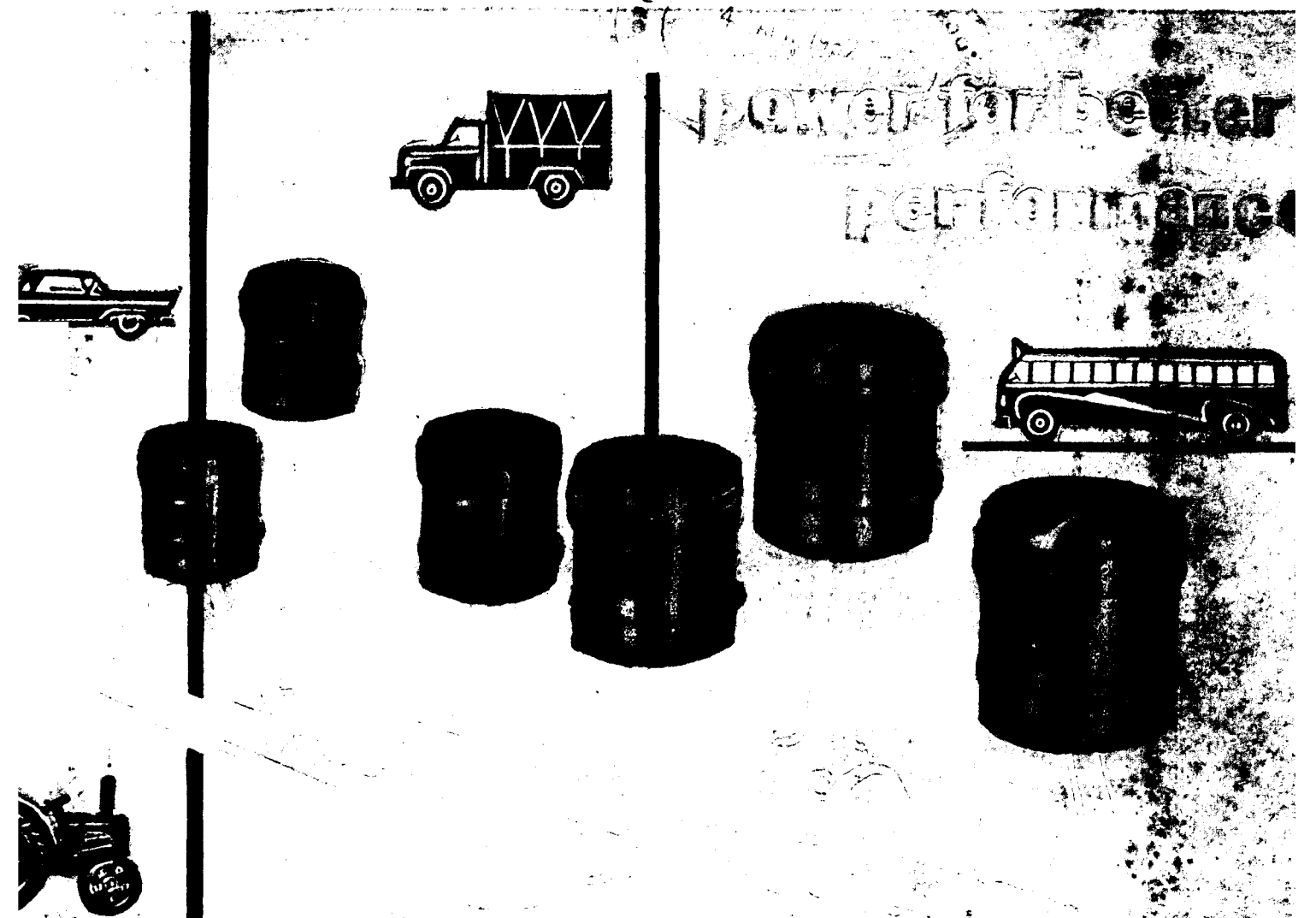


MOTORINDIA

VOL. 16
NO. 16

30
2-62

119 FEB. 50 n.p.
1951 MARCH



Pistons do much of the engine's hard work and naturally the quality of a piston means a lot. In India Pistons' product quality is built in, ensuring superior performance, less bore-wear and full power.

Manufactured to the exacting standards of their associates in the United Kingdom, India Pistons' products—Hepolite, Well-worthy and Covmo reflect the tradition of unvarying quality.

When changing next, just remember India Pistons. These are pistons and rings to suit every type of engine.

INDIA PISTONS LIMITED Sembiam, Madras-11

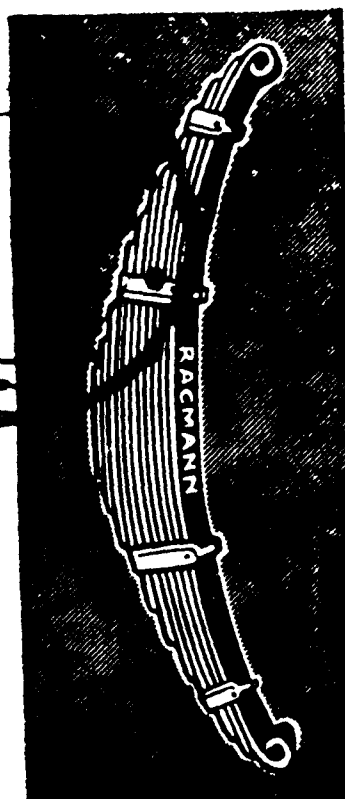




*the name
that guarantees
the product*

RACMANN

ALLOY STEEL
SPRINGS AND
SPRING LEAVES

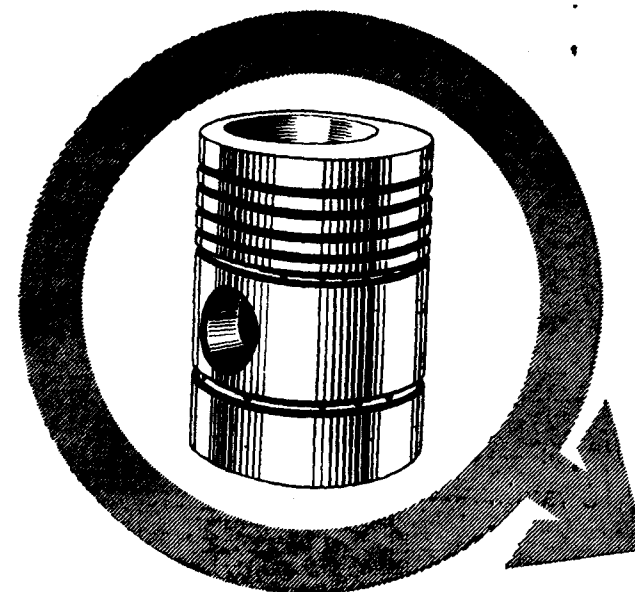


Manufacturers

RACMANN KOSHATKINN (REGD.)

53, Industrial Area, Najafgarh Road, New Delhi-15

GLOBE-RK 4



MAHLE

PISTONS

*Known for
their reliability,
efficiency,
durability
and high
performance*

Products of distinction known throughout the world

ORIGINAL
GOETZE
PISTON RINGS

*Engineered to
outperform and
outlast all
other rings*



Manufactured Under Licence:

Sole Selling Agents:

ESCORTS LIMITED
AUTOMOTIVE DIVISION - NEW DELHI

Distributors for Automobile Application:

Sundram Motors Private Ltd., 37, Mount Road, Madras (Andhra, Mysore, Madras & Kerala) T. V. Sundram Iyengar & Sons Pvt. Ltd., Post Box No. 21, Madurai (Andhra, Mysore, Madras & Kerala) Central Automobiles Private Ltd., 466, Sandhurst Road, Bombay (Bombay State) Bengal Auto Distributors, 25-B, Park Street, Calcutta (Bengal, Bihar & Assam) Components & Machinery Corp., 9/12, Lali Bazar Street, Calcutta (Bengal, Bihar & Orissa) Eclat Auto Agency, Outside Gandhi Gate, Amritsar (Punjab, Himachal Pradesh, Jammu & Kashmir) Modern Motor Works, G. T. Road, Ludhiana (Punjab, Himachal Pradesh, Jammu & Kashmir) Sanyam Brothers, Kashmere Gate, Delhi (Delhi & U.P.) P. Sharan & Company, Kashmere Gate, Delhi (Delhi & U.P.) New Garage Limited, 11, Scindia House, New Delhi (Delhi & Madhya Pradesh) Kulwant Motors, Kashmere Gate, Delhi (Rajasthan & Madhya Pradesh)

Distributors for Tractor Application:

Deelipkumar & Company, 32/33, Linghi Chetty Street, Madras (Madras and Kerala) Diesel Corp., (Sec'bad) Pvt. Ltd., 148, Rashtrapathi Road, Secunderabad (Andhra & Mysore) Standard Spares & Machinery Corp., 105, Apollo Street, Fort, Bombay (Bombay State) Associated Exports Imports Corp., 8-B, Lali Bazar Street, Calcutta (Bengal, Bihar, Assam & Orissa) Manohar Motors, Kashmere Gate, Delhi (Delhi, Punjab, Himachal Pradesh, Jammu & Kashmir) Gupta Trading Corp., (India) Pvt. Ltd., Kashmere Gate, Delhi (Madhya Pradesh)

Distributors for Industrial Engines Application:

Deelipkumar & Company, 32/33, Linghi Chetty Street, Madras (Madras & Kerala) Diesel Corp., (Sec'bad) Pvt. Ltd., 148, Rashtrapathi Road, Secunderabad (Andhra & Mysore) Elve Business Contacts Corp., Green Street, (Off Bank St.) Fort, Bombay (Bombay State) Associated Exports Imports Corp., 8-B, Lali Bazar Street, Calcutta (Bengal, Bihar, Assam & Orissa) Gupta Trading Corp., (India) Pvt. Ltd., Kashmere Gate, Delhi (Madhya Pradesh, U.P., Rajasthan and Delhi) Manohar Motors, Kashmere Gate, Delhi (Himachal Pradesh, Punjab, Jammu & Kashmir)

CPH/GM186

**SPARKLING
SHINE**

in no time



Use KARPLAT, the NO RUB LIQUID POLISH and get the sparkling shine in no time—effortlessly. Ideal for Cars, Refrigerators, Radios, Furniture and all finished surfaces.

Manufactured by:

THE WAXPOL INDUSTRIES LTD.

No. 9, Mitter House,
71, Ganesh Chandra Avenue,
Calcutta-13.

WAXPOL

WAX 60

MOTOR INDIA

VOL. 6 : No. 16

21st MARCH, 1962

ACCREDITED ORGAN OF

The Madras Motor Parts Dealers Association
The Tamilnad Motor Parts Dealers Association, etc.

Editor: M. Rajagopalan. Assistant Editor: S. Miranda.
Layout: K. Venkataraman. Business Manager:
U. Swaminathan. Circulation: S. Swaminathan.

Page	Contents
7	Editorial
9	London Letter—By Gordon Wilkins
11	Six Lane Traffic Arrangement on Mount Road
13	New Traffic Arrangement on Mount Road
14	Decarbonising your Herald Engine (Part II)
17	Around the Courts
18	No Toll Exemption for Government Transport Vehicles
19	Import Notifications (M.M.P.D.A.)
20	Overseas Automotive Club
22	Discretionary Quota for Main Dealers
23	Super Seals factory goes into production
26	Social & Personal
27	Automobile Association of Southern India
28	Italy's Dramatic Automotive Progress
30	Bombay Newsletter
33	Model Rules for Motor Transport Workers Act
36	Company News
38	Products and Persons
40	Models and their Prices

Publishers

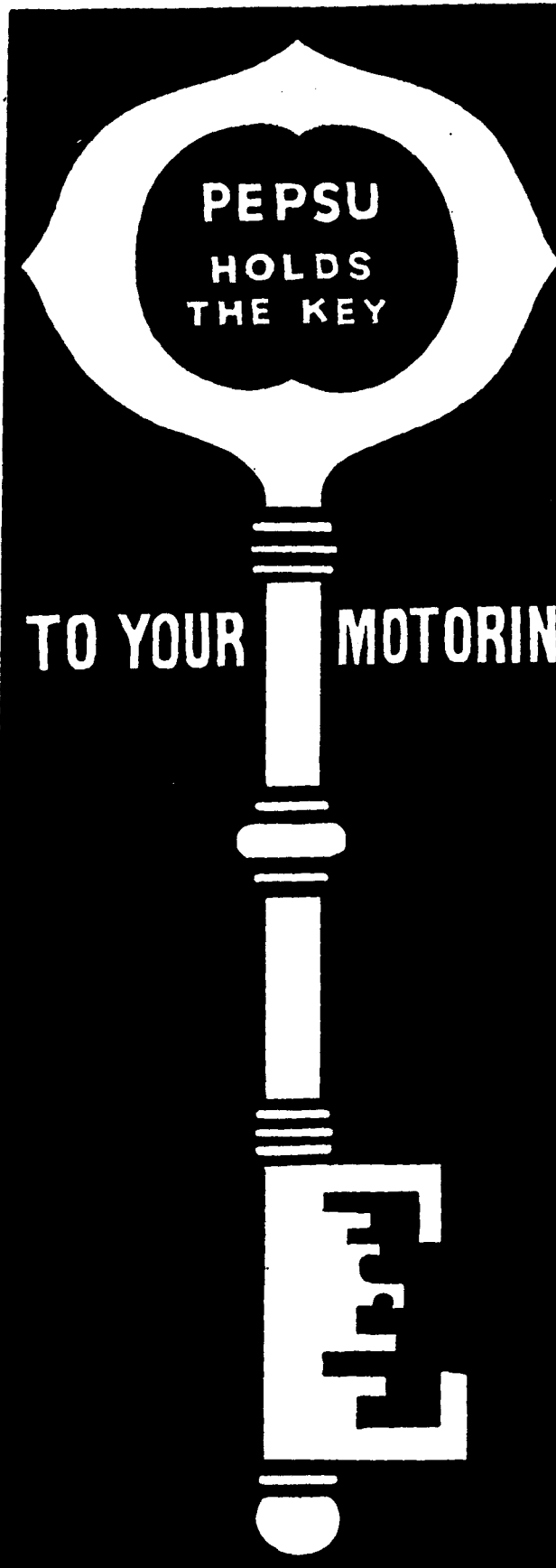
GOPALI & CO
5A/147, Mount Road, MADRAS-6

Subscription Rates (Post free for 24 issues)

Domestic: Rs. 10/- one year — Rs. 25/- three years
Foreign: Rs. 15/- one year — Rs. 40/- three years

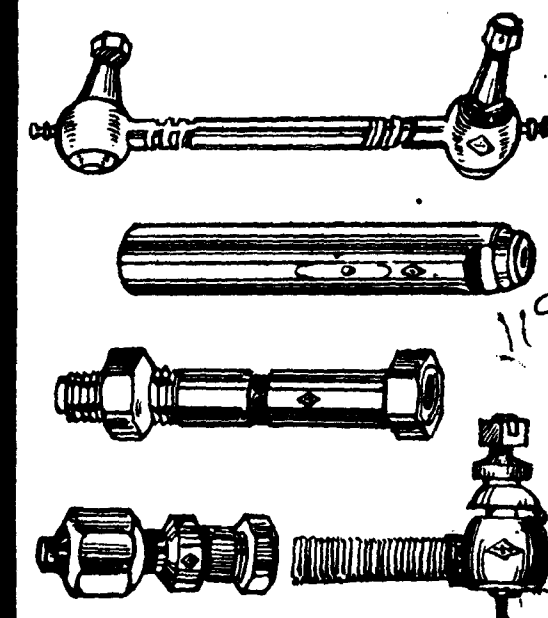
Allied Publications

The Motor (Tamil monthly) and
The Textile Magazine (English monthly)

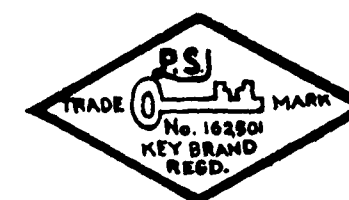


**PEPSU
HOLDS
THE KEY**

TO YOUR MOTORING PROBLEMS



- ☆ WE SPECIALISE IN FRONT END SUSPENSION & STEERING PARTS
- ☆ OUR QUALITY COMPARES FAVOURABLY WITH THE BEST FOREIGN STANDARDS.
- ☆ GUARANTEED SATISFACTION.

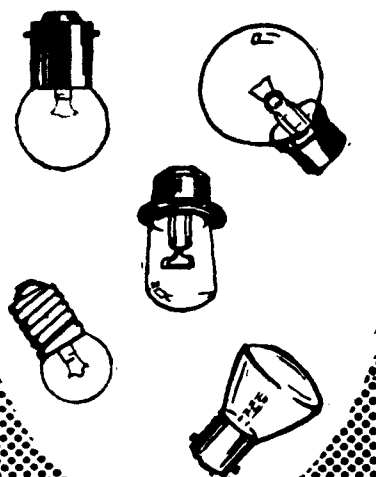
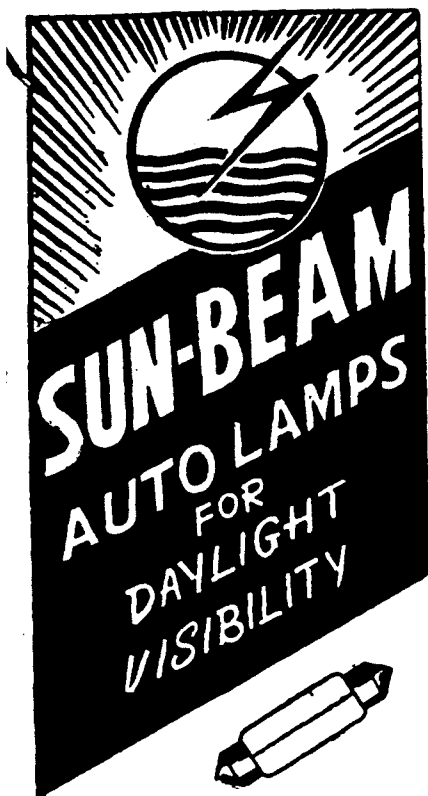


**PEPSU
INDUSTRIES**

G. T. ROAD
PHAGWARA (Punjab)

Grams: "DRAGLINK"

Phone: 46



Glass & Miniature Bulb Industries of B. R. Industries

Distributors:

Messrs. JAFER ABID ALL, 66, Commercial Chambers Masjid Bunder Road, Bombay-3 (For Maharashtra, Gujarat, and Madhya Pradesh States).
Messrs. V.C. RAMALINGAM & SONS, 2, 422, Mint Street, Sowcarpet, Madras-1, (For whole of South India).
Messrs. ZUKAB MAGNET INDUSTRIES, 9 Lall Bazar Street, Calcutta (For West Bengal, Bihar, Assam, Orissa).
Messrs. B. D. GOPAL DASS, 8-B, Ajmere Gate Extension, New Delhi & The Mall, Laxmi Building, Kanpur, (Uttar Pradesh & Delhi).
Messrs. NATIONAL CORPORATION LTD., Mandi Road, Jullundur City, (For Punjab, Himachal Pradesh, Pepsu, Jammu and Kashmir).

