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- Use a box number it insures privacy.

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OWNER**
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Arranged alphabetically under vehicle headings this guide should prove extremely useful to motor owners throughout Southern India. The up-to-date Service Station and Sub-Dealer will find entries in this section to be a profitable method of inexpensive advertisement. Each entry in these

columns is charged for at the rate of Re. 1 per line, but no contract can be accepted for less than six consecutive insertions. Correspondence both from Dealers and Car Owners is invited in order to make this section as useful as possible.

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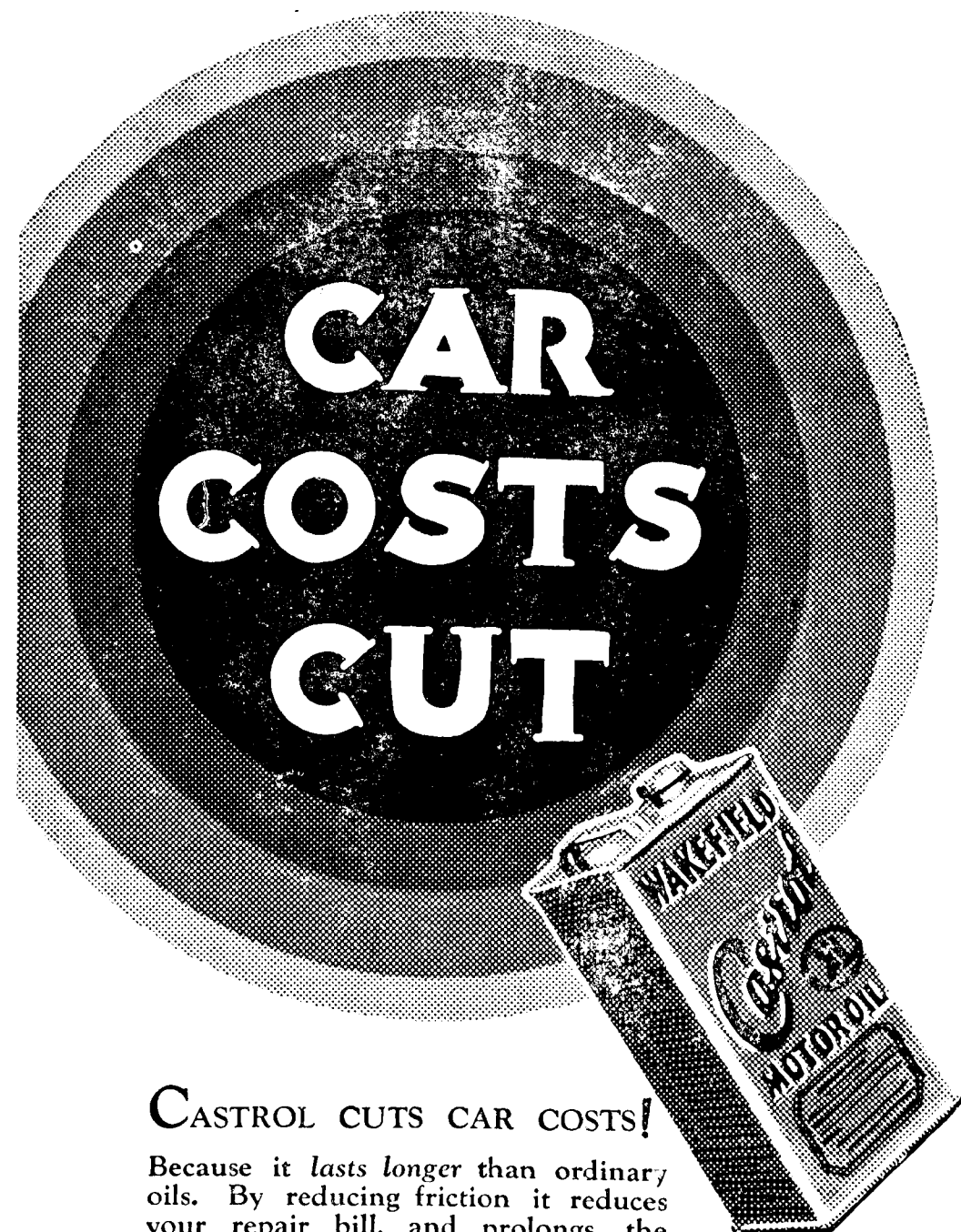
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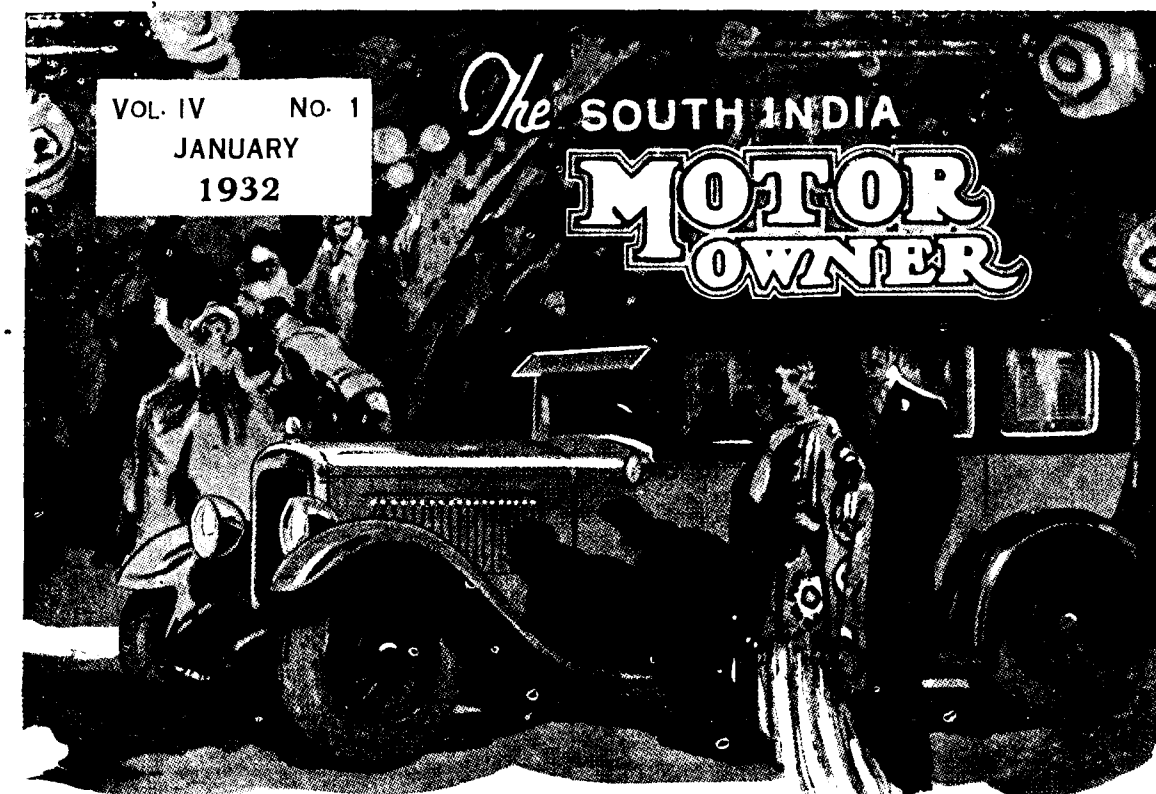
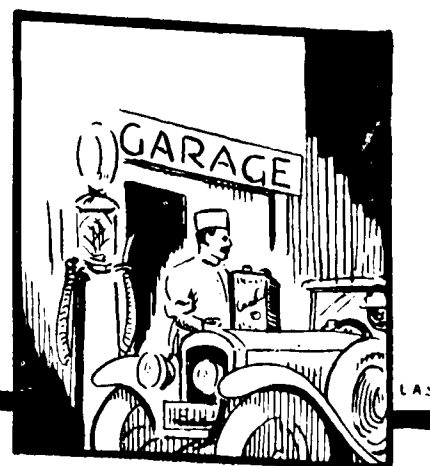
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Official Organ of the Automobile Association in Southern India

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PLEASE MENTION "THE MOTOR OWNER" WHEN REPLYING TO ADVERTISERS



Official Organ
of the
A. A. S. I.
in
Southern India

THE
SOUTH INDIA

Motor Owner

A MONTHLY JOURNAL DEVOTED
TO THE INTERESTS OF THE SOUTH
INDIA MOTOR VEHICLE OWNER.

Proprietors:
EASTERN TECHNICAL PUBLICATIONS
Mount Road, Madras.

Of Special Interest
to the
Owner-Driver

Touring in
Ceylon

Oil Specifications

Correspondence on
these subjects will
be welcome from
readers

Vol. IV. No. 1

January, 1932

Single Copy, As. 8
Annual Subscription Rs. 3, Post Free.

The Importance of Careful Signalling

Showing how incorrect signalling can be a real danger both to
yourself and other road users

MANY of us who are driving our cars in and around Madras are struck by the gross neglect of other drivers in the matter of signalling their intentions to us or other users of the road. When thinking of this subject one mentally divides road users into four categories:—those who signal clearly and correctly, those who do so in a careless and haphazard manner, those who fail to signal at all, and lastly, the man who plainly signals, say, a turn to the right and then deliberately and without further warning turns sharply to the left. How often is this last fault seen, and how often does the offender turn a wondering eye upon any one who may be bold enough to call his attention to the case. Really, if there is one road fault which annoys us more than any other it is this one of signalling one thing and doing another. The driver who makes an

indefinite sort of signal warns one to be wary—its very indefiniteness tells one to be careful, but a clearly given and definitely legible signal followed by an entirely different and consequently unexpected move is a pitfall into which even the most wary may fall.

On a wide road the danger is caused by the driver of the rear car turning into the left in order to pass the car which has given the right turn signal—a perfectly normal and legitimate move—with the result that the driver of the front car, on changing his mind, suddenly finds himself rammed, or nearly so, by the rear car. What usually happens then is that the driver of the rammed car remonstrates volubly that no matter whether he changed his mind or not, the rear car had no right to pass on the near side. Of course he is absolutely wrong. It is a generally recognised rule that straight traffic

is permitted to pass slowed down traffic on the rear side when the outer traffic has definitely signalled its intention of turning to the right.

In fact it has long been a rule that right hand turning traffic shall get over to the right in order to permit other traffic clear road without delay. It is an unwritten law, mind you, but none the less obeyed implicitly by all who strive to make modern motoring safer and speedier.

On a fairly narrow road the fault is not so dangerous, because there is perhaps little or no chance of any car in the rear attempting to pass on the near side, but, there is still the danger that the following car may not have brakes as efficient as they could be.

On wide roads, however, the matter is, as will

have been realized, much more serious and may involve three or four cars in a serious accident.

It is obvious that the fault is not confined to any certain type of motorist. Women drivers, are perhaps the greatest culprits, and then novices are apt to be at fault more frequently than is pleasant. Nevertheless even experienced motorists, drivers who have held licences many, many years, do it—and for them there is not the slightest excuse. In fact there is no excuse for old hand or novice which will explain such a dangerous and misleading practice. Signals are invented to give warning of intended movements and they should be given with the greatest care, not only because of the greater safety engendered, but also because a signal carelessly given may do more harm than no signal at all.

Charge!

Some say that the garages charge us
Far more than the job should be worth;
That they spot, with the eyes of an Argus,
Of technical knowledge a dearth.

They see you're a fool over motors
And don't know the A from the Z,
So they class you with lunies and bloaters
And charge you like H—; enough said!

I took my old 'bus to be tinkered,
And told 'em my lights were not good;
The expert in charge merely simpered
And dry-cleaned his hands on my hood.

When the bill came along one fine morning
And I'd looked all particulars through,
I gasped at their cheek for—take warning—
They'd charged me, and my battery, too!

K. I. M.

The Burden of the Road

A few remarks more or less to the point about this road transport business.

Roads and road transport are as closely connected as a Scot and his money, whisky and soda, and prohibition and bootlegging. The two things can scarcely be contemplated other than concomitant, so that when I read recently all these complaints about the state of roads in Bombay it struck me that somebody ought to stand up as champion of roadmaking interests. Roads, when one comes to think about it, are not bad things. Indeed, were they to exist solely for ornamental purposes, roads would be distinctly creditable. One can imagine, for instance, a spick and span stretch of highway smooth and flat as a taut tape measure between Bombay and Calcutta. And it would remain smooth and flat for years and years were it kept merely as a road, and not expected to carry traffic.

It is easy to see that the only thing which is wrong with roads is that traffic must make use of them. I say 'must' advisedly, because say what you will roads are the only reasonable means of transport. You may send your goods through the Post Office if you are not concerned whether they arrive at their true destination or not; you may be content to send them by rail if you have happily been spared the sight of a gang of coolies demolishing a station platform with packages marked 'FRAGILE'; but you will eventually arrive at the conclusion that for safe transport there is nothing like the road. That is, one must add, for other than personal transport. For those unaccustomed to having their lower interiors situated in the back of their throats, the roads particularly in and around Madras—for personal travelling—leave much to be desired.

But here I reiterate that roads would be alright if it were not for transport, a fact which raises a very complicated point. These trucks and buses—to say nothing of private cars and motor-cycles—are the curse and ruination of the most perfect road that was ever devised. The road building fraternity will agree with me whole-heartedly on this point. Here are these people whose business it is to create a road out of a few miles of waste land and to keep the resulting highway in good order, continually hindered in their work by road transport vehicles. It must be really discouraging for a posse of road makers to go out one morning with all their paraphernalia of poles, levels,

theodolites, buckets, spades, tape measures, picks tar and what not, only to have their work spoilt a few hours after completion.

When one thinks about it, it is too bad; arriving at a given spot they find that the road droops down at the sides like a semi-circular roof. This obvious defect they proceed to remedy. They dig down a little, then pile a lot of broken stone on the top of the hole to a calculated height, coat this with tar, put some confetti on the surface and pat the lot down with their spades. This done in half a dozen places they fiddle about with their instruments for the benefit of passers-by, and march back to headquarters with the pride of a job well done. And it is well done, too, and often looks very pretty, as it gives a quaint patchwork quilt effect to the otherwise dull road surface.

But what happens?

No sooner have the road repairers turned their backs than a thousand ton truck slinks up and makes a dent in the road's middle so that it is now defectively concave instead of the previously defective concave. Following on this arrive fleets of cars and motor cycles and, finally, it the whole work of the road makers has not already been mutilated beyond recognition, along comes a flock—or is it covery?—of hens to scratch what is left to pieces. No wonder the suicide rate among surveyors is almost incredible!

Roads in this our land seem hardly able to bear the burden of any but the lightest traffic, and unless the more heavy transport vehicles equip themselves with wings and take to the everlasting tarmac of the air, this vital problem of constructing roads to suit the traffic will continue to be one of nature's mysteries.

But after all, the roads seem to be at fault, and though I can offer no hope of salvation from the roadmakers, the outlook is not by any means as bad as one would imagine, for I have every reason to think that automobile manufactures will soon turn their engineers loose upon this problem, and prove themselves as capable in the sphere of mass road making as in the production of road transport vehicles. Which means that one of these days we shall be able to buy road by the half mile on generous hire purchase terms complete with all, the necessary tools and a spare parts list.

WITH A MORRIS MINOR AT A MALAYA MARRIAGE

By

M. J. Apperley.

THERE has been great excitement in the servants' quarters. Sidakin, my boy of several years' service, has just been married. I was invited to be present and left my bungalow early in the morning, attended by my Javanese gardener. We picked up en route four of Sidakin's friends who also wished to attend the ceremony, thus filling the Morris Minor rather more than is usual, even in these parts.

All went well until we turned off the main road on to the track which leads to the kampong where live the families of both bride and bridegroom. Here we met mud of a seemingly bottomless depth, and here we stuck. I reluctantly turned out my fellow guests, all beautifully dressed in their best silk sarongs and batus, into the mud to push. With typical Malayan cheerfulness, and much laughter, they did their best until, with the engine roaring, the car was extricated. But the guests had to paddle through the mud for the remaining mile or so.

I had been bidden to arrive about 8 p.m., but, owing to the delay, as I arrived at the entrance to his house I met the bridegroom's procession, accompanied by bearers of banners, decorations constructed from bamboo and coloured paper, and innumerable coloured candles, the beating of drums and clashing of cymbals.

In the middle of the column was Sidakin bin Torajo, dressed in a Father Christmas-like costume from the neck to the feet, and crowned with what might have been the top of a wedding cake, made of some gilded material, trimmed with a circle of gold pins some four inches high, from which danced little golden ornaments.

He was being upheld and propelled on an ancient push-bike, which, owing to the mud and uneven surface of the road, his supporters were unable to keep upright, with the result that he was swaying from side to side, the crown jewels executing the merriest of jigs, and the standard bearer making

valiant efforts to hold a black umbrella over him. The unfortunate youth, like many another bridegroom, looked as though he was going to his execution rather than his wedding. Fortunately my arrival rescued him from the ordeal of proceeding farther under these trying conditions.

Part of the Procession.

I now became part of the procession, with the bridegroom and the best man in the back of the car and the Master of Ceremonies beside me. The standard bearer then attempted to stand on the back bumper, but here I had to be firm and point out that my car was no tank nor their road a Brooklands track. So the M.C. took over the black umbrella, the procession arranged itself round us, women in front, children at the sides and men behind.

We moved forward at a slow walking pace, everyone chattering gaily and looking very happy except poor Sidakin, who still appeared very depressed. As we passed other houses cheers went up and the inhabitants came out and joined us.

All the way we were subjected to a constant barrage of crackers, which was very unnerving. When we reached the point nearest to the bride's house where a car could be taken, a halt was called. I thought my duties were now over and I could resume my role as spectator, but this was not to be. The best man and I were placed on either side of the bridegroom and his hands placed in ours, and thus preceded by the M.C. and the candle-bearers and followed by the remainder of the crowd we wended our way through the plantations of coffee and coconuts. In the courtyard of the bride's house, Sidakin and I were placed on chairs side by side, the guests forming a circle round us. I began to get fearful lest I also was being married.

The Dignity of Footwear.

Into the circle now stepped dancers, who each in turn made obeisance, performed their dance, kissed

the hand of the bridegroom and retired. This finished, we were conducted to the house and my muddy shoes removed. It is surprising how difficult it is to maintain a sense of dignity bereft of one's shoes. Clad in a sarong and baju one feels perfectly natural, but a trousered leg ending in a sock disturbs one's self-possession.

Sidakin was now seated in the middle of a mat-covered floor of a large open verandah, surrounded by the elders and the near male relatives. I was given a chair in a corner, and was glad to be a little less in the limelight.

The standard bearer, having replaced the black umbrella with a fan, stood behind fanning the perspiring bridegroom, while the priest addressed him and made various incantations, and uttered some prayers, accompanied by a running chorus of *Amens* from the crowd.

The bridegroom was now led into an inner chamber and seated on a dais, which reminded one of the top of the Punch and Judy show-box of one's youth, though there was nothing of the Punch and Judy in the dignified behaviour of the occupants. In front of the dais was placed a brass tray, with saucers of rice and other foodstuffs and some water. Now came the elders, who squatted before the bridegroom, scattered rice over his feet and anointed his hands, which were lying on a lace-covered cushion, and his head with water. The female relatives were allowed to view this, and a very old gramophone was kept going the whole time. This ceremonious rite finished, he was allowed to change his pantomime-like garments for a baju and trousers of cloudy blue silk, and a sarong of burnished copper colour.

