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MUSINGS

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Will CNG save the day?

(By A Special Correspondent)

CNG is the buzz word in Tamil Nadu. Will Compressed National Gas answer not only Tamil Nadu's prayers for fuel, but also the country's?

For years now, India has been burning up, flaring is said to be the technical term, the natural gas from its oil fields because it felt it couldn't afford to invest in the infrastructure to pipe it to the different parts of the country. But when the oil crunch became really serious during the Gulf War, India was forced the look at alternative sources of energy. One of those who looked hardest was Madras Refineries (MRL) who studied how the natural gas being flared in the Kaveri oil belt could be put to best use. And CNG for vehicle fuel was one of the answers it came up with.

Putting up the country's first compressor station in Nagapattinam at a cost of Rs. 45 lakhs and receiving 500 cubic metres of gas a day from the Oil and Natural Gas Commission's Narimanam field free of cost for the six-month trial period, MRL is now experimenting with ten buses of Cholan

Roadways. The first buses on the road are running with a 50 per cent CNG and 50 per cent diesel mixture, but this will gradually be improved to 70 per cent CNG 30 per cent diesel.

If these tests to save 70 per cent diesel and provide pollution-free running are successful, the bus corporations in the Kaveri Basin will go ahead during the next year with the Rs. 80,000-a-bus conversion of 1000 buses in the first stage. And by the end of the Eighth Plan it is estimated that 10,000 buses in the state will run on CNG. About 144 million cubic metres of natural gas a day will be available from the Kaveri oil fields by 1994-95 to meet the demand of these vehicles.

Now it is reported that CNG-powered cars will also be on the roads of Bombay, Delhi and Madras by the year end. The Gas Authority of India Ltd (GAIL) has been holding discussions with the leading car manufacturers on this and has targeted 5000 cars for conversion. Five garages in each of these cities will be equipped for the

Rs. 20,000-a-car conversion and 15 petrol stations in each city will offer CNG in the first stage. The conversions, expected to start by May, will enable the converted vehicles to run either on petrol or CNG.

Petroleum demand in the country is expected to be around 120 million tonnes by 2005. Crude production then would be around 55 million tonnes and natural gas production 65 million tonnes. India would almost be energy sufficient if the conversion infrastructure was in place by then. This would necessitate completion of the northern natural gas pipeline, work on which has begun, as well as a southern pipeline which is still a pipedream.

(Continued on P5)



In delightful, courteous 'officialese' we are instructed to please post our letters at the Teynampet Post Office "as per indications given below". Presumably, if we can read and get the instructions right and don't have a fit of absent-mindedness between the time of reading and the time of posting, our letters should reach their destinations faster. Or are the dozen post boxes, in a different colour for each destination and fixed to the wall in front of this post office in TTK Road, just another way of making life easier for postal staff? Like asking for post delivery boxes on the ground floors of apartment blocks? If both systems will make deliveries faster, Mr and Mrs Madras are unlikely to grudge the extra labour on their part.

The boxes at the Teynampet branch are the second stage of an experiment which began inside the T. Nagar Post Office precincts some months ago and seems to be working reasonably well. The Teynampet boxes will soon also provide access to two-wheelers that will enable their riders to post their mail, while astride their vehicles. As for the delivery boxes in apartment blocks, it would be best to get the building code to insist on them in all new high-rise blocks. In the case of the blocks already built, the Post Office might call all the major builders in the city for a chat and persuade them to do their bit for their erstwhile clients — even if it means a bit out of their pockets. That's a better way of settling this issue than everyone concerned waving the red rag of courts and strikes.

(Photograph by SUSHEELA NAIR)

When will foreign airlines get the nod?

(By Our Aviation Correspondent)

Foreign airlines have shown a great deal of interest in operating through Madras and getting away from the congestion of Bombay and Delhi. Minister of State for Civil Aviation and Tourism, M O H Farook, has also said that he's thinking of inviting foreign carriers to operate through Madras. Then what's the delay in tying up all the loose ends?

The talk in local travel circles — and heard loud at a recent seminar on "Tourism and Tamil Nadu" — was that Lufthansa, KLM, Alitalia and a couple of 'Middle East' airlines were keen on flying into Madras. Lufthansa, in fact, have been thinking about it for quite a while and have even introduced a cargo service. All these airlines are said to feel that a weekly service in and out of Madras would be paying.