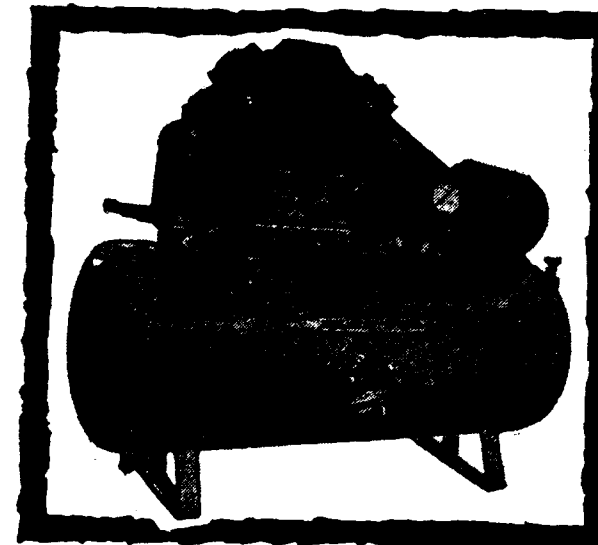
MOTORINDIA

INDEX TO ADVERTISERS

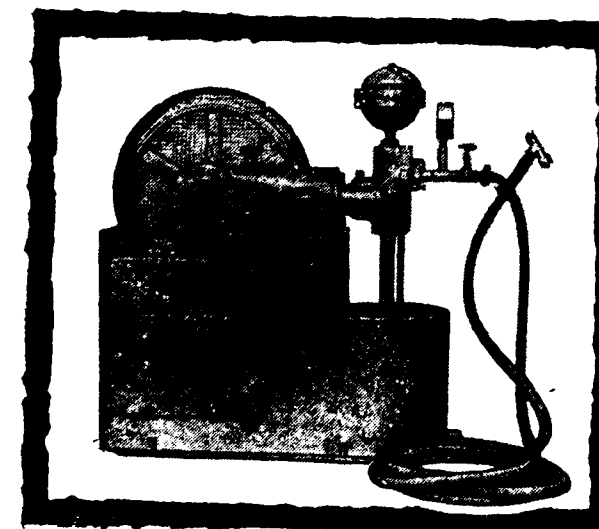
Page		
20	A	Asbestos Magnesia & Friction Materials Ltd.
Cover IV	C	Ceat Tyres of India Limited
27		Chimanlal Desai & Co.
5	E	Elgi Equipments Private Limited
1		Escorts Limited
16	F	Firestone Tyre & Rubber Co. (I) Pvt. Ltd.
4	G	Glass & Miniature Bulb Industries
18		Gurmukh Singh & Sons (Regd.)
Cover III		Gurunanak Auto Engineering & Foundry Works
37	I	Imperial Tyre Retreading & Vulcanizing Works
11 & 29		Indian Engineering & Trading Company
Cover I		India Pistons Limited
35		International Instruments Private Limited
36	K	Kasi & Sethu
22	L	Lucas Indian Service Private Limited
12	M	Madras Mercantile Agencies Private Limited
9		Miniature Bulb Industries of India
10	N	National Steel Manufacturing Company
35	O	Overseas Agencies
3	P	Pepsu Industries
Cover II	R	Racmann Koshatkinn (Regd.)
25	S	Simpson & Co. Limited
6		Standard Motor Products of India Limited
8	T	Tata Engineering & Locomotive Co. Limited
2	W	Waxpol Industries Limited

ONLY FORTNIGHTLY IN INDIA FOR MOTORISTS,
OPERATORS & THE AUTOMOTIVE TRADE

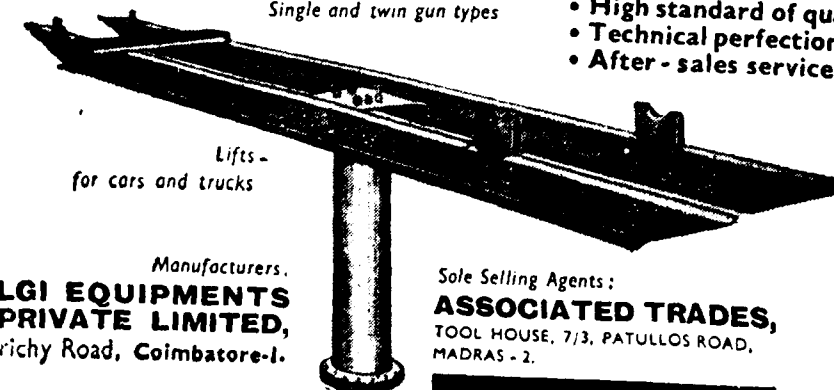
ELGI EQUIPMENTS



Compressors—
100 to 800 litres per minute



Car Washers—
Single and twin gun types



Lifts—
for cars and trucks

Manufacturers.
**ELGI EQUIPMENTS
PRIVATE LIMITED,**
Trichy Road, Coimbatore-1.

Sole Selling Agents:
ASSOCIATED TRADES,
TOOL HOUSE, 7/3, PATULLOS ROAD,
MADRAS - 2.

now make
the well-known
URACA
SERVICE
STATION
UNITS
in
INDIA

We now manufacture
in India service station
equipment in collabora-
tion with M/s. Pumpen-
fabrik, Urach, West
Germany, whose fifty
years experience and
technical know-how are
available to us.

ELGI URACA

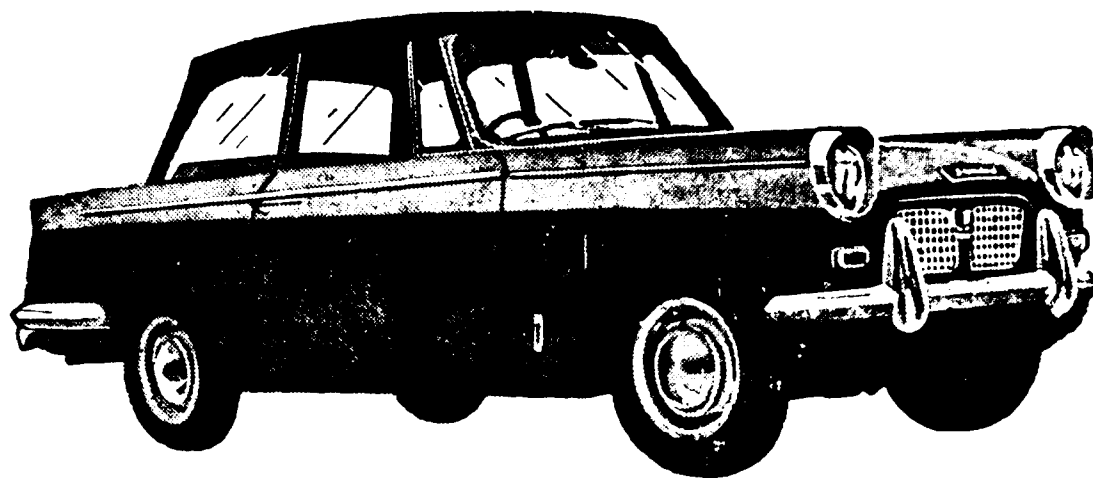
SERVICE
STATION
EQUIPMENT

assure you

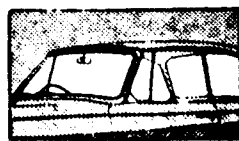
- High standard of quality
- Technical perfection
- After-sales service

It's a new experience in motoring with the **STANDARD** Herald !

A thoroughly practical car
that is designed to give
trouble-free motoring under
any conditions.



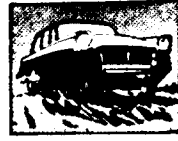
The Standard Herald has everything at hand to make driving a real pleasure. It's so easy to handle.



Extremely slim front and rear pillars. High wide curved windscreen. Large windows give greater visibility - 93%.



Turns in an incredibly small turning circle of only 25 feet. Park with pride, in practically the own length of the Standard Herald.



Independent suspension on each wheel.



Clear 13 cubic feet of boot space uncluttered by the spare wheel.

And finally, a tankful goes much further - which all adds up to a really new thrilling experience in motoring.



Manufactured by :

THE STANDARD MOTOR PRODUCTS OF INDIA LTD.
M A D R A S - 2

Distributors :

THE UNION CO. (MOTORS) PRIVATE LTD., 29, Mount Road, Madras-2. FRENCH MOTOR CAR COMPANY LTD., 34, 3, Lower Circular Road, Calcutta-20. METRO MOTORS, Hughes Road, Bombay-7. SIKAND & COMPANY, 50, Janpath, New Delhi. SANGHI BROS. (INDORE) PRIVATE LTD., Post Box No. 1, Indore City. VIKRAM MOTORS, 198, Vikramajit Singh Road, Kanpur. AUTO CHENOY, 62 D, Sarojini Devi Road, Secunderabad (Dn.). R. I. WORKS, Kingsway, Nagpur. GENERAL AUTO AGENCIES, Mirza Ismail Road, Jaipur. NATIONAL GARAGE, Rehari, B.C. Road, Jammu Tawi.

editorial

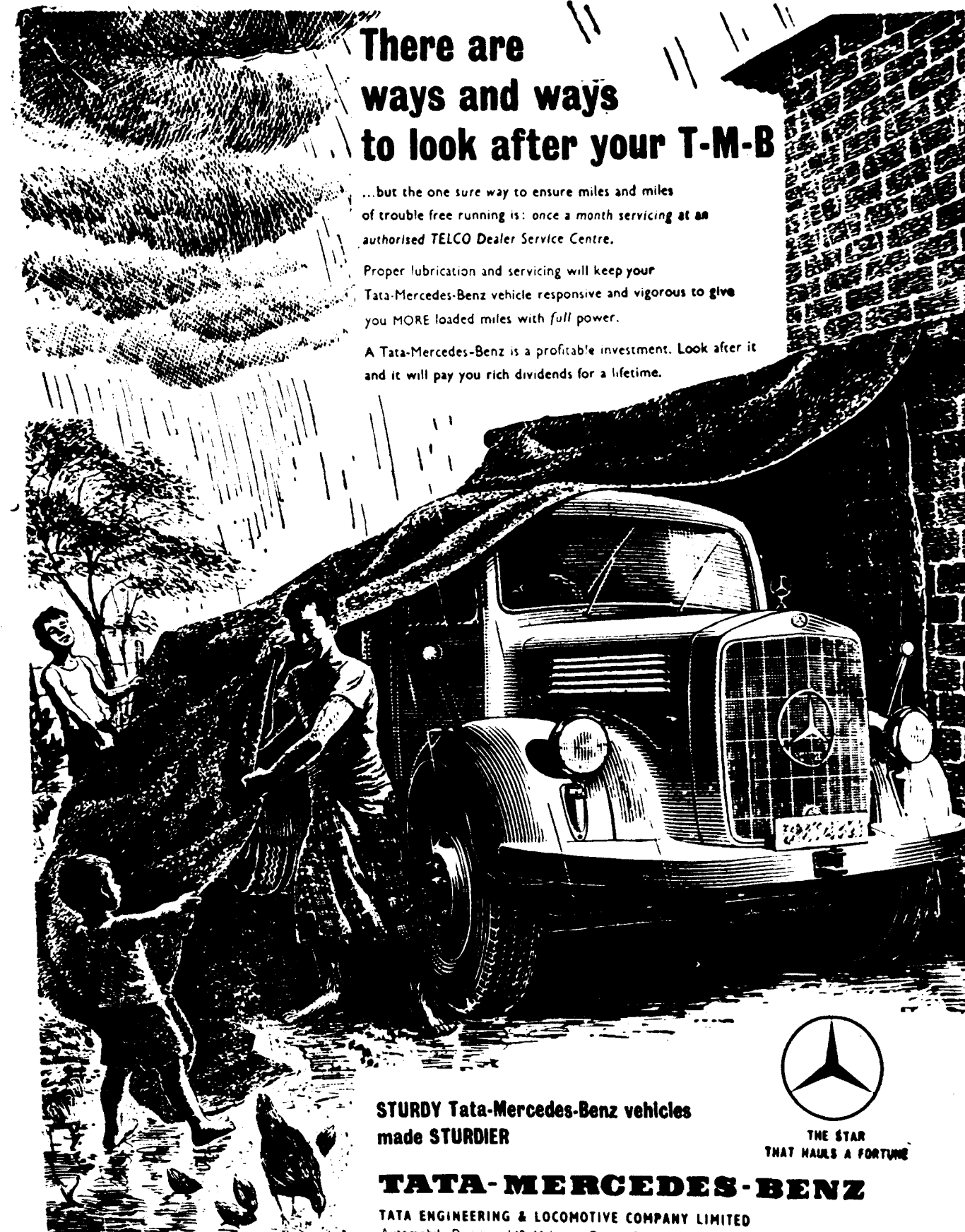
THE BEST ALTERNATIVE

The transport picture in the country is becoming more depressing day by day. Transport shortages have already caused a reduction of coal output by 10 million tons this year, and the scarcity of wagons has disrupted the cement industry. Various essential factories are closing down for varying periods on account of short supplies of coal, and the steel plants also are experiencing crippling difficulties. It is not easily understood how this critical situation in the steel industry was permitted to develop, since it was reported that Rupees 165 crores were spent by the railways for carrying 27 million tons of traffic for the six steel plants during the Second Plan period.

The chronic bottlenecks in vital industries today indicate that the country must reappraise and review its transport policy of spending hundreds of crores of rupees exclusively on the railways, which obviously are not in a position to deliver the goods in time. At present the railways carry more than 75 per cent of the total production of several commodities, resulting in unhealthy concentration of traffic, congestion and avoidable bottlenecks. The immediate solution of the transport problem lies in the rapid development of road transport as the best alternative mode of transport.

Under the pretext of coordination and avoiding wasteful duplication, commercial transport has been excessively regulated by the government, and the railways regard every diminution in their earnings as yet another inroad by road transport, without first making a conscientious effort to deduce the actual reasons for the fall in earnings, generally or over particular sectors. But the Railway Budget has shown that both traffic and income are on the increase, thus giving the lie direct to this specious propaganda.

By and large, the position of road transport is one of potential and dynamic change in capacity. Hence it is but just and fair that the government should actively promote the unfettered development of road transport in solving the national transport problems.



There are ways and ways to look after your T-M-B

...but the one sure way to ensure miles and miles of trouble free running is: once a month servicing at an authorised TELCO Dealer Service Centre.

Proper lubrication and servicing will keep your Tata-Mercedes-Benz vehicle responsive and vigorous to give you MORE loaded miles with full power.

A Tata-Mercedes-Benz is a profitable investment. Look after it and it will pay you rich dividends for a lifetime.

STURDY Tata-Mercedes-Benz vehicles made STURDIER

TATA-MERCEDES-BENZ

TATA ENGINEERING & LOCOMOTIVE COMPANY LIMITED
Automobile Division, 148, Mahatma Gandhi Road, Bombay 1

THE STAR THAT HAULS A FORTUNE

1774

MOTORINDIA

LONDON LETTER

By Gordon Wilkins

two new light commercial vehicles From Standard Triumph

Leyland's policy of using Standard Triumph to enter the market for light commercial vehicles has already produced two new models, the Courier and the Standard light van. The Triumph Courier is a good looking light van developed from the Triumph Herald 1200 Station Wagon using the same mechanical elements, separate chassis, all-independent suspension 1147 cc engine giving 45 b.h.p. SAE and four speed gearbox. The floor is wood lined and there

is a single lift-up rear door giving access to 45 cu. ft. The rear spring is stronger than on the Sedan. There are two seats in front and part of the floor can be removed for installation of a rear seat, a point of interest to many people in Britain who now buy a light van instead of a Sedan in order to escape Purchase Tax.

The steering column is telescopic in case of accidents as on the Herald, and with its very small

turning circle 25 ft. (7.62M) the Courier is one of the most manoeuvrable of light vans. The chassis needs no regular greasing. Price at the factory £ 528. Kerb weight 1848 lb (840 kg).

Simultaneously the Standard light van, developed from the old Standard Pennant has been given the 1147 cc engine, an increase of 21 percent in swept volume, which raises maximum power by 25 per cent and maximum torque by 35



The Miniature Bulb Industries of India
POST BOX 14
DEHRA DUN.

**COMET
AUTO
BULBS.**

Sole Selling Agents in India : M/s THE DOON INDUSTRIAL CORPORATION, DEHRA DUN

21st March 1962

3

9

percent. It has exceptional interior space for a van of this class 96 cu. ft. (2.32 m³) if a passenger seat is installed and the maximum load announced is 784 lbs. (355 kg.) Front suspension is independent with coil springs and half-elliptics are used at the rear. There are two rear doors and a ventilator is provided in the roof. Maximum speed is said to be 67 mph. (108 km/h) and kerb weight 1680 lb (765 kg.) Price at works £430.

Rover Turbine Car For New York

Rover will give New Yorkers a chance to see the progress they have made in turbine car design by exhibiting their latest experimental sedan, the T4 at the New York Show on April 21st. This car has given very satisfactory results during test programme which has continued since it was announced in September 1961. It is a completely practical vehicle in clean modern style powered by a single stage turbine with separate compres-

sor turbine, the shaft output being 140 b.h.p. The car has front wheel drive, disc brakes and independent suspension on all four wheels. The air intakes surround the four head lamps and the air filters are concealed in the front fenders. Variable pitch blades are used for the compressor turbine to permit rapid acceleration and a static primary surface heat exchanger in unit with the engine, is said to have effected an important reduction in fuel consumption. Current road tests are giving a consumption of 17.20 mpg (14.16:5 lit/100 km.)