Here comes the Bride.

It was now the bride's turn. She was carried from an inner room by a male relative as though she were a baby in arms, attended by her mother and women friends, and was seated beside Sidakin on the dais. She was barely thirteen years old and was dressed in a long silk dress of pale gold which completely hid her feet. Her hair was dressed in the shape of a boat and decorated with gold and silver pins. Her

ordeal only lasted a few moments' during which her eyes were rigidly downcast. She was then carried away.

The friends of the house of the bride were now regaled with curry and rice, and we of the house of the bridegroom retired.

The next day at 3 o'clock I was back again to escort the bridegroom to the final ceremony. He was now attired in a long cerise silk robe with long loose-fitting sleeves encircled at the wrists by gold bracelets. The same crown was worn. We proceeded as before to the house of the bride. How much more romantic it had seemed on the previous night under the stars and lit by candles! On arrival there was the same ceremony of dancing, followed by an address from the headman. He called at intervals on the choir of small boys, who broke into a shrill chant.

Sidakin was then taken inside and joined the bride, who was already seated on the dais. The two mothers sat one on either side. The bridegroom now placed rice in the mouth of his bride and she did the same to him, and also handed him a plate of curry and rice with a glass of water, which had not to be consumed. Their hands were guided throughout by their mothers, as they were not allowed to look at each other. At this point all the mothers with small babies crowded round and held up their children to be kissed by the newly wedded pair.

The two were now taken to another room and seated side by side on chairs with their backs to a bed, which had a canopy of flags and decorations. After a short time the bridegroom was led out and we slipped quietly away together in the Minor.

For one week the couple lived with the bride's parents and then Sidakin brought his bride to the servants' quarters at my bungalow, but the poor little thing was homesick and cried bitterly, so she was taken back to her mother, there to accustom herself to the idea of leaving home and to grow a little older before assuming the responsibilities of married life.

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GOOD YEAR

ALONG A CEYLON COAST ROAD

A Description of the Beauties of Touring by Road in Ceylon

WHEN starting out on a holiday it is a moot point whether it is best to plan the journey carefully, fixing approximately the very milestone near to which it would be best to get out the picnic basket, or whether it is really wiser to set out with merely the vaguest idea as to where you are going, but with a fixed determination to take things as they come, and to enjoy everything. We had chosen the latter course, knowing only that we intended to run along the Southern Ceylon, coast and to trust to luck. And, almost at once, good luck rewarded us.

For to those who follow the route from Madampe to Hambantota at the time of the Teevali festival it is given to see a dainty sight, which so far as I know, can be paralleled on no other road. Always the highway is a pretty one, with the green of the jungle on either side; but in October and at the beginning of November there is something added to it which smacks of fairyland, for it becomes the Road of the Butterflies. Where they come from, and why they choose just this stretch of macadam on which to bask in the sun, I do not know: but there they are in their thousands. They are not the wide-winged aristocrats whose glittering metallic blues can be seen in the patches of jungle by most Low-Country streams. These are smaller creatures, and their colours are, for the most part, quieter, though there are some gay little fellows with orange-tipped wings. Many of them are of grey or beautifully patterned brown, many are pale blue, and most of all are of a lovely primrose yellow. They rest on the surface of the road, with folded wings pointing upwards; so that, with the morning light behind them, they look like stones strewn thickly on the track. But as the car nears them they rise, and when we looked back after the car had passed, it seemed that the whole space between the green hedges was filled with a snowstorm of living fluttering colour.

At the hundred and thirteenth mile we turned away from the main road, following a little track that ran back to the left. Less than a mile away we knew that we should find a sight that would be worth seeing. But even so, it surprised us: for the Wal-away Ganga was in flood; and over the great dam at Leangastota the river poured in such mighty volume

that the masonry of each buttress was hidden by a swiftly falling mass of water: and it was through a mist of spray that we looked at the shallows at the foot of the dam, where the river foams and dimples over the rocks of the wide channel.

But on our return to the main road slight trouble awaited us. From here a new road of three miles was in course of construction; but this deviation will not be finished for some three months more, and in the meantime the old road, which follows the course of the channel from the dam, is in very bad condition, and, in rainy weather, is absolutely dangerous. With this exception, all the roads we traversed were in excellent condition.

At Hambantota there was further trouble. "No rooms; many ladies and gentlemen coming asking, all rooms very full." With a rather wistful glance at the long, low place, perched between squat white lighthouse and blue bay, we turned away. But the glory of the morning had gone; and the run South-West along the coast road that shows hardly a glimpse of the sea, is a monotonous one. It is a lonely road, without the grace of fine jungle; but the scrub yielded us a pleasant surprise; for suddenly rising out of it, not a hundred paces from the high way, we saw a fine stag. For a moment he stood still, staring at us, the head with its fine horns lifted in just the attitude of Landseer's "Monarch of the Glen." Then he was gone: but we shall never think of that straight road as being utterly dull.

Rain and the coming of evening drove us in to the Resthouse at Rana: a quiet clean little place in a green field. The chief events of the evening were the visit from all the cows of the village who suddenly looked in at the open door of the dining room, and the appearance of some excellent fried prawns upon the dinner table. The presence of the prawns, together with a distant booming sound, told us that we were not far from the sea: but for the first few miles of the next morning's run it still did not reveal itself. The country was rather dull and flat, with many bull-rushes growing in its swamps. The prettiest thing we saw was the small unknown flower of blue, which made the high banks along the road-side look as if they were covered with what the English village children know as dog-violets.

But we were bound for Tangalla: and the beauty of Tangalla would make up for the dullness of any road. It is a beauty too that has blent with it the whiff of romance that clings round the memorials of old days: for at the very entrance to Tangalla, we were met with a reminder that here we were in the old Maritime Provinces of the Dutch. This reminder was a tombstone, the first of many stately old graves which mark the line of the road along which the sturdy traders came to find cinnamon and wealth; and near which they stayed and settled down with that determination to make their homes in the new land, which belonged to the days when a voyage back to Europe was a six months' business. This grave, standing on a mound at the cross-roads, tells the passer-by who has the curiosity to read the still easily-legible inscription that—

"Here alas lies buried under
Soul and spirit asunder
The body of Lady
Maria Dorothea Ketelhack
Who was in life
The most pious wife
During twenty years to
Mr. Lawrence Peter Altendorf
Chief Clerk to the Katchery of Tangalle.
Born at Cochin—1767
Expired at Tangalle—1819".

One pictures Maria Dorothea in the stiff dress of her day; and, passing on to the Resthouse, one wonders if she used to visit there. For graven on its doorstep are the words: Doormyn O. P. Gebouw. A. J. 1774: so that the place was probably the dwelling of some prominent official or merchant in the days when Maria Dorothea lived close by. Whatever he was, O. P. Gebouw had an eye for a pretty spot on which to build him a house. It lies well under the protection of the old fort on the hill, which is still strong enough to be used as a prison, and from three of the verandahs of the Resthouse we could look out over the sea. The wide bay, with its fringe of coconut trees, amongst which certain light coloured bushes gleam absolutely golden by contrast with the dark green of the palms, is very pretty. But it is better to stand on that verandah which looks out to where the green waves froth about the reef; and if the fishing boats be racing in then, with their sails orange against the sharp blue of the sky, you see a glow of colour that it would be hard to beat. The sails are lowered when the boats are safely inside the reef; and, sitting astride their vessel, which is simply length without breadth, two planks tied and sewn together with manilla rope, and fastened with a few copper nails, often hammered out from old cents, the fishermen paddle her ashore. It is fascinating to watch her beached: but it entails

much shouting and sweat under the hot sun for the men who dig their heels deep in the yielding sand, and, facing the sea, push backward against the cross-bars of the outrigger. Their following reward seemed proportionally small. A man, who only needed a pair of golden earrings swinging under his red handkerchief and the woven hat that crowned it, in order to serve as the perfect model for an attractively villainous pirate, brought up the catch to show us in a single basket. There was colour there in plenty: not only the lovely mother-of-pearl shadel which one associates with freshly caught mackerels at home, or the pretty amber spots of a fish like a trout, but vivid, jewel-like reds and green, and blues as bright as those of a kingfisher's wings. We were not surprised that when we asked the fisherman the name of one rainbow creature, five inches long, he answered that it was called the parrot fish. The most unpleasant inhabitants of the bay are the ugly squids that live in the rocks. The water is so clear that it would be easy to see one of them before he fixed his tentacles round an ankle; but the bathing here is not good, as the coral rocks of the sea floor have decidedly sharp points.

On from Tangalla towards Matara the road coquets with the sea all the way. It is, in fact, bordered by water practically all its length: as, where the sea on the left may be hidden, there are lagoons and swamps on the right. I suppose that coconuts like growing with their feet in the water. They certainly seem to like the very edge of the waves; but that is a different matter from the black stagnant pools from the banks of which many of these grow. In them the husks of the nuts lie rotting in sort of cages made of ozers, and in an odour which is anything but pleasant. The reason for letting them decay in this way is seen in the piles of decayed husks, which women are breaking up in order to get the fibre. Other women carry great bales of this fibre on their heads, and in the verandah of nearly every hut we saw a big heap of the stuff, and a woman sitting on the ground twisting it into coir rope. It looks easy work, but must require a good deal of skill to make the springy strands firm. We saw one old grannie, with steel spectacles on her nose, pausing to watch the efforts of the youngest member of the family to help her with her work. The tiny brown person had got hold of the strand of rope close to the heap of coir, and was tugging with all his might. I wonder if he did as much damage as his little white brother would have accomplished if he were given a chance to handle his grannies' knitting. All the industries of this part of the world seem to be connected with the coconut in some form or other; and under the trees are to be seen many old chekkus—round grey stone presses, used to squeeze out the coconut oil by the help of

bullocks who walk slowly round and round, harnessed to a big wooden sort of pestle. The Chekkus are primitive affairs, reminiscent of the olive presses of our illustrated Bibles. All this part of the way is a little dreary; for, though the coconut palm seen singly or in twos and threes against a glowing sunset or a starlit sky is truly a thing of beauty, coconuts by the thousand, growing so closely together that their branches meet overhead must make any of the inhabitants of this part of the coast line feel that, like the three little sisters in the story which the Dormouse told Alice, they live at the bottom of a well. One can imagine how the folks who have their homes under this perpetual shade must enjoy getting to the open spaces where the markets stand; which perhaps explains why we had never seen so many markets as we saw in this district. Gay, cheery places they seemed to be; and the bright colours, both of the wares displayed and of the clothes of the marketers, were a welcome change after the all-pervading green shadows.

But we were not sorry to come to Matara. "Matara! Matara diamonds! I must get some." I said, thinking of the pretty antique brooches of crystals set in silver with fine workmanship in designs that recall the much-sought-after old Spanish Paste. So we sent for a jeweller to bring us some of these brooches. After a little time he came, "I got just what Lady wanting," he beamed; and spread out a roll of cotton wool on which were a dozen tawdry jewelled pins which might have been made in Birmingham yesterday. He was clearly puzzled when we explained that these were *not* what we wanted; and, though after a while he did fetch us two quaint little clasps and one evidently ancient hair-pin, set with the clear blueish white stones for which the place used to be famed, he sold them to us with evident pity for our lack of taste and knowledge of what was really smart. But of course this pity did not prevent him from trying to overcharge us shamefully.

On one side of the Resthouse at Matara lies the old Dutch Fort, now green and pleasant, with the ramparts forming a grey background to the splendour of a flamboyant tree in bloom; but it was from the verandah which looks on to the sea that we discovered another of the charms of this coast line in the tiny islands which lie all along it. Most of them are less than half a mile from the coast, to which they must once have been joined. Now it must be possible, in many cases, to wade out to them; but they are none the less the *Paradises* of a small boy's dreams: with grass covering the tops of the little red cliffs that rise from the waves, and with palm trees to supply the necessities of life as lived on the best desert islands. The most pic-

turesque of all these islets is, of course, the one that fronts the long sea-wall of the Resthouse at Weligama. But this could hardly be classed as a desert island, when, from amongst the greenery that crowns it, peep the tall doorway and windows of what might be a castle of romance. On from Weligama to Galle the road is mostly open to the sea. Indeed it seems as if the waves might wash over the track, but for the line of stones piled along the beaches, where, as it grew dark, the surf showed in moving curves of whiteness.

To enter Galle at night is perhaps the best way to realize that it belongs to an earlier day than ours. The attempt to identify it with old Tarshish, from which the ships of Solomon obtained their "ivory and apes and peacocks" may, or may not be justified. I suppose it is certain that the Phœnician galleys anchored in the remarkably clear water of the bay. But when you drive in under the archway cut in the thickness of the great Moon Bastion, and go through narrow ways where the lights of the car show, here a wrought-iron bracket that held a lamp long before electricity was thought of, and there a thick wall which rises to that rounded gable which is the mark of Dutch Colonial architecture all the world over; you can think only of the brave Hollanders, who won and held the town for a hundred and fifty years.

They have left their abiding memorial in the place in many ways; but chiefly in the old church that faces the ramparts. This is not the first church that they built after their capture of the city. That one, to which the chronicle says they carried the captured widows and orphans of the place "by force and compelled them with blows to go to their kerk," after the rough and ready methods of conversion common at that day, was destroyed. But when, in thanksgiving for the birth of a long-desired child, Gertruda de Jong built the present church in 1752, all the engraved tombstones from the older structure were brought here, and inserted into the payment. And here, cut in sandstone or granite; and, in most cases, wonderfully well preserved, can be seen the coats-of-arms of most of the great families who sailed East from the Netherlands. The most interesting memorial is that to a certain Samland, who was Commander of Hoise. His gauntlets, spurs, baton, and small sword hang on a tablet, together with the miniature reproduction of a white coat which was also a sign of his high office: but on his grave stone below is a figure symbolizing the soul of the man rising from a coffin that stands on skulls and cross-bones. Very well developed angels welcome the praying spirit into the solid-looking clouds of heaven with the notes of a trumpet; and Death, the grisly Reaper, retires discomfited in the lower right-hand

(Continued on page 26)

... through the
eye of a
needle --

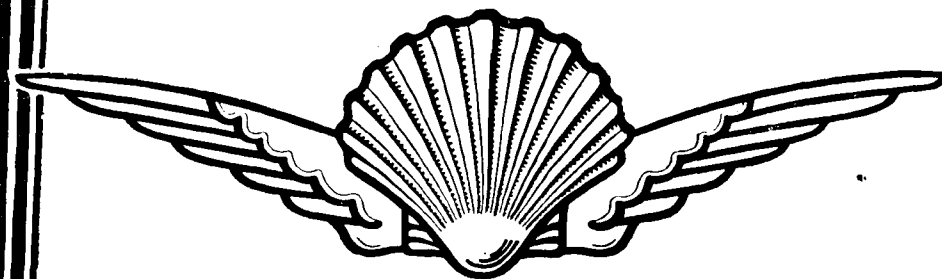
THEY SAID IT COULD N'T BE DONE!

BUT SHELL HAVE DONE IT.

For years experts have said that no mineral base oil could equal Castor Oil. By new processes Shell have now produced "Aero-Shell"—fully equal to Castor Oil as a lubricant and without any of Castor Oil's defects.

Shell originally produced Aero-Shell to meet the exacting demands of Aero-Engines only, but the very success of Aero-Shell upset such plans. Motorists and motor manufacturers "discovered" Aero-Shell, tried it, and immediately demanded it.

Aero-Shell is a luxury in ordinary slow "revving" engines, but is almost essential to the high-efficiency fast "revving" engine of to-day, because it gives a higher degree of lubrication under severe and sustained stress than does any other oil whatsoever.



AEROSHELL

Burmah-Shell Oil Storage & Distributing Company of India, Limited
Incorporated in England
Calcutta Bombay Madras Karachi Agents Delhi



SOME INTERESTING OFFICIAL FIGURES.

"Automobile usage and highway construction go hand in hand and both will continue to play leading roles in the economic development of all nations," is the opinion of A. W. Childs, chief of the automotive division of the United States Department of Commerce.

"The machines of today, which we believe to be powerful, comfortable, of pleasing appearance, sleek lines and efficient operation, will compare with cars manufactured ten years from now as the product of the late but gay 'nineties compares with present day models," said Mr. Childs.

"The human desire for activity to see new faces and places, means that peoples all over the world are demanding more and more suitable roads for automobile traffic between cities, estates and countries," he continued. "As people buy more automobiles, the demand for road mileage is answered by increased construction and improvement.

"Despite widely varying totals and conditions regarding road mileage, automobile registrations and automotive purchasing power, a world survey discloses a very definite ratio of motor registrations to road mileage.

"When we look for reasons for unusually high motor registrations in a given country, we usually find that there is a definite highway programme. In the United States there are 3,000,000 miles of roads open to automobile traffic. This gives us approximately one mile of road to every square mile of territory and 8-17 automobiles to every mile of road. By comparison we find that the total world ratio is 4.1 automobiles to every mile of road. The Americas, as a whole, have a ratio of 7.1, Asia, 4.3, Africa 1.09, Europe 1.69 and Australia 2.03.

"The lower ratio figures are in accord with total world registrations of automobiles. In general, it is found that wherever we have a low ratio of automobile registrations we also find a small highway mileage. In some countries, however, automobiles have far outstripped highway construction; but generally, when such is the case, we find a heavy concentration of motor vehicles in several large centers of population.

"In Cuba, for example, there are approximately twenty-four motor vehicles and twenty-six square miles of territory to every mile of road; in Panama there are nineteen motor

vehicles to every mile of road—but only one mile of road to every ninety-five miles of territory. There is also a pronounced concentration of vehicles in the Canal Zone. Similarly, in Venezuela there are seven motor vehicles to every mile of road, but only one mile of road to every 178 miles of territory. But in both Cuba and Venezuela road building programmes are being pushed. Automotive registrations in Venezuela have increased by leaps and bounds in the last five years.

"In Africa we find the low ratio of 1.09 vehicles per mile of road for the continent as a whole and one mile of road to 40,000 miles of territory. Egypt is the exception on this continent with eight vehicles to every mile of road, but the concentration of the vehicles in Cairo and Alexandria is pronounced.

"Europe shows greater uniformity in highway mileage to area. Italy, Latvia, Poland and the Netherlands all have approximately the same road to area ratio as the United States, but lag in total registrations. Austria has one mile of road to every 1.52 square miles of area and 1.36 vehicles per mile of road. Denmark has virtually two miles of highways to every square mile of area and 3.08 vehicles

HERE AND THERE NEWS AND MISCELLANY FROM ALL SECTIONS OF THE FIELD

(continued from overleaf)

to every mile road. France and Great Britain also show two miles of road to every square mile of area,

Ozonator Counteracts the Effects of Carbon Monoxide.

Among the millions of dollars worth of equipment in the Cadillac factory in Detroit, Michigan, few are as interesting as a machine known as an ozonator.

This machine generates ozone to counteract carbon monoxide gas which escapes from the exhausts of cars as they are driven from the assembly line.

"As you stand at the end of the line watching workers putting the finishing touches on a chassis," said E. C. Richards, production manager of General Motors India Ltd., "you will see a large metal box suspended from the ceiling over the line. This is to protect the men from the danger of carbon monoxide gas.

"Of course, this gas does not exist all along the assembly line, because the cars are moved by conveyors rather than by their own power. At the end of the line, however, the engines are started and the cars driven off. With cars constantly leaving the line, naturally

with 2-71 and 7-23 vehicles to the mile, respectively."

there is a lot of carbon monoxide gas in the air.

