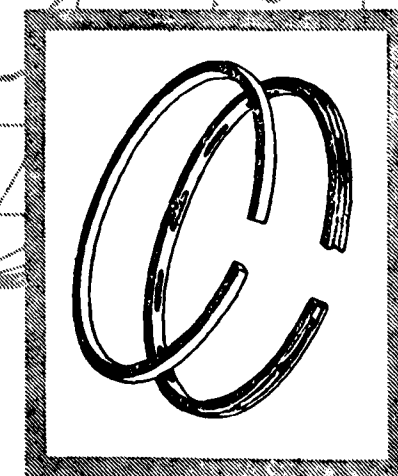
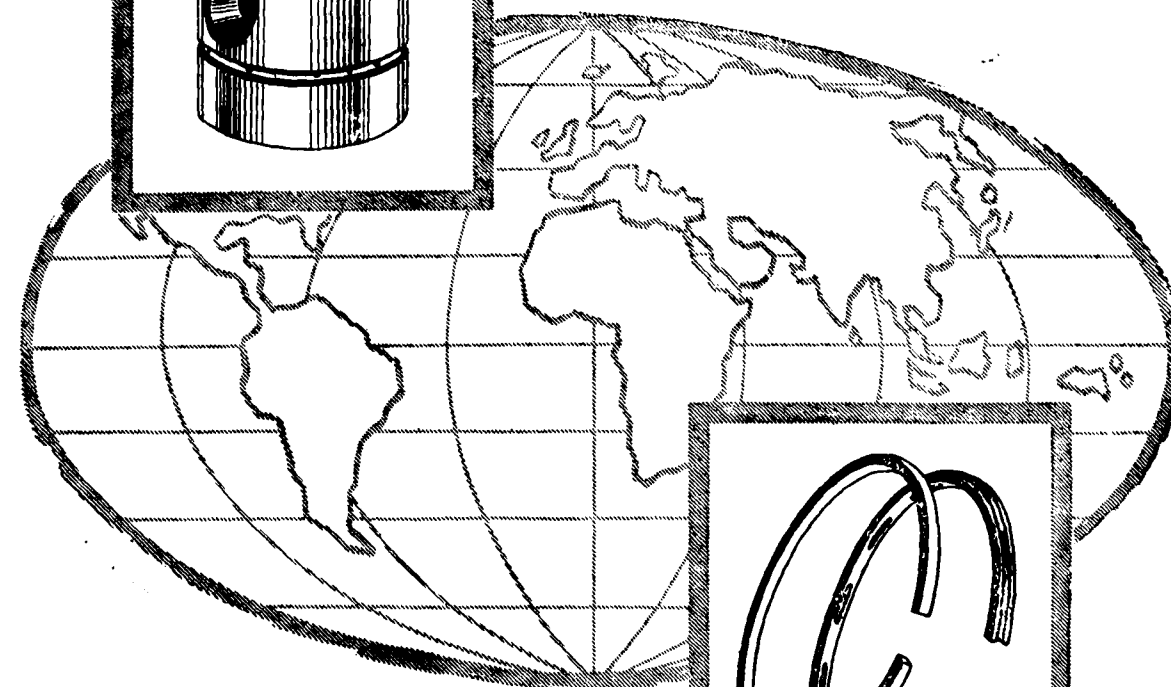
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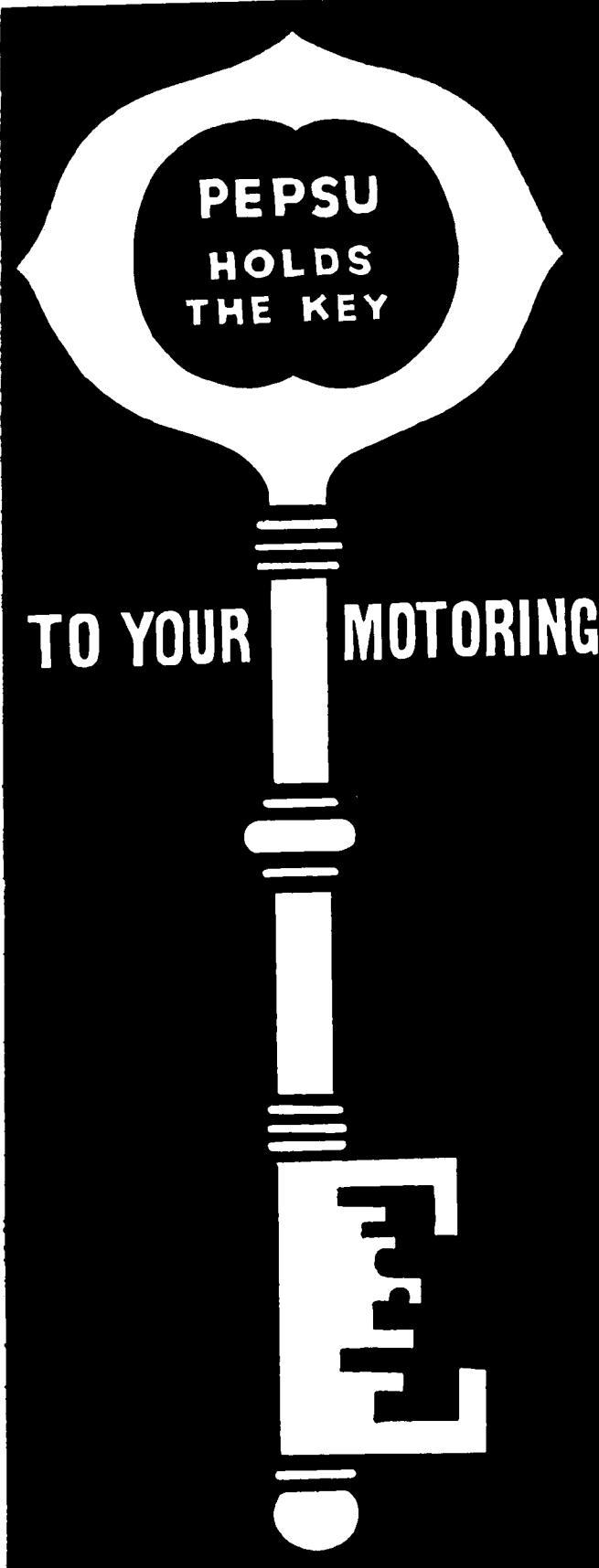
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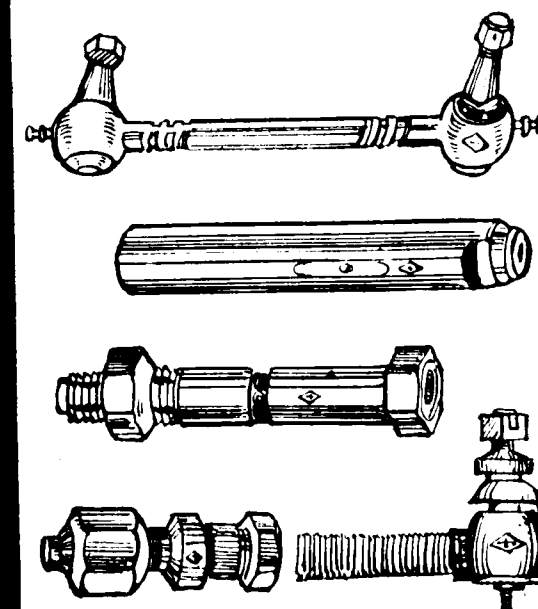
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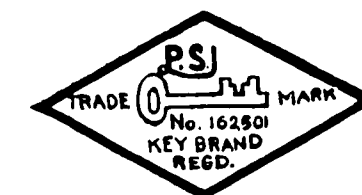
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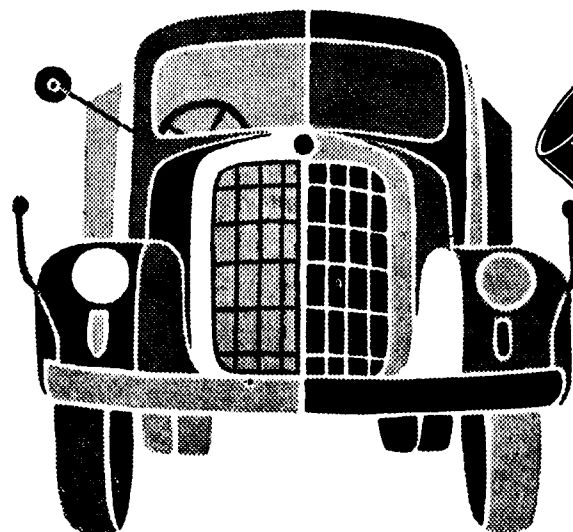
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editorial

TIME HEALS MANY WOUNDS

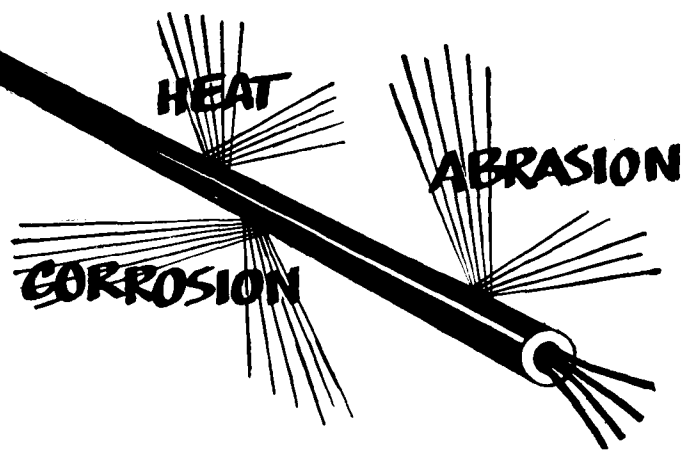
It was not long ago that dealers of automobile parts in various parts of the country rightly saw in the emergence of the State Trading Corporation a threat to the continuance of their business, which some of them had been carrying on for ages. Most traders, and a big slice of India's population still consider the S. T. C. as the fifth wheel to the coach.

But as time went on, things were gradually changing and we are now glad to find the president of the Madras Motor Parts Dealers' Association telling the general body of members, "we have to reconcile ourselves to the fact that the State Trading Corporation...will continue to remain and there is no hope of our trying to get rid of it". This, no doubt, is the most businesslike view of the situation. It may compromise with principles, but it definitely is the best that the dealers can do "under the circumstances". The association president Mr. Krishnamurthi has gone further and stated that, "as shrewd business people we have to extend our co-operation to this body and make it function complementary to us." This friendly approach has already yielded some results, and licences are now being channelised through the S. T. C. for the benefit of the members of the Parts Dealers' Association.

This S. T. C. bait, if we may again quote the association president, has already resulted in a large number of applications for membership of the association. It is therefore a good thing that the general body has, appropriate to the title of the association, restricted future membership to Madras State dealers only.

But we wonder if this can continue as a long term arrangement, because it introduces one more middleman, the S. T. C. who has to live at the ultimate cost of the consumer. If the S. T. C.'s existence in any way helps reduce scarcity conditions of imported items, to that extent it may be deemed good. But under normal conditions, when the scarcity situation improves, as we all hope it will sooner or later, the place for the S. T. C. in the Indian business sphere will not exist, unless the country turns more and more towards the left in the meanwhile.

We welcome the current situation for one thing, and that is, the prospects of the already popular association getting a stream of new members from the trade in Madras State. Increased membership may, in the long run, give the association greater authority to speak on behalf of the business community and entitle it to take a firm stand on matters affecting their interests.



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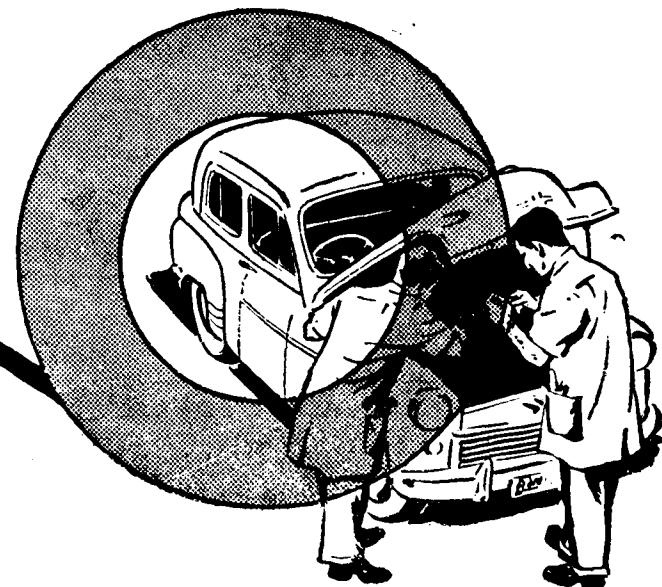
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M22. PAE. 426

CUTTING DOWN CAR NOISES TO A MERE "WHISPER"

By Laurence H. Cade, formerly Motoring
Correspondent of "The Star", London

(Exclusive to Motorindia)

One of the essential qualities of a motor-car is that it shall be as silent as mechanical efficiency permits. This applies to what might be termed extraneous causes, such as wind and tyre noises, as well as those inherent in the working parts.

This quality is expected in expensive cars, but is not generally demanded of light cars mass-produced for economy markets. British makers of light cars, however, carry out considerable research to eliminate avoidable noises.

"Free Field" Tests

At Lindley, near Nuneaton, Warwickshire, England the Motor Industry Research Association, which has 600 member companies, undertakes continuous investigations into causes of noise. Among the devices used is a special indoor chamber big enough to contain a vehicle in what are known as "free field" conditions, that is, absence of sound reflection.

A roller, with a granite chip surface in the floor of the room can be used to drive any road wheel of a stationary vehicle and permit measurements to be made under carefully controlled and varied conditions. As a result of readings obtained, any unit causing excessive noise can be identified and any part of the body design that creates air whistle can be localised.

There is also the wind tunnel used primarily for perfecting streamlining and reducing wind resistance, with which noise is largely associated.

The classic evidence on the importance of air pressure was provided by the late John Cobb's world record car. Its designer, Mr. Reid Railton, was at the Bonneville Salt Flats in the United States of America when Cobb was trying for the record.

After the first run, accomplished at more than 300 miles (485 kilometres) an hour, Mr. Railton said to a bystander, "I would like to walk over to the car and see if there are any dents in the back." He did so and discovered two dents rather like nostrils, in the rear panel.

It pleased him immensely, for it confirmed his streamlining, which made a "pusher" of the air current passing over the top of the car and entering the vacuum behind it.

Eliminating Squeaks

The M. I. R. A. experiments at Lindley also deal with tyre noises and panel damping materials. In some countries, there are regulations which legislate against excessive noise from the exhaust systems, and the Association, after thorough testing, issues certificates and test-reports to comply with those regulations.

But in general, research is aimed

at reducing noise far below what any laws would call for, to keep passengers happy.

Most manufacturers have their own methods of testing for excessive noise and sometimes this calls for the complete re-designing of such units as engines, gearboxes and transmission systems. The tyre manufacturers, too, modify thread designs to eliminate noise from otherwise satisfactory tyres.

Recent research deals with noises caused by drivers' neglect, as for example, squeaks in the suspension systems. An effective remedy, becoming increasingly employed, is sealed lubrication points, which render the frequent manual lubrication unnecessary. Indeed, the "self lubricating" chassis may become standard on all British cars.

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Auto Engineers Foresee Glued Trucks, Engines With Two Moving Parts, Rust-Proof Bodies

The first International Congress and Exposition of the Society of Automotive Engineers which ended in Detroit, Michigan, on January 13, 1961, after a week-long exchange of ideas by engineers from nine countries, presented a series of exhibits of transportation vehicles of the future that had the public wide-eyed with amazement.