Turbo-Car at Premium Price

It is on the results of this car's test programme that Rover will decide whether or not to start production of a turbine car at a premium price. Advantages expected would be freedom from engine maintenance for long periods and exhaust gases much less toxic than on a piston engine. But whatever the decision on the gas turbine as an

automobile power plant, Rover admit that this latest prototype represents their conception of the car of the future, whether it is driven by a turbine or by pistons; that is to say a highly manoeuvrable four-five seater which is a pleasure to drive. But if they built a similar car with a piston engine, would they use front wheel drive? Rover engineers have not said, but personally I do not think so.

Standard Triumph's Return To Competitions

Standard Triumph are staging a competition come back with a team of four new TR4s which will be entered in the Tulip Rally (on last year by a privately owned Triumph Herald), the Liege-Sofia-Liege, the Alpine Rally and the R.A.C. Rally.

Exports To U.S.A.

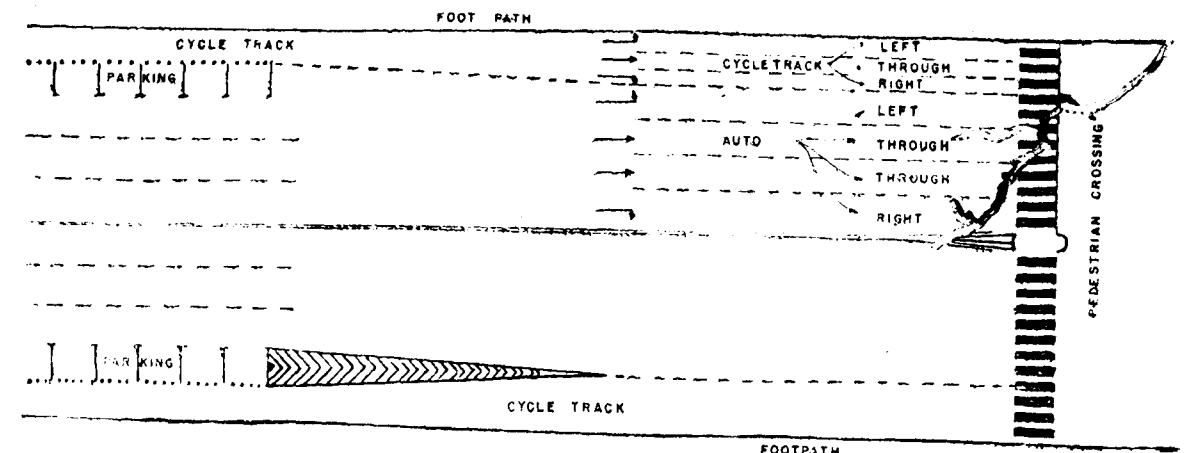
Production of the TR4 is now running at nearly 500 a week and most of the first 5,000 have been exported, mainly to the USA. The team cars will be blue hard tops fitted with the 1991 c.c. engine which is an optional alternative to the 2138 c.c. unit. The new team manager is Graham Robson, a Standard Triumph Development Engineer who was 4th in this year's Monte Carlo Rally, as co-driver to a Paddy Proctor in a Sunbeam Rapier.

Leyland's Association with Competitions

For Leyland who now own Standard Triumph this is the first time they have been associated with competitions since 1924 when Parry Thomas set up a new World Speed record in an 8-cylinder Leyland at 129.75 m.p.h. (198.78 km/h).

The Triumph team drivers have not yet been announced but one will be the Swiss Jean Jacques Thuermer and another will probably be John Sprinzel.

six lane traffic on mount road



A sample stretch of the city's biggest highway, Mount Road, from the vicinity of Motor-india office to Round Thana, has been taken as a pilot project for experimental study to modernise traffic regulation and control. This will be extended to the city border by stages after the acquisition of the land required on various stretches of Mount Road for this purpose.

Causes for Traffic Delays

The causes of traffic delay and congestion have been traced to slow moving handcarts and bullock carts, faulty location of bus stops and taxi stands, indiscriminate parking, uncontrolled cross traffic, both vehicular and pedestrian, uncontrolled

and indiscriminate vehicular turns. As the slow moving vehicles like handcarts and bullock-carts cannot clear the automatic signals during the given time with the fast traffic, their movements along Mount Road will be banned from Willingdon Bridge to Gemini intersection.

Pedestrian Crossings

Indiscriminate crossing by pedestrians has been prevented and provisions have been made to give well-defined pedestrian crossings on all the four sides of the road intersections near Spencer's and the Wellington Cinema, which will be controlled by lights. In addition to the above, pedestrian crossings are provided along Mount Road from Round Thana to Whites

Road at the following places, where provision has been made for refuge islands in the centre of the road wherever space permits :-

1. Near Chellaram's
2. Opposite to Old Postmaster General's Office.
3. Opposite to Durga.
4. Near L.I.C. Building.
5. Near Khivaraj Mansions.

Some of the above surface crossings will be replaced by subways in due course, for which provision has been made in the scheme. Vehicles approaching the pedestrian crossings should slow down, and for any accident occurring in those zones, the driver will be held invariably to blame. Special amber flashing lights will be provided to

Processed Channels Parts with 125% Increase Price

- Chrysler 11.17.10.10
- and V-8 Ford Canadian
- Fordson Thoma
- Bulldozer 11.17.10.10
- Leyland 1.1.1.1.1.1.1.1
- International KB 1
- International L 100
- Dodge 11.1.1.1.1.1
- Dodge Fargo C.H. Model
- Dodge Kew 11.17.10.10
- Commer 1.1.1.1.1.1.1.1
- Albin Trucks
- Motor Commercial Trucks etc.

Why N.S. Brand Products are preferred:

- To be right
- To last longer
- To save regulation
- To get excellence
- To excel in competition
- For trouble free service
- For exceptional performance
- For rich profits
- For utmost dependability
- For driving efficiency

National Steel Mfg. Co.

SODAL ROAD, JULLUNDUR CITY. Grams: FUELPUMP

A TOP QUALITY PRODUCT COMPARABLE TO BEST IMPORTED MAKES

Produced under the supervision of trained engineers with latest equipment

QUALITY

FIELD COILS

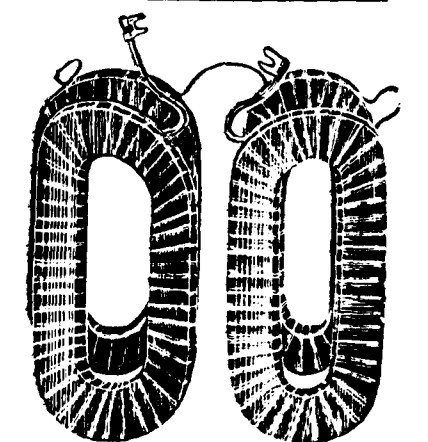
FIELD COILS

for Dynamos & Starters
for Motorcycles, Cars,
Trucks & Tractors

The Indian Engineering & Trading Co.

23, Wallers Road, Madras-2

Phone : 85789 Grams : FUELPUMP



warn drivers of the pedestrian crossing ahead.

Bus Stops

Overcrowding near bus stops and scrambling for seats in buses have led to a number of traffic accidents, including fatal ones. To relieve congestion and ensure pedestrian safety, bus stops are rearranged as hereunder from Round Tana to Gemini intersection:—

South Bound

- (a) Opposite to P.M.G.'s Office - Only City Transport buses.
- (b) Opposite to Cosmopolitan Club for buses which turn into Dams Road.
- New Bharat Insurance Buildings for mofussil buses only.
- Near Arts College (City buses only).
- Near Sundaram Motors - City buses only.
- Between Peters Road and Lloyds Road junction, City buses only.

North Bound

- Near Old Post Office, City buses only.
- Near L.I.C. Building (Mofussil buses only).
- Arts College, City buses only.

**There Are No Better
Brake Linings**

MINTEX

*Popular British product
well known for quality,
efficiency and durability.*

Available in ready drilled sets
for all cars and trucks and roll
lining in all sizes.

We solicit forward orders against
your import licences. Please
contact us for your requirements.

*Distributors for Andhra, Mysore,
Madras & Kerala*

**THE MADRAS MERCANTILE
AGENCIES PRIVATE LTD**

118 MOUNT ROAD
MADRAS 2

Mobile Court for Mount Road

*In order to ensure speedy
disposal of traffic cases and
effective enforcement, forma-
tion of a mobile court is under
active examination. A court
will move about in a van to deal
with the road offenders on the
spot.*

- Opposite to Sundaram Motors - City buses.
- Near Madras Club, City buses only.

Parking

A separate lane has been provided for parking of cars at appropriate places along the Mount Road to cater to the existing as well as future needs. In addition, off-street parking facilities are provided on Club House Road leading to Express Estates, Nellukkara Veera Mudali Street by the side of State Bank, Binny's Road by the side of Government Arts College. The plot near Coom Canal along Dams Road behind Durga will be improved for providing a parking lot to accommodate a large number of vehicles. General Patters Road is made one-way to accommodate parking on one side of the road along its entire stretch.

One-way Roads

The following roads are made one-way to reduce intersection conflicts and also to relieve traffic congestion on them:

- Dams Road with entry from Mount Road.
- General Patters Road with No entry into it from Mount Road.
- Nellukkara Veera Mudali Street (by the side of State Bank Buildings) with entry into Mount Road.
- Woods Road with entry from Mount Road.
- Smith Road with entry into Mount Road.
- New Road near Hotel India Buildings with entry from Mount Road.

Right Turns

No right and U-turns for vehicles are permitted along Mount Road from Whites Road junction to

Round Tana except at the two signalised inter-sections, viz., near Spencer's and Wellington Cinema and around the islands at Round Tana and Whites Road junction. A yellow double parallel line has been marked to prevent right turns. The uncontrolled right turns have been traced to be the cause for a sizeable percentage of traffic delay and accidents. For any accident occurring as a result of prohibited turns, the drivers manoeuvring such turns will be held responsible.

Lane Markings

The road is equally divided into halves by a centre double yellow barrier line which should not be crossed. Three lanes for fast traffic are provided in addition to the fourth lane which is intended for parking and where stalls will be marked for parking. Bus stops are located on this lane and parking is prohibited in those zones. Of the three lanes provided for fast vehicular traffic, the left extreme is ordinarily intended for buses, heavy vehicles and motor vehicles which go at slow speed. The middle one is for normal traffic and the right extreme for vehicles to overtake and also for vehicles which prefer to go at a steady speed of 30 miles per hour without sacrificing safety. In effect, the left and middle lane should clear traffic at 25 m.p.h. and the right extreme lane at 30 m.p.h. The lanes are marked 1, 2, 3 and P (parking lane) from the centre towards the margin on either of the road at intervals of 200 feet.

Storage of Waiting Vehicles at Signalised Inter-section

Before a signalised intersection four lanes are provided, extreme for left turning traffic, middle two for through traffic and right extreme for right and U-turns. Suitable arrow indications have been made on the road at the entrance to the respective lanes. Cyclists have been also sorted into three groups on the cycle track for left turn, through and right turn movements. Separate green arrow signals for various turn movements are provided at the automatic signal. The signal phase diagrams for the automatic lights are given separately.

New Traffic Arrangement

Speed

Do not exceed the maximum speed limit which is 30 mph.

The speed limits in the lanes on Mount Road, will be as follows:—

- 1st lane—30 m.p.h. ... Cars.
- 2nd lane—25 m.p.h. ... Cars and for heavy vehicles overtaking the buses at bus stops.
- 3rd lane—20 m.p.h. ... Buses and lorries and autorick-shaws.

Lane Discipline

Never cross the double yellow line or continuous yellow or white line. Take the turns at the marked places.

Keep within lane markings and cross them only when moving into another lane. Do not switch from lane to lane. If you wish to move into another lane, do so only when you have given a signal and will not cause inconvenience or danger to other vehicles in it.

In traffic hold-ups do not "jump the queue".

Well before you reach a junction, make sure you are in the appropriate lane.

Keep a watch on the traffic behind you by glancing in your mirror. Well before you change direction, overtake or stop, make sure it is safe to do so; look in your mirror (if you are a pedal cyclist or a motor cyclist glance behind) and give a clear signal to indicate your intention.

Make sure that your direction indicator gives the signal intended, and that it is cancelled immediately after use.

Overtaking

Overtake on the right.

This rule does not necessarily apply in the following circumstances:—

- (i) When the driver in front

21st March 1962

4

On Mount Road

attention MOTORISTS

has signalled his intention to turn right and you can overtake him on his left without inconveniencing other traffic, or when you are filtering to the left at a junction.

- (ii) In slow-moving congested traffic when vehicles in the lane on your right are moving more slowly than you are.

Return to the appropriate lane on the road as soon as practicable after overtaking, but do not cut in sharply in front of the vehicle you have just overtaken.

Before pulling out to your right into a traffic lane carrying faster moving traffic watch out, for and GIVE WAY TO TRAFFIC IN LANES TO YOUR RIGHT. USE YOUR MIRROR to make sure that the lane you will be joining is clear for long distance behind, and bear in mind that an overtaking vehicle may be travelling much faster than your are. Give a clear signal of your intention WELL BEFORE you change from one lane to another.

Driving Along

After entering the left-hand traffic lane of a motorway, stay in it long enough to accustom yourself to the speed of vehicles in that lane before attempting to move out into a faster right-hand lane to overtake.

On a two-lane carriageway, keep to the left-hand lane except when overtaking.

On a three-lane carriageway, you may keep to the centre lane when the left-hand lane is occupied by slower moving vehicles. The outer (right-hand) lane is for overtaking generally; do not stay in it longer than is necessary after overtaking vehicles in the centre lane.

DO NOT DRIVE TOO CLOSE TO THE VEHICLE AHEAD OF YOU IN YOUR LANE. Allow ample distance between your vehicle and the one ahead according to your speed.

Important

1. Do not cross the stop line when amber appears.
2. Get into the correct lane and move in the direction of the arrow only.
3. Amber flashes mean approaching junction—drive carefully.

Parking

Do not park your vehicle on the carriageway or cycle track.

Park the cars within the stall limits marked.

The Safety of Pedestrians

When approaching pedestrian crossings always be ready to slow down or stop so as to give way to pedestrians.

Do not overtake when approaching pedestrian crossing.

attention CYCLISTS

The cyclists shall take the separate track provided for them.

No crossing across the lanes shall be permitted.

Crossings should be only at pedestrian crossings by pushing the cycles.

The cyclists shall also follow the automatic signals for various movements as in the case of cars. While clearing the inter-sections where cycle tracks are not provided they should keep to the extreme left of the road.

attention PEDESTRIANS

Should cross the road only at the pedestrian crossings.

Should follow the automatic lights wherever provided for crossing.

Should queue up properly at the bus shelters within the guard rails.

Part 2

Decarbonising and Reassembly

Dismantling and preparation were dealt with in Part 1 which appeared in the last issue of Motorindia

Decarbonising your Herald Engine

This series of technical articles is 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.

Scrape all carbon from the combustion chambers, using a soft metal tool. A wire brush, however, is suitable for this operation, and particularly one of the rotary type which can be used in a hand electric drill.

Now clean the head thoroughly—preferably by washing it in paraffin. If examination of the valve seats shows a black, sooty area of the seat, the surface of which is also badly "pocketed" or pitted, then it will probably be necessary to recut the seats. This job requires special tools and it is advisable to have this work carried out by your dealer. Also examine the corresponding seating surface of the valves themselves, and if similar evidence of severe burning is evident, it is advisable to renew the valves or at least to have them re-faced by your dealer.

Sometimes, after a large mileage, the wear in the valve guides is such as to necessitate their replacement. A badly worn guide will adversely affect oil consumption, and prevent the valve from maintaining a good seating. For an indication of excessive wear in the guide, examine the valve stem, which may be covered nearly throughout its length by a black deposit. If the stem is bright and almost free from this deposit, the guide is probably in good condition. A positive way of checking guide wear is by inserting the valve into its guide, with the head just clear

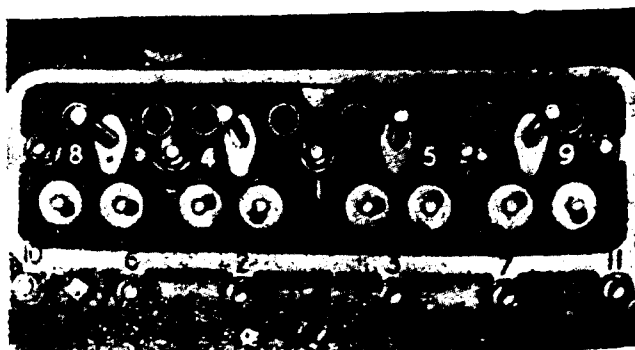
of the seat. Rock the valve from side to side, and the movement should not exceed 0.020". Valve guide replacement is once again a job for your dealer.

Do not be dismayed by the mention of these jobs which require a dealer's attention—they are usually only necessary when the car has completed a considerable mileage, or when a great mileage has been covered since the engine was last decarbonised.

Having ensured that the valve seats and guides are in reasonable condition, the valves may be ground in position. All the carbon must, of course, have been removed from the valve heads. Smear a thin coating or coarse grinding paste on the seat face of the valve and, using a suction type valve grinding tool, rotate the valve lightly in position in alternate directions by rolling

the handle of the tool between the hands. At frequent intervals, raise the valve from its seat and rotate it a quarter turn before continuing the grinding operation. When the coarse paste has lost its cutting properties, clean the valve and the seat, and repeat the grinding operations, this time using fine paste.

You should aim to obtain an even surface on the faces of the valve and its seat, with a fine grey matt finish. To check the effectiveness of the grinding, smear a thin coat of engineer's marking blue on the valve face, insert the valve into its seating and rotate it about 1/8" in each direction. Remove the valve and examine the seat in the cylinder head. If this shows an even, unbroken blue ring, all is well and a good seating has been obtained. The seat may also be checked by drawing vertical pencil lines across the valve face, about 1/8" apart. As before, rotate the valve in position. This time examine the valve seat face to see if all the pencil marks have been rubbed off. If so, you have an extremely good seat, since this method is very critical, and in normal circumstances as long as at least most of each pencil line has been rubbed away.



The cylinder head nuts should be tightened progressively in the order shown.

the seating will be satisfactory.