"The ozonator is a rectangular sheet metal box enclosing transformer and a group of glass cylinders which are coated with copper foil. Surrounding each glass cylinder is another cylinder of aluminium. In the space between these two cylinders a continuous electric discharge is produced.

"Ozone is generated by circulating room air through this discharge by means of a small blower, located on the machine. This ozone oxidizes carbon monoxide and renders it harmless.

"The ozonator is typical of the consideration shown for the welfare of the employees in all departments. Every possible device that will make working conditions better is provided. Under these conditions, the employees can display their best craftsmanship and assure the precision manufacturing for which Cadillac is famous."

A Speedway on the Wash.

A Bill will shortly be laid before Parliament to acquire statutory powers under which a company formed with the object of constructing and managing a combined speedway for motor vehicle and motor boats is to be registered as a non-profit-making association, limited by guarantee, and with no share capital. The income derived from the scheme is to be applied solely to promote its objects, to provide benefits and

facilities for the members, and not for gain.

The association is now open to receive applications for original associate membership, the first payment being half a guinea, which confers priority rights and privileges on the members subscribing.

Apart from racing tracks, a bungalow town is to be built, the dwellings being let to associates at 10s. per week throughout the year.

To Bring Prosperity.

In case there's been any doubt in your mind about 1931 having been a poor year for automobile manufacturers, those doubts will be set at rest by the National City Bank of N. Y., which publishes figures showing that in only three other industries has the decline in profits between 1930 and 1931 been as great as in the automobile business—General Motors being excluded from the tabulation. Twelve automobile companies, excluding G. M., showed profits 58 per cent lower than last year during the first nine months. Profit decline among machinery makers was greater, also in the steel and non-ferrous mining industries.

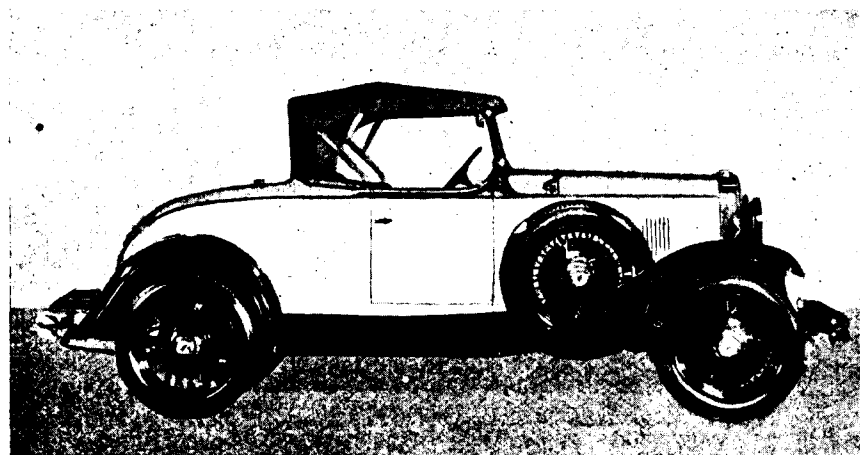
When General Motors figures are included, however, the automobile profit decline is only a little over 30 per cent—which puts it about midway between the best and the worst of the 24 industries listed.

But as Kipling makes his returned soldier say: "That's all shoved behind us, long ago and far away." At least it would seem so in the opinion of Alwan Macaulay, President of Packard Motor Company, who opines through the Associated Press that the automobile industry is about to be the spark that will light the fires of prosperity. Here's hoping he's right!

For Australian Morris Owners

We hear that the Morris Car Club, of Melbourne, Australia, is flourishing and that it enjoys a steadily increasing membership. At this year's annual meeting it was agreed that a most successful year had been brought to a close, and there was a gratifying announcement concerning the Club's balance sheet. The Club's activities are social and sporting.

HERE AND THERE: NEWS OF THE MONTH



The Chevrolet Sports Two Seater.

Advertising Brings Business to Defeat Hard Times.

Many business men have asked the United States Department of Commerce to get information of a specific kind. They wanted to know who made a good sales record in 1931 and how. Last summer the department started its work and gathered 358 examples out of district offices.

A high spot report just issued by the Department includes reports from manufacturers, a few distributors and wholesalers in seventy-four cities in thirty States. The Department summarized the reasons or policies which some 255 of the most successful firms gave for their success.

Better marketing and sales effort was mentioned by 254 of them. The following partial table tells the story:

Sales effort increased	46
Advertising	80
Increased	29
Maintained	19
Extensive	5
Aggressive	5
Careful	4
Reduced	4
Other	14

Says the department: "It will be seen from the above table that in-

creased sales efforts and advertising policies are the most important reasons given by firms for their success."

In a further extension of the above list, figures enable the department to say that market research, co-operation with dealers, policies dealing with new products and research for diversification are of scarcely less importance in achieving success.

Individual case methods of treatment in the report make interesting reading also and prove again that help comes from within the individual plant, not from some outside, mysterious force or advisory board.

These studies made by a Government department prove again that any record of success during hard times contains a large majority of concerns which advertised their new policy or product. In every such study we have seen it has been the unfailing rule that in most business stories of success increased advertising plays a star role.

Automotive Prospects for 1932.

At this season of the year many predictions are always made as to what the New Year holds in store

Milan V. Ayres of Chicago publicly prognosticated a motor vehicle production of 5,000,000 units for 1932 at a recent meeting of the National Association of Finance Companies. Mr. Ayres' prediction is considerably higher than that of others who think that 2,000,000 passenger cars will be sold in 1932 and that General Motors will sell 45 per cent of them. If this is right there is not going to be much improvement in motor car business in 1932, as 1931 sales in the United States of passenger cars totalled more than 1,500,000 while world passenger car sales reached 2,100,000.

An editor of one of the leading automotive weeklies in the United States predicts that 1932 sales of cars and trucks have a very good chance of equaling the sales of 1930 when car sales throughout the world reached 2,967,000 and truck sales throughout the world were 567,000. This man is optimistic enough to believe also that there is at least a possibility of exceeding 1930 figures in 1932 by a slight margin.

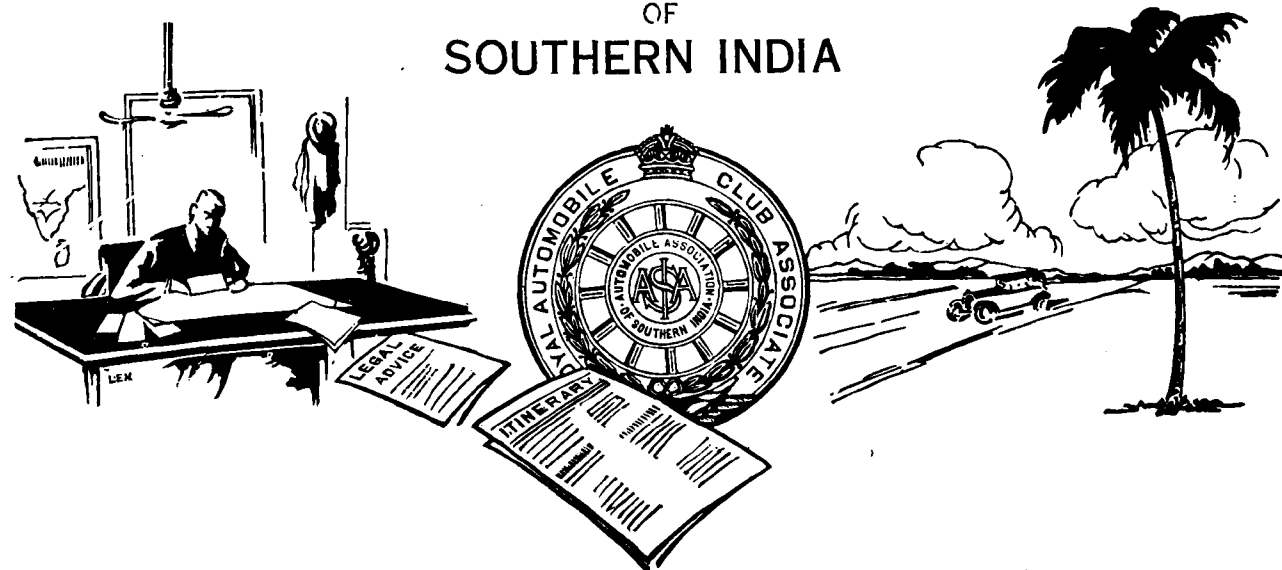
Soviet Union Notes.

U.S.S.R. has started work on a plant to produce carburettors at Samara. This plant will supply the entire automobile, tractor and airplane industries of the Soviet Union with carburettors, all of which at present are imported. The plant is expected to be in operation by March this year and to be in full production by June.

The Amo automobile plant at Moscow, U.S.S.R., which was completed on October 1, produced 75 trucks and 1 bus during the first month of production. By November 15 it was producing 12 machines daily and it is expected to be up to 50 a day by the end of the year.

The Yaroslavl automobile plant of U.S.S.R. produced its first eight-ton truck on November 7. This plant is expected to produce 27,000 five-ton trucks during 1932.

AUTOMOBILE ASSOCIATION OF SOUTHERN INDIA



Secretary's Report for December 1931.

Committee Meetings

1. The Executive Committee assembled on 11th December 1931, and amongst a number of routine items, dealt with the following as stated:—

Registration Certificates and Driving Licenses

(a) Decided to agree to a proposed amendment to the Madras M. V. Rules requiring re-registration of motor cars and renewal of driving licenses of persons entering the Presidency from other Provinces and States, but to protest against the levy of a full fee for such re-registration or new driving license.

Joint Membership of Army Unit Messes

(b) Decided that, in view of very definite objections to such a system by other Automobile Associations in India, Burma and Ceylon, the A.A.S.I. cannot further consider the matter.

All India A. A.

(c) Decided that conditions are not favourable for the formation of an All India Automobile Association, and that the present "Affiliation" system meets all normal requirements.

Traffic on Flooded Causeways

(d) Decided that, during flood periods, it was essential that traffic over causeways should be controlled, and directed the Secretary to approach local authorities on the subject.

Duplicate Driving Licenses

(e) Decided that endeavours should be made to obtain a ruling that, whenever the double fee of Rs. 10 is charged for a duplicate driving license the duplicate license should be current for twelve months from date of issue not twelve months from date of issue of the original license, as is the procedure at present.

Road Information

2. Heavy rains in the South of the Presidency, and on the Madras Coast, created floods in many places and most of the unbridged rivers were unfordable for varying periods. Many enquiries were received and replied to by telegram, telephone, and letter. The flood report system worked fairly satisfactorily, the main fault being that rivers reported as unfordable for motor cars were sometimes crossed by venturesome motorists. This, however is all to the good as it is preferable that members should not be misled into starting out on doubtful reports as to the state of river crossings. The number of drivers who will attempt the crossing of a causeway, with two feet of rapidly flowing water over it is very small.

Mysore Ooty Road

(b) Four culverts are being improved between Gudalur and Gundlupet on the Ooty Mysore Road. Diversions have been prepared, but motorists must be on the look out for these.

Shoranur Railway-Road Bridge

(c) The responsible railway authorities have been addressed with a view to ensuring better control of the opening and closing of the gates at the ends of the Shoranur Railway cum Road Bridge so as to avoid possibility of road vehicles being on the bridge when trains are due to pass.

West Coast Roads

(d) It is understood that all roads on the West Coast are again in motorable condition.

(e) It is understood that speed restrictions on roads in the Kodaikanal area are about to be removed.

Wallajahpet Sholinghur Chittoor Road

(a) In my last report, I stated that the possibility of using the Wallajahpet-Sholinghur-Chittoor Road as an alternative to the Ranipet-Rice Causeway-Tiruvellam-Chittoor Road, when the Rice Causeway was under deep water, was being explored. It has been ascertained that no advantage would be gained by using this road as a number of unbridged streams cross it, the causeway across the Ponnai River is only a temporary one, and the Irivaram (or Chittoor River) being a tributary of the Ponnai will always carry deep water when Ponnai is in flood.

Hyderabad State

(e) Many improvements have been, or are being made on Hyderabad State Roads, but until the improvements are completed through road communication with Nagpur will not be possible.

Madras City

(f) It is understood that Bodyguard Road is to be closed to road traffic (except trams) from 10th January 1932, and until the new overbridge is completed (probably in April). During this period, traffic between Mount Road and the Central Station should use the new Whadden Road overbridge—(North of Egmore Station) and Poonamallee High Road or the new Hospital Road Overbridge, near the Wallajah Gate of Fort St. George.

Madras City

(f) The Police Commissioner's Advisory Committee assembled during the month and decided.

Halting on Wrong Side of a Road

(1) That there is no objection to the system at present followed by many drivers, of drawing into and halting on the wrong side of a road in shopping areas. In arriving at this decision it was influenced by the fact that a driver has better opportunities of watching and avoiding traffic advancing toward him, than he would in allowing for the movements of following traffic.

(2) That in no circumstances should traffic be allowed to pass a traffic control officer other than under his guidance. At the same time traffic controls should give more consideration to slow moving traffic and not cause them to halt in favour of a motor vehicle, once they have commenced the crossing of a road junction.

(3) That the method of controlling traffic at the point of junction of the new roads east and north of the railway between the High Court and the Fort Railway Station should be left to experiment for the present.

(g) Endeavours to arrange two way traffic on the road leading from Mount Road to the entrances to the Race Course, on Race Days, have failed. The D.S.P. Chingleput District, has decided that the advantages of the present system of one way traffic far outweighs any benefit to be derived from two way traffic.

M. V. Taxation.

3 (a) recent amendment to the Madras M. V. Rules required and lays down the procedure, for cancelling the registration certificates of permanently insurable motor vehicles. Failure to cancel a registration certificate leaves the owner of an unusable car liable for M.V. Tax

(b) A Committee appointed by Government is reviewing the Motor Vehicles Taxation Act with a view to simplifying the procedure for paying the tax, and relieving certain classes of vehicle from high rates of taxation. The recommendations of the committee will not be made known until the next session of the Legislative Council.

(c) It is understood that arrangements have been made to simplify the method of refunding M.V. Tax paid on vehicles which have been under repair for a whole quarter. The system should admit of a refund due being utilised to cover the tax due in the following quarter.

Weather Reports.

4. Arrangements have now been made for this supply of daily weather reports from the Poona Observatory, supplemented by copies of the weather telegrams received from that Observatory by the Madras Mail. Our thanks are due to the Managing Editor of the Madras Mail who very kindly supplies copies of the telegrams free of cost

Broadcasting.

5. (a) Arrangements have been made with the courtesy of the Madras Corporation, to broadcast road information, whenever necessary from the Corporation's Broadcasting Station

(b) The possibility of broadcasting talks on Road Sense, M.V. Rules, M.V. Taxation, and kindred subjects is being explored.

Maps.

6. The A.A.S.I. Touring Map of Southern India has been completed and is now with the press for duplication. It is hoped that copies will be available for sale early in February. A further notification will intimate the price, etc.

Guide Books.

7. (a) The collection and collation of information for inclusion in a revised Guide Book for the A.A.S.I. is nearing completion.

(b) Endeavours are being made to obtain Guide Books of other Provinces and States in India. It would appear that the only Province with a really up to date Guide Book, is The United Provinces.

All India M. V. Rules.

8. Endeavours have been made to ascertain the recommendation of the Road Conference on Draft M. V. Rules for All India which were placed before it in September 1931. It is learned that the proceedings of that Conference are "Confidential" but that a summary of its decisions will be published shortly in "India Roads," a new official magazine.

Madras M. V. Rules.

9. Two important amendments have been made to the Madras M. V. Rules:—

(a) Providing that Motor Buses chartered for private use obtain a permit to use the roads of every district through which they pass. This rule is being contested as bearing hardly on parties of tourists and pilgrims who charter buses for extended tours.

(b) Cancelling the registration Certificates of derelict vehicles (see para 3 (a) above).

(continued overleaf.)

Automobile Association of Southern India : Secretary's Report.

(continued from page 21.)

Empty Petrol Tins.

10. At the request of a member, the leading petrol supplying companies were addressed with a view to making arrangements for the repurchase of empty petrol tins by any dealer. The companies state that such an arrangement cannot be made, and point out the fact that the carrying of a spare tin of petrol by a touring motorist is practically unnecessary, as petrol depots exist within 150 miles of each other all through the Presidency, and the normal capacity of petrol tanks on motor vehicles is usually sufficient to cover this distance.

Ceylon.

11. Motorists projecting a visit to Ceylon are advised to obtain a copy of the A. A. Ceylon Handbook, which is available from the Secretary, A.A.S.I. at Rs. 5 per copy.

Publications.

12. Two books of interest to motorists have recently been published :—

- (a) "This Motoring," a history of the birth and progress of the A.A. of Great Britain.
- (b) "Speed and sport" the journal of the Automobile Racing Association.

The former can be obtained from The Secretary, Fanum House, New Coventry Street, London, W.1.

The latter is issued free to members of the Association whose headquarters are located at 22 Surrey Street, Strand, London W.C. 2.

Itineraries.

13. (a) During the month many applications for itineraries were received and disposed of; while road

and flood reports were issued to the press frequently, including one on Xmas Day. Several extensive tours have been arranged for members of Associations in Northern India, while one itinerary has been provided for a member, from Kottayam to Baghdad.

(b) A member returning from leave in America asked the Association to simplify his landing a car at Colombo and bringing it by road to Madras. Although absolutely no details or description of the car were provided, arrangements were made to pass it through Ceylon free of Customs duty, and Indian Customs duty was paid in Madras in advance so as to render passage through the Dhanushkodi Customs Post free from trouble. Driving Licenses were obtained and supplied to the member on the ship at Colombo, and permission obtained for the use of certain Circuit Houses in Ceylon. This member landed in Colombo on 16th December and was in Madras on 23rd December, after having been delayed one day by floods near Madura.

Purchasing Cars.

14. The Association assisted two members in the purchasing of second hand cars during the month.

District Representatives.

15. Mr. H. R. Carson Parker has reluctantly resigned the Representation of the South Travancore Planting District.

Membership.

16. During the month 5 new members were elected, whilst 22 resigned or were struck off the register as untraceable. The total membership on 31st December 1931 was 914. There were 14 applicants awaiting election.

Madras, 2—1—32

F. CHURCH,
Major (Retd).

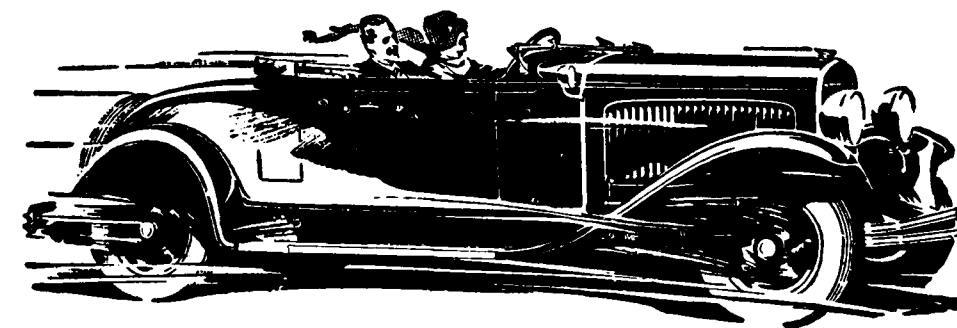
Secretary.

