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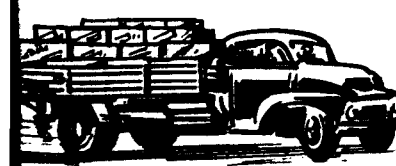


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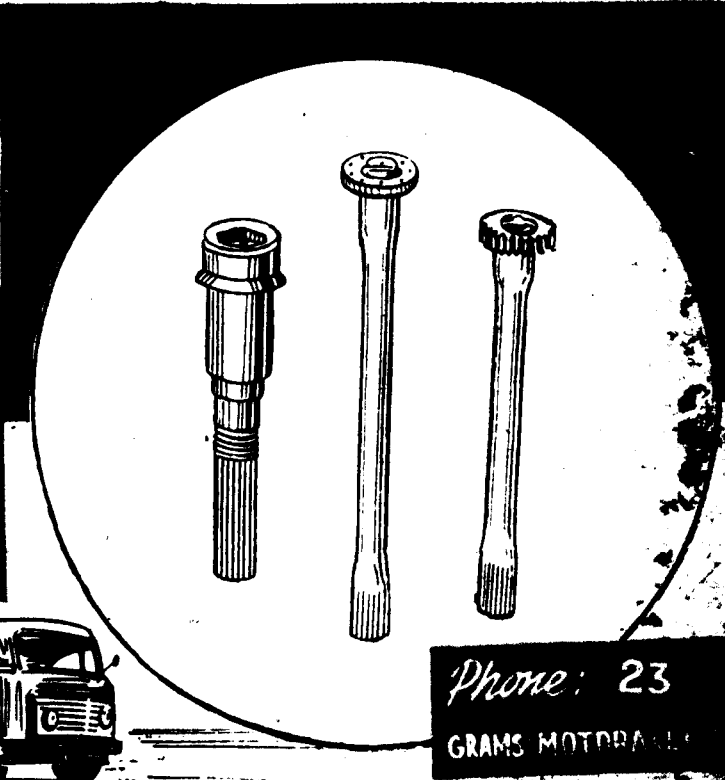
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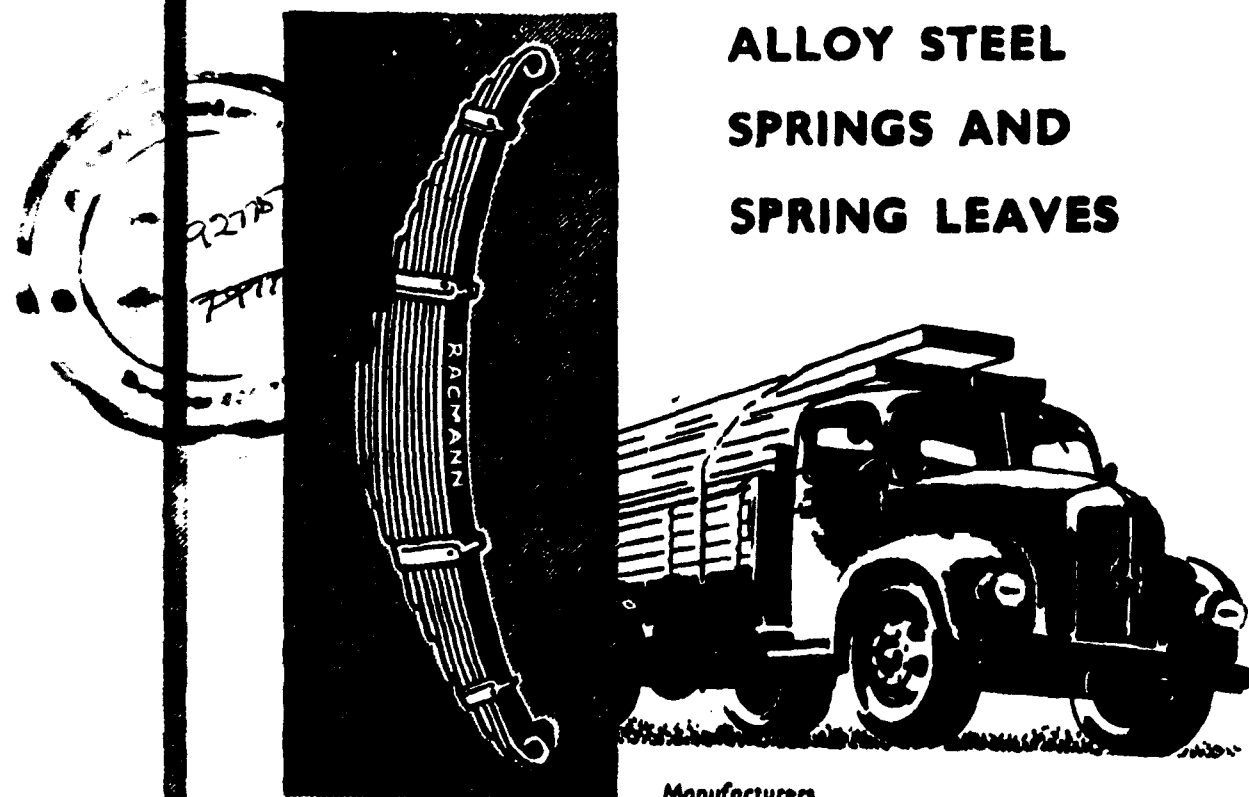
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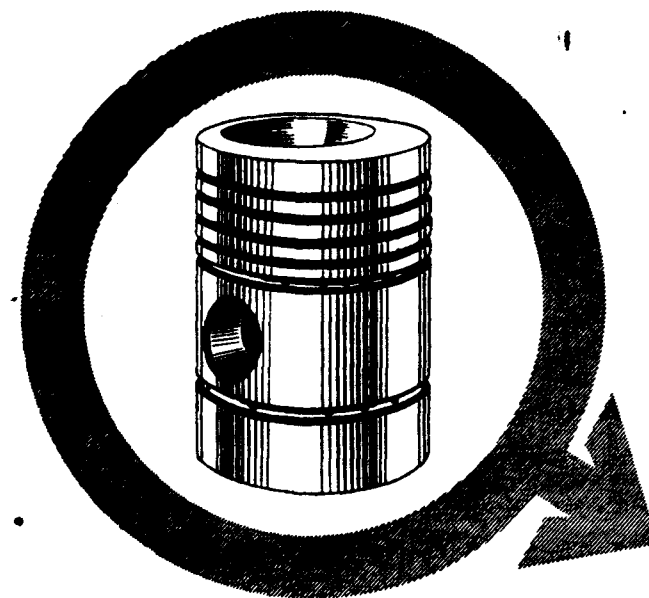


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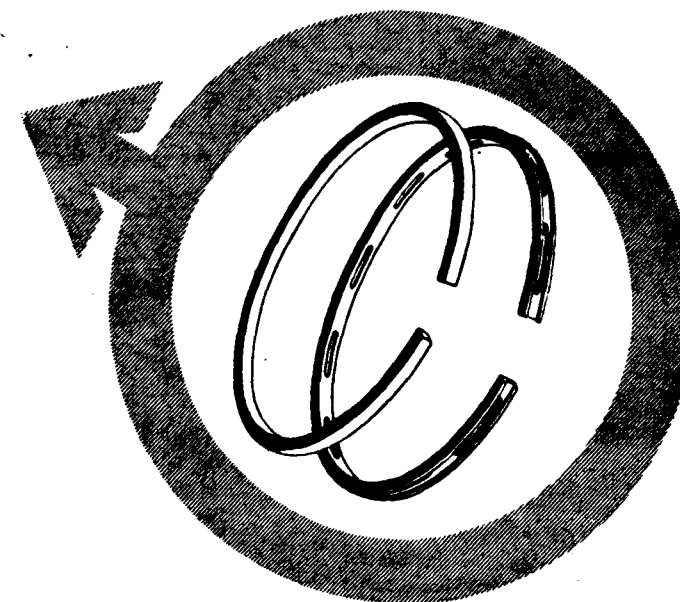
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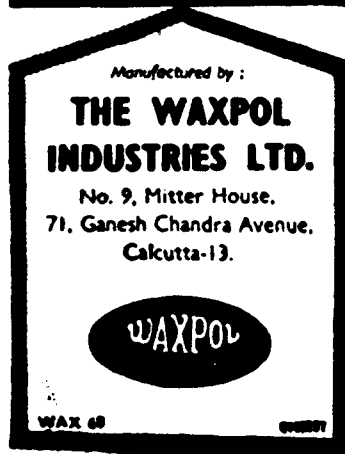
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MOTORINDIA

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Page	Contents
7	Editorial
9	Rolls Royce and BMC to share technical knowhow— By Gordon Wilkins
13	A. I. M. U. Congress's trenchant memorandum to the Neogy Committee
22	First Indian-made Nissan patrol vehicle commissioned
24	Maremont Corporation maintains leadership in automotive field
25	Dunlop's views on tyre wear and adhesion
26	About your car
28	The Sholavaram meet—By C. Prabhakar
30	Automotive Development in U. S. A.
32	Victory Laurels for Sholavaram Champs
34	Picture Postscripts: Buffet dinner for Sholavaram winners
36	Social and Personal
37	Punjab Chief Minister visits Guru Nanak Factory
38	The late Dr. Tirlok Singh
39	New Auto Firm at Vijayawada
40	Paradise for Tourists (Coimbatore District)
44	Models and Their Prices

Publishers

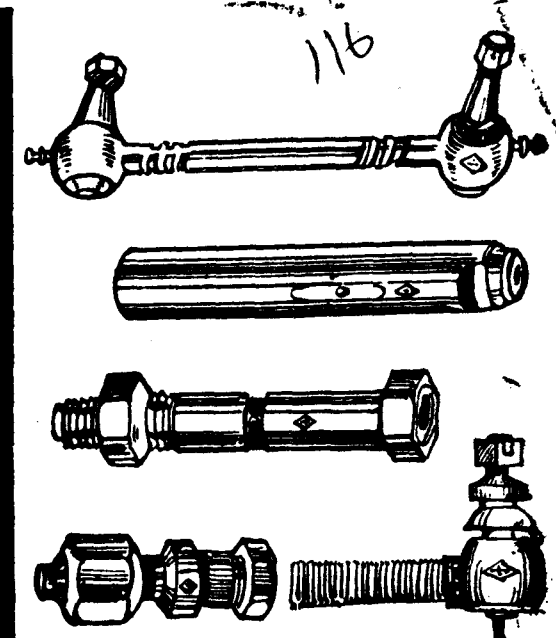
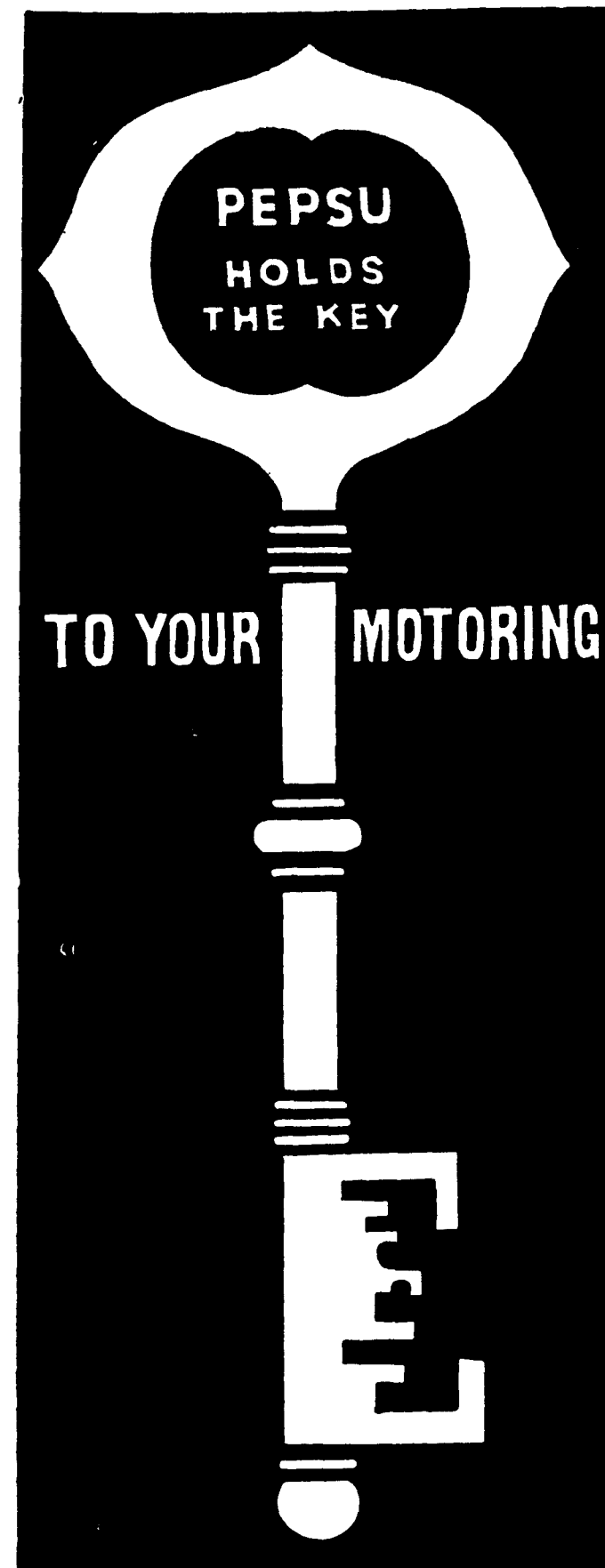
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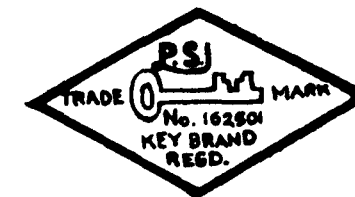
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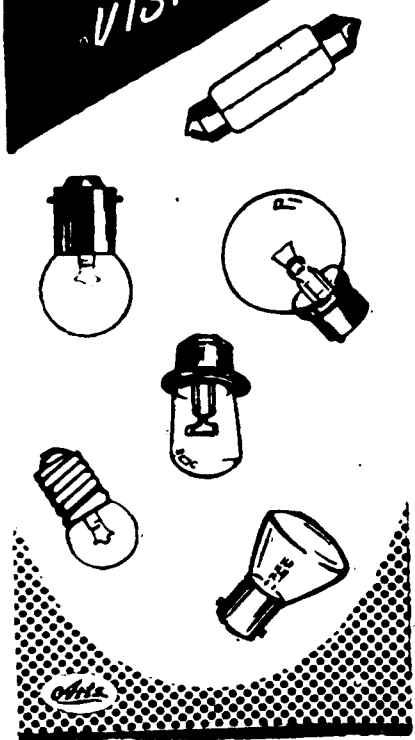
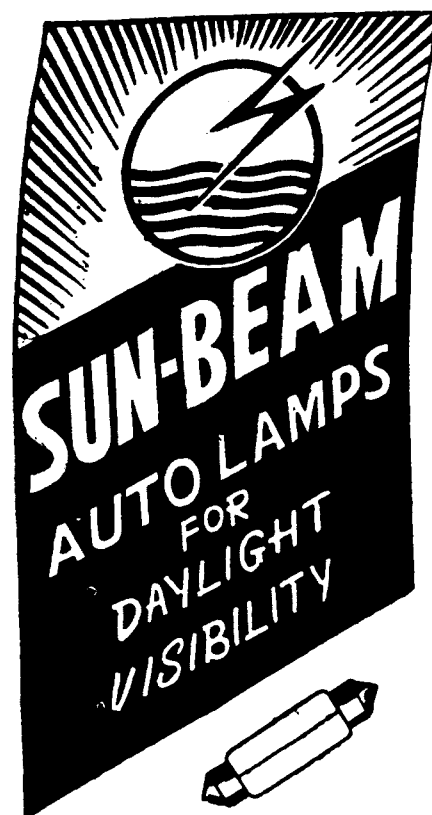
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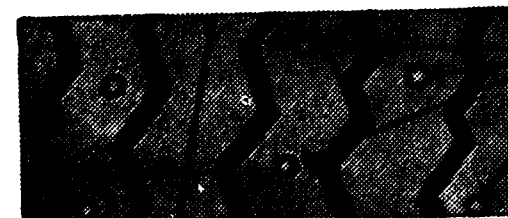
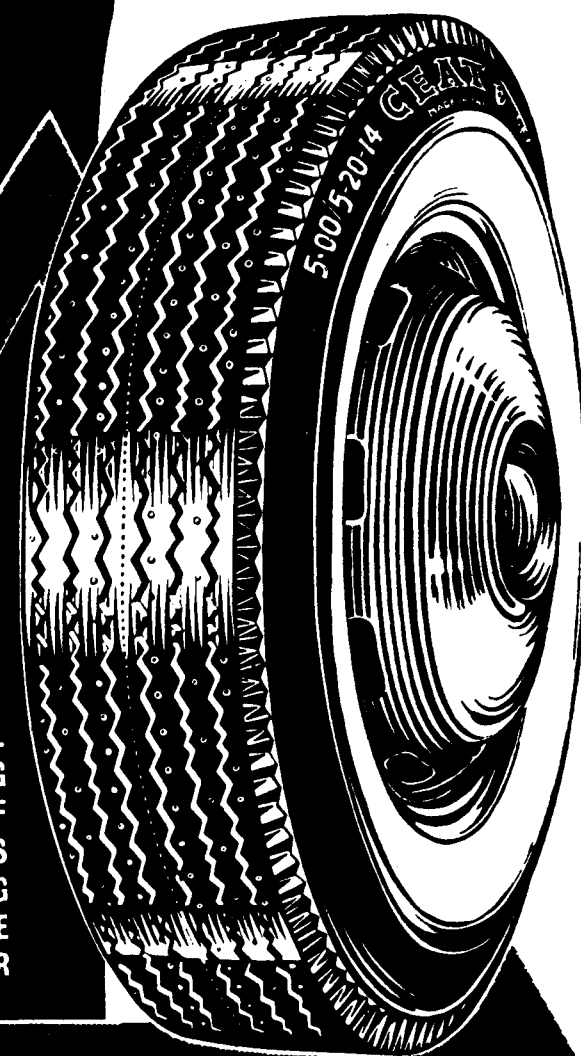
INDEX TO ADVERTISERS