When all the valves have been ground, thoroughly clean the cylinder head, valves, springs and collets, making sure that there is no trace of grinding paste left anywhere. Re-assemble valves and springs into the cylinder head by reversing the dismantling procedure but do not forget to put a smear of oil on each valve stem before placing it in position. The springs have close coils at one end, and these should always be placed adjacent to the head.

Before replacing the cylinder head, the carbon must of course be removed from the top of the pistons and the cylinder block. Once again, use a soft metal tool as a scraper, and leave a ring of carbon around the outside of each piston crown at least 1/8" in width. This is because this carbon ring tends to form a seal, which if broken may permit a slight increase in oil consumption. Whilst scraping the carbon off each piston, put the rag in each remaining bore in which the pistons are at the bottom of their travel.

Carefully clean the top face of the cylinder block, preferably with paraffin or petrol, and fit a new cylinder head gasket, having first coated both sides with a non-hardening jointing compound. Note that copper and asbestos gaskets should be fitted with the seamed face downwards, and the corgasyl steel gaskets should have the swaged faces upwards. Before fitting the cylinder head, pour a little engine oil into each bore, and

of course do not forget to remove all the pieces of rag from the cylinder block.

Lower the head (with manifolds and carburettor attached) into position and fit the rear engine lifting eye, the heater pipe stay, the air cleaner support bracket (where necessary), and the accelerator abutment brackets on to their respective studs.

Fit the cylinder head nuts and plain washers and tighten the nuts a little at a time, starting from the centre and working outwards. The correct torque for these nuts is 42—46 lbs. ft.

When attaching the water pump to the cylinder head, remember that the shorter bolt locates in the lower hole, the longest in the upper left-hand hole, and leave out the intermediate bolt (which also carries the dynamo adjusting link) until you are ready to finally fit and adjust the fan belt.

Now place the pushrods in position and lower the rocker shaft assembly on to the cylinder head, having first unscrewed the rocker adjusters in order to avoid bending the pushrods. As the rocker shaft assembly is fitted, locate the ball ends of the adjusters into the respective cupped ends of the pushrods. Progressively tighten the rocker pedestal securing nuts.

Tappet Adjustment

To carry out tappet adjustment turn the crankshaft until No. 1 push rod is at its highest point, then rotate the cranks haft a further revolution. Set the No. 1 rocker clearance by inserting a 0.010" thick feeler gauge between the rocker and valve stem. Turn the adjuster with a screw driver until slight resistance to movement of the feeler gauge is felt, tighten the locknut, re-check the clearance and



As the rocker shaft assembly is fitted, locate the ball ends of the adjusters into the respective cupped ends of the pushrods.

re-adjust if necessary. Deal with each rocker adjustment in turn in a similar manner.

Now attach the dynamo adjusting link and push the generator as far as possible towards the engine, at the same time winding on the fan belt. Lower the dynamo away from the engine, and finally tighten the two lower pivot bolts and the top adjusting bolt. When the fan belt tension is correctly adjusted, it should be possible to deflect it 3/4" at a point half-way between the dynamo and crankshaft pulleys.

Attach the exhaust pipe to the manifold, refit the heater connection radiator hoses and the drain pipe and reconnect the fuel pipe, vacuum pipe, temperature transmitter cable (where fitted) and carburettor controls. When connecting the choke cable, it is advisable to move the carburettor lever to its forward stop, and then pull the control knob about 1/8" away from the fascia. If the cable locking screw is then tightened, this will ensure that there is no chance of the choke being partially in use when the control knob is pushed fully in.

Clean the sparking plugs, but make sure that no particles of abrasive are left anywhere on or in the plug. The gaps should be set to 0.025". Fit the plugs into the cylinder head and connect the respective high tension leads to them.

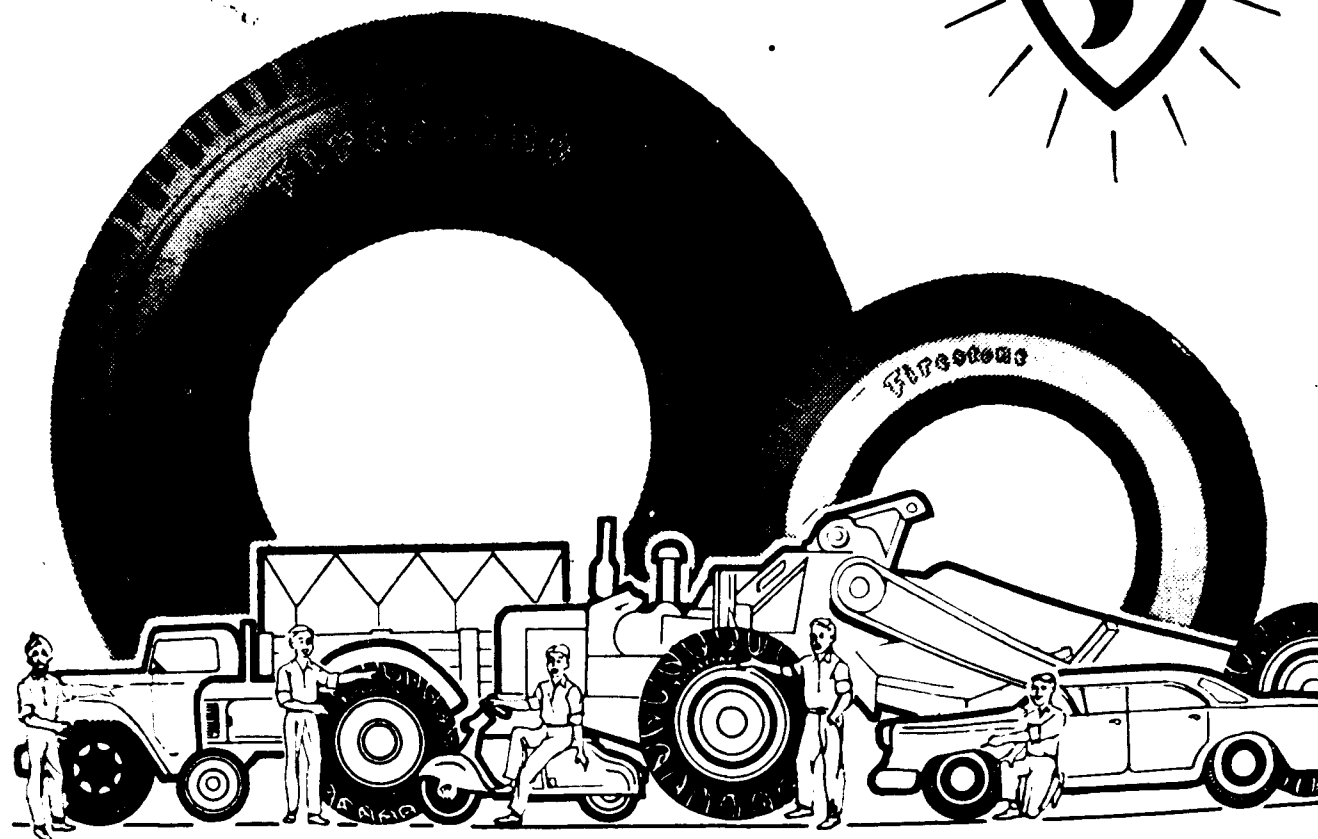
Fit the rocker cover, securing it with a fibre washer, plain steel washer and self-locking nut, in that order. Take care not to over-tighten the nuts, as quite a low torque is all that is necessary to ensure an oil-tight joint. Next attach the air cleaner to the carburettor.

It merely remains to reconnect the battery cable and refill the radiator. Start the engine, run for a few minutes until warm, and then re-check the water level in the radiator, which may require "topping-up".

A final reminder—do not forget to check the cylinder head nuts for tightness after about 500 miles.

(Courtesy Standard Triumph Review)

LOOK FOR THIS
Mark of Quality'



It is your Assurance of Extra Safety and Dependability and only Firestone Tyres have it

Whether you own a Motor Scooter, a Car, a Tractor, a Truck or whether you control a fleet of giant Earth-moving units; there is a Firestone tyre to suit your

needs. Every single one bears "The Mark of Quality" — the long-established Firestone symbol of Extra Safety and Dependability.

Specify Firestone and you get —

- ★ **SAFETY** The exclusive Firestone tread design and tyre construction will give you MAXIMUM STOPPING POWER and resistance to road hazards.
- ★ **ECONOMY** The longest-wearing tread specially compounded by Firestone for Indian service conditions ensures MORE KILOMETRES PER RUPEE from the original tread.
- ★ **RETREADABILITY** Look after your Firestone tyres — don't overload them or otherwise maltreat them — and they will remain suitable for RETREADING OVER AND OVER AGAIN.

Firestone

BEST TODAY — STILL BETTER TOMORROW



**Tax on Motor Tractor:
Writ Petition Allowed**

Allowing a writ petition, Mr. Justice G. K. Jagadeesan has observed that the words "for the purpose of agriculture" in Sec. 11 (A) of the Motor Vehicles Taxation Act should not be understood as comprehending only the direct activities in producing the crop; they are of a wider significance and comprise the range of activities spread over a vast base from the field to the door of the market.

The petitioner, who owns lands, purchased a tractor in respect of which a demand for tax was made at the rate of Rs. 293 per quarter. The validity of the claim was challenged on the ground that Sec. 11 (A) of the Act exempted from tax motor vehicles used solely for the purpose of agriculture.

On behalf of the respondent it was contended that the vehicle was not a tractor pure and simple, had a trailer attached and fell within the classification of goods vehicle and was hence subject to tax.

His Lordship pointed out that the tractor was used in the fields for haulage or transporting agricultural implements. An agricultural purpose, extended beyond the operations like sowing, ploughing, harvesting etc. Procuring seeds, getting implements and clearing the channels were concomitant acts indispensable for the agricultural operation. The Govt. order elucidating the meaning of the expression motor vehicle in Sec. 11(A) said that it was intended to cover agricultural motor tractors, motor harvesting machines and other motor machines used for agricultural operations. This certainly was a wrong commentary. His Lordship remarked. The petitioner's vehicle was exempted from the taxation.

Development Rebate

Their Lordships Mr. Justice

Jagadisan and Mr. Justice Srinivasan, constituting a Division Bench of the Madras High Court, answered in favour of the assessee a reference in a case under the Income-tax Act in which the question raised was "whether on the facts, and in the circumstances of the case, the disallowance of the 'development rebate' and the extra depreciation in respect of new diesel engines, is correct in law".

Messrs. Raju and Mannar, Salem, was a registered firm carrying on business of transport by plying lorries for hire. During the year 1955-56, some of the lorries of the firm were fitted with new engines, capable of being run on diesel oil replacing the old petrol-driven engines. In the assessment proceedings, the firm claimed "development rebate" under section 10 (2) (vi) (b) of the Income-tax Act and extra depreciation on the engines newly fitted to the vehicles. The Income-tax Officer rejected the claim and on appeal, the appellant Assistant Commissioner confirmed the decision of the Income-tax Officer. The appellate authority held that the "development rebate" was permissible only in respect of plant or machinery which was "installed" and that fitting of new diesel engines to old lorries did not amount to any installation of plant or machinery. An appeal to the Income Tax Appellate Tribunal also failed. The question was referred to the High Court for decision.

Their Lordships, in the course of the judgment, observed that the assessee was entitled to development rebate under section 10 (2) (vi) (b) of the Act in respect of machinery or plant, which was new and which had been installed after March 31, 1954, and which was used wholly for the purpose of their business. "The development rebate" Their Lordships observed is a concession or privilege which the assessee obtains, quite apart from the benefit derived by

him by way of depreciation allowance under section 10 (2) (vi) (a)".

The question for consideration in this case was, Their Lordships stated, whether the fitting of the diesel engine into the motor vehicle constituted installation of machinery or plant. In another case this Court had held that a diesel engine was machinery within the meaning of section 10 (2) (vi) and 10 (2) (vi) (a) of the Act and continued to be machinery even after it was made an integral part of the bus into which it was fitted. "We have no doubt," Their Lordships observed "that the interpretation placed by this Court on the words 'machinery' and 'installed' occurring in section 10 (2) (vi) (a) of the Act would equally apply to the interpretation of these words occurring in section 10 (2) (vi) (b) of the Act. It is a salutary rule of construction that the same words occurring in different parts of a statutory enactment should, as far as possible, receive the same meaning. It may be that in a particular context a word may have to be considered differently from what it means in another context though in the same enactment. But there is nothing to justify or warrant the view that installation of machinery contemplated and provided for under section 10(2)(vi) (b) of the Act is something different from such installation within the meaning of that expression in section 10 (2) (vi) (a) of the Act". The subject had a right to claim the development rebate, so long as his claim was within the plain words of the statutory enactment. Whether the Legislature intended to grant development rebate in cases where old engines were replaced by new in respect of a motor vehicle, need not be conjectured. Their Lordships stated, as they were satisfied that "engine is a machinery and that the fitting of the engine into the vehicle amounts to installation."

In the result, Their Lordships answered the reference in favour of the assessee.

21st March 1962

5

17

No Toll Exemption For Government Transport Vehicles

Could it be said that plying motor buses (by Government) by way of commercial activity is running it as a public service? It is undoubtedly not easy to define what is "public service." Certain activities will undoubtedly be regarded as public services, as for instance those undertaken in the exercise of the sovereign power of the State or of governmental functions. About these there can be no doubt. Similarly a pure business undertaking though run by government cannot be classified as public service. But where

a particular activity concerns a public utility a question may arise whether it falls in the first or the second category.

The mere fact that that activity may be useful to the public would not necessarily render it public service. An activity however beneficial to the people and however useful, cannot in our opinion, be reasonably regarded as public service if it is of a type which may be carried on by private individuals and is carried on by government with a distinct profit motive. It

may be that plying stage carriage buses even though for hire is an activity undertaken by the government for ensuring the people a cheap, regular and reliable mode of transport and is in that sense beneficial to the public. It does not, however, cease to be a commercial activity if it is run with profit motive. In the circumstances, therefore, it is not possible to hold that its vehicles crossing over ferries can be regarded as crossing on public service. They are, therefore, not entitled to exemption under the notification of March 15, 1926. (Text of legal decision furnished by Motor Vehicles & Allied Industries Association, Madras.)

DAWN OF NEW ERA IN AUTOWORLD



GURMUKH SINGH & SONS (REGD)
MANUFACTURERS & SUPPLIERS OF AUTOMOBILE SPARE PARTS
LUDHIANA, (INDIA)

NEW TYRE PLANT FOR MADRAS

Indo-American Venture

A tyre factory is proposed to be established at Vandalur, near Madras, by the Southern Tyre Manufacturers Limited, a newcomer in the automobile tyre industry. The company has applied to the Union Government for sanction to manufacture three lakhs of automobile tyres per annum on a three-shift basis, and the industrial licence is expected to be granted very soon.

The foreign exchange component of the project is of the order of Rs. 1 crore worth of capital goods, which will be provided by the American collaborators, the well known Cooper Tyre and Rubber Company of the U.S.A., who will also furnish technical know-how, for which they will charge a technical assistance fee of four per cent on gross sales.

The project is likely to consume Rupees 3.54 crores worth of foreign raw materials and Rs. 78 lakhs of indigenous raw materials per annum. The purchase of Malayan rubber for raw materials, will be paid from export of tyres to the extent of 20 per cent of tyre production.

MADRAS MOTOR PARTS DEALERS' ASSOCIATION IMPORT NOTIFICATIONS

Import of Hydraulic Car Lifts and High Pressure Car Washing Machines

The Association has received a communication from the Chief Controller of Imports, New Delhi (File No. 275 (1)-IV/OM-61/Pol. III, 1163 dated the 14th February 1962) stating that "vehicle lifts or Motor car hoists are classified under S. No. 33-II if they are operated pneumatically. If these are either fully hydraulically or semi-hydraulically operated they will fall under S. No. 65 (2)-V of the I. T. C. Schedule."

Tariff Ruling No. 11 of 1962. Propeller Shaft Repair Kit (Grooved roller bearings with seal)

It is hereby notified for the information of the trade that the Central Board of Revenue considers that the "Propeller Shaft Repair Kits" described as "grooved roller bearings with seal" and actually consisting of ball bearings with two oil seals, enclosed in sealed housing, are component parts of propeller shafts and has accordingly ruled that they are correctly assessable to duty under item 75(10)(iii) of the Indian Customs Tariff, vide Customs Notice No. 44 dated the 15th February, 1962.

Import of Socket Wrenches

Attention of the importers is invited to Appendix 24 of the Red Book for October 1961 to March '62 period wherein "Wrenches all sorts" is one of the items, import of which is permitted against quota licences issued for Misc. Hardware falling under S.No. 275(a) IV of the Import Trade Control Schedule.

It is hereby notified for information of the trade that "Socket Wrenches" would be covered by the item "Wrenches all sorts"

included in Appendix 24 of the Red Book.

(Public Notice No. 14-ITC(PN)/62 dated 31-1-1962 of Ministry of Commerce and Industry Government of India,

Import of Grease Guns for Motor Vehicles

Circular No. XIX-2(f)/62 dated 9-2-1962 issued by the Bombay Motor Merchants' Association Ltd., Bombay-7 on the above subject is reproduced below for information of members.

"In continuation of our circular No. CLXII-12(1)/61 dated 24-12-'61 we reproduce below the further communication No. 3/ C-21-2-61 CDN. 1/1605 dated 5-2-1962 received from the Office of the Chief Controller of Imports, Bombay on the above subject, for information of members of the Association:—

"With reference to the correspondence resting with this office letter of even number dated 27-1-62 and the interview which your representative had with Controller CDN. I of 31-1-1962, I am directed to inform you that Grease Guns are not allowed to be imported as Motor Vehicle parts.

Acknowledgment Form For Import Licence Applications

It has been decided that, hereafter, applications for import licences should include a detachable form of acknowledgment to enable the licensing authorities to acknowledge the application on receipt. Action is being taken to amend the application forms accordingly from the next licensing period. The trade is, therefore, informed that in future while submitting application for import licences they should enclose with the application a self-addressed acknowledgment

card, according to the proforma to facilitate acknowledgments.