Oil Filter Gauzes

IF the metallic gauze of an oil filter in which this material is used should be damaged, no delay should occur in obtaining and fitting a new piece if lubrication and bearing troubles are to be avoided. But it is important that the new piece should be of precisely the same mesh as the old. A smaller mesh will, admittedly,

hold back smaller particles of foreign matter, but it will choke too quickly, while a coarser grade will not serve its purpose so well as the makers of the engine intended. To be on the safe side the new filter gauze should be of the correct size and shape, as well as of the proper mesh.

Crude Oil Selection—Its Relation to Correct Lubrication.



An Article Written by A Vacuum Oil Company Expert.

IN any discussion of the subject of lubrication one of the questions most commonly encountered is "From what crude is the oil made?"

It is obvious from this that many have been led to feel that the matter of crude oil type or source is the all important factor in selecting an oil for any purpose and particularly for automotive engine lubrication. However, while it is indeed true that crude selection is one of the factors involved in the manufacture and application of a lubricating oil for any particular purpose, it is not as simple a problem as it has been pictured.

As a matter of fact, the question "What crude do you use?" has about as much to do with the correct lubrication of a motor car as does the place where the iron ore was mined affect the life of an engine crankshaft. The raw material for a lubricating oil may come from many parts of the world and the same is true of iron ore. The same crude oil may yield, in varying quantities, petrol, kerosene, lubricating oils of a wide variety, waxes, tar and coke, depending upon the method of refining employed. Iron ore may be made into cylinder castings, brake connections, crankshafts or knife blades. Just as a little difference in the heating and tempering operations change completely the character of a piece of steel, so also may the character of lubricating oils be varied by differences in the refining processes.

This rather homely analogy emphasises the fact that the source or character of the raw material does not of necessity determine the quality of the product. In other words, an oil is not necessarily good or bad because it comes from a certain source or type of crude as many have been led to believe.

In the layman's mind all crudes are divided into two distinct classes, viz., paraffin base and asphalt base and depending upon the advertising he has read, he has often come to think that one or the other is the only suitable source for his engine lubricating oil. Very few people, however, even know the significance of the names applied to crude oils.

In the first place the term "paraffin" refers to a series of hydrocarbons—chemical combinations of carbon and hydrogen—in which the molecules are formed by the grouping of the atoms in a certain definite way. Another type of hydrocarbons, formed when the same atoms are grouped in a different way to form molecules, is the naphthene series. Other types of hydrocarbons are the aromatics and the olefins, all formed of hydrogen and carbon atoms grouped in different ways.

The paraffin base crudes are those in which the paraffin series of hydrocarbons predominate; in the naphthene base crudes the naphthenes are present in greatest amount, while there are also "Mixed Crudes" which, as the name indicate, contain large quantities of both types of hydrocarbons. The term "asphalt base" is actually a misnomer, for it refers to crudes which contain asphalt or asphalt bearing crudes, the "bearing" being left out like the "stroke" in four-stroke cycle engine. Many paraffin base crudes contain asphalt though in less amount than most naphthene base crudes, so the term asphalt crude has come to be applied to the latter.

This explanation may seem somewhat technical; indeed it must be, but it only emphasises the fact that the terms paraffin base or asphalt base do not

(Continued overleaf)

define two distinct substances like copper and tin but instead are general classifications under which there may be, and are, wide variations—mixtures if you please, containing hydrocarbons of several different types in varying proportions and with one or the other type more or less predominant.

The impression has also been created that paraffin base crudes are obtained exclusively from the Pennsylvania and Mid continent of U.S.A. fields. Such is not the case, however, for crudes containing high percentages of paraffin hydrocarbons are obtained from southern U.S.A. oil fields. It is also true that many of the crudes obtained in the northern fields, supposed to yield only paraffin base oils, are of the "mixed" variety and in addition contain many impurities.

With this almost infinite variety of crudes, in fact with wells in the same field producing distinctly different crudes, the question may well be asked—"Isn't there any one best type of crudes?" The answer is most emphatically "No—not for all purposes."

Various types of crudes have their special fields of usefulness. For example, some of the paraffin base crudes when properly refined yield high grade steam cylinder oils. Crude oils from Pennsylvania were the first to be used for this purpose and hence came to be better known than any others on the strength of this fact. The small supply and the large demand for oils of this type is the chief reason for the high price of some of the Pennsylvania crudes. Some of the naphthene base crudes obtained from other parts of the United States and of the world give oils of remarkable fluidity at low temperatures and of exceptionally clean burning character. Others which contain other types of hydrocarbons produce exceptionally fine fuels. Hence the importance of knowing

the requirements to be met and the limitations of the refining processes when selecting crudes.

There is one fact however which must not be forgotten. To produce a high grade crude, the refining method must be right. It is just as easy to spoil the finest crude by improper treatment as it is to ruin a fine piece of steel by incorrect heat treatment. Hydrocarbons of one form can be broken down and changed into others during the distilling operations, so the fact that any particular crude was used is no guarantee that a high quality product will be the result. In fact, some of the cheapest and most unsuitable automotive oils are produced from high grade crudes of both varieties.

It is easy to see therefore that such a thing as a pure paraffin or pure naphthene oil is a rare thing. Not only must the crude be absolutely free from other types of hydrocarbons but none must be produced in the refining process. Examination of a large number of oils supposed to be purely of one type or the other shows that almost invariably they contain large and widely varying percentages of hydrocarbons of the other types which have been mentioned, a verification of what might be expected when the characteristics of crudes are known but hardly a justification for the claims made for the oils.

In lubricating oil manufacture, it is often important to combine the properties of one particular crude with those of others in order to get the best results. Where there is exact knowledge of the crude character and the effect of the refining processes on it, this can be done without difficulty and to advantage.

Crude selection is not the simple matter that people have been led to think it is, and the problem of determining the correct grade of oil for any automotive unit is one for competent engineers.

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ment to the prospective customer.

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WOODS ROAD, MOUNT ROAD, MADRAS.

(Continued from page 15)

corner. The grim figure with the scythe is carved with vigour and power of fantasy, and the whole thing is clear cut as if it had just left the sculptor's hand. More pathetic is the deeply embossed grave-stone in memory of the little Maria Bax, who came here with her parents from South Africa, where her father was Governor, and died here when she was only ten months old. The old organ loft that filled the wall above one door has now fallen down; but there is a fine pulpit of satin wood and calamander, from which the first Wesleyan sermon was preached in Ceylon; and for those who like delving into the records of past days, the old registers of marriages and baptisms that took place when Charles II. was King of England, the oldest records of their kind in Ceylon, are full of interest. Of the Portuguese occupation of Galle there are practically no memorials, the Dutch were careful to destroy them. They even changed the names of the bastions; so that St. Jago, Conceicao, and St. Antonio, became the "Sun," "Moon" and "Star" bastions. We are told that "Juffrouw Hester de Solenne Widow of the Director, the wife of the Commander Roothaas, Maria de Wenninx and the eldest daughter of the aforesaid Commandeur Roothaas should go out and name the new bastions." I wonder how they did it, and whether champagne, or its equivalent of that day, played any part in the ceremony.

But the lady who has left the most charming legend to Galle was not Dutch but Portuguese. It is Ribeiro who tells the tale of the wife of Captain Lorenzo de Brito, who commanded the fort when the Dutch made their great attack on it on March 13th, 1640. The Commander was shot down, terribly wounded, but his wife threw herself on his body, and pleaded for his life so that even in that wild day her prayers were heard. The Dutch General gave orders that everything possible was to be done for de Brito; and later on, when the Portuguese had recovered of his wounds, he and his brave wife were sent back to Colombo with all honour.

In present-day Galle, the most interesting thing is the manufacture of the tortoiseshell ware for which the place is famous. An old man with a large gold watch-chain and an ingratiating smile begged us to come and see his tortoiseshell factory. There was not much suggestion of a "factory," according to our Western ideas, in the long narrow room to which he led us up steep stairs. And the only machinery visible were a few files and three enormous pairs of pincers, looking, as they lay amongst the glowing wood embers on a roughly built stone hearth, remarkably like a mediæval torturer's stock-in-trade. Men were sitting around the hearth stone, cross-legged on the floor; and presently one who was handling two-inch wide strips of stuff that might have been whalebone, took up a pair of the pincers, ipped it sizzling into a tin of water before him, and

placed his two lengths of shell in its grip. The tortoiseshell was welded together so that the join could not be seen, and was then passed on to the polisher. There was some little filing to be done, and we noticed that it was done on to the ball of the man's big toe. Toes are indeed evidently of as much use as hands in the tortoiseshell work; and it is between the toes that the piece of shell is held when it has to be cut. The actual polishing is quickly done with a little chalk and a part of the bread-fruit flower, which looks like a larger edition of the race of our spice boxes. The finished tortoiseshell articles are beautiful with their amber, brown and tawny mottlings; but it is clear that the makers do not take any thought to find new patterns and uses for their ware. An enquiry for a powder case which would take one of the standard sizes of compressed powder, was met by the offer of a box more than an inch and a half high, and far too big to be comfortably carried in any handbag. As things have been made for many years past, so they continue to be made—which is, after all, perhaps what one would expect from that dim factory room.

Our last memory of Galle is of the sharp shadows of the branches of the ingasamen trees falling on the grey coral-stone walls of the ramparts, and on the green grass which was once strewn with the dead bodies of Portuguese and Dutch, where now the lace-making women sit and gossip lazily.

Of the road beyond Galle to Panadure there is not much to say. There are the lime kilns, surrounded by their heaps of grey-white coral, there is a large, and apparently flourishing population, and there are the ruined and abandoned houses. Why is it that the people of that district do not repair their old buildings? Ambulams, of which we saw several left roofless and tumble-down, are not perhaps so necessary in this age of buses as they were when men did their journeys afoot; but there seems small sense in letting well-built stone houses fall into decay. It would at any rate be so much tidier to remove the debris; and apparently so much more economical to make use of the land on which it stands. For there is plenty of building going on, and new houses seem to have sprung up like mushrooms—usually with much fretwork trimming and an abundance of gay blue paint. Ambalangoda has kept its Ambulam, and a charming picture it makes, jutting out into the water where sea and river mingle under the big bridge. The various Resthouses and bathing beaches along this stretch of coast we had perforce to leave unvisited. Even of Kalutara we saw no more than the wide river and the pretty shaded roads under their arched banyan-trees. But it was with a sigh of regret that we crossed to the East of the railway line, and knew that the pleasant run between the sea and the palm trees had come to an end.

K. H. in "The Record,"

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Published Monthly by

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Madras.**

THE South India Motor Owner is issued on the 15th of each month. It aims to furnish the latest and most authoritative information on all matters relating to motors and motoring under South India conditions. Contributions and correspondence on all matters coming within the scope of this journal are solicited and prompt remittance will be made for all acceptable matter. Contributions should preferably be illustrated.

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Advertisements to secure insertion in any month's issue should reach this office not later than the end of the month preceding. The publishers of *The South India Motor Owner* reserve the right to reject any advertisement for any cause.

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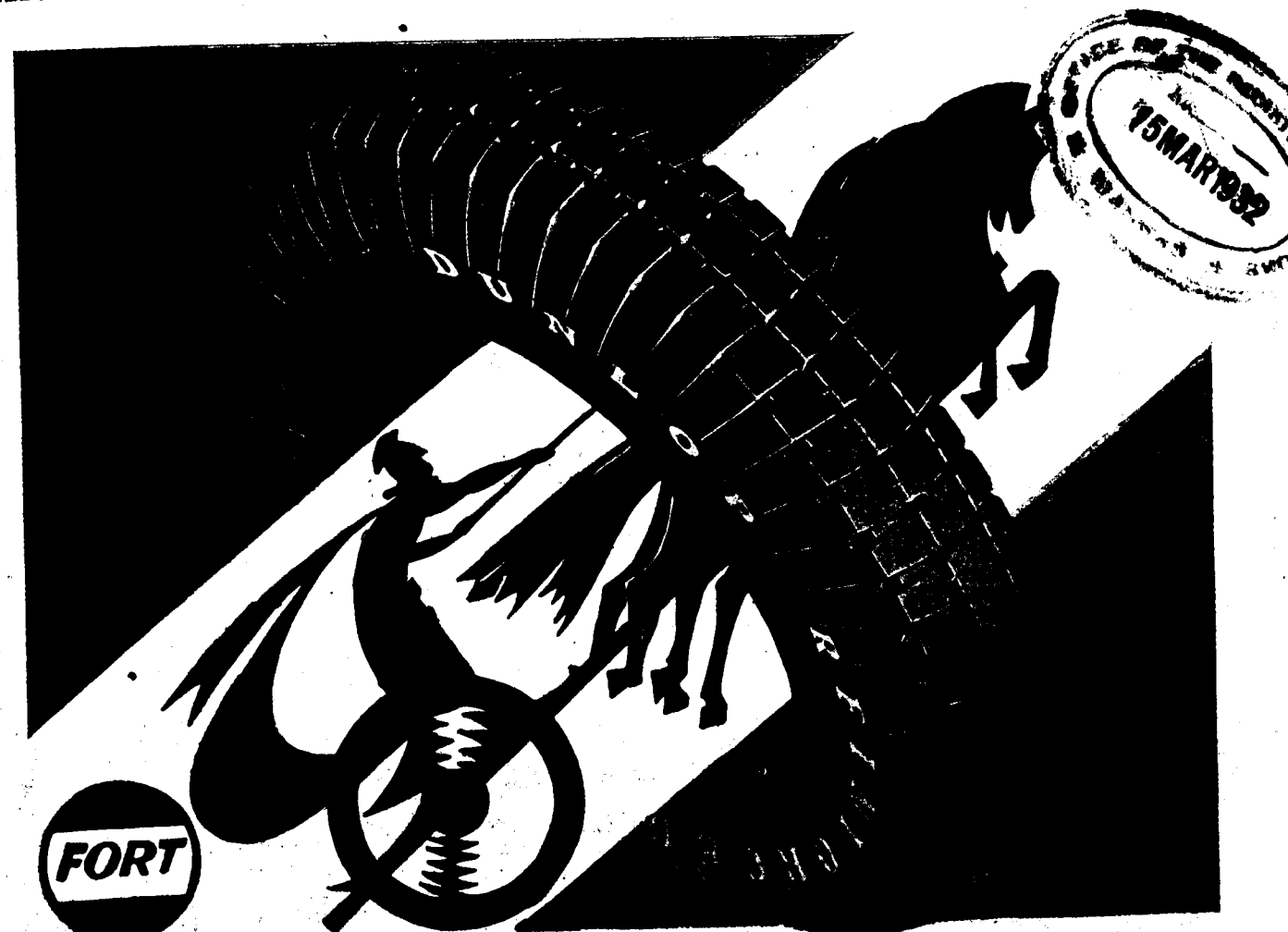
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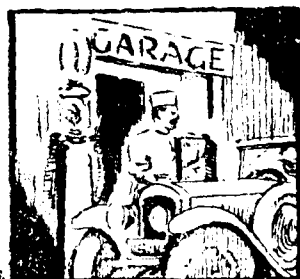
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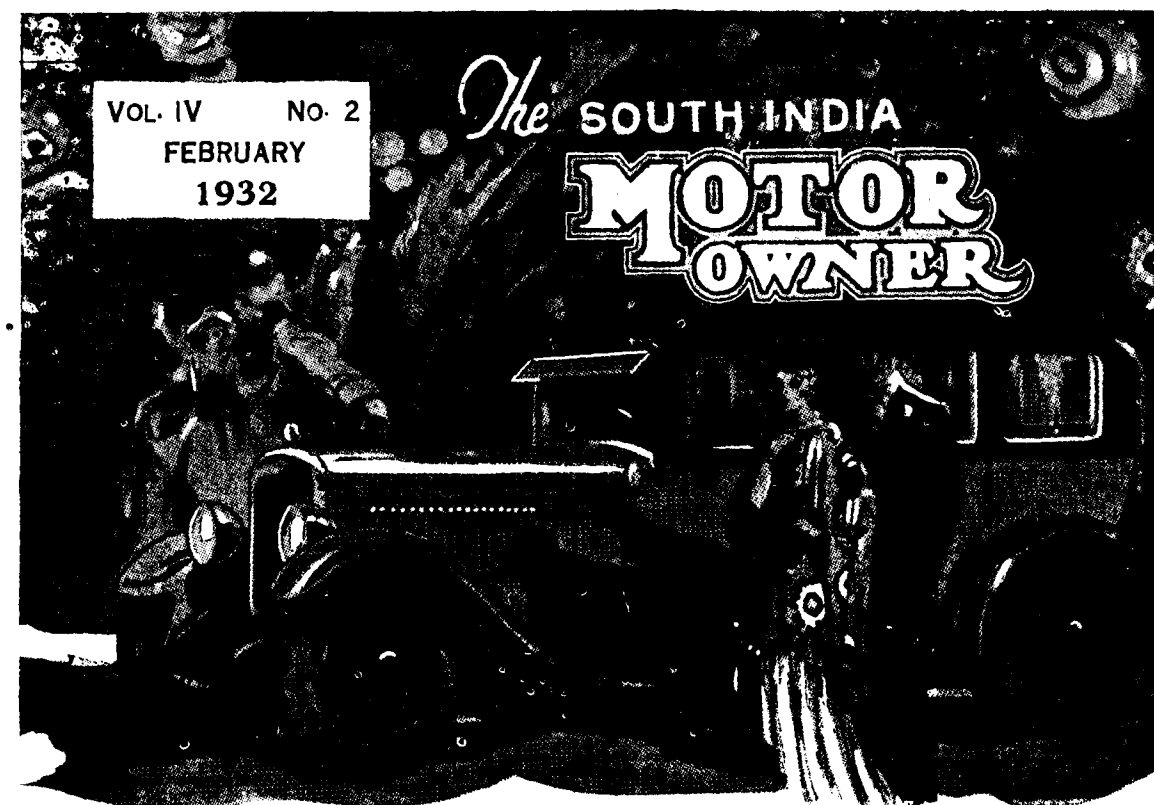
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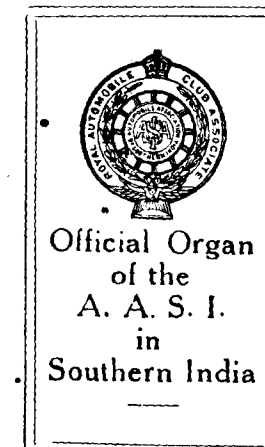
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PLEASE MENTION "THE MOTOR OWNER" WHEN REPLYING TO ADVERTISERS



THE
SOUTH INDIA
Motor Owner
A MONTHLY JOURNAL DEVOTED
TO THE INTERESTS OF THE SOUTH
INDIA MOTOR VEHICLE OWNER.
Proprietors:
EASTERN TECHNICAL PUBLICATIONS
Mount Road, Madras.

Of Special Interest
to the
Owner-Driver

What is a
Road Hog.

Just Taxation.