Page		
39	A	Asiatic Tyres
14		Asbestos Magnesite & Friction Materials Ltd.
5	C	Ceat Tyres of India Limited
1	E	Escorts Limited
Cover IV		Elgi Equipments Private Limited
38	F	Fritz & Singh Private Limited
4	G	Glass & Miniature Bulb Industries
33		Government of India
13		Gurmukh Singh & Sons (Regd.)
Cover I		Gurunank Auto Engineering & Foundry Works
10 & 19	I	Indian Engineering & Trading Company
8		India Motor Parts & Accessories Limited
6		India Pistons Limited
27	K	Kasi & Sethu
14	L	Lucas Indian Service Private Limited
18	M	Madras Mercantile Agencies Private Limited
9		Miniature Bulb Industries of India
31		Motor Industries Co. Limited
16	N	National Steel Manufacturing Company
3	P	Pepsu Industries
21		Popular Manufacturing Company
15		Popular Trading Company
Cover II	R	Racmann Koshakim (Regd.)
43		Real Manufacturing Company
29	S	Standard Motor Products of India Limited
17		Sunshine Industries
12	T	Tata Engineering & Locomotive Co. Limited
2	W	Waxpol Industries Limited
30	X	Xvarian Trading Company

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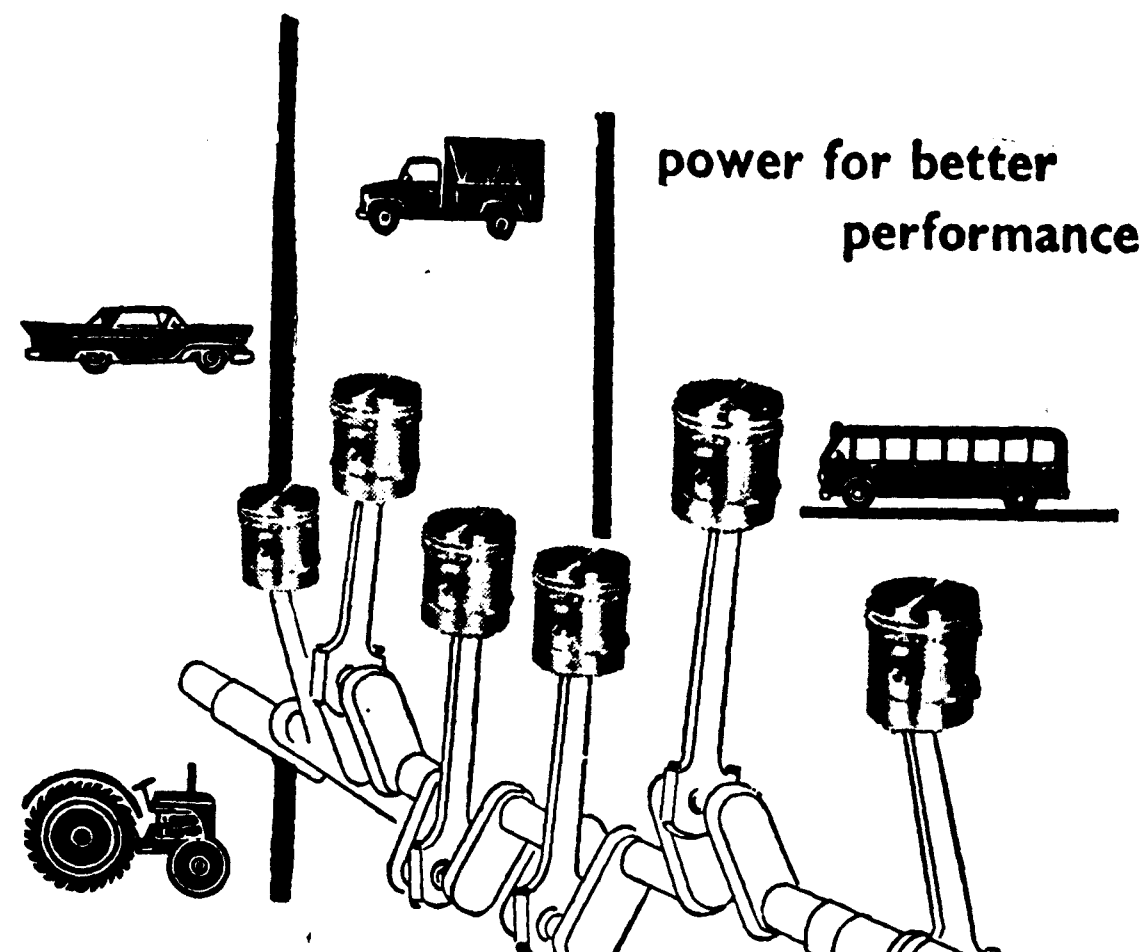
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TOP PRIORITY FOR ROAD TRANSPORT

The recent decision of the Government of India to double the haulage of coal by road in order to ease the coal bottleneck, which has adversely affected many of our vital industries, has spotlighted the immediate need for a harmonious development of all modes of transport to meet the requirements of the country's developing economy. No less a personage than the Union Food and Agricultural Minister, Sri S. K. Patil, has recently stressed the urgent need for road transport to be accorded *top priority* in the nation's development plans.

The present position of road transport in India is deplorable. It is decidedly backward. In India, which is a more industrialised country than its neighbours, we have hardly half a vehicle per road mile, which is low when compared to Burma, Ceylon and other South East Asian non-industrialised countries, not to speak of the more advanced Western nations. Moreover, our country needs a network of roads to be established to match the growing national output in order to avoid critical transport bottlenecks prevailing in the country today. It is only road transport and not the railways that can link our country's 5,43,000 villages and deliver the goods.

Normally, users of transport services should be permitted a free choice of the mode of transport, and users prefer road transport to the railways. However, in the context of the nation's rapid industrial expansion, there is at present a crying need for both rail and road transport services to develop sufficiently to meet the nation's increasing demand for transport.

The Neogy Committee's argument that it is undesirable to waste resources through duplication of transport services is fallacious and suicidal. A long term transport policy calls for a competitive atmosphere in the transport industry, and as in other industries, we must ensure maximum freedom for road transport to realise our industrial and national ideals and programmes.

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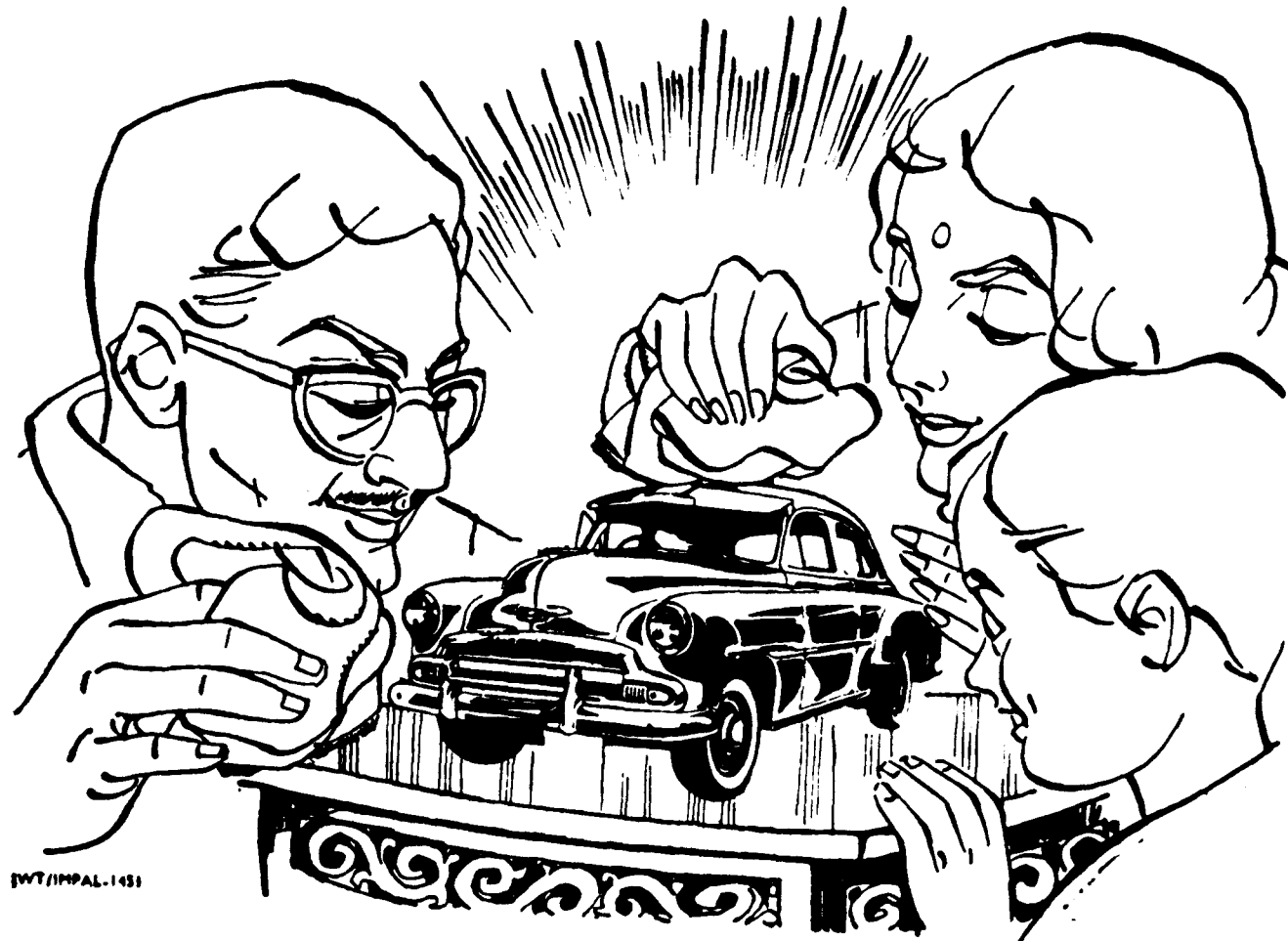
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MOTORINDIA

Rolls Royce and BMC

To Share Technical

Knowhow?



By Gordon Wilkins, England's foremost motoring journalist and test driver.

Speculation has been very active since the very brief announcement that engineers from Rolls Royce and the B.M.C. are examining ways in which the two organisations might collaborate on technical matters such as research and development.

Baby "Rolls"

Rumours of a new small Rolls Royce have been revived and the cartoonists have been making merry with pictures of Rolls Minis. What is really behind it? Company spokesmen emphasise that at pre-

sent it is only an idea which must be examined carefully for some months, but it is not difficult to see why such a step has become desirable for both parties.

It seems unlikely that a smaller Rolls-Royce or Bentley is the immediate objective. Such projects have been examined at various times in the past and always rejected. In the nineteen forties a smaller six-cylinder Bentley prototype was built, looking very like the short-tailed B-type Bentley of that time, but it was decided that this was not a market into which the company

should enter, and last time I saw it, the prototype was being used by a company executive with one of the four-cylinder military engines under the bonnet.

Far-reaching changes in Design

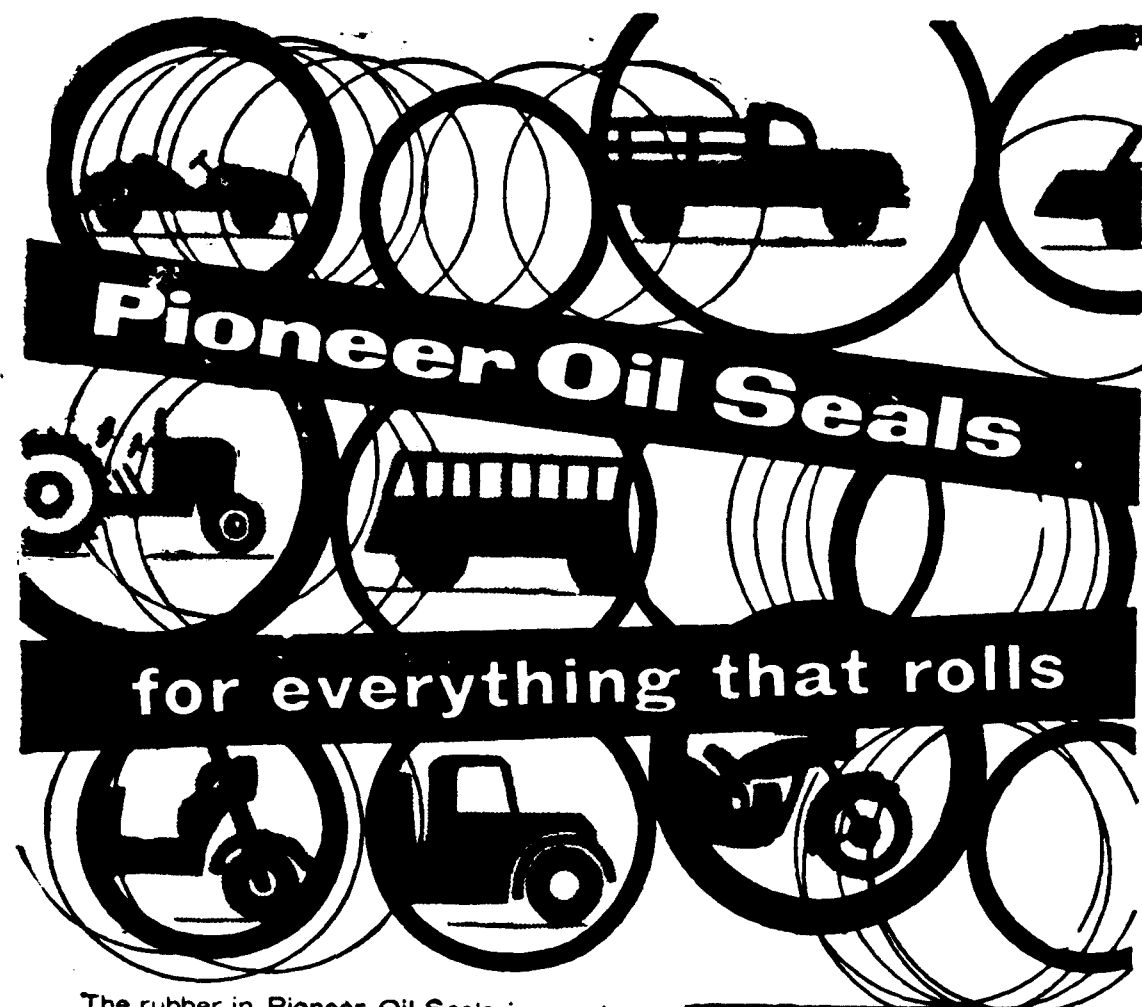
Yet I believe the announcement could foreshadow far-reaching changes in Rolls-Royce and Bentley car design. The cost of designing and developing top-grade luxury cars of completely exclusive design has now become prohibitive unless there



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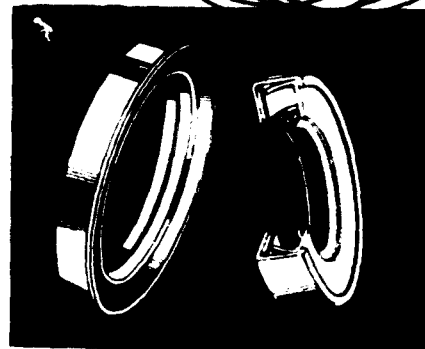
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is some big production model to share the overhead costs. Present Rolls-Royce and Bentley cars have splendid qualities which are admired throughout the world, but compromises are required to keep the price within reasonable limits. In the chassis, more brought-out components are used than ever before and the automatic transmission is based on a General Motors design no longer used in the United States, because the cost of designing and developing a special one would have been prohibitive. One standard body shell is produced by Pressed Steel Company for both Rolls-Royce Silver Cloud and Bentley S. 2. Tooling costs as much as for a car made in millions, but the cost is spread over a few thousand units, so that the buyer pays several hundred pounds per car as tooling cost instead of two to five pounds. The only difference between Rolls-Royce and Bentley is in the radiator grille and the body style has to be retained unchanged for many years. Many people consider this an advantage which maintains a high second hand value for their investment.