Will 1992 then be the year that Meenambakkam International Airport becomes busier than ever? If that happens, the one bottleneck that will have to be removed is the long hold-up at the Immigration counters. Customs has become very streamlined at Meenambakkam, but Immigration, with its too few counters and too many men not familiar with computers, is a sore point with many incoming travellers.



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FACES THAT SELL

Is it legal to use the Finance Minister — who under no circumstances would have given his permission for such use — in an advertisement? Whatever the answer to that poser, it was one smart steel window maker in the city who produced the rather clever advertisement on the left, which appeared in a major Madras daily and did not appear to be the work of any major advertising agency. The advertisement on the right stars Alyque Padamsee, who would undoubtedly have included the other 'ad' among his 'local ads' in his presentation if only he had seen it. Hundreds, however, saw Padamsee in the Madras Management Association-Advertising Club of Madras advertisement and thronged the Ambassador Pallava to see advertising showman Padamsee hog the limelight in person. A report on the Padamsee Show appears on page 5. Wish we could report on whether the steel window people found "a great ad one that generates great sales".

Airports waiting for airlines

(By Our Aviation Correspondent)

While Meenambakkam awaits the foreign airlines, several smaller airports in Tamil Nadu await not only their formal inauguration by VIPs who can find the time, but also an airline willing to make use of their facilities.

The Rs. 3.5 crore Tuticorin Airport is ready for use. Its 4500-ft runway is built to handle Dorniers — of the 12-24 seater variety, presumably — but the terminal building has been built to handle 150 passengers and 130 cars! That's planning for you.

Salem has also been given similar facilities and the airport building is now receiving the finishing touches. Meanwhile,

Coimbatore's brand new Peela-medu Terminal and an extended 7500-ft runway to handle Airbus are ready, Rs. 6 crores having been spent on giving the industrial city a facility fit for its heavy traffic.

An airstrip and terminal facilities for Dorniers are also ready at Pondicherry at a cost of Rs. 1.5 crores. And they're still talking of an airport for Chettinad at Kanadukatham, where the South India aviation pioneer SAA Annamalai Chettiar, betwixt his preoccupation with racing and seeding the cycle industry in the South, established a very active Aero Club. That airstrip was taken over during World War II and a solid runway laid

for Flying Fortresses intended to bomb Malaya and Singapore. The war ended before the 'Forts' could arrive — but the runway the RAF left behind has hardly made life easy for the grazing cattle of the government farm that took over the premises about 20 years ago.

With Thanjavur, Neyveli and Trichy also having airport facilities, all that is needed is an airline to connect all these airports in the state. Waiting for Vayudoot promises to be a vain dream. Isn't there a local entrepreneur or a Tamil NRI willing to start TAMIL NADU AIRLINES? Such a venture could well get all these airports bustling.

AJAX AT THE COURSE

Madras nominees cut a sorry figure

It was not for a holiday that M.A.M. Ramaswamy went to Bangalore nearly a week before the Invitation Cup week-end there. India's most hard-working owner, who seldom misses his horses' morning trials at Guindy, obviously wanted to share with his senior trainer, Jim Foley, the preparatory work of his runners for the Classic Invitation Cup, the country's most prestigious race, and its supporting events, the Classic Stayers Cup and the Classic Sprinters Cup. All three had this year an unprecedented boost in prize money, thanks to the ITC sponsorship.

MAM's trip was, to a great extent, rewarded. His Star Contender, starting an odds-on favourite, outclassed and outstayed his 12 rivals in the Stayers Cup. His Flirting Vision, who was virtually written off after his lame performances in the 2,000 Guineas and the Derby at Mahaluxmi, was understandably easy to back at 6-1 and over for the Invitation. But the Vision-Flirting Feathers colt nearly stunned the entire Indian racing fraternity by his fighting second to Bugs Bunny, the champion Bangalore filly, who just managed to maintain her winning streak on her home turf by a neck.