Correspondence on
these subjects will
be welcome from
readers

Vol. IV. No. 2

February, 1932

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A Foolish Policy

**Government's Policy of Maximum Taxation of Motor Vehicles is
Defeating Its Own Object.**

HITHERTO, in politics, main parties have been of divided opinion on a number of big, or so-called big, and wide questions, and a person attached himself to this or that party on the strength of his belief or disbelief in its ability to deal effectively with these wide subjects. In the words of Gilbert, a man was 'born a little Liberal or else a little Conservative' and though titles of parties may not have been the same the world over, there is little doubt that this was a decade ago, the hinge of all politics. Thus it happens that the vast majority of motor owners the world over have voted for their man regardless of how this man or his party would regard motoring. In fact the motor owner of Southern India has hitherto borne very philosophically burdens in the way of restrictions, taxes and license fees which are not shared by the non-motoring community, and grumbled quite cheerfully

when the candidate he has helped to office blandly votes away still more of the motorist's money or liberty.

The truth is that the motorists of a few years ago did not realize their power—they voted as their forefathers voted, on wide political grounds, overlooking the fact that they alone were largely responsible for the progress of civilization. 'Transport is civilization', and the motor owning community has made road transport.

To day we are all motorists in one way or another, since those who do not own cars use either their friends' cars or else they patronize buses. But there is a rapidly growing section of South India motor owners who may with truth be styled the motoring community of this area, a body of people keenly interested in all matters connected with motoring, and eager to see motoring facilities in Southern India equal

to any in the world. The political power of this community must be immense, but it has hitherto never been exercised—not because of the motorist's apathy, but solely because he realizes that the task of civilization building by means of road transport is almost a self set one. They are building the skeletons of future road systems, paying cheerfully not only for their own pleasure but for the pleasure of posterity.

This is what we, the older generation of voting motorists, have been doing. But what of the generation now coming into electoral power?

Reverting to our first premise: that broad questions of pure politics decided the older generation's vote, we have to admit that a tremendous change has taken place in politics since the war. The new generation of voters is, frankly, profoundly indifferent to politics and politicians; the old glamour had faded, and parties and their plans no longer hold the public interest as in days gone by. There is undoubtedly a marked decline in politics in favour of more physical diversions, and the normal young motor cyclist or motorist of to-day hardly ever worries his head about actual policy: the only interest he displays is when he is asked to bear yet another form of imposition in the way of taxes—imposed by the politicians and bureaucrats he has helped to return at the previous election.

To the youngster running a motor cycle out of his hard earned pay, it is easy to demonstrate that the vote he registered for a party at the last election is deliberately being used to take away that which he can ill afford. He had proved he can run a machine by dint of real personal restriction in other personal ways, yet he is continually discouraged by taxation for which his means—were it levied on any other excuse but his machine—would seem totally inadequate. Even wealthy people detest paying taxes and to the poor man the

imposition is much harder. The young man—Indian, Anglo-Indian or European—who is coming into voting power, is thinking all these matters over, very quietly and deeply, but still, clearly, and he cannot help but realize the obvious fact that he is paying more than his fair share in taxation just because he owns a motor cycle or small car. He realizes, too, that men of politics do not quite understand this preference of his for a run in the open air rather than listen to a lecture on politics. He realizes that men of politics have hit him time and time again where he can least afford to be hit—in the pocket. This is the last place to strike a youngster striving for independence, and the politician will one of these days awaken to this incontrovertible fact.

There can be but little doubt that the increase in taxation imposed by the Government of India upon all classes of motor transport has decreased and not increased the revenue which motorists have to pay to Government, or in other words, the imposition of this increased taxation has acted contrary to Government's expectation. At the present time it appears there are grave indications that various local bodies have at last begun to realize the inevitable results of this ridiculous method of taxation in India. It is to be hoped that in the very near future all the various Automobile Associations and bodies in India will co-operate toward obtaining more equitable means of taxation. There should be arrived at a system which would obviously mean increased usage of motor vehicles. This increase in usage of motor vehicles would bring an increased return to the Government of India whereas at the present time there is no doubt at all Government have made a big mistake by increasing motor taxation beyond the owners' capacity to pay.

Madras Protests Against High Motor Taxation

A Plea for more Reasonable Treatment.

IN a pamphlet recently issued in Madras the authors state that during recent months they have had unique opportunities of observing the results of an ever-increasing burden of taxation levied on motor transport in Southern India. Due partly to lack of organization, and to other definite reasons, transport owners are usually unable to express their difficulties and grievances to those who are in a position to remedy them. Moreover in the absence of any centralized Provincial Road and Transport Authority, and with the present complete lack of co-ordinated policy, it is questionable as to whom owners can state their case and obtain redress of their difficulties. They have, therefore, written the pamphlet, with the express purpose of placing the case for Motor Transport in Southern India directly before Members of Government, Legislative Councillors, Members of District Boards, and all those who are interested in this important development.

Any views expressed are qualified by the author's recognition that railways are as essential for long distance passenger and goods traffic as motor transport is for shorter distance work, or in places where railways do not, or cannot, economically operate. It is, therefore, unnecessary to dilate on the advantages or disadvantages of either. The development of railways, and the phenomenal growth of motor transport in the last decade in all countries of the world is sufficient evidence that both forms have their definite and essential spheres of usefulness. They then go on to say "Let us now examine the treatment meted out to the motor industry since its introduction into this country:—Import Duties first fixed at 10 per cent. on motor vehicles have steadily risen until they stand to-day at the huge figure of 37½ per cent. on cars and 25 per cent. on commercial vehicles. Accessories and spare parts have to bear a similar duty. Petrol now costs 21 annas per gallon in Madras, out of which Government takes 10 annas in duty. District Boards and Municipalities, not to be outdone by Government, seized on this new method of transport to provide further revenue for their coffers, commencing with small impositions

by way of tolls and license fees, and gradually increased them until to-day they reach in some instances an annual sum almost equal to the value of the vehicle concerned.

"As a result of public and trade agitation against this excessive local taxation, a Bill for the abolition of Toll Gates was introduced and passed early in 1931. As the preamble to this Bill is of considerable interest, we quote it below:—

And whereas it is expedient to abolish the levy of taxes on motor vehicles by local bodies within the Presidency and whereas it is also expedient to provide for levy of a Provincial tax on Motor Vehicles in the Presidency, etc.

"It was definitely on the grounds, so clearly stated in this preamble, that the Motor Trade and Motor Transport owners gave their support to the Bill for the abolition of tolls. More than six months have passed and local bodies are still levying charges on motor vehicles in the shape of License Fees. Government have made no move to check these impositions, nor to carry out its obligations as set out in the Preamble to the Abolition of Tolls Bill.

"If taxation began and ended with that levied under the Madras Motor Vehicles Taxation Act of 1931, then, with certain exceptions, there would be but small cause for complaint, and it would be possible in most cases for motor transport to operate on reasonably profitable lines. There is, however, urgent need of amendment to this Act and the following are some of the alterations which appear to be necessary:—

(a) Motor vehicles which are stored and not used should not be expected to pay tax. They do not in most other countries.

(b) Motor vehicles using private roads only should not be taxed.

(c) Motor vehicles if registered after the expiration of the first month of the quarter should be required to pay a proportionate amount only of the tax or fees for that quarter.

(d) The rates fixed for lorries require revision, as well as those for trailers.

RESULTS OF PRESENT TAXATION.

"The results of excessive and dual taxation have been disastrous to owners, District Boards and Government alike. Owners, specially those of buses and lorries, crippled by excessive taxation in this time of acute economic depression are giving up the struggle in some districts leaving their vehicles to rot on the side of the road. District Boards find their revenue curtailed by the withdrawal of so many vehicles from service. The Provincial Government is faced with an increasing deficit in their estimated revenue from the new Taxes.

"Protests to both Government and District Boards are met with such phrases as:—'It is too early to discuss this matter' or 'We can do nothing until we have seen the result of a year's working'—phrases which exhibit inability or disinclination to deal with a problem which is of urgent and paramount importance to the development of this Presidency.

"Owing to the fact that bus owners are at present working under great financial hardship due largely to excessive taxation, the safety and comfort of the riding public is of necessity not what it would be if the business of passenger transportation was a reasonably profitable one.

"The rights to build and operate railways are leased to Companies by Government with certain options of purchase after a period of years. For many years the Import Duty on Railway material was negligible, and even now the majority of such material bears only 10 per cent. in Import duty.

"Bullock carts, which cause more damage to modern roads, than do pneumatic tyred motor vehicles, are not subjected to Provincial or District Board Taxation. Whilst they previously paid tolls, they now pay nothing for the use of roads. Not only does it appear to us that a valuable source of revenue is being lost by Government, but bullock carts are receiving protective benefits at the expense of motor transport. Whilst admitting the necessity in India of bullock carts in rural areas, it must be admitted that their encouragement, at the expense of motor transport, on main roads and for long distance work is a retrograde policy.

"One is therefore bound in all fairness to put the question to both the Central and Provincial Governments:—Why has motor transport been singled out for exceptionally harsh treatment, and why have District Boards been permitted to adopt a similar policy unchecked?

"If it were possible to manufacture motor vehicles, parts or equipment in India, the imposition of a protective tariff to encourage a growing industry in India could be understood and appreciated. But the present policy of taxation on imported articles used on a motor vehicle at the same rate as the completed vehicle itself, makes it evident that the duty is solely for revenue purposes.

"Whilst fully admitting that all users of roads should principally pay for their upkeep, a study of the means by which other countries of the world have successfully financed road construction, and their adoption, both Centrally and Provincially in India, would prove of inestimable value. One method may be mentioned and that is the raising of loans for road construction, the interest on which would be assured from a portion of the proceeds of taxation on all users of roads.

"Despite excessive taxation and a complete lack of encouragement on the part of Governments, both Central and Provincial, the growth of motor transport in India has been considerable. Such was inevitable. Therefore, the absence of a definite road and transport policy, particularly in Southern India, is to be deplored. After all, there are two sides to this question:—the Government and District Board side and the owner and users' side. Up till now the latter have had the worst of the deal. The indifferent roads generally met with cause tremendous wear and tear on vehicles, and even in the simple matter of seating regulations of buses, and allowable loads, there is no uniform policy to help the trade. Truck owners have to limit the size of their trucks and loads to suit weak culverts and bridges. Years are passing and various committees have from time to time been formed, but so far with almost a negligible result.

"Is it not time that more amenities and encouragement were forthcoming in return for what is paid in taxation?

"In conclusion, we confidently believe that an impartial observer, in Southern India at least, would unhesitatingly admit that:—

(a) Motor transport, particularly buses and trucks, is now taxed beyond its economic limit.

(b) That the nett result of taxation accruing to the Provincial Government and District Boards is less in the aggregate than it would be if motor transport was encouraged reasonable and fair taxation.

(c) That the whole business of Motor Transport has been singled out as a means of obtaining revenue, far in excess of that which is equitable.

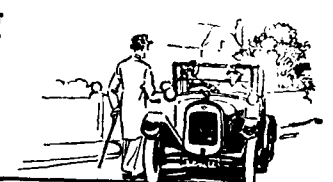
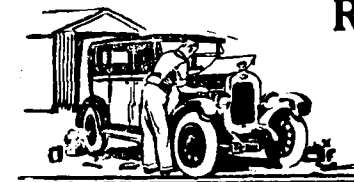
(d) That the return from this taxation with certain exceptions, has not been used, in anything like its entirety, on the construction and maintenance of roads or for the adequate control and assistance of motor traffic.

(e) That taxes should not be levied on motor vehicles which do not use public roads.

"Whilst in every way fully realising the present economic situation in this and in most other countries of the world, we believe in all fairness to the growing industry of motor transport, viewed as one of the great potential elements in the development of this country, that the time has now come when it must be, viewed from an entirely different angle; that it must be developed and encouraged rather than hampered; and that Government policy must be adequate to meet and foster its natural growth.

From an Owner Driver's Note Book

Random Jottings upon Motoring Matters of the Moment



What is a Road Hog?

THE more I see of the highway traffic problem, the more I study the causes of motor vehicle accidents, the more I am convinced that while there are many sides to this question the trouble back of it all can be summed up in two words: "Road Hogging."

The accidents which result in death or serious injury are usually due to violation of one of a few fundamental rules of the road. I refer to such practices as driving beyond the right of the centre of a road which has two or more lanes, contending for the right-of-way at intersection, passing other cars on the crest of a hill or at curves or intersection where the view is obstructed, making turns without an adequate signal, weaving in and out or cutting in on other traffic, parking on the travelled portion of the roadway, passing street cars taking or discharging passengers, driving with glaring or improperly adjusted lights.

Everyone of these errors shows evidence of a disregard of the rights of others on the road. The driver who commits these errors is not treating other drivers as he would have them treat him. He is guilty of discourtesy of the worst kind. An error of conduct in the home or the office may hurt one's feelings, but if it is unintentional it may be righted by an apology. Usually you can quickly escape the social boor. But there is no escape from the boor behind the steering wheel. Friends riding with him in his own car, strangers meeting him on the road, are alike at

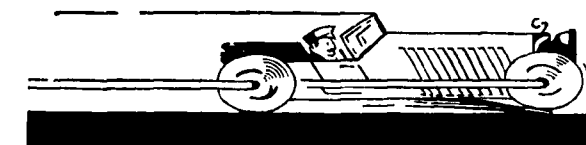
his mercy, and he leaves wounds which can never be healed, and vacancies in the family circle which can never be filled.

When we speak of a road hog, we usually think of a person with a big car or truck going down the middle of the highway and forcing other drivers to take the ditch or stay behind him. Such deliberate misconduct is of course inexcusable, but in its consequences it is perhaps not as serious as thoughtlessness. Such a driver at least gives plain notice of his hoggishness, and the driver of the smaller vehicle who contends with him for the road is simply foolhardy. But when we meet a car on the wrong side of the road at the crest of a hill, when the car ahead of us makes a sudden right turn without a signal, when he starts weaving in and out of congested traffic, we have no time nor opportunity to get out of his way, and it is just luck if we escape an accident.

Usually these things are not done deliberately but thoughtlessly. The driver who takes the trouble to consider the matter at all would know that when violating most of the rules in the traffic code, he is endangering himself as much as others.

Just Thoughtlessness.

MISCONDUCT on the road becomes all the more astonishing when we consider that much of it is committed by intelligent, educated persons, who have a high code of ethics and courtesy in their business dealings and their social conduct. Why they should become such boors when they get behind the steering wheel is



**IT WILL PAY
YOU TO MAKE
THIS
DECISION**

**I WILL BUY ONLY
A LEADING MAKE**

GOOD YEAR

By a margin of millions, the motoring public the world over buys more Goodyear Tyres each year than any other make. This popularity is not based upon low price but high quality—a time-tested value that has proved its sound economy and satisfaction.

See for yourself why Goodyears are best by asking your Goodyear Dealer to point out the exclusive superiorities of the famous All-Weather Tread and the extra-elastic Supertwist Cord carcass. You will then resolve: "I will buy only the leading make of tyre."



GOOD YEAR

From an Owner Drivers Note Book
(Concluded from page 39).

difficult to understand. A large share of accidents, it is true, are caused by persons who are mentally or physically or deficient, and who should never be permitted to drive a motor vehicle. Some are caused by business and professional men who permit their minds to wander into other fields, and who forget to keep their mind on their driving. But many others are caused by persons who, although of normal intellect, do not have any weighty problems on their mind. In many cases they do not realize the inherent danger in a modern motor vehicle. Perhaps they are hypnotized by the smoothness and power of their car. Whatever it is, thoughtlessness sooner or later leads to serious consequences.

What is the remedy? A carefully trained highway patrol on the rural highways, with similarly trained traffic officers in the municipalities, can go a long way towards correcting driving errors. Efficient traffic control requires careful selection and thorough training of the men. It also requires the right perspective. Nothing is gained by trying to make a record for a large number of arrests, by arrests from ambush, or by arresting or annoying drivers who commit technical but comparatively harmless violation of the traffic act. But a traffic patrol can be a real help if it will get the confidence of the motoring public. To do this the men must make it clear that in calling attention to driving errors, they have in mind the safety of the driver just as much as others on the road.

Traffic Control Helps

"KEEP Traffic Moving Safely" has been the slogan of the Minnesota Highway Patrol, which started with nine men in 1926, increased to 45 last

year, and since the first of June this year we have had 70 men. Already we see a marked improvement in driving conditions on our highways. There is less driving in the centre of the road, less passing on hill-crests and turns, less parking on the roadway, and fewer of nearly all other driving errors. The visible presence of uniformed officers off the highways has a good effect, and it tends to keep drivers on the alert, even if they are never given a word of caution by the patrolman.

But the patrol alone cannot solve the accident problem. It is only one means of attack. No matter how many men you have, they cannot be everywhere. They cannot begin to give individual attention to the drivers of our now universal motor vehicle. Nor have they any assurance that a man arrested or warned for a violation of the traffic act will not commit the same error again.

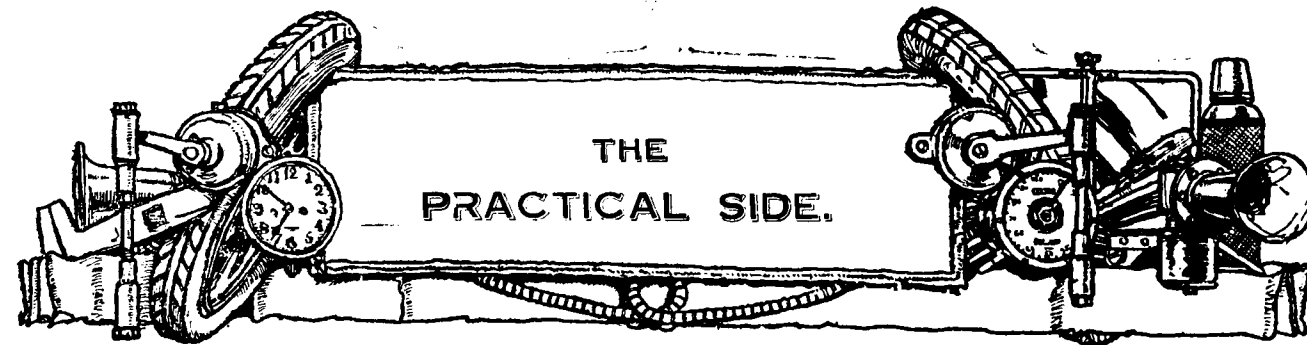
A well-drawn driver's licence law such as provided by Act III of the Uniform Vehicle Code, "A Uniform Operators' and Chauffeur's License Act," would undoubtedly be a big help. Properly conducted examinations would prevent many of the unfit from receiving licenses. The power to revoke licenses would remove some others, while the possibility of the loss of their license would make others alert and careful.

Education must be the final solution. Drivers must be taught both the specific rules of the road, as well as the necessity of observing the Golden Rule, both for their own safety and the safety of others. They must understand the general principle of mechanics of their vehicle. Perhaps this must come through the public schools. When every driver thoroughly understands his machine and his responsibility to others our accidents will be cut to a mere fraction of what they are now, and the work of traffic regulation will be greatly simplified—Earle Brown's *Automobile Topics*.

FAILURE TO RENEW YOUR LICENCE

ON TERMINATION MAY INVOLVE YOU
IN SERIOUS DIFFICULTIES UNDER CERTAIN CIRCUMSTANCES.

Register Your Name for "Free Licence Reminder Service"
which the "South India Motor Owner" has established.



Our technical experts will always be pleased to answer any of our readers' queries regarding their cars. The matter should be clearly written, and addressed to the Technical Editor. Make and model of car should be stated

Sometimes one asks for definite reasons why it is recommended that spark plugs should be changed every 10,000 miles.

Here are some of the reasons as set forth by E. J. Minert, Service Manager of General Motors India Limited.