The public exhibits, ranging from a car that rides on a cushion of air, to an amphibious truck that is glued together, covered 200,000 square feet of Detroit's new Cobo Hall—the largest SAE exhibit ever laid out.

While the more serious work came in some 180 technical papers delivered in the five day meeting, the examples of things to come were of more interest to the thousands who visited the exposition.

Most fascinating

Most fascinating to the visitors were the showings of a 100-horse-power engine with only two moving parts which was designed by the

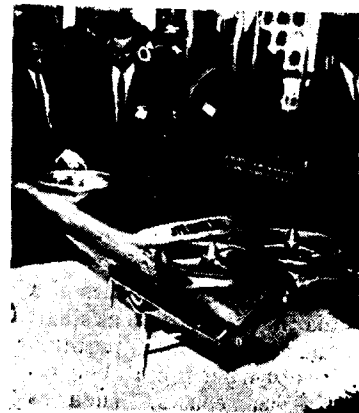
German engineer Dr. Walter G. Froede. It is under experimental development by the Curtiss Wright Corporation.

One-third the weight and size of conventional engines, the power-plant has been road-tested in motor-cars for 100,000 miles in Germany. In its present stage of development it does not save appreciably on fuel but would be much cheaper to produce and maintain because of its simplicity.

In the engine the pistons and valves are replaced by a rotor, shaped like a triangle with rounded points. The rotor turns in a circular housing, the three triangles forming the area for the combustion.

Electric cars powered by cells

The possibility of eventual return to the electric motorcar was pointed up in discussions on the fuel cell. The cell consists of an electrochemical battery capable of discharging for an extended period. Although



Some 15,000 automotive engineers from the United States and a number of other countries attended the recent First International Congress and Exposition of Automotive Engineering, held in Cobo Hall in Detroit, Michigan. The Exposition, occupying 200,000 square feet on one floor, provided a graphic display of the materials, parts, components, and tools that the engineers discussed and analysed in the nearly 180 papers presented at the meeting.

Here industrial designer Richard Tagami and designer Stanley Mikolajczak of General Motors Corporation, examine a model of a Volanté aero car, powered by three rotors which give both lift and thrust.

the cells are still about five years away from perfection, an official of an electric storage battery firm predicted that eventually an electric car, powered by cells, would be cheaper, quieter, and simpler to operate than present-day petrol-powered cars.

The engineers were told that progress in rust-proofing auto bodies is moving so rapidly that before long the auto industry may have a corrosion-proof body. This will come with the use of high-strength low-alloy steels.

An official of the Pontiac Division of the General Motors Corporation predicted that the four-cylinder engine will become available in more American motorcars. Pontiac is the only major American manufacturer using a four-cylinder engine.

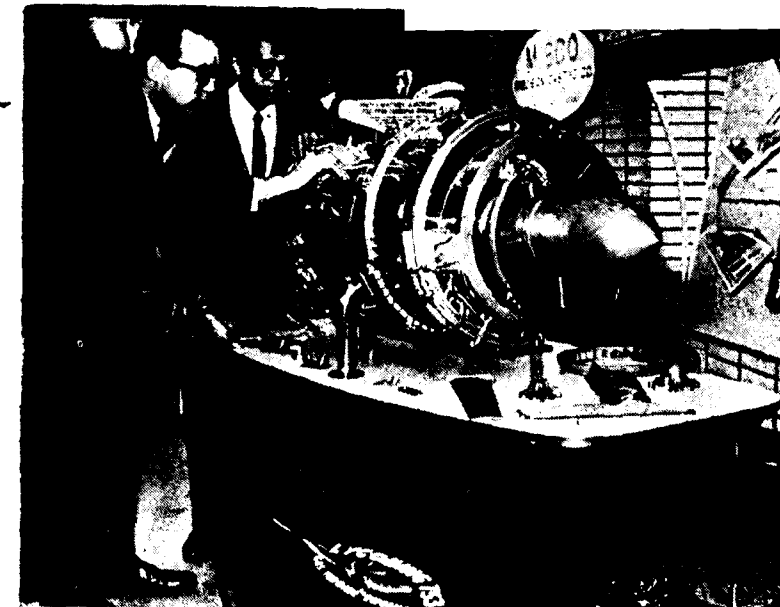
Jean L. Bourgois, a 63-year-old engineer from France, said a combine of eighteen French manufacturers had solved most of the problems involved in monorail operation. A two-mile test track, at Orleans, some sixty miles from Paris, has shown that a monorail running on rubber tyres eliminates the big complaint of noise. He said it can be built for four to five mil-

lion dollars (Rs. 1.9-2.3 crores) a mile, compared to twenty million for conventional underground lines.

Engineers were shown another system by which cars are driven out to a special train-like conveyance and moved at speeds up to two hundred miles an hour over a series of rubber rollers, each powered by electric motors. Cars would be moved sideways on and off the conveyance automatically at regular stops. A special lounge would be available for the car passengers. The system is proposed as a possible future link between major cities.

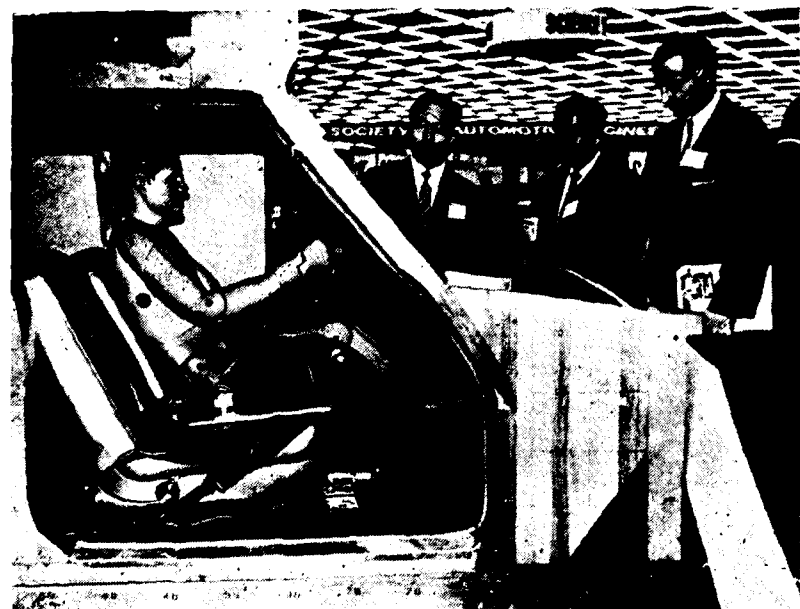
Ships skimming above water

A project engineer for Booz-Allen Applied Research Inc., said that within twenty years Atlantic crossings at speeds up to hundred and fifty miles an hour will be made by ships skimming a few feet above the water, riding on a cushion of air. The British this year will complete such a vehicle, which will carry a 3,000-pound payload at eight miles an hour across the English Channel.



Engineer Rex Eberly of Detroit and Yesh Telang from Bombay, India, examine a Lycoming T53 gas turbine engine. Mr. Telang is a member of the senior scientific engineering staff of the Ford Motor Company, Dearborn, Michigan.

The principle of using a cushion of air is not new, but research is only about three years old. The machines operate by trapping air under the vehicle through a series of air streams around the bottom. Called Ground Effect Machines, their versatility includes the ability to travel over both ground and water.



E. Kurihara and J. Takii of the NKK Spring Company, Tokyo, Japan, and Douglas Smith of the Continental Aviation Engine Corporation, Detroit, view a weight distribution measuring device installed in a mock-up auto body. This apparatus is used to measure a person's weight distribution at 100 locations on experimental seats. These measurements are then used to help engineers design safety and comfort into motorcar and lorry seats.

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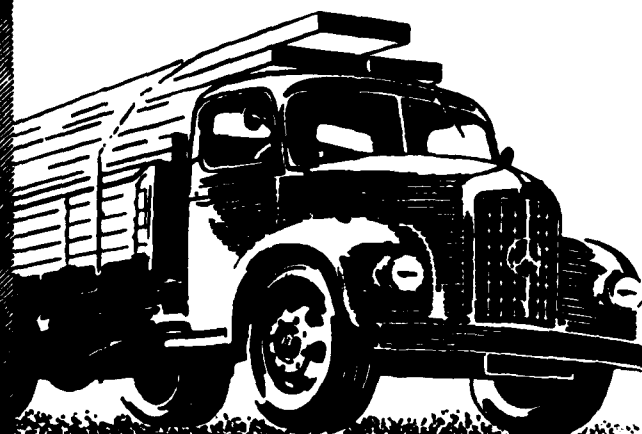
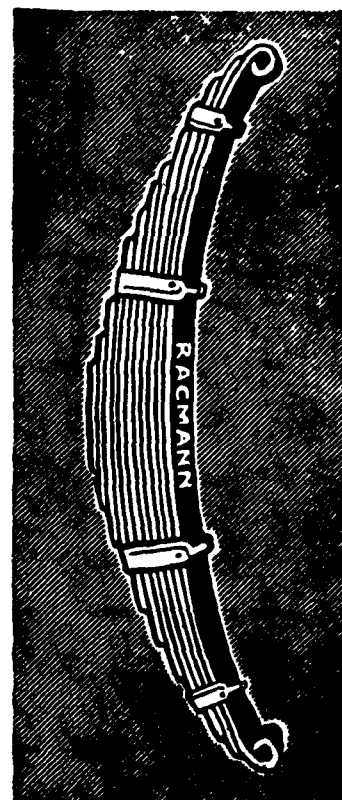
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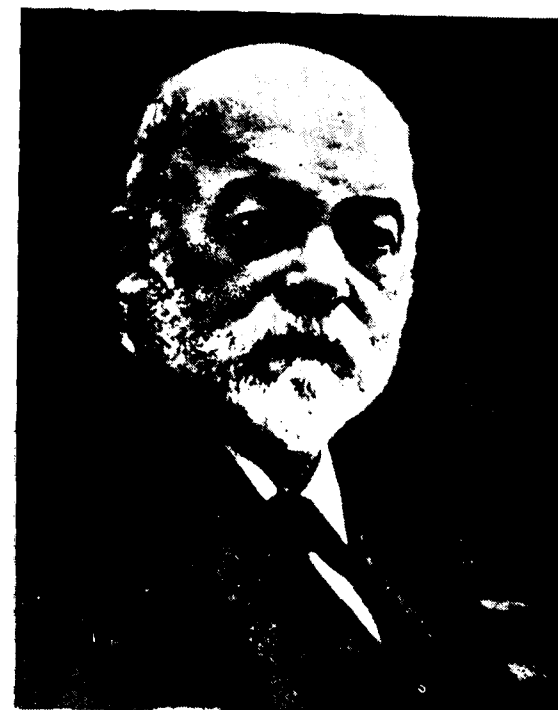
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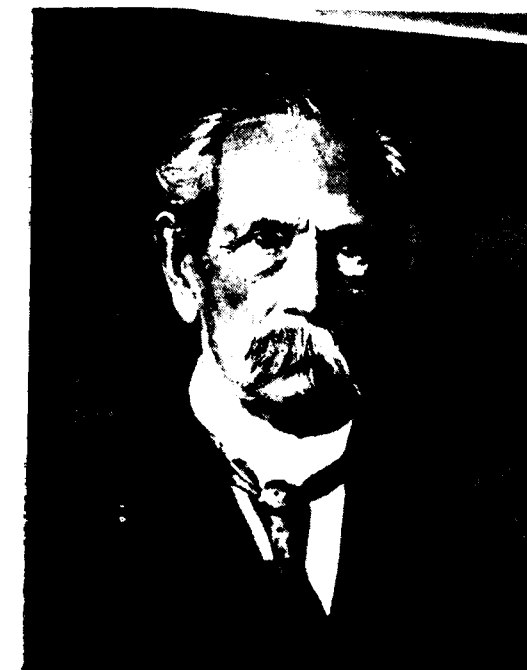
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On the 3rd of July 1886, 75 years ago, a memorable event occurred in the annals of the automobile, which was chronicled by the "Neue Badische Landeszeitung" as follows: "A velocipede to be driven by means of ligroin gas, the said vehicle having been designed in the Rheinische Gasmotoren-fabrik of Benz & Cie., and regarding which we have already reported in this place, namely on the 4th of June, was tested this morning on the Ringstrasse. We understand that the results of the test were satisfactory". This event, the appearance before the public of the first Benz automobile, has been taken

by the Daimler-Benz Company as the starting point of a Jubilee Commemoration, which likewise includes the work of Daimler, because it was also in the year 1886 that the first Daimler motor car, propelled by the epoch-making high-speed engine, made its first outing.

While Karl Benz had concentrated from the beginning on the unity of engine and chassis, and his work must therefore be regarded as the systematic beginning of automotive engineering, Daimler proceeded from the application of the high-speed engine to propulsion on land, on water, and in the air. Thus, in

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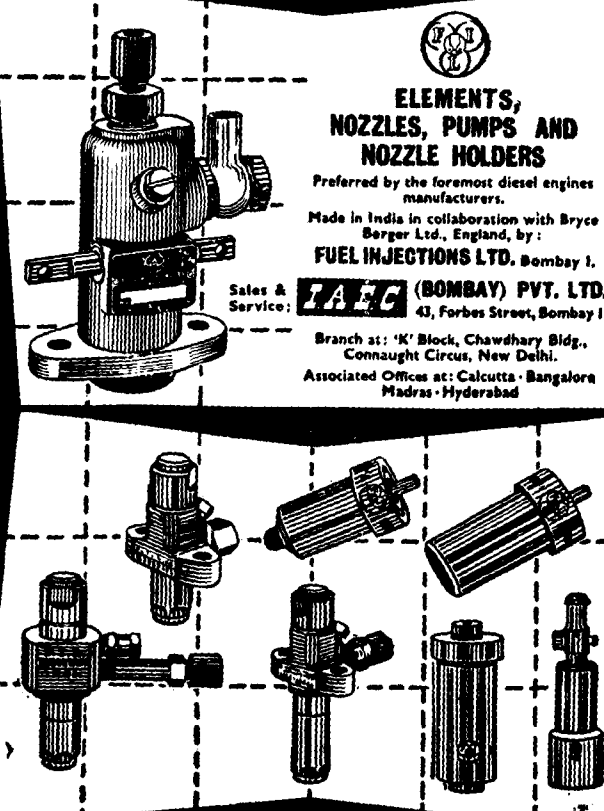
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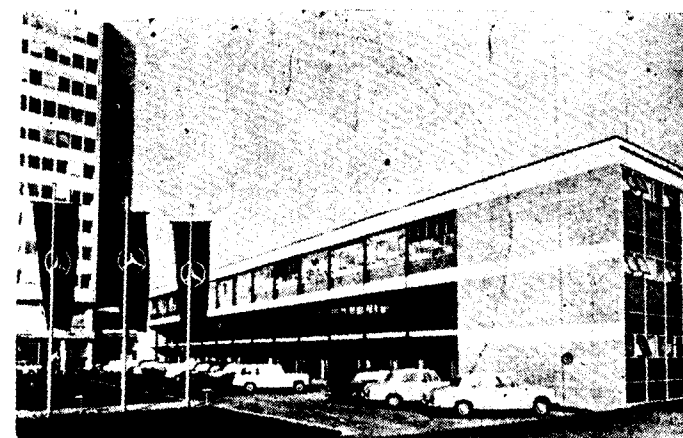
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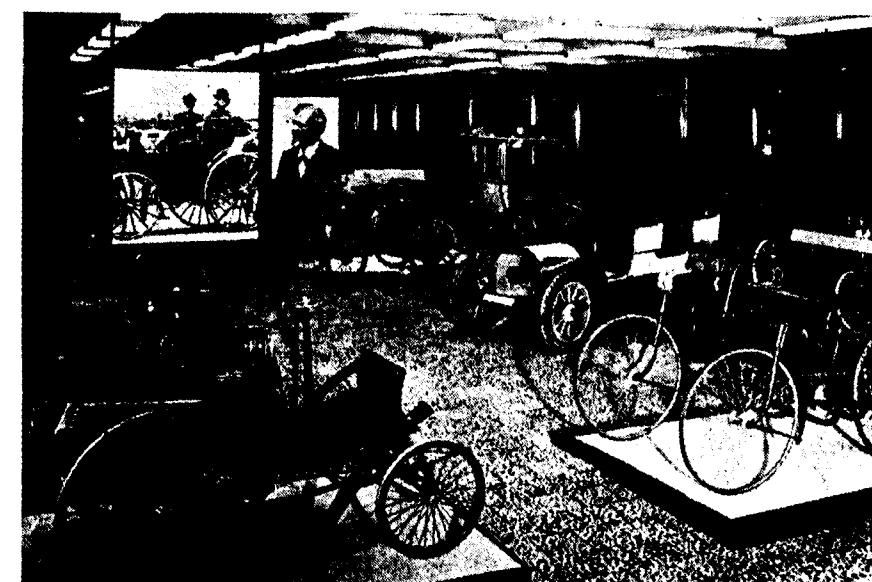