Mass Production of Rolls & Bentleys

There were two possible ways out of this dilemma. One, to make fewer cars and more exclusive cars at a much higher price, each closely tailored to the tastes of the individual buyer. The other, to go all out for bigger production at a lower price, spreading design and development costs over many more units.

For some years R-R management has been examining the first possibility. It would have involved making the Rolls-Royce and Bentley into different cars once more, each

with its individual character. The Bentley would have become lower, more compact and much faster. The Rolls-Royce would have remained the spacious, silent town carriage, but still capable of cruising at 100 m.p.h. on the motorways. Large sums have been spent investigating new methods of construction which would have allowed the craftsmen at the Park Ward and Mulliner subsidiaries to produce a large range of deapoke cars, using a proportion of common pressings, but varying between two and four-seater styles, with two and four door bodies on various lengths of wheelbase. Some interesting prototypes have been seen on the road, and some people in the industry believe Rolls-Royce may have spent anything up to a million pounds on these investigations in the past five to eight years. But the whole idea was killed when the Chancellor of the Exchequer raised Purchase Tax to 55 per cent and imposed a limit of 62,000 on tax deductible car costs. This means that on a Rolls-Royce or Bentley almost the whole price of the car before tax has to be paid out of income which has already borne income tax and profits tax in the case of a company. Already it has affected sales of the current models and dearer cars are out of the question.

R - R Shortcomings

One alternative would be to plan for much greater production of one basic body and chassis, but while Rolls-Royce have an excellent team of design and development engineers, they have no experience of making things cheaply. As one engineer put it to me, "Within the present design philosophy there is not much you can do to cut costs beyond cutting a few shillings on

the interior trim, which would immediately cause trouble with the buyers."

Collaboration Mutually Advantageous

In this situation, collaboration with the BMC might be useful. Under Sir Leonard Lord (now a Baron), the BMC has achieved a world-wide reputation for production engineering, even if they have not until recently been very much admired for their automobile engineering. The combined knowledge and experience of the two great corporations could produce a car with Rolls-Royce standards of comfort, silence, finish and performance, allied to the kind of production know-how which enables Cadillac to build more than ten cars to every one R-R. It could lead to more numerous, if less exclusive, Rolls-Royce and Bentley cars.

Of course the advantages are not all on one side. The BMC has never had any very notable research and development facilities. On the Nuffield side, Lord Nuffield gave away countless millions of pounds to charity, but spent too little on improving the engineering of his own products and the Austin side had nothing very important to show when they merged. Even now the BMC has no adequate proving ground of its own, a weak position for the world's fifth largest car producer to be in. It may be, therefore, that there would be advantages for them in having access to the matchless research and development facilities which have been built up by Rolls-Royce, not simply on the car side, but for their jet engines, industrial power units and many other products.

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THE STAR THAT HAULS A FORTUNE

Neogy Committee Report

TRENCHANT MEMORANDUM

by all india motor unions' congress

With your kind permission, we make a few general submissions, besides replying to the questionnaire, as set out by you, in the course of the preliminary Report, since published.

There has been some delay in our sending the replies, but we were waiting for the publication of the separate Reports on the data collected by the Committees, as mentioned on page 3 of the preliminary Report, without which, we could not know the quantum of traffic which, it is alleged, has been diverted from the railways to road transport, "as a result of the intensive competition offered by trucks operating on long distances."

"Intensive Competition" Claim Unfounded

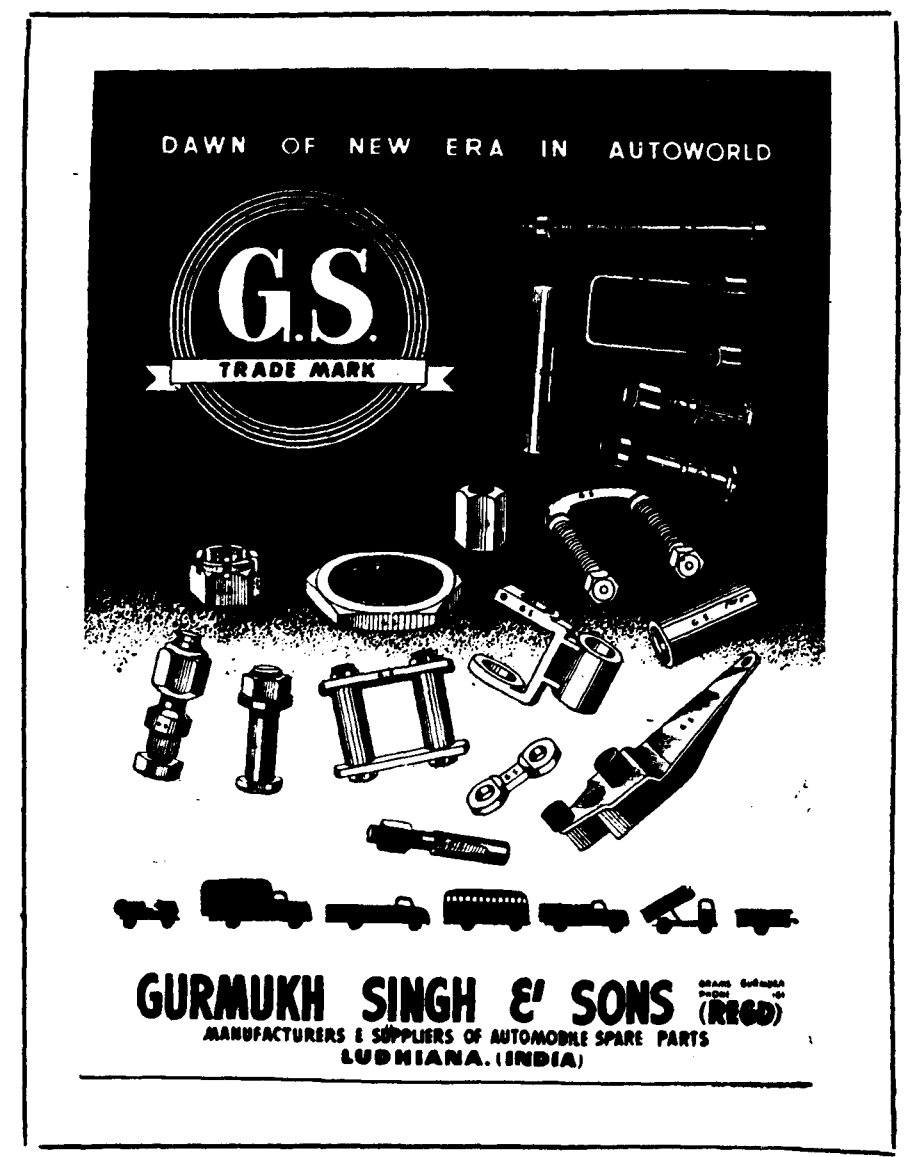
May we submit that we have not been able to appreciate fully the use of the term "intensive competition" by the Railways in their complaint before the Committee, without knowing the number of trucks which actually operate in this country, on long distances (exceeding 300 miles) and what percentage it was to the total.

From whatever information has been given in the Report or in its various appendices, one may find that the number of long distance permits (for distances over 300 miles) issued in different States is not high. Appendix 6 gives details of permits issued for the period, January to June, 1960. It may be observed in this connection that, whereas in Andhra Pradesh and Assam no permits for long distances were issued, Punjab and West Bengal issued only a few, say between 5 and 20 a month. The number as given for Maharashtra, Madras, U.P., Mysore, M.P., Bihar and Delhi, when totalled, comes to a little less than 4,000 a month

which is hardly 2 to 3 per cent of the total number of trucks in the country. Again, in the absence of any precise information given about route-mileage for which these permits were issued, it is rather difficult to say whether all this constituted any competition at all, and if so, over what range. We would like to say that it is very difficult for anyone, as it is for us, to meet the charge of the railways

that road transport was competing with them, without their giving out precise information as to where this competition was taking place and in what commodities. This information, unfortunately, has never been made public by the railways, who, at the same time, have never ceased to complain of this competition, right from the middle of the 1930's, to this day.

The Committee, in all fairness



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ought to have processed its own data, with regard to the alleged competition offered by road transport, and not relied merely on the complaint made just by one party, namely, the railways.

The Incidence of Taxation On Cost of Transport

Perhaps it will not be out of place to mention here that road transport, subjected as it is to very heavy, nay unbearable taxation in this country, cannot compete, in any way, with the railways. It has been said that the incidence of taxation alone on road transport is greater than the average freight rate per ton mile charged by the railways. The statement was first made a few years ago. There have since been a number of new and increased levies, and if it was true then, the statement is only truer today.

While we have said all this, we wish however to make one thing quite clear. It is not as if there is anything inherently wrong with road transport that it cannot offer economical services. We are rather anxious to remove this misunderstanding, should our above statements cause one, because it is bound to prejudice the cause of future development of this most versatile mode of transport. There are some in this country as elsewhere, who contend that if road transport was a costlier mode of transportation, why spend the scant resources of the nation on its development. It is only with a view to meet this charge that we are anxious to refer to the incidence of taxation on the cost of operation. It has been worked out roughly that for a goods truck which may operate for 120 miles a day and 300 days in a year, say 36,000 miles, incidence of taxation is anything from 40 to 50 per cent of the total cost per truck mile. But we all know that the cost per ton mile can be reduced by increasing the hauling capacity of the trucks or by allowing truck-trailer combinations and also articulated vehicles and by improving the road surfaces.

Railways Thwart Road Transport Development

Unfortunately, in this country,

development of road transport has always been retarded and restricted, presumably at the instance of the railways who from the 1930's raised the bogey of rail-road competition. Recently conditions have slightly improved but they would not have, had it not been for the fact that the railways failed to move the total traffic offered. As a result of the country's Five Year Plans, the traffic generated far exceeded the available transport capacity. It was the serious transport bottlenecks which we all experienced towards the end of the first Five Year Plan, and once again, during the course of the second Five Year Plan, which perforce made our Government think also of developing road transport, or at least of relaxing for some time to come, of the restrictions, like the Code of Principle and Practice, which had been imposed and which had, for all practical purposes, strangled road transport. Unfortunately, the railways did not view all this with much favour and no sooner was it decided, at the Conference of the State Transport Commissioners and Controllers, held in Mussoorie, that the code be suspended for some time, than the railways began to exert themselves with a view to see that this decision of the Conference was not implemented.

All Modes of Transport Must Expand

We wish to make it quite clear, here and now, that we are not opposed to further development of railways' capacity. In fact, like many, we too believe that India today needs many times more than the present available transport facilities, be they of railways or road. We also believe that our total traffic requirements, for many years to come, (not just one or two decades, but more) will outgrow the available facilities, and for this reason, both the railways and road transport will have to be greatly expanded, as also all other modes of transport. The road transport industry has no doubt complained in the past that the Government was giving undue weightage to the railways, but it has never complained that there was no need to

develop or increase the existing railway capacity.

Railways Appeased

It is the Railways who, while receiving a major share of our Plan resources, have been opposing any further development of Road Transport and have all along been insisting on Road Transport being restricted. The railways have been given the amount needed and been helped with the hard-to-find foreign exchange as well, but the road transport industry, has been subjected to fresh burdens of taxation and further rigours of restrictive licensing policies. Many amongst us have believed and they do so to this day, that all this was being done by the Government to appease the railways. This belief has a definite basis. The present M.V. Act and the Code of Principle and Practice, which to this day remain unchanged, (at least in their spirit if not in the letter) were enacted earlier by a Government which was definitely hostile to road transport for well-known reasons. Unfortunately, whatever little the Parliament of India attempted to do in order to remove the undue and unnecessary restrictions, while amending the Act, has been undone by executive directions, since issued. In the draft bill, as we understand, there was a clause to restrict the distance a truck could operate, which clause was later dropped by the Select Committee of the Parliament con-

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sidering the Bill. But the Ministry of Transport, Government of India, ignoring the unanimous recommendation made by the representatives of State Governments and of the industry at the Mussoorie Conference, has issued a new directive to the State Governments, not to issue permits for more than 300 miles if the railways were to object. And ever since the railways have, as a policy, objected to all grants and renewal of such permits.

Railways in no Real Danger

One of the reasons which has often been given is that the railways being our largest national asset need to be protected. But against whom and for what? We are no less anxious than anybody else to protect our railways, but the truth is, that railways are in no real danger from road motor transport.

Need for Rationalised Freight Structure

We note that the Committee has not taken the alarmist view as

shared by the Railways. You have no doubt expressed your concern about the railway finances but, if we may say so, for an entirely different reason. While it is true that the pattern of traffic moved by the railways is undergoing a change and that the ratio of the low-rated commodities to the total traffic has increased or may well go up in future, we submit that the remedy for this does not lie in throttling the growth for other modes of transport. It lies somewhere else, may be in rationalising the Railway freight structure. We would like this issue to be considered in its proper perspective, and not be confused with the question of alleged competition from road transport. The Ramaswami Mudaliar Committee on Railway Freight Structure had gone into this question but unfortunately for reasons other than purely economic the government did not accept all its recommendations.

Taxation vs. Subsidy

We may once again emphasise the fact that if the policy of the State governments and the Central government continues unchanged,

i.e. to tax road transport more and more every year, without giving it any relief, taking refuge every time behind the argument that it has been growing nevertheless, Road Motor Transport will never be in a position to offer really economical services, not to speak of offering any competition to the railways. Any further restrictions to be imposed on mileage or area of operation just because the railways demand it, because of their fear of competition, would be highly unfair. Moreover, it will amount to a denial of facilities so urgently needed by the public. After all, it is the consumer who pays in the long run for any inadequacy of transport facilities and all the attendant costs of delays and bottlenecks. If the Government are keen that coal and other raw materials, should be carried by the railways without any regard to the cost-of-service principle, it is for them to subsidise the railways which in fact they are doing, in more than one way. Once the principle of receiving subsidy is accepted, as it has been done by the railways and in the case of carriage of coal by coastal shipping by the shipping companies, how far it is justifiable for railways to ask for further concessions or favours for rendering the service, and that too in the shape of restricting other modes of transport.

Is Carriage by Rail Really Economical?

In most of the highly industrialised countries, it has been stated that distribution is as much an integral part of the total process of manufacturing goods as anything else. In fact, in the U.S.A., and in some other countries, comparatively greater emphasis is put on the means for a speedier distribution. In these countries, a factory which may be less favourably placed with regard to the sources of raw material or fuel, may, if it can come to possess effective means of distribution, viz. an efficient transportation system, can make up or even surpass savings, if any, in cost of production, of a more conveniently placed factory. Again, it is the total cost, with which a consumer is concerned and not the ex-factory cost. What needs to be examined

therefore is how, and to what extent by carrying certain raw material at a lesser rate but, at the same time carrying the finished product at a much higher rate, the railways are helping the man in the street, the common man.

Much has been made of the carriage of coal by the railways at a concessional rate and thereby helping in the wide dispersal of our industries. What, after all, is the incidence of freight on coal on the total industrial cost?