List of Fast Moving Parts

A revised list of fast moving parts incorporating and deleting certain parts as recommended by the Sub Committee on "Price Control and Distribution of Components of Automobiles and Related Industries" of the Development Council for Automobiles, Automobile Ancillary Industries and Transport Vehicle Industries and accepted by the Government is reproduced for the information and guidance of members. The government's notification regarding the prices of imported and indigenous spare parts was published in *Motor India* issue of 21st December 1961 under the title "New Prices for Auto Parts."

I. Engine group

1. Pistons
2. Piston Rings
3. Piston Pins
4. Piston Pin retaining rings
5. Main Bearing
6. Connecting Rod Bearings
8. Inlet Valves
9. Exhaust Valves
10. Valves Springs
11. Valve Guides
12. Valve Locking Pins
13. Rod, Valve Push
14. Camshaft Gear
15. Crankshaft Gear
16. Head, W/Valves Stem Guide

II. Clutch

1. Clutch Disc With Liner
2. Clutch Liner
3. Clutch Levers
4. Thrust Brgs. Bushings and Collars
5. Bearing Clutch Release

- | | | |
|---|--|--|
| 6 Bearing Pilot Composition | 3 Water Pump Repair Kit | 2 Armature, Generator |
| 7 Ball Clutch Fork | 4 Impeller Shaft | 3 Bearings and Bushings |
| III. Carburetter | 5 Seal Package Water Pump | |
| 1 Repair Kit, complete (Jets screws, springs, seals etc.) | 6 Fan Belt | |
| IV. Fuel | VIII. Distributor | XIV. Lamps |
| 1 Repair Kit, complete fuel pump (Diaphragm packing ring, rocker arm, spring strainer etc.) | 1 Distributor Cap | 1 Bulbs |
| | 2 Plunger Distributor Cap | 2 Sealed Beam Unit |
| | 3 Rotor | 3 Fuses |
| | 4 Contact Points Set | |
| | 5 Condenser | XV. Transmission |
| V. Injection Pump (Diesel) | IX. Electric horn | 1 First Second & Third Sliding Gears for 4 Speed Gear Box |
| 1 Nozzles | 1 Horn Blowing Ring | 2 First, Second, Third & Fourth Sliding Gears for 5 Speed Gear Box |
| 2 Pump Elements | X. Spark plugs | 3 Gear & Bushing, 2nd & 3rd Speed |
| 3 Diesel Fuel Hose Pipe | 1 Spark Plugs (All sizes) | 4 Gear, Low and second, Synchroniser |
| 4 Suction and Delivery Valve | | 5 Sleeve, Low and second synchroniser shifter |
| 5 Filter Elements | XI. Ignition Coil | 6 Bearings, Ball, Tapper and Roller. |
| 6 Governor Diaphragm | 1 Ignition Coil with or without Bracket. | |
| 7 Hand Priming Pump Diaphragm | | |
| | XII. Starter Motor | XVI. Propeller Shaft & Universal Joint |
| VI. Exhaust group | 1 Carbon Brushes and springs | 1 Bearing Propeller Shaft Centre |
| 1 Muffler | 2 Bearings and Bushings | 2 Cross & Brg. Unit, Universal Joint |
| | 3 Starter Pinion | |
| VII. Cooling System | XIII. Generator | |
| 1 Hoses | 1 Carbon Brushes | |
| 2 Hose Clamps | | |

FERODO

and safest
THE GREATEST NAME
 in
BRAKE LININGS

For technical information and advice about brake and clutch linings for your vehicle(s), write to:
ASBESTOS, MAGNESIA & FRICTION MATERIALS LTD.

Incorporated with limited liability in England

Bombay-77

A member of the **TURNER & NEWALL Group**

XVII. Brakes

- 1 Cups Master Cylinder
- 2 Valve Master Cylinder
- 3 Brake Liners
- 4 Wheel Cylinder Cups
- 5 Spring
- 6 Brake shoe Return Spring
- 7 Brake Hose
- 8 Cylinder Repair Kit Frt./Rear Wheel Brakes.
9. Master Cylinder Repair Kit
- 10 Hydrovac Repair Kit
- 11 Piston Packing Kit
- 12 Valve, Wheel Cylinder Bleeder

XVIII. Steering

- 1 Bearings, Oil Seals, Shims

XIX. Wheels

- 1 Bearings Taper and Roller
- 2 Oil Seals

XX. Frames and Suspension

- 1 Front Springs
- 2 Rear Springs
- 3 Hanger Brackets (Front and Rear)
- 4 Shackle Pins
- 5 Spring Leaves
- 6 Centre Bolts
- 7 Shackle Front Spring/Rear Spring

XXI. Speedometer

- 1 Inner Cable
- 2 Gear Speed meter Drive

XXII. Shock Absorber

- 1 Shock Absorbers Front and Rear
- 2 Link Shock Absorber
- 3 Rubber Bushings

XXIII. Brake Booster

- 1 Leather Washer
- 2 Springs
- 3 Packings and Connectors
- 4 Booster Cylinder Repair Kit

XXIV. Booster (Compressor Type)

- 1 Piston
- 2 Piston Rings
- 3 Connecting Rod Bearings

- 4 Connecting Rod Bushings
- 5 Valve Disc
- 6 Suction Valve Cap

XXV. Front Axle

- 1 Tie Rod Ends
- 2 Drag Link Ends
- 3 King Pin Complete Repair Kit
- 4 Bearing Knuckle Thrust
- 5 King pin bushings

XXVI. Rear Axle

- 1 Gear Ring and Pinion Set
- 2 Bearing Pinion Frt. (Cone and Cup where applicable)
- 3 Brg. Pinion Rr. (Cone and Cup where applicable also)
- 4 Brg. Differential (Cone and Cup where applicable also)
- 5 Bearing Drive Shaft (Cone and Cups where applicable also)
- 6 Bearing Pinion Pilot
- 7 Cone and Rollers Inner Pinion Frt.

XXVII. Wiper

- 1 Blade and Arm only

XXVIII. Miscellaneous Items

- 1 Oil dip stick
- 2 Cap Oil Filter Tubes
- 3 Pan (For acid drain)
- 4 Throttle Control
- 5 Tube Throttle control

Hardware Items

Bolts, Nuts, Bushings, Clips, Cotter, Pins, Couplings, and Elbows (for Fuel Pipe and Vacuum Pipe Lines) Gaskets, Grommets, Insulators, Wood Ruff keys, Lock Rings, Lock Wire Rings, Snap Rings, Threaded Nipples, Pawls, Pins, Shims, Springs, Washers (Spring Lock and Plain), Gaskets (Cork, Rubber and metallic), Oil Seals of leather and rubber, Oilseal screws and Studs of all types, Countersunk screws, Retainers, Thrust Washers, Flexible Pipes, Plugs, All rubber parts. *Vide circular No. A. E. Ind. 1 (40)/61 dated, 15-1-62.*

OVERSEAS AUTOMOTIVE CLUB

K. F. Baer, Vice President, Allied Asbestos and Rubber Company (Export) Inc. (Div. of Raybestos-Manhattan, Inc.) has been elected President of the Overseas Automotive Club (OAC) for 1962. The OAC, founded in 1923, is an association of U.S. international trade executives engaged in the overseas automotive trade of the United States. Its members are responsible for exports of approximately 1,500 leading U.S. manufacturers.

Office Bearers

Other O.A.C. officers elected for 1962 are: First Vice President, George S. Harris, Director, Foreign Sales, Sealed Power International Corporation; Second Vice-President, Harry K. Nagel, Export Manager, Fram Corporation; Third Vice-President, John B. Clark, Executive Vice-President, E S B International Corporation; Treasurer, M. F. Wilson, Manager, New York Export Department, Timken Roller Bearing Company; J. S. Gillies, Secretary, Overseas Automotive Club; and Assistant Secretary-Treasurer, John F. Burke, Business Manager, Automobile International.

Directors

The following five directors are re-elected for 1962: E. R. Broderick, Vice President, Muller and Phipps (Asia) Ltd.; W. H. Lukens, Vice-President, Export, R. M. Hollingshead Corporation; Paul E. Moss, President, Paul E. Moss and Company; R. B. Wilson, Managing Director, Exports, H. K. Porter Company, Inc., Thermoid Division; and E. R. Wyler, Vice President, Thor Power Tool Company.

21st March 1962

6

21

Motor Vehicles & Allied Industries Association

Discretionary Quota for Main Dealers

The Motor Vehicles and Allied Industries Association, Madras in its representation No. 2, dated 24-2-1962 has addressed the Controller of Motor Cars, Ministry of Industry and Commerce, New Delhi requesting the Government to allot a discretionary quota for main automobile dealers. Text of their letter is reproduced below.

"As a chamber having most of the more important dealers of South India on its Roll of Members, we feel it is our first duty to place on record our unstinted praise for the admirable way in which this control has so far worked; and much of the success of it is due to the realistic and pragmatic way in which the authorities have been, from time to time, relaxing the rules wherever found necessary, feasible and appropriate.

The manufacturers themselves have been allowed a specified number of cars for their discretion-

ary distribution every month; and the Central and State Governments have duly provided for suitable priorities for certain categories of persons, by special allocations. The bigger companies are granted upto 6, (or even more in special cases, with the sanction of the authorities at Delhi, cars for themselves every year.

It is somewhat of an irony that, in the generous and fair relaxations brought into effect so far, the dealer, who has invested huge sums for car sales business and who handles scores of cars periodically, is still being kept on a par with the common man, who has no claim whatsoever for any kind of priority for a new car, under the Control Order. He, the dealer, has to take his place in the queue of registered indentors, for every car he actually needs.

The Directors, partners, senior executives etc. of the dealers' firms, all merit fairly high priority for the commodity they deal in; and their legal advisers, auditors, other con-

sultants, company doctors, etc. bear the humiliation of utter helplessness in the matter. While a comparatively junior Medical Officer of the Government Department gets priority for a new car, a senior and reputed doctor serving a car dealer firm, is just where he is in the long queue. This is anomalous indeed.

Production of motor cars, too, has considerably increased since control started. It is quite some time since premium on new cars ceased. There is not likely to be any violent or discernible dislocation of the supply distribution position of a small 5% of each dealer's quota, or TWO (2) cars a month (whichever is lower), is allowed and fixed as the dealer's discretionary quota, so that he can continue to maintain his prestige vis-a-vis his clients, auditors, lawyers doctors etc., and also serve customers whose new cars get badly damaged in accidents soon after purchase, and the insurance company declines the "total loss" claim, and such other not uncommon emergencies."



Sign of good Service

LUCAS

SPECIALISED SERVICE FOR CARS • COMMERCIAL VEHICLES MOTOR CYCLES

LUCAS INDIAN SERVICE PRIVATE LIMITED
BOMBAY • CALCUTTA • MADRAS



**LIGHTNING • STARTING
IGNITION BATTERIES**



**FUEL INJECTION &
ELECTRICAL EQUIPMENT**



GIRLING
BRAKES • DRUM & DISC
SHOCK ABSORBERS



A view of Super Seal's factory which was inaugurated on 9th February 1962.

New Oil Seals Factory Goes Into Production

Successful Indo-British Collaboration

This striking progress of the automobile industry in India in the past decade is a direct reflection of the bold and imaginative steps taken by the pioneers, who embarked on the manufacture of automobiles and other vital ancillary components despite inherent teething difficulties in a field yet unexplored.

Talwar Brothers of Allied Motors Private Ltd., New Delhi took the bold step of producing quality Gaskets in collaboration with M/s J. Payen Ltd., Slough, England and M/s Wood Bros., England. Payen Talbros Private Ltd., established at Najafgarh Industrial Area, New Delhi, now cater to over 90% of India's Gasket requirements and have introduced their goods to the neighbouring countries.

Now Talwar Brothers have taken

another bold step in ancillary manufacture. A great need for quality Oil Seals has been felt in India lately. To overcome this, Super Seal's India Private Ltd., has been floated with the Technical Assistance of Super Oil Seals & Gaskets Ltd., Birmingham, England.

Modern Factory

Designed on most modern lines, Super Seals have constructed their spacious factory covering an area of 18300 Sq. yards at the 12th milestone, on the Delhi-Mathura Road at Faridabad. The factory is equipped with the latest and specially designed machinery supplied by their Technical Associates and procured from other Continental countries.

This idea of setting up this factory was conceived by Mr. K. N.

Talwar, Managing Director, Allied, Motors Private Ltd., New Delhi during his visit to U.K. and Germany. Due to his enthusiasm and long experience in the industrial field, the factory took shape in a short period.

The factory went into production recently with an initial capacity of one million Synthetic Rubber Oil Seals for the first year. Production capacity is to be increased from year to year to meet the complete demand of automobile manufacturers and the replacement trade in India. In due course Super Seals (India) will export their oil seals to foreign countries.

Super Seals Top Management

At the helm of affairs is Mr. R. N. Talwar, Managing Director, who

21st March 1962

was till recently Sales Director, Payon Talwar Private Ltd. During his recent visit to the top automobile producing countries of the world, he acquired first hand information of the latest methods of production. Under his guidance Super Seals will forge ahead in the manufacture of quality Oil Seals. The services of Mr. J. G. Rees have been loaned to Super Seals by their Technical Associates. Mr. Rees is working in the capacity of Works Manager and has behind him, the knowledge and technical know-how of Super Oil Seals and Gaskets Ltd., Birmingham. Production Manager is Mr. R. N. Ghosh, B.Sc., A.I.R.I., L.A.E., while the Sales Department is looked after by Mr. C. M. Bhasin, B.A. L.L.B., Marketing Manager.

To perfect coordination between Sales and Production, Super Seals have centralised the Administration, Sales and Production departments at the site of the factory itself. The design of the whole site plan is superb. While entering the main gate of the factory, on the left is a huge lawn with blooming flowers. The administrative office is built in a rectangular shape with a verandah allround and a courtyard in the centre. The main factory hall has machines laid in neat rows with nearly 100 workers.

Adjacent to the main factory hall, are the Finished Goods Store, Carpentry room, Raw Materials Store and the Rubber Mill Room. For the workers, there is a Canteen and a rest room.

The Chairman of the company is Mr. B.N. Talwar, a prominent figure in automobile circles in India. With his 30 years experience in the automobile trade, he is an invaluable asset to the Talwar Group and under his able direction the companies are forging ahead.

Success of the Collaborating firm

In 1932 an American named Harry E. Cressman acquired the European rights in an American Patented Oil Seal and went to Britain to produce it.

He started with only two employees, one of whom is still with



One of the operations in the manufacture of oil seals being explained to interested visitors

the firm, in a basement in Corporation Street, Birmingham. Components for his Oil Seals were made by various firms while the assembly and packing was done at Corporation Street.

The young firm won the confidence of several important concerns particularly in the car industry and required larger premises. After a period in a garage in Greater London, the firm moved to the factory centre of King's Norton in 1935, occupying a building of 2,000 to 3,000 sq. ft.

Super Oil Seals and Gaskets Ltd. became a public Company in 1936, its first Chairman being Mr. R. Hugh Roberts, a leading Midland industrialist. Mr. Cressman continued as Managing Director until 1940 when an accident curtailed his activities.

In its early days the firm made leather Oil Seals which it still produces in large quantities. But in 1935 Synthetic Rubber was on the market and the firm was a Pioneer in applying this mineral based material to oil seals.

Having become experts in the manipulation of Synthetic rubber, the firm was asked by the leading aero-engine builders in 1944 to undertake manufacturing High Pressure flexible hose lines, to which the firm promptly responded. Today Super Oil Seals and Gaskets

Ltd. are the biggest suppliers of hose lines in the world.

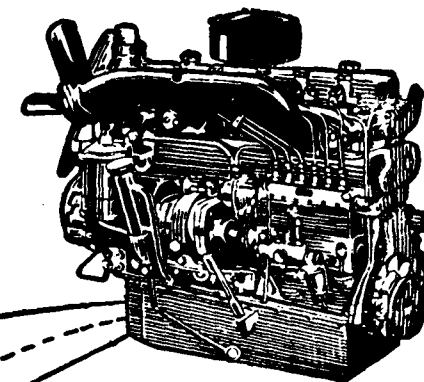
From time to time, the firm faced acute space shortage due to high demand for their products and hence they went on adding more buildings from year to year. The firm now occupies 7 blocks of buildings 1,50,000 sq. ft. at the King's Norton factory centre, and 90,000 sq. ft. at Redditch. Over and above Super Oil Seals and Gaskets Ltd. have opened their largest factory at Llanishen, Cardiff, covering 2,70,000 sq. ft. on 33 acres of land, with plant worth £5,00,000. The total labour force is 2000.

Super Oil Seals & Gaskets Ltd. have associate firms in Australia and India. These two companies have a technical "know-how" arrangement with the parent concern. There are flourishing subsidiaries in Italy and France, and the company has also a holding in a Spanish concern in Madrid.

In addition, the firm has distributors in all parts of the United Kingdom and in many Overseas countries. Direct and indirect exports play a large part in the firm's sales and in recent years exports have been increased by 50 per cent.

Headquarters of the firm are still in Birmingham and the Chairman of the Company is Mr. R. W. Roberts, son of the late Mr. R. Hugh Roberts.

Perkins
for
ENSURED
EFFICIENCY



Perhaps you've noticed—every Perkins operator wears a smile of satisfaction. Small wonder! Thriving on hard work Perkins Diesels are sworn to serve efficiently.

Combining all the advantages of Diesel Power—economy, reliability, long life, low depreciation, easier maintenance—Perkins Diesels offer you FAR MORE FOR FAR LESS.



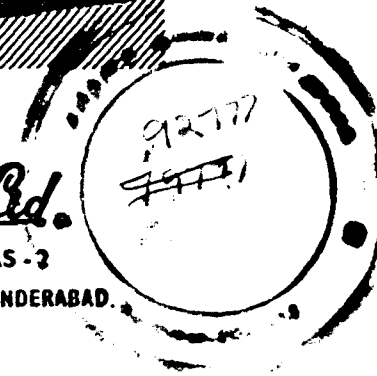
S-316

Manufactured in India
by

Simpson & Co. Ltd.

MADRAS-3

Branches: OOTACAMUND, BANGALORE, TIRUCHY, SECUNDERABAD.



arch 1962
7

25

Social & Personal



Sri Bhiku Ram Jain, Proprietor, M/s Jain Motorcar Co. and M/s J. M. C. Industries Queens Road, Delhi 8, who has been returned from the Pahari Dhiraj constituency in the recent local elections.