The Pune-based Astonish, Flirting Vision's conqueror in both the 2,000 Guineas and the Derby, and Bugs Bunny topped the betting at the Guindy ring. Astonish was favourite at 2-1 and Bugs Bunny second favourite at 9-4. Only Flirting Vision at 6-1 and Dangerous Liaison at 7-1 among the other runners came in for any support. The ring was so packed that reaching a bookie was an ordeal. Tons of money flowed into the satchels on Astonish and Bugs Bunny. But MAM's fans solidly backed Flirting Vision, whose defeat was indeed a great relief to most of the layers of odds.

They had to pay through their nose the previous day when Star Contender won the Stayers Cup at the cramped odds of 10-7 on. None of the rest of the field of 12 came in for any support. Some of them, like Kurukshetra, Black Star and Lightning Glory, were at the fancy odds of 50-1 and yet found no takers. The bookmakers' estimate of Star Contender's potential was fully vindicated. The Riyahi-Scintillating colt's gold and Flirting Vision's silver were a fitting reward for the work their

connections put in to bring them into top gear.

Oddly enough, the two colts' performances provided an irony. Well as they won in the colours of Madras's and India's leading owner, they were not among the nominees of the Department of Racing, Government of Tamil Nadu, as both were being raced outside Tamil Nadu. As a result, the DOR drew a humiliating blank at the two meetings. Never before had the ancient Madras turf taken such a beating. Only Vibrat's Vintage Cup third saved it from total eclipse. Some of its nominees, like Black Star and Para Trooper, cut a sorry figure. The near-total eclipse was a sad commentary on the present standard of racing at Guindy, India's oldest centre.

MOVING AND MEMORABLE

A recent report in *The Hindu* of a cricket match between Scindia's team and the A.I.C.B.-XI, sponsored by the All-India Confederation of the Blind, reminded me of a moving experience I had in Tiruchchirappalli, thirty years back. Stalwarts like Bishen Singh Bedi, Abbas Ali Baig and Kapil Dev, among others, let by Scindia himself, made the recent occasion unique. In 1971, it was my introduction to the game, as played by the blind, that made the occasion memorable.

The purpose of my visit to the temple town had been to cover a National Defence Fund cricket match in which Ajit Wadekar, a hero then after his 1971 triumphs in the West Indies and England, took part. Responding to the invitation of S Theodore, Vice-President of the Tiruchi District Association, and Honorary Superintendent of the Home for the Blind in the town, I went along with M J Gopalan, and S Sriraman, of the Tamil Nadu Cricket Association, to see the blind indulge in cricket, an idea worked out by that famous eye specialist Dr Joseph.

The cricket 'ground' was the open terrace of the Home. The pitch was a 10-yard strip marked with grooves along its edges to help the blind locate

it by touch. The creases for bowling and batting too were similarly cut out. The wicket, consisting of stumps fixed to a light frame, was a mobile one. Small bells that tinkled at the slightest touch were attached to the frame. While the tinkle helped the blind to locate the wicket, its light weight and mobility minimised the chances of injury if the players ran into it. The big sized ball was of rubber, with small bells built into it, while the bat was a full-sized one.

The game itself had been modified to suit the blind participants. Each team had seven players. The batsman was assisted by two runners, one at his back, near the wicket, and the other at the bowler's end. Apart from the runs that a hit fetched, a wide declared, when the ball was outside the pitch, went to the batsman's credit.

The field was set in the normal style. The wicket-keeper clapped his hands every time and then got into position, and guided by the sound the bowler rolled the ball towards the wicket. As it tinkled on its way the batsman picked the line of the ball and hit it to the off or swept it to the leg-side. The tinkling sound of the ball as it sped away helped the fieldsmen to follow and locate it with minimum trouble and roll it to the wicket-keeper along the ground. The keeper gathered the ball and broke the wicket — every time the ball was thrown to the keeper he did this. If the batsman missed hitting the ball, the wicket-keeper picked the ball and stumped him. The batsman was guided in taking a run by his runners, who were able to pick the direction of the ball by the sound of the bells, and judge whether it had been fielded. The participants themselves maintained the score-card using the Braille system.