The Railways Freight Structure Enquiry Committee, has in this connection observed as follows:

"The percentage of cost of fuel, whether coal or thermal electricity, on the ex-factory cost of the product has been worked out in respect of some 28 industries in the same manner as had been followed in working out such cost in the Report of the 6th Census of Indian Manufactures, 1951, on the basis of coal freight rate of 1951 and the proposed freight rate. Both on the 1951 freight rate, the cost of coal entering into the ex-factory value of the product is comparatively very small, except in the case of certain industries, i.e., iron and steel, cement and ceramics."

Social Consciousness of Road Transport

In our answers to the questionnaire, we have tried to meet the argument that since railways render certain social obligations which, or the like of which, road transport cannot render, they (the railways) are entitled to a preferential treatment, at the cost of other modes of transport. It is our view that what the railways are doing is in no way extraordinary. Whatever social obligations they claim that they are discharging (and we do not intend to go into their worthwhileness) are

only the price a monopolist must pay for enjoying a monopoly. If the railways are losing, according to them, on carrying one or another particular commodity, they are also making it up by charging a higher rate for others. Not only this, the Government is subsidising the railways to a very large extent and in more than one form. This subsidy may be hidden but can well be known and ascertained. Road transport on the other hand, or for that matter, any other mode of transport does not enjoy any such monopoly, or any patronage of the Government. But in its own humble way, it has also been rendering whatever service it has been called upon to perform to the community, during floods, or in the villages, and in such places where the railways cannot reach.

Government's Responsibility for Present State of Affairs In Road Transport Industry

If it were that road transport industry also was organised into one or more large-sized undertakings, each one enjoying exclusive rights to operate in a particular area, perhaps it could also enumerate a large number of social obligations it was rendering. However, we in this country have adopted a policy of allowing individuals to enter the field of road transport. The State governments have rather been encouraging new entrants into the business because of an acute problem of unemployment and may be, also because we are wedded to a policy of socialistic pattern of society in which we do not want to encourage larger combines. This policy has been followed sometimes at the cost of public comfort, for it is agreed that individual operators, as such, cannot render efficient service. But as it is, it is no fault of the industry.

In this connection, we note with some satisfaction that the Committee has also rightly held the government responsible for the present disorganised state of affairs in the road transport industry. We cannot, however, accept the statement that "it is unrealistic to expect a change in the present set-up of the industry". On this subject, we propose to submit a separate and detailed memorandum, but here we would like to mention only one thing that the will to organise has not been lacking on the part of the industry, and in fact the individual operators through their associations have always been pressing for the formation of viable units.

Need for a Definite Policy

From time to time we have approached the governments, both at the Centre and in the States, for their assistance in forming viable units. We may particularly mention here how well the passenger road transport industry in Punjab was organised, where it continues to render to this day highly efficient and economic service to the travelling public. It is only desired that the government should, without losing any more time, devise a policy which should give some shape at least to the present disorderly pattern of the industry, and as a result, enable it to render better service to the public, both in the case of goods and passenger transport. It may not be difficult to find ways and means by which such units of individual operators may further be grouped into one or more central units or into an organisation which, in turn, could be charged with some at least, of the social obligations expected of the industry.

Unwarranted Assumption

The Committee has been pleased to observe that it is not easy to determine to what extent, if any

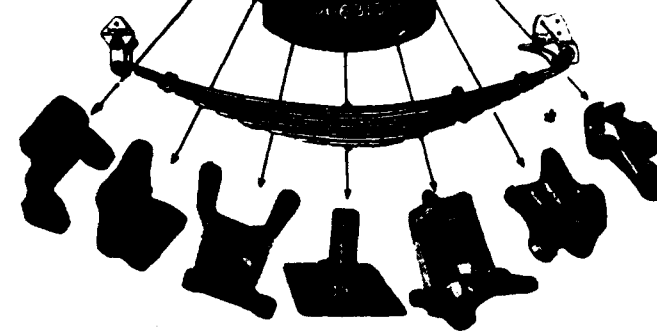
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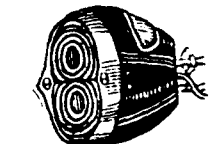
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"the expansion of traffic in road transport has been at the expense of the railways", or in other words, "to what extent the traffic has been diverted from the railways to road transport". But we are constrained to remark that when this very fact, which is the essence of the enquiry the Committee has set before it, has not been determined, it is rather unfair to proceed on the assumption that development of road transport will make any serious inroads into the earnings of the railways. As we all know, the total revenue of the railways in the past has been steadily increasing, from year to year.

The largest number of trucks, according to the information received by the Committee, moving over longer distances is on the Bombay-Bangalore road which number is just less than 10 per cent of the total trucks plying on that particular route; whereas on other routes surveyed, the ratio is only 5.2 per cent of the total. It has been stated by us earlier also that number of temporary permits issued for long distances was only about 2.5 per cent of the total number of trucks, which fact is now further supported by the above figures, worked out by

the Committee, as a result of actual surveys made. The long distance traffic, about which alone the railways complain, is negligible therefore. And yet it is just one side of the coin. In our view, all this is nothing but overflow of traffic which the railways have failed to move, and which has fallen to the road transport.

In this connection, the testimony of the representatives of trade and industry who have been complaining from housestops about the inadequacy of transport facilities cannot easily be brushed aside. The Federation of Chambers of Commerce and Industry have at their 34th Annual Session held in New Delhi in March 1961, resolved to draw the urgent attention of the authorities and planner both, to this great urgency for "the speedy improvement in the transport situation" which, according to the FICCI, "has deteriorated considerably in the past." It goes on to say, in the resolution, that "in spite of the assurances given by the authorities, the lag between the demand and supply of transport, particularly rail transport has been growing to critical proportions.

In this context, a quotation from the Planning Commission itself will be most apt. It says:

"The railways have throughout this period been working under some measure of strain and at times have been unable to handle all the traffic that has been offered...

With the economy expanding at a rapid rate it is likely that these conditions will persist at least for some years."

There is a huge volume of evidence to show that railways have their hands already too full. It is therefore difficult for us to understand how the Committee has, without any definite information assumed, as it seems to have, that any further development of road transport, on longer distances, is going to affect the railway revenues adversely.

Shortfall in Railways' Carrying Capacity

At the beginning of the second

Five Year Plan, the total originating traffic on the railways was expected to increase from 120 million tons in 1955-56 to 181 million tons in 1960-61. These targets were, however, revised in 1958, because by then the country had come to face an acute problem of foreign exchange shortage. Railways were not able to carry even the revised tonnage of 168 million and there was a shortfall of about 14 million tons. The result of this in capacity has been felt more seriously in case of coal. We could quote extensively from Press reports appearing almost everyday, to show how the situation has deteriorated, affecting thereby not just coal production, but also and to a very large extent, industrial production on the whole because a number of industries had to close down over and over again. The Planning Commission itself has referred to it, in their report on the Third Five Year Plan:

"The experience of the last 10 years is instructive in so far as it teaches the one lesson that the demand for transport rises at a substantially faster rate than the increase in national income or the growth of production."

The railways are now being geared to handle originating traffic of 245 million tons which will mean an increase of about 59 per cent. However, we have our own doubts both with regard to this estimate of the total tonnage and also about the ability of the railways to handle it, all by themselves. It is therefore of utmost importance that we should, at this very stage, think of commissioning into service as much of other modes of transport as is possible, if we want to avoid transport bottlenecks. Here a reference to what the Railway Freight Structure Enquiry Committee has said in their report about the need to provide a cushion of spare capacity will not be out of place.

Apart from this question of the railways' inability or incapacity to handle all the traffic offered, there is yet one more point, worthy of consideration. The Committee has been called upon, in its terms of

reference 'to recommend a long-term transport policy', and subject to that policy, 'to define the role of the various means of transport'. Strangely, however, in our opinion, the Committee have started discussing the role of various modes of transport before even considering broadly what should be our national transportation policy. For one thing, the Committee has not said whether Railways alone should be developed in future in this country or other modes of transport as well, and if so, to what extent?

Road Transport's Contribution to National Exchequer

It is true that railways are our greatest national asset and are contributing largely to nation's resources but is that consideration of such prime importance that all other modes of transport should be sacrificed for the sake of railways?

Even this argument does not hold good, firstly because other modes of transport also make their own contribution. In the case of Road Transport, the National Council of Applied Economic Research had shown, as a result of one of its studies, that the contribution made by road transport industry to the national exchequer was even more than that of the railways. We think whatever figure was given by the Council in its report needs to be re-assessed, because there have been a number of fresh imposts on road transport; and in our view, Road Transport's contribution

today cannot be less than Rs. 200 crores annually.

"Co-ordination" Always A One-Sided Affair

No indication has been given whether or not we shall need for our economic emancipation more and better roads. Will our predominantly agricultural economy be served better by road transport, or by the railways, or for that matter, by any other mode of transport? The Committee seems to have been too much preoccupied with what has been the past relationship between the Railways and Road transport as is evident from its criticism of road transport. Perhaps it will be appreciated that road motor transport signifies a great technological advance over the railways and that it will not be possible nor wise to reverse this process of technological advance in transport as it will be difficult to do so in any other sphere of economic activity.

It is no doubt that government's resolution, setting up the Committee, lays some emphasis on the problem of co-ordination between railway and road transport but the terms of reference of the Committee, in our view, are much wider. While we are for co-ordination, our complaint is and has been, that in the name of coordination, road transport has, in the past, been subjected to all sorts of undue and one-sided restrictions. Co-ordination, so far as road transport industry is concerned, has come to mean subjection of its interests to those of the railways. Various measures were taken in the

past, and all, in the name of achieving coordination, which resulted in placing undue restrictions on road transport alone, without any corresponding obligations on the railways. It has often been said that since railways are owned by the State, while road transport is largely in the hands of private operators, the railways needed all the safeguards. It is like an elephant needing protection from a mouse, if we may use the simile.

Hopes of Road Transport Belied

Road transport in this country today is yet in its infant stage. Judged from any angle, whether from the point of view of road mileage, or from the density of vehicles, India today woefully lags behind most of the countries of the world. We are much poorer in the matter of condition of our roads. Yet whatever could have been possibly achieved with the roads that we have, and with the vehicles we can make in this country, has been frustrated, by placing all sorts of undue restrictions and by levying unbearable taxation. We may well compare the case of the road transport industry to the weary pious man who had gone to seek an exemption from offering the daily prayers (Namaz), but was, according to the legend, enjoined to observe the fasts (Rozas) too. The Road Transport industry had protested all along, against undue restriction and had hoped that at least one day some of the restrictions which had been holding it back, and

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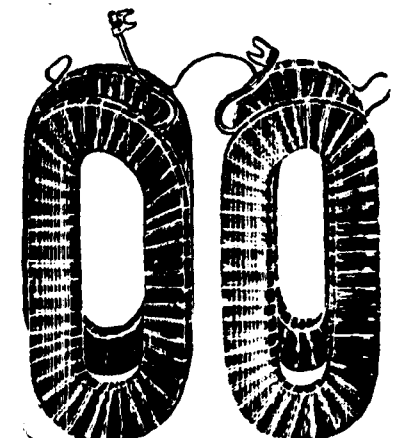
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which had been imposed on it in the name of achieving rail-road co-ordination, would be removed, as a result of the acceptance by the government of the recommendations made by the Masani Committee. But before any action could be initiated on any one of these recommendations, the Railways started their own campaign and succeeded in getting the present Committee appointed, which literally meant, shelving the issue of any relief or relaxation of the restrictions. Such has been the dexterity of the Railways in presenting their one-sided case that even the Committee seems to have taken in by their unsustainable claims.

May we, with your permission, here quote our beloved Prime Minister and set at rest all fears of any rail-road competition, now or in the near future:

"...One of the things in India is the remarkable growth in motor transport service all over the country—some of them are State service and some private enterprises. But there is a constant demand for more and more. More and more people travel on the railways also. There is such an astonishing field for development that the growth of road transport does not affect much the railways..."

"At the present moment a high level committee of ours is considering this relation between road traffic and rail traffic, and I am looking forward to their report to help us in regulating these to the best advantage..."

"I do not think there is any serious problem in India. I do not know about other countries. The need for the growth of our road traffic as well as rail traffic is great in India..."

Road Transport Treated as a Milch Cow

We have no doubt whatsoever in our mind that as a result of further probe, the Committee will, in its

final analysis, be fair to all interests concerned. We have the greatest regard for the wisdom and efficacy of the Chairman and members of the Committee in judging the various complicated issues involved, each on its own merit. But the fact that this is bound to hold up for some time further development of road transport, so urgently needed today, is our greatest fear. We submit that the case of the road transport industry needs to be viewed with some sympathy because in fact, it is more sinned against than sinning. We repeat that growth of this industry has been retarded in the past and checked at every step. Various hurdles had been placed in its way. Although it was as early as in 1950 that Motor Vehicles Taxation Enquiry Committee, set up by the Government of India, had come to the conclusion that burden of taxation on motor transport in India was the highest in the world, yet, instead of giving it any relief, new taxes were imposed year after year, both at the Centre and in the States. The fees were raised, and duties enhanced, so much so, that even the price reduction made by the oil companies in the cost of fuel (petrol and diesel) etc., was all mopped up by the government, in the form of increased duties. The States had their own pound of flesh. The local bodies did not spare either. And all this time, when taxes were being enhanced, the industry remained subjected to all sorts of restrictions, both in form of low carrying capacity of the trucks and restricted route mileage and or area of operation. And now, at the height of all this, it is being accused of not acting in national interest and of competing with the railways.

Fear of Nationalisation

The Planning Commission has, in the course of their Report on the third Five Year Plan, hinted at the possibility of nationalisation of goods transport, during the third Five Year Plan period. The reason advanced is that there is a great pressure on the railways. In other words, the Commission has admitted that there is a great strain on the railways and that it can be relieved only by developing road

transport. But we see no reason why it should be made an excuse for the State governments to go back on their earlier assurance, not to enter into the field of goods transport, during the third Plan period at least, which assurance had been held out by the Central government on their behalf, in consultation with the Planning Commission.

It may be argued, as it has been, that what is intended is not nationalisation as such but that the State government, also intended, running a few hundred trucks, but may we submit that this was exactly how nationalisation of passenger transport was started some few years back. All this has rightly caused a fear in the mind of the operators, who are afraid lest it may not be the starting point of the policy of nationalisation of goods transport in the country. In our humble view it should be the duty of the Government to remove this fear. If we accept that there is a pressure on the railways and that it can be relieved by running more trucks, the only way is to remove the fear of immediate nationalisation, relax present restrictions, give relief in taxation, or at least promise no further burdens, and let the people do the rest. The governments can regulate this industry as best as they can, but they should better leave it as it is, so that it can function. Let it not be incapacitated entirely.

Nationalization of Passenger Transport

May we also make a submission with regard to the observations made about achieving coordination in passenger transport by the Committee. We beg to differ with the view expressed by the Committee that:

"It might reasonably be expected that the nationalised undertaking in the States except in the few regions, may take over almost the entire field of transportation in the next about 10 years."

We think that this is not possible unless the nationalised transport undertakings are permitted to run

only skeleton services. If the very objective of nationalisation, viz., to provide adequate and economic services, is to be achieved, the state transport undertakings will have to cater fully to the growing traffic needs on the existing nationalised routes before taking over new routes. But with the resources, restricted as they are, they may not even be in a position to cater for the normal increase in the traffic on their existing routes; not to speak of expanding their area of operation. With a total of about 7,500 vehicles which will be added, it may not be conveniently possible, we may submit, to take over any new major areas of operation, unless, as stated earlier, the State governments let the State Transport Undertakings run only a fraction of the existing number of services being now run by private operators.

We have not much to say whether or not the nationalised transport undertakings should run in the form of a corporation because it is essentially a matter between the Central government and the State governments. Still, we think it to be relevant to point out here that the policy, as was laid down by the Government of India, in consultation with the Planning Commission, to associate with all these corporations, the representatives of the public and private operators, has nowhere been followed.

Development of Road Transport—An Urgent Need

The development of road in this country is a matter of great and urgent importance. In fact, our emphasis on railways in the past two Plan periods has been disproportionately greater.

