

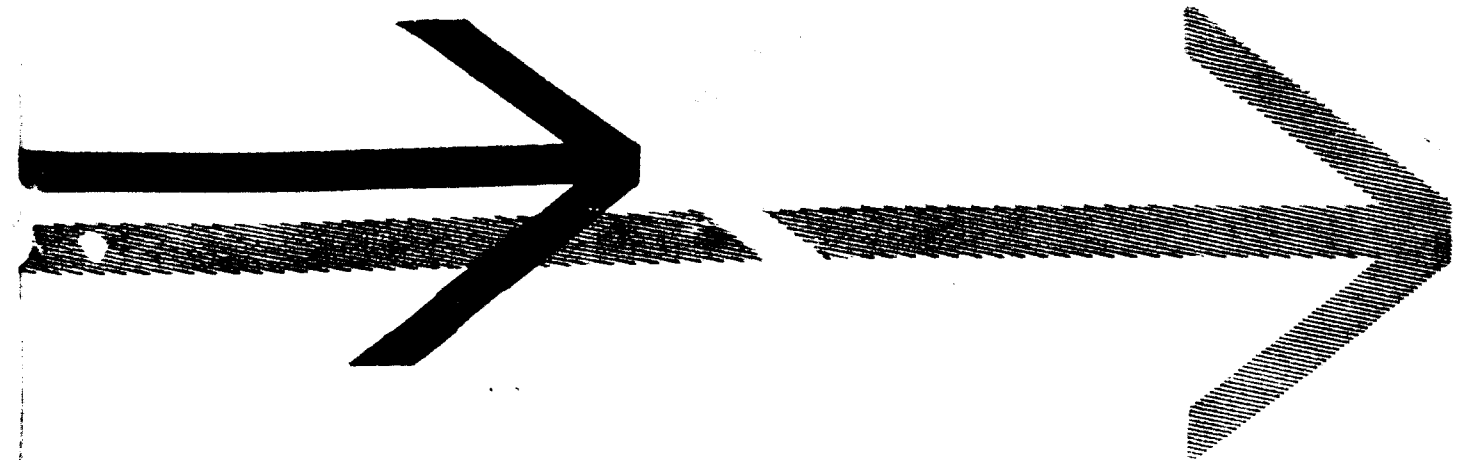
MOTORINDIA

7th 1/62 FORTNIGHTLY

Vol. 6 : No. 15

Price : 50 nP.

7th March 1962



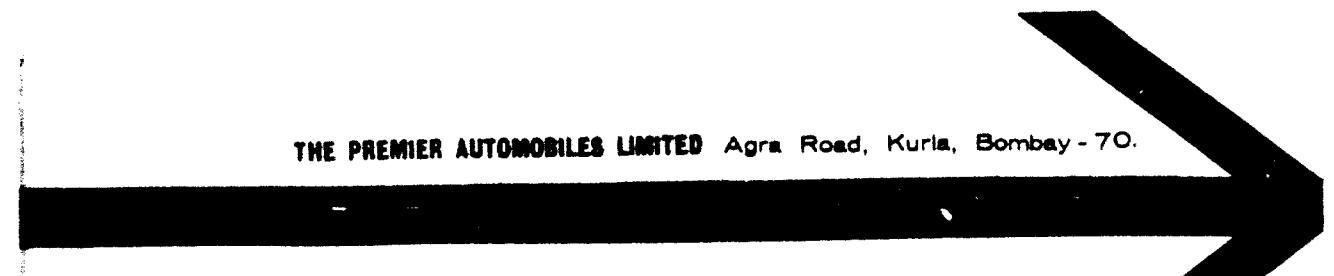
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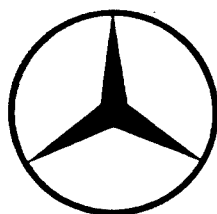


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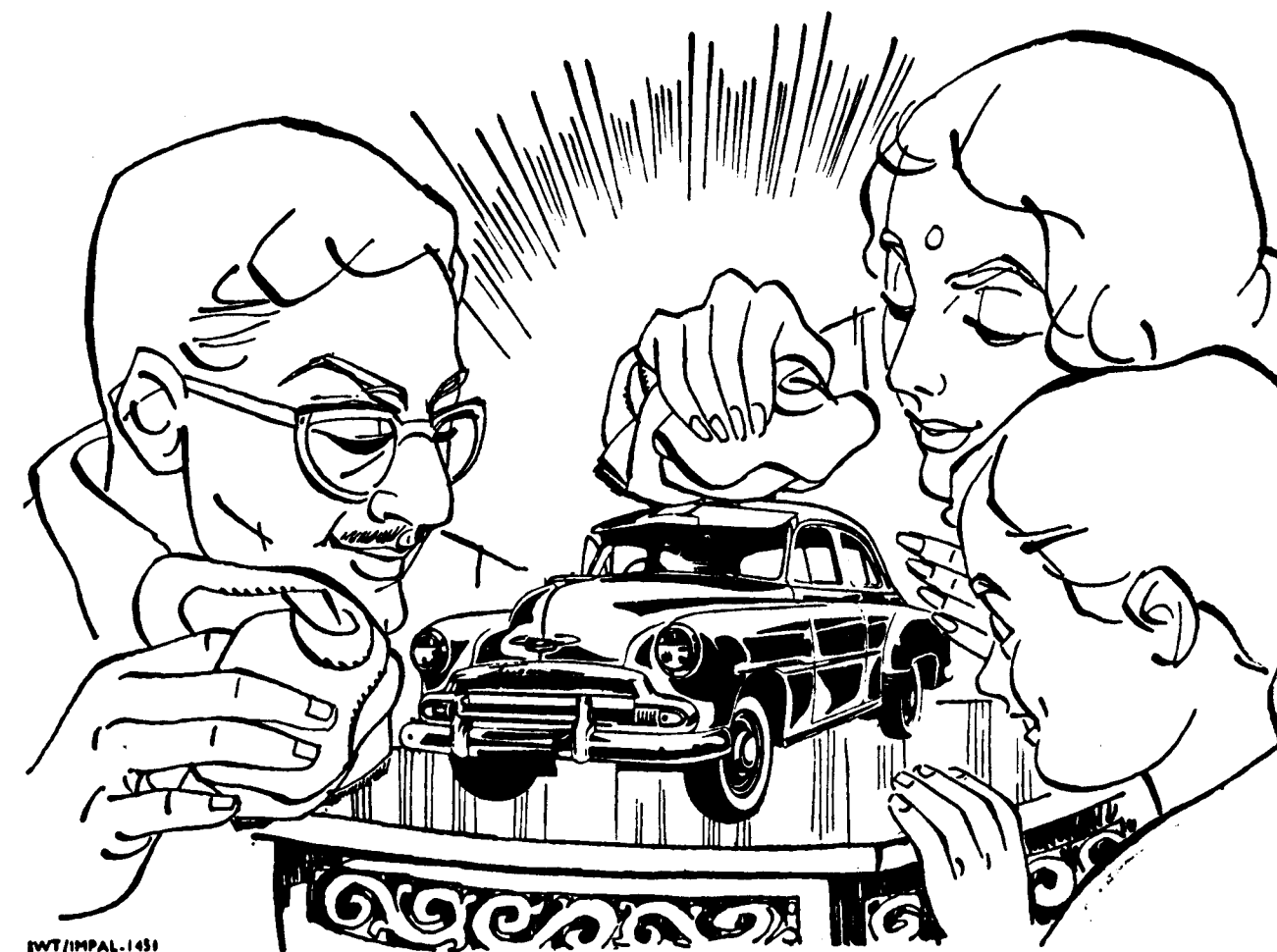


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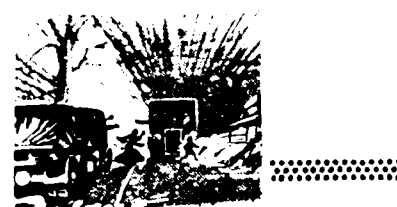
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ONLY FORTNIGHTLY IN INDIA FOR MOTORISTS,
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editorial

FRESH OUTLOOK ON ROAD TRANSPORT

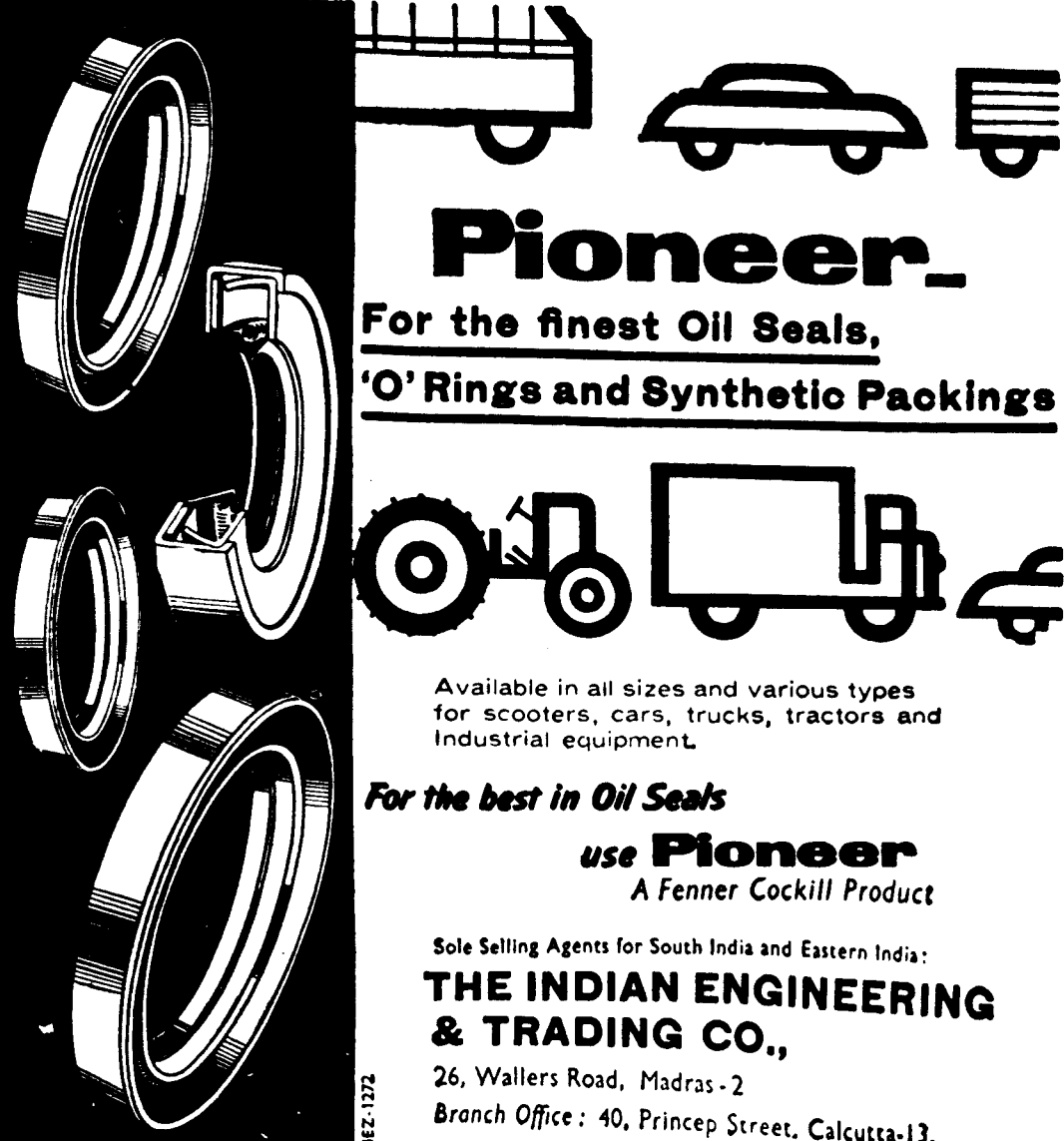
There is a greater need than ever before for an objective and scientific study of transport problems facing the country in the light of the Plan targets, and since the development of transport has, perforce, to keep pace with our industrial and economic development, the transport problems should be solved first.

The preliminary report of the Neogy Committee, which championed the cause of the railways at the expense of road transport, has met with universal condemnation in this country. All segments of the road transport industry and even top-ranking industrialists have criticised the report in forthright terms.

In this context, the decision of the government to bring in a British expert, Mr. Michael R. Bonavia, to assist the Neogy Committee is to be welcomed. This eminent expert is the Director of Studies at the British Transport Commission's staff college, and examiner in transport economics for the London University. He can be expected to assess the transport requirements of the country with no special, if misguided, loyalties to any particular form of transport. In Britain, as in several Western countries, the railways have been steadily losing ground during the last few decades, with the result that road transport and other modes of transport have been developed with extraordinary rapidity to cater to the demands of expanding economies.

The Neogy Committee has also been reconstituted by the addition of two Indian economists from the Finance Ministry and Planning Commission, one of whom will be the whole-time Secretary of the Committee. Since the expansion of road transport will entail an appreciable increase in the number of transport vehicles on the road—which means that more money will flow into our impoverished exchequer—these exponents of the "Plan policy" cannot be expected to favour the exclusive development of the railways.

The question whether the paramountcy of the railways should be maintained to the detriment of road transport and other forms of transport, is one of extreme importance for the country. At present, there is an urgent need for an impartial body to make a detailed study of the overall requirements of transport from the technical and other angles, for the planned development of our economy, and the precise contribution which each mode of transport should make to it to ensure harmonious coordination. With the inclusion of the three new experts in the Neogy Committee, road transport may be assured of a fairer deal from the government.



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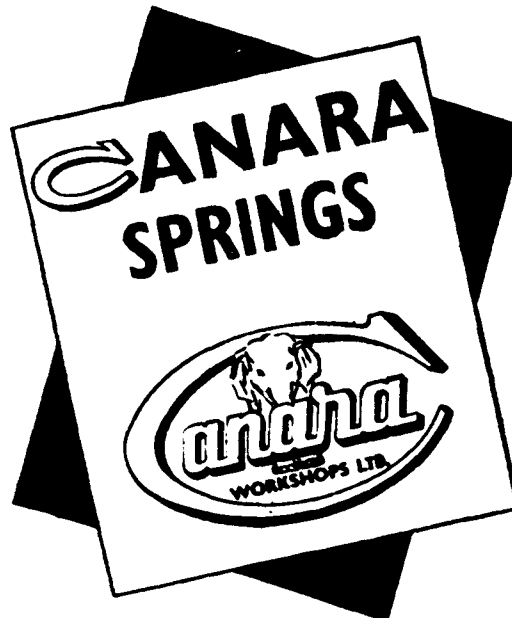
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LONDON NEWSLETTER



By Gordon Wilkins, England's foremost motoring journalist and *Motorindia's* London correspondent.

Ford of Britain sold more than 500,000 vehicles in 1961 of which 340,000 were cars, 90,000 commercial vehicles and 70,000 tractors. The new £30 million factory at Halewood, Lancashire, will add 200,000 units a year to Ford capacity by 1963. To make the organisation more flexible and create new opportunities for young executives, the British Ford Company is being reorganised into five separate divisions: 1) Chassis, Transmissions and Engines under

Mr. N. Crawshaw, 2) Hot Metal, including Blast Furnace, coke ovens, foundry and power station, under Mr. T. Foley, 3) Metal stamping and Body Division under Mr. F. J. Hayward, 4) Assembly Division under Mr. S. G. Cross, 5) Sales Division under Mr. J. E. Read. The Tractor Group will remain as a separate, self-contained division.