Mr. Desmond M. Walker of the Mansfield Tire and Rubber Company, Ohio, U. S. A., collaborators of the Madras Rubber Factory Ltd., arrived in Madras early this month accompanied by Mrs. Walker. Mr. and Mrs. Walker were received at the Meenambakkam Airport by Messrs. Mike Bayer, Bob Schiffer and H. F. Leppert, Mansfield's representatives who are already in India, and the Managers of the Madras Rubber Factory Ltd. Mr. Walker has come to Madras to take charge of the Madras Rubber Factory Tyre plant, as the Factory Manager.



Tyresoles o Global Tour. Mrs & Mr. K.R.G. Cos-sar, who have already travelled through most of the European and Mid-east countries in their Bedford Van recently arrived in Bombay, where all the five tyres of their vehicle were fitted with new Tyresoles Trends under 8 hour service in the Tyresoles factory at Bombay. The visitors plan to go to Ceylon, Singapore, Australia and then back to New Zealand.



Mr. S. Arogyaswami, Director and District Manager, Sri Rama Vilas Service Ltd., Kambakonam, celebrated the marriage of his son VICTOR with MARIE ANNIE recently. The wedding was attended by Sri S. Anantharamakrishnan, Chairman, Board of Directors, M/s Amalgamations (Private) Ltd., Madras, Sri M. V. Venktraman, Director M/s, Amalgamations (Private) Ltd., Madras, Mr. C. H. B. Wauton, Sales Manager, M/s Burmah-Shell Madras, and a host of distinguished guests.

AUTOMOBILE ASSOCIATION OF SOUTHERN INDIA

Motor Vehicle Tax

Members are reminded that all Motor Vehicles Tax licences (Annual, Half-yearly, Quarterly) will expire on 31st March 1962 and fresh tax licences (annual, half-yearly and quarterly) are issued from about the end of March 1962.

Members are requested to send Registration Certificates, Insurance Certificates and tax amounts for their private vehicles (cars, station wagons, motor cycles) to the nearest Government Treasury or A.A.S.I. Office or Honorary Representative before the 31st March 1962.

Payments of tax received at A.A.S.I. Offices after the 3rd April 1962 are subject to much delay; and the Association shall not be held responsible for inconvenience or loss arising therefrom. No tax amounts will be received at A. A. S. I. Head Office on the last day of grace as it is not possible to pay the amounts to the Treasury on the same day. Branch Offices will not receive the amounts on the last two days of grace.

Do not wait till the last day.

Re-Registration of Motor-vehicles

The Motor Vehicles Act Section 29 (1) states:

"When a Motor vehicle:—

- registered in one State has been kept in another State, or
- registered in the State of Jammu and Kashmir has been in India, for a period exceeding twelve months, the owner of the vehicle shall apply to the registering authority, within whose jurisdiction the vehicle then is, for the assignment of a new registra-

tion mark and shall present the certificate of registration to that registering authority."

In consequence of the above, it is mandatory on the owner to get his vehicle re-registered after 12 months of residence in another State. Madras State has given a grace period of thirty days, when the owner can register his vehicle free, using R.M.A. and E Form. After this grace period he will be charged the same fee as for a new registration and Form E alone should be used. He is also liable for prosecution.

Change of Residence or Place of business

Motor Vehicle Act Section 30 states:—

"(1) If the owner of a motor vehicle ceases to reside or have his place of business at the address recorded in the certificate of registration of the vehicle, he shall, within thirty days of any such change of address intimate his new address to the registering authority by which the certificate of registration was issued, or, if the new address is within the jurisdiction of another registering authority, to that other registering authority and shall at the same time forward the certificate of registration to the registering authority in order that the new address may be entered therein.

(2) A registering authority other than the original registering authority making any such entry shall communicate the altered address to the original registering authority.

(3) Nothing in Sub-section (1) shall apply where the change of the address recorded in the certificate of registration is due to a temporary absence not intended to exceed six months in duration or where the motor vehicle is neither used nor removed from the address in the certificate of registration.

INDIAN HEAD GASKET SHELLAC COMPOUND



(Under the Exclusive
Licence & Formula
Granted by Permatex
Co. Inc. Brooklyn N.Y.
U.S.A.)

motorists'
firm
favourite

EAGLE

AUTO POLISH



also highly effective on cycles,
furniture and leather etc.

manufactured by:
**DESCO CHEMICAL INDUSTRIES
BOMBAY**

sole distributors:
CHIMANLAL DESAI & CO.

gool mansion, homji st., bombay 1
branches:
calcutta - madras - new delhi - ahmedabad

21st March 1962

ITALY'S DRAMATIC AUTOMOTIVE PROGRESS

In Italy, as in the United States, the automobile industry helps set the pace of economic activity. Industrial production has nearly tripled since 1950 and output of motor vehicles is up more than 5 times over the same period. In 1970, the industry turned out a mere 127,847 vehicles but it looks like 730,000 vehicles will be turned out in 1961, an increase of 30% over 1960. A booming home market and strong export demand explain the industry's dramatic progress.

Stages of Development

The industry has gone through several major stages since the early 50's. At first, mostly small cars were produced. Fiat's ubiquitous Topolino...the Mickey Mouse... monopolized Italian production.

Then in 1953 Fiat modernized completely its world famous "1100" and in 1955 unveiled the now-famous "600". With that the domestic market came alive. Exports also responded and came to account for 40% or better of production.

As demand increased, so did the call for a larger variety of models. Fiat gradually introduced several other larger models including sports cars and several other manufacturers, notably Alfa Romeo and Lancia also came out with a few new models, still generally classed as expensive cars. But the makes of cars and the variety of models were still rather limited. Throughout this period imports were virtually negligible.

The European Common Market and Foreign Trade

Then the European Common Market came along in 1958 and had a substantial impact on the industry. The ECM helped push Italy's economy to new records: industrial production has climbed 40% between 1957 and mid 1961. Incomes rose and spurred domestic demand for autos. At the same time the Common Market countries began buying more Italian autos as table

1 below shows. Today the ECM accounts for 20% of Italy's production. ECM demands also helped to hold up the export market in the face of stiffening world competition. Fortunately, these demands were increasing just as the American "compacts" sharply cut back U. S. demand.

The ECM also meant that other European manufacturers would have greater access to the Italian market. As Italy lowered trade barriers against ECM as well as U. S. and other suppliers, imports began gaining an imposing position in the market. From a mere trickle in 1957 of 5,090 vehicles, imports hit 22,000 vehicles in 1960 and the total appears to be going twice as high this year. U. S. exports to Italy will exceed 1,000 cars this year as the compacts proved popular and import duties were lowered.

TABLE 1

FOREIGN TRADE IN AUTOMOTIVE VEHICLES

	units	Jan.-June	
Exports	1958	1959	1960
ECM	79,706	101,798	95,925
USA	30,550	48,996	18,081
TOTAL	109,253	221,124	203,935
Imports	1958	1959	1960
ECM	4,745	10,233	15,728
USA	365	670	802
TOTAL	6,237	12,439	22,138

More Manufacturers

As more European manufacturers noted that Italian home demand was booming and incomes rising and that it was a good base for exporting, manufacture in Italy was indicated. Renault of France joined Alfa Romeo to produce the famed Dauphine in Italy. Austin of England tied up with Innocenti. And then an Italian firm, Autobianchi, decided to produce its own car, a luxury Topolino with a Fiat engine.

Some results of these developments show up in this table which compares total output in 1959 with output in 1961. Note how produc-

tion for all manufacturers has increased, but the late-comers and the established firms have a larger share of the market now. Fiat a smaller share. Also note how imports are now running at about 45,000 units yearly compared with only 60,000 just three years back.

TABLE 2

PRODUCTION AND IMPORTS OF AUTOMOTIVE VEHICLES

	1960	1st half 1961
Fiat and OM	530,655	305,981
Other domestic	113,962	70,740
TOTAL	644,617	376,721
Imports	22,38	23,749

All this means good news for the consumer. The choice of models and makes is larger than ever before and stiffer competition has brought prices down about 5 of 10% as Trade Topics reported in its issue of January.

Prospects

One cause of concern to the manufacturers is the rather static rate of exports, as table 1 shows. This year exports are expected to be up only 10% over 1960 which in turn showed a decrease of about 8% from 1959. This year's gain is modest as compared with gains of 25% and better in the late 1950's. With auto production increasing in many countries, still stiffer competition is to be expected. This makes the domestic market all the more important and steps have been taken to keep the market growing. Taxes in gasoline have been cut several times and a major programme for improvement of Italy's highway system has been started.

All told, Italian manufacturers view the future with optimism. Italian cars have been found to be competitive in all markets abroad and demand at home continues to rise. The domestic market has hardly been tapped and with incomes continuing to rise, sales prospects at home seem bright.

(Courtesy: Bi Peninsular Magazine)

Pioneer.

For the finest Oil Seals,
'O' Rings and Synthetic Packings

Available in all sizes and various types
for scooters, cars, trucks, tractors and
industrial equipment.

For the best in Oil Seals
use **Pioneer**
A Fenner Cockill Product

Sole Selling Agents for South India and Eastern India:
**THE INDIAN ENGINEERING
& TRADING CO.,**
26, Wallers Road, Madras-2
Branch Office: 40, Princep Street, Calcutta-13.

FUEL ECONOMY TEST

The Redex Car Club organised and conducted a very successful and interesting Fuel Economy Test for Motor cars on Sunday the 4th February in Bombay, when 33 cars took part, 9 being lady entrants.

Entrants were given the choice of using any lubricating oil, petrol additives, engine and tune up modifications, fuel saving devices and gadgets except the reduction of weight of a car by removing any standard part.

The start was from Stanvac Super Service Station, Churchgate Reclamation and the 24-miles course included all types of turnings, flat stretches, climbs and descents. It required a very well tuned engine and a high driving technique to achieve maximum results. Well placed system of markers made short circuiting impossible.

The following are the results showing petrol consumed in the 24-miles courses:—

Cars from 751 to 1000 cc.

1. Mrs. D. P. Cooper: (Morris Minor) 2.2 litres.
Mr. N. D. Desai: (Standard 10) 2.2 litres.
2. Mr. U. V. Morarji: (Morris Minor) 2.3 litres.
3. Dr. B. D. Desai: (Morris 8) 2.5 litres.
4. Mrs. H. K. Khan: (Standard Herald) 3.5 litres.

Cars from 1001 to 1250 cc.

1. Mr. M. P. Cholia: (Volkswagen) 1.8 litres.
2. Mr. P. P. Madhavji: (Fiat 1100) 2.4 litres.
3. Mr. B. J. Boyce: (Fiat 1100) 2.2 litres.
4. Mr. M. F. Devlaliwalla: (Fiat 1100) 2.3 litres.
5. Mr. R. R. Thakkar: (Fiat 1100) 2.4 litres.
6. Miss. N. S. Idgunji: (Fiat 1100) 2.6 litres.

7. Mr. N. D. Marshall: (Standard 8) 2.7 litres.
8. Mr. R. F. Balaporia: (Fiat 1100) 2.8 litres.
9. Miss. J. R. Thakkár: (Fiat 1100) 3.0 litres.
10. Mr. D. J. Mistry: (Fiat 1100) 3.2 litres.
11. Dr. Mrs. T. K. Chinoy: (Fiat 1100) 3.3 litres.
12. Miss. P. Dorabji: (Fiat 1100) 3.5 litres.
13. Miss. N. M. Avari: (Hillman) 4.4 litres.
14. Mr. C. F. Singara: (Fiat 1100) Petro Tank Leak.

Cars from 1251 to 1500 cc.

1. Mr. P. Madhavji: (Landmaster) 1.8 litres.
2. Mr. A. D'Souza: (Ambassador) 2.0 litres.
3. Mr. D. F. Devlaliwalla: (Ambassador) 2.4 litres.
4. Mr. J. S. Nandi: (Hindustan) 2.7 litres.
5. Mrs. A. D. Bordoni: (Alfa Romeo) 2.9 litres.
6. Mr. P. H. Nariman: (Morris Oxford) 3.0 litres.
7. Mr. R. F. Lally: (Morris Oxford) 3.25 litres.
8. Mr. H. J. Major: (Landmaster) 4.9 litres.
9. Mr. R. D. Shah: (Ambassador) 5.25 litres.
10. Mr. S. I. Damani: (Ambassador) Withdrawn.

Cars from 1501 to 2000 cc.

1. Miss. S. Cooper: (Citroen) 3.9 litres.

Open Class

1. Mr. F. Bocarro: (Fraser) 3.0 litres.
 2. Dr. C. Rossi: (Lancia) 3.1 litres.
 3. H. H. The Maharaja of Pratapgarh: (Jaguar XK 120) 5.25 litres.
- The well-known Motor Sport

Organiser, Mr. Jamshed S. Vatcha, flagged off the vehicles.

The Thirteenth Lohegaon Meeting

The Deccan Motor Cycles and Sports Club, Poona 1, organised their Thirteenth Lohegaon Meeting—(small Circuit Races for Motorcycles—Motor car) on Saturday 3rd March 1962 at 2 p.m. and Sunday 4th March 1962 at 8 a.m. at Lohegaon, Poona.

Mr. Babubhai M. Chinai's Portrait Unveiling

On the 7th February, 1962 at Walchand Hirachand Hall, Bombay, before a large gathering Mr. S. K. Patil, Union Minister for Food and Agriculture unveiled the portrait in oils of Mr. Babubhai M. Chinai, M. P., the immediate past President of the Western India Automobile Association. The Committee of the W. I. A. A. has, with a view to perpetuating his services to the Association, decided to install his portrait in the Board Room of the Association.

Requesting the Minister to unveil the portrait, Mr. Indrakant Patel, a Vice-President of the Association who presided said that it was in 1948 that Mr. Babubhai Chinai first became a member of the Managing Committee of the W. I. A. A. He had been an ordinary member of the Association for many years previously but the exigencies of the then prevailing political conditions did not permit of his taking an active interest till then in the affairs of this body and the cause of motoring which is represented. But with the advent of freedom and the transformation in the political climate of the country, Mr. Babubhai, like other distinguished colleagues, found opportunities for constructive service and among the institutions and causes which claimed his interest is the Western India

Automobile Association. He has been a member of its Managing Committee continuously ever since and was its President in 1952 and again in 1960-61.

As a member of the Bombay Legislative Council and, later on, of the Rajya Sabha, he has spared no opportunity to highlight the problems of the motorists, such as the rationalisation and reduction of motor vehicle taxation, modernisation of the roads, promotion of traffic safety, improvement of traffic conditions, etc. His two terms as President of the Association witnessed a rise in membership and an increased tempo of road development, particularly in Bombay city. In fact, one of his first acts as President was to summon a Conference attended by the Mayor, the Chairman of the Works Committee of the Corporation, the City Engineer and others at which he represented the feelings of the motorists on the then unsatisfactory condition of the roads. Thanks to the sympathetic response of the authorities, a gigantic scheme of road construction and improvement has since been put into execution whose second phase has now already started on several roads in the city.

Again, the Automobile Conference which was held last year at his instance is a striking illustration of his solicitude for the promotion of the automobile industry on healthy lines and, with it, the development of motoring in the country. The Conference, the first of its kind to be held in India, brought on a common platform, representatives of the automobile industry, the ancillary industries, the motor trade and the users, and provided an opportunity for them to discuss problems of mutual interest relating to the automobiles. As Vice-President of the Federation of Indian Automobile Associations in whose formation he played no mean part, he initiated negotiations with the Chairman of the Insurance Association of India which has crystallised in the form of a tentative scheme for a combined effort to bring down road accidents and promote traffic safety. He gave evidence before the Taxation Enquiry Commission on behalf of

the Association and made out a strong case for a reduction in the tax burden on motorists. These are a few of the many directions in which Mr. Babubhai has tried to serve the motoring public through the Association.

Mr. Babubhai's association with the W. I. A. A. has benefited the organisation which is now the largest motoring body, not only in India but also in Asia, with a membership of over 21,000. A man of quick decisions with a penetrating mind which goes to the root of a problem, Mr. Babubhai, in spite of his many activities, has a thorough grasp of the different subjects which come up before him for attention. He can marshal his facts and present his case in a manner which is at once forceful and persuasive.

Mr. Babubhai stands by his friends through thick and thin and has a soft corner for the under-dog. He rightly believes that the success of an organisation and its activities ultimately depends on its having a contented staff. He may, at times, seem harsh in his words or exacting in his demands but there is an underlying sympathy and understanding that we can say that like Dr. Johnson, "he has nothing of the bear in him but the skin".

Earlier Mr. Jehangir J. K. Patell Secretary of the W. I. A. A. read the message received from the Governors and Chief Ministers of Maharashtra, Gujarat and Madhya Pradesh respectively and from the Union Minister of Transport and Communications wishing the function success.

Mr. Himatlal V. Gandhi, a Vice-President of the Association proposed a vote of thanks.

Daily Bus Service To Goa

The large Goan population is jubilant at the liberation of Goa as it means an end to all travel and other restrictions. The Maharashtra State Road Transport Corporation lost no time in starting a daily luxury bus service to Goa and back which will be a great boon to Goans of Bombay who upto now had to go by a circuitous route via Belgaum changing at many places.

The liberation of Goa also brings

nearer the completion of the much-talked-of West Coast National Highway, from Bombay to Cape Comorin, passing through Ratnagiri, Belgaum, Panjim, Karwar, Mangalore, Calicut, Cochin and Trivandrum and covering over 1,300 miles. Except for a few missing links the highway is already well aligned and it is expected it will be ready for use by about the end of the Third Five Year Plan.

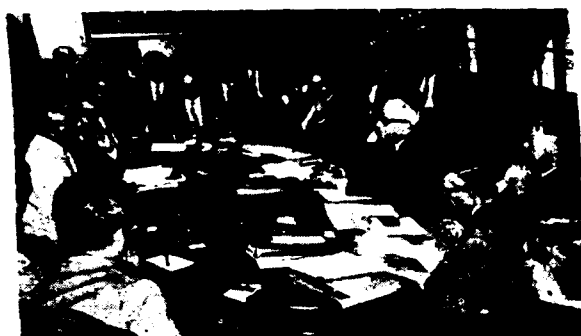
Tourism in Maharashtra

Tourism, especially of the middle-class people, has received a great impetus from the various measures taken by the Government of Maharashtra. Much of the credit for this goes to the energetic Minister for Tourism, Shri Homi J. H. Taleyarkhan. Apart from organising week-end trips to Aurangabad (Ajanta & Ellora), Mahabaleshwar and Bandardara Dam, the Government have set up holiday camps at various places of interest and scenic beauty where facilities for accommodation and food are available at cheap rates. New Rest Houses have been opened for the exclusive use of tourists at Vajreshwar Hot Springs, Matheran, etc.