Daimler-Benz Museum in Stuttgart. (West Germany)

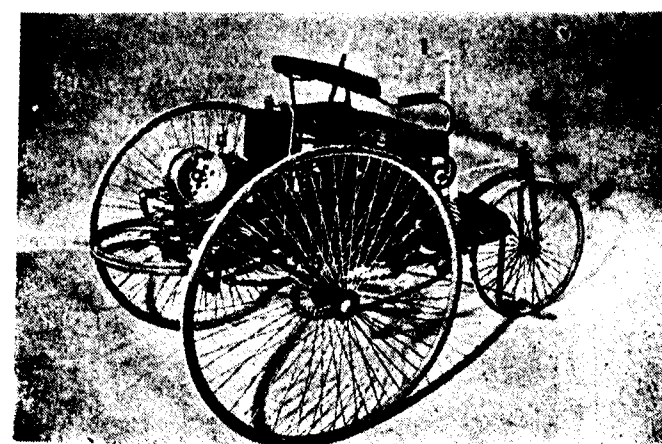
1885 appeared the first motor-cycle with the Daimler engine, in 1886 a ship propelled by his motor. In 1887/8 Daimler mounted his engine in a rail vehicle, in 1888 in an air-ship, and in the same year he used it for public transport vehicles. Thus a farflung range of applications of Daimler's invention had been established which extends to the present day.

The Benz Patent of 1886

On the 29th January 1886 Karl Benz was granted a German Patent No. 37 435 for a "vehicle with gas-engine propulsion." By gas engine Karl Benz understood an engine "the gas of which is generated from gasifying substances by means of an apparatus to be carried in the vehicle", in other words, a carburettor, so that in practice



Inside view of the Museum



Benz "Patent Motorwagen" 1886

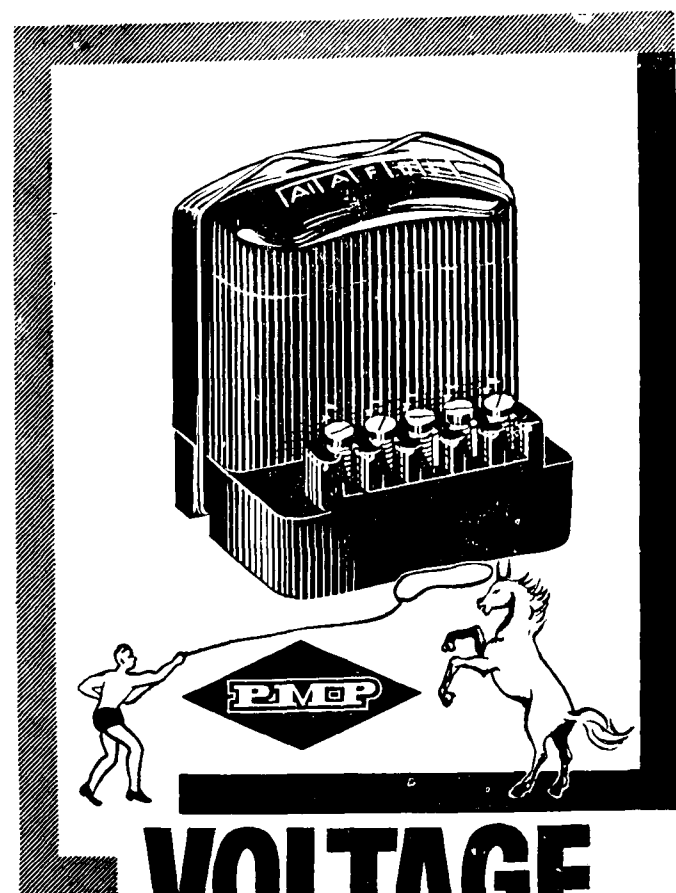
this means propulsion by gasoline engine.

Before taking out this patent Karl Benz had already shown considerable inventive talent in the field of the two-stroke engine. As early as 1877 he had begun experimenting and by the end of 1879 had already concluded the first successful tests which led to the construction of the original Benz two-stroke engine in 1881. This engine provided the basis for the foundation in 1882 of a company called the Gasmotorenfabrik Mannheim AG (Mannheim Gas-Engine Factory), with which however Benz severed connexion a short time later, in order to found on the 1st October 1883 the Benz & Cie. Rheinische Gasmotorenfabrik (Benz & Co., Rheinisch Gas-Engine Factory) which became the nucleus of the firm of Benz

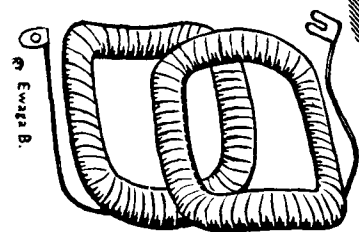
Two-stroke engine

With the industrial development of the two-stroke engine for stationary applications Karl Benz had attained his first great goal, after having struggled from 1871 onwards under great sacrifices to build up an enterprise of his own. The technical significance of the two-stroke engine he developed is revealed in the Patent granted to Karl Benz in 1882, which relates to a regulating device and which belongs to the pioneer achievements of regulating the flow of gas by throttle action.

Thus the construction of stationary two-stroke engines formed the foundation of the young undertaking and allowed Karl Benz to devote his full energies to the invention which he had set himself.



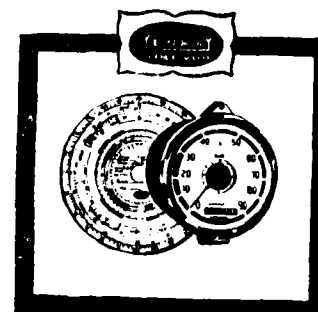
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experience obtained with two-stroke engines proved of great value for the development of the four-stroke engine, to which Karl Benz turned in 1884, after it had become apparent that it would be difficult to maintain the position of the famous Otto four-stroke engine against the actions claiming nullity which had been filed.

The first Benz motor-car

The first Benz motor-car built in accordance with the patent shows a striking constructional resemblance to the drawing accompanying the patent specification. In fact the car must have been approaching completion when the specification was drawn-up. A novel feature of the Benz patent was the synthesis of chassis and engine, which in all details shows integration of design. The engine was comparatively lightly built and had a maximum performance of about 3 HP at the then very high speed of 250 rpm. On the cylinder was mounted a vessel, holding a water supply and receiving the condensate which effected cooling and pre-

served the engine from overheating.

Horizontal flywheel

Although the original intention of Benz had been to build a four-wheeled car, he had to put this idea aside, owing to the difficulty of finding a convenient form of steering, and thus for his first motor-car he confined himself to designing a three-wheeled vehicle. As the engine ran at what was then considered a very high speed, Karl Benz had a certain amount of apprehension that the car might suffer from lack of stability when making close turns. This apprehension was sufficient to make him mount the flywheel horizontally at first. On the camshaft of the engine was mounted the driving pulley, from which, by means of a flat belt, a countershaft provided with a differential was driven. Off the counter-shaft the two wire-spoke rear wheels were driven by chains. The engine could be either coupled to the wheels or uncoupled by shifting the belt from a loose to a fixed pulley and vice-versa. A significant

feature was the use of electrical ignition, employing batteries and a buzzer device, and a spark plug with electrodes. Thus Benz also made an important contribution to the development of electrical ignition. It is true that with the batteries of the period it was necessary to replace the exhausted battery by a fully-charged one after about six miles, which was then considered to be fairly long drive.

Ignition was, in fact, a primary difficulty in those days and Karl Benz had called it "the problem of problems". With his ignition, Benz had taken a divergent path from the Daimler incandescent tube ignition which was fundamental for the creation of the high-speed engine. It is characteristic of the state of technology before the turn of the century that Benz made his own spark plugs, and with conspicuous success, and continued to develop them until Bosch made their manufacture a special field.

Earlier patents

Patent applications for motor cars had been filed before that of Karl



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Benz. There is, for example, the patent of Selden, which was applied for in 1879 and granted in 1895. However, this had no influence on development and on the contrary only served to place the entire automobile industry in America under an obligation to take out licences until Henry Ford succeeded in overthrowing the patent. There was also no lack of attempts to make a motor-car before Benz arrived on the scene, but success was denied to them. Of Benz it may be said that his patent provided the foundation stone for the development of the motor vehicle as we know it, while in the same period Gottlieb Daimler was creating his first motor vehicle on the basis of his high-speed engine.

The merger

In the course of time the conceptions of the two pioneers, which had been different originally, merged together. After a number of fundamental types of vehicle had been created, Daimler succeeded, together with his collaborator Wilhelm Maybach, in effecting the break-through to the high-performance engine and finally, in 1900, to the high-performance vehicle. The Mercedes type which was so created put automobile construction in 1901 on a new basis and became an example for automotive design generally.

First Truck

But it was not only in the field of the passenger car that

TATA-MERCEDES-BENZ

The programme for the progressive manufacture of Tata Mercedes-Benz Diesel trucks and buses in India was inaugurated in Oct. 1934. The original target considered by the company itself as somewhat ambitious was 3000 chassis a year but the project was so well received alike by the State transport organisations throughout the country and private operators that the company soon found itself obliged to double its output. M/s. Daimler-Benz are the world's oldest automobile manufacturers and pioneers in the development of Diesel engine.

decisive contributions were made. Just as significant was the development of the Daimler truck, the creation of the Maybach jet carburettor (which became the basis of carburettor design), the construction of the first engine-driven motor bus by Benz, the introduction of taxi vehicles by Daimler, the power unit for the Zeppelins and for aircraft, to name only the most important. About the turn of the century Daimler and Benz appeared before the public with brilliant racing performances, which then for many decades continued to

demonstrate the high standard of automotive engineering.

Provided stimulants abroad

The advancements made by Daimler and Benz were not only of great importance for the development of their own undertaking and

for the propagation of motorisation, they also provided the stimulus for the growth of motor engineering abroad. Early business connections between Daimler and French firms led to the use of the Daimler engine for developing the French automobile industry. Automotive engineering in the United States likewise received valuable impetus from the two German inventors. Their work found also great attention and interest in the British Isles: it was the Daimler patents and the inventors' name which formed the parent stock of the British Daimler Motor Company, founded in Coventry in 1896. In Italy, Austria and in present-day Czechoslovakia the roots of motor engineering also go back to the work of Daimler and Benz.

Amalgamated in 1926

It is to be regarded as a particularly happy circumstance that the firms founded by the two men were amalgamated in 1926 to form the Daimler-Benz Company. The work of Gottlieb Daimler and Karl Benz has grown far beyond their actual inventive and industrial activity, and in this lies one of the reasons for their historical importance.

The achievements spring from the creative urge of the human mind, and thus these two men have given shape to a development destined to serve the entire world and its sociological structure.

120 million vehicles

The review of the past 75 years is specially impressive when one realises that at the present time there are 120 million motor vehicles in existence. They have caused a fundamental change in human society, which leaves us with the obligation not to make false use of this technical accomplishment and to establish proper conditions for its future growth.

Museum opened

The new museum of the Daimler-Benz Co. opened its doors to the public on 24th February, 1961. Motorization, introduced and basically influenced

by the founders of the Daimler-Benz firm, Gottlieb Daimler and Karl Benz, 75 years ago, has had such an important and radical bearing on the modern world that it has become a necessary responsibility to gather the documents and objects which mark this development in a modern museum for the present and for future generations.

The collection of historic exhibits dates back to the days of Gottlieb Daimler and Karl Benz. Valuable objects from the early days of the automobile were unfortunately destroyed by the fire at the Cannstatt works in 1903, and thus the first Daimler test engine of 1883 and the first motor-cycle of 1885 were lost. However, they were reconstructed according to the original drafts. The collection slowly grew. The pieces were kept in closed rooms and only used for construction studies or patent investigations.

Upon the occasion of the 50-year anniversary of the Daimler-Benz firm in 1936, a limited number of the museum exhibits were put on display for the customers of the house. Shortage of space was the reason for the modesty of the exhibition.

The political events of 1945 caused heavy losses for the collection. Important exhibits, which had been stored in the most varied places in Germany for the duration of the war, did not return to Unter-urkheim. Thus even the Daimler-Benz Museum suffers from the division of Germany.

Following the reconstruction of the severely damaged plant, a new place was finally found for the museum, and the vehicles and en-

gines which had been returned to Stuttgart were once more arranged and made accessible to the public. At the same time the inventory was gradually increased. The ever growing number of visitors from home and abroad was a sign of the interest shown for this unique documentation of the early days of motorization. Encouraged by the ever increasing number of visitors, reaching between 60 000 and 80 000 a year, Daimler-Benz decided to erect a new and worthy home for this valuable collection.

The new museum is three stories high and the show-rooms cover an area of 37,600 sq. ft. On the ground floor there is a special hall for the latest models currently in production. The other part of the ground floor contains the pioneer work done by Daimler and Benz, beginning with the fundamental engines and vehicles. The documentary series of the room continues with the development of the high-speed Diesel engine for trucks and cars.

The exhibits

The first upper floor gives a survey of Mercedes-Benz vehicles and chassis. Engines for boats and rail vehicles as well as airplane engines demonstrate the important contribution which the firm has made in this field and show just how Gottlieb Daimler's universal conceptions of the high-speed engine on the land, on the water and in the air have been realized.

The upper floor is reserved for racing history. It contains representative cars of six decades of racing, richly laureled with victories. Gathered together in a phenomenal show are the veterans of the international racing tracks, the formula racing cars, sports cars and the competition cars.

The technical exhibits are supplemented by voluminous documentation, illustrations and explanations.

A works' guide service is available for the visitors. Explanations of the exhibits are given in all languages. In the past years 60 000 to 80 000 visitors have been regis-

tered annually, and half of them were from abroad.