Perkins Engines For Dodge Trucks

The Dodge Truck Division of the

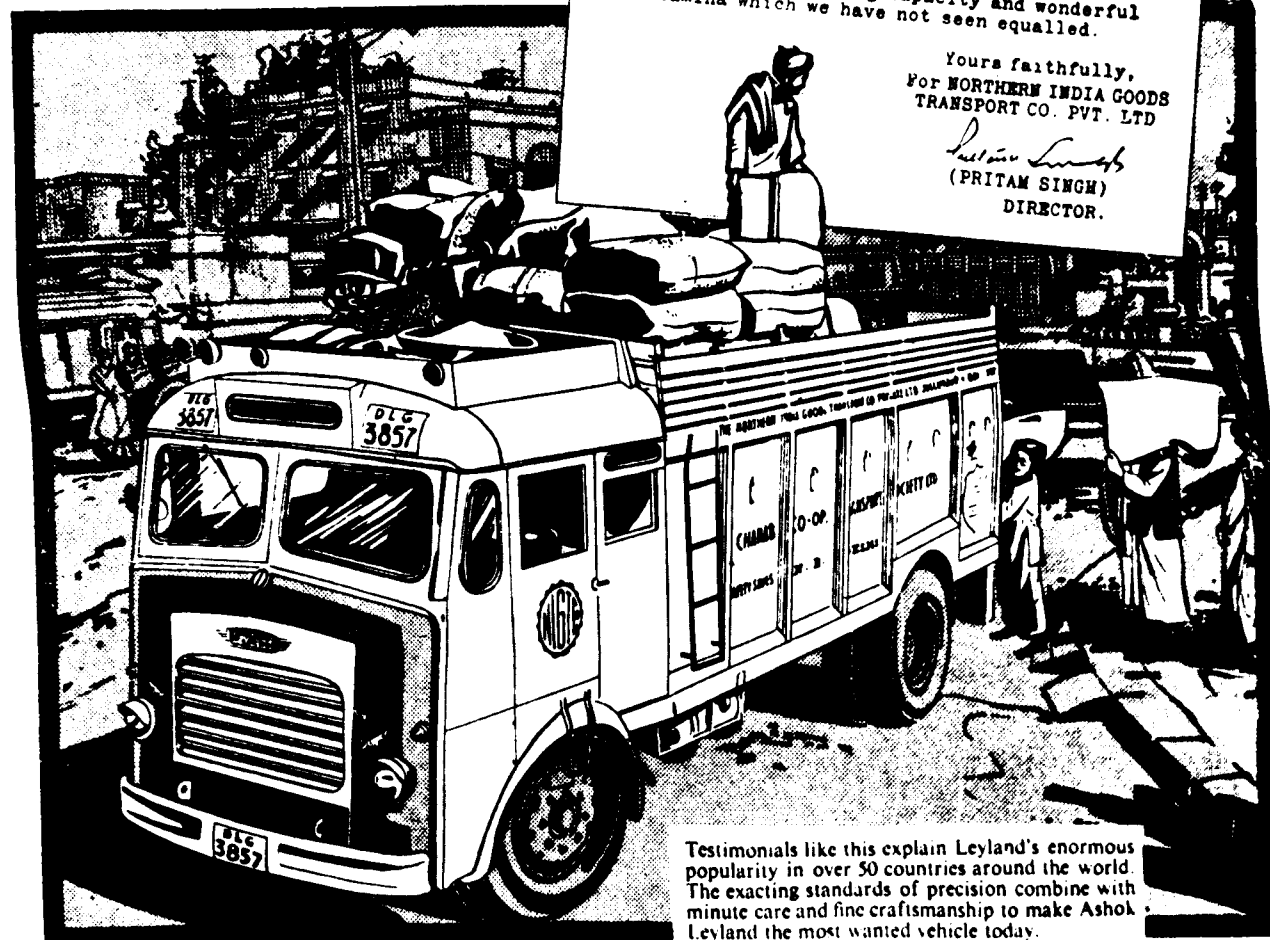
Chrysler Corporation, Detroit, revealed that six cylinder, direct injection Perkins 6-354 engines made in England will be available in the spring in medium duty trucks designed for city and suburban use. On the American market Perkins engines are already used in the White Compact range of vehicles. The 6-354 is a six-cylinder unit of 5.8 litres (354 cu. in) giving 120 b.h.p. SAE at 9,800 r.p.m. with gross torque of 260 lb. ft. at 1,200 r. p. m.

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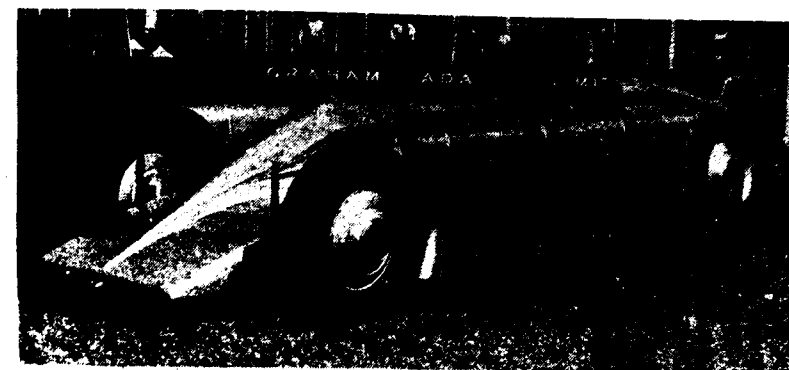
British Production Drops in 1961

In 1961 Britain produced 1,003,967 cars and 443,117 goods vehicles plus 17,000 buses and trolley buses. The car output is lower than any achieved in the previous three years (record was 1,352,728 in 1960) but commercial vehicle production in 1961 was a new record. Car exports were 370,758, the lowest since 1956, but goods vehicle exports reached a new record level at 160,042, plus 6,912 buses and trolley buses.

Fiat (England) have started a service school for distributors and dealers' staffs at the main premises of Fiat at Water Road, Wembley and in July the scheme will be extended to Fiat apprentices.

Auto Safety Belt Conference

The British Safety Council announced a one-day Car Safety Belt Conference on March 13 to get



On display during the R. A. C. Tourist Trophy at Goodwood was the Golden Arrow which was presented to the Montagu Motor Museum, Beaulieu. Captain George Eyston inspects the car which, in the hands of Sir Henry Seagrave set up a world land speed record of 231 m.p.h. in 1929.

information about the 40 types of safety belts now on the market. Professor William Gissane of the Birmingham Accident Hospital will lecture on the merits of Safety Belts and there will be demonstrations of head-on crashes with various makes of safety belt.

World's Biggest AA

An average of 1,000 new members joined the Automobile Association every day in 1961 which increased membership to 2,708,000 by the end of the year. 568,400 members were helped by the Breakdown

THE BEST IN AUTO-BULBS

AUTO LAMPS LTD.
6, ALIPUR ROAD DELHI-8

7th March 1962
3

9



The Hambro Automotive Corporation of New York, importers of British Motor Corporation cars for the American market, placed orders for more than 40,000 B.M.C. cars, such as this Austin Healey 3000, and other models to be supplied in 1962. Total value of the order is sixty million dollars making it the biggest order B.M.C. have received from United States.

Service, 32,000 cases were handled in the law courts by the Legal Department and 180,000 used the Foreign Touring Service.

New Formula Junior Car

A car was exhibited at The Design Centre, London in February for the first time. It is a rear-engined car, the 1962 Formula Junior Ausper, made in England from British components by young Australian engineers.

Tripoli International Trade Fair

MG will be strongly represented at the Tripoli International Trade Fair in March. On view will be an MG Midget, an MGA 1600 and an MG Magnette Mark IV as well as a Morris Oxford and Mini Minor saloon and Traveller.

London Traffic Survey

Ministry of Transport interviewers will soon start interviewing 180,000 Londoners in 50,000 households selected at random through Greater London, as part of the world's largest ever investigation on Origin and Destination of Traffic. The survey will provide a scientific

basis for planning London's future road network and will take ten months. It will give statistical information on the volume of traffic on the main London routes and show the number of people, cars and goods vehicles crossing from one point to another and also the reasons for their journeys. The Survey is being conducted with the aid of American companies at a cost of £425,000, which has been bitterly criticised in Parliament as grossly excessive.

British Road casualty figures for November 1961 showed that 613 people were killed and 7,103 seriously injured. In addition 21,032 were slightly injured, making a total for all road casualties of 29,748.

Overdrives For Spain

Auto Transmissions Ltd., of Coventry patentees of the de Normanville overdrive are negotiating with Farnes y Canudas, automobile component manufacturers of Barcelona to produce overdrives in Spain.

Hertz Rental Cars

Hertz-Rent-a-Car announced their network of cities where rented cars may be left at no additional

return charge. Hertz cars may be rented in London, Birmingham, Southampton, Manchester, Leeds, Liverpool, Bradford and Prestwick Airport and left in any one of the other cities mentioned on payment of the regular rental charge, but without paying any extra charges for the return of the car.

Lotus For Brabham

Jack Brabham has bought two Lotus cars, a 1961 type 4-cylinder Lotus Twenty-one similar to the cars used by Team Lotus and a second car which will be suitable to take one of Jack Brabham's own Coventry Climax V8 engines. It is hoped that this car will be ready for the Syracuse G. P.

At Le Mans

At Le Mans, Masten Gregory and a new-comer to UDT Laystall, David Seigle-Morris will drive a special Lotus 23 fitted with the 750 c.c. Climax engine. UDT Laystall will enter their new Ferrari Berlinetta for Moss and Ireland. Three Coventry Climax V8 engines and two BRM V8s have been ordered for UDT Laystall Formula 1 G. P. cars, three of which will be seen at Shetterton on April 14th subject to engines being available. Drivers will be Moss, Ireland and Gregory.

New Chrysler Chief

Mr. F. J. Willard has been appointed Managing Director of Chrysler Motors Ltd and Dodge Brothers (Britain) Ltd on the resignation of Mr. Wendell S. Clough.

Rootes' Swedish Putsch

Rootes Group make a new sales drive in Sweden. Vale Bill, an associate company, one of Sweden's largest automobile distributors have been appointed importers for Hillman and Sunbeam models and will also sell and service them through a nation-wide network of dealers. The new Hillman Super Minx is now being shipped to Sweden in large quantities.

BMC Down Under

Reports from Sydney claim that the BMC is carrying out secret tests

on a six cylinder car destined for production in Australia in the £360 to £960 price class.

TV Bus Regulator

A new system of close-circuit TV with cameras remotely controlled, watches bus queues and traffic in Leeds. Traffic controllers watch the screens and send buses where they are most needed to improve bus services throughout the city. In Derby, police on traffic control are seeing round corners with the aid of TV.

Around the Companies

Jack Barclay Ltd largest retailers of Rolls-Royce and Bentley cars have been appointed Fiat distributors for the London area.

Mr. S. B. Wilks, 70 year-old chairman of the Rover company has relinquished his post but remains a director; the younger brother, Mr. F. C. Wilks, now becomes chairman and Mr. W.F.F. Martin Hurst becomes managing director.

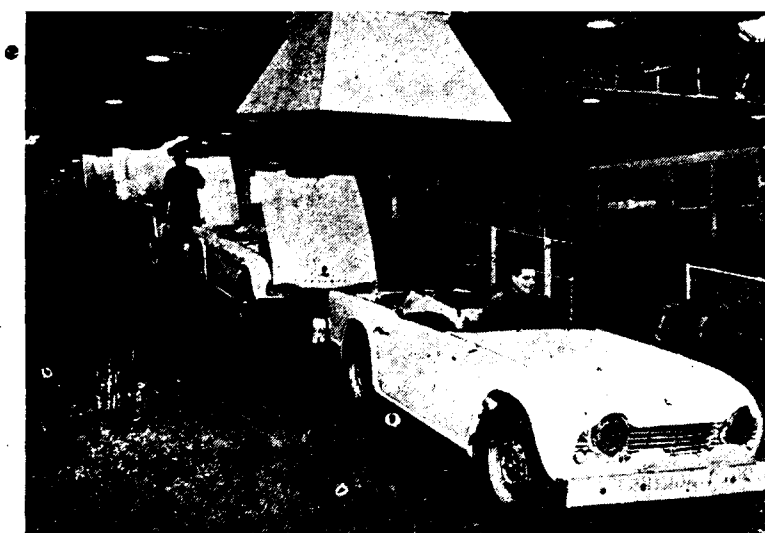
Leyland Motors' chairman, Sir Henry Spurrier, revealed that the reason for profit falling by £2.1 M in 1961 is the £1.47M loss made by Standard-Triumph, but forecast that Standard-Triumph would make good profits within the next two or three years. London financial observers are now praising the astuteness of Mr. Alick Dick, former managing director of Standard-Triumph in inducing Leyland to pay, what now seems an excessively high price for Standard-Triumph.

Lord Rootes, has been awarded the Benjamin Franklin Medal for 1962 by the Royal Society of Arts for his work in the furtherance of Anglo-American commerce.

Paul Getty, richest man in the world, announced that Veedol will present a 1963 Formula Junior Lotus to the most promising new British driver of 1962. Competition will be decided in seven races for production sports cars organised by the British Automobile Racing Club at Goodwood, and Oulton Park.

Leyland's Portugese Factory

Now nearing completion is the



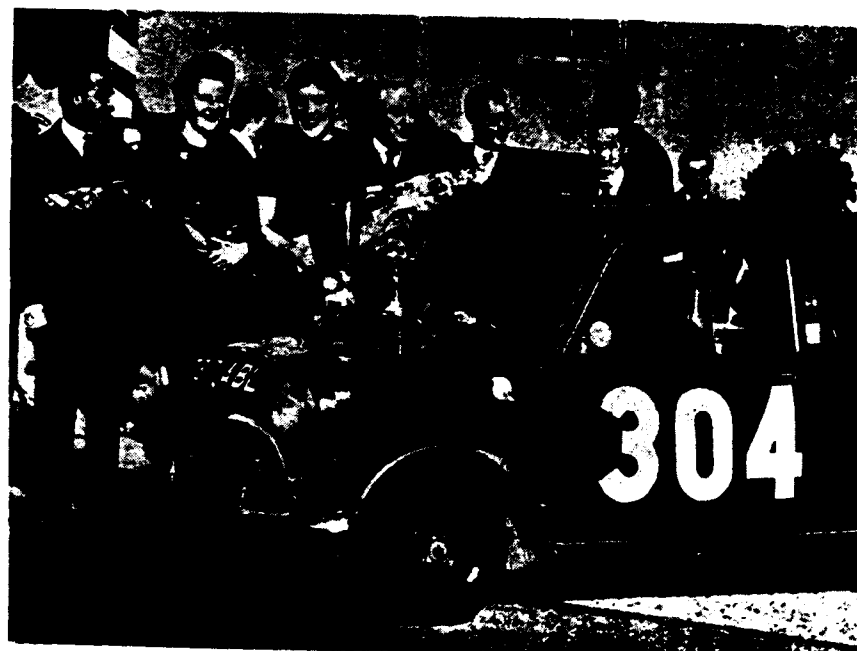
British Triumph TR-4 sports cars leave the end of the track before entering the roller-test booths for a running check, on the world's largest sports car assembly line in Standard-Triumph's factory at Coventry, England.

DAWN OF NEW ERA IN AUTOWORLD

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MOTORINDIA



British Pair win Monte Carlo Coupe des Dames for Third Time. Pat Moss (right) and Ann Wisdom, British Rally driving veterans, pose with their trophies beside their Morris "Mini-Cooper" after receiving the Coupe des Dames for their performance in the recent Monte Carlo Rally.

new vehicle factory of Leyland Motors Ltd in Portugal. Import of complete motor vehicles into Portugal is soon to be limited to only 75 from each manufacturer each year. The factory is owned by a new company known as Leyland Portuguesa Lda., and is at Setubal, a town and port some 20 miles south of Lisbon.

The assembly shop is large enough for an initial output of over 200 Leyland chassis per year. There are also sections for cab manufacture, painting, engine repair and servicing.

Husky For The Himalayas
Countess Dorothea Gravina, 56,

the leader of a team of six British women climbers, left England in a Hillman Husky in February on a 7,000 mile overland trek to Western Nepal.

All-Women Expedition

Her destination is Jagdula, a region of Himalayan peaks over 20,000 feet high, so far unnamed, unclimbed, and largely unmapped. At the head of her all-women expedition, she proposes to spend six weeks in exploration before the monsoon of May puts an end to their work. Sharing the drive to Nepal with the Countess, is Patricia Wood, a 27 year-old dental surgeon

from Staffordshire, who is an experienced climber and is the equipment officer of the expedition. Their route will take them over some of the most difficult motoring conditions in the world, crossing France, Italy, Yugoslavia, Greece, Turkey, Iran and through the Khyber Pass to Pakistan and India. After their arrival in Nepal, the expedition faces a three-week journey on foot before finally reaching Jagdula.

Surtees Weds

John Surtees, former world champion motor cyclist, now with the Rowmaker-Yeoman Racing Team in Australia, returned to Britain to complete arrangements for his wedding to Miss Patricia Burke at Winchester on February 14. Another famous racing driver, Jimmy Clark, was the best man.

NSU Chief Engineer Retires

Albert Roder, NSU chief engineer retired recently. Under his leadership, NSU developed their successful Quickly moped, won World Championship with the Rennmax and Rennfex motor cycles, and set innumerable new speed records with a series of Special Streamlined machines, power outputs of which reached 230 bhp/litre. Roder was responsible for the overhead camshaft valve gear driven by eccentrics on the NSU four-stroke engines. His successor is Ewald Praxl, with Rudolf Strobl in charge of design and Dr. Hans-Georg Wenderoth as development engineer. Interval for lubrication and service on all NSU Prinz models is now raised to 4,500 miles. The Prinz has only two grease points.

GOODS TRANSPORT TRENDS IN INDIA

This is a summary of a lecture by Sri P. C. Mathew, I.C.S., Additional Secretary, Cabinet Secretariat, Department of Statistics, Government of India, New Delhi, delivered under the auspices of the Delhi Branch of the Indian Institute of Road Transport. The summary is followed by Sri G. Venkateswara Ayyar's Presidential Address. The latter is the Secretary to the Ministry of Transport and communications, Government of India.

The ability of the goods transport system to meet the requirements of transport during the next five years is an essential condition for fulfilling plan targets. The present level of annual long distance carrying capacity of the railway system is 154 million tons, coastal shipping 3 million tons and of motor trucks 7 million tons (after allotting about

80% of total motor truck capacity to feeder and local traffic). Official estimates of corresponding capacity as planned for in 1965-66 are 245 million tons, 3.5 million tons and 23.3 million tons respectively. There has been widespread criticism that these provisions are far short of the likely demand in 1965-66, if the third plan targets are to be

achieved. These criticisms are based on Indian experience of the last two Plans and the experience of some other countries has not invariably been that the rate of growth in transport has been very much in excess of the rate of growth of output, as the following official figures relating to the USSR would show:

Basic Indices of U. S. S. R. Economy (1959)

	1913	1940	1945	1956	1958	1959
1. National Income	1	6	5	19	93	25
2. Total Industrial output	1	9	8	30	36.6 (+)	40
3. Freight traffic of all modes of transport	1	4.3	3.3	11	14	15
4. Railway freight traffic	1	6.3	4.8	16	20	22

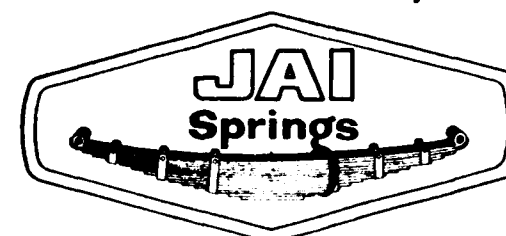
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It is not possible to forecast firmly what the trend during the third plan, will be but on the basis of "transport coefficients" assumed by the critics, the resulting estimates are computed. The gap between availability and requirements on this basis would be of the order of 25 million tons and it is estimated that half of this could be bridged if the average utilisation per truck in terms of ton-miles is improved by 15% and that the entire gap could be covered if the output of the railways is improved so as to reduce the wagon turn-round time by 2½ days instead of 1½ days as proposed in the plan.