There is a grave danger in our policy of depending so much on just one mode of transport, which has decidedly become out of date. We understand that foreign experts also have pointed out to the dangers of having a lop-sided development of transportation system in the country. We can do no better than to quote here from the speech of the Executive Vice-President of the International Bank for Recon-

struction and Development (IBRD) delivered at the I. R. F. Pacific Regional Conference, held in Sydney this year (Source: *Road International, Autumn 1961*).

"In this continent generally—particularly in those countries where the Bank has been active, such as India, Pakistan, Burma, Malaya and Thailand—it was considered not enough emphasis has been placed on highway development. Transport development has been unduly centred on existing forms—be it railways or inland waterways—and it has been urged that more attention should be given to the possibilities of motor transport. Illustrating this trend is the Bank's experience in India when it was asked by the Government to make an appraisal of the Third Five-Year Plan which was to be launched on 1st April this year, a consortium was set up of those nations engaged in helping to finance the plan, the U. S. A., U. K. Germany, Japan and various others of the Western European countries. In a report by the consortium, it was stressed that inadequate finance has been allocated to the highways sector with disproportionately heavy investment contemplated for other sectors. Recalculation was therefore advised to redress the balance."

While concluding, we wish to endorse the suggestion made to the Committee by the Indian Roads and Transport Development Association that best criteria for allocation of traffic to different modes of transport would be the achievement of a reasonable return on the nation's investment in the different systems, be it rail or road.

We also submit that the allocation for Roads in the Third Five Year Plan is wholly inadequate and shall request the Committee to highlight the role of more and better roads in our economy, which has a definite rural bias. Here perhaps it is not necessary to dwell at any considerable length on the numerous advantages which accrue to the community as a whole from a net work of roads. There is a great leeway when a statistical comparison is made of the road mileage in India with other countries, either on a basis of population

or area. It has been proved that extension in the road mileage of a country has a direct bearing on the national prosperity. It is high time that we in India made amends for the past neglect of roads, and not only spent the entire revenues derived from the use of roads but much more, which investment was bound to pay many times more in the shortest possible time.

Some criticism has been made in the report of the policy of issuing temporary permits for long and inter-provincial movement of goods. We submit that under the M. V. Act it is not unlawful. Due to inability of the Railways to move the traffic offered expeditiously enough, there has arisen a definite temporary need to move these by road or else the whole economy would have come to a stop. At least the tempo of economic activity would have suffered a great set back, if those goods remained unmoved. If however due to the intransigence of railways, regular permits have not been granted and instead only temporary permits are granted (which the road transport operators find most irksome to obtain) it is definitely serving a real need. And the continuation of this policy only points out that for a long time the people will have to depend on road motor transport (and not on railways) for quicker movement of their goods.

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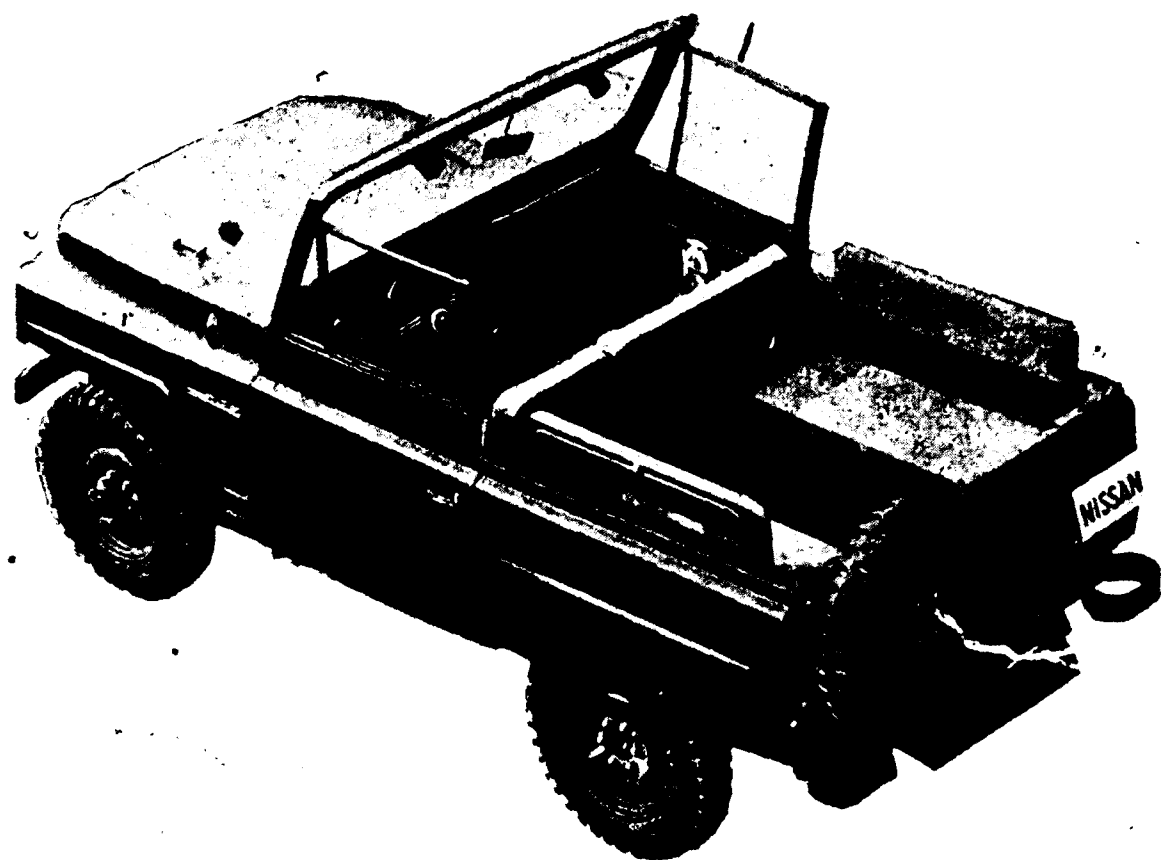
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The Prime Minister congratulated Indian engineers on the brilliant way they were utilising their knowledge and skill for attaining self-sufficiency in the nation's industrial needs. He advised them to aim at the BEST QUALITY in the manufacture of these vehicles.

The manufacture of this high-powered vehicle meant for transport in high mountain ranges is part of the scheme to strengthen border defences. The Defence Minister, Mr. Krishna Menon, welcoming the Prime Minister said that this patrol vehicle was as well known as the jeep made in the ordnance factories. He added

that this type of vehicle was first introduced in service in Kashmir. It would have greater power and better manoeuvrability. The Prime Minister went round inspecting the Nissan patrol vehicle and was introduced to the foreign engineers who were working in collaboration with the Defence factories.

It may be recalled that several hundreds of these patrol vehicles were purchased for the Border Road Organisation. They are giving good service and an agreement has been signed recently for the manufacture of these vehicles. The Nissan patrol vehicle was chosen because of its high engine power of 125 h. p., its larger seating capacity, and its ability to perform its function in spite of loss of power at high altitudes. Several modifications to existing design were required to make it suitable for service use, and the vehicle on display was manufactured without tooling up and by general engineering methods. It

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BRAKES: Hydraulic, 2 l.s. front; mechanical handbrake working on transmission.

CONSTRUCTION: Separate box-section chassis.

DIMENSIONS: Wheelbase, 8 ft. 2½ in.; track 4 ft. 6½ in., rear 4 ft. 7 in.; length 13 ft. 4 in., width 5 ft. 6½ in., height 6 ft. 6 in., ground clearance 8.4 in.; load capacity 1200 lb., including personnel.

TEST WEIGHT: 34 cwt.

FUEL TANK: 108 gallons.

PERFORMANCE CONDITIONS: Fine, warm; lateral breeze; smooth bitumen; two occupants, premium fuel.

BEST SPEED: 76.2 m.p.h.

FLYING quarter-mile: 74.5 m.p.h.

STANDING quarter-mile: 22.2s.

MAXIMUM in indirect gears (high range): 1st, 20 m.p.h., 2nd, 46.

ACCELERATION in top (second in brackets): 10-30, 10-1s. (7.2); 20-40, 10.4s. (7.8); 30-50, 11.6s.; 40-60, 14.5s.

BRAKING: 32ft. lin. to stop from 30 m.p.h. in neutral.

FUEL CONSUMPTION: 14.2 m. p. g., overall for 250 mile test.

SPEED: Accurate at 30 m.p.h., 2 m.p.h. fast at 50.

What is the main function of a four-wheel-drive vehicle like the Nissan Patrol? Most four wheel-drive vehicles in India are used for a combination of road work and cross country work.

The Patrol has a massive box chassis, with a three speed gearbox, driving two or four wheels. A transfer case gives a high ratio for mountaineering. This means that the Nissan has eight gear ratios, including reverse.

ENGINE: The Patrol has a massive four-litre, six cylinder o.h.v., Chev-based engine developing no less than 125 b. h. p. at 3600 r.p.m. and producing a solid 210 lb/ft of torque way down at 1600 r.p.m.

The Patrol is a G-60, 98-inch long-wheel base model. It is a very versatile vehicle put out by Nissan, capable of seating nine adults.

DRIVER COMFORT is highly important in a working vehicle. The driver sits on a comfortable, adjustable foam rubber seat. The Patrol's steering wheel is set a little too close to the chest, but all round vision with soft tops is good in the vehicle. Pendant pedals are very light to operate. The Patrol has a full set of instruments—gauges for oil pressure, water temperature and fuel, an ammeter, and a speedo with trip recorder—all placed where the driver can see them. The vehicle has an excellent pull-up handbrake working on the transmission, and fresh-air vents in the gentle winding down into the doors. The top can be stripped, the framework taken off, and the windscreen lowered onto the bonnet.

GEAR CHANGING. Two floor levers control the cut-in of four-wheel drive and low ratio with the Patrol. It can be changed down to low ratio on the move. Both levers have to be operated to bring in the four wheel drive. It has a central gear lever, the Patrol's shift is heavy, long in travel, and synchromeshed on the top two of the three ratios. The Patrol with all its horsepower will jolly well near climb a brick wall in top, but when you do need gears, it is certainly not handy.

RIDE AND HANDLING: It rides quite smoothly on bitumen,

laden or unladen. It is particularly good in the rough. Suspension system consists of solid axles and leaf springs, with telescope shock-absorbers all round. The Patrol has torsion-bar stabilisers front and back—and it needs them on the road because of its weight. The Patrol's torsion bars do their job effectively, but they reduce the vehicle's free wheel movements up and down in the rough. You can strand a wheel in the air when big, independent wheel movements are needed.

STEERING: Nissan has built a telescopic hydraulic damper into the Patrol's steering linkage. It cushions out road shocks very nicely, but makes the wheel 'soggy' and unresponsive.

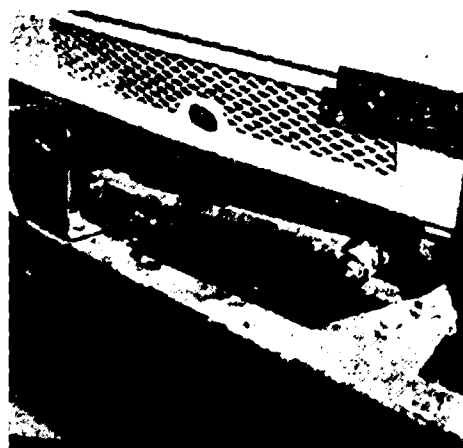
BRAKES: The Patrol is well braked with two leading shoes at the front which means low pedal pressure when going forward. But reversing or halting on a steep incline needs a heavy foot.

WORK CAPACITY: Cruising speeds are limited by how much transmission and tyre noise you can put up with. Maximum speed round about 75 m.p.h., optimum cruising speed being around 50 to 55 m.p.h.

FUEL CONSUMPTION

For an average day's work you can expect the Patrol to give around 14-18 m.p.g. With four wheel-drive low reduction, the Patrol gives 7 m.p.g. The high-powered Patrol is listed as having a maximum load capacity of two people plus 88 pounds, but it can seat up to nine adults. As a towing vehicle, stationary engine or for working auxiliaries the Nissan is supreme due to its 4 litres slow-revving engine. The Nissan is rather restricted in range by its 10.5 gallon fuel tank (up to 150 miles by test performance.)

Steering damper on Nissan effectively cushions road shocks, but it makes wheel feel vague.



Nissan has plastic side windows, but its soft-top frame takes some time to remove; exhaust under door is awkward when getting in or out.



pressure of 30 to 50 pounds per square inch should be registered on the gauge when the car is travelling over 30 m. p. h.

Jarred into action

Motorists who know how a bit of tapping of the fuel inlet area of the carburettor will so often re-seat a "hung" needle valve, will be interested to learn about a little trick that may revive an air conditioner that fails to cool. This may be the result of a sticking evaporator pressure regulator valve. By tapping this valve's housing sharply with the handle of a screw-driver, you may be able to jar the valve into action.

Sequence Important

Checking for looseness of king pins on older models may seem to be just a matter of jacking the front wheel and then shaking them by grasping the tyre at the top and bottom, but you can easily reach the wrong conclusion, unless you first make sure that the front wheel bearings have been properly adjusted. Often king pins and bushings are suspected of wear when the trouble is nothing more serious than need for replacing the bearings and adjusting the wheel nut.

Useful Duo

If the brake goes to the floor and pressure cannot be built up by pumping, the trouble may be nothing more complicated than need for more brake fluid. It is now possible to have a special coil spring installed over the aeroplane type rear shock absorbers on the car to provide stability and help prevent rear-end sag.

Figuring Noises

Some of the unusual noises engines make, are likely to indicate the less common troubles. One of these is a heavy thump heard when switching off the engine and switching it on again immediately. This indicates a loose flywheel. A sharper rap which you may hear during idling and sometimes at higher speeds, is an indication of excessive end-play in the crankshaft. It will

disappear when you press the clutch pedal to the floor. If the noise were a valve or tappet condition, action of the clutch would have no effect on it.

Brakes Relined

Remove all four wheels—install brake linings—Clean and inspect wheel drums—Adjust all four wheels—Adjust hand brake—Inspect master cylinder—Clean, inspect and pack front wheel bearings if needed—Adjust Pedal clearance—Check brake fluid—Check all grease seals—Clean entire assembly—Adjust eccentrics—Check shock absorbers—rotate tyres if you desire.

Notes on Draining

In draining an engine's cooling system remember that a car has two drains for the block. These are in addition to the drain at the bottom of the radiator. In all draining make sure that the radiator cap has been fully removed. Better draining of the car's hot water heater can be obtained by disconnecting the lower heater hose. If it is difficult to get to the block drains unless the car is on a hoist, you can drain off most of the system by placing the car on a driveway downgrade heel in the direction of the decline, and opening the radiator drain. Start the engine once or twice for momentary action of the water pump. While you are in the garage or service station have them check your battery for strength and the water level; it is highly important.

No - spare Switch

How to rotate tyres when not desiring to work in the spare is simple enough. It goes like this: move the right rear tyre to the left rear wheel and switch this left front tyre to the left rear wheel. The tyre from the left rear wheel is switched to a position on the right front wheel while the tyre from this right-hand corner of the car goes to the right rear wheel.

Explains the Bucking

Have you ever had the engine start to buck and skip after you

have slowed down following high speed driving on the road? If so the chances are that the trouble is due either to sticking valves or to the spark plugs not being the right heat type. With the throttle closing there is less combustion pressure to help close the valves. If they are inclined to stick, the slow-down will be an invitation to roughness. If spark plugs run too hot at high speed they should be replaced with plugs of the next cooler type.

"Shock" Treatment

Rapping and tapping have their place in this business of keeping our cars up to par, as anyone knows who has ever struck the horn relay a few raps with his knuckled fist to stop horns from tooting on their own. The shock simply dislodges stuck relay points. Another spot for an occasional rap is the inlet area of the carburettor. This will serve to release a needle valve that is "hung up" because of a speck of dirt. Your use of penetrating oil on the exhaust manifold heat control valve will be more effective if you will tap the end of its shaft lightly with a hammer.

Changing the ride

Just as many buyers now take off their tyre equipment and install white wall tyres for their new cars, so also it is becoming the custom to replace the factory shock absorber equipment. In the case of shock absorbers this is not merely a matter upgrading in quality, but involves changing to a different concept of what is desirable in car handling and riding ease. Car designers believe that the average motorists like a soft ride and choose shock absorbers and springs accordingly. However, in many cases the driver prefers a more solid type ride, faster cornering and less sag when the rear end of the car is loaded. Here a replacement of the shock absorbers may be the answer.