Racing history

The racing history of the house, in which the top performance of Daimler-Benz products is recognized, includes six decades. It begins with the victory of Daimler engines in a dependability race from Paris to Rouen in 1894 and ends with the victory of the 300 SLR in 1955. Three great racing epochs lie between these two dates. The beginning was made by the classical racing epoch with its climax in 1914; then came the compressor epoch with the "S" to the "SSK1" sports cars, the 750 kg formula car, the 3 liter compressor car and the single victory of the 1.5 liter sports car. The third racing epoch revolves around the 300 SL, the 2.5 liter formula car and the 300 SLR. There are 2 000 victories in the Mercedes-Benz racing and sports car history. More than 200 drivers of world renown have achieved these victories and are consequently eternally linked to the racing history of the Daimler-Benz firm. Reliefs of the Nizza-Monte Carlo stretch, the Semmering stretch and that of the Nurburg-Ring awaken memories of famous racing events.

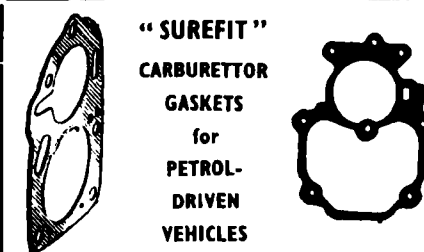
Thus these two men whose theoretical and above all whose practical work and first experience was fused together by the creation of the Daimler-Benz AG in 1926, may be truly termed pioneers of automotive industry.



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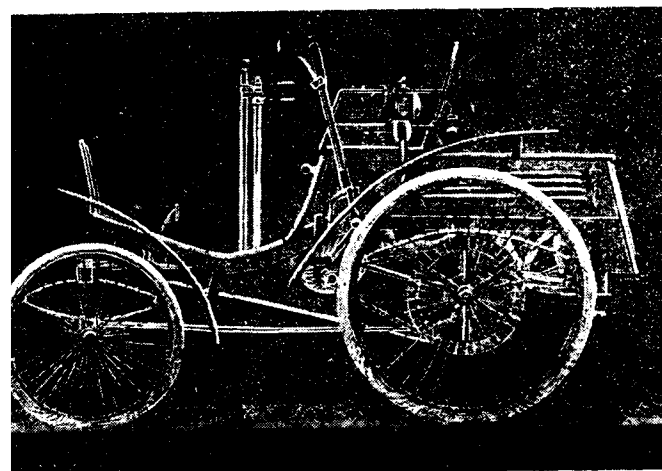
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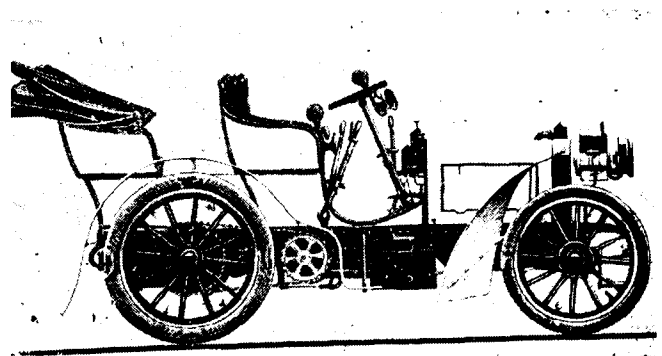
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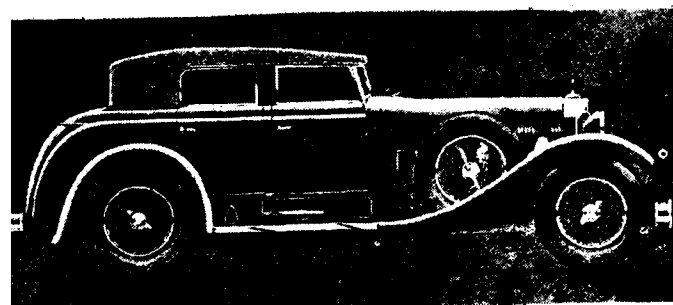
MERCEDES - BENZ 'FAMILY'



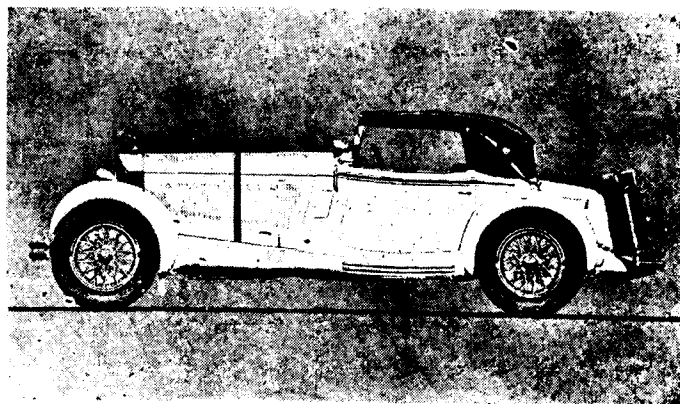
BENZ "VELO" 1894



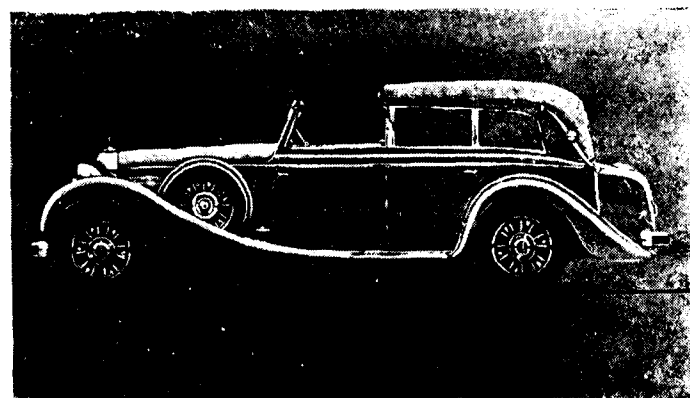
"MERCEDES" 1902



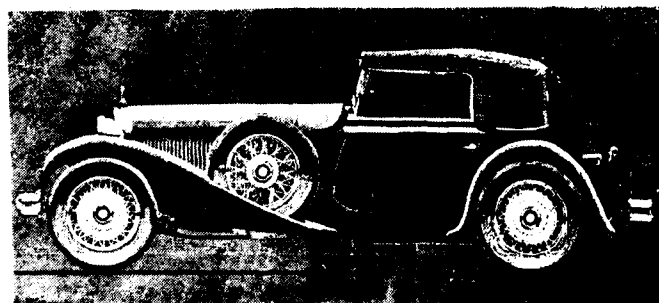
MERCEDES-BENZ TYPE "K" 1927



MERCEDES-BENZ, Kompressor-Sports Wagon 1928



MERCEDES-BENZ, Mannheim Sport 370 S 1930



"GROSSER MERCEDES"

LEAF SPRINGS WITH I. S. I. QUALITY MARK

MURARKAS SPRING A WELCOME SURPRISE

Laminated Leaf Spring Plant Inaugurated

A welcome addition to the auto ancillary industries is the Laminated Leaf Spring Plant started by Murarka's Engineering Works in New Delhi. This was inaugurated by Mr. Manubhai Shah, Union Minister of Industries on August 1.

The idea of establishing a spring factory in India was conceived by Mr. R. G. Murarka after his visit to the continent and U.S.A. Murarka applied for an Industrial licence in 1957 which was granted in 1958 for the manufacture of Laminated Leaf Springs for Railways and Automobiles with an annual capacity of 2,400 tons.

Mr. Manubhai Shah welcoming the new enterprise said that there was a large scope for industries manufacturing automobile parts, particularly the laminated leaf springs. As against the annual indigenous production of 10,000 tons, India needed at least 25,000 tons of springs, he said.

Mr. Shah while inaugurating the plant said that industrialists should gradually give up the practice of seeking assistance from foreign technologists in running their concerns. He said he was sure that if given opportunities Indian technicians and scientists could deliver the goods.

He advised the industrialists to

presided said he was keen to see that the articles manufactured at the plant were up to the standard.

The Murarkas

Murarkas are a well known name in commercial circles. They hail from Rajasthan. In the beginning of the century the family settled down in Amritsar and started textile business.

Their association with industry began in 1930 with the establishment of an oil mill and then a sugar refinery. They started a number of hardware and mill store industries during the war years. They acquired a number of plots in the Industrial area which was then being developed on Najaf Garh Road in New Delhi.



Mr. Manubhai Shah delivering the speech.

lay emphasis on setting up ancillary industries to feed bigger industries.

Welcoming the Minister Dr. L. C. Verma, Director of the Indian Standard Institution who

Fascinated by auto lines

Industries associated with automobiles fascinated Shri Ramgopal Murarka and he made a special study of springs of all sorts for suspension and industrial application. Leaf and coil springs are important accessories in the manufacture of vehicles of every description.



Mr. Manubhai Shah was garlanded by R. G. Murarka.

Having decided to start laminated leaf spring manufacture they submitted to the Government of India a scheme for the manufacture of leaf springs and an industrial licence for their manufacture with a capacity of 2400 tons was granted to them in 1958.

German plant

Spring manufacturing industry is a specialist line. Their plants and equipment vary from country to country and as such are not available as a packaged unit. Shri Rameshwar Das Murarka undertook to visit in 1959 a number of spring plants in Japan, U. S. A., England and Germany and selected a modern and versatile plant for installation in India.

When the plant was ready in Germany in 1960 one of the partners Shri. Brijmohan Murarka was sent to Germany and other countries in Europe to inspect it, make spot studies of the manufacture and obtain works training. He spent nearly 3 months and made himself thoroughly familiar with the production of leaf springs.

Two other young partners Shri

August 1961

6

21



Mr. Manubhai Shah pressing the button and thus declaring the opening of the most modern Leaf Plant.

Om Prakash Murarka and Shri Rattan Chand Murarka are energetic and experienced members of the family team actively associated with the new enterprise. Shri Rattan Chand Agarwal is a foreign trained technologist and has a varied industrial experience.

Favourable location

The works are favourably located in the Industrial area of New Delhi and occupy a plot of nearly 3 acres with all necessary services and communication facilities. The present covered area of the buildings is about 20000 sq. ft. and further extension is in progress for housing other industrial sections and providing room for future extension of the spring plant.

Quality conscious

Murarkas are conscious of the need to manufacture according to quality standards. They realize the serious risk the vehicle undergoes if the spring fails prematurely endangering life and property. Care has been taken to install all necessary testing equipment for toughness and load capacity and introduce for the first time in Northern India Shot Peening process for treating the leaf springs. They are the first spring manufacturers to adopt the Indian Standard specifications as

prescribed by the Indian Standard Institution. Technical officers of the institution were invited to carry out inspection of material and process and to take all required tests of the springs to insure their conformity with the specification.

Steel forging

Murarkas steel forging section is fast coming up and is already busy serving transport and other industries. Another section is devoted to the manufacture of ancillary viz : coach bolts, nuts, pins, shackles etc.

Under advanced stage of planning and execution are their industrial chains, machine knives, and coil spring divisions which will very shortly be established in the service of the Indian industries.

Welcome Address

Urging the need of more production of ancillary products to meet the ever increasing demand, Mr. R. D. Murarka said, "Among the many items comprising the ancillary industries having a production rate of Rs. 6 crores per annum, the leaf springs take nearly one-third share with a production of about Rs. 1.25 crores per year for automobiles and another Rs. 75 lacs for railway wagons, thus making a

total of Rs. 2 crores. The demand is expected to increase to about 6 crores per annum when the targets for vehicle production are reached.

The idea of establishing a spring factory in India was conceived by Shri R. C. Murarka after his visit to the continent and U.S.A. He had the opportunity to observe the great role played by the automobiles in transporting men and goods in economically advanced countries. The industrial revolution in our country helped him to visualise a prosperous future for industries connected with the manufacturing and maintenance of vehicles. With this background Murarkas applied for an industrial licence in 1957 which was granted in 1958 for the manufacture of Laminated Leaf Springs for railways and automobiles with an annual capacity of 2,400 tons. Negotiations, were started with manufacturers in Japan, England, Germany and U.S.A. but the specifications, performances and prices were at such a great variance and the offers so incomplete and conflicting that it became necessary to make spot study of the manufacturing practices obtaining in different countries; prepare our own specification and place order for the plant required. I accordingly visited Japan, United States, England and Germany and after seeing a number of Spring

Factories placed the order for the plant in Germany, which for a capacity of nearly 200 tons per month is the most modern available. It is equipped with all necessary controls and instruments for quality and performance tests etc; a necessity on which the Tariff Commission in their enquiry on Leaf Springs laid so much stress.

Leaf Springs are an established and economical means of providing suspension for vehicles, but during the recent years with the increase in their load capacity and higher operational speeds, new modes of suspension particularly the coil springs are being developed in U.S.A. and Europe. Many spring makers are already making leafs as well as coil springs. Their use in Railways, Automobiles, Autocycles, Scooters is increasing at a fast rate in India also. We have taken care that whenever possible the machines which are commonly employed for Leaf Springs as well as coil springs were ordered as to be adaptable to the manufacture of both types of springs. It will be possible for us to manufacture coil springs with probably half the number of the machines that would be necessary if the plant were exclusively plan-

ned for coil springs. We have, therefore, an application to the Development Wing for an Industrial Licence so that this important item can be taken up for manufacture in the second phase of our manufacturing programme. We trust the Government will favourably consider our request so that an important item of accessory for vehicles becomes available to Railways, Automobiles, Auto-Cycles and Machinery makers for their requirements.

The building construction for the Spring Factory was started last year and has been completed along with the erection of the plant. Wherever possible suitable machines of Indian manufacture have been given preference. Imported alloy steel for the manufacture of Leaf Springs have been received and we are now ready to go into production. We submitted an application to the Indian Standards Institution informing them we are ready to adopt and conform to their standards of quality and specifications in the manufacture of Leaf Springs and requested them to inspect our plant, carry out necessary tests so that the Leaf Springs manufactured would be in accordance with their standards.

The Indian Standards Institution deputed their technical officers for inspection and tests and we are glad to say that the equipment and tests have been found satisfactory by them and they have agreed to issue a licence to enable us to mark the goods with their I.S.I. quality mark.

We are granted an Industrial Licence for the manufacture of Steel Forgings with a capacity of 600 tons per year. A beginning has already been made in light forging items but regular production will start when import licence for heavy forging items for heavy forging equipment is granted and the plant is installed.

Another line which is being developed is the manufacture of industrial chains for which an application for industrial licence is already pending with the Development Wing since April, 1960. A few sample pieces of the items which we have fabricated are displayed here for your inspection,

SOME SALIENT FEATURES

Murarka's most modern German Plant for leaf springs went into production on Aug. 1.

Each Spring Leaf bears ISI mark that guarantees quality. Springs manufactured according to exact ISI standard specifications.

Even at the start the following distributors have been appointed:

Delhi - U. P. & Madhya Pradesh:—M/s. Springs Sales Corporation, 1 - E Kamlia Nagar, Delhi.

Punjab, Himachal Pradesh:—M/s. Arora Trading Co., 3266, Pipal Mahadev, House Kazi, Delhi.

Rajasthan:—M/s. S. A. R. A. N. Motors, Janpath, New Delhi.

Gujarat (inclusive) Katch & Saurashtra and Kerala:—M/s. Automobile Industrial Corporation 3, Modi Chambers, French Bridge, Bombay.

We have every hope that the projects planned by us will take shape as expeditiously as possible and many of the items which are being imported will be manufactured here and valuable foreign exchange will be saved.

The question of export is constantly in our view. In making Leaf Springs imported alloy steel is a substantial factor in cost and our capacity to compete is extremely limited. However, we do hope to cater to the requirements of our neighbouring countries if transport cost does not prove prohibitive. At the same time, I trust the Government will give urgent consideration to the manufacture of required alloy steel in India and save crores of rupees in foreign exchange.