The practicability of these improvements and their implication in terms of Government policies are complicated questions which perhaps the Neogy Committee will examine. These are questions on which a lay man cannot be expected to express any authoritative opinion. The question at issue is one of extreme importance for the country's economy in the immediate future and there is need for a body which would make a continuing study from technical and other aspects of the overall requirements of transport for the economic development planned for and the contribution which different forms of transport should make to it—with no special loyalties to any particular form of transport but seeking and obtaining cooperation in its study from all of them.

Such studies should be made not only at the all-India level but also at local levels: imbalances should be studied at local levels at which they occur, with reference to the nature and extent of the imbalances, their causes and possible consequences of different courses of

remedial action. There may be no shortage at the all-India level in food employment or transport but still there may be acute shortage at a particular place and it would be no consolation to the people of that place to learn that there are surplus stocks of food, vacant jobs or unutilised transport capacity elsewhere in India. Transport is one of the subjects for which such studies are most urgently needed at the present moment.

Presidential Address of Sri G. Venkateswara Ayyar

While thanking the speaker for his interesting talk, which gave a clear analysis of the relation between the various forms of transport and industrial development, Sri Ayyar said :—

There is far greater need in this country now than ever before, for an *objective and scientific study* of transport problems, since the development of transport has necessarily to keep pace with our industrial and economic development. Whether it is improvement of import and export trade or the provision of marketing facilities for our rural population, whether it is movement of finished products or of raw materials, we have to tackle the transport problem before we can achieve our objectives. If past experience is any guide, the existing gap between the available overall transport capacity and our transport requirements cannot be bridged unless there is *planned, coordinated development* of all forms of transport, viz. rail, road, shipping and inland water transport. Sri Mathew has rightly, emphasised this point. I would also underline it and add that all talk of rivalry between

modes of transport is at the present stage of development unnecessary exaggeration: our difficulty now and in the years to come will be shortage of transport.

Some points to Ponder

Sri Mathew has also raised several other thought-provoking points. Is there scope for better utilisation of the railways' existing capacity? *To what extent will the railways and roads be able to meet our rapidly increasing transport requirements? How does the geographical distribution of our natural resources influence our transport policy? To what extent is it possible to avoid transport difficulties by regional dispersal of our industries or will it have the contrary effect?* These are questions which require not merely expert knowledge but an unbiased scientific approach. We cannot deal with them properly without full statistical information, and this information has to be interpreted by competent people if we are to evolve our policy on sound lines. As our financial resources are limited, a problem of utmost importance is in what form of transport can we make investment to the maximum advantage. In other words, what should be the pattern of our transport investments? May I suggest that Institutes like yours should concern themselves not merely with road transport but transport as a whole? You should extend your studies and group discussions to problems covering all forms of transport and their individual role in the country's progress.

Fresh Thinking?

It is amazing how some image native thinking and initiative may

enable us to achieve economies and improvements, which will not be possible if we blindly follow the beaten track. I shall illustrate my point. Four years ago I witnessed a simple device in the New York Port for lifting and arranging cargo in such a manner that the minimum shipping space was utilized and handling costs were reduced substantially. The device was merely use of big containers to hold the cargo. The goods were transported with the containers in the vessels. At the destination again the cargo was not taken out piecemeal from the vessel. The entire container was mechanically lifted, this device enabled mechanical handling of the cargo and effected considerable saving in handling charges. I do not mean to say that this is a perfect arrangement in all circumstances or can be blindly copied everywhere. As a matter of fact, it will not suit present conditions in our country. My point is just to show that *fresh thinking* but *says*.

I shall give you another example of how we tend to ignore things of considerable importance merely because they are familiar—they are taken for granted as things of limited interest or utility. We have over 5000 miles of inland waterways. Most of them have fallen into disuse, principally because they have been neglected. There was a time when river transport played a vital role in the country's economy. But in recent years, in our anxiety to be up-to-date and to develop the latest forms of transport to the maximum extent, we have not given our inland waterways as much thought as they deserve.

In several parts of the country, particularly in Kerala and Assam, there is great scope for transport of goods by waterways. If adequate attention is paid to the type of craft suitable for navigation in the different parts of the country and suitable craft is built at reasonable prices and suitable admini-

strative arrangements made, water transport can make a sizeable contribution to the solution of our transport problem.

Traffic "Russian" Roulette

The game of guess-what-I-am-going-to-do-next, which some drivers seem to think is fun, is about as dangerous as Russian roulette. You want to know what other drivers intend to do, and they have a right to know what you intend to do. Hand signals, brake lights, and turn indicators are devised so that drivers can help each other to keep out of trouble. Many drivers neglect proper timing in signalling. If signals are to be effective they must be given soon enough and long enough for motorists to see and act on them. A late or too brief a signal is little better than no signal at all.

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Uniform TRAFFIC Signals

The Government of Madras in its G. O. Ms. No. 405 (Home) dated 27.1.62 has amended the Madras Traffic Rules providing for the adoption of uniform traffic signals. The amendment is as follows:—

In the said rules, in the 'note' under clause (g) of Rule 16—(1) for items 1 to 4 the following items shall be substituted: namely:—

1. To stop a vehicle approaching from behind the signaller should extend his left arm horizontally from the shoulder and parallel to ground, with the palm facing front, its back being towards the vehicle.

2. To stop a vehicle coming from the front—the signaller should raise his right hand above his head slightly extending to the front with fingers closed and the palm facing the on-coming vehicles.

3. To stop vehicles approaching simultaneously from front and behind the signaller should extend both the arms as described in signals 1 and 2.

4. To stop traffic approaching from the left and wanting to turn right—the signaller should extend his left arm as described in signal, the right arm being extended a little forward with the palm facing downward.

5. To stop traffic approaching from the right and to allow traffic approaching from the left to turn right—the signaller should extend his right arm sideways, palm facing right and left arm extended horizontally palm facing front.

6. To allow traffic coming from the right and turning right by stopping traffic approaching from

the left—the signaller should raise his right hand to the position as described in signal 2, the left arm being raised sideways with the palm facing left.

7. Warning signal to stop traffic approaching from all directions—the signaller should raise both arms above the shoulder with palms facing outwards.

8. Come on—beckoning to a vehicle approaching from left—the signaller should raise his right arm in a position as described in signal 2 the left arm being raised from the elbow upwards and brought up to the position of the shoulder; the signaller should also look to the left; the movement should be repeated so that the

motorists can understand that he is being called up.

9. Come on—beckoning to vehicles approaching from the right—the signaller should stretch his left arm as in signal 1 the right arm being raised from the elbow upwards and brought up to the position of the shoulder the signaller should also look to the right; the movement to be repeated.

10. Come on—beckoning to a vehicle from front—the signaller should raise his right hand from the elbow back of the palm facing towards the vehicle; the movement to be repeated; and

11. At night in any such manner as the Superintendent of Police or the Commissioner of Police, as the case may be, may direct.

India to be Represented at 1962 Hanover Fair

Mr. Ernest Paetzold, member of the Deutsche Messe-und Ausstellungs-A.G., organisers of the annual Hanover Fair in West Germany, and his colleague, Mr. Roherke have just returned to Germany after a successful goodwill tour of India and Ceylon, where they lectured to large gatherings of industrialists and businessmen at Bombay, New Delhi, Calcutta and Madras on the history and importance of the Hanover Fair. Mr. Paetzold joined the board of Deutsche Messe-und Ausstellungs Ag., Hanover in 1953, and has since taken a prominent part in developing the international character of this German fair. Thanks to his efforts, the Hanover

Fair is now a forum for International trade and industry, which none can afford to miss. Nearly 100 countries were represented at the last fair with numerous displays of their products, which afforded buyers of all nations a unique opportunity to make a first hand comparative study of competing products.

While in Delhi, Mr. Paetzold was able to persuade the Government of India to set up an Information booth in the International Centre of the Fair this year, where more than twenty countries will be represented. Prime Minister Nehru is reported to have given his blessings to the project.



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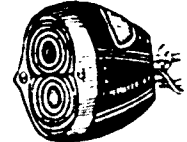


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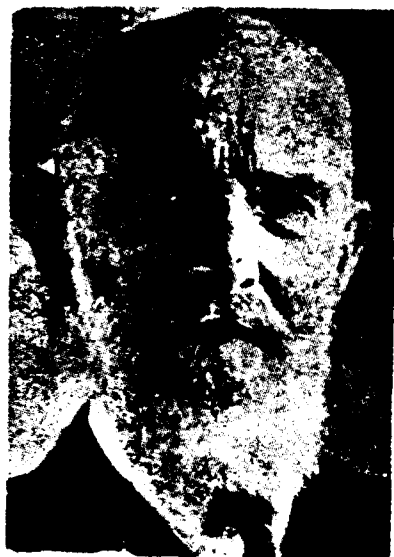
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Robert Bosch (1861-1942)

ROBERT BOSCH CENTENARY

Last year marked the centenary of the birth of Robert Bosch, who founded the famous German electrical firm bearing his name 75 years ago. His work was vital in easing the way of the motor car into this world towards the end of the last century, and right from its beginnings this firm has enjoyed a reputation for consistent quality and advanced technical accomplishment.

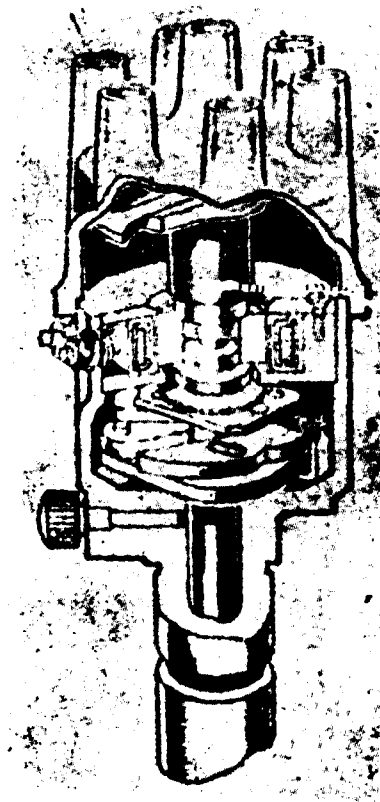
Robert Bosch is reported as having expressed his principles in these words: "The thought that someone checking one of my products might show that I had made something inferior is intolerable to me. This is why I have always tried to supply articles which withstand every objective test or, in other words, are the best of the best."

The first motor vehicle with Bosch ignition (by low tension magneto) ran in 1895—a weird two cylinder motor cycle made by Ludwig Roh and Christian Haab of Munich. Illustrated here is another interesting device applied to an 1897 de Dion engine, the magneto armature oscillating instead of rotating. The mechanism for making and breaking the low tension sparking plug points inside the cylinder is also shown.

To-day Bosch have branches in many parts of the world, and from an initial staff of three—the boss, one mechanic and one apprentice—the company now has 75,000 employees, the range of products extending far beyond vehicle equipments.

Many are the symbols of Indo-German collaboration. They are seen in huge industrial enterprises like the Rourkela Steel Works and also in mechanical equipment indispensable to various industries on which the daily life and economy of India's millions depend. Many who use motor vehicles have heard of the name "Bosch". The firm known as "Robert Bosch, GmbH" in Stuttgart has a substantial interest in an Indian collaborator, the firm known as Motor Industries Company Ltd., Bangalore, (MICO) which represents the German firm in India and under a licence from it, also produces spark plugs and fuel injection equipment.

The founder of the Stuttgart firm Robert Bosch, was born 100 years ago, on September 23, 1861. "Rather lose money than confidence": That was the slogan of Robert Bosch, a pioneer manufacturer in the history of German industry.



The new transistor controlled system has a permanent magnet generator in the distributor housing controlling the output transistor by impulses. These in turn control the current impulses from the high tension coil.

Bosch Products World-Wide Repute

The son of a farmer from Albeck, near Ulm (Federal Germany), he was first apprenticed to a precision-tool manufacturer. He then made a trip to America, worked under Edison and returned home rich with experience and knowledge.

He developed not only magnetic ignition for internal combustion engines, but also a large number of accessories—self-starters, lighting plant, horns, brakes, windscreen wipers, etc. Nineteen years after his death on March 12, 1942, in Stuttgart, his name still indicates high-quality German production.

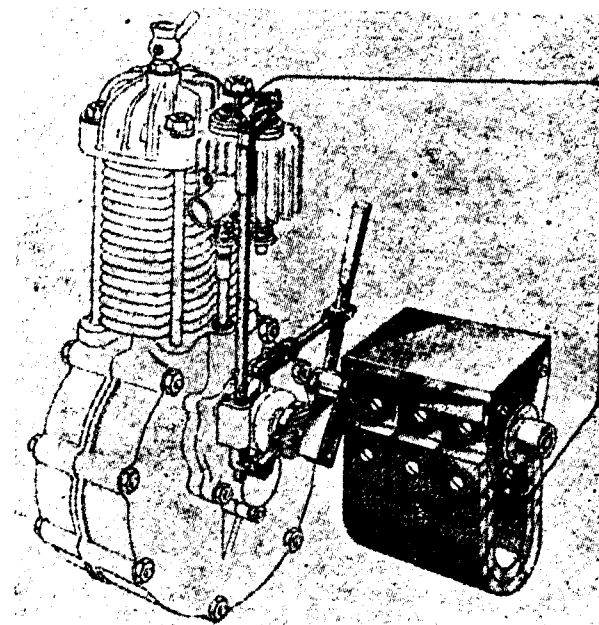
On account of their dependability and safety, the products of the Bosch Works today enjoy a great reputation throughout the world. Even at the beginning of his career, Robert Bosch tried to win over his customers through solid work.

Flair for New Methods

With a workman and an apprentice he opened in 1886 in Stuttgart a workshop specializing in precision-mechanics and electrical engineering. At that time there were already internal combustion engines, but the problem of ignition had not been completely solved. Thanks to his talent and his flair for new methods of development, Robert Bosch put on the market a magneto-ignition which sold rapidly. When the first World War broke out, 88 per cent of his production was for foreign countries. Through the quality of his products he succeeded in winning back the lost world market. In the twenties the Bosch Works in Stuttgart turned out an injection pump for heavy oil engines, which quickly made headway.

As far back as 1906 he introduced the eight-hour day, and two years later the free Saturday afternoon. He contributed large sums for the training of young technicians and supported medical research.

In spite of all his success, Robert Bosch remained a modest man. He refused all titles and orders.



Applied to an air-cooled single cylinder de Dion engine, this early Bosch low tension magneto had a stationary armature and an oscillating armature.

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Decarbonising your

This series of technical articles has been designed for the 'mechanically-minded' reader who feels capable of carrying out his own maintenance to this degree. If you have doubts about your ability to cope with the instructions, you are earnestly advised to leave the job in the hands of your Standard Triumph dealer.

Herald Engine

PART 1 Dismantling And Preparation

Metals which are subjected to high temperatures, as in a car engine, tend to stabilise themselves during their early life, especially when mechanical stresses are also applied. The valves in a modern engine reach very high running temperatures, and the exhaust valves in particular sometimes reach a dull red heat under arduous conditions.

It is for this reason that it is recommended that the cylinder head be removed for valve grinding early in the life of the engine. The valves will by then have had time to "settle" and the work of ensuring a good seating will be rewarded by many thousands of miles of trouble-free motoring.

In the later life of the engine when the build-up of carbon becomes excessive (usually indicated by "pinking," running-on or overheating) or when lack of compression indicates faulty valve seatings, it will again be necessary to decarbonise the engine and grind the valves.

Tools And Materials

Due to the accessibility of the Herald engine, there is no doubt that many owners may wish to carry out this operation themselves. Before getting down to work, what tools and materials should we have available? Basic requirements will be:—

A decarbonising gasket set.

A tin of grinding paste. This is usually sold with two compartments in the tin, one for fine and one for coarse paste.

A valve grinding tool, consisting

of a rubber suction cup with a wood handle.

A valve spring compressor (if you have an engine fitted with twin carburettors).

A set of feeler gauges, or at least a strip of 0.010" thick feeler material.

A tube of non-hardening jointing compound.

Spanners and a screwdriver. For most work on the car sets of open-ended, ring and socket spanners in sizes ranging from $\frac{3}{8}$ " AF to $\frac{1}{2}$ " AF will be found to be adequate.

Two Golden Rules

There are two golden rules to remember while decarbonising an engine.

(1) Cleanliness: It is *vital* that abrasive dirt does not find its way into the inside of the engine—so when dismantling do not put parts straight onto the garage concrete floor.

(2) Do not use abrasives for cleaning—emery cloth must be as scarce as "pubs" on the M1 whilst you are doing this job.

Now drain the cooling system, remembering of course to open both drain taps—one on the right-hand side of the cylinder block and the other in the radiator bottom tank. Save the coolant if it contains anti-freeze.