Useful Duo

That clicking noise you may hear when pressing the brake pedal may imply be a noisy stop light

switch which should be replaced. When the battery discharges mysteriously mechanics usually look for a defective switch for the luggage compartment light. Wax from polishing cloths will often leave a light film over the windshield and cause streaks when the wipers are being used.

As it should be

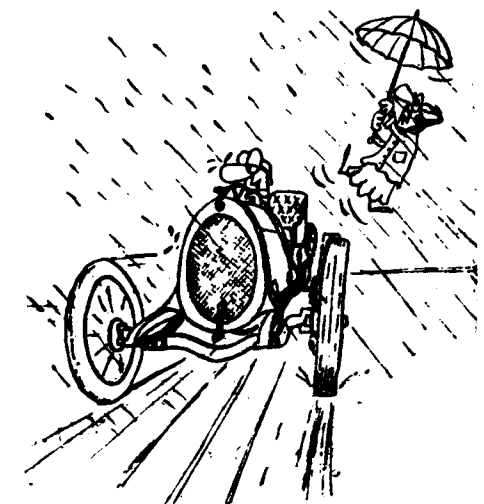
Motorists who are having their first experience with detergent oils often are surprised because the oil becomes quite dark after a fairly short period of use. This is simply because the oil dislodges organic gummy substances from engine parts and holds them in suspension until after an oil change. The oil filter will not remove these substances because they are not dirt and abrasives. When detergent oils are first used in an engine that has had considerable service, or which has become gummy, it is well to drain off the oil after 200 miles. Then refill with fresh detergent oil.

Saves cut fingers

Some of the grill work at the front end of some 1961 cars is a bit on the sharp side at the point where you reach through with your fingers to release the bonnet lock. Make sure that you know just where the release is located and how to handle it. If you have not already experimented with the release on your new car, better ask the people where you bought the car to give you a demonstration.

Best to be posted

When you have the front wheel bearings cleaned, checked and greased, do not be alarmed if someone points to discoloured bearings as proof that they have been damaged. Most mechanics who work on bearings know that



"Hold the umbrella closer, dear. I'm getting soaked"

such discolouration is due to chemical action of the bearing grease, and that it is no sign of trouble. There is no need to buy replacement bearings if they really are not needed.

Explains the loss

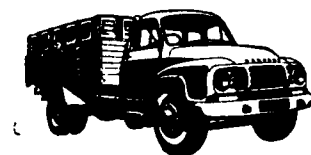
Where there is an extra tank at the top of the radiator, care should be taken not to overfill the system. Water in this particular area will become quite hot, causing maximum expansion. That means the coolant level will rise as the car operates. This may result in the pressure cap being forced open and much coolant lost out through the overflow. Start with the level about two inches below the top of overflow pipe;



As we go into warmer weather it is smart to consider the possibility of water pump trouble where the cooling system tends to overheat. Assuming there is no external leakage, no loss of coolant into the cylinders, no over-filling of the radiator and no collapsing of hoses, there is a good chance that the water pump of an older engine may be nearing the end of its rope. If the car is equipped with an automatic transmission, however, make sure that the unit has sufficient oil and is not slipping.

All is well

One of the unnecessary worries is believing there is trouble ahead if oil pressure drops low when the engine is idling, after the warming up period. Just as long as pressure rises to normal when the car is in operation everything is normal enough. For many engineers a



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THE SHOLAVARAM MEET



C. Prabhakar

C. Prabhakar, an enthusiastic member of the Madras Motor Sports Club, gives readers his impressions of the Sholavaram Motor Races, from a competitor's point of view. Readers may recall that the author was the winner of the South India Rally in 1960.

The All India Motor Race Meet at Sholavaram this year was all the more important to me, not only because I was competing in a race for the first time but also because—the All Nationals Association of which I am a member—had, for the first time undertaken the organisation of a really big show along with the Mylapore Round Table No. 3. The record number of entries received—seventy six—included the top racing drivers and riders of India and Ceylon driving some of the fastest machines in the world. It looked like we were going to have a day of exciting racing and we certainly did.

The month before the race Meet was one of hectic activity for the Members of the ANA and Round Table, for it was as much their show as the Madras Motor Sports Club's. The construction of the stands, the arrangements of the refreshment stalls and the bringing up of the programme brochure were their charge and they went about it systematically. And the M.M.S.C. for their part concentrated on the entries and the actual conducting of the races. It was very well done indeed.

The handicapping handled by Mr. R. D'Souza was almost perfect as could be seen from the way in which he brought every race to a 'neck-to-neck' finish. For the first time, an anticlockwise circuit was introduced with three hairpin bends and two very fast 90° right turns. This feature along with the absence of chicanes brought out the skill of the drivers and the maximum speed of the machines.

The best race of the day was the one in which Ramsay of the Calcutta Motor Sports Club in his Allard and Rauf of Ceylon in his Rauf special, 'built with his own hands', fought a 'ding-dong' battle, with the Rauf special taking lead on the straights and the Allard getting the better of him at the turns—practically every time. The finish was the best I have ever seen with the Allard almost a second ahead of the Rauf Special. Mention should be made of Satow from Calcutta in his Riley Special who was a close third in spite of his mishaps and the steady driving of Loganathan of Bangalore, who in his Bug Fiat, won a cup almost as big as his ear. The fact that I was racing against these top drivers in their extremely fast cars was itself so thrilling that I did not give a thought as to whether I stood a

chance of winning the race. When Rauf in his Ford Anglia whizzed past me leaving me standing I knew I had a long way to go in becoming a racing driver.

Among the Motor Cyclists, Nam Sadi on his Jawa Special and Jinalasa from Ceylon riding alternately his Japanese Honda—the fastest Motorcycle in the world today—and his Norton Manx were outstanding. The way in which they took the 90° bends at near 65 m.p.h. almost flat on their sides has to be seen to be believed.

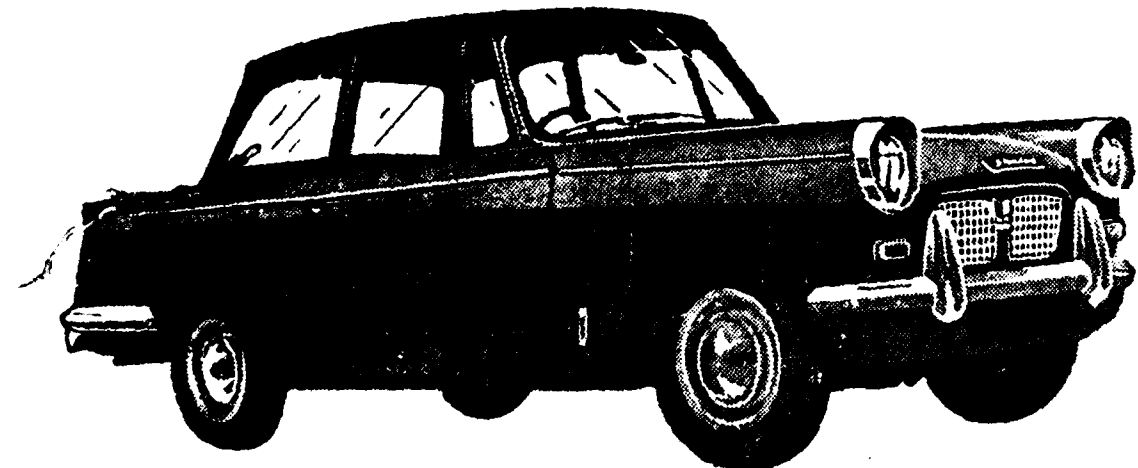
All said and done it was an unforgettable day for the race fans in Madras. Congratulations to the Madras Motor Sports Club, the All Nationals Association and the Mylapore Round Table No. 3 for this excellently organised show.



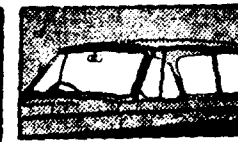
The author's Triumph Herald with ANA markings, on the Sholavaram circuit.

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AUTOMOTIVE DEVELOPMENT IN U.S.A

Latest developments in American automotive engineering technology were presented recently in a symposium conducted by the International Division of The Bendix Corporation. Representatives of leading British and West European vehicular and component manufacturers attended the symposium, at Frankfurt, Germany.

Technical papers covered such

subjects as advanced braking, friction materials, fuel metering and transmission and drive systems. European Licensees and affiliates of Bendix joined with officials from the U. S. A. in presenting the symposium.

New Steering System

Details of a new "Varamatic" steering system, designed to give a

standard car the manoeuvrability of a sports car, were described by R. M. Long, manager of engineering of the Bendix Products Division. The system features a variable ratio between steering wheel turns and the angle of the front wheels, reducing by 60 per cent the number of steering wheel turns needed for parking or manoeuvring, Mr. Long said.

"Master Vac" Car Power Brakes

He also reported that Bendix has begun manufacture in the U.S. of three new passenger car power brake units and is supplying them to five car makers for use in 1962 model wheels. The units are of the single-diaphragm, tandem-diaphragm, and split-system types and produced under the name "Master Vac".

"Twinplex" Heavy Duty Hydraulic Brakes

In another paper Mr. Long described a new, heavy-duty, hydraulic "Twinplex" brake developed under a programme aimed at designing an air-over-hydraulic brake capable of handling axle loadings as high as 10,400 kg. The brake can bring considerable weight savings. Further, it is designed as a "split system" so that, if failure occurs in either of its two hydraulic systems effective braking is still retained at all four wheels.

Mini-Mag Magneto Ignition

A new "Mini-Mag" magneto ignition system was described by Mr. S. E. Gregoire, Chief Engineer of the Bendix Scintilla Division. A low tension magneto generator makes compactness, possible, he explained. The system itself has a high tension distributor with an external transformer coil; and, with other elements, is designed to fit interchangeably with the conventional battery-powered distributor used on most auto engines and their industrial adaptations.

Developments in the field of

brake lining and clutch facing friction material with ceramic and metallic ingredients were reported by G. P. Haynes, of the Marshall-Eclipse Division. He cited the following advantages of these materials, produced under the trade name "Cerametalix": radically improved resistance to temperature, maintaining of friction at elevated temperatures, and improved life in all temperature ranges. Particularly in view of rising performance requirements for passenger car brakes, this is "an obvious area of development", Mr. Haynes told his audience.

Stormberg Air Valve Carburettor

M. P. Witney, General Manager of the Eclipse Machine Division noted his Division has developed a new air valve carburettor of the type that is popular in European engineering. He described the "Stormberg (D)" as having a single-barrel horizontal configuration that provides low installed height, minimum amount of linkage to operate air valve and metering orifice, and adaptability for a centrally located float bowl having necessary characteristics. Its diaphragm is of a plain Nitrile compound, Witney said. Air capacity is about 280 kg per hour.

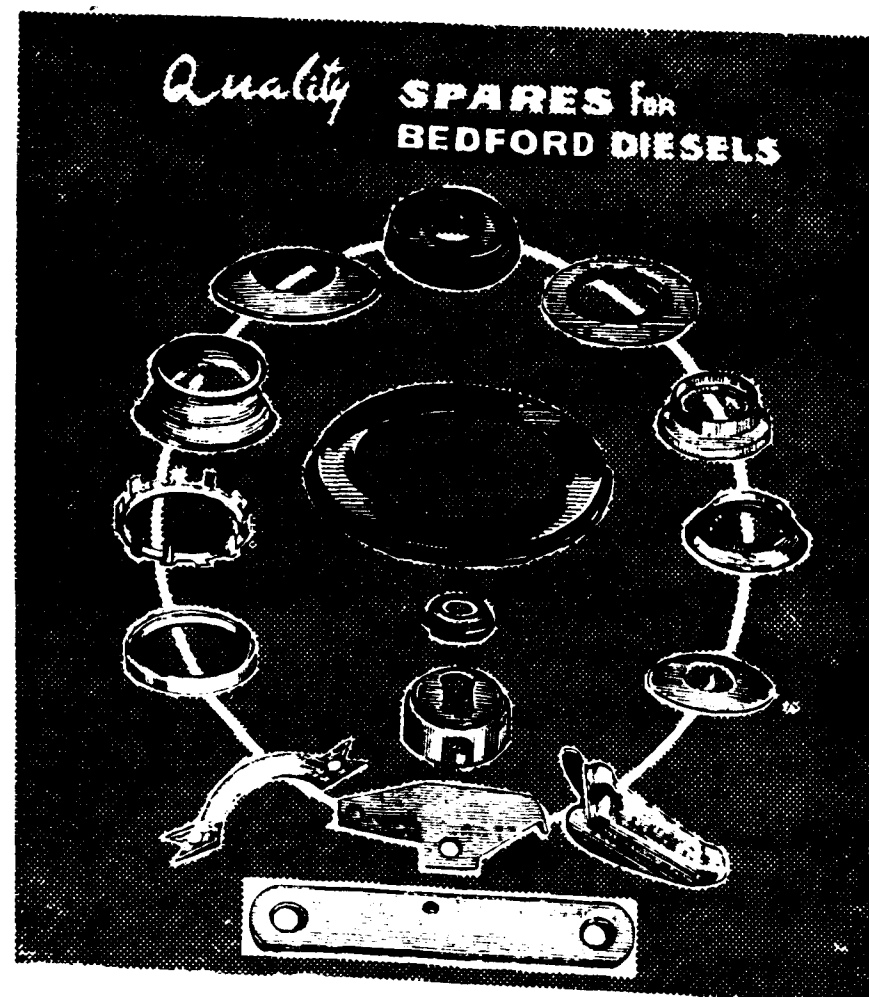
Other papers dealt with developments in the automotive electric fuel pump field, and starter drives designed by the Eclipse Machine Division to meet changing engine and starting motor requirements.

European Participants Listed

Bendix affiliates and licensees in Europe who participated in the symposium included: Dincellier and Bendix divisions of Societe Anonyme D.B.A., France; Jurid Werke G.M.B.H.; Alfred Teves Maschinen-Und Armaturenfabrik and Alfred Pierburg Auto-Und Luftfahrtgeratebau K.G., Germany,

Also present were T. Voorhees, General Manager of Bendix International Division; E. B. Reilly, Automotive Sales Manager of Bendix International; and B. D. Carter, Director of Automotive Marketing, Bendix International Operations.

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Victory Laurels For Sholavaram Champs

Prizes were distributed to the winners of the 6th Annual Meet of the Madras Motor Sports Club at an informal dinner the day after the Motor Races at the Madras Race Club, with Group Captain K. M. Agerwala, Officer Commanding, Indian Air Force Station, Tambaram, in the chair. The dinner was organised by the Madras Motor Sports Club, the All Nationals Association and the Mylapore Round Table No. 3, who helped in organising the race meet.

A printer's devil on the invitation cards gave would-be diners more than an hour in which to work up a healthy appetite and *Motorindia's* staff reporter took advantage of the lapse to interview some of the star performers of the day previous, while they were busy admiring an interesting collection of excellent snaps of the motor races displayed in the Race Club dining hall.

Mike Rauf's Hand-Built Special

Sporting Mike Rauf of Ceylon was all praise for the efficient organisation and excellent track control, which kept all spectators well away from the T-track during races. Mike is a fervent roofer for the handbuilt special vis-a-vis the factory built models, pointing out that his handbuilt Rauf Special had beaten several production sports cars and racers at the Sholavaram meet and elsewhere. Mike who has a keen, inventive brain, said that he had not experienced much difficulty in putting together his Rauf Special, and by constant experimenting, he had improved its performance from meet to meet during the last two years. His Rauf Special which gave an excellent account of itself, had an all-welded tubular steel chassis, a Morris Minor steering, a souped-up 1991cc capacity engine from a damaged TR-3, and a fibre glass body.

Satow To Build Formula Racer

M. G. Satow from Calcutta, whose Riley Special won the Burma

Shell trophy on its first appearance on the Sholavaram circuit, called it an excellent day's racing. As a result of the unqualified success of the local motor races, he envisaged greater participation by outstation clubs in future meets at Madras. Satow told *Motorindia* that he had designed and half-built the prototype of a Formula racer—a 1.5 litre, two seater job—powered by an Hindusthan Ambassador-type engine, which he expected to complete before the end of the current season. This formula racer can be easily built by club members in their spare time. Complete specifications and other particulars of the project will be published in "Motor India" at an early date to enable motor enthusiasts in India and Ceylon to get formula racers ready for the competitions next year.