R. D. Murarka, Senior Partner in his welcome speech on the opening of the factory (L to R) N. L. Poddar, Fatechand Murarka, Dr. Lal C. Verman, Mr. Manubhai Shah & R. D. Murarka.



Motorindia Venkatraman complimenting Shri Murarka on his great achievement while our Delhi Representative Jagadish Gupta is enjoying the conversation.

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The Tamilnad Motor Parts Dealers' Association

The Executive Committee meeting of the Tamilnad Motor Parts Dealers' Association, Madurai was held recently, Mr. Kannayiram presiding.

6. M/s. Lakshmi Automobiles,
Cuddalore.

7. M/s. Royal Agencies,
Cuddalore.

New Members

The following newly enrolled members were approved as members of the Tamilnad Motor Parts Dealers' Association, Madurai.

1. M/s. Apex Brothers Limited,
Calcutta.
2. M/s. Indian Auto Stores,
Madurai.
3. M/s. Appu & Brothers,
Madurai.
4. M/s. United Auto Stores,
Madurai.
5. M/s. Sudarsan Auto Stores,
Madurai.
6. M/s. Khader Mohideen,
Madurai.

Fuel Injection Pump Parts

The Association is getting an import licence for Fuel Injection pump parts from Yugoslavia worth Rs. 26,835/-. The committee has decided that the imported parts should be equally distributed to members who have paid their annual subscription for the year 1961-62 before 15th July 1961.

Journal for members

Mr. K. C. Francis, Honorary Secretary in his circular to members has stated that, all the members of the Association will be receiving the *Motorindia* English Edition free of cost for which the Association will be bearing the full cost.

Flood Relief

The committee resolved to donate 101 dhoties and 61 sarees amounting not more than Rs. 600/- to the flood victims of Tanjore District.

Secretary's report

Mr. R. M. A. R. Ramanathan Chettiar while presenting the third annual report for 1960-61 stated that the Association is very much alive and active and is carrying on the usual good work.

Following is a review of the Working of the Association :-

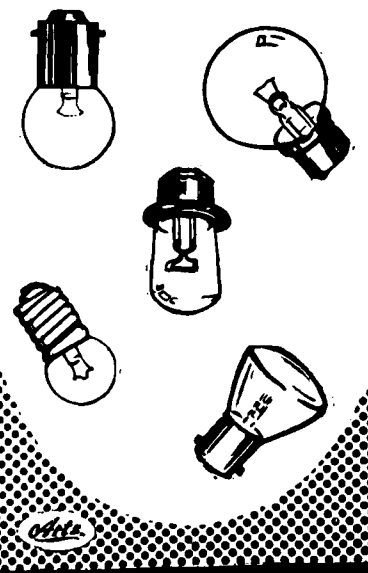
As on 31st March, 1960 there were 68 members in all. Out of this 31 were local and 37 were mofussil members. Upto 31st March, 1961 there were 43 local members and 40 mofussil members on the rolls totalling in all 83 members. This figure of 83 members was exclusive of the resignations of the 3 branches of M/s T. V. Sundram Iyengar & Sons at Tirunelveli, Pudukottai and Salem accepted by the Association.

There was one extra-ordinary.

August 1961

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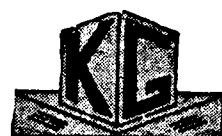
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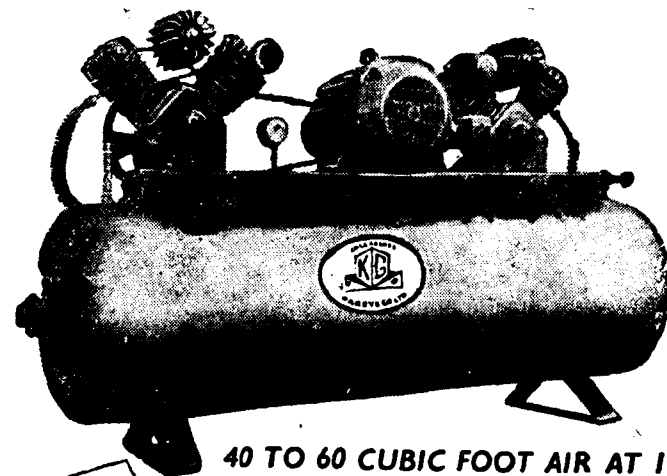
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AS-8.8.11

general body Meeting on 15-5-'60 to elect a new President due to the resignation of Mr. R. Ramachandran. Mr. N. Kannayiram of M/s K. Nataraja Pillai and Company, Madurai was unanimously elected as President.

The working committee met 8 times during the year and the attendance was good. All matters pertaining to the Association were discussed and all decisions were unanimous.

Social activities

(a) In this period picnic trips were organised to Thekkadi, Alagar-koil and Kanyakumari. Due to unavoidable circumstances in the Cape Comorin trip the deficit of Rs. 600/- on the conveyance side had to be met from the Association funds, which was sanctioned by the executive committee but this has not been drawn from the reserve funds. The Association funds have been increased by about Rs. 5000/- not only by the usual subscriptions and donation contributions but a large sum of Rs. 6110/- has been added by the publication of the special Souvenir.

Zonal conference

The Association was represented in the Zonal Conference of Chambers of Commerce. Mr. T. Ramaswamy Pillai, Vice-president represented the Association in the Reception Committee and Mr. R.M. A. R.M. Ramanathan Chettiar and Mr. K. S. Poochi as delegates to the conference.

The conference discussed all the common aspects pertaining to all trades expressing the difficulties the merchants are put to by the Government and resolutions were passed requesting the Government to make necessary amendments. The Five Year Plan allotments to the South were also discussed on the industrial and agricultural side and more allocations have been made to the South after the conference activities.

Import licences

The Association received Import Licence for the import of wheel discs from Yugoslavia for Rs. 30450/- and had decided to give equal distribution. Unfortunately there were no wheel discs

available for import from Yugoslavia. The Association had applied to the State Trading Corporation to change the licence to import of motor spare parts or cylinder heads. But even with all the recommendation from the State Trading Corporation to effect such a change, the Chief Controller of Imports, Government of India had refused to grant such a change and licence has been cancelled and the Association had returned the licence to the State Trading Corporation. However they have assured us to issue the licence in this period if possible by a fresh licence for imports of Fuel Injection parts.

Association Fee collection

Reference should also be made to the touchy subject of collecting

Rs. 5/- from the representatives of non-member Firms. This had always been a problem and this rule had been more honoured in the breach than in the observance; even representatives themselves complain that some of the members do not ask for this fee.

Motorindia

The Association had recognized *Motorindia* as official organ and thank them for the support they have been giving to the Association throughout this year. The Association was able to get *Motorindia* at a concession rate and further the Association has met 50% of the cost. It is expected that the financial position will permit the full cost met by the Association and supply free of cost to all members.

DAWN OF NEW ERA IN AUTOWORLD

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Recent Weddings

RAMAKRISHNAN with SAROJA



The bride and the bridegroom.

LAKSHMINARAYANAN with LAKSHMI



The marriage of Sow. Lakshmi, daughter of Sri K. M. Muthukrishna Iyer, proprietor, Madurai Auto Stores, Madurai, with Chi. M. Lakshminarayanan, B.A., B.L., son of Nattanmai Sri Mani Iyer of Periakulam was celebrated at Madurai on 5th June 1961.

Shri V. Kunjitapadam, popularly known as "Kunju" in the automotive circles and friends for nearly quarter of a century now celebrated recently the marriage of his son Sri K. Ramakrishnan with Saroja at Chidambaram.

Kunju's is an auto-nobile family and Devi, Thyagarajan, the bridegroom Ramakrishnan (Simpsons) and his brother are all in the auto line. No wonder, then, that the entire automobile community turned up at this marriage and later at the reception at Lloyd's Road.



Oonjal, or the swing is one of the many important events of the complicated procedure of a Hindu Brahmin wedding and here you see the couple swing to traditional music.



The bridegroom drives in the welcome procession at Chidambaram on marriage eve.

Madras State Lorry Owners' Association

- ★ The Madras State Lorry Owners' Association in a communication to the Commissioner of Police pleaded for increase in the number of auto-rickshaws and not cut it down.
- ★ Regarding the increase of taxis it has suggested that the authorities should allow the models of 1950 and onwards to be put on the road and fitness certificates should be issued once in six months.

A Case for Retention and Increase of Auto-Rickshaws

It has been pointed out by the association that by eliminating the auto-rickshaws from the roads the Government will be creating a monopoly of transport for taxis, big and small. It would be better for the Government to increase the

number of auto-rickshaws to 400 in order to have healthy competition in the field of transport. The noise of which it is being complained of could be set right by proper service of engines and by keeping the silencer in order.

More Baby Taxis

The association has suggested that to relieve the short supply of motor cars of smaller make the Government can remove the "model" restriction and allow operators to put models of 1950 and above on the road to be run as baby taxis. By this relaxation it is pointed out that even one owner can put more number of vehicles on the road. Thousands of taxis are running in Bombay and Calcutta wherein most of them are 1950 models and above only and Madras city can very well follow this example.

Minimum charge for a taxi should be fixed as 50 nP and not

more. Suggesting this the association says that the increase in the mileage rate to 50 nP would to certain extent alleviate the suffering of the owners.

The association has further suggested that the R.T.A. should delegate his power to his secretary to grant the contract carriage permits. This would avoid unnecessary waste of time and the papers could be dealt with quickly. In some districts it is pointed out, the Secretary (RTA) can grant even public carrier permits etc.

The association contends that if the above suggestions are implemented there would be more number of contract carriages on the road which means the public of Madras city will have more amenities and the department and the owners of taxis would be serving the public cause very much better than it is being done now.

Lorry Hire Purchase Certificates

"No wilful non-production by the Driver"

Mr. T. M. Abdullah, the Second Presidency Magistrate has acquitted the accused G. John, driver of lorry MDH No. 2165 since it is found that there is no wilful non-production of the registration certificate and insurance certificate by the accused.

When the lorry was checked on 10-2-1961 on the North Beach Road by a Sergeant on duty the driver could not produce the R.C. and I.C. certificates. Hence a police notice was issued to the accused.

When examined the accused said that he showed the certificate Ex. D-1 to the Sergeant and told him the R.C. was with the hire purchaser.

The Defence witness Ratayan Bahra said that the R.C. and I.C. were with him from 10th and he sent them to the Regional Transport Authority for endorsement of his hire. The R.C. shows the endorsement of hire purchase. It was dated 3-3-61 and read that it took effect from 14-2-61. On perusing this agreement the Magistrate observed that the date of agreement was 9-2-61 and said, "It is highly probable that D.W. 1 had the R.C. and I.C. with him on the date of occurrence and the driver could not therefore produce them. There is therefore no wilful non-production of the registration certificate and insurance certificate by the accused."

He found the accused not guilty of the offence with which he is charged and acquitted him under Sec. 245 (1) Cr. P.C.

Alternative Permits

Holding that the Government had powers under the Motor Vehicles

Act to issue specific directions, to the State Transport Authority to issue alternative permits to bus operators, whose permits had been cancelled. Their Lordships, Mr. Justice Anantanarayanan and Mr. Justice P. Kunhamed Kutty, dismissed a batch of writ appeals preferred on behalf of certain bus operators questioning the order of the Government giving them alternate routes.

Their Lordships, after discussing the facts of the case, observed that upon a careful scrutiny of the relevant principles and citations, they were quite unable to see how Section 68 (g) (2) was violative of the Articles 14 and 19 (1) (g), even on the interpretation that Section 43 (1) (d) (iii) empowered the State to issue specific directions and not merely general directions. They must repeat that Section 68 (g) (2) of the Act gave no right to displaced permit holders for any specific route. As the section stood, since it laid no obligations upon the State to make an offer and created no corresponding right to any displaced permit holders to enforce an offer, it was quite impossible to see how they could conceive of the existence of any arbitrary or unchannelled power within the terms of this sub-section.

The question was, Their Lordships said, whether this was a quasi-judicial act impressed with that character which made notices essential. This Court appeared to have uniformly held that unlike the case of a grant or refusal of stage carriage permits, a declaration of a new route or extension of an existing route was purely an administrative

act and not a quasi-judicial act. If there was no statutory right to be heard and the act of declaration of a new route was not a quasi-judicial act, but purely an administrative act, the question of the application of any principle of natural justice did not really arise unless warranted by facts of exceptional cases.

Their Lordships said that no case had been made out for issue of a writ of certiorari quashing the grants of alternate permits to displaced bus operators. In the end, Their Lordships dismissed the writ appeals.

Preference for Ladies in Buses

The Regional Transport Officer, Chingleput (Madras) has issued instructions to all bus operators in Chingleput District to give preference to female passengers in giving accommodation in the buses at intermediate stops. The male passengers can be accommodated only after accommodating the female passengers subject to availability of accommodation in the buses.

Diversion of Routes

In another circular it is stated that whenever the buses are to be diverted from the permitted routes under unforeseen circumstances such as floods etc. the operator concerned should intimate the Transport Authority concerned telegraphically about the diversion for the R.T.A.'s approval of the routes temporarily for such time as may be necessary.

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Social & Personal

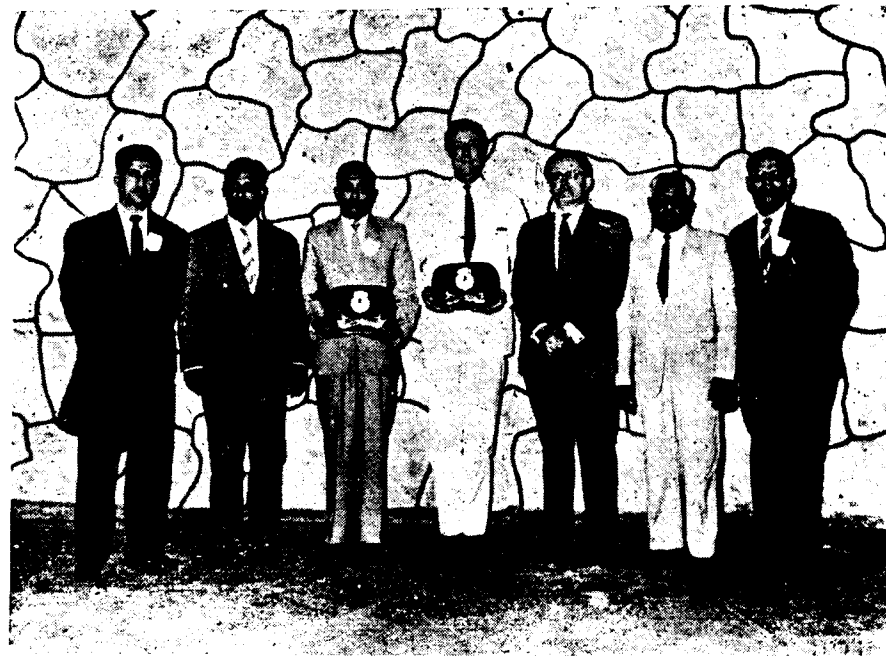


Photo taken at the Telco Dealers Conference held recently shows messrs V. N. Bodas, K. S. Ramaswamy, Ishwar Chandra, F. G. Shoobridge, A. A. Stoehr, N. Annaswamy and R. Natarajan. Winners of merit plaques are seen in the centre with the prizes.



The recent Telco Dealers Conference, a report of which appeared in our last issue, was very well attended. Photo shows a section of the dealers who attended the conference sessions.