Tiruchy Tyre Syndicate To Be Wound Up

The general body meeting of Tiruchy Tyre Syndicate, was held on 3rd Feb. 1962. Sri G.C. Pattabiram, President, was on the chair. The members were entertained to tea by the President. It was resolved to wind up the syndicate as the purpose for which the syndicate was formed, had been fulfilled, and tyres were being distributed in an equitable manner. The supply position of tyres had improved and there were not many registrations. The Syndicate resolved to donate Rs. 500,- to the School for the Blind, Tiruchy, and the balance to the Motor Parts Dealers Association, Tiruchy. The President, Sri T. Rajagopal and Sri Hussain addressed the members. Sri R. Gurusamy, Secretary, Motor Parts Dealers Association thanked the members for the generous contribution. The Tyre Syndicate has already donated Rs. 1001 to the District Collector for Flood Relief.

NEWS IN PICTURES



(At left) Walter Hill ex-Managing Director of Messrs. Vauxhall Motors Ltd., is seen addressing Hindustan Motors Sales and Service Representatives' Conference. Seated to Mr. Hill's right are Sir L. P. Mishra, General Manager and Mr. S. L. Jhinghaniwala, Sales Manager, and on his left is our Mr. M. Sanjiva Rao, Deputy Sales Manager of Hindustan Motors. (at right) A general view of the same conference held in Calcutta on 22nd January, 1962.



Picture taken on the occasion of the recent visit of Sir Henry Spurrier, Chairman and Managing Director of Leyland Motors Limited of England to Ashok Leyland Limited, Madras, shows from left Messrs. R. R. Jones, General Manager, A. E. L. Collins, Managing Director, R. Hoyle, Works Manager of Ashok Leyland and Sir Henry Spurrier.



Sri A. K. Patel, Managing Director of Central Automobiles (P) Ltd., has left for U.K. and the continent on a business tour.



Selvan Kashnathan was married to Selvi Alagamma on 17-1-62. Bridegroom Kashnathan is the brother of Sri Rm. A. Rm. Ramanathan Chettiar, Proprietor of M. S. A. Ramanathan Company, Madras, and the Secretary of the Madras Rubber Tyre Syndicate, Madras.



While celebrating Republic Day this year, Hanco management distributed service awards to its employees. From left to right: Sr. Gunan Desai, Chief of the Packing Department, receiving a gold chain for the wrist watch, to present when he completed 10 years' service. (At right) Hanco Chairman, K. R. Anand was agreeably surprised when he was presented with a beautiful wrist watch on behalf of Hanco's Bombay, Delhi, and Madras employees.



MODEL RULES FOR MOTOR TRANSPORT WORKERS ACT 1961

The Government of India have finalised a set of model rules under section 40 of the Motor Transport Workers Act 1961. These rules except rules 7 to 23, come into force in the State of Madras from 21st March 1962 and rule 25 and the State Government may, by notification in the Official Gazette, direct that rules 17 to 23 and rule 25 shall come into force on such date, or dates as may be specified.

Chapter II

Registration of Motor Transport Undertaking

4. *Application for registration.* Every employer of an undertaking shall, within not less than thirty days before the date on which he proposes to operate the undertaking, submit to the Chief Inspector, or an Inspector duly authorised by him in this behalf, an application in Form No. 1, in duplicate, for the registration of the undertaking and grant of a certificate of registration.

In the case of an undertaking existing immediately before the commencement of these rules, such application shall be made within sixty days from such commencement.

Where an undertaking has units operating in more than one State, the employer of the undertaking shall apply for registration to the Chief Inspector or the Inspector, as the case may be, of the State in which its Headquarters Office is located.

5. *Grant of certificate of registration.* A certificate of registration for an undertaking shall be granted by the Chief Inspector or an Inspector duly authorised by him in this behalf in Form No. II on payment of fees as specified.

6. *Validity of certificate of registration.* Every certificate of registration granted under rule 5 or renewed under rule 8 shall remain in force up to 31st December of the year for which the certificate is granted or renewed.

7. *Amendment of certificate of registration.* (1) The certificate of registration granted under rule 5 may be amended by the Chief Inspector or an Inspector duly authorised by him in his behalf.

(2) An employer who desires to have his certificate of registration amended shall submit to the Chief Inspector, or an Inspector duly authorised by him in this behalf, an application stating the nature of amendment and reasons therefor.

(3) The fee for the amendment of the certificate of registration shall be five rupees plus the amount if any, by which the fee that would have been payable if the licence had been originally issued in the amended form, exceeds the fee originally paid for the certificate of registration.

9. *Transfer of certificate of registration.* (1) An employer holding a certificate of registration may at any time, before the expiration of its validity apply for permission to transfer the certificate to another person.

12. *Payment of fees.* (1) All fees to be paid under these rules shall be paid into the local treasury and receipt obtained which shall be submitted along with the application.

13. *Marking of the registration number on the vehicles.* The registration number of the undertaking shall be marked on the left hand side of every vehicle in lettering 3" high and $\frac{1}{2}$ " thick.

15. *Powers of Inspectors.* An Inspector shall for carrying out the purpose of the Act, have power to do all or any of the following acts:-

(i) to photograph any motor transport worker, to inspect or sketch, as the case may be, any motor transport vehicle, building, room, appliance, apparatus, register or document, which is under use or occupation of any undertaking, or anything provided for the

purpose of securing health and welfare of motor transport workers.

(ii) to prosecute, conduct or defend before any court any complaint or other proceeding arising under the Act or these rules or in discharge of his duties as an Inspector;

(iii) to require any employer to supply or send any return or information relating to the provisions of the Act or of these rules; and

(iv) to have a person residing in a State other than one in which an offence under the Act or these rules has been committed examined through his opposite number in that State and to obtain a record of such examination.

16. *Duties of Certifying Surgeons.* (1) For the purpose of examination and certification of adolescents who wish to obtain certificates of fitness, the certifying surgeon shall arrange a suitable time and place for the attendance of such persons and shall give previous notice in writing of such arrangements to the employers of undertakings concerned within the local limits of his jurisdiction or undertakings or class of undertakings assigned to him.

(2) The Certifying Surgeon shall issue his certificates in Form No. III. The foil and counter-foil shall be filled in and the left thumb mark of the person in whose name the certificate is granted shall be taken on them. On being satisfied as to the correctness of the entries made therein and of the fitness of the person examined, he shall sign

21st March 1962

9

33

the foil and initial the counterfoil and shall deliver the foil to the person in whose name the certificate is granted. The foil so delivered shall be the certificate of fitness granted under section 23. All counterfoils shall be kept for a period of at least two years after the issue of the certificate.

(3) The certifying surgeon shall upon request by the Chief Inspector carry out such examination and furnish him with such report as he may indicate in respect of any undertaking or class of transport undertakings where:—

(a) cases of illness have occurred which it is reasonable to believe are due to the nature of work or other conditions of work prevailing therein, or

(b) adolescents are or are about to be, employed in any work which is likely to cause injury to their health.

(4) If the certifying surgeon finds as a result of his examination that any person employed in any work in any undertaking is no longer fit to work for medical reasons, he shall inform the employer in writing accordingly. On receipt of this information, it shall be obligatory on the employer to suspend such a person from working in that work for the period recommended by the certifying surgeon and no person after such suspension shall be employed in that work unless he is certified fit for the work by the certifying surgeon.

(5) The employer shall afford to the certifying surgeon facilities to inspect any work in which any person is employed or is likely to be employed.

(6) The employer shall provide for the purpose of any medical examination which the certifying surgeon wishes to conduct at a place of the undertaking to be fixed in consultation with the representatives of the workers (for his exclusive use on the occasion of the examination) a room which shall be properly cleaned and adequately

ventilated and lighted and furnished with a screen, a table (with writing material and chairs.

Chapter IV

Welfare and Health

Chapter IV, Rules 17 to 26 deals with the Welfare and Health of workers, the establishment of canteens, restrooms, uniforms, medical facilities, first aid facilities etc.

Chapter V

Hours and Limitations Of Employment

27. *Hours of work.* (1) The Chief Inspector may on written application from an employer, subject to such conditions and for such period as he may think fit, permit motor transport workers to work for more than 8 hours in any day or 48 hours in any week but in no case more than 10 hours in a day and 54 hours in a week—

(i) on any route of 100 kilometers or more, and

(ii) on such festive or other occasions as may be notified by the State Government in the official Gazette.

(2) In any case referred to in the second proviso to section 13, an employer shall not require or allow any motor transport worker to work for more than 16 hours in a day and 72 hours in a week with at least 8 consecutive hours of rest between the termination of duty and commencement of the next duty.

28. *Notice of hours of work.* (1) The notice of hours of work shall be in Form V.

(2) It shall be written in English and in a language understood by the majority of workers and shall be displayed at a conspicuous place where the motor transport workers ordinarily call for duty and shall

be maintained in clean and legible condition.

(3) No change in the notice of hours of work shall be allowed unless a three days' clear notice is given to the Inspector indicating the contemplated change in the notice of hours of work.

29. *Weekly Rest.* (1) No motor transport worker shall be required or allowed to work on a day of rest fixed for him (hereinafter referred to as the said day), unless—

(a) he has or will have a holiday for a whole day (hereinafter called the substituted day) on one of the three days immediately before or after the said day, and

(b) the employer has before the said day or substituted day whichever is earlier.

(i) delivered a notice at the office of the Inspector of his intention to require the worker to work on the said day and the day which is to be substituted; and

(ii) displayed a notice to that effect at the premises.

GERMAN FORD'S RECORD EXPORTS

For the first time in its history, Ford of Germany last year exported more than 100,000 vehicles. The Company's exports from January through November 1961 were 21 per cent above exports during the comparable 1960 period. Exports of the German automobile industry as a whole rose nearly 5 per cent last year. Mainstay of the German Ford plant's unprecedented sales successes at home and abroad is the Taunus 17M. Over 74,000 units of this popular passenger car were exported during the first 11 months of 1961 - a gain of nearly 60 per cent over the nearly 47,000 units shipped overseas in the corresponding 1960 period.

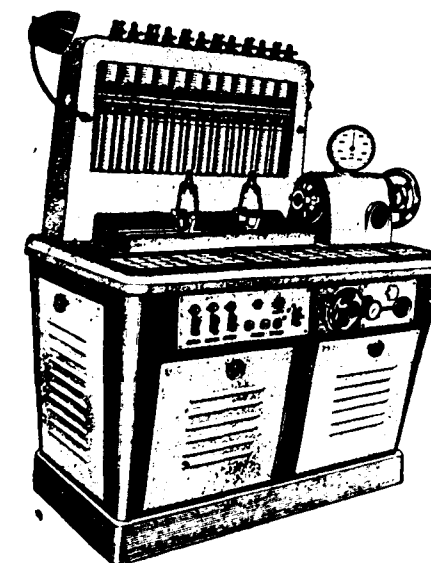
AVAILABLE IMMEDIATELY FROM FORTHCOMING CONSIGNMENT, LIMITED NUMBERS, AT PRICE FIXED BY STATE TRADING CORPORATION OF INDIA.

DIESEL TEST BENCH

MADE IN CZECHOSLOVAKIA

FOR

CALLIBRATION OF 8/12 CYLINDER PUMPS



ACTUAL USERS—GARAGES, WORKSHOPS AND SERVICE STATIONS

Please Contact Immediately

OVERSEAS AGENCIES

Head Office:

3/5, Nanabhai Lane, Fort, BOMBAY-1
Phone: 253295

Branches:

5, Sooterkin Street, CALCUTTA-13
Phone: 232564

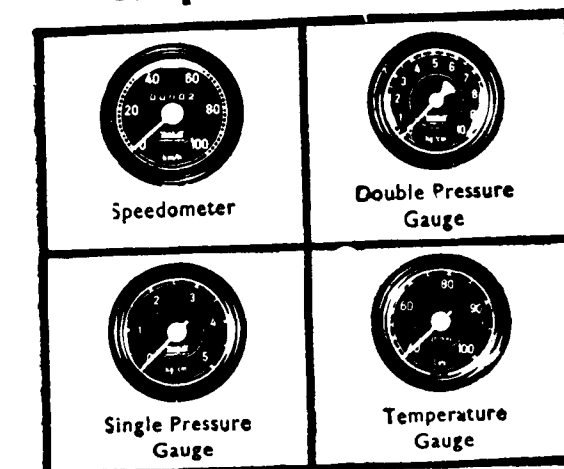
75-G, Nizamuddin West, NEW DELHI-14
Phone: 72874

Now available

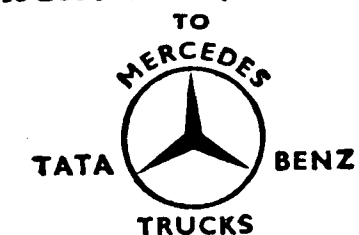


PANEL INSTRUMENTS

for accurate check on vehicle speed, oil & air pressure and temperature control



THESE PRECISION INSTRUMENTS ARE ACCEPTED AS ORIGINAL EQUIPMENT



Manufacturers:
INTERNATIONAL INSTRUMENTS PRIVATE LIMITED,
BANGALORE-2.

Sole Selling Agents:
ASSOCIATED TRADES,
7/3, Patullos Road, Madras-2.

FDS/NK/7

Company News

Tractors and Bulldozers (Private) Limited

A team of ten Czechoslovak technical experts arrived in Baroda recently for assisting Tractors and Bulldozers Private Limited in the manufacture of "Hindustan" tractors at their Baroda factory. Another batch will arrive after a few weeks. A selected team of Indian engineers will also be sent to Czechoslovakia shortly for training in tractor factories there.

The Government of India have licensed Tractors and Bulldozers Private Limited to manufacture these tractors in collaboration with Czechoslovakia and an ultra modern factory has already been set up for this industry at Baroda. According to the phased manufacturing programme, these tractors will be made with hundred percent indigenous content in three years' time. The production of "Hindustan" tractors has already commenced and the first batch will be ready shortly.

NEW FUEL INJECTION COMPONENT UNITS

Automotive Manufacturers Ltd., Bombay, proposes to set up a new undertaking with foreign collaboration to produce fuel injection components, it is learnt.

The company's programme is to



Chairman and Managing Director of Leyland Motors Ltd. of England, Sir Henry Spurrier (centre), hands on his inspection a section of the Ashok Leyland factory at Bangalore, during his recent visit to Madras.

manufacture on a single shift basis 25,000 elements per month for fuel injection pumps, 25,000 delivery valves for fuel injection pumps, 8,334 nozzle holders complete and 30,000 nozzle assembly.

The capital cost of the entire project is estimated at about Rs. 30 lakhs. It is expected that the entire foreign exchange requirements for the import of machinery will be provided by the foreign collaborator, Messrs Simms Motor Units Ltd., U.K.

Simms Motors have already offered to collaborate with Jai Bharat Trading Co. of Delhi which has been licensed to manu-

facture 42,000 elements, 42,000 delivery valves and 42,000 nozzle assembly a year. The company has not, however, commenced production.

Another unit, Messrs K.S. Injection Ltd. of Rajkot, which was also licensed in 1960 to manufacture 250,000 each of elements

is, delivery valves and nozzle assembly and 18,000 nozzle holders a year has also not yet gone into production.

LEYLAND CHIEF IN INDIA

An "on the spot" examination of market conditions in India, together with a survey of the progress of the factory of Ashok Leyland Ltd. was undertaken by Sir Henry Spurrier, Chairman and Managing Director of Leyland Motors Ltd. who arrived in Madras on the 17th February.

Sir Henry Spurrier's visit coincided with the production of the tenth thousandth Comet chassis by Ashok Leyland Ltd. The vehicle was tastefully decorated and after a puja in the traditional Hindu style, Sir Henry Spurrier himself, amidst cheers, drove the vehicle round the vast factory buildings.

A full-fledged Sales and Service Conference which was briefly addressed by Sir Henry Spurrier was held at the offices of the company in Bangalore. All matters within the purview of sales, service, spare parts facilities, publicity, design and other matters were discussed fully with a view to providing operators, not only with

Ashok Leyland vehicles and engines whose demands are increasing, but also with a view to meet problems that may arise "after sales."

TEKSONS' EXPANSION PLAN

Teksos Private Limited, manufacturers of automobile radiators and low pressure fuel flexible hoses, has applied to the government to increase its licensed capacity to 24,000 radiators annually on a single shift and for the inclusion of a whole range of heat exchangers in its industrial licence.

The company is in technical collaboration with Messrs. Techno-Chemie & Co. G.m.b.h., Frankfurt, West Germany, who are the largest manufacturers of hydraulic hoses in Europe, and with Messrs. Autokuhler Ges.m.b.h., Hofgeismar, West Germany, for the manufacture of radiators.

The Teksos unit is self-sufficient and uses 100 per cent Indian raw material in its radiator section.



NEW 'SILVER EXIDE' BATTERY

Always on the look out for further improvements in design (Chloride and Exide Batteries (Eastern) Limited have introduced a new range of popular 12-volt 'Silver Exide' Automotive Batteries incorporating many improved features made possible by the adoption of new manufacturing techniques and improved materials.

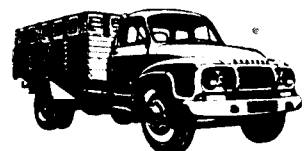
The batteries have been further

modernised by streamlining the top cover design and by shortening the inter-cell connectors. The connectors lie flush with the tops of the lids and a novel form of gasket seal is incorporated to provide a permanent acid tight and vibration proof joint. The flush connector design makes cleaning the batteries very simple as they can be easily wiped over to remove dirt and splashes. It also minimises the risk of short circuits and corrosion.

FIT TIGHT NUTS

The directors of Fit Tight Nuts and Bolts Ltd., state in their latest report that the expansion scheme of the company has been finalised. Orders for machinery have been placed with the suppliers and some of the machines have already been despatched by them. It is expected that all the machines will be received in a short time. It is also expected that the company will start the manufacture of the new items on commercial basis in July or August this year.