Affable Ramsay, also from Calcutta, whose Allard had thrilled the crowd at the motor races, told "Motorindia" that he had built his racer in his spare time at a cost of nearly Rs. 500/-, which sum was well within the reach of many of the local enthusiasts. He added that the M.M.S.C. lads could easily design and produce their own racers, if only they were prepared to devote the requisite time, energy and effort to the project.

Better Racing Next Year

After a sumptuous buffet dinner, Mr. M. K. Belganwala, President of the M.M.S.C., welcoming the gathering, referred to the death of the Rajkumar of Pithapuram, who was an enthusiastic member of the club for a long time. The gathering observed a minute's silence as a mark of respect to the late Rajkumar's memory. He congratulated the competitors, particularly Ceylon's Mike Rauf and Jinadasa, and Calcutta's A.R.P. Ramsay and M. G. Satow, and the local lads. Complimenting them on the thrilling fare they had served up at the lively race meet, he hoped that all of them would participate in the next year's races also. He promised the racing public a better race meet next year, in keeping with the club's motto of Speed with Safety. He added that the bulk of the proceeds from the

motor races would go to local charities.

A.N.A. M.M.S.C., Round Table, Honeymoon

Reverend Ian Calvert, Chairman of Mylapore Round Table No. 3, in a humorous speech, thanked the M.M.S.C. for the opportunity his organisation had been given to raise funds for their charities in partnership with the A.N.A. and the M.M.S.C. He hoped that the recent honeymoon of these three organisations would bear ample fruit in the years to come.

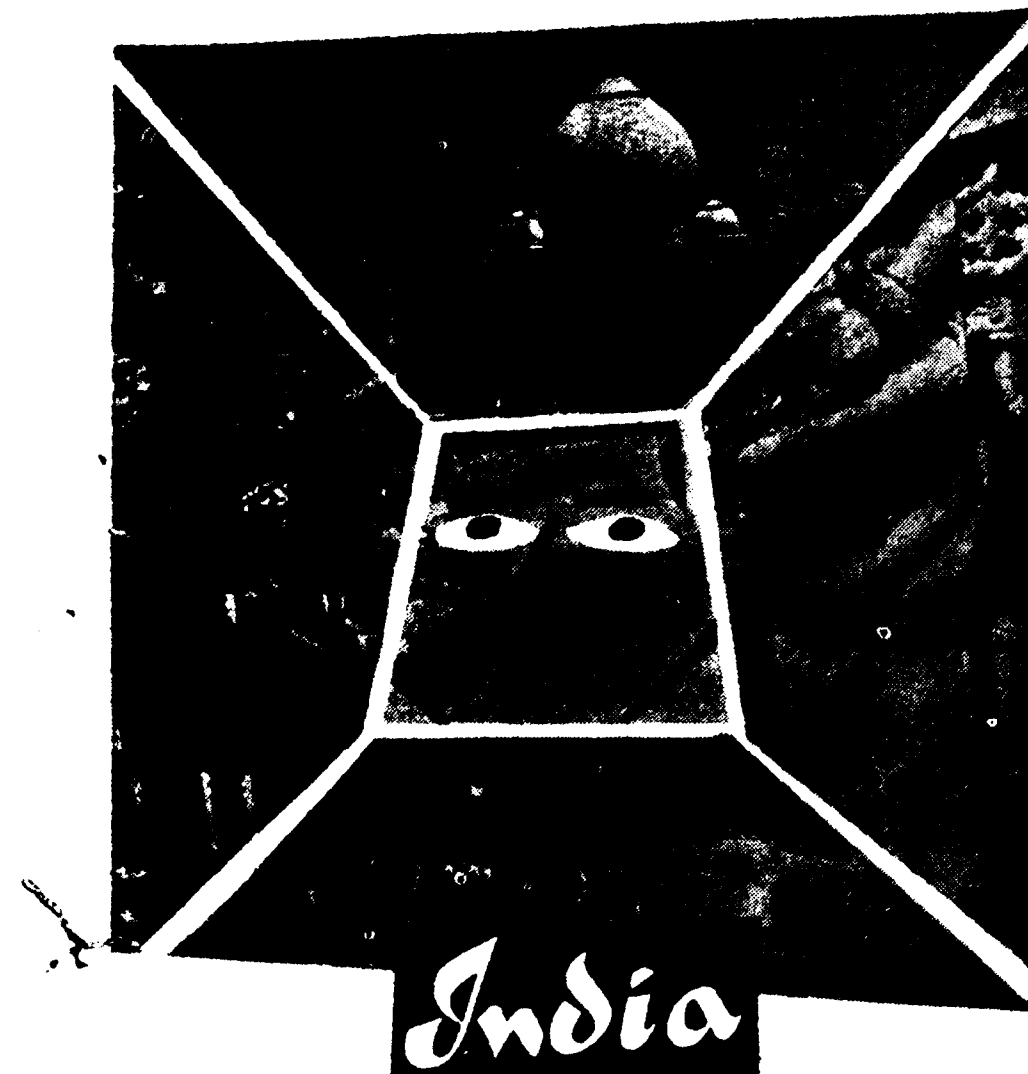
A.N.A. Projects

A.N.A. President, Vijay Kumar, spoke of the spirit of fellowship and service which pervaded his organisation and thanked the M.M.S.C. and Round Table No. 3 for their unstinted cooperation in this A.N.A.'s first major fund raising project for 1962. A.N.A.'s share of the proceeds would be utilised for social welfare projects which included building a nursing home and hospital for the Rural Welfare Medical Association, flood relief, and providing amenities for school children at Velacheri Village.

High Standard Of Racing

Group Captain K. M. Agerwala praised the high standard of racing at this year's meet, stating that the races were the best ever witnessed in Madras. He congratulated the outstanding performers and the local toplineers, singling out the host of officials for a mead of praise. He wished the newly weds (M. M. S. C., A. N. A. and Round Table No. 3) a long, happy and prosperous life.

Mr. B. I. Chandhok, Secretary of the M. M. S. C., then read out the names of the winners and runners-up for the various events, and Mrs. Agerwala distributed the trophies and prizes. Mr. Chandhok, in conclusion, thanked the Air Force authorities, the Police, the Ambulance and Fire Brigades, competitors and all the sports clubs from Ceylon, Coimbatore, Calcutta, and Bangalore and Coorg, for having made this race meet an outstanding success.



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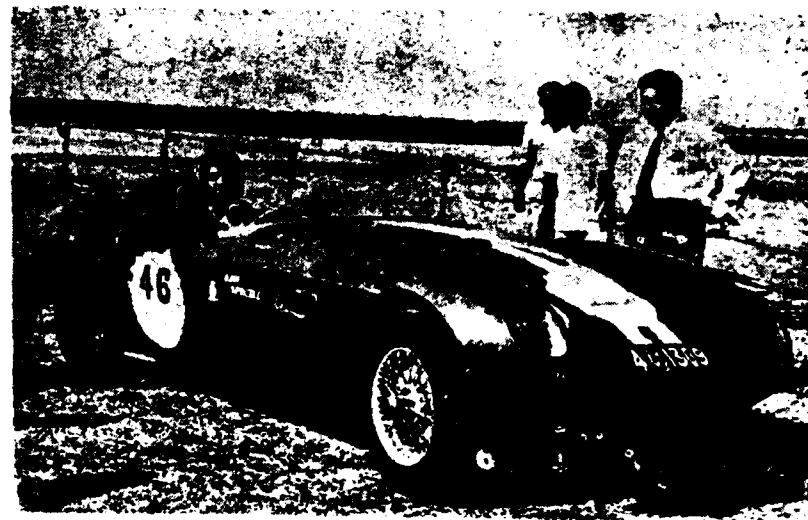
Buffet Dinner For Sholavaram Winners At Race Club, Guindy.



A. R. P. Ramsay receiving the Mehendru Trophy from Mrs. Agerwala.



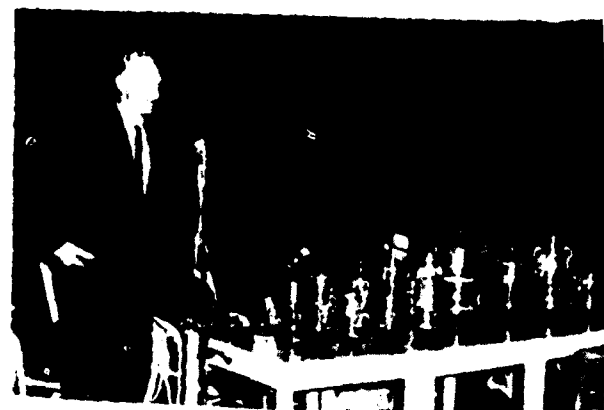
Round Table and ANA ladies at the dinner. (Left to right)
Mrs. Mirajkar of Round Table No. 1, Mrs. Swamy, ANA,
Mrs. Mann Iyer of Round Table No. 3, and Mrs K Mann
of ANA.



Ceylon speedman, Mike Rauf in his handbuilt Rauf Special Mike completed a hat-trick of wins at Sholavaram.



Some of the guests enjoying their buffet dinner, while others queue up for their turn.



M. G. Satow of Calcutta, winner of the Burmah-Shell Trophy, addressing the gathering



Sholavaram winners with their trophies snapped after receiving their Prizes from Mrs. K. M. Agerwala, wife of the I. A. F. Station Commander, Tambaram. Photo shows (Standing from right) K. P. R. Ito, Onkar Singh, P. Alfred (Madras M.S.C.), Vinod Gupta (Bangalore M.S.C.), Group Captain K. M. Agerwala and Mrs. Agerwala, Hajee Fati (B.M.S.C.), Ramesh Kumar (Deccan), Mike Rauf (Ceylon Motor Cycle Club), Mrs. Rauf, Mrs. D. K. Siddanna, D. K. Siddanna, (Coorg M.S.C.), Minoo Belgamwala, President of the (Ceylon Motor Cycle Club), Mrs. M.S.C., M. G. Satow (Calcutta M.S.C.), K. V. Srinivasan, Treasurer, M.M.S.C. and A.R.P. M.M.S.C.) U.D. Jinadasa (Ceylon M.C.C.), M. Raj (Calcutta M.S.C.), Motorinda Miranda, T. S. Srinivasan (M.M.S.C.) P. G. Prabhakar Ramsay (Calcutta M.S.C.) (sitting) V. Selvaraj (M.M.S.C.), Motorinda Miranda, T. S. Srinivasan (M.M.S.C.) P. G. Prabhakar Ramsay (Calcutta M.S.C.), A. J. Loganathan (B. M. S. C.) and B. I. Chandhok, Secretary, M.M.S.C.



Thumbs up for President Minoor Belgamwala and the
M.M.S.C.!



T. S. Srinivasan of the M.M.S.C. winner of the clubman's handicap race for motorcycles receiving the coveted M.M.S.C. Trophy from Mrs. Agerwala. Mr. A. Neelakantan, Time-keeper at the meet, looks on.



The ladies helping themselves at the buffet dinner at the Race Club.



M.G. Satow (third from left) tells Motorindia Staff Reporter (fourth from left) about his formula racer project.



Mr. H. A. Eccles, who recently assumed charge as Chief Representative of Burmah-Shell in India, with headquarters at New Delhi.

Social & Personal



Mr. D. J. Mistry who has succeeded Mr. M. B. Leggett as General Manager of Tyresoles Concessionaires Ltd., Bombay.



Shri T. R. Jayaraman, I.A.S. District Civil Administrator, Goa, inaugurated the first Maharashtra State Transport Bus Service from Bettim to Sawantwadi on 12-1-1962. In the picture above, he is seen (4th from left) with Shri L. S. Lulla, I.A.S., General Manager, Maharashtra State Road Transport Corporation (3rd from left) and Shri Shankaranarayan, I.A.S., to the right of Shri R. E. Wates, Deputy General Manager (Traffic) (in dark suit) and Press Representatives at the inauguration ceremony.



Sri Vijay Kumar of Pioneer Madras Ltd. Auto Parts Dealers and Kumar Sankesh who were recently married at New Delhi.

Sir Henry and Lady Wilson Smith were seen off at Santacruz Airport on 1st February 1962 by Mr. Sant Singh Sahney, Senior Partner, New Indo Trading Company of Bombay and Calcutta. Sir Henry is a Director on the Board of Guest, Keen, Nettlefold Limited of England.



Punjab Chief Minister Visits Guru Nanak Factory

Sardar Partap Singh Kairon, Chief Minister, accompanied by the Punjab Congress President, recently visited the Guru Nanak Auto Engineering and Foundry Works at Bundala, Goraya, in Jullundur district. The Chief Minister was astonished to find quality axles and propeller shaft ends being manufactured in this factory situated in such an out of the way village as Bundala. The factory makes durable axles and propeller shaft ends from imported West German and Sheffield steel, providing employment for 200 people, and giving a tremendous fillip to Small Scale Industries in the region. The Chief Minister evinced keen interest in the modern machinery and plant in operation, especially the latest appliances for heating and tempering the steel in processing the axles and propeller shaft ends. He felt proud to see such a modern factory throbbing with new life in this ancient village and hoped that a greater number of factories should be established for promoting the expansion of village industries in the State. The Chief Minister inspected all sections of the factory. Thereafter the chief guests were entertained to tea at the premises. Congratulating the proprietor, Sardar Amar Singh, Sales Director Sardar Gursaran Singh, and Works Manager Sardar Rachhpal Singh on the excellent operation of their factory, the Chief Minister thanked the promoters of this venture for taking on the burden of the State Government in pioneering the industrialisation of the villages in Rural Punjab.

The accompanying photos were taken on the occasion of the visit of Sardar Partap Singh Kairon to the Guru Nanak Auto Engineering and Foundry Works at Bundala. Photos show (top right) the Chief Minister being received at the entrance of the factory by Sardar Amar Singh, Proprietor of the Guru Nanak Auto Engineering and Foundry Works and other executives. (Centre) Sales Director Gursaran Singh shows an axle produced in the factory to the Chief Minister, while Works Manager Rachhpal Singh looks on. (bottom) Sardar Partap Singh Kairon and the Punjab Congress President seated with the hosts after being entertained to tea. More information about the quality products of this concern is given on the cover page of this issue.



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The Late Dr. Tirlok Singh



The late Dr. Tirlok Singh, Managing Partner of Auto Pins (India) Ltd., and Partner, Tirlok Singh & Co.

The untimely death of Dr. Tirlok Singh recently has removed from the scene an eminent stalwart of the automobile trade and industry in Delhi. A former President of the Delhi Motor Traders' Association from 1957 to 1959, he was at the time of his demise the Managing Partner of Auto Pins (India) Regd., and Partner of Tirlok Singh and Company.

Born on 31st July 1905 at Bhuan in Jhelum District, Dr. Tirlok Singh started transport business in Peshawar on the Peshawar-Kabul route in 1927, and extended his business activities to Nainital in Uttar Pradesh in 1929, as a financier and distributor of petrol and auto spare parts at Kathgodam in Nainital district.

In 1948, he established his automobile parts business in Lucknow under the name and style of Tirlok Singh and Company and opened a branch at Bareilly two years later. The firm prospered immensely under his able management. In 1952, he toured U.K., the Continent, U.S.A., the U.S.S.R., the Middle East and the Far East, making on the spot studies of the automobile industries in these countries. He joined Auto Pins (India) Regd., as Managing Partner in 1953, introducing modern methods of production and marketing of the wellknown "Sirocco" brand of automobile parts which this company manufactured at Faridabad (Central Railway).

As President of the Delhi Motor Traders' Association it was on Dr. Tirlok Singh's initiative, that the question of the formation of an All India Federation of Auto Spare Parts Dealers' Association was revived.

Blessed with a versatile personality, Dr. Tirlok Singh had the combined qualities of a physician, politician, reformist and business magnate. The motor trade in Delhi and throughout the country is all the poorer for his untimely demise at the early age of 56. *Motorindia* conveys its heartfelt condolences to his bereaved family and business associates.