INDIAN DIRECTORS OF J.W.T.

Shri SHIVARAM NAIR and
Shri R. K. SWAMY ELECTED



Shri Shivaram Nair, seniormost Indian executive of J. Walter Thompson Company Pr. Ltd., Bombay, was elected a director of the company at its 23rd annual general meeting held in Bombay recently.

Shri R. K. Swamy, Madras manager of the firm was also elected a director of the company at the same meeting.



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your engine



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Central Automobiles Pvt. Ltd.,
466 Sandhurst Road, Bombay-4.

Speed-A-Way Private Limited.
35/5, Mount Road, Madras-2.

PTI/IC-6-8

August 1961
9



Mr. Adaikalaswamy, managing partner of Adaikalam Auto Diesel Works.



The air conditioned building that houses Adaikalam Fuel Injection Service and Sales Office.

FROM TINKER BOY TO PARTNERSHIP OF MODERN SERVICE & SALES FIRM

Adaikalam Fuel Injection Service & Sales, Tiruchi

The Adaikalam Fuel Injection Service and Sales was inaugurated at Palakkarai, Tiruchirapalli on June 30, 1961 by Mr. Gulam Muhammed Badsha, I.A.S., Collector of Tiruchirapalli district. Mr. A.S.G. Lourdhswamy Pillai, chairman, Tiruchi Municipal Council

presided on the occasion.

The service centre is housed in an air conditioned building.

Mr. M. Adaikalaswamy, managing partner of Adaikalam Auto Diesel Works, Tiruchi is a self made man. He attained this position by his hard work. He joined the S.R.V.S.

Tiruchi as a tinker boy on a salary of Rs. 5 a month. Later he was appointed as a fitter in the Simpson Company workshop. After serving 6 years in that capacity he started a workshop with the cooperation of some partners. In 1959 he started a workshop in Tiruchi.



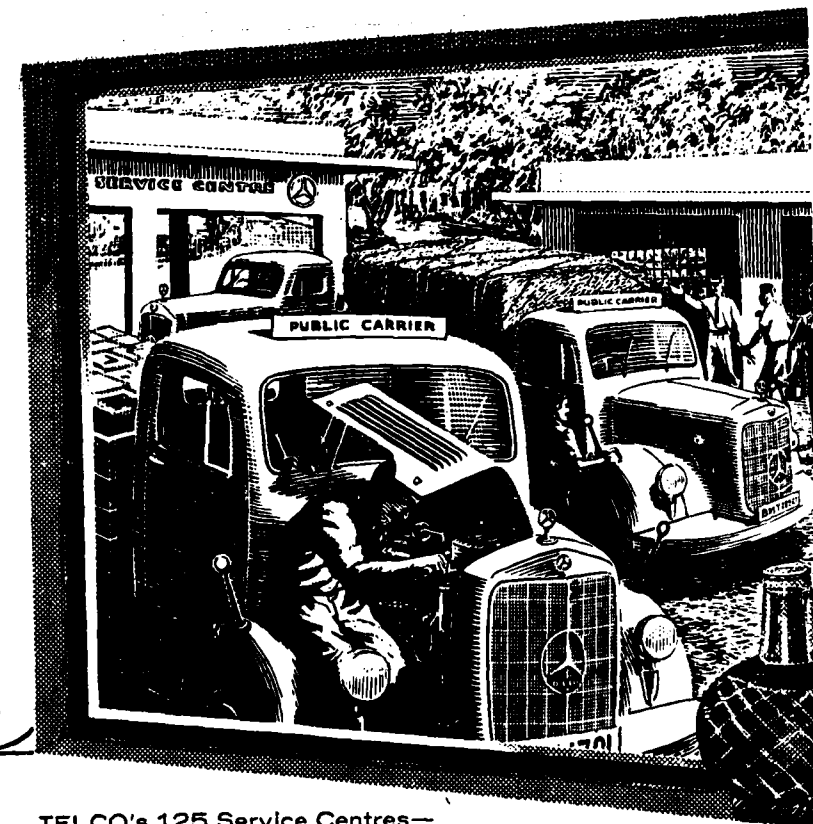
The inauguration ceremony : Mr. A. Julie, partner of Messrs Julie Automobiles, welcomes the gathering.



Mr. Badsha, Collector of Tiruchirapalli, speaking before he opened the service station.

Forty refreshing winks...

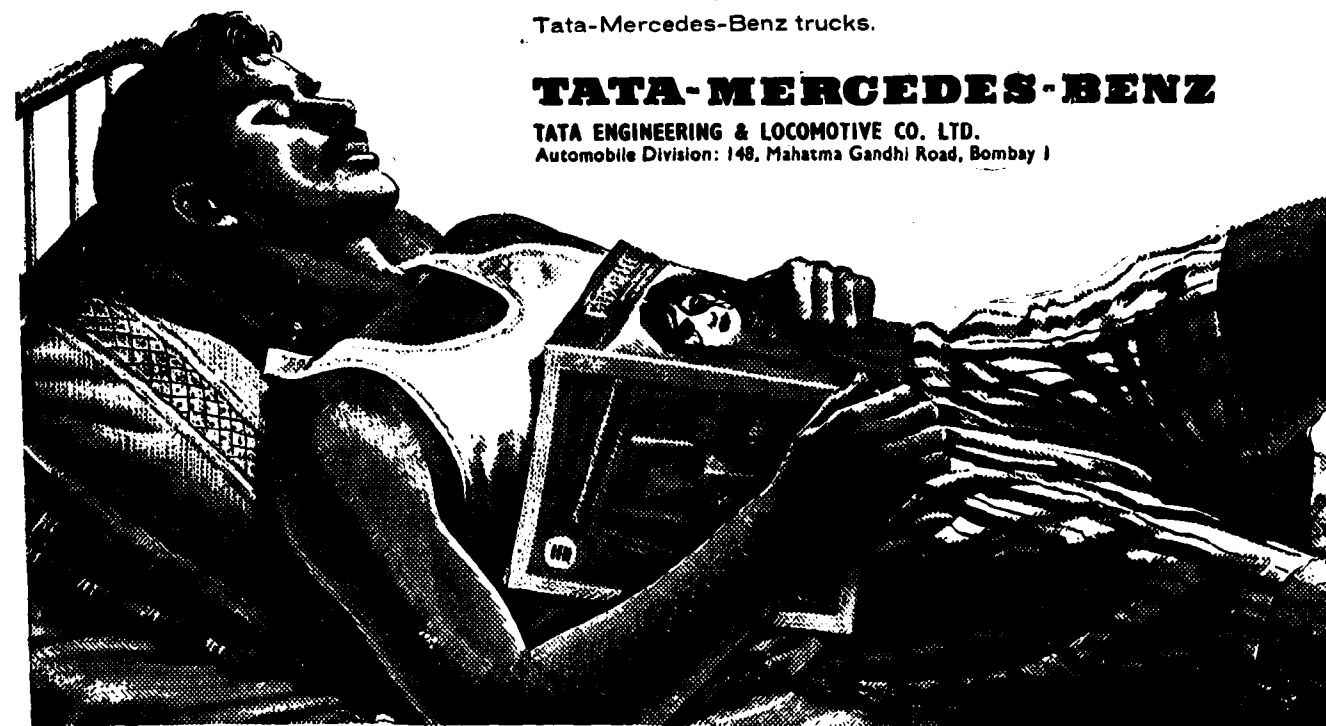
Relax, refresh yourself at the canteen and resthouse attached to every T-M-B Service Centre while TELCO-trained personnel check your truck without unloading it.



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TATA ENGINEERING & LOCOMOTIVE CO. LTD.
Automobile Division: 148, Mahatma Gandhi Road, Bombay 1





Mr. P. Chandriah, first president of the Syndicate is seen reviewing the activities of the past year.

MADRAS CITY TYRE SYNDICATE

Mr. T. S. Krishnamurthi Elected President

The first annual meeting of the Madras City Tyre Syndicate, was held at Hotel New Woodlands on July 22 with Mr. P. Chandriah, president presiding. A large number of tyre dealers and executives of the main tyre-manufacturing firms was present. After tea, Mr. Chandriah in a short speech said that the Syndicate was started on 16th May, 1960, with 13 members and the total strength is now 44 members. He spoke as follows:—

At first only the needs of the vehicle owners in Madras and Chingleput Districts were met by the Syndicate but later on, on 5-10-60, Pondicherry and South Arcot Districts were also included in the area to be covered by the Syndicate.

Fair distribution

“The aim with which this Syndicate was started was fair distribution of giant tyres, in view of the acute shortage that was being felt.

During the year under review, 7,008 tyres in all sizes put together were surrendered by the dealer-members to the Syndicate. There were 3,634 registrations in the Syndicate towards which 3,172 tyres

were allotted to various vehicle owners. Out of the above, 112 allotments were cancelled since the allottees did not turn up within the specified time to take the issue slips. 861 tyres were released back to the dealer-members in various sizes after the lapse of the ‘holding period’ of 14 days which was later on reduced to 10 days from 15-5-61. During the same period, 383 tyres were recommended by the dealer-members to their own customers through the Syndicate.

As mentioned already, the aim with which the Syndicate was started was distribution of giant tyres to the needy vehicle owners and on behalf of the Syndicate, I am very happy to announce that the object has been achieved to a very great extent. I may say that vehicle operators in the areas covered by the Syndicate have received almost all of their needs in giant tyres and we have been receiving very satisfactory reports from many vehicle owners.



A section of the large gathering that attended the Syndicate annual meeting

Sufficient To meet The demand

By stating this, I do not mean to say that there is no shortage of giant tyres. But I would say that even though there is shortage, operators are getting most of their requirements at fair prices. Members of the Syndicate are well aware that there are four more tyre factories coming up and according to estimates, by about 1963, the output of tyres will be sufficient to meet the demands of the country.

Appeal for smooth working

Mr. Doraiswamy of M/s Dunlops thanked the Syndicate on behalf of the executives of the tyre industry for their invitation. He said the very object of starting the Syndicate implied a real shortage of tyres. The working of the Syndicate showed some improvement in the situation so that an equitable distribution was being attempted. Of course there may be gaps here and there, but he would like the public to know that there was nothing deliberate. He added that the tyre companies would give the Syndicate every co-operation in resolving major issues. He realised that there were differences of opinion in associations of the kind but as an indus-



Dunlops Duraiswamy, though just an adviser, contributed most to the proceedings of the evening

try vitally interested in the proper distribution he would appeal for a smooth working of the Syndicate. Some members pointed out that particular sizes of tyres not in demand in Madras should not be allowed to be exported by unscrupulous dealers outside Madras State with a view to profiteering.

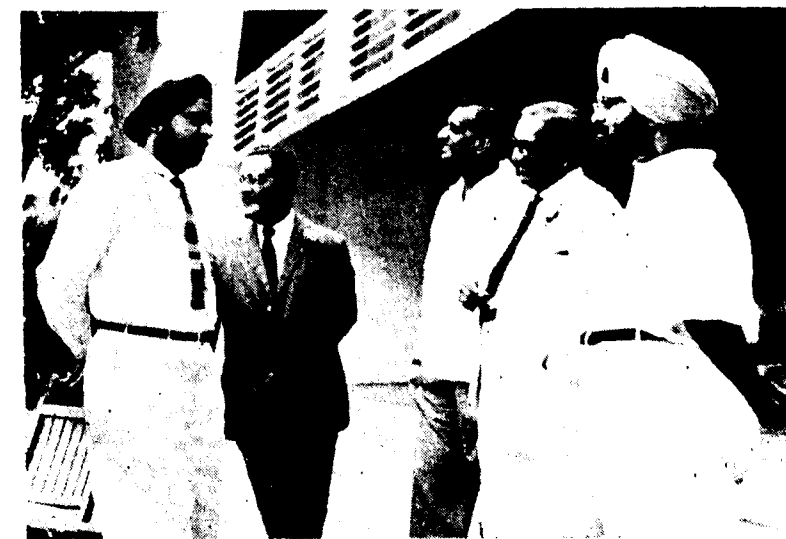
Elections

Elections were then held. Shri T. S. Krishnamurthi was elected

President, Sardar Manohar Singh, Secretary and the following as members of the committee: Mr. Prakash Bhandari, Mr. K. Bajaj, Mr. Satpal, Mr. P. Chandriah, Mr. Ramier, Mr. Gopal, Mr. S. M. Meenakshi Sundaram, Mr. Venkataraman, Mr. Avthar Singh.

A rules sub-committee was formed with the president, secretary, Mr. P. Chandriah and two more members to be coopted later.

Mr. Venkataraman proposed a vote of thanks.



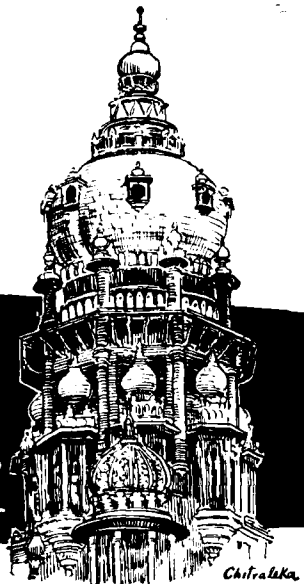
The Madras City Tyre Syndicate meeting was attended by the representatives of the leading tyre companies, seen above.



Mr. J. G. Pradhan, acting Manager, Refined Oils of Caltex (India) Ltd., Bombay, has left by air for New York on a year's Caltex Special Management Training in the United States. Mr. Pradhan was accompanied by his wife and daughter.

Paradise for Tourists

In and around Madras city



By S. N. RAJAN, B.A.

Madras, third largest city of India with its beautiful waterfront and its neighbourhood full of architectural relics, famous temples and congenial picnic spots, has always been a great attraction to tourists from within and abroad.

Madras City is impregnated with history. It was here that the foundations of the British Empire were laid. It was a mere fishing village when the British acquired it. It has heard the roar of the besieging French guns.

The origin of the Madras city is comparatively recent though many parts of it claim to have been independent hamlets of great antiquity before they gradually became part of the modern metropolis. Mylapore and Triplicane, celebrated in song and story and hallowed by the hymns of Saivaites and Vaishnavite saints were the most ancient of those villages. Mylapore has additional claims to distinction. It is the home of Tiruvalluvar, the author of "Tirukkural", one of the great classics of India.

Before the British came to India the Portuguese had already established a small settlement at San Thome. In the early 17th century the British East India Company set up their first trading establishment on the site known as Chennai-

patnam. In 1639 Francis Day of the East India Company secured the grant of this village from the Rajah of Chandragiri and laid the first foundation of the present city of Madras.

The nucleus of the English establishment was a small fort which took fourteen years to construct and was finally completed in 1653. This was known as Fort St. George as part of it was completed on St. George's Day.