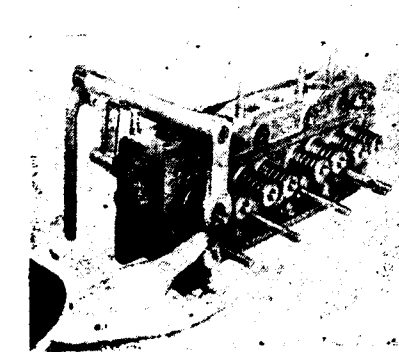
Electrical short circuits can be both disastrous and dangerous, so detach the negative cable from the battery post.

Remove the distributor leads from the sparking plugs. It is a good plan to mark each lead so that confusion may be avoided when replacing them later.

All water-hose connections to the cylinder head must be detached and the carburettor air cleaner must be removed.

Disconnect all carburettor cable controls and the fuel and vacuum pipes. These pipes should also be disconnected at their other end, and removed completely.

The exhaust pipes must, of course,



A valve spring compressor being used to permit withdrawal of the split cone collets on a twin carburettor engine.

be detached from the manifold, but in order to allow it to be pushed downwards, clear of the studs, the bolt securing the pipe to the clutch bell housing should be removed.

The fan belt can be removed by slackening the dynamo pivot bolts and the adjusting nut. The adjusting link should be released by removing its attachment bolt from the water pump. Push the dynamo towards the engine, and this will allow the withdrawal of the fan belt.

Where it is fitted, the cable from the thermostat to the temperature can be pulled clear.

Remove the rocker cover, and then the rocker shaft and pedestals. Slacken the nuts which secure these pedestals evenly, turning each one a little at a time. This is to avoid undue strain on the shaft, which may be subjected to uneven upward pressure from the valve springs.

When withdrawing the push rods, shake each one before pulling it upwards in order to avoid dislodging the tappets. It is also beneficial to lay out the push rods so that they may be replaced later in their original order.

Now unscrew the cylinder head nuts (starting at the outer nuts and working inwards) and carefully lift the cylinder head, complete with manifolds clear of the cylinder block. Finally, detach the manifolds from the cylinder head.

At this stage it is sometimes found that one has collected a heap

of assorted nuts, bolts and washers. Although it will take a little more time, it is a good idea to screw each nut a few turns on to its respective stud, and each bolt into its thread as the dismantling proceeds. This can save the embarrassment of searching to find where a nut or bolt fits when reassembling.

Remembering what has already been said about cleanliness, it will be appreciated that it is important to prevent loose particles of hard carbon from finding their way into the engine. So use pieces of rag to plug the tappet chambers, water holes in the cylinder block, and the oil hole at the rear of the block which feeds the rocker shaft assembly.

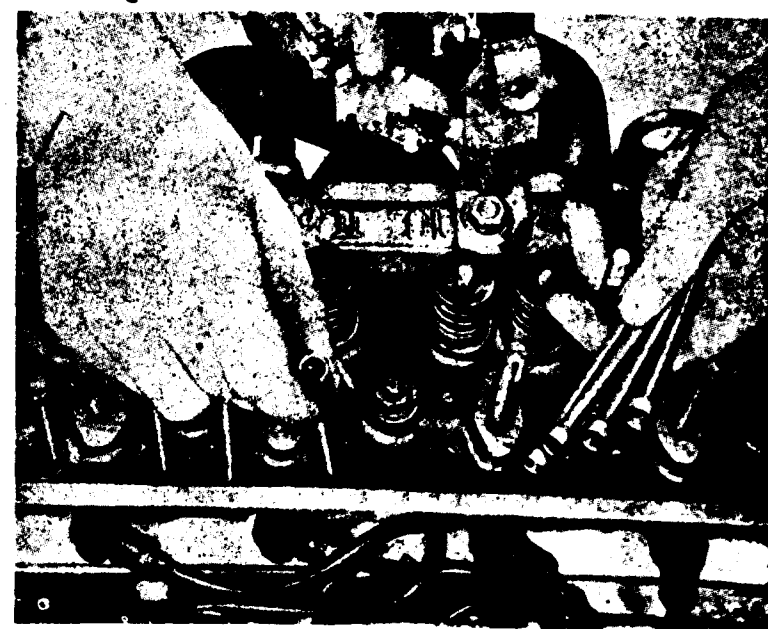
Cylinder Head And Valves

Now we can turn our attention to the cylinder head and its valves. A valve spring compressor is not necessary for removing the valve springs from the single carburettor engine. With thumb and index finger of the left hand pressing against the valve head, release the valve spring by pressing inwards with the right hand against the spring retaining collar, at the same time moving the collar sideways to allow the offset hole to slide up the valve stem. The valve, spring and collar may then be withdrawn. It is important that the valves should be suitably marked so that they can be refitted to their original seats during re-assembly. A sharp, pointed tool is recommended for marking, but in any case do not use a centre punch on the valve heads as this may distort the valves.

A valve spring compressor is recommended in the case of the twin carburettor engine. The valve springs should be compressed sufficiently to permit withdrawal of the split cone collets used on this type of engine, and then once again the valve, springs, and locating collar may be withdrawn.

Decarbonising and Re-assembly will be dealt with in the next issue of *Motorindia*.

(by courtesy of the Standard Triumph Review)



When withdrawing the push rods, shake each one before putting it upwards, to avoid dislodging the tappets.

7th March 1962

6

MOTORINDIA

BANGALORE MOTOR RACES

The Tenth All India Race Meet conducted by The Bangalore Motor Sports Club was held at the Yelahanka Air Circuit on Sunday, the 14th Jan. 1962. A gathering of over 3000 spectators witnessed an exciting day's Race Meet by Car drivers and Motor Cyclists. In the Car Events, most outstanding was Senora Cassandra, representing Scuderia Italia, in a blood red Alfa Romeo G. S. Starting on level terms with the men, Senora Cassandra proved that sex is no barrier provided there is skill and know-how. Bangalore Race fans were also able to see for the first time the Yuvaraj of Gondal's 300 SL Mercedes Benz, a car capable of over 150 m. p. h. This driver had no difficulty in winning the South India Championship, while Senora Cassandra claimed the handsome Wakefield Shield for Sports Cars, donated by Messrs. Castrol Limited.

In the Motor Cycle classes, most outstanding were Mr. Sam Sardi of Bombay on a 150 c.c. Jawa and U. D. Jinadasa of Ceylon Motor Cycle Club on a beautifully prepared Norton Manx. The latter rider also rode a Sports Honda, the famous Japanese machine, the racing model of which has broken records all over the World.

Others to catch the eye were Mr. M. I. Rauf of Ceylon Motor Cycle Club in the Rauf Special, Mr. John Webb of Bangalore Motor Sports Club in a 3 Carburettor Chevrolet Special, Mr. A. R. Guruswamy of Coimbatore Auto Sports Club in the Taifar Special and Hajee Sait of The Bangalore Motor Sports in his fast Fiat.

For the first time, a Scooter Race was held for lady riders. The event was most popular and added considerable colour to the course. Mrs. Greenwood was a popular winner.

The Race Meet was followed by a dinner-cum-buffet at the Bangalore Club Annexe, which was largely attended and very greatly enjoyed.

The prizes were distributed by Mrs. F. Webb. Following are the trophies and their winners:

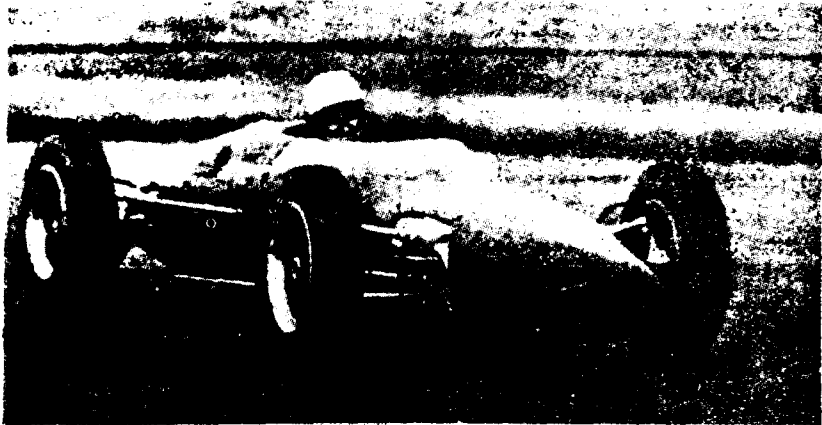
Event No.	Trophy's Name	Presented by	Winner	Second
1	Lambretta Cup	Webb's Motor Scooter Mart	G. SHAHANI (Lambretta)	M. Wadia (Lambretta)
2	India Garage Challenge Cup	India Garage	V. N. SHANKAR (Ambassador)	Bijay Chakrabarti (Ambassador)
3	Ray Raitt Cup	Mrs. R. Raitt	Mrs. GREENWOOD (Lambretta)	Miss S. Arklie (Lambretta)
4 & 5	B.M.S.C. Trophies Division 'A' Division 'B'	B.M.S.C.	Dr. F. ACUTIS (Alfa Romeo)	Hajee Sait (Fiat)
		B.M.S.C.	J. W. WEBB (Chevrolet)	Yuvaraj of Gondal (Studebaker)
	Division 'C'	B.M.S.C.	M. I. RAUF (Ford Anglia)	A. D. Jayaram (Standard 10)
6	Yelahanka Cup	B.M.S.C.	S. SARDI (Jawa)	U. D. Jinadasa (Honda)
7	South India Championship	Burmah-Shell	YUVARAJ OF GONDAL (Mercedes Benz)	M. I. Rauf (Rauf Special)
8	Mico Cup (Jr.)	Motor Industries Co., Ltd.	S. SARDI (Jawa)	U. D. Jinadasa (Honda)
9	Bangalore Grand Prix	B.M.S.C.	Dr. F. ACUTIS (Alfa Romeo)	Hajee Sait (Fiat)
10	Sr. Championship	Shankar Ramanan Memorial Cup	U. D. JINADASA (Norton Manx)	V. K. Gupta (Matchless)
11	Castrol Shield	Castrol Ltd.	Mrs. A. CASSIANDRA (Alfa Romeo)	M. I. Rauf (Rauf Special)
12	Royal Enfield Cup	Madras Motors (P) Limited	U. D. JINADASA (Norton Manx)	Ramesh Kumar (Matchless)
	Enthusiasts' Cup	B.M.S.C.	A. R. GURUSWAMY (Taifar Special)	

FORMULA 1 LOLA

There's a brand-new Grand Prix car in Britain the Lola F1, produced by a factory which previously restricted itself to highly successful sports-racers and Formula Junior machines.

Lola have joined forces with Yeoman Credit, and the latter now becomes the official Lola works team. Its name, incidentally, has been changed to the Bowmaker-Yeoman Racing Team, Bowmaker Ltd. being the parent concern of the Yeoman Credit Company.

Bowmaker-Yeoman will retain their 1961 drivers, John Surtees and Roy Salvadori. Both have driven the proto-type Lola at Brands Hatch and Silverstone, and both are very impressed with it. At Silverstone, Surtees got within one second of the lap record and the engine was Mark I four-cylinder Coventry-Climax! The new car handles well, and its diminutive size and small frontal area promise



John Surtees testing the Formula 1 Lola at Silverstone recently.

high speeds when the new V8 units are fitted though they may not get these for a while.

Designed by Eric Broadley, the Lola F1 has a lightweight multi-tube frame, a tiny, ultra low body and a reclining seat to get the driver out of the airstream. Engine is at the rear: the five speed Colotti gearbox is in unit with it and sits right of the tail, much of its casing being exposed for maximum air-cooling. All four wheels are independently

sprung by coil spring/damper units, the front arrangement being rather unusual. The top "wishbones" are really composed of a single H-section link (per side), located by a long tubular radius arm. The bottom wishbone is a true one, but is extremely wide-based to resist braking loads. The rear suspension is almost the same in reverse and incorporates a transverse anti-roll bar. All four-wheel disc brakes are mounted outboard.

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W. I. A. A. RELIABILITY TRIAL

PRIZE DISTRIBUTION

This prize distribution function for the award of prizes to the winners in the Eighth Annual W.I.A.A. Reliability Trial was held at the Little Hut, Ritz Hotel, Bombay, on 10th December 1961. The Concours D'Elegance for Motor Cars was judged by Mr. Nirmala Raje Bhonsle, Maharashtra's Deputy Minister for Education, Major Boga and Sir Fazal Rahimtoola. Mrs. Dahyabhai Patel gave away the prizes.

In his welcoming speech, Mr. Indrakant Patel, Vice-President of the Association and Chairman of its Sports Committee, said he was very happy that Mr. Dahyabhai Patel, the President, was able to attend this function, particularly when, being a member of the Opposition in the Rajya Sabha, he has to keep a watchful eye and keep the Government on its toes in these days of crisis.

Sport With A Purpose

Mr. Patel said that many people ask him, "What is a Reliability Trial," and he added that his wife says that it's madness. There are others who call it rich man's sport but the W.I.A.A. are firmly of the opinion that it is a unique, very interesting and a very purposeful sport inasmuch as it is not merely a match or a race, but it endeavours and provides very valuable data concerning the mechanical performance of the vehicles entered in the contest and the average road and motoring conditions available in the country. Mr. Patel added that in a developing economy such as ours, particularly when the road transport and automobile industries are making rapid strides, the Reliability Trial serves a very useful purpose as it helps the automobile industries in conducting on-the-spot road tests of the vehicles. Mr. Patel explained that in Europe and America, each automobile manu-

facturer has its own test field, whereas in India where the automobile industry is still in an infant stage, our manufacturers do not have such facilities.

Manufacturers Should Test Products

Mr. Patel extended a cordial invitation to all the automobile manufacturers to take advantage of the Reliability Trial for testing the performance of their products and he hoped that in future they would participate in the Reliability Trials.

Mr. Patel also referred briefly to the present controversy about the People's Car and suggested that Government should consider the question of entering the various models at present under consideration in the Reliability Trial, so that both the Government and the public at large might have a chance of having some firsthand information about the practical performance of the vehicles being considered for manufacture in India.

Details Of Accidents-1961

Following are the statistics regarding the road accidents in Greater Bombay along with the details about the number of motor vehicles plying in Greater Bombay for the year 1961:—

FATAL 324
SERIOUS INJURIES 437
SLIGHT INJURIES 5063
TOTAL 5824

CLASS OF VEHICLES	NUMBER OF VEHICLES
1) Motor car	49,172
2) Motor cycles	10,062
3) Motor cabs (including autorickshaws)	6,562

4) Stage carriages & Buses	1,938
5) Lorries	1,5722
6) Ambulances	95
7) School Buses	308
Total	83,859

The W.I.A.A. Bombay has received the following Circular from the World Touring & Automobile Organisation :—

United Kingdom: Parking Offences

Under paragraph (c) of OTA file of Touring Information on the United Kingdom, reference is made to the system of tickets issued by Traffic Wardens in the case of parking offences in the West End of London.

While traffic wardens and the police make reasonable efforts to warn the drivers of cars registered abroad, your members should be advised that they are not immune from these regulations. In other words, they can be prosecuted for an offence or required to pay the penalty on a ticket.

In cases when a visiting motorist received a summons, or a ticket, just prior to his departure from the United Kingdom, it is recommended that on his return home he should write a letter to the address indicated on the summons or the ticket explaining the circumstances and asking that it be withdrawn.

F.I.A.A. Activities

The Federation of Indian Automobile Associations whose headquarters are in Bombay came into being in 1960 and has, since its inception, been doing very useful work on All-India level in the spheres of motoring and touring.

WORLD RECORD FOR MOTORING ON TWO WHEELS!



Tyres last for six miles, when Jean Sunny drives his car like this, on tyre sidewalls.

Here is Jean Sunny, the incredible French stunt driver, setting a new world record for...travelling on two wheels!

Scene is the Roskilde circuit in Denmark, and on this occasion Sunny covered 2.8 kilometres—just under 1½ miles—before his Simca Ariane (a smaller engined version of the Vedette) came down on all fours.

This was one-tenth of a kilometre better than the previous record, set by himself. For Sunny has no

rivals for his world title—and no wonder.

Not that it makes a professional secret of his technique or that his cars are specially prepared in any way.

He gets into this precarious position simply by driving two wheels up a ramp; then, as Sunny readily explains, he keeps the car tilted by making slight steering corrections.

If the car tends to roll over, he

steers toward the "driving" side to restore balance; if it starts to drop back on all fours, he steers toward the "high side".

His only preparation consists of raising tyre pressures, so the tyres won't come off (they last about six miles when driven like this, on their sidewalls).

Sounds simple—but Sunny's real secret is his own uncanny sense of balance. That's what baffles the experts—and that's why no one else has been able to duplicate his feat.

7th March 1962

AROUND THE COURTS

new entrants preferred for short routes and town routes

Appeal Nos 32, 38, 52, 54, 55, 56, 59, 60, 63, 65, 69 and 70 of 1960.

The Madras State Transport Appellate Tribunal presided over by Mr. M. Balakrishna Menon, M. A. B. L., upheld the order of the Regional Transport Authority, Tiruchirappalli, dismissing a batch of appeals preferred by twelve operators against the order of the R.T.A. dated 15-12-59, granting an additional stage carriage permit for one bus to ply on an existing town route—Elamalaipatti Podur to Mainguard Gate via Tiruchi Junction and Palakarai. These appeals were heard together by the Tribunal, and were disposed of by a common judgment on the 9th day of October 1960.