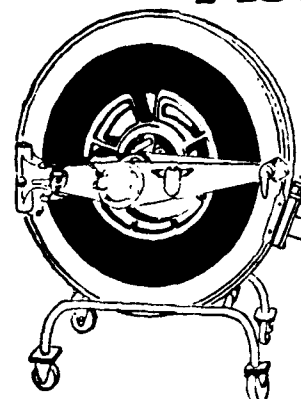
NEW AUTO FIRM AT VIJAYAWADA

The inauguration of Messrs. AUTO SPECIALITIES, a firm of repute for Genuine Automobile Parts, was performed by Srimathi Dr. K. Atchamamba, L.R.C.P. & S. (Edin.), L.M. (Dub.), (Member of Parliament), on 25th January 1962. Dr. G. S. Raju, M.Sc. (Calif.), F.A. F.P.E. (U.S.A.), (Dy. Chairman, Andhra Pradesh Legislative Council), presided over the function. Sri S. Anjaneyulu Panthulu, General Secretary, Vijayawada Chamber of Commerce & Industry, Sri Maganti Suryanarayana, Proprietor, Bezawada Motor Stores, (Dealers for Dodge Vehicles and Standard Cars) and other prominent citizens spoke on the occasion, paying handsome tributes to the excellent business qualities and acumen of Sri M. Ramamoorthy, the Proprietor of the Firm. After the inauguration, light refreshments were served. Dr. G.S. Raju delivered the presidential address.

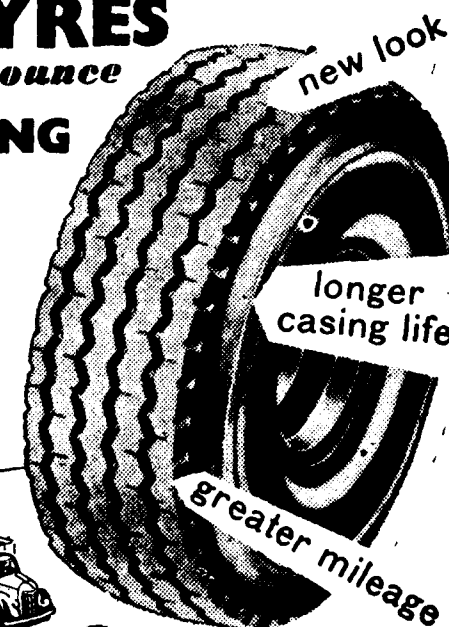


Photograph shows from (left to right) Sri Y. Ramabrahmam, General Secretary, Andhra Pradesh Motor Union Congress; Dr. G. S. Raju, (Dy. Chairman, Andhra Pradesh Legislative Council); Srimathi Dr. K. Atchamamba, (M.P.); Srimathi Nila Ramamoorthy, with Master Ramamoorthy; Sri M. Ramamoorthy.

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SISTA'S

PLACES OF INTEREST IN COIMBATORE DISTRICT

The city of Coimbatore has been rightly named as the Manchester of South India in as much as it has developed its Textile Industry and production is second to none in this part of the country. The rapid growth of industries and the consequent expansion in population have been proverbially quick and could be emulated by other cities in our country.

The city is situated on the right bank of River Noyyal, a tributary of the Cauvery. The Agricultural College, Forest College and other technological institutions form a separate extension, which enhances the beauty of the city.

The name of the city 'Coimbatore' is a corrupt form of Kovanputhur. A valuable inscription in the Perur temple describes the town as Kovanputhur alias Veerakeralanallur.

In pre-historic days, Coimbatore formed the Kongu Nadu. Under Mysore rule, Coimbatore was very prosperous. It came under the British in 1799. The East India Company preferred Bavani and Dharapuram for the headquarters of the district.

The mill industry became the basis of the wealth of the city. The first cotton mill was constructed in 1888. The second mill was started in 1906 by a member of the Nagarathar community. With the advent of the mills, village population was attracted towards Coimbatore

seeking employment as mill hands. Other industries allied to the mill industry such as tool-making, hardware, metalware etc. have come into existence. There are in all eighteen important temples in the district.

Though there are few temples when compared to the number in Tanjore and Tiruchi districts, they are excellent and worth a visit by tourists and art lovers. Perur, Avanasahi, Bavamani, Dharamangalam, Sathyamangalam have important temples.



Urthva Thandava (Perur).

Paradise for Tourists

Perur

This famous place of pilgrimage, otherwise known as Melachidambaram, is situated six miles from Coimbatore, which can be reached by car or bus. Pilgrims from Kerala constitute a large number of the pilgrims.

The temple provides a veritable feast for art lovers. Though there is perhaps not even a single pillar in the Perur temple, which does not have some sculptural work carved on it the "Kanakasabai" attracts the maximum attention of artists and art lovers. The idols of Lord Nataraja and his consort are at one end of this hall. This hall contains some remarkable stone images. In short it is an "Architectural Gallery."

There are eight figures in the hall which deserves special mention, Gajasamhara, Veerabhadra, Bhikshandara are some that should not be missed. There is a powerful and imaginative description of Siva in Urthva Thandava form of dance (raising one leg upwards). The image of Saraswathi, veena in hand is gracefully and grandly portrayed.

The temple is some centuries old as is evident from the fact that the great Karikala Chola is reported to have visited this shrine and offered worship.

The lingam is 'Swayambu' (self-made) and the story goes that people accidentally came across the lingam in a patti or cattle shed and hence the lingam is known as Pattiswara. Besides the main deity, Patti Pillaiyar, Patti Murugan, Patti Tirumal Pachaimayagi Amman have their shrines in the Perur temple. River Noyyal flows through Perur. There exist two sacred trees within the temple compound. One is known as "Erava Panai" (the Palmyra tree that never dies) and the other "Pirava Puli" (the tamarind tree that is never born). They symbolise immunity from Birth and Death.



Perur Temple.

"Biligiri Rangan"

On the border of Coimbatore district lies the Biligiri Rangan Range. On the top of this hill is a large temple dedicated to Lord Ranganatha. The legend of the temple concerns its God Ranganatha and a girl of the Soligas, an original tribe living on the hill. It is stated the god fell in love with the Soliga girl, a maiden of bewitching beauty and married her in the Gandarva style. When the tribe knew of this they considered it an outrage for no Soliga maiden was allowed to marry out of her tribe. The elders of the tribe would have put the couple to death and were preparing for it when the bride came to know that her groom was none other than god Ranganatha himself. She pacified her tribe and entreated her divine husband to live with her in her hut alone amidst her tribe. From that day onwards Ranganatha and his Soliga wife have been the eternal dwellers of this Range.

This hut temple, except for its great sanctity, presents no other point of interest. To the Soligas the god of the temple is simply "Bhava" which means brother-in-law.

The Sanskrit name of Biligiri Rangan is "Svetadru" or the white mountain. This range is celebrated as the spot chosen by Parasurama to perform his penance of twelve million years.



Biligiri Rangan Range.



Girls of Soliga tribe.

This is also stated to be the place where Bhasmasena was enticed and killed by Lord Vishnu. This range can be conveniently reached either by a bridle path eight miles long or by a small hill road 15 miles long from Yelandur.

Velliangiri

It is an interesting place in the Noyyal Valley. It is one of the better mountains for the tourists. On its sharp, rocky summit is a sort of cave sacred to Lord Subramanya. The ritual local offering would appear to be a bell. They are numerous but no two notes are identical. Velliangiri is a grand mountain and the track leading up to it is mostly good.

A trip to Perur and Velliangiri can be combined with a visit to Siruvani Dams whence Coimbatore derives a major part of its water supply. This lies some twenty-four miles further west along the Coimbatore-Perur road. Tourists can fish in the Siruvani Dam with previous permission.

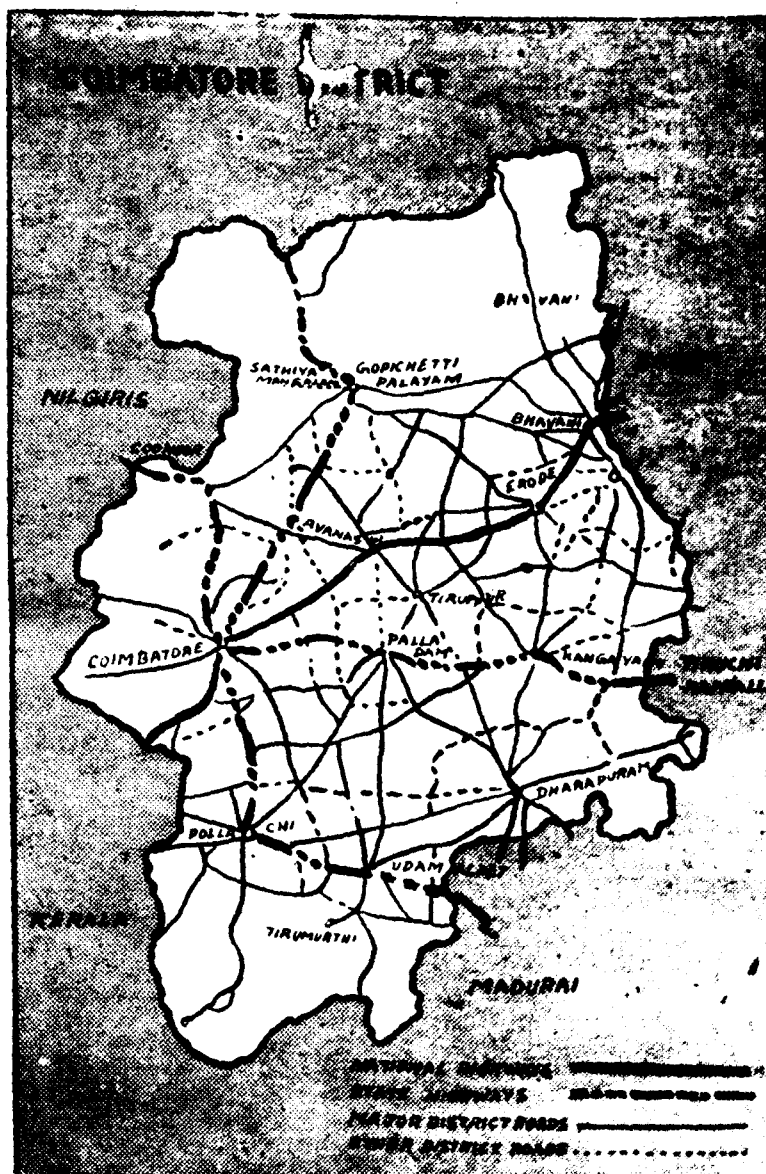
Bhavani

This important taluk is bounded by the Cauvery on the north and east, by the Bargur hills on the north-west and west. This taluk was formerly one of the principal routes to and from Mysore, the Kaveripuram pass being alternately used for purposes of war and trade.

At Kaveripuram, there is an old



Rhizoma



Siva temple well sculptured and also a ruined fort.

Mettupalayam

Mettupalayam is the terminus of the Nilgiri branch of the Southern Railway and starting point of Nilgiri ghat. The Bhavani river runs by the town and gives good fishing.

Singanallur was once a fortified town but it was destroyed by the Maharattas. It is a fully blown industrial area to-day.

In Annur there are some remarkable figures in pottery of horses of considerable dimensions, calculated to excite curiosity respecting the

method in which they being hollow were made and baked.

It is stated that at Vellalur near here in May 1842 a pot was unearthed which contained 522 Roman silver dinarii, chiefly of Tiberius and Augustus with a few of Caligula and Claudius.

Eleven miles from Coimbatore, there is a fine spring which is esteemed for its purity.

Dharapuram

Dharapuram, lies on the left hand of the Amarvathi in a plateau of open country which stretches nearly to the Palani Mountains. It



Front mantap view of Avinasiappar Temple.

is traditionally reported to have been the headquarters of the kind Virata and the place where the Pandavas lived during last year of their exile. In the campaigns with Hyder and Tipu, it was also a point of some strategical importance.

Kangayam is famous for its cattle breed.

Erode

This name is said to be derived from "Iram" (wet) odu (skull) and means literally wet-skull. The presiding deity of the Siva temple in the town is called Ardva Kapaleeswarar or lawara with wet skull. About a mile from this town is a celebrated well called the "rechippalai" well. Its water is milky and is said to be very wholesome. There is a hill temple dedicated to Lord Muruga at Chennimalai.

There are small Jain temples at Velludu, Tiingalur, Vijayamangalam, Pundurai, and Kongampalayam. The plan of the Jain temple at Vijayamangalam is similar in some respects to those of the Hindus.

In Alambady there is a remarkable rock in the bed of Cauvery known as a smoking rock which perpetually throws up a cloud of spray. It is stated that this is in consequence of there being a deep hole or chasm in the river bed four palm trees deep into which the water always falls. Nine miles east

of Kollegal is a waterfall known as Cauvery falls. There is an island in the Cauvery known as Sivassamudram. Situated in the forest known as Dandakaranya it was the residence of seven Rishis during "Threta-yuga." Rama is said to have visited the island when on his way to Lanka.



The temple tank, Avinashi.

Avanashi

Avanashi is one of the seven famous Kongu Nad "stalam". In ancient Tamil works, the village is called "Pukkolyur". It is situated on the trunk road on an affluent of Noyyal and 8 miles from Tirupur a famous place of cotton production in Tamilnad. Previous to opening of Railways it was a posting stage on the road to the Nilgiris. The temple here is a very ancient one connected with Sundaramurthi

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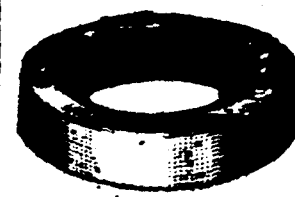
Anamalai

This contains a Siva shrine which is said to have been destroyed by Tipu Sultan. It is elaborately sculptured and contains many inscriptions. It owes its origin according to tradition to the Chola Kings but it was repaired many times by the Rajas of Mysore.

Projects

The district has a creditable record of achievement in the Five Year Plan period. During this period the two major projects, the Lower Bhavani Project was completed at a cost of Rs. 10.7 crores. The Dam lies 20 miles from Mettupalayam. It irrigates 2,07,000 acres. The work was started in 1949 and completed in 1956.

The Amaravathi Project is also completed. Amaravathi is a major tributary of the Cauvery and runs through the Anamalai Hills and forests before it enters the plains near Kallapuram village in Udumalpet taluk. This Dam is 14 mile. from Udumalpet Railway stations. It was started in 1953 and opened on Dec. 31, 1957.



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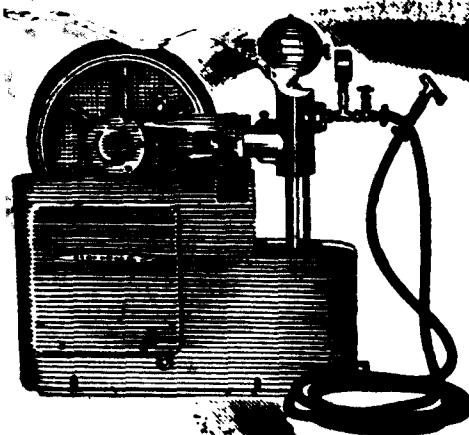
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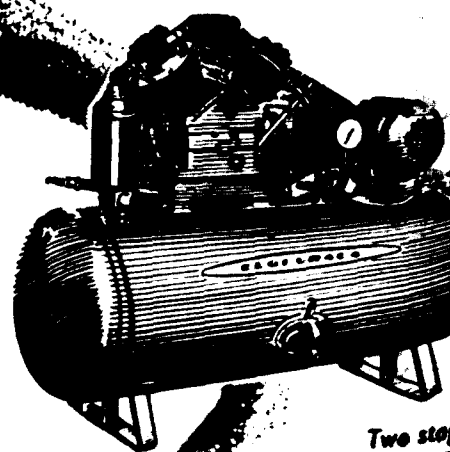
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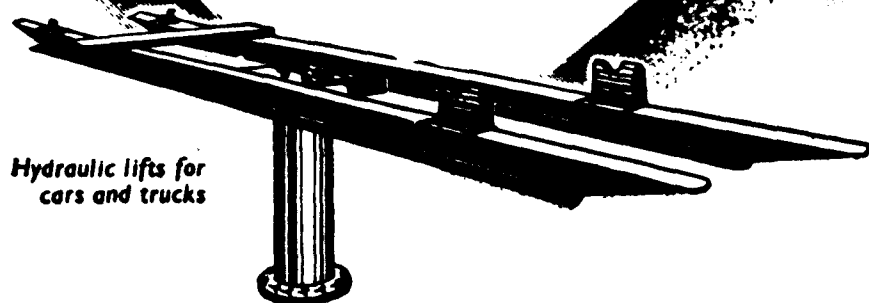
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Manufacturers:

ELGI EQUIPMENTS PRIVATE LIMITED,

Trichy Road, Coimbatore-1.

Sole Selling Agents:

ASSOCIATED TRADES,

Tool House, 7/3 Patullos Road, Madras-2