The Chepauk Palace—Once it was used as the harem of the Nawab of Carnatic. Now it houses the Government offices

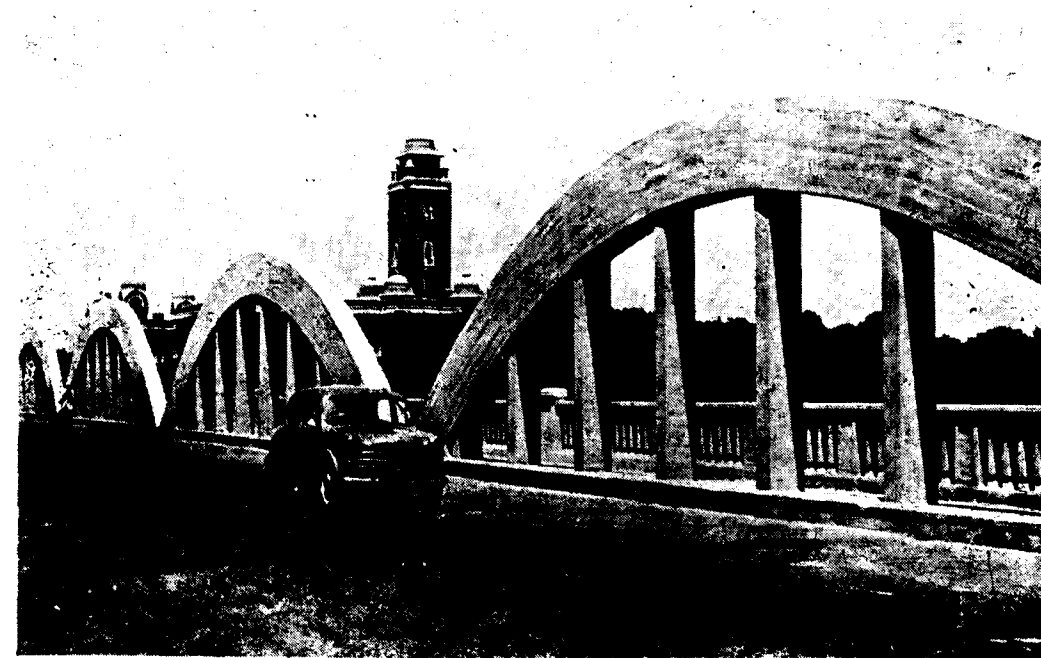
The Historical Fort

The Fort has an adventurous history going back to the early days of English commercial enterprise in India. Warren Hastings was a member of the Council of Madras from 1759 to 1762. Elihu Yale, founder of the Yale University in United States was a Governor of Madras. The Protestant Church in the Fort in which Robert Clive was married has a steeple which, like the flag mast in the Fort, is said to be the tallest of its kind in the country. The first Protestant Church built in India, St. Mary's, was constructed in 1680. The Fort St. George Museum is a treasure house of history. Papers written by Clive, Wellesly and Cornwallis can be seen here. The visitors' book in the Museum contains the autographs of King George V and Queen Mary. Today the historic buildings in the Fort are being used for the offices of the Madras Government Secretariat and Legislature.

The area adjoining the Fort once known as Blacktown came to be called George Town. The suggestion came from Mr. C.V. Saminatha Iyer, a pioneer of Tamil journalism and the editor of "Viveka Chintamani" and the change was effected during the visit of King George V (then Prince of Wales) to the City in 1906.

The Marina

The chief natural glory of the



The Napier Bridge. Here starts the 'Marina.' In the background the tower of Madras University Buildings can be seen.

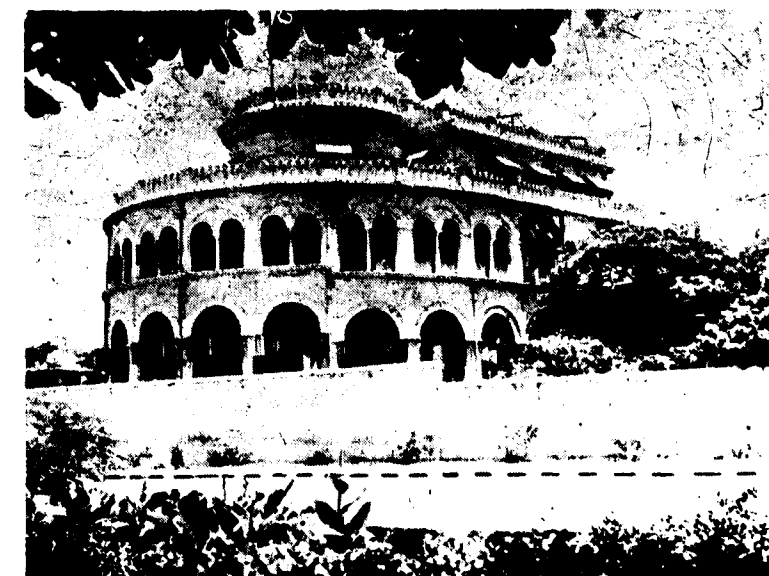
city is the Marina, the beach fronting the Bay of Bengal. Extending from the Fort South to the suburb of San Thome, it is an unrivalled expanse of blue water and gracious nature controlled by man. It derives its Italian name from the fact that the then Governor of Madras, Sir M. E. Grant Duff who laid it, modelled it on the beach at Palermo in Sicily. It is now fronted by some dignified buildings including those of the Madras University, the Board of Revenue and the Chepauk Palace. This last, built in the Moorish style, is the remnant of a pile used by the Nawabs of Arcot, formerly rulers of a considerable area in the South. The Marina is a source of great pride to Madras, for it is considered to be the second best beach in the world.

Almost opposite the Presidency College on the Marina is the lovely public swimming pool. It has all the modern amenities including a restaurant. The swimming pool is open to the public on Saturdays, Sundays and Mondays and the charge for the use of the pool is Re. 0-50 nP. per head. Its popularity increases considerably in the summer.

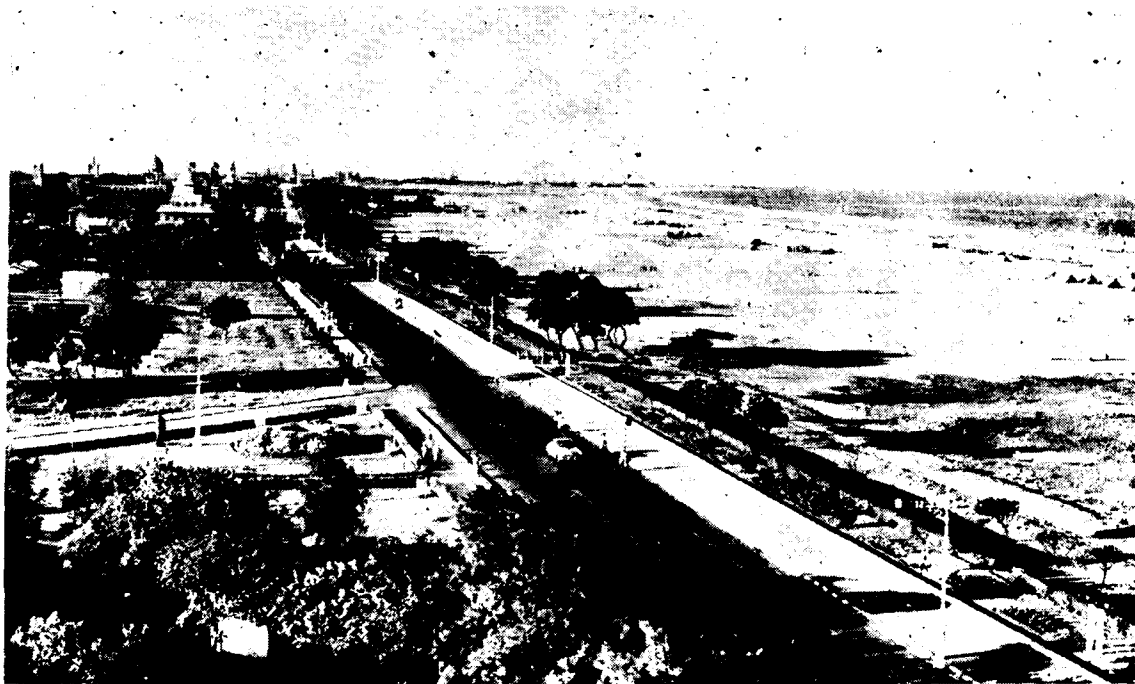
The Museum

The Fort Museum which is within the Fort has some interesting exhibits mostly relating to the East India Company. There is an armoury section containing arms and ammunition of that period and on the first floor of the Museum which was the

original Exchange Hall, there are some antiquities such as the register of St. Mary's Church containing the marriage entries of Robert Clive and letters of Elihu Yale, costumes, coins, medals, chinaware and other interesting exhibits. The fragments of the bomb shells thrown on the Madras city during the First World



The 'Ice House'—Once ice was stored here. Now it is a hostel for women.



The Marina, the pride of Madras. The second longest and beautiful beach in the world.

War by the German ship 'Emden' and during Second World War by a Japanese aircraft are preserved as momentos. In short this is a treasure house of history.

The Government Museum in Egmore has an interesting collection of exhibits. It was established in 1851. Of special interest to the tourist is the Archaeology Section which contains some beautiful friezes and sculptures. Specimens of sculptures and architecture of the early Dravidian dynasties such as the Pallava, the Chola and Pandya exhibited here and there give the tourist a vivid idea of the ancient Indian civilization and culture. There is also a good collection of bronze statues which are strikingly beautiful.

Special mention must be made about the relics from Amaravathi. They are the most interesting and important record of not only of the development of the artistic activities of South India during the five centuries from about 200 B.C. to about 300 A.D. but also about the social life of the people of those times. This Museum is perhaps the only institution where hundreds of specimens of bronzes of a single area are available for study and enjoyment.

This Museum is noted for its large and unique collection of coins, parti-

cularly of South Indian and Mughal rulers. The oldest Indian coin in the Museum is the 'Purana' or the punch marked coin dating back to the 6th century B.C.

The first Palaeolith in India dis-

THE HISTORICAL BRIDGE

The well-known Marmalong bridge connecting Saidapet with the Government House at Guindy was laid across by a Christian philanthropist Petrus Usman in the year 1726 for the benefit of the public visiting St. Thomas Mount which itself is a Christian monument in Madras.

This bridge is one of the longest in Madras. It is still flanked by old wooden railings that could have been renewed long ago.

covered in 1863 by Mr. Bruce Foote and housed in this Museum is one of the largest collection of prehistoric antiquities.

Art Gallery

Standing beside the Museum is the impressive building of the National Art Gallery which was opened in Nov. 1951 by the Prime Minister Nehru. It contains a fair collection of old paintings and bronzes.

Madras Harbour

At the end of First Line Beach is the Madras Harbour which owes its origin to the efforts of Francis Day of the East India Company. Administered by the Madras Port Trust is a port of considerable importance on the shipping routes from Australia, Ceylon and Far Eastern countries. Its water spread is about 200 acres. Now the harbour is being extended to southwards. Special permission from the Port Trust authorities is necessary to visit the harbour.

The Light House

Between the Fort and the Harbour stands the Madras High Court buildings. Designed in the Indo Saracenic style they comprise besides the High Court, the Small Causes Court and the City Civil Court. In the very centre of this group and rising to a height of 160 feet is the Light House Tower. Though slightly arduous the climb is worth while for a panoramic view of the city.

BEAUTY SPOTS AROUND MADRAS CITY

Besides Marina there are also many beauty spots and picnic centres in and around Madras city. There are excellent roads to take the motorist to these areas.

Elliot's Beach

Elliot's Beach within the city limits of Madras (about 1 mile from Adyar) offers very good sea-bathing. For the convenience of visitors a number of cottages are available at nominal rates.

Ennore

Ennore is a quiet picnic spot, which attracts lot of visitors specially during week-ends. It is 31 miles by rail and about 12 miles by road. The inland waters lend themselves to the pleasures of good boating.

The terracotta figures of horse elephants seen on Ennore beach are enchanting specimens of folk art. The potter of the village makes these figures during important festivals to serve as votive offerings. The most striking feature of these figures is the expert craftsmanship that goes into their making. A big

Hotels in Madras City

(For Attention of Tourists)

Connemara: Rs. 27-50 to Rs. 50 single rooms and Rs. 35 to 60 double rooms.

Oceanic: Rs. 25 to 65 single rooms and Rs. 45 to 55 double rooms.

Dasaprakash: Rs. 10-50 to Rs. 18 single rooms and Rs. 19 to Rs. 30 double rooms.

Woodlands: Rs. 11 to 14 single rooms and Rs. 20 to double rooms.

Airlines: Rs. 21-50 single rooms and Rs. 41 double rooms.

electrified Bangalow with modern sanitary arrangement is available for rent on daily basis.

Pulicat

A nice picnic spot with facilities

for fishing and swimming. Pulicat can be reached travelling 37 miles by road. It is the site of an old Dutch Settlement. The Dutch founded a factory here, the first of its kind in India in 1609 A.D. and the Fort built by them was called "Geldria." No trace of the fort now remains except for the cemetery with a few tomb stones.

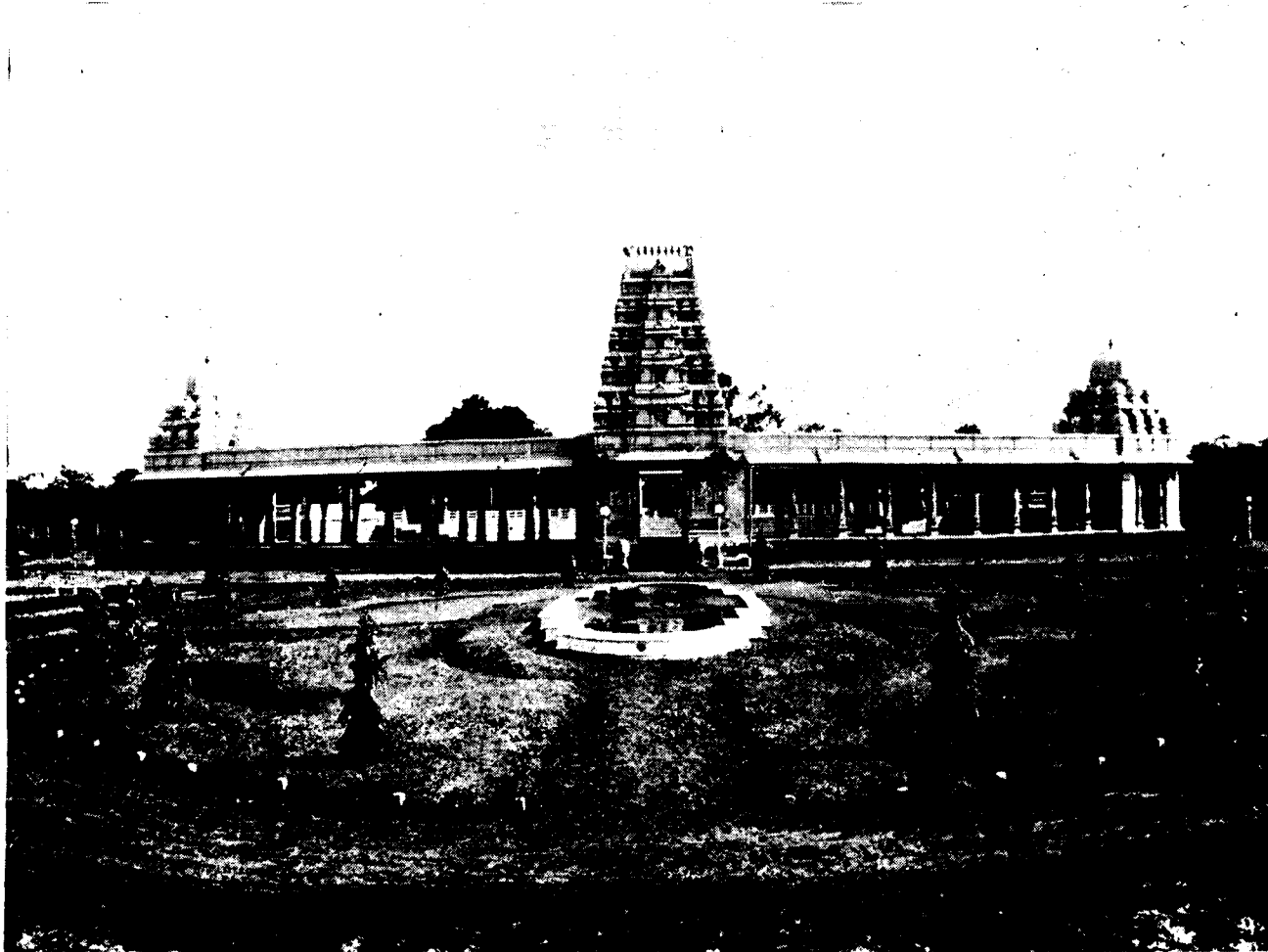
Just off the mainland is a small island in the middle of which is an old light house. The Buckingham Canal divides the island from the mainland. One can go by boat from Ennore to Pulicat by this canal.