The appellants were:—

1. M/s The Tiruchi Srirangam Transport Company (P) Ltd.
2. The Popular Automobiles Ltd.
3. M/s Southern Roadways Private Ltd.
4. M/s A.P.S. Transports (P) Ltd.
5. M/s Tiruchi Auto Diesel Works.
6. M/s Trichy Auto Diesel Transport (P) Ltd.
7. Sri A. S. M. Jagannathan.
8. M/s S. G. Jayaraj Nadar and Sons (P) Ltd.
9. M/s Sri Gowri Transports (P) Ltd.
10. M/s A.J.V. Bus Service (P) Ltd.
11. Sri M. S. N. Shanmugham Pillai.
12. Sri T. N. Mooka Pillai.

The respondent in each of these twelve appeals was M/s Sri Ayyappa-swami Bus Transports (P) Ltd., which company had been granted the carriage permit by the Road Transport Authority, Tiruchirappalli. The route in question was a town route, and appellant No. 11

was the only other existing operator on this route.

The appeals of appellant Nos. 1, 2, 3, 7, 11 and 12 were dismissed on the ground that, as the route in question was a town service route falling within the category of a short route, the grant of permit was governed by the principles laid down in G. O. Ms. No. 2265, Home, dated 9-8-58, which stated that preference be given to NEW ENTRANTS for short routes and shuttle services covering a distance of 15 miles.

The tribunal classified a town route as a short route, and took into consideration the principles laid down by the Government in respect of town routes, which are mentioned in W. P. No. 520 and W. P. No. 521 of 1959—Thandamuthur Trading Company Ltd. Vs the State of Madras and V. C. K. Bus Services Vs the State of Madras.

The tribunal further observed:

"The main principle to which the Central Road Traffic Board has addressed itself in issuing the permit in this case is that the number of town service operators should not be increased. The reasons given by the Central Road Traffic Board for restricting the number (of operators) is that the dangers of competitive driving if several operators ply on the same route, and not when different operators ply on different routes and that there should be healthy competition even from the inception of the town service. There seems to be therefore, no need to restrict the number of town service operators as such but on the other hand there is a need in the public interest to restrict the number of operators on such route".

It also cited an extract from affidavit of the Government in the above decisions:

"In passing the orders relating to services in Town Bus Services, the Government took into account

(1) the desirability of avoiding competition involving danger to the public, among buses plying on narrow city roads and (2) necessity for maintaining an efficient service. The restriction on the number of operators in any particular town would depend upon the needs of the locality, and the nature of the route over which buses are required to be run. If the roads in a town are narrow, the necessity for imposing a restriction on the number of operators will be compelling. If the roads are not narrow, the necessity for the restrictions will not be felt in such a large measure".

And the observations of the High Court on the same:

"I cannot say that this explanation cannot fit in and explain the orders passed which are attacked as laying down inconsistent lines of policy. Even in a single town a particular route might pass through narrow roads, and in such cases it might not be the case".

In accordance with these principles, the tribunal opined that the grant of the permit to a new entrant, (thus having two operators on this route) would not be detrimental to the interests of the travelling public, observing that for healthy competition, it was essential to have one more operator on this route.

Marking System Explained

The tribunal held that the best among the new entrants, (appellants 4, 5, 6, 7, 8, 9, 10 and the respondent) should be selected for the grant of the permit.

Before dealing with the comparative merits of the newcomers, certain broad principles regarding the new method of awarding of marks were set forth by the Tribunal. The system of marking

introduced by G. O. Ms. No. 2265 (Home) dated 9-8-58, was originally intended to apply to three classes of applicants:—new entrants, applicants with 1 to 4 buses, and fleet owners having 5 buses and more. As per this G. O., one mark was to be awarded for sector qualifications, one mark for business or technical experience in motor transport and the third mark for being a registered cooperative society or a registered public limited company or a registered private company.

No Sector nor Business Experience Marks for New Entrants

The tribunal held that the Government had dispensed with sector qualifications for new entrants vide G. O. Press No. 3547 (Home) dated 18-12-58, which came into force subsequent to G.O.Ms.No.2565. In respect of the mark for business or technical experience in motor transport, the tribunal ruled that this mark worked unfairly against genuine new entrants, and held that to select a genuine new entrant, this mark had to be ignored.

Company Mark

The only other mark that should be taken into consideration in respect of a new entrant is the company mark. In the opinion of the tribunal the mark given to companies was not discriminatory, and the classification was based on a reasonable basis. The tribunal ruled as follows:

"A company is subject to public control under the Companies Act. The fortunes of a company do not vary with the fortunes of an individual. The fortunes of a company normally speaking, do not depend on the life of a particular individual as the fortunes of a private or individual firm would depend. The proviso to section 47 of the Motor Vehicles Act itself directs that preference shall be given to a registered cooperative society. Therefore, there is nothing discriminatory in preference being given to a registered public or

private limited company. I therefore, hold that the one mark under this head should be taken into account in the case of new entrants".

R. T. A. may ignore marks

The tribunal held that, as per G.O.1298 dated 28-4-56, "in cases where the (marking) system worked unfairly", the R. T. A. may ignore the marks obtained by an applicant, for reasons to be stated., citing the Supreme Court decision in C. A. Nos 2 and 20/59, "S. Gopalan Nair vs State Transport Appellate Tribunal, Madras which runs as follows:—

"It is thus clear that though a system of marking has been indicated in the subsequent directions, full discretion is left to the (road transport) authority to ignore the marks if it thinks that the adoption of the marking method may work unfairly. This itself emphasises that full discretion was intended to be left to the authority which had to decide whether the marking method should be employed or not".

Screening of New Entrants

In addition to the company mark, the tribunal prescribed certain points on which applicants should be screened for the grant of a route permit.

"A new entrant, in my opinion, starts with a clean slate. He has no experience to his credit in bus transport, nor has he any punishment to his debit. Some of his qualifications can be termed negative. He should not have financial instability. He should not have trafficked in permits either benami or otherwise. His application should not be on behalf of others in order to evade rules. On the positive side, he should have workshop facilities or arrangements to attend to repairs efficiently. He should have a main or branch office on the route and he should reside on the route applied for".

The new entrants in this case were appellant Nos. 4, 5, 6, 8, 9, 10 and the respondent. The tribunal observed that appellant No. 4 did not press his claim since he was absent at the time of hearing of his

appeal. Appellant No. 5 was an individual owner, hence he could not be preferred to the respondent which was a private limited company. Appellant No. 6 was not a registered company at the time of applying for the route permit, and likewise could not claim preference over the respondent. Appellant No. 8 was found to be an existing operator appearing in the garb of a new entrant, and hence was ruled out under provisions of G. O. Ms. No. 2265, Home, dated 9-8-58. It was held that this appellant was, "working under or with operators who already held a large number of bus permits or held substantial interests in existing transport concerns". Moreover, between this appellant and the respondent, this company had its headquarters at Madurai, (which was not on the route applied for), whereas the respondent had its headquarters at Tiruchi on the route. Hence the respondent was preferred to this appellant. Appellant No. 9 was found to be a limited company, but it had only workshop facilities at Tiruchi, while the respondent had his own workshop at Tiruchi on the route applied for. Appellant No. 10, was a company with its headquarters at Musiri and not at Tiruchi, and moreover it had no workshop of its own, but only workshop facilities at Tiruchi.

In the result, the tribunal found that the respondent, Sri Ayyappa-swami Bus Transports (P) Ltd, was the best among the new entrants for the grant of the additional stage carriage permit for the operation of one bus on the town route service. It upheld the order of the Regional Transport Authority, confirmed the grant of the permit to the respondent, and dismissed all the twelve appeals.

SPEEDMEN AT SHOLAVARAM

Corrigendum

The picture on Page 31 top extreme right of our 7th Feb. issue shows B. V. Asrani (not M. Keswan as published) of the M. M. S. C. who was the runner up for the Standard Motor Products of India trophy for stock cars in his Fiat 1100. The error is regretted.

PRODUCTION OF AUTOMOBILES IN INDIA, IN 1961

Month.	CARS			TRUCKS			DIESEL ENGINES		Total
	Hindustan	Fiat	Stan- dard	Others (U.S.A. Passen- ger)	Petrol	Diesel	1-Ton (Chassis)	Jeeps (Willys) Station Wagons etc.	
January	1,150	600	290	...	272	2,116	83	458	5,824
February	1,345	566	301	1	225	2,074	59	512	5,996
March	1,401	613	353	3	260	2,121	1	593	6,319
April	725	645	310	2	141	2,074	159	588	5,554
May	900	523	308	...	189	1,763	79	900	5,445
June	1,202	612	301	...	168	1,660	110	378	5,359
July	1,248	630	214	4	80	1,793	96	547	5,450
August	1,248	624	260	6	30	1,642	96	662	5,289
September	906	602	250	1	96	1,628	99	642	4,965
October	212	570	360	6	91	1,719	38	611	4,333
November	...	570	302	1	80	1,565	92	554	3,723
December	725	610	260	8	181	2,027	40	607	5,225
Total	11,056	7,165	3,409	22	1,813	22,182	952	7,052	63,482
								60 (Grand Total)	

STANDARD-TRIUMPH MOBILE SERVICE TRAINING UNIT

To provide Dealers and Distributors in Europe with factory trained staff in their workshop, the Leyland-Standard-Triumph Mobile Service Training Unit will visit North European countries during February, March and April.

The Training Unit consists of an experienced and fully qualified instructor and a Standard Vanguard Estate Car, completely equipped with demonstration models and instruction charts illustrating all parts of the Triumph Herald '1200' cars. Demonstration units include the independent rear suspension and axle, gearbox, front suspension, carburettors and steering units.

The unit will spend about two to three weeks each in Germany, Norway, Sweden and Finland visiting the premises of Distributors and major Dealers in each country, providing technical courses on the Triumph Herald '1200' models lasting about 2-3 days, and Training Service personnel in the proper maintenance and repair of Triumph cars, enabling Dealers to give their customers the best service possible.

Tecalemit Chief Discusses Formation of Rupee Subsidiary

The formation of a rupee subsidiary company of Tecalemit Ltd., well-known British lubrication engineering firm was discussed recently by the company's managing director, Mr. P. R. Scutt, who arrived by air in New Delhi last month.

Mr. Scutt visited India for talks with Government officials in New Delhi, and visited Calcutta, Bombay, Madras and Bangalore in connection with his company's project.

It is likely that the new company will be established in Calcutta and will have Indian capital and partners.

OIL SEALS

Contact

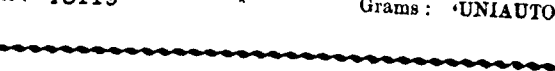
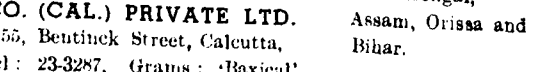
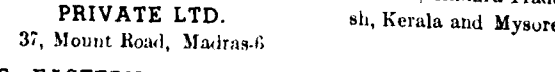
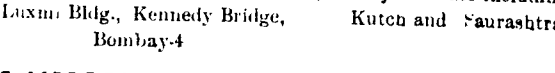
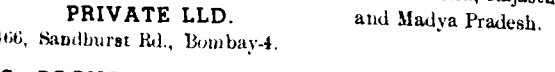
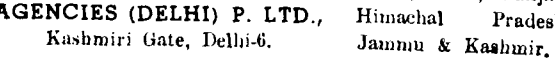
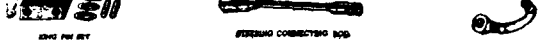
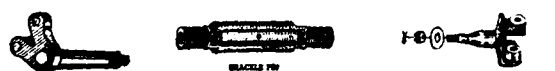
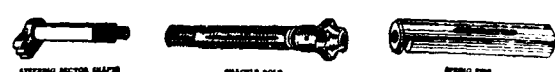
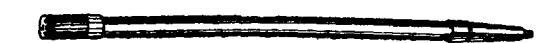
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sh, Kerala and Mysore.

West Bengal,
Assam, Orissa and
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Members of the Mysore Auto Parts and Allied Merchants' Association who attended the 7th Annual General Body Meeting.

Mysore Automobile Parts & Allied Merchants' Association

7th Annual General Body Meeting and Dinner

The seventh annual general body meeting of the Mysore Auto Parts and Allied Merchants' Association was held on the 26th January 1962 at the premises of the Association at Bangalore.

OFFICE BEARERS FOR 1962

The following Members were elected unopposed to the Offices mentioned against their names, for the year 1962:

President

Shri. V. R. V. Raghavan,
Deputy General Manager,
M/s. AMCO Batteries Ltd.,
Mysore Road,
Bangalore-18.

Vice-President

Sardar Abnashi Singh,
Manager,
M/s Hindusthan Automobiles,
5, Ramakrishna Building,
Narasimharaja Road,
Bangalore-2.

Honorary Secretary

Shri V. S. Srinivasan,
Managing Partner,

M/s. General Industrial Agencies,
Jayachamarajendra Road,
Bangalore-2.

Honorary Treasurer

Shri K. S. Chakrapani,
Partner,
M/s. Bharath Automobiles,
1/4, Narasimharaja Road,
Bangalore-2.

New Managing Committee Members

Shri R. S. Rangaswamy,
Partner,
M/s Vijaya Traders,
Shimoga.

Shri V. Kunjitapadam,
Partner,
M/s Eastern Agencies,
Narasimharaja Road,
Bangalore-2.

Shri A. M. Uchil,
Partner,
M/s Ranjan Automobiles,
Kulasipalayam Main Road,
Bangalore-2.

Shri J. G. Mody,
Partner,
M/s Express Auto Stores,
Shahzad Building,
Jayachamarajendra Road,
Bangalore-2.

Shri R. N. Chary,
Manager,
M/s Madras Auto Service Private Ltd.,
Narasimharaja Road,
Bangalore-2.

At the First Meeting of the newly elected Managing Committee held at the premises of the Association, on Saturday, the 27th January 1962, the following members were co-opted to the Committee for the year 1962:

Shri A. G. Ram,
(Immediate Past President, ex-officio Member)
Manager,
M/s India Garage,
18, St. Mark's Road,
Bangalore-1.

Shri G. K. Iyengar,
Partner,
M/s Reliable Motor Stores,
5 & 6, Narasimharaja Road,
Bangalore-2.

Shri S. Hariharan, B.A.,
Manager,
M/s Union Co., (Motors) Pvt. Ltd.,
Bangalore-1.

Managing Committee's Report

The Honorary Secretary, on behalf of the Managing Committee, presented the SEVENTH Annual Report of the Association together with the Audited Statement of Income & Expenditure and Balance Sheet for the year ended 31st December 1961.

Committee Meetings

There were 14 Meetings of the Managing Committee in the year for the adoption of the monthly administrative and other important works.

Membership

There were 84 Members on the rolls on 1st January 1961. During the year 9 new Members were admitted and with great reluctance, the Committee had to delete 5 Members. Present membership stands at 88 (67 Local and 21 Mofussil).

Donations

An amount of Rs. 4566.90 was received as donations from visiting salesmen and Mr. Patel of M/s. Central Automobiles Ltd, Bombay donated Rs. 251/-. Besides, the Bangalore Tyre Dealers' Syndicate, contributed Rs. 250/- per month.



Past President A. G. Ram with the new President V. R. V. Raghavan—in between the pair is Vice-President Abnashi Singh.

Activities of The Association

The Association responded to the call for succour to the recent flood victims and contributed a sum of Rs. 7501/- which was presented to Hon'ble Shri Kadidal Manjappa, Revenue Minister, Government of Mysore, at a pleasant party held on 14th August 1961 at the Madras Woodlands Hotel.

In the matter of imports, the Association had the full co-operation from Members in utilising the import licenses issued to the Association by the State Trading Corporation of India Ltd.

The First Social Gathering for the year was held at the Madras Woodlands Hotel, Bangalore on 14th August 1961 to celebrate "INDEPENDENCE DAY" at which the Chief Guest, was

Shri Kadidal Manjappa, Revenue Minister, Government of Mysore.

A Picnic-cum-Social Gathering was arranged on 10th December 1961. The response from the Members was very good.

Annual Dinner

Presiding over the Annual Dinner at the Madras Woodlands Hotel, Bangalore, which followed the 7th Annual General Body Meeting, Sri N.V. Babu Reddy I.P.S. Vice-Chairman Mysore State Road Transport Corporation, advised members of the association to cooperate and function as a single body, so that Government departments could deal with members through the association. For his part, he assured the association of full cooperation as far as practicable provided the prices quoted were competitive, and the quality of the products conformed to the standards prescribed.

Welcoming the Chief Guest, and members, Sri. A. G. Ram, outgoing president of the association said that during the year members

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The Chief Guest, Sri N. V. Babu Reddy, being garlanded by the out-going President A. G. Ram, while the new President V. R. V. Raghavan applauds.

had been working in a co-operative spirit and helping the general public in times of need.

The members, under the able guidance of Mr. C. K. Iyengar, Mr. K. M. Nanjappa and Mr. K. S. Chakrapani, had taken the lead in forming a syndicate to look after the equitable distribution of Giant Tyres at fair prices.

He added that the automobile ancillary industry had made rapid progress since 1947, with the result that Government was cutting down imports and was thinking in the terms of Exports. He said the protection that was given to the ancillary industries should be utilised to the fullest advantage and the quality of the goods improved, so that it could withstand quality

and price competition. Further, one question, which affected the trade had to be considered in all its aspects, that was that imports were being handled more and more by the State Trading Corporation of India Limited and members must co-operate with them and obtain whatever quotas that were given and use them to the best advantage. Difficulties such as limited margins, maintenance of separate accounts etc., must be overcome by proper representations."