	FOR $\frac{1}{2}$, $\frac{3}{4}$, 1 and 2 H.P. "MARCO" AIR COMPRESSOR & TYRE RETREADING RESOLING VULCANIZING MACHINES & BOILERS Contact: IMPERIAL TYRE RETREADING & VUL. WORKS (Regd.) 66, Ajmere Gate, DELHI-6 Phone: 227321 Gram: "GUARANTEE" DELHI
--	--



BEDFORD

Dealers: **KASI & SETHU**

'RAMAN & RAMAN' BUILDINGS, KUMBAKONAM
 Importers and Dealers in
AUTOMOBILE SPARES

Branches: 60, Gandhiji Road, THANJAVUR
 83, West Boulevard Road, TIRUCHIRAPALLI-8
 33, Nathamuni Street, T.NAGAR, MADRAS-17

ALL ABOUT NEW PRODUCTS

AMTA INDUSTRIES (INDIA) of 17 D.L.F. Industrial Area, New Delhi-15, have started manufacture and supply of giant model all purpose heavy duty hydraulic jacks of ten ton capacity. It is claimed that these are specially suited for lifting modern vehicles with overhanging bodies. Quick operation, safe lifting, great range and easy manoeuvrability are some of the points mentioned in favour of this product. Agencies are said to be open for some areas.

PRADEEP & COMPANY, Kothari Mansion, Parekh Street, Bombay 4, have announced the manufacture of nuts, bolts, nipples and other automobile products. Styled "Pinky," these products are claimed to be of top quality, especially ensuring safety.

THE AUTOMOTIVE & ALLIED INDUSTRIES PRIVATE LTD., a new enterprise by the well-known Kalyanpur Brothers have announced their manufacturing programme. They have also plans to manufacture items to clients' own specifications and blue prints. Their present manufactures include bright steel axle studs, sleeves and nuts of all sizes for automobile and industrial purposes in SAE, MM, WW and BSF sizes; hydraulic grease fittings of all sizes in steel for automobile and industrial purposes in various standard threads; and tyre valve outfits such as valve caps and valve repair tools for trucks as well as cars. With Head Office in Bombay, their Madras branch functions from their own building, Kalyanpur House, 4 Westcott Road, Royapettah, Madras-14.

INDIAN CORK INDUSTRIES of Calcutta, established in 1960, announce the manufacture of

cork sheets, packing materials, gaskets, plastic lenses, and rear lights for automobiles. The proprietor is Sri Inder Mohan Sangar.

KIRLOSKAR OIL ENGINES LTD of Poona, the well-known firm of Maharashtra, have now added new automotive items to their already established items of manufacture. Under license from Messrs. Glacier Metal Co. Ltd of the United Kingdom, they are now manufacturing thin-wall bi-metal bearings and bushes for stationary and automotive engines.

ANDHRA ENGINEERING WORKS, Industrial Estate, Warrangal, announce the manufacture of completely machine built axles for automobiles. The products, it is claimed, are manufactured from the right type of steel.

AUTO PISTON MANUFACTURING CO. Amritsar, announce the manufacture of Auto Pistons for cars, trucks and jeeps

THE ASIA ELECTRICAL (INDIA) 512, Marhatal, Jabalpur announce the manufacture of armatures, and dynamo-end plates for all trucks, cars and jeeps.

THE ARBARIYA MALLEABLE INDUSTRIES, 3276, Gudri Mansurkhan, Agra, announce the manufacture of dependable replacement equipment for the automotive industry, particularly heavy vehicles. Extensive trials have proved, it is claimed, their malleable chassis parts to be most dependable on rough roads for long periods.

MESSRS J. M. A. INDUSTRIES PRIVATE LTD. Kashmere Gate, Delhi announce the manufacture of "Tex" wiper arms and blades for automobiles in collaboration with Messrs. Magnatex Ltd. Middle-

sex, England. The products, now manufactured in India, are made from stainless steel. We offer our congratulations to Sri D. R. Sondhi on this additional service to the automotive industry.

DEALERS' NEWS

INDEPENDENT MOTORS 3/1 Mangoe Lane, Calcutta 1, a sister concern of Motor Exporting Agency, Bombay has started functioning recently. The opening function was attended by leading members of the auto parts trade in Calcutta including Sri P. K. Basu, President of the Calcutta Motor Dealers' Association. Guests were received by Sri S. Dalip Singh.

THE CENTRAL ENGINEERING WORKS, 212, Reay Road, Bombay 10, announce the opening of their new workshops at the above address. Reconditioning of parts, engines etc. will be their main lines of service to the automotive industry. They are also well-known for their "Reliable" brand auto products.

THE ASSOCIATED AUTO PARTS PRIVATE LTD. 445 Lamington Road, Bombay-4 announce that the Hella Horns they distribute in Maharashtra and Gujarat are original equipment on Tata-Mercedes-Benz trucks. These horns are claimed to be the ideal replacement for any make of automobile in India.

MESSRS PUROHIT RUBBER WORKS, 13, d Kurla Industrial Estate, Ghatkopar, Bombay-77, have announced the opening of their new factory in modern buildings and excellent surroundings. Manufacturers of engine mountings, springs and shock absorber bushings, radiator hoses, horn bulbs, sponge and

channel sections for body work, ebonite rods, sheets and many synthetic rubber goods, they have pledged to give the highest quality goods for the industry. Sri R.C. Purohit is the proprietor of this concern and his son is being specially trained at the National College of Rubber Technology, London where he is taking a special course in advanced rubber technology.

STUDEBAKER-PACKARD CORPORATION, South Ben, 27, Indiana, U.S.A. announce the appointment of Messrs. Associated Exports Imports Corporation of 8-b Lal Bazar Street, Calcutta-1, as their authorised joint distributors for Eastern, Northern and Central India; and Messrs. Components and Machinery Corporation, 9/12 Lal Bazar Street, Calcutta 1 for Western and Southern India.

THE PRAMASHAW MOTOR CO. Rawal Building, Lamington Road, Bombay-4, announce their appointment as sole agents for the whole of South India for the popular brand of Apex Brand products (Hub drums and chassis parts) for Bedford and Benz trucks and Hindustan cars.

MESSRS. CHIDAMBARAM AUTO-MOBILES, stockists and distributors for Ceat tyres and Silver Exide Batteries and dealers in parts for cars and trucks, announce the change of their business premises to 162 Avanashi Road, Coimbatore-1.

MESSRS. B.A.R. INDUSTRIES PRIVATE LTD. 13, D. L. F. Industrial Area, Najafgarh Road, New Delhi-15 announce the appointment of their zonal distributors for B.A.R. piston rings. They are Messrs. British Motor Car Co (1934)

[News about new products, firms and persons in the automotive and road transport industries and trades are published free of charge in these columns and dealers, operators and units of the industry are requested to send details, with photos if any, of developments in their sphere to the Editor, Motorindia, 5A/147, Mount Road, Madras-6 for inclusion from time to time.]

Private Ltd, New Delhi for Northern India; Messrs. Upper India Trading Co Private Ltd, Madras-2 for Tamil Nad, Andhra, Kerala and Mysore States, Messrs. Vora Brothers, Bombay-4 for Mahagujarat and Maharashtra, Messrs. Auto International, Calcutta-13 for West Bengal and Assam, and Messrs. Motor Spares Parts for Bihar.

MESSRS. BARODA AUTOMOBILE SALES & SERVICE have announced the opening of their modern show room and service station at Indira Avenue Road, BARODA recently by Sri Chinubai Kilachand of Premier Automobiles, under the presidency of the Maharaja Gaekwad of Baroda. Baroda Automobiles are authorised dealers of Fiat cars and Dodge trucks.

MESSRS. N. R. BATRA & SONS, manufacturers of "Sun" brand battery separators of Dehra Dun have announced the opening of their new unit SUNLITE AUTO ELECTRICALS at 71, Gokhale Market, Delhi-6. This firm specialises in the manufacture of auto electrical and ignition parts.

MESSRS. RAZEEN AUTO-MOBILES, a new auto parts firm dealing in Tata, Perkins and Fiat spares and accessories have opened at 3 Arumuga Naicken Street, Mount Road, Madras-2. The partners of this firm are: Messrs. S.M. Sheriff, A. Rahim and S. O. M. A. Razeen.

MESSRS. PANKAJ CYCLE & MOTOR CO have moved into a new premises at 28 Avantikabai Gokhale Street, Bombay-4. They are dealers in auto spares and accessories and agents for Star Products and Luxor sun visors.

MESSRS EAST INDIA MOTORS, a new branch of Messrs East India Automobiles, Calcutta 13, has been opened at Ganga Bhavan, Avantikabai Gokhale Street, Bombay-4. They specialise in jeep parts and genuine disposal parts for military vehicles. The proprietor of the two firms is Sri Narottam Dave, and the opening function was attended by the elite of the auto parts trade in Bombay.

AASI

The Automobile Association of Southern India has given Notice of the 50th Annual General Meeting to be held at the registered office of the Association, No. 38-A, Mount Road, Madras, on Friday the 6th day of April 1962 at 4-30 P.M. to receive and adopt the Report and the Audited Statement of Accounts for the year ended 31-12-61; appoint Auditors to hold office until the conclusion of the next Annual General Meeting and to fix their remuneration and appoint the Executive Committee of the Association, namely:—A President; a Vice-President; a Chairman a Vice-Chairman; an Honorary Treasurer; and ten Members.

DMTA

The adjourned Annual General Meeting of the Members of Delhi Motor Traders' Association will be held on Thursday, the 5th April, 1962 at 10 A.m., on the First Floor of Pearey Lal Motor Market, Kashmere Gate, New Delhi-6, to receive and adopt the Executive Committee and auditor's report, Balance Sheet as on 31st December, 1960 and the Income and Expenditure account for the year ending that date and to elect the Executive Committee Members from 27 candidates contesting the election.

MODELS AND THEIR Prices

CARS

Hindustan Ambassador (South India Automotive Corporation Private Ltd. Madras, Khivraj Motors (P) Ltd., Madras, Reliance Motor Co. Private Ltd. Madras) and Associated Accessories Private Ltd. Kurnool, ex-plant Uttarpara ...	12,554 00
Standard Herald (Union Co. (Motors) Private Ltd.) ...	10,040 00
The Fiat 1100 Select (Sundaram Motors Private Ltd.) Ex-Factory ...	10,586 00
Willys C.J. 3B Universal Jeep ex-plant Bombay ...	13,795 00
Willys Model 4 W.D. Jeep Station Wagon ex-plant Bombay ...	20,180 00
Willys Model Jeep Station Wagon 2 W.D. ...	17,421 00
Willys 4-75 4 W.D. 118" Truck Chassis ...	14,611 00

MOTOR CYCLES

Royal Enfield (The Madras Motors (Private) Ltd.) -	
"150 Prince" (any dealer point in India) ...	2,078 00
"350 Bullet" with spring frame (any dealer point in India) ...	3,733 00
Royal Enfield three wheeler chassis ...	4,670 00

SCOOTERS

Lambretta, manufactured by Automobile Products of India Ltd. Distributors, South India Automotive Corporation Private Ltd., Madras. Prices are ex-Factory, Bhandup, Bombay.	
48 c.c. Scooterette ...	827 00
150 c.c. 'LD' Model Deluxe Scooter ...	1,800 00
New Vespa 150 cc Scooter (sold in Madras by Sundaram Motors Private Limited) ex-plant Bombay ...	1,954 00

VANS

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

TRUCKS & COMMERCIAL CHASSIS

CHEVROLET

(Assembled at Hindustan Motors Ltd., Calcutta and sold at Madras by Rane (Madras) Private Ltd. and Reliance Motor Coy. (Private) Ltd. at Kumbakonam by Kasi & Sethu and at Madurai by S. G. Jayaraj Nadar & Sons). Prices are ex-plant Calcutta for Petrol Chassis.	
132 1/2" W.B. ...	20,563 00
156 1/2" W.B. ...	20,800 00
174 1/2" W.B. ...	21,200 00
196 1/2" W.B. Diesel ...	27,300 00

BEDFORD

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

LEYLAND

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

TATA BENZ

(V.S.T. Motors Private Ltd. and Pandyan Automobiles Ltd.) Tata-Mercedes-Benz Diesel Truck and Bus Chassis 1.312/42 165" W.B. 5-Ton Truck Chassis ex-Works, Jamshedpur ...	26,390 00
L.P. 312 42 165" W.B. Full Forward Control Truck Bus Chassis ex-Works, Jamshedpur ...	27,350 00
L.P. 312-48 190" W.B. Full Forward Control Bus Chassis ex-Works, Jamshedpur ...	28,140 00
L. 312 36 142" W.B. 5-Ton Truck Chassis ex-Works, Jamshedpur ...	26,045 00
LK 312 32 126" W.B. 5-Ton Truck Chassis ex-Works, Jamshedpur ...	29,690 00

FARGO

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

DODGE FARGO PETROL TRUCK CHASSIS:

1600 - 116" (4) 7.00X 16-8 Ply ...	15,955 00
do do (4) 7.50X 16-8 Ply ...	16,194 00
do do (4) 8.00X 16-8 Ply ...	16,966 00
do do (4) 7.50X 16-8 Ply ...	16,265 00
do do 126" Power Wagon chassis (4) 9.00X 16-10 Ply ...	22,569 00
KEW105 & 109PA6 - 165" w.b. load chassis (6) 8.25X 20-12 Ply ...	22,003 00

DODGE FARGO KEW DIESEL TRUCK CHASSIS:

165 & 109P6 - 165" (6) 8.25X 20-12 Ply ...	28,646 25
105 & 109M4 - 165" do ...	29,169 25

DODGE FARGO KEW DIESEL BUS CHASSIS:

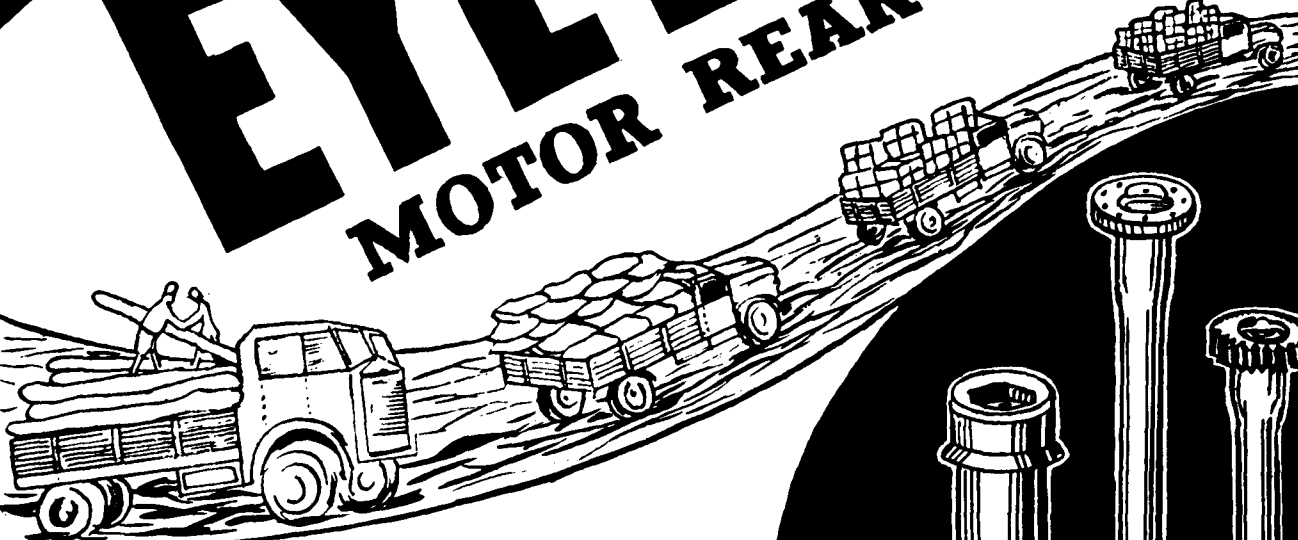
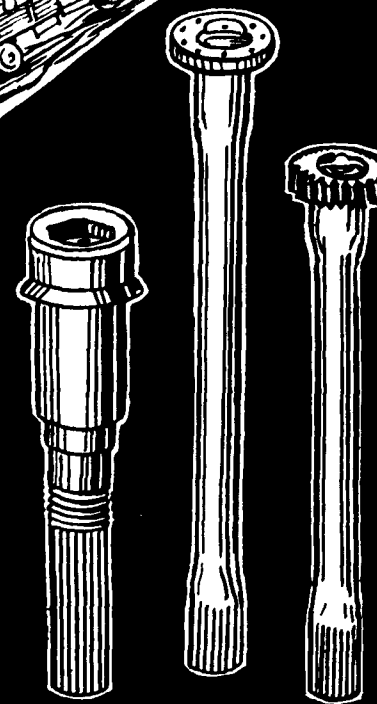
87 & 89 P6 - 190" (6) 8.25X 20-12 Ply ...	29,200 25
87 & 89 P6 - 142" (6) 8.25X 20-12 Ply ...	29,074 25
87 & 89 Deutz 190" (6) 8.25X 20-12 Ply ...	30,126 25
87 & 89 M4 - 190" (6) 8.25X 20-12 Ply ...	29,324 25
89 P6 - 206" (6) 8.25X 20-12 Ply ...	29,563 25
89 M4 - 206" (6) 8.25X 20-12 Ply ...	29,620 25

The prices and specifications are exclusive of taxes and are subject to change without notice.



EYE BRAND

MOTOR REAR AXLES

*Rugged Roads or Heavy Loads-
Eye brand Axles are the answer*

GURU NANAK

AUTO ENGINEERING & FOUNDRY WORKS

FACTORY AT **BUNDALA**, JULLUNDUR DISTT. ○

SALES OFFICE: **GORAYA**, JULLUNDUR DISTT.

PHONE **23**
GRAMS
MOTORAXLES



CEAT TYRES FOR HEAVY TRANSPORT

TRUCK DRIVERS TRUST CEAT TYRES...
they have that extra toughness to stand up to con-
tinuous hard wear and tear. CEAT the only tyres
with the exclusive deep tread, non-skid pattern—
SPECIALLY DESIGNED for MAXIMUM SPEED and
MINIMUM OPERATING COSTS.



CEAT

Your friend
on the highways