"At the end of 10,000 miles spark plugs are generally pretty well worn out. Electrodes are usually badly burned and pitted, the insulator is covered with carbon through which some of the current leaks; or there is a harmless looking deposit on the surface of the insulator which at high speeds may cause preignition.

"Worn out plugs waste gasoline because they miss at certain speeds, allowing gas to pass without firing. By causing hard starting (and consequent heavy choking) they not only waste gasoline through not igniting it, but this raw gas seeps through into the crankcase oil, dilutes it rapidly and necessitates an oil change earlier than would otherwise be necessary.

"Hard starting, (often due to old worn out spark plugs) besides wasting gasoline, runs the battery down making more frequent re-charging necessary.

"Wasted gasoline, battery re-charging or rebuilding, possibly a new coil, and time lost, amount to a great deal more in actual money than a set of spark plugs.

"Recognizing these conditions, car manufacturers recommend new plugs every 10,000 miles. While the life of spark plugs varies according to conditions under which they are used, it has been found that by recommending changing at 10,000 miles maximum efficiency of spark plugs is assured, tending to give the engine the powerful performance originally built into it.

"Plugs deteriorate from several different causes. Gasoline, for example, contains several impurities of

A FEW SERVICE QUERIES ANSWERED.

which sulphur is one of the most troublesome. If it is present in an amount of even less than 1%, it will cause spark plug electrodes to deteriorate quickly

"Another source of deterioration is the iron content in the gasoline which leaves a brown coating over the insulator. This has the peculiar effect of becoming a good electrical conductor at high temperature, causing missing of the engine because the spark current will travel through the coating rather than jump the gap. This brown coating cannot be easily cleaned off the insulator and when it is a very dark brown, plugs must be changed. By changing, missing in the engine will be avoided, thus cutting the cost of gasoline consumption as well as enjoying freedom from spark plug trouble.

"Still another source of deterioration is carbon. Carbon can be cleaned from the porcelain easily enough by running the car a few miles at high speed, but in the winter time this cannot always be done, and the soot may pile up to such an extent that the plugs have to be cleaned or changed."

"An automobile as it becomes older, gradually loses power. This power decrease is so gradual that the owner may not appreciate its extent until the sluggishness becomes too apparent. Of course this trouble is not always due to spark plugs, but an interesting test made recently shows that a motor—with plugs that had been used for slightly more than 10,000 miles—when run at an engine speed equivalent to 20 miles an hour, developed 31.2 horse-power. The same motor run at the same speed equipped with a new set of spark plugs gave a horse-power reading of 38.0, an increase of 6.8."

"The matter of spark plugs and maximum engine performance is a most vital one and service men are endeavouring to get this information to car owners. In

doing this they are observing the speedometer on every car that comes into the shop and recommending a new set of plugs every 10,000 miles."

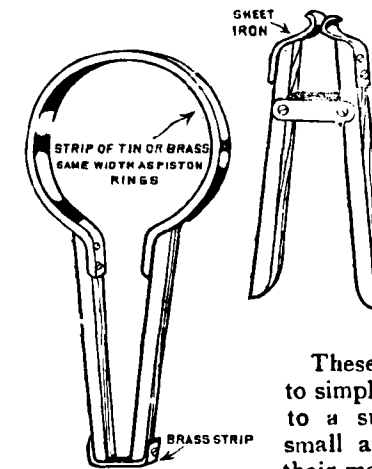
"This maintenance effort is designed to render the

car owner the very best service and not only will it result in better performing cars and increased service revenue but eventually in repeat car sales to the better satisfied car owner."

Piston Ring Tools

THE illustration shows two tools manufactured of wood and metal, and so simple in construction that only a penknife, tin snips and a drill are required to assemble them. The first of these tools is a piston ring expander, which consists of two pieces of wood, a hinge made of tin and two sheet metal clips to engage the ends of the ring.

In use these clips are placed into the ring slot and by simply gripping the handles the ring is very carefully expanded so as to enable it to slip right over the body of the piston and into the groove to which it belongs. Those who use strips of sheet metal to work the ring into the grooves will appreciate



the advantage of this tool over other methods.

The second tool illustrated is a means for contracting rings while entering the piston into the cylinder. Its use is obvious, and it is a simple matter to span the ring and grip the handles. The device is made from two pieces of wood and a strip of tin corresponding in length with the circumference of the piston. At the handle ends is fixed a strip of brass to tie the handles together.

These two easily contrived tools will be found to simplify the process of piston ring manipulation to a surprising extent, and are well worth the small amount of time and trouble expended in their making.

World Civil Aviation

Latest figures show that there are more than 17,000 civil aircraft in the world—air liners and other machines in commercial operation, privately owned aeroplanes and craft employed by clubs and other sporting organisations. Approximately two thousand of this total are engaged in regular air transport all over the world. In all classes the numbers steadily increase, in spite of the financial blizzard which has swept the world in the past three years.

Though the United States, a land of great wealth and wide spaces eminently suited for aerial development, is still predominant in numbers of civil machines, important progress is being made in many other lands and it is even possible that some of the countries—China and Argentina, for example—which at present stand very low in the list may within a few years rank among the leading users of commercial and privately owned aero-

planes. The chief nations in the British Empire, Great Britain herself, Canada, Australia, India and South Africa, show an aggregate of civil aircraft in use considerably larger than in any previous year, and the prospects there too are practically illimitable. Considered as a unit the British Empire is an easy second among the nations, with France and her Empire third and Germany fourth.

Commercial aviation is by no means confined to the rapid transport of passengers or mails. The aeroplane is used nowadays in an astonishing diversity of ways—in survey and photography, dusting of crops against insect pests, aerial advertising, taxi-work, prospecting of all kinds, newspaper distribution and high speed news-getting, forest patrol, fire fighting and many other fields of endeavour.

A Trip to Kabul, Afghanistan.

(By G. C. SEERS, MANAGING DIRECTOR, GENERAL MOTORS INDIA LIMITED.)

BEFORE one can undertake a journey from British India into Kabul, which is only possible by road, there are many formalities to be complied with. The Afghan Government are very reluctant to visa a passport for a European, and they only do so when it is proved to their entire satisfaction that there is some real necessity for the journey to be made. This state of affairs practically eliminates the possibility of anybody undertaking the journey purely for pleasure or sightseeing purposes.

Furthermore, the British Government, in so far as British nationals are concerned, is also loath to visa a passport, and at the present time will under no circumstances whatever agree to any British woman making the journey.

The ordinary procedure regarding passports is that the prospective visitor to Afghanistan has to obtain the visa of the British Government Headquarters at Simla or Delhi first, and then a visa of the Afghan Consul in whichever city he may be residing in British India. In addition to this he has to have another visa given by the Police Commissioner in Peshawar before he can be permitted to leave that city on the road to Kabul. Even with both the British and Afghan authorities being willing to give the visas it is necessary to reckon that about five weeks will be occupied in obtaining them.

In starting on the journey from Peshawar, which the visitor will only be permitted to leave in daylight, the traveller first goes over that portion of the road which actually is the most dangerous of the whole journey, as the road between Peshawar and Jamrud Fort at the base of the Khyber Pass is actually nearer to hostile tribal territory than any other portion of the journey, and the British Government are most insistent upon prohibiting travellers from going over this section except in daylight. At Jamrud Fort a passport examination is made, and unless the traveller is armed he is provided with an armed Kassadar, who is one of a Hill tribe which is paid by the British Government

and employed as guides and guards to travellers in the Khyber Pass area, to accompany him to the Afghanistan border.

The journey from Peshawar to the Western end of the Khyber Pass is 38 miles, and during this route one passes over some of the finest roads in the world, veritable marvels of road engineering, although the whole length of the road is full of steep grades and sharp curves. Travellers are stopped at a place called Minchni at the top of the Khyber for a passport inspection as only people with a visa which carries them through to Afghanistan or with a special pass to go right over the Khyber, are allowed beyond this point. A further passport inspection is made at the actual India-Afghanistan border, where a British Political Officer has an office close to the barrier which the Afghan Authorities have erected across the road. This inspection completed, the traveller is then permitted to pass the barrier but he is again stopped half a mile from it for a passport examination by the Afghanistan Authorities. He is then free to continue along the road, which for some miles is in very poor condition, having the appearance of being the track of an old stream.

At Dakka, which is 8 miles from the frontier post, another passport inspection is made and after that point it is not necessary for the traveller to stop until reaching Jallalabad, a distance of 43 miles further on where a toll fee has to be paid. The total journey of 79 miles from Peshawar to Jallalabad will occupy at the very least 4 hours on account of the stops for passport inspection. The road from Jallalabad onwards varies considerably, but on the whole is quite fair and most of it is better than that portion of the Bombay-Poona road in the neighbourhood of Lonavla.

It is inadvisable to attempt to drive fast firstly because of the large number of camel and donkey caravans met with, and secondly because of the bumping experienced when going over miniature viaducts which cover small irrigation ditches cross-

ing the road. An average speed of 25 miles per hour from Jallalabad to the next village, Nimla, 28 miles from Jallalabad, is quite good going. At Nimla there is practically nothing but a rest-house, and it is situated almost half-way between Peshwar and Kabul. It is customary for travellers to spend a night at Nimla and proceed to Kabul on the second day, but it is possible, as the writer found, for the complete journey from Peshwar to Kabul to be completed in one day without undue haste, though bad luck with punctures or in meeting large camel caravans would make this impossible.

Just before reaching Nimla, the journey becomes hilly, and excepting a few miles just before arriving at Kabul there is a considerable amount of climbing to be done.

The Nimla rest-house is a bungalow similar to the very best type of rest-house in India. Travellers can sleep and obtain good meals there for very reasonable charges. It is situated in beautiful surroundings, and the rest-house and its grounds are extraordinarily well kept.

There is another rest-house at Kolali, which is 21 miles beyond Nimla, but the accommodation there is very inferior, though it is quite safe to spend the night there. Tea and plain food are obtainable there.

The traveller is next obliged to stop at a toll-gate 11 miles from Kabul and by that time will have done all the climbing necessary on the journey.

The road throughout the 90 odd miles of hills has a fairly good surface, but there are many dangerous curves and steep gradients and the road is not banked up at the bends. The traveller has to be very careful in rounding these bends as he is likely to encounter either a lorry coming in the other direction, or to run into a stationary camel caravan resting on the road.

The last 11 miles of the journey into Kabul is flat and fairly good road.

During the whole journey the scenery is very interesting, though most of the country side is poor, only very little of it within view of the road being under cultivation. In the distance all the way one sees snow-capped mountains similar to those surrounding the Srinagar Valley, and one meets a very large number of camel and donkey caravans, trucks (nearly all Chevrolets) carrying all kinds of

materials and supplies, and buses carrying passengers.

It is advisable for the ordinary traveller to carry water, bread and butter for the journey as neither can be obtained en route. Furthermore, there is no place at which petrol can be purchased and it is the usual practice for a spare petrol tank to be carried as the constant hill-climbing makes the petrol consumption of even the smallest cars quite heavy. It is also necessary to have all the tires of the car in good condition and to carry at least two spare tires and four spare tubs.

The City of Kabul itself stands on a plateau at an altitude of about 7,000 feet and is surrounded by high mountains on every side. Its population is said to be about 120,000 though no census has ever been taken, and owing to the large number of caravans that pass through, it is quite likely that the actual figure may be some thousands below this.

There are only a few buildings of European type in the whole city, these being the various national legations, the government offices, public service offices, and so forth. The bulk of the population is confined to a closely congested bazaar area—a bazaar of a type that more recalls the Arabian Nights description of bazaars than the writer has ever before seen.

The City contains no cinemas or other places of amusement, and there is only one hotel at which Europeans can stay—the Hotel de Kabul, though it is understood that any European can be accommodated at his country's legation if it is necessary for shelter to be given him. The hotel, which is now controlled by the Government, is still rather primitive in many ways but it is being improved considerably. The sanitary arrangements there are very bad but the rooms themselves, of which there are only a dozen, are kept very clean. Food for Europeans consists generally of mutton, duck, partridge and all kinds of fruit and vegetables all of which articles are extremely good, but there appears to be no establishment which sells tinned foods or other delicacies. Bread is not obtainable but there is a very good substitute called "nan". It is said that there is a hotel being planned for construction within the next year or two containing 100 rooms, but the actual building has not yet been

commenced and owing to the poverty of the country it may be some time before it is started upon.

A very rigid curfew is in force in the city, nobody being allowed on the streets between 10 P.M. and daybreak. Armed soldiers are stationed at street corners and only individuals in possession of a password, which is given by the Police Authorities in cases of extreme importance only, are permitted to move about the city. Anybody being out without the password is taken off to the Military Prison and detained for at least twelve hours.

No alcoholic liquors of any kind are allowed in Afghanistan and being a Mahomedan populated country, this regulation is not hard to enforce. The writer was told that the penalty for being in possession of any alcoholic liquor was six years in prison without the option of a fine. Ordinary drinking water is not safe for consumption and mineral waters are not obtainable. The main drink is green tea, or for the people with more money, Indian or China tea.

Every woman in Kabul is in complete purdah, and even the women members of the camel caravans which one sees on the road are usually in purdah unless they are those accustomed to come to India or have come from Turkestan.

Outside of the embassies and various European legations the European resident population is practically nil, the only Europeans there being business people who stay at the hotel, and a few Russian workmen who are employed in Afghanistan's only manufacturing concern—the match factory.

The climate of Kabul is similar to that of Kashmir, the day shade temperature in the summer months running to about 70 degrees, with a night temperature of about 50, and in the winter the range is from 25 at night to 55 in the day.

From the end of November till February there is usually a fair amount of snow falling. During that time the traveller is likely to be held up by snow-drifts on the road, and later on, when the snows melt, by floods in certain parts.

Afghanistan is purely an agricultural country, and exists solely upon exports of its fruits, vegetables, skins and furs. There is a small trade in carpets of a cheap character, but the industry is not of any great size. Coal and iron have been mined, in some of the mountain ranges, but the difficulties of transportation are too great to enable these to be handled successfully in a commercial way. The only railway in the country is a light railway which runs from Kabul old city to what was to be Kabul new city, a section of modern buildings, the building of which was commenced by Ex-King Ammanullah and which were intended to be used as Government Offices and as residences for the Government Officials. This new city is about six miles from the old city and the light railway referred to connects them. There is only one train doing the return journey twice a day. The buildings in the new city are only about half complete, and it may be many years before they are finished and occupied.

The roads in and around Kabul City are excellent, but the only other roads in the country of any use whatsoever are those between Peshawar and Kabul, between Kabul and Kandahar, and between Kandahar and Chaman. There is a new road contemplated from Kabul through Mazare-Sharif in the north section of the country, running through part of the Hindu-Kush which will bring the produce both of the northern section of Afghanistan and of Turkestan down to Kabul. At present the camel caravans which bring a great deal of produce from Turkestan take as long as four or five weeks to reach Kabul City.

The National Exchequer of Afghanistan is in a severely depleted condition, the extravagance of Ex-King Ammanullah followed by the looting which went on when the pretender Baccha-I-Saqqua held temporary power, have left the country impoverished, and it is said that when the present King took over command, he lived in a bedroom with only a plain bed and one chair, and no other furniture whatsoever. It seems, however, that the present Government is making very sound and effective endeavours to re-establish the finances of the coun-

try and to all appearances quite an amount of progress is being made.

Labour of the coolie type as is known in India is very scarce, casual labourers, particularly those required for heavy physical work or cleansing work, require one week's wage in advance before starting on a job.

The currency problem is one which the Government have still to solve. At present there is no paper money whatsoever in circulation, the only currency units being the Kabuli and Afghani silver half-rupees, and some small copper coins. The Kabuli rupee in November 1931, stood at 300 to 100 Indian rupees, and the Afghani at 275 to 100 Indian rupees. To carry even 100 Kabul rupees about with one is quite a business as it means having at least 200 coins in one's pocket as there are no gold coins nor any silver coins other than the half-rupees mentioned. The copper coins are of so many "puls", a "pul" being 100th part of an Afghan rupee or the equivalent of 1/16th of an English penny. The half-rupees mentioned can be obtained in the bazaars at Peshawar, and it is as well for the traveller to provide himself with some of them for use on the road, as although Indian rupees will be accepted in some places, they are not generally popular. The motor car business is absolutely in its infancy in the whole country of Afghanistan. In the City of Kabul there are not more than 40 passenger cars in use of which 28 are Buicks of 1930 and 1931 models.

The Buick cars mentioned have mostly been sold to Government Officials. His Majesty King Nadir Shah has one which he invariably drives himself. Her Majesty the Queen has one, and others are owned by the Prime Minister, the Finance Minister, Trade Minister, and the Commander-in-Chief of the Army. Those cars are very little used, most of

them averaging not more than a mileage of 300 a month, and they are all maintained in tip-top condition, their appearance both interior and exterior suggesting that they have just come off the floor of the New York Show. It is strange to be in a comparatively large city and to see only a few cars about, and even more strange to find that nearly every car one sees is a Buick.

There are a great many trucks used in the country as trucks are gradually replacing the camel caravans, and the bulk of the goods carried into Afghanistan both by the southerly route from Chaman to Kandahar, and the northerly route from Peshawar to Kabul, are transported on trucks, the bulk of which are Chevrolets.

The Army is being run on European lines, most of the senior officials including the Commandant of the Air Force, having had military education either in Germany, Belgium or Italy. The strength of the Army is at present in the neighbourhood of 60,000 troops, and they are quite well fed and clothed, but not too well armed in that they have such a variety of weapons. The writer observed British Lee-Enfield rifles of a ten year old pattern, Mauser, Mannlicher and Schneider rifles in use by men in one small company, so that the ammunition problem must be quite a complicated one.

The writer's return journey was quite interesting. In order to make certain of getting back to the Afghan side of the Khyber Pass in sufficient time to permit of crossing the Khyber to Peshawar the same night, he left Kabul City at 6 A.M. To enable him to do so special permission had to be obtained from the Police Headquarters, as dawn does not break in Kabul in November until 7 A.M. and furthermore he had to have a senior Police Officer accompany him in his car in order to get him passed through the sentries on the city boundary outposts safely.



THE NEW FORD PLANT AT DAGENHAM

THE Dagenham plant of the Ford Motor Company, Limited, of England, 18 miles from London, has started production. The last of the ten special trains removing 2000 tons of equipment from the Manchester works arrived at the New factory September 27th.

An interesting and authoritative description of the new plant by David Bronlie, the well-known technical writer, appeared in the British journal *Combustion* recently. He visited the plant to study its scientific fuel co-ordination. The following extracts are from his article:

It is the principal object of the present article to describe one of the latest and most remarkable examples of co-ordinated fuel utilization, that is, the new Ford works at Dagenham on the Thames, near London, the construction of which was officially commenced on May 17th 1929, with completion expected early in 1932. Full information cannot yet be obtained, since of course the various plants concerned with fuel and power are not completed, and in some cases the erection is only just begun. The whole matter, however, is so interesting and important that it merits a preliminary description which the author is able to give through the courtesy of the Ford Motor Company.