On the subject of Road Transport Sri A. G. Ram said:

"Considerable expansion in Road Transport capacity took place in the 1st and 2nd Plans. Emphasis in this direction is no less in the 3rd Plan. Even though Government is not using the same yard stick to measure the Rail and Road transport, yet increase in road passenger and goods traffic have been phenomenal and during the 3rd Plan, this will reach still higher figures. To cope with the increase the vehicle manufacturers have been asked to gear up their output and production is expected to reach:

Commercial Vehicles 60,000 units per annum.

Jeeps 10,000 units per annum
Cars 30,000 units per annum,
besides Scooters, Motor Cycles etc.

All this shows the upward trend in the business and we must rise up to the occasion and equip ourselves to meet the demand of the spare parts business."

The new President of the

association, Sri V. R. V. Raghavan, told members that the automobile parts and allied business formed an integral part of the country's transport system, stressing that for their continued prosperity, members of the association would have to depend upon the growth of road transport in the country. He said that road transport was the backbone of the Plans, and if it was to be developed, those at the helm of affairs should not put unnecessary, shortsighted curbs on road transport. Though road transport played a vital role in our economic development, roads and road transport had been allocated a meagre 5 per cent of the total investment in the 1st Five Year Plan, 4 per cent in the 2nd Plan and a smaller fraction in the 3rd Plan. There was an immediate necessity, not only to increase road mileage, but also to restore neglected roads and strengthen bridges, so as to increase road transport haulage throughout the country.

Besides the construction of an efficient network of motorable roads, an additional 3 to 3.5 lakhs of transport vehicles were required to take care of the increased demands of goods and passenger traffic. In this context, the speaker considered it imperative that the government give our vehicle manufacturers all facilities to step up production. In particular, he specified the need for the government to adopt a clear-cut, long-range, development



Sri N. V. Babu Reddy, I. P. S., Mysore State Road Transport Corporation Vice Chairman, addressing members at the Madras Woodlands.

BROAD ROADS NECESSARY--NEHRU

Extracts from a note on road development sent by Prime Minister Nehru to the State Government have been sent to all municipal councils in Madras. In it the Prime Minister has stressed the need for broad roads of at least 100 feet width, to avoid slums and serve the needs of future traffic development.

He says: "Generally there is slum development in crowded surroundings in the heart of cities or even on outskirts. To remove these slums means acquisition of land on either side of the road in order to broaden it. This is an expensive matter. Oddly enough in building new roads, this aspect does not strike our municipal authorities. Often these roads are built on the

scheme, to a lot foreign exchange to meet the cost of such a scheme, and to remove obstacles to development such as disproportionately heavy taxes, etc.

Speaking about the development of the automobile ancillary industry, Sri Raghavan exhorted members to switch over to the distribution of indigenously manufactured parts, or alternately, to manufacture fast moving parts themselves, with foreign collaboration, if necessary. "While on this subject, Sri Raghavan criticised the proposed manufacture of replacement parts by some of the Nationalised State Transport organisations, stating that it was doubtful if these organisations could manufacture quality parts at competitive prices with their limited capacity. Sri Raghavan advocated unrestricted competition between production units, so that there could be improvements in product quality and volume of production, with progressive reduction in prices.

He said "The constant infusion of new ideas, new products and techniques, new ambitions and new goals are essential to the growth of every business. I would like members to absorb this basic concept, see the warning signal and take up the job of manufacturing automobile parts and allied items or get themselves interested in the distribution of indigenous products".

outskirts of a town or city. There is plenty of land available, but no one looks into the future and a narrow road is built and small huts and houses grow upon either side of it. As these constructions come up, it becomes much more difficult to widen the road. It is, therefore, of importance everywhere and more particularly in a growing city to build wide roads or rather to leave enough room for a wide road even though the first road built is a narrow one.

Encroachments to be Eschewed

"When I say wide road, I really mean wide expanse leaving plenty of room for growth. A proper road today has usually a double track with perhaps some greenery in between. Then on either side there may be and normally should be a bicycle track because we live in an age of bicycles and finally there should be footpaths on either side. It is not necessary to build all this, but it is necessary to have all the space for future and not allow any houses or huts to encroach on this space.

"This seems so obvious. Yet unfortunately little attention is paid to it. City fathers concentrate their attention on the heart of cities and do not think much of the outskirts. With the growth of industries traffic grows rapidly and there is often heavy traffic. If a road is narrow it comes in the way of this traffic and is wasteful. Also accidents are likely to occur," says the Prime Minister.

Rural Roads

Mr. Nehru adds: "Very little importance is attached to rural roads and houses are allowed to be built almost on the edge. This becomes a terrible nuisance later when the traffic grows as it is growing now. Therefore, right from the beginning the land mapped out for roads should be very broad indeed. I should say at least hundred feet, preferably more.

The City of Bombay is one of

our best cities with an efficient corporation, and yet unfortunately I have noticed in recent years this process continuing there without let or hindrance. A new road was built there a few years ago to Trombay where the Atomic Energy Establishment has spread out. This road was built on vacant land and it would have been quite fit to reserve plenty of land for the road and its subsequent development. No one gave thought to this. Now one finds a narrow road with houses built on either side of it and heavy traffic."

British Scientist Invents Midget Motor

A 42 year-old British scientist has invented a motor the size of a grape fruit which, it is claimed, may soon revolutionise the design of road vehicles and ships.

The "Supercell" can produce power through hydrostatic transmission which would in normal circumstances, require an electric motor the size of a household table. It converts power from the driving shaft of engine into high pressures in an oilfilled tank through a system of valves and pistons.

"Supercell" May Revolutionise Vehicle Design

If fitted in a car, it would replace the clutch, gearbox, driving shaft and brakes, so making the vehicle usable on one pedal.

British industrial scientists believe the invention can double Britain's machine tool output. It can work unattended on cutting jobs, cutting twice as fast as present geared machines.

Already the British Government is stated to have taken out 50 patents on the invention. "The Supercell", the brain-child of scientist Donald Firth.



Past and Present Hony. Secretaries V. S. Srinivasan (1962) and Sardar Abimashi Singh (1961)

STATE TRANSPORT COMMISSIONERS RECOMMEND

liberal licences, tax concessions for road transport

Liberalisation of the licensing policy and provision of other facilities to encourage the transport of coal by road were recommended by the two-day conference of State Transport Commissioners, which was held at Hyderabad recently.

T-T combinations reduce Transport costs

The conference recognised that truck-trailer combinations would help reduce the cost of operations appreciably. It was agreed that the department of transport would

examine the matter thoroughly and draw up a suitable scheme, in consultation with the State Governments concerned.

Traffic Surveys

Dealing with licensing policy, the conference recommended that each State might have an experienced statistician-cum-economist, with qualified staff and adequate machinery, to carry out periodic traffic surveys and assess the need or otherwise for granting additional regular permits to operators.

Tax exemption for vehicles passing through several States and not picking up or delivering goods on the routes, in the intervening States, was also agreed upon. The Inter-State Transport Commission will be asked to work out the details of this plan in the light of the suggestions made by the Maharashtra Government.

Surprise Checks

It was suggested that as far as practicable, checkpoints should be reduced to the minimum and surprise checks conducted through mobile squads. It was also recommended that vehicles be asked to stop only where there was a side road so that traffic on the main highways was not hindered.

Common Stands

While examining the difficulties in forming viable units of small operators, the conference recommended that as far as possible, individual owners operating jointly and providing common stands and parking places be given preference in the grant of long-distance permits and also special facilities in the collection of terminal tax after obtaining reasonable security.

Tourist Vehicles

The conference appointed a committee to examine and recommend the concessions required to ensure the free movement of vehicles chartered by tourists.

The provision of passenger amenities by local bodies, where they were not provided by State transport undertakings or private operators, should be encouraged, the conference suggested.

Road Safety Council

The conference also recommended the setting up of a National Road Safety Council to suggest measures for prevention of accidents and to educate road users in road safety, prepare training schemes for drivers, organise safety week and promote road safety research.

MOTOR TRANSPORT WORKERS ACT 1961

The Government of India has issued a notification specifying the dates for the coming into force in various States of the Motor Transport Workers Act 1961. The Act gives adult workers in motor transport undertakings an eight-hour day or a 48-hour week.

The Act will come into force in Madras State on the 21st of March 1962, while in Kerala and Mysore, it came into force on February 1st, 1962. March 31st, 1962 is the last date by which the Act should come into force all over the country.

Provisions

The Act provides for registration of Motor transport undertakings, maintenance of canteens and rest rooms for workers, medical facilities, regulation of hours of work, payment for

overtime and annual leave with wages. The Act also prohibits the employment of children in any capacity in any motor transport undertaking and lays down that no adolescent would be required or allowed to work in the undertakings unless a certificate of fitness given to him by an authorised medical practitioner is in the custody of the employer.

Powers of State Governments

The Act applies to every motor transport undertaking employing five or more transport workers. The State Government has the power to extend by notification in the Official Gazette all or any of the provisions of this Act after giving not less than two months notice of

its intention to do so to any motor transport undertaking employing less than five motor transport workers.

Exemptions

The State Governments has power to grant exemptions to (1) motor transport workers holding supervisory or managerial positions, (2) part-time motor transport workers and (3) any class of employers. The Act requires that before issuing any order of exemption the State Government should send a copy of the notification to the Central Government.

Definitions

"Motor transport undertaking" has been defined to mean a motor

Statement about ownership and other particulars about newspaper—Motorindia

(Published pursuant to Rule 8 of the Registration of Newspapers (Central) Rules, 1956)

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Nationality ... Indian
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146, West C.I.T. Nagar,
Madras-35
(2) K. Venkataraman
147, West C.I.T. Nagar,
Madras-35

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

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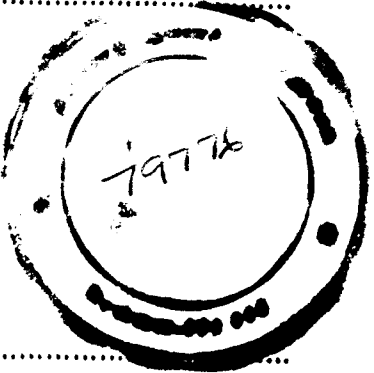
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7th March 1962



transport undertaking engaged in carrying passengers or goods or both by road for hire or reward, and includes a private carrier.

Every employer of a motor transport undertaking to which this Act applies, should have the undertaking registered under this Act and obtain a certificate of registration. The rules when framed by the State Governments will prescribe the form of application for registration, the time within which and the authority to which such application should be made. (See Chapter II.)

The definition of "motor transport worker" specifically enumerates, among the motor transport workers, drivers, conductors, cleaners, station staff, line checking staff, booking clerks, time keepers, watchmen and attendants. Except for the purpose of Sec. 8 of the Act, all those persons who are employed in a factory, as defined in the Factory Act, 1948, and all those persons to whom the Shops and Commercial Establishments Acts apply are excluded from the definition of "motor transport worker."

Inspection Authorities

Chapter III deals with the appointment of Chief Inspector, Inspectors and Certifying Surgeons and their powers and duties.

Welfare & Health of Workers

Chapter IV deals with Welfare and Health. The State Governments

are empowered to prescribe rules pertaining to establishment of canteen, rest rooms, uniforms and contents of first-aid kit to be kept in every transport vehicle.

Uniform Working Hours

The Act provides uniform working hours for all adult motor transport workers. Normally an adult motor transport worker should not be required or allowed to work for more than eight hours on any day and forty-eight hours in any week. However, in the case of long distance routes or on festive or other occasions as may be notified the worker might be required or allowed to work up to ten hours on any day and fifty-four hours in any week. In cases of breakdown or dislocation of services or interruption of traffic the hours of work might be increased subject to such conditions and limitations as may be prescribed by the State Government. It is provided that the hours of work of a motor transport worker should not be split into more than two spells on any day and that an adult transport worker should not be split into more than two spells on any day and that an adult transport worker should have at least half-an-hour interval after five hours of work. In the case of a worker who is not required to work for more than six hours on any day, it is provided that the interval for rest is not compulsory. The hours of work including rest interval should not be spread over twelve hours on any day in the case of an adult worker

and nine hours in the case of an adolescent worker.

Medical Fitness Certificate

The Act prescribes that no adolescent should be required or allowed to work unless a certificate of fitness issued by a certifying surgeon is in the cus-

tody of the employer and the adolescent carries with him while he is at work a token giving a reference to such certificate.

Weekly Rest, Overtime, Holidays

The Act also provides for weekly rest, payment of overtime wages in respect of work done in excess of the hours fixed or for the work done on the day of rest and annual holidays.

Punishment for Contravention

Besides the contravention of the provisions of the Act and the rules, wilful disobedience of any direction lawfully given by any person or authority so empowered, is also made punishable under the Act.

Employer-Employee Agreements

Sec. 37 makes it clear that nothing contained in the Act should be construed as precluding any motor transport worker from entering into an agreement with an employer for granting him rights or privileges in respect of any matter which are more favourable to him than those to which he would be entitled under the Act.

The Payment of Wages Act, 1936, is also made applicable to the motor transport workers engaged in a motor transport undertaking.

Union Carbide Exports Increase

Union Carbide India Limited contributed to the country's export drive in 1961 by increasing its export sales 51% over 1960. Principal products exported by Union Carbide included radio pack batteries, flashlight batteries, processed industrial materials and dry battery parts. Export sales were made to 32 countries in 1961, the most distant being Columbia, South America.

To cope with this expanding export business, Union Carbide has created a separate export sales department whose representatives travel extensively throughout the major markets of the Middle East, Africa, South East Asia and the Far East.

The Island Ground Fair

The National Agriculture Fair on the Island Ground, Madras gives our agriculturists an opportunity to study the development and application of mechanical power to agriculture. The use of mechanical power and complementary machines specifically designed for tractor use, should revolutionise Indian agriculture in the 1960's. The big advantage of mechanisation is that it will help our farmer to increase agricultural output per farm worker.

A large number of firms dealing in agricultural machinery, the Governments of the U. S. A., the Federal Republic of Germany, five ministries of the Union Government, and ten Indian States have taken part in this Fair, which opened on January 14th and is scheduled to run till March 11th.

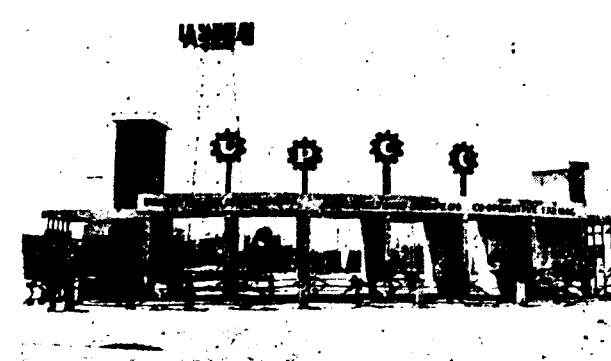
While the pride of place goes to Madras State, which has erected a magnificent pavilion on the fair grounds, the most attractive among the pavilions is that of Maharashtra.

American Pavilion

The American pavilion presents a combination of beauty and practicality. The pavilion is of striking design, while the exhibits bear eloquent testimony to the success of the American farmer, and his efforts to share his mechanised know-how with his Indian counterpart.

German Pavilion

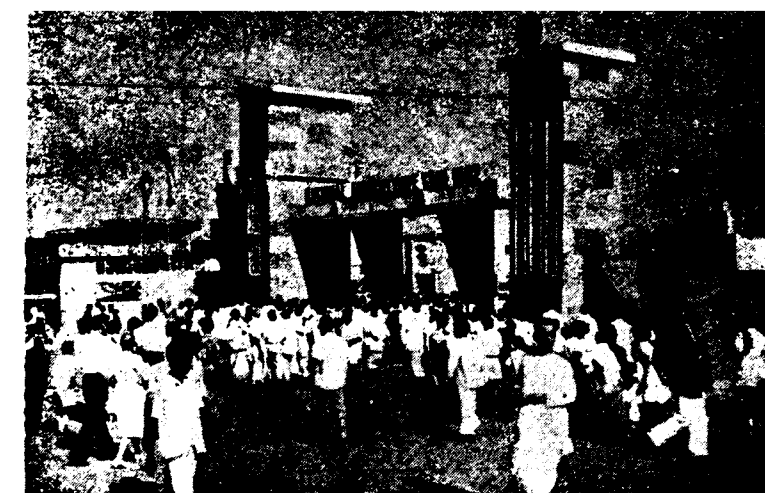
Some of the German agricultural



The pavilion of the United Provinces Commercial Corporation Private, Limited, Madras, shows its "six-lane" contribution to the 3rd Plan.

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The impressive entrance to the second National Agriculture Fair, which was opened by Governor Bishnuram Medhi on 14th January 1962 at Madras.

machines displayed in the German Pavilion, are fit for work in South Indian fields. Exhibits include the rice planting machine, sprinklers and well drilling machines, which are used to give practical demonstrations to the public.

Tafe

A number of Indian-made Massey Ferguson 1035 tractors were on show at the TAFE stall. These are in production at their factory at Sembiam, Madras. Besides MF 1035 tractors, TAFE exhibited a MF765 tractor and many basic agricultural implements, including the 3-furrow disc plough, 3-furrow bar point plough, tiller seeding attachments, offset disc harrow, paddy disc harrow with cage wheels, multipurpose blade terracer and tipping trailer. Some of these items are already being manufactured in India.

Volta, Parrys, East Asiatic & J. N. Marshall

Volta's pavilion draws visitors to a display of improved types of modern farm implements with universal Otto Frame and other agricultural machinery designed to assist farmers to produce more and better crops cheaply. East Asiatic has displayed agricultural implements of practical utility to small farmers. Messrs Parry and Co. in collaboration with their principals, Messrs Kirloskar enterprises, have erected an interesting stall where agricultural implements are prominently displayed, while J. N. Marshall and Co. by exclusive arrangement with their Czech manufacturers, have exhibited the Zetor tractor, which is ideal for haulage.