If any cricket match had ever moved Gopalan and party to tears, it was this display by the blind, showing their perceptions of the world around them. While the idea of cricket for the blind was Dr. Joseph's, who had played a pioneering role in their rehabilitation, the details were worked out by S Siva-

History made by city pair

Madras cricket has hit the headlines. M. Senthilnathan, V.B. Chandrasekhar, N. Gautam and W V Raman all of Madras, mauled the Uttar Pradesh bowling for centuries at Kanpur to help Tamil Nadu enter the Ranji Trophy semi-finals on March 2. More important and noteworthy than the State players' batting performance was the role S. Sharath played in India's resounding 72-run victory over New Zealand in their under-19 Test at the Chinnaswamy Stadium in Bangalore on March 2nd.

One of the two Madras players in the India squad, the other being his Jolly Rovers Club team-mate, Tanveer Ahmed, left-handed Sharath is indeed the pride of Tamil Nadu cricket today. He hit a dazzling century and an equally scintillating 74. Both knocks were in keeping with his emergence as

Jolly Rovers' top scorer in City cricket and stamped him as one of the country's most promising batsmen. His figures indeed speak volumes of his bold and sound batsmanship. His 135 came off only 132 balls and was

by
JAICI

packed with a soaring six and as many as 24 fours, and his 74, off 89 balls, also contained one six and as many as a dozen fours. His century helped India recover from a poor 88 for three and total 341.

Fittingly enough, Sharath and Senthilnathan combined to make history on February 28. They became the first pair of a State Association's batsmen to hit centuries on a single day

in representative matches at two out-station centres. While Sharath pulverised the New Zealand bowling, a more celebratory occasion came at Kanpur where Senthilnathan hit his maiden Ranji Trophy century which, like Sharath's ton, helped Tamil Nadu rally after four wickets had crashed for a beggarly 34.

The New Zealanders took on India at Bangalore after giving ample evidence of their all-round skills, especially in fielding, in a drawn three-dayer against the Indian Cricket Board President's XI in Madras. Though the match ended in a tame draw, it was a valuable build-up for the tourists. They all batted with calm and correctness, though not brilliantly, and their bowlers were all game triers. But it was in fielding that they all excelled, straining every sinew to save runs at any cost, even by diving on the boundary line.

The New Zealanders' height and muscular build helped them save runs, and also won the admiration of the Pressmen, scorers and the Tamil Nadu Cricket Association officials, who alone constituted the crowd. The physique of the New Zealand under-19 youth was indeed something to admire, and even made many raise their eyebrows about their age. But they were all under 19, and it was a pity that such a team, bubbling with vitality, played before empty stands. Such indeed was the cold reception they had that they would have departed with the firm belief that the claim of cricket being the most popular game in Madras was all nonsense. They would have drawn at least a sizeable crowd if only the T.N.C.A. had given their engagement an adequate build-up. The empty stands were a sad commentary on the organisers' gesture to a visiting foreign team.

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ANSWERS TO QUIZ

1. On the wrist so that it could be easily hidden because of the militants' threat. 2. Kerala and the Union Territory of Pondicherry. 3. He was implicated in the Mhatre assassination case there. 4. 48 die in Mahanakhm stampede in Tamil Nadu. 5. France 6. Sheikh Abbas Musawi. 7. The Madras Museum. 8. It launched the Braille edition of the newspaper on Feb. 15 to meet the needs of the visually handicapped. 9. Maham star. 10. Semmangudi Srinivasan Iyer, Maharajapuram Santhanam, Kunnakudi Vaidyanathan, Mandolin U Srinivas. 11. A V Meiyappan — it was a magnetic device which would be rolled over the floor. 12. Beauty and the Beast. 13. a. Team Run Rate per over less Opponents Run Rate per over, b. 5% of

each player's match fee (including finals), per over. 14. Nearly 100 Indian men waiting to be smuggled to Canada! The container was filled with bunks and airpipes. 15. A certificate and a token cash reward of Rs. 200! 16. a. US serial killer who cannibalised 15 victims. Recently sentenced to 15 consecutive lifeterms. b. Swedish newspaper linked Rajiv Gandhi to Bofors kickback. c. Wrote 1.30 lakh letters in last 8 months, writes 300 a day in response to constituents. Recently visited by team from Guinness Book of World Records. d. Faced possible legal action by Star TV and BBC for tampering and rebroadcasting programme on J & K situation on February 17. e. Back in the news with cases for murder, arson and looting in the 1984 anti-Sikh riots in Delhi.

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