Sadras

It is an interesting picnic spot and contains the ruins of a Dutch Fort. The cemetery here is a protected monument. It also has a good and clean beach and is one of the best places for bathing on the Madras coast. It is 53 miles from Madras. It has no direct connections by rail but one can proceed up to Chingleput Junction from where buses are available to Sadras.



The historic Marmalong Bridge over the river Adayar near Saidapet.



Gandhi Mandapam at Guindy. The centre gopuram is built on Chola style and the towers on both ends are of Pallava style.

Poondi

The Poondi Reservoir known as Sathyamurthi Sagar formed by damming the river Courtallier is the main source of the city water supply. It has a water spread of 12½ sq. miles and the water from this reservoir goes to Red Hills Lake and is then supplied to Madras through a net work of pipes. If the route via Poona-mallee—Tiruvellore is taken it is only 37 miles but via Red Hills and Thamarapakkam village it is 40 miles.

The reservoir with its environs is very picturesque. On one side is the rest house looking steeply down on the waters. The dam itself is about 300 yards long. Beyond the dam is a vast forest with great possibilities for hiking. There is also an Irrigation Research Station.

Red Hills

Situated 10 miles away from the city it is an interesting picnic spot. There is a Corporation rest house.

Konda Waterfalls

Otherwise known as Kailasanatha Konda Falls - a picnic and beauty spot in Chittoor District - can be reached by travelling 10 miles by road. The height of the falls is about 90 feet. It is situated in grand groove along the mountainous range, with excellent tropic vegetation, streams and streamlets. Railings for the safety of the bathers are also provided for at the falls. There is a temple at the foot of the fall dedicated to Kailasanatha. There is a small choultry at the foot of the Hill.

It lies on the Tirupathi route touching Solavaram—Periyapalayam — Uthukottai — Nagalapuram. It is about 14 miles from Nagalapuram.

Kambakkam

This lovely place is particularly attractive to visitors interested in natural scenery and is reached by a forest road. (Distance from Madras is 59 miles). The Kambakkam Hill can be reached after a steady climb of one hour and provides panoramic scenic beauty. At the bottom of the hill is the Cattle Salvage Farm which boards cattle during their dry period. There is a rest house at Satyavedu just about 20 miles from Kambakkam.

Madras Motor Parts Dealers' Association

The Govt. of Madras have sanctioned the continuance of the Board of Transport for one year from March 10, 1961. Madras Motor Parts Dealers' Association will continue to be represented on the Board.

tion shall be restricted to dealers in Madras state only. The entrance fee to the association has been increased from Rs. 10 to Rs. 150.

President's speech

Earlier, Mr. T. S. Krishnamurthy, President of the Association in his speech said :

"I have great pleasure in extending my hearty welcome to you for this meeting. We are meeting after a lapse of about 8 months during which period a few important events affecting our trade have taken place. Your committee to whom you entrusted the work of solving the surcharge problem in the last extraordinary general body meeting, have taken it as a religious duty and are still trying their best to solve it in the most favourable way. But since the other party involved in this is the Government, things will have to necessarily be slow and I wish to assure all of you that the committee and more especially one or two of the members like Mr. Chandriah, Mr. Indu Chandok and Mr. De Monte have been taking an active part in finding out a solution. We have presented written memoranda on this subject to the concerned ministers and their secretaries and have also met them personally on deputation once or twice. We have been assured of sympathetic consideration of our viewpoint. We are hopeful of getting a favourable decision from the Government in this question.

Fuel injection parts

A licence for Rs. 41958 has been given to the Association for distribution among its members for the import of fuel injection parts. The following parts are manufactured under the C. A. V licence.

1. Injection Nozzles BDL 11086133.
2. Diesel Elements 7032-26A
3. Element Fuel filter 7111/44
4. Delivery valves 7033-359
5. Diaphragm 7034-19C
6. Fuel injection pump 6 Cylinder containing the following parts :
 - (a) Injection Pump BPE 6A 604310/s 6381
 - (b) Governor BEPAMZ 80A-154
 - (c) Feed Pump BFP/K22-68
 - (d) Manual Starter HP 1/1
 - (e) Coupling BZKG 31/538A

New members

Messrs United Motors (49/A, General Patters Road, Mount Road Madras) have been enrolled as a member of the Association from July 1, 1961.

Other new members: Messrs Indir Automobiles, Madras 1, M/s Oilseed Traders, Madras 2, M/s Prakash Trading Co., Madras 1, M/s Ramco Auto Centre, Madras 2, The Southern India Trading Corporation, Madras 2, M/s Radhakrishna Automobiles, Madras 2 M/s Suri Motors, Madras 2. Messrs Neson's, Madras 2 have resigned their membership of the Association.

Future membership

At the extraordinary general body meeting held on 20th July it was unanimously resolved that future membership of the associa-

we have to accept their offer of licence and import our requirements through them, even though we may agitate for a better margin of profit. If we do not accept their offer the S. T. C. may start even retail distribution of goods and gradually supplant us.

Redrafting the constitution

The S. T. C. Licence being an attractive bait for the members, I hope our membership will increase very much in the coming months. We will have to restrict admission in one or two ways. We must re-define the jurisdiction of our Association and accept new members only from the Madras State. We must also increase the entrance fee for new members to Rs. 150/- since we require funds for increased expenditure in running the Association when we accept the S. T. C. Licence and start importing and distributing goods on their behalf to our members. I appeal to the house to wholeheartedly approve of these two proposals.

Again acceptance of S. T. C. Licence requires our Association to register itself under the Company's Act and also under the M. G. S. T. and C. S. T. Acts. This means we have to redraft our constitution and the articles of association etc. to suit these conditions. I hope you will agree to this."

S. T. C. offer

The other important subject I wish to deal with in this meeting is the State Trading Corporation licence for Fuel injection equipments and Nozzles etc. to the value of about Rs. 42,000/- which has been promised to our Association. As I have already told you, we have to reconcile ourselves to the fact that the State Trading Corporation which has entered the Motor Trade will continue to remain and there is no hope of our trying to getting rid of it. As shrewd business people, we have to extend our co-operation to this body and make it function as complimentary to us. For this,

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MODELS AND THEIR Prices

CARS

Hindustan Ambassador 1957 (South India Automotive Corporation Private Ltd. Madras, Reliance Motor Co. Private Ltd. Madras) and Associated Accessories Private Ltd. Kurnool ex-plant Uttarpara ...	Rs. nP.	11,554 00
Standard Super Ten Saloon...	10,036 00	
Standard Herald (Union Co. (Motors) Private Ltd.) ...	10,040 00	
The Fiat 1100 The Elegant (Sundaram Motors Private Ltd.) Ex-Factory ...	9,783 00	
Willys C.J. 3B Universal Jeep ex-plant Bombay ...	12,621 00	
Willys Model Station Wagon ex-plant Bombay ...	18,628 00	
Willys 4-75 4 W.D. 118" Truck Chassis ...	13,108 00	

MOTOR CYCLES

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

SCOOTERS

Lambretta, manufactured by Automobile Products of India Ltd. Distributors, South India Automotive Corporation Private Ltd., Madras. Prices are ex-Factory, Bhandup, Bombay.		
48 c.c. Scooterette ...	827 00	
150 c.c. '1.D' Model Deluxe Scooter ...	1,800 00	
New Vespa 150 cc Scooter (sold in Madras by Sundaram Motors Private Limited) explant Bombay ...	2,079 00	

VANS

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

TRUCKS & COMMERCIAL CHASSIS

CHEVROLET

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

BEDFORD

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

LEYLAND

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

TATA BENZ

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

FARGO

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

DODGE/FARGO PETROL TRUCK CHASSIS:

M series D200 - 116" (4) 7.00x16 - 8 Ply ...	15,955 00	
do do (4) 7.50x16 - 8 Ply ...	16,194 00	
do D300 - 126" (4) 8.00x16 - 8 7 Ply ...	15,966 00	
do do (4) 7.50x16 - 8 Ply ...	16,205 00	
do W300 - 126" Power Wagon chassis (4) 9.00x16 - 10 Ply ...	22,569 00	
KEW105 & 109PA6 - 165" w.b. load chassis (6) 8.25x20 - 12 Ply ...	22,003 00	

DODGE/FARGO KEW DIESEL TRUCK CHASSIS:

105 & 109P6 - 165" (6) 8.25x20 - 12 Ply ...	28,648 75	
105 & 109M4 - 165" do ...	29,131 75	

DODGE/FARGO KEW DIESEL BUS CHASSIS:

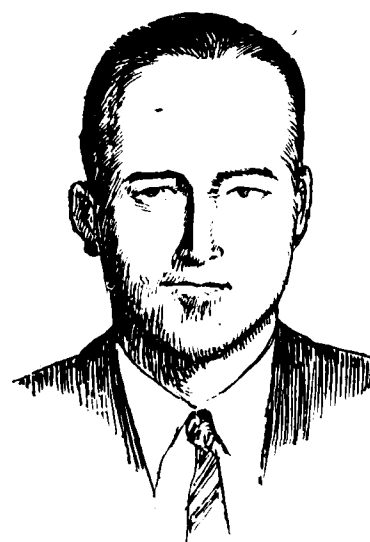
87 & 89 P6 - 190" (6) 8.25x20 - 12 Ply ...	29,222 75	
87 & 89 P6 - 142" (6) 8.25x20 - 12 Ply ...	29,036 75	
87 & 89 Deutz 190" (6) 8.25x20 - 12 Ply ...	30,088 75	
87 & 89 M4 - 190" (6) 8.25x20 - 12 Ply ...	29,286 75	
89 P6 - 206" (6) 8.25x20 - 12 Ply ...	2,9525 75	
89 M4 - 206" (6) 8.25x20 - 12 Ply ...	2,95825 75	

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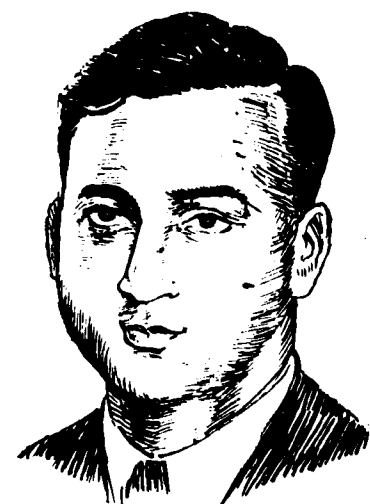
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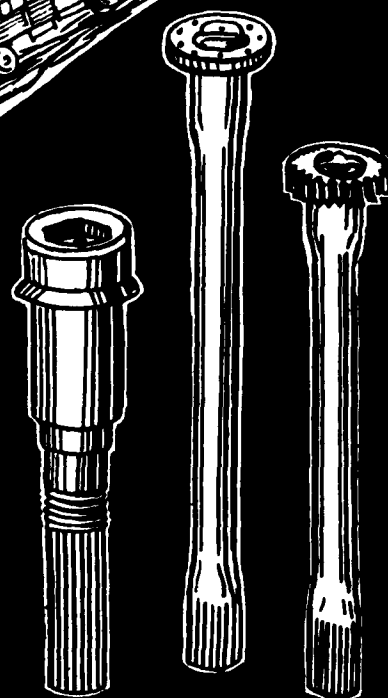
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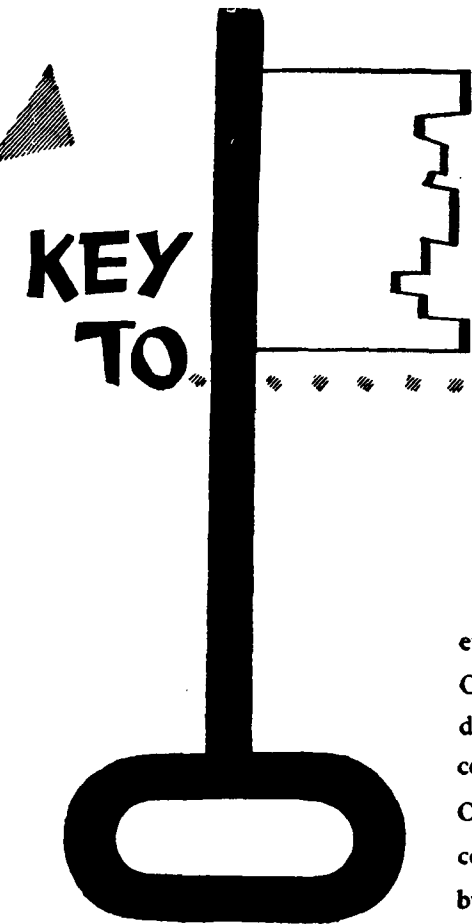
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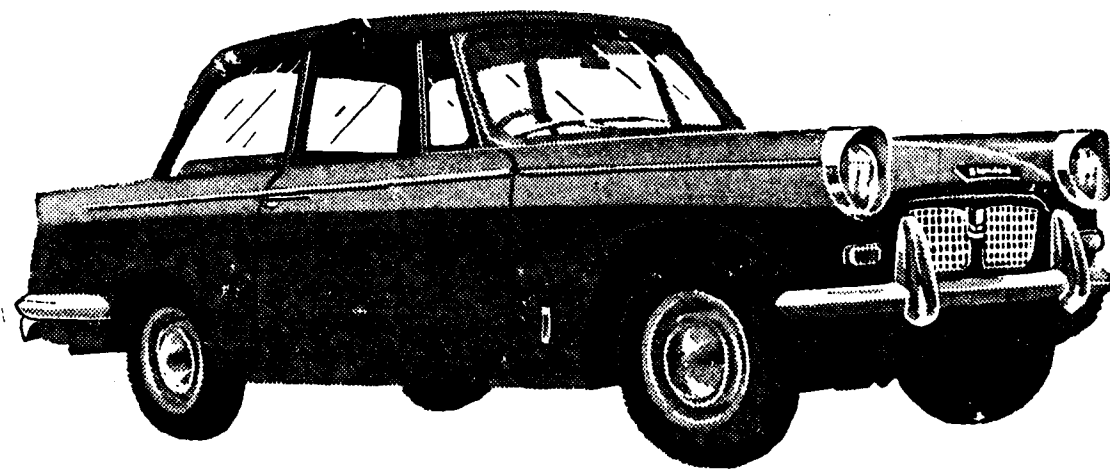
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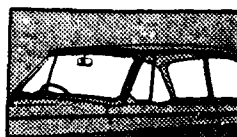
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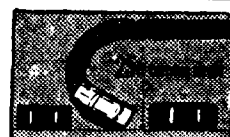
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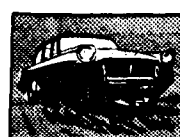
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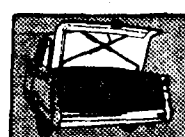
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