Mr. C. Tyler Wood, Minister for Economic Affairs and Director of U. S. T. C. M. in India, (centre) & Sri M. Bhaktavatsalam, (seated on tractor), Madras Minister for Home and Agriculture, look impressed as the technician explains the uses of the "Beaver" tractor, exhibited in the U.S. Pavilion.

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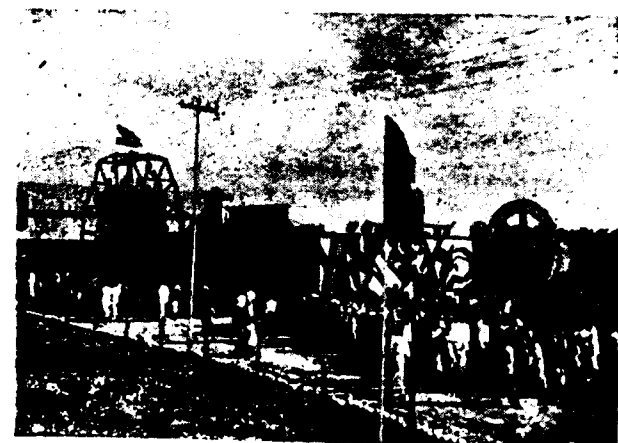
Tafe at the Fair: Picture shows Massey Ferguson 1035 tractor produced by Tractors and Farm Equipment Limited in their factory at Sembium, Madras.



Uses of "walking" type tractor and its 50 attachments exhibited in the U. S. Pavilion are being explained to Governor Bishnuram Medhi (left) who opened the Fair by Mr. H. M. Jones (hands raised) of the U. S. TCM in India. This tractor is meant for farms less than five acres in extent. At left of Mr. Jones is Madras Agriculture Minister M. Bhaktavatsalam, and Dr. Panjabrao Deshmukh, Union Minister of Agriculture.



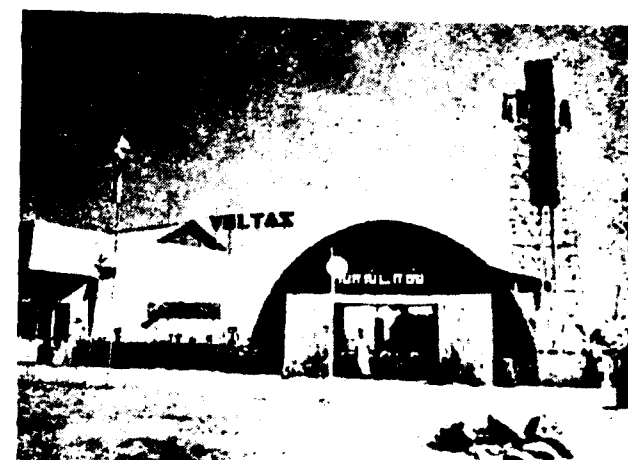
The host state, Madras, erected the most massive pavilion at the National Agriculture Fair.



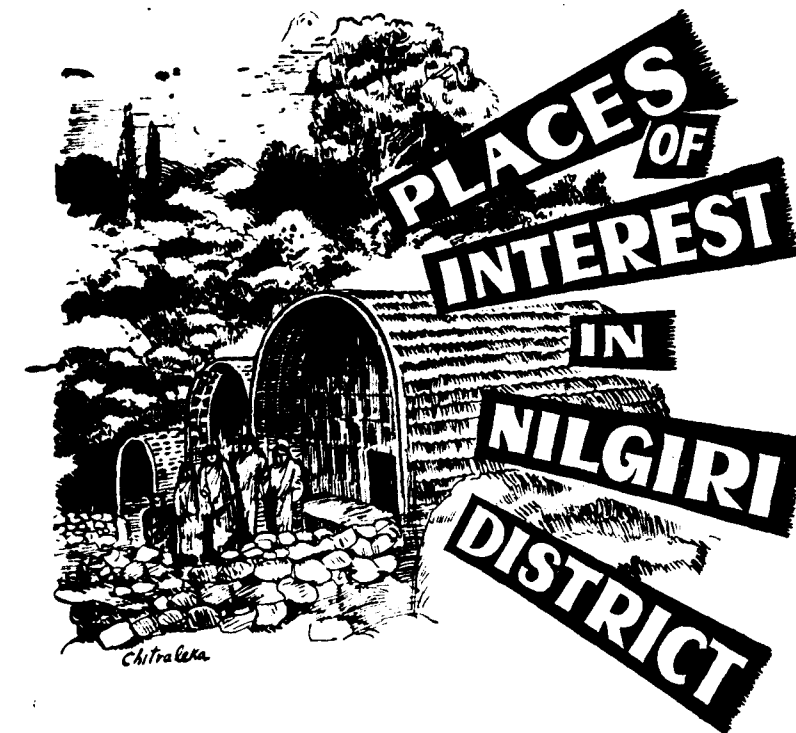
Of the government stalls, the most attractive one was that of the State of Maharashtra.



Dr. G. Schmetz, (left) Agricultural Attache of the Federal German Republic Embassy, New Delhi, shows Governor Medhi (centre) and Minister Bhaktavatsalam (right) around the German pavilion. Union Agricultural Minister, Dr. Panjabrao Deshmukh is behind the Governor.



Improved types of modern farming implements and agricultural machinery, was displayed in Voltaz company pavilion.



South India has its *Playground* in the Nilgiris which cover over 900 sq miles of the Western and Eastern Ghats. They are so called because of the lovely blue haze which covers their wooded slopes. The Nilgiris have few rivals in beauty in India.

The Nilgiris rise rather steeply from the surrounding plains. The surface of the plateau which averages 6,500 feet above mean sea-level, consists mainly of rolling downs divided by narrow valleys at the foot of which are bogs and streams.

The "sweet, half-English air" of the Nilgiris has long been famous and has led to the establishment of the principal hill station of the south, Ootacamund—Ooty for short, and the smaller ones namely, Coonoor and Kotagiri.

The entire district is hilly. It may broadly be divided into two natural divisions namely, (1) The Nilgiris plateau about 35 miles long and 20 miles broad. (2) The south-east Wynad which is also a table-land lying about 3,500 feet lower than the plateau. It rises abruptly from the plains below in the South and South-west, and it is divided in two parts by a mountain range

running North and South, of which the highest peak is "Doddabetta" (8650 ft.), five miles east of Ootacamund. Three other peaks close to the "Doddabetta" which are about 8,000 ft. in height are the Club Hill, the Elk Hill, and Snowdon. The Berne and Mudumalai forests in the north of Wynad are dense forests.

The district is drained by a

Paradise for Tourists

number of streams—all of them drain either into the Moyar River or into the Bhavani. The largest river in this district is the Pykara. It is dammed in three places and water is taken down in penstock pipes and electricity generated in the power houses. The lower reaches of the Pykara river is known as Moyar. The Segur is another important river which joins the Moyar. The other important river is the Kundha and work is in full swing to harness its waters through the Kundah hydro-electric project.

The district has about 714 miles of roads, including 142 miles of municipal roads. The metre gauge line covers a distance of 20 miles in this district and it runs from Mettupalayam (Coimbatore district) to Ootacamund via Coonoor.

History of the hills

With its growing importance as a town and tourist centre *par excellence*, the discovery and development of Ootacamund and, indeed of the Nilgiris, form an episode in modern South Indian history well worth recounting.

The first expedition to these hills dates back to the beginning of 1603



Rearing Sheep is one of the important occupations in the Nilgiris

7th March 1962

when the Jesuit priest, Father Finicio, ascended the western portion of the district in an effort to preach Christianity, but returned without making any progress.

After about two centuries Francis Buchanan who was investigating the Agricultural, Commercial and fiscal conditions of Mysore and Coimbatore appears to have visited Arakad near Rangaswami's Peak, in October 1800; but he saw nothing of the cool and magnificent tableland that lay beyond. Some time in 1806, Indian surveyors under Col. Mackenzie seem to have ascended the Nilgiris or its lower elevations and mapped the region.

In 1812, two other surveyors Mr. Keys and Mr. Macmahon again climbed the ghats from the Coimbatore side to make a plan of the hills. In 1818 Mr. Whish and Mr. Kindersley, Assistants to the Collector of Coimbatore, went up the Nilgiri Hills. The next expedition was organised in 1819 and consisted of some Europeans, who were drawn to the Nilgiris by the glowing accounts of its charms brought back by Whish and Kindersley. In the same year, Mr. John Sullivan, Collector of Coimbatore visited the uplands accompanied by the French naturalist, M. Leschenault de la Tour and Assistant Surgeon Jones. Ootacamund however remained undiscovered probably till 1820, when a group of Europeans pushed forward as far as the Mukerti Hills or its environs.

The first building was built in 1823 and it continues to be called Stonehouse. It was acquired by the Government in 1869 and became the seat of the Secretariat, when Ootacamund functioned as the summer capital of the Madras Presidency for several years from 1870.

The first Road

The first road to the Nilgiris was begun in 1819. It started at Sirumugai near the Coimbatore border and ran via Kotagiri and Dimpatti to Ootacamund. It was however quite steep and unsatisfactory. In 1829, Mr. Lushington, Governor of Madras, ordered the construction of a new road, which commenced



The Nilgiris Hill Railway Engine is at the rear of the train.

from the village of Nellitorai near Mettupalayam at the foot of the hills on the eastern side and was commissioned in 1832. It was in 1853 that the construction of the present road from Coonoor to Ootacamund was taken in hand. Its entire stretch from Mettupalayam to Ootacamund lies through magnificent scenery and several hairpin bends and loops.

In 1854 a proposal was first made for the present 29-mile railway link between the two places. The work on it was commenced by a private company only in 1891 and was completed by the Government in 1908. Sixteen tunnels and several girder bridges were constructed.

Till the advent of the railways, travellers were conveyed to Ootacamund by bullock or horse carriages via Mettupalayam, Sigur or Gudalur.

The Todas

The Todas were the original lords of the Nilgiris plateau. This is evidenced by the fact that even today the Badagas pay what is called "*Gudu*" as tribute to the Todas and government is paying them a quit rent for the lands taken away from them.

The Todas, or the "OI" as they call themselves, are the most widely known among aboriginal tribes of India. The Toda house is half barrel shaped. To enter the house one has to crawl on all fours through a small door, 3 feet high and 2 feet wide. The Toda hamlet (mund) consists of not less than four or five houses—the dairy, the temple and the buffalo pen.

Next to the Todas, the Khotas are the most interesting both as musicians and blacksmiths. They are darker in complexion and lower in status than the Badagas, who are mostly agriculturists. The Irulars are wild jungle people who live a very primitive life and are very much under developed both physically and mentally.

Sprawling Ooty

Ootacamund takes its name from the Toda village above the Government Botanical Gardens 'Othakamanthu' meaning 'one stone' village. Over 7600 feet above sea-level Ooty has temperate climate, the temperature seldom rising above 15.6°C (60°F) and falling below 10.0°C (50°F). It has excellent water throughout the year. During the season from April to June, Ooty



Botanical Gardens, Ooty

ranks amongst the gayest holiday resorts in India.

At the bottom of the valley, enclosed by the hills is Ooty's artificial lake, which covers 2 sq. miles in area and passes for a natural one. It was conceived by Mr. Sullivan, the Collector of Coimbatore in 1823. The lake provides facilities for boating and fishing.

Walking round the tip of the lake towards the bazar one comes to the edge of Hobart Park where there is a race course and a pavilion. Racing is a weekly event in Ooty during the season. By the side of the park, stands the Chief Bazar. West of this area are the Wenlock Downs named after one of the Governors of Madras. Across the Downs and round the outer edges of the plateau run several drives which wind through lovely scenery and in

places, command magnificent views of the low country.

The Botanical Gardens, a landmark in Ootacamund, were laid out at the foot of Doddabeta by Mr. Melvor, an expert. It has many rare trees and plants. Ooty's flower, fruit and vegetable shows are widely patronised. The gardens have about a thousand plants from various countries and they include 35 types of eucalyptus, 75 types of roses, 20 medicinal plants and a large number of coniferous trees.

Several excursions are possible in and around Ooty. One of them is to Cairn Hill, the prettiest among the hills. Delightful tracks wind in and out of its delectable woods. From Cairn Hill there is a lovely view of "Avalanche" which is 15 miles from Ooty. At the 14th milestone is the Avalanche river. Besides the Avalanche, interesting



The Race course at Ooty.

excursion spots are Mukerti and Pykara.

Mukerti is renowned for its peak, even more than for its dam and the waters of its river. The peak is held sacred by the Todas who believe that beyond it lies "the gateway to heaven."

The peak is in the shape of a half cone stuck on a hill top, which resembles a severed nose from which the peak derives its name. This odd shape has also given rise to many legends.

The road to Mukerti passes along the ridges of the Governor's Shola and eventually follows the winding Mukerti stream, which is the head of the Pykara river. An ascent of 1½ miles leads to the summit of the peak. Far to the west stretch the plains of Malabar as far as the Arabian sea. There are other drives



A view of the Mudumalai game sanctuary.

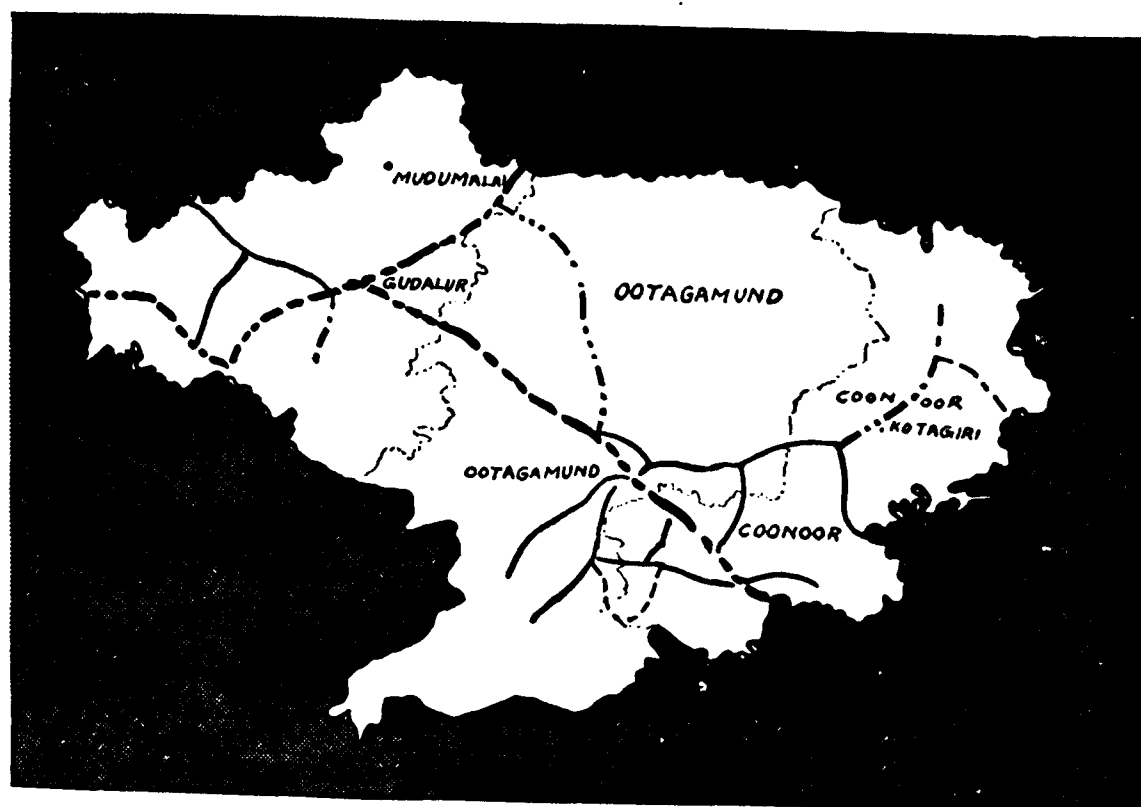


Coonoor viewed from a neighbouring mountain.

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MOTORINI 1A



in Ooty known for the loveliness of their winding roads. The Governor's Shola is one of them, so called because of the 5-mile shady road which used to be a favourite of Governors.

The Connemara is another, a circular drive of 10 miles passing the umbrella tree. It ends at the commencement of the precipitous Sign ghat which leads to the Kalhatti Falls 3300 feet below in the midst of wild scenery.

Ooty is known for its tea and coffee plantations.

Ooty can be reached by rail, road and air. Many go to Madras and catch the Blue Mountain Express up to Mettupalayam, whence a hill railway takes them to Ooty, a distance of 30 miles, passing Coonoor and Wellington en route.

Another route is via Bangalore. This route by road is not only more enjoyable, passing as it does through the heart of the rich forests, but is also less expensive. Visitors also come to Kozhikode (Calicut) by sea and drive the 130 miles up to Ooty. The shortest cut is to fly to Coimbatore and then motor to Ooty by Road. There can be no two opinions that

the Mettupalayam-Ooty train journey has unenviable charm. An unusual feature of this journey is that the train is pushed all the way from behind. The engine is not in the front but at the rear.

Prohibition is in force and the Collector of the Nilgiris, Ooty may be approached for obtaining liquor permits.

Doddabetta Peak

It is six miles from Ooty on the Ooty-Kotagiri road. It is the highest peak on the Nilgiri hills. There is a motorable road up to the top. From the summit on a clear day, one has a beautiful view of Ooty and Coonoor as also of distant Coimbatore plains.