The whole area of land purchased on the Thames is 500 acres, of which 270 acres are reserved for industrial developments, the present site in active use being about 110 acres, with a frontage of 2400 feet on the river. Essentially, the scheme consists of a huge jetty 1800 feet long and 51 feet wide projecting out into the Thames, which alone has cost about \$1,650,000, a block of offices on the river front 200 feet long by 50 feet wide, a space of 200 feet by 400 feet for a garage, an assembly building 1000 feet long by 300 feet wide, a manufacturing building also 1000 feet long by 300 feet wide, a foundry and machine shop 1260 feet long by 300 feet wide. Three shops together occupy about 20 acres—the blast furnace plant, the coke oven plant and a power station on the most advanced lines, including boilers to operate at 1200 pounds per sq. inch pressure, with utilization of not only blast furnace gas, coke oven gas and pulverised fuel, but also a huge amount of household refuse which is to be brought down the Thames in barges. The east part of the jetty is reserved for the landing of this household refuse delivered from the barges. The refuse will be taken by conveyors to a transfer station for separation of material such as tins and bottles, with final delivery to the bunkers on

the top of the power house.

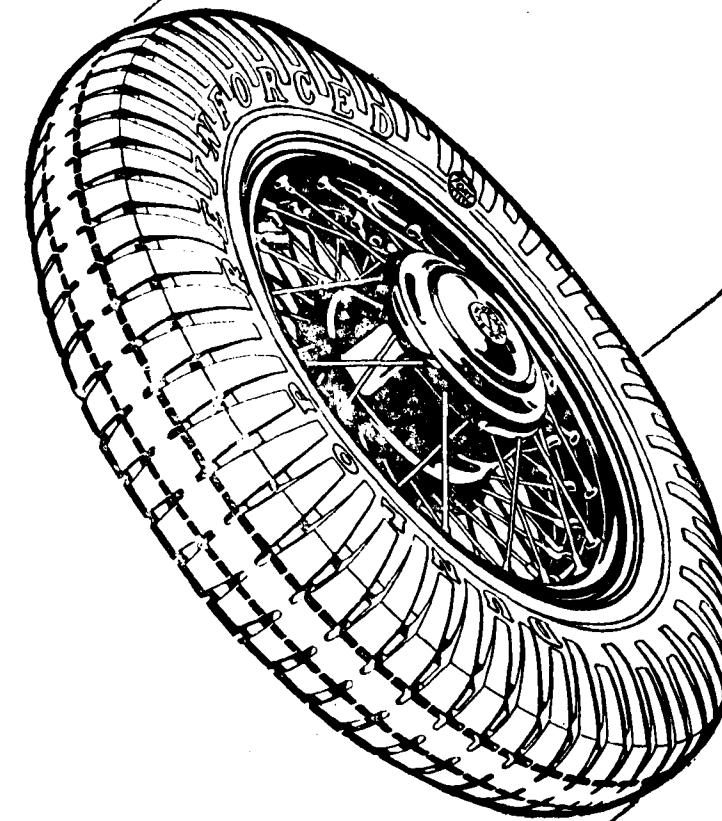
Undoubtedly as far as fuel technology is concerned the question of burning large quantities of household refuse for steam and power generation is one of the most important aspects of the Ford works at Dagenham, and the results obtained will be awaited with great interest. Incidentally it may be stated that the production of town refuse averages 1 ton per annum per capita, so that greater London for example, with a population of over 7,000,000 turns out every year about 1,750,000 tons of refuse. This outstanding problem is deserving of far more serious consideration than it has received. Certainly, therefore, the Ford Company may be considered noteworthy pioneers in this field, as they have been in many other branches of fuel technology.

This then is another aspect of fuel technology in which little progress has been made; nearly all the coke oven plants in the world are still discharging a vast number of tons of white hot coke per annum and cooling it merely by quenching with cold water, thus wasting all the sensible heat.

Eleven miles of standard gauge railway have been laid; more than 450,000 cubic yards of earth have

(Continued on page 50)

buttressed



The deep tread supported by extended side-wall buttresses gives tremendous strength, protection and enhanced appearance.

The combination of exceptionally strong cord, heavy ply insulation and thick undertread gives the greatest resistance to stone bruising and enables the tyre to withstand the strains of modern high speed motoring.



FORT Dunlop

HERE AND THERE

NEWS AND MISCELLANY FROM ALL SECTIONS OF THE FIELD

(continued from page 48.)

been dug out, largely used to make the railway embankments; during the past 12 months over 11,000 concrete piles have been driven down into the ground below, in some cases to a depth of more than 80 feet, the ground generally being of a swampy and difficult character; altogether about 13,800 of these concrete piles will be used, each one of which has its history recorded on a card index in detailed fashion. Some quantitative items of interest from a construction stand point are—92,000 tons of concrete, 2,224 miles of reinforced wiring and 8,000,000 wooden blocks to cover the concrete floors as well as 13,500 tons of steel in the buildings.

Adlington Smithy has Gone

THIS ancient blacksmith's shop, which formerly stood by the side of the Stockport-Macclesfield road (Cheshire), has been sacrificed in a road-widening scheme.

It is a tradition of the Leghs, who have lived for centuries in the adjacent Adlington Hall, that it was the notes from the anvil of this smithy which inspired Handel to write his *Harmonious Blacksmith*.

Visiting the Hall as the guest of his friend Charles Legh, Handel was out walking when the ringing notes of the anvil caught his ear. He returned to the Hall and wrote the score.

A Car Owner's Alibi

THE Automobile Association has applied to the High Court for a reversal of the decision of the Horsham Bench in convicting an A.A. member for using his car without a Road Fund licence.

The motorist concerned was actually abroad at the time of the alleged offence, and the car was used by a friend.

Traffic Timing Strips

Another Instance of Experience Gained in Racing Helping the Ordinary Motorist.

AN electrical timing strip, similar to that used in high speed racing, is shortly, it is learned, to be brought into use for the control of London's traffic. The strip will be laid beneath the road surface some 50 yards or so before the actual crossing. It will be connected to the master signal at the crossing, this signal to be operated by the vehicle which first reaches one of these hidden strips. If a vehicle going south approaches earlier than another crossing to east or west, the southerly-

going vehicle automatically holds the right of way, retaining such right of way until ample time has passed for a safe crossing. The signal then automatically closes the road and gives free passage to cross-going traffic.

The site selected for its City trial is the junction of Cornhill and Gracechurch Street—and officialdom is taking a very close interest in the development, the first of its kind in Europe.

More Automatic Signals

THE success of the Oxford Street lighting-and-signal system has, according to the Ministry of Transport, nearly doubled the speed of traffic in that great artery. Its adoption is likely to be introduced in all important thoroughfares throughout the Metropolis.

Married Motorists

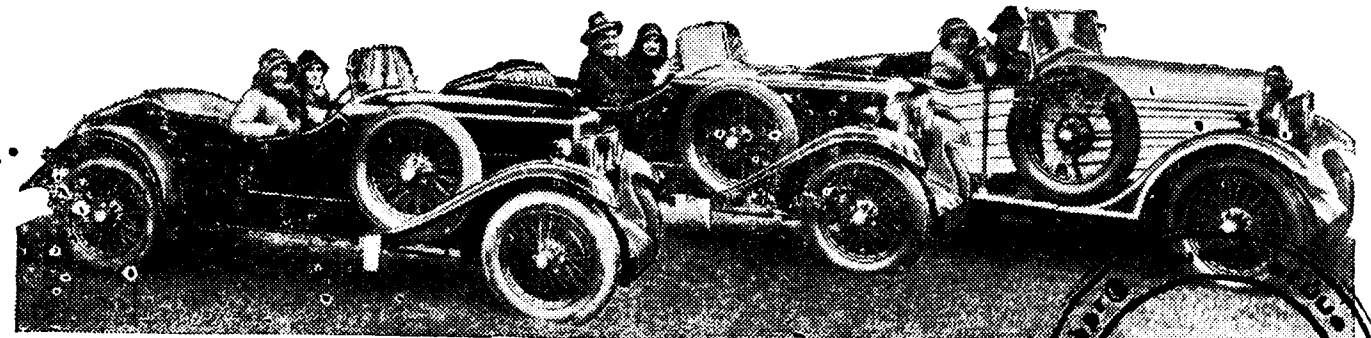
CONVINCED that married individuals possess a greater sense of responsibility than those unattached, the Grand National Assembly in Constantinople talk of introducing a Bill making marriage one of the conditions for the granting of driving licences.

British Enterprise in Poland

A NEW service depot for Morris-Commercial vehicles, the largest of its kind in Poland, has been recently opened in Warsaw, when, according to Polish custom, the building and its equipment were dedicated by a Roman Catholic prelate, who sprinkled holy water in all the workshops and over each unit of a fleet of Morris-Commercial trucks.

Preaching what they Practice

THE result of a census of motor-cars parked in Palace Yard when the House rose on a recent Friday shows a total of nineteen British cars out of twenty two. The proportion of British cars has increased considerably since the day the new Parliament opened, when a similar census discovered sixteen British cars and fourteen foreign.





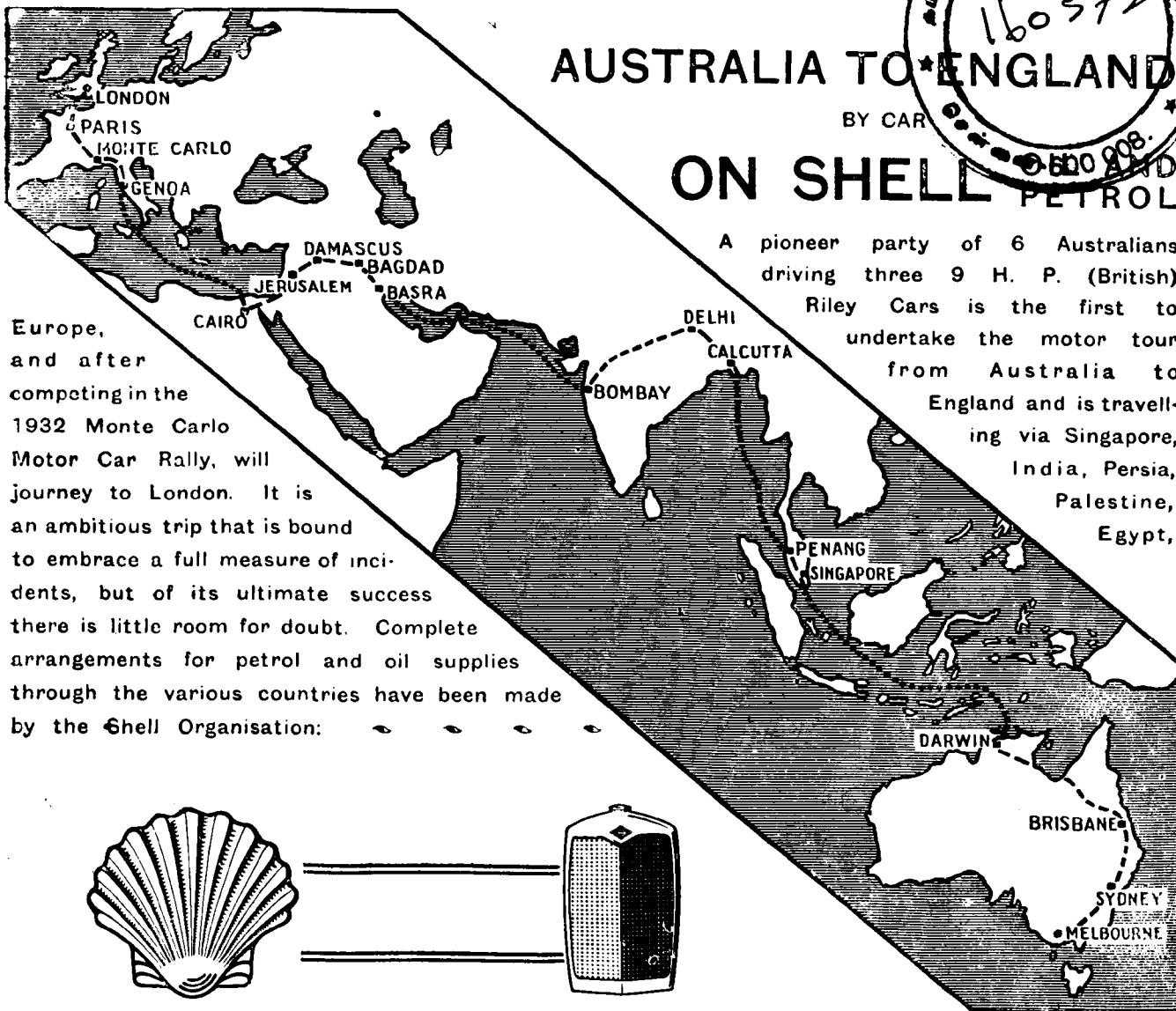
AUSTRALIA TO ENGLAND

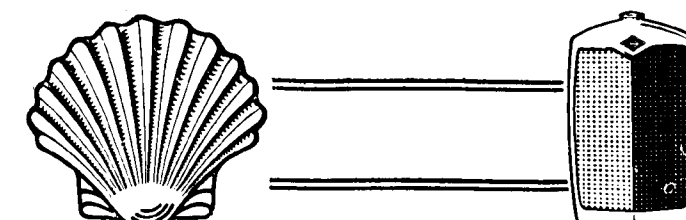
BY CAR

ON SHELL PETROL

A pioneer party of 6 Australians driving three 9 H. P. (British) Riley Cars is the first to undertake the motor tour from Australia to England and is travelling via Singapore, India, Persia, Palestine, Egypt,

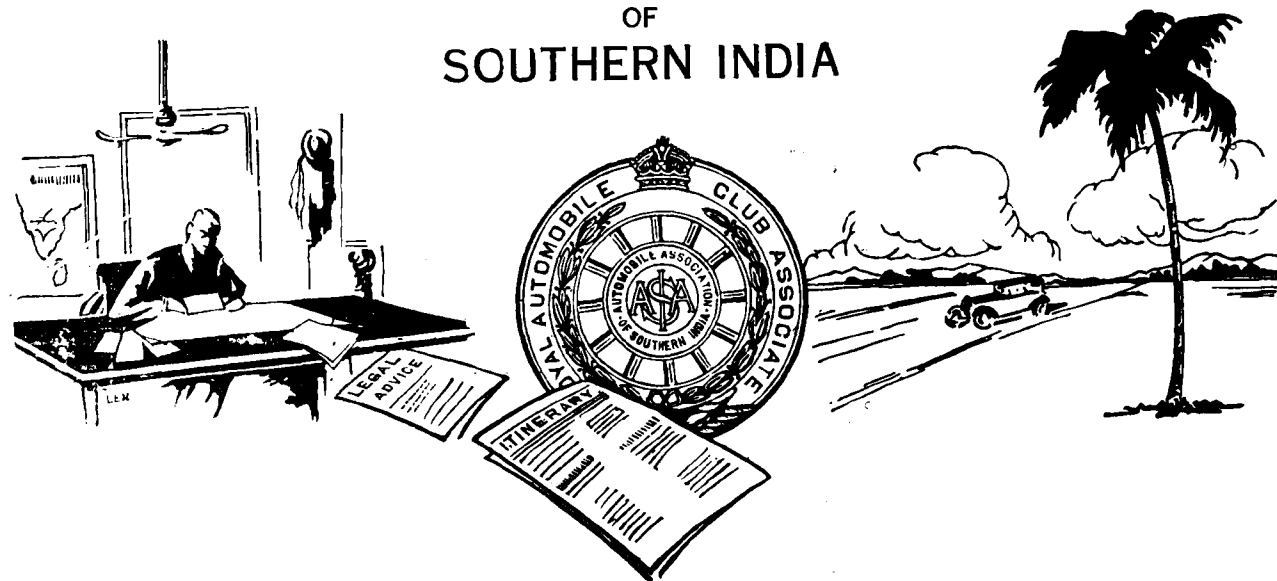
Europe, and after competing in the 1932 Monte Carlo Motor Car Rally, will journey to London. It is an ambitious trip that is bound to embrace a full measure of incidents, but of its ultimate success there is little room for doubt. Complete arrangements for petrol and oil supplies through the various countries have been made by the Shell Organisation:





Burmah-Shell Oil Storage & Distributing Company of India, Limited
 Incorporated in England
 Calcutta Bombay Madras Karachi Agents
 Delhi

AUTOMOBILE ASSOCIATION OF SOUTHERN INDIA



Secretary's Report for January 1932.

Committee's Activities.

1. The Committee assembled on 8th January 1932, and in addition to a number of routine items, dealt with the following as indicated:—

Madras M.V. Rules Amendments.

(a) Read certain amendments to the Madras M. V. Rules, which Government propose to adopt and decided that the Automobile Association of South India found them acceptable.

(i) Slightly amending Rule 25 (b) Sub Rule 1, regarding the power of local authorities to prevent the driving of motor vehicles on pathways and certain specified places. (This amendment is technical only and creates no new rule).

(ii) Exempting road rollers from rules relating to registration.

(iii) Exempting water sprinklers from rules relating to registration.

(iv) Exempting rollers and water sprinklers from payment of registration fees.

Duplicate Driving Licences.

(b) Read and approved of a letter addressed to the Madras Government urging amendment of Rule 23 of the Madras M. V. Rules which imposes a double fee (Rs. 10) for the issue of the duplicate of a lost or destroyed Driving License.

M. V. Taxation

(c) Read and approved of a letter addressed to the Madras Government protesting against the levy of M. V. Taxes on derelict vehicles which are proven to have been derelict prior to 1st April 1931.

Madras M. V. Rules.

(d) Drafted letter to Madras Government objecting to a recent amendment to Madras M. V. Rules which prohibits the running of a "Private" bus in any District but the one in which it is registered, unless in possession of a special permit issued by the authority of such other district or districts.

The A.A.S.I. suggest the issue of permits by the Local Government to cover private buses conveying parties of tourists and Pilgrims on extended tours.

M. V. Taxation.

2. (a) The first fortnight of the quarter was a busy one, as usual during the first month of each quarter when many members obtain M. V. Licenses and pay the quarter's tax through the Secretary A.A.S.I.

The advantages of this service are again brought to the notice of motorists residing in the mofussil. Your registration certificate and a cheque or money order, to the Secretary by post will save you a journey to the Licensing Officer and much waste of time and temper in going through the usual formalities.

In this connection I would like to convey publicly, to Mr. M. Zia-ud-din, who has recently relinquished the appointment of Deputy Commissioner of Police, Traffic and Licensing, Madras, on assuming another appointment, My sincere thanks for the very real help he has always accorded me in the interests of the A.A.S.I., and for the sympathetic manner with which he has dealt with all representations that I have made to him on behalf of individual members as well as motorists generally.

I am sure the Association will join me in wishing him success in his new billet.

Refund of tax for vehicles under repair.

(b) Government has already ruled that tax paid on a vehicle may be refunded if the vehicle is under repair for the whole of a quarter. The Rule, however, refers to "an entire quarter" in this connection. This means that, if a repaired car is taken into use again on the last day of a quarter, no refund is admissible. The Association is endeavouring to obtain an amendment to the rule so as to allow remission of tax provided the vehicle is not taken into use again before the fourteenth day from the end of a quarter (as is the case with newly purchased vehicles).

(Incidentally it is hoped that the Act will shortly be amended so as to Make "Use" and not "Possession," the criterion to govern levy of tax).

Vehicles Belonging To Members of A. F. (I)

(c) It is understood that Government has ruled that (I) members of the Auxiliary Force (India) are to pay 50 percent of the tax normally due on vehicles owned by them. Whether this rule is to apply to all vehicles so owned, or only to those certified by the military authorities as being necessary for the discharge of their A. F. (I) duties, is not yet clear.