The advantage of the height of the peak is also utilised for civil aviation purposes. An automatic radar station intended for the purposes of guiding aircraft in the Nilgiri area, particularly during fog, has been put up by the Civil Aviation Department on this peak. There is a fine forest rest house maintained by the Forest Department.

Elk Hill is only about an hour's

easy walk from the Ooty market. There is a temple on the top of the hill dedicated to Lord Subramanya.

Glenmorgan, a delightful picnic spot, is 16 miles from Ooty. From here there is an inclined haulage way (rope way) leading to the power house, which is two miles down the hill.

There are a number of palaces in Ootacamund which may be visited after obtaining permission from the Superintendents. The most interesting among them are:

Arummore Palace (Tamil Agam). It is open to the public for lodging during the off season.

The *Mysore Palace* is located 1½ miles from the Railway station towards Fernhill.

The *Nutanagar Palace* is 2

OIL SEALS

Contact

Spare-Age Motors (India)

1-D. NAAZ BUILDING
LAMINGTON ROAD
BOMBAY 4

mile from the centre of the town via St. Stephen's Church.

One of the distinguished visitors to Ootacamund during the earlier years was Lord Macaulay, a Legislative member of the Governor-General's Council, who was famous for his compilation of the Indian Penal Code. At the request of the Governor-General, Lord William Bentinck, who was then residing in Ootacamund, Macaulay went there in 1934 to attend a meeting of the Supreme Council. He left Madras on June 17, and arrived at Ootacamund on June 25 travelling by way of Bangalore, Mysore and Gudalur.

Coonoor and Kotagiri

Visitors who prefer milder climates choose to stay on the lower heights at the nearby hill stations of Coonoor or Kotagiri. The former is only 6000 ft. high and 12 miles from Ooty, the latter 6500 ft. high and 18 miles away. Both possess charm and many places of interest. Between Ooty and Coonoor the winding road affords excellent views of the lovely valley of Kaity. At Aravangadu there is the cordite factory, which was started in 1904.

Three miles from this point is Wellington, the military town with rows of barracks, which were first built in 1852. In Coonoor, Lady Canning's Seat is perhaps the loveliest point about 6 miles from the town and in the heart of the woods. Lady Canning was fond of this spot which commands a panoramic view of numerous coffee and tea estates which abound around Coonoor. Mettupalayam is also visible in the distance. Lamb's rock is a point on the way to the seat. In the heart of Coonoor town itself is Sim's Park which is prettier, though smaller than the Botanical Gardens at Ooty. Coonoor's most famous institution is the Pasteur Institute, established in 1907, where research work on rabies is carried out and treatment is given to victims of the disease.

Walks and drives at Coonoor include those to Tiger's Hill and Walker's Hill. Not the least lovely is Lovedale which has woods and hills.

TIPS TO VISITORS

When out for a look at the Sanctuary's Wild Life dull coloured clothes are the best. The older and more 'seasoned' they are the better:

While on elephant ride do not project your legs beyond the planks provided for rest. There is no risk of injury from wild animals when you are on the elephant. On an elephant ride, conversation—even in whispers should be avoided. There is no sound to which wild animals are more allergic than the human voice. Almost all wild creatures are said to have excellent hearing. Even with all these precautions a close look at any wild beast is largely a matter of luck depending very much on the mood it is in and its tolerance of your proximity.

Thirteen miles from Coonoor is Kotagiri "a little pearl in the ear of the Nilgiris". The scene on both sides of the road is exquisite. Kotagiri has lovely green fields and a golf course.

Mudumalai Wild Life Sanctuary

The Mudumalai wild life sanctuary lies in the Nilgiris district abutting both Kerala and Mysore States on its outer borders.

This Sanctuary was established in 1840 with an area of only 24 square miles. In 1956 it was extended to 114 sq. miles. It is 40 miles from Ootacamund on the Ooty-Mysore Road.

The fauna that may be seen in this sanctuary are the common langur, bonnet macaque, tiger, leopard, sloth bear, wild dog, Malabar squirrel, porcupine, elephant, bison, barking deer, mouse deer etc. The sanctuary is also rich in bird life. Several permanent observation towers have been erected.

The picturesque elephant camp at Teppakadu is one of the sights of the place. It is stated that more

elephants have been born in captivity at this camp than anywhere else in the world.

On account of the strict protection afforded to wild life in this area and the prohibition of shooting, the wild animals in this sanctuary are able to live unmolested and breed in peace. Special protective staff exist for the sanctuary.

Transport :— Air Connections

The nearest airport is Coimbatore. (63 miles—102 kms) via Ootacamund—Gudalur.

Rail Connections

The nearest rail heads Ootacamund (40 miles—64 kms) and Mysore (59 miles—94 kms).

Bus Connections

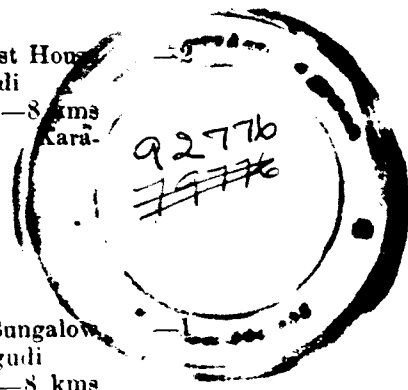
There are regular Bus Services between Ootacamund and Mysore via Mudumalai.

Accommodation :— Western Style Hotels

NIL.

OTHER ACCOMMODATION

Name	Number of rooms		Tariff	Reservation Authority	Remarks
	Single	Double			
1	2	3	4	5	6
Abayaranyam	—2 suites Western Style and Indian Style.		Rs. 2.50 for single Rs. 3/- for a couple Rs. 5/- for a party for 5 and above.	District Forest Officer, Ooty The Nilgiris. State Wild Life Officer, Peters Road, Madras, 14.	Cook available, can prepare food if advance information is given. Charges will depend upon the Menu.
Forest Rest House Karagudi 1½ miles — 2.4 kms inside the forest.	—2		0.50 nP for single Re. 1/- for couple. Rs. 5/- for a party exceeding 5 plus 0.50 nP for electricity.	District Forest Officer, Ooty The Nilgiris,	Khansama available.
Forest Rest House Masinagudi 5 miles—8 kms from Karagudi.	—2		Rs. 1.50 for single person, Single person, wife and children (below 18 yrs.) Rs. 2.25 per day. For a party of 5 members and above Rs. 7.50 per day.	District Forest Officer, Ooty The Nilgiris.	Khansama available.
Tourist Bungalow Masinagudi 5 miles—8 kms from Karagudi.	—1		Re. 1/- per day.	The Collector of the Nilgiris Ootacamund.	



Charges for Visiting the Sanctuary

Re. 1 - per visitor will be charged for visiting the Sanctuary. Children below three years are not allowed.

Charges for the Elephant Ride

Rs. 10 - for about 4 hours ride for 4 persons between 5.30 a.m. to 10 a.m. and 3 p.m. to 6 p.m. No rides between 10 a.m. and 3 p.m.

Use of Private Cars Inside the Sanctuary

Rupees 5 - per vehicle per day will be charged for the use of private

cars inside the Sanctuary. Vehicles are however permitted inside the Sanctuary at the risk of the owner.

Forest Department Vehicles—Hire Charges

Rupee one per mile for the first ten miles and 0.75 nP per mile for subsequent miles for a party of ten or less than ten and Re. 1- (Rupee one only) per mile for the whole trip for a party of more than ten but not exceeding twenty (not more than twenty can travel in a vehicle).

Charges for Photography

Photography is permitted only on payment of following charges.

Ordinary Still Camera Rs. 2 - per day.

8 mm. and 16 mm. Movie Camera Rs. 10 - per day. (For amateurs only).

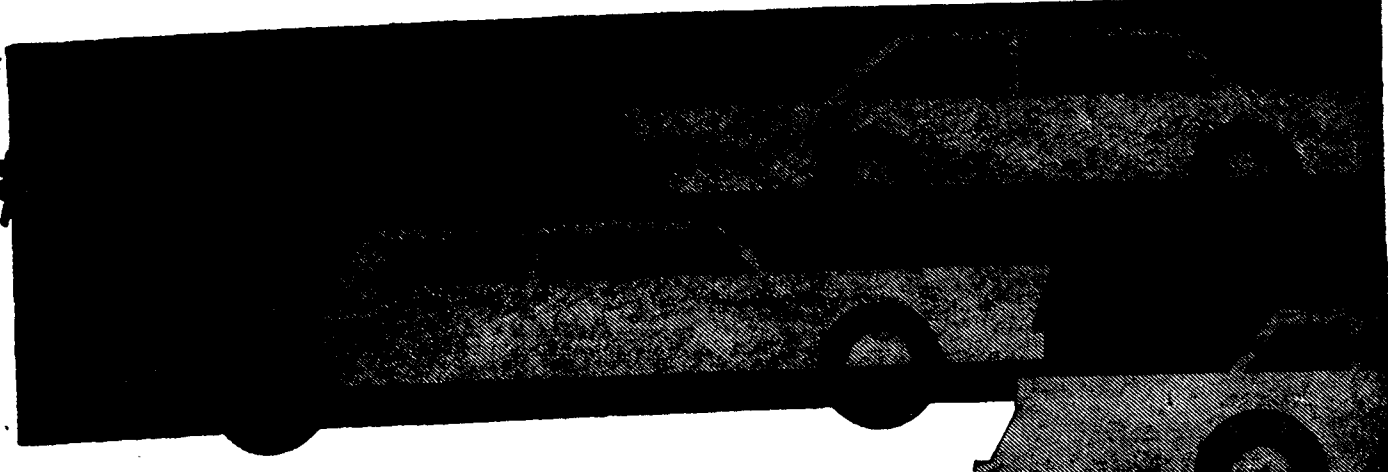
Dark room facilities are available at Abayaranyam.

Guide Services

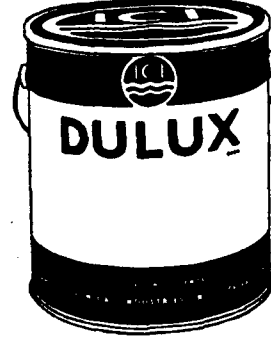
For all assistance the Wild Life Range Officer, Karagudi may be approached.

Prohibition

The Sanctuary is located in the prohibition area.

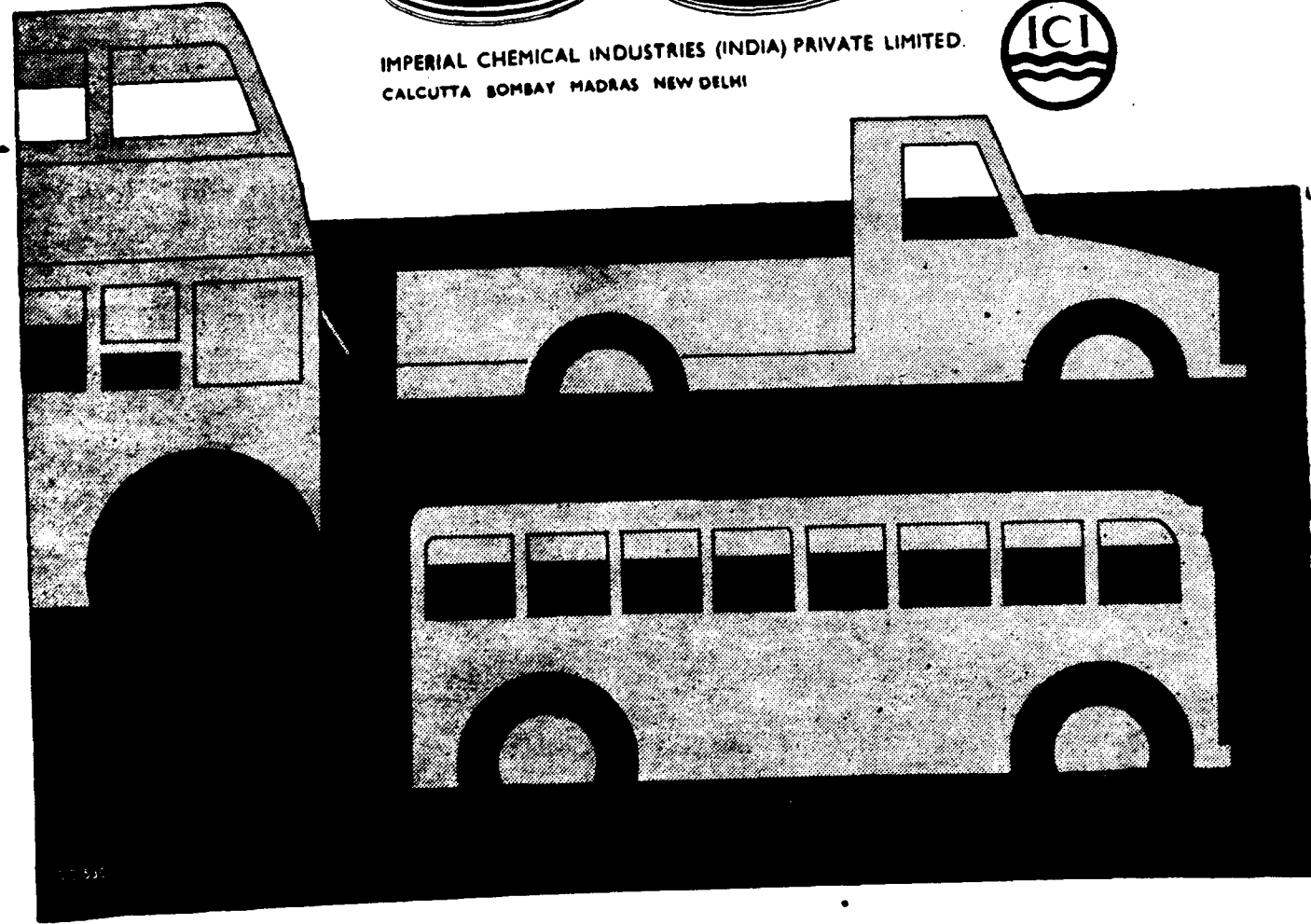


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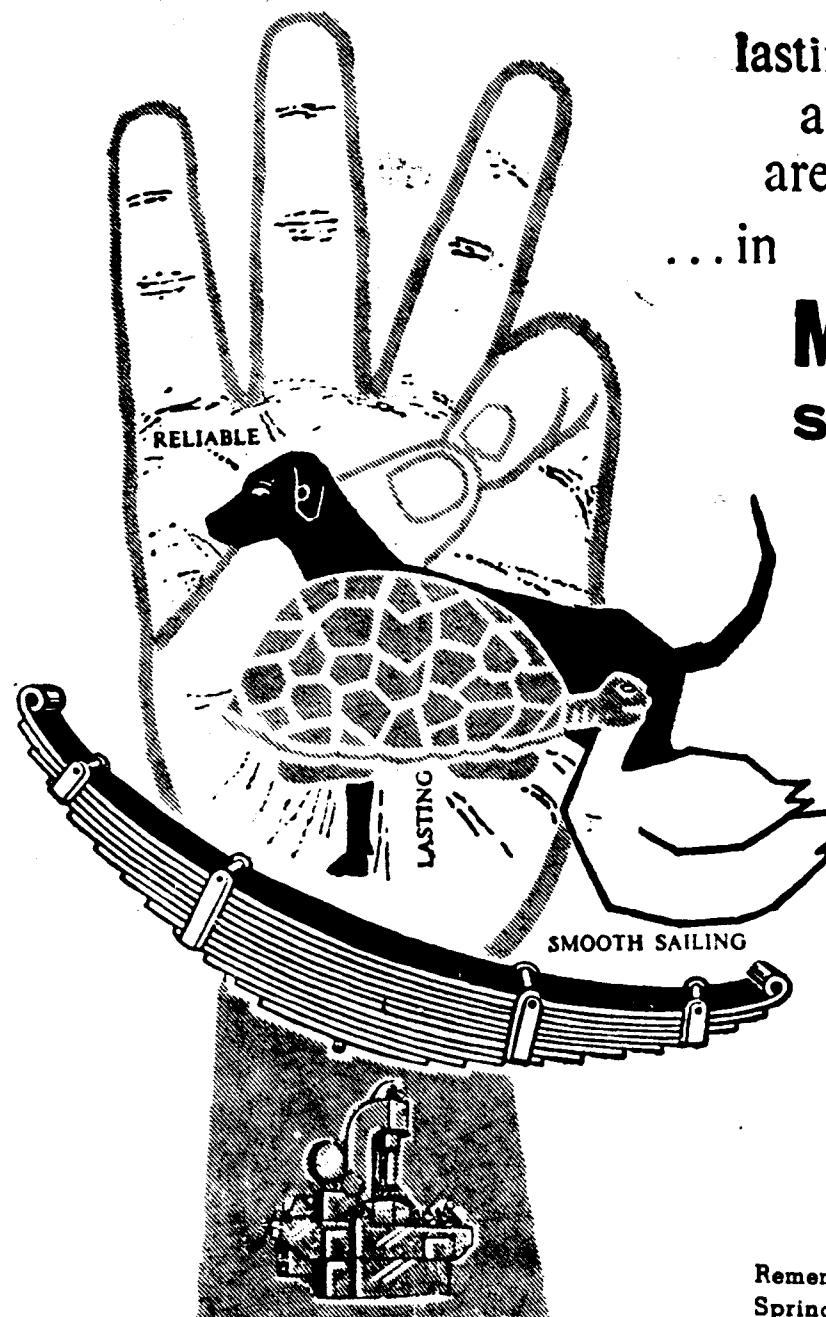
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