Derelict Vehicles.

(d) Cases have come to notice in which arrears of taxes are being claimed on vehicles which have been reported derelict and registrations cancelled. The Association has raised an objection to this procedure, and has asked Government to reconsider the matter, having in view the fact that, until 23-11-31, the law did not require the cancellation of registrations of vehicles as they become derelict (or permanently unusable).

Members should note that the cancelling of registration is compulsory when a motor vehicle becomes permanently unusable (or derelict). Failure to cancel a registration leaves the registered owner liable for tax due on the vehicle.

Insurance

3. The number of members who take advantage of the material benefits accorded by our official insurers is gradually increasing, as these benefits become known.

I repeat them below for the information of those who have not yet heard of them:—

(1) 10 percent reduction of premium.

(2) "No claims bonus" commencing at 15 percent at first renewal and increasing to 20 percent 20 30 percent and 33½ percent at subsequent renewals (Note:—other insurance Companies allow a bonus commencing at 10 percent and ending at 30 percent).

(3) A free Personal Accident Insurance benefit for which the premium is normally Rs. 20.

(4) Arbitration by the Committee of the A. A. S. I. in the event of dispute between the insured and the insurer.

In effect, the saving on insurance premium practically covers annual subscription to the A. A. S. I.

This paragraph is worthy of the attention of every private motor car owner.

Flooded River Crossings.

4. Complaints made by this Association to local Engineers on the subject of marking as dangerous all unbridged river crossings during flood periods, has elicited the fact that many motorists are inclined to "turn the deaf ear" to advice given by local road maintenance staffs at flooded rivers.

Motorists are warned that, while the depth of water flowing over a causeway may not be sufficient to affect the running of a motor car engine, the current may be too swift to allow a car to stand up against it and keep on the centre of the roadway. Road maintenance staffs and people resident near an unbridged river crossing are usually the best authority on this subject, so advice given by them should not be disregarded.

Roads.

5. (a) Rivers in all parts of the South of India, generally speaking have reached their normal level and practically every unbridged crossing is fordable (except, of course, the Godavari River near Rajahmundry, the Tungabhadra and Kistna Rivers near Kurnool and the rivers on the West Coast where ferries ply throughout the year.

Tanjore District.

(b) In Tanjore District, on some of the lesser used roads, some breaches caused by the floods of December have not yet been re-tored, i.e.

Mannargudi to Pattukottai.

Pattukottai to Thiruvanam and Gandavakottai.

Nilgiris.

(c) Considerable improvement is being made on the Ooty-Mettupalayam Road, where two new bridges have been completed recently.

Mysore State.

(d) The Bangalore-Bombay Trunk Road between Chitladrug and Harihar is reported to be in bad condition and that it can only be negotiated by cars moving at about 10 miles per hour.

Hyderabad State.

(e) Considerable improvement is in progress on road communications in H. E. The Nizam's Dominions. A number of new roads and bridges are under construction.

Customs Duty.

6. Motorists passing between India and Ceylon are reminded that Customs duty has to be paid on cars and other dutiable articles at Dhanushkodi or Manaar as the case may be. The A. A. S. I. can afford considerable assistance in this connection if given ample warning. Intending tourists are invited to write to the Secretary at the earliest possible date.

Reporting Accidents.

7. Inquiries received during the past month indicate that there is considerable doubt as to the law on this subject in Madras.

The following is a reproduction of Rule 27 C. of the Madras Motor Vehicles Rules:—

"27.—C. The person in charge of a motor vehicle shall immediately report to the nearest police station every accident which but for the presence of the motor vehicle, would not have occurred, if such accident causes (a) injury, annoyance or danger to the public or any person or (b) danger or injury to property or to any animal or vehicle in charge of a person or (c) obstruction to traffic, and shall give all possible immediate assistance to any person injured by any such accident and, if necessary, help in conveying him to a hospital.

Explanation.—In cases where more motor vehicles than one are concerned, the person in charge of each motor vehicle shall be bound to make the report and render the assistance required under this rule."

In this connection it should be noted that the Madras Police have instructions to accept the report of a Motorist who has been involved in an accident, irrespective of whether the station at which the report is made is "the nearest police station" or not. However, it is most desirable that a report be made at the first police station reached, and not delayed until the end of a journey.

International Driving and Circulating Permits.

8. Members are reminded that the Secretary is now authorised to provide certificates of fitness (for cars) and proficiency (for drivers); and can arrange the speedy issue of the International documents necessary when touring abroad.

Here is an interesting Item No. 16 from the minutes of proceedings of the Burma Motor Association Committee which met on December the 3rd, 1931:—

New Road Practice.

"The attention of motorists is invited to an important revision of Rule 46A, which now requires that the driver of any motor vehicle shall give precedence to all vehicles approaching from his left-hand side, and take precedence over all vehicles approaching from his right-hand side. In other words, the procedure hitherto followed by motorists has been reversed."

Cars For Leave.

9. A number of booklets have been received from firms in England who provide cars for visitors on special terms. Copies of these booklets can be had on application.

Decorated Car Procession 1931.

10. The net profits realised by the Decorated Car Procession held on 11th November (Poppy Day) 1931 was Rs. 321-6-0. This sum has been handed over to the Ex-Services Association, Madras Branch.

Touring Map

11. The Touring Map of Southern India, compiled for the Association by the Secretary, is still in the press. Endeavours are being made to expedite publication.

Highway Code

12. A few copies of the Highway Code have been received from London. It comprises a series of common sense instructions for the guidance of the several classes of road users.

A copy can be had, *On Loan*, on application to the Secretary.

Membership.

13. During the month 15 new members were added to the register, while there were 12 resignations and 5 names removed from the register owing to the members being untraceable. On 31st January 1931 the total number of members was 814 car and 98 cycle making a total of 912.

Subscriptions

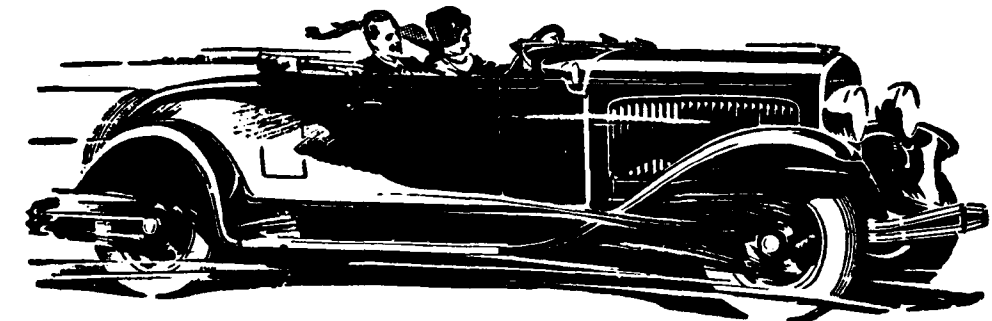
14. The number of subscriptions remaining unpaid for 1930 and 1931 is large and the amount outstanding on this account amounts to some Rs. 4600 (i.e. Rs. 2200 for 1930 and Rs. 2405 for 1931). Members whose subscription is overdue are particularly requested to make early remittance as funds are low and unless an early improvement is realised the activities of the Association may have to be curtailed considerably.

It was regretfully announced a short time ago that the financial difficulties of the Bentley Motor Co. would probably result in the withdrawal of the Bentley car.

Bentley Motors.

We now learn that the Rolls Royce Co. have acquired the goodwill and assets of the Bentley Motor Co. and that they will continue to make the sports model of the Bentley car.

The Rolls Royce Co. is represented in India by Allied Motors Ltd. whose head office address is Hughes Road, Bombay.

Speed Records and Dunlop Tyres.**An Article Written by A Dunlop Expert.**

From time to time the usefulness of high speed racing is questioned by the public generally and by the purchaser. Motorists somewhat naturally ask what value is obtained by the ordinary tyre purchaser from the designing and manufacture of special racing tyres, pointing out that they themselves have no desire to proceed at greater speeds than the humble 30 to 40 miles an hour! The answer is simple and conclusive. Although the average motorist may be quite content with a touring speed of 40 miles an hour he would doubtless, express considerable dissatisfaction if he was still unable to proceed on his lawful business at a greater speed than 15 to 20 miles an hour owing to tyre risks and troubles, and the higher rate of speed which he is now able to enjoy with safety is entirely due to experience gained by tyre manufacturers from the construction of racing tyres. The building of tyres for such amazing speeds as the present World's speed record does most definitely provide the manufacturer with considerable knowledge and information as to strains and stresses that is unobtainable in any other way, and this knowledge is of the utmost importance in the building of tyres for ordinary service. In other words to sum it up in a sentence, racing certainly does improve the breed.

The Dunlop Company is able to look back with pride and satisfaction on its successes in the Motor Racing World. It is impossible in so short a space to give any detailed lists of the number of World and Class Records that have been won and that are now held by cars fitted with Dunlop tyres, but some idea of the success attained may be got when it is realized that at the present moment out of 395 of the combined World and Class records for cars of different powers, no less than 342 were won on Dunlops. And what is even more striking testimony still, is that of the present existing 61 World's Records for different Classes, every one was won on tyres of that make!

At the present moment of course the outstanding performance in the public memory is that of Sir Malcolm Campbell, who this year captured the World's record for one mile flying start at the colossal speed of 245 miles per hour. As is now generally known he had such trust in the tyres on his Machine that he waived the right of changing them between his two runs, and had no hesitation in completing his return trip on the tyres which had successfully borne him for the first half of his record.

Quite apart from the marvellous figures which were attained at Daytona Beach, amazingly constant successes have also been obtained last season in road and track events. The Dunlop Company had the honour of supplying the tyres used by Mr. Norman Black, Sir Henry Birkin and Mr. R. T. Horton, who finished respectively 1st, 2nd and 3rd in the Irish International Grand Prix at Phoenix Park in 1931. Similarly Earl Howe and Sir Henry Birkin, the winners, pinned their faith on Dunlops as did the drivers of the cars which occupied the next six positions in the 1931 Le Mans 24 Hour Race over nearly 2000 miles at the amazing average speed of over 78 miles an hour.

On the 21st of June one of the classic motor events of the year took place when the French Grand Prix was run for 10 hours over the Montlhéry road circuit. All the first nine cars to finish ran on Dunlop and the winners, Messieurs Chiron & Varzi on their Bugatti won at the amazing figure of an average of 78 miles per hour.

Even more significant still, is the fact that in the Ulster Tourist Trophy Races this year, in which all previous records for speed were shattered, although competitors from many different countries took part in the race, every single car was fitted with DUNLOP TYRES.

Turning to the world of motor cyclists, we find the same record of success in the Isle of Man T.T. Races this year, which are of course held over a particularly difficult circuit of 37 miles embodying the sharpest hairpin bends and mountain slopes, necessitating fierce braking, amazing cornering and at times speeds of well over 100 miles an hour. The winners and second to finish in both the Senior and the Junior Races were mounted on Norton cycles fitted with Dunlops—an average speed of 78 miles an hour was attained this year in the Senior Race. The Norton Company followed up their success winning also both the classes in the Ulster Grand Prix Motor Cycle Races later in the year, at the amazing average speed of almost 90 miles an

hour over a winding course of 246 miles! Needless to say they relied on the same make of tyre as had carried them to victory in the Isle of Man.

With such a record behind them, the Dunlop Company may well feel satisfied that their products have been tried and not found wanting in some of the most stringent tests possible. But what is more important still to the average motorist is that these racing successes have proved a source of new data and constructional knowledge, the benefit of which is now being passed on to him in the latest car and cycle tyres. The fine service given by the present day Dunlop Tyre is the best answer to the man who queries the need and necessity for Motor Racing.

General Knowledge

POSERS FOR THE A. A. QUESTION BUREAU.

THE A. A. has sent us an interesting selection of questions it has received during the recent touring season:—

1. What is the strength of the current of the Rhine at Godesburg?
2. Is Rugby played at Heidelberg?
3. Are passports necessary for a visit to Scotland?
4. What clothes must I wear for touring in Spain during the month of August, and are woollens necessary?
5. My dog has "Blank" biscuits. Are these obtainable in France?
6. At what time does the sun set in South-Western Germany, Southern France and Southern Spain during the last week in September and the first in October?
7. What is the cost of running a car from London to India?
8. Should I wear a sun helmet in the Canary Isles?
9. What is the best powder to take with me to deal with vermin in the Balkan States?
10. From what seaside town in France did William the Conqueror set out?
11. Can I take a pet parrot

with me into France and Italy?

12. What is the Republic of Andorra noted for?
13. Can I travel from Southend to a London suburb using arterial roads with wide grass verges? I wish to deliver a hunter.
14. Can you assist me in tracing my husband, J. B., a chauffeur living somewhere in London?

The "Morris Owner" suggests that the following answers might have been sent:—

1. 100 under proof.
2. Yes, on Walpurgis night.
3. No, but corkscrews are.
4. (a) Anything red. (b) Optional.
5. Decidedly so—"Blank" exactly describes them.
6. At sunset.
7. The same as running a car from India to London.
8. Yes, much better than a fireman's.
9. Gunpowder.
10. Timbuctoo.
11. You can so far as we are concerned.
12. The Republic of Andorra.
13. Why? Do you want to roll it there, or can't you wind it up yourself?
14. No. Write to Edgar Wallace.

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Publishers' Notices**The South India Motor Owner**

Published Monthly by

Eastern Technical Publications.**General Patter's Road, Mount Road,
Madras.**

THE South India Motor Owner is issued on the 15th of each month. It aims to furnish the latest and most authoritative information on all matters relating to motors and motoring under South India conditions. Contributions and correspondence on all matters coming within the scope of this journal are solicited and prompt remittance will be made for all acceptable matter. Contributions should preferably be illustrated.

Subscription Rates

One year . . . Rs. 3 postage free, payable in advance or recoverable by V. P. P. with the first issue mailed. Sample copies annas eight each plus postage. All remittances for subscriptions should be made payable to Eastern Technical Publications, Madras.

When subscriptions expire, unless previous notification has been received from the subscriber the first issue following the expiry will be sent to the subscriber V. P. P. for a further twelve months' subscription. It is therefore advisable, if any subscriber wishes to discontinue *The South India Motor Owner*, to notify the publishers a month in advance.

A red reminder Slip is always placed in the subscriber's copy issued prior to expiry.

Advertising Rates

Rates for display space will be furnished on application. For small advertisements and entries under 'Sales and Service Guide,' see page 2.

Advertisements to secure insertion in any month's issue should reach this office not later than the end of the month preceding. The publishers of *The South India Motor Owner* reserve the right to reject any advertisement for any cause.

THE
SOUTH INDIA**MOTOR
OWNER****Volume III.**

The December 1931 issue of the South India Motor Owner will conclude Volume 3, and a limited number of volumes bound in full cloth will be available for those readers who may wish to keep their copies for reference.

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May we request you to send us the name and address of any friend who you think may be interested in this journal. We will gladly send him a specimen copy.

For the small subscription of Rs. 3 the 'South India Motor Owner' will be sent to you post free for 12 months—there is a simple form over-leaf which is easily filled in. . . .

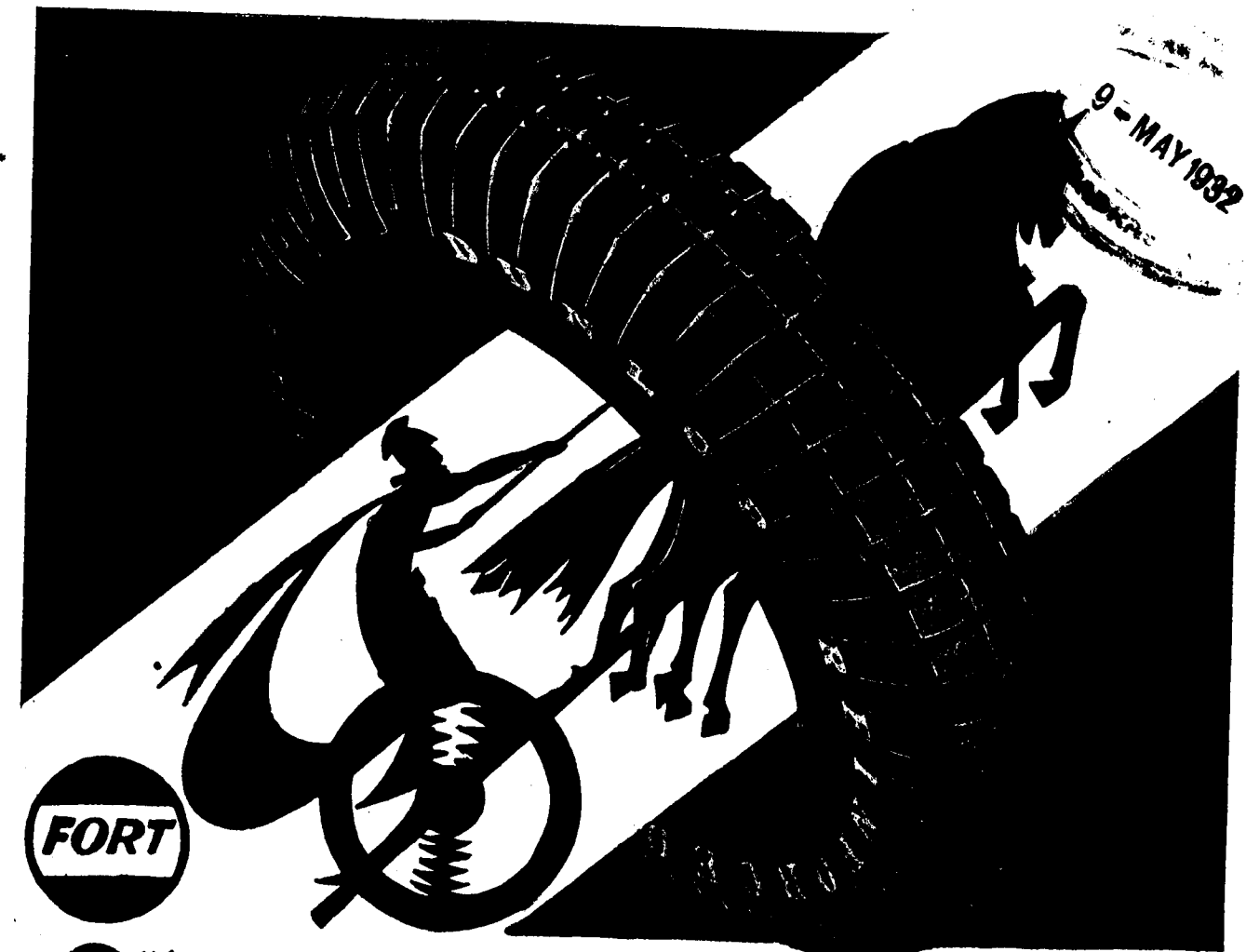
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Official Organ of the Automobile Association of Southern India



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- ¶ Give full particulars of the make, model and year of manufacture with any points about speciality fittings which may interest the buyer.
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Arranged alphabetically under vehicle headings this guide should prove extremely useful to motor owners throughout Southern India. The up-to-date Service Station and Sub-Dealer will find entries in this section to be a profitable method of inexpensive advertisement. Each entry in these

columns is charged for at the rate of Re. 1 per line, but no contract can be accepted for less than six consecutive insertions. Correspondence both from Dealers and Car Owners is invited in order to make this section as useful as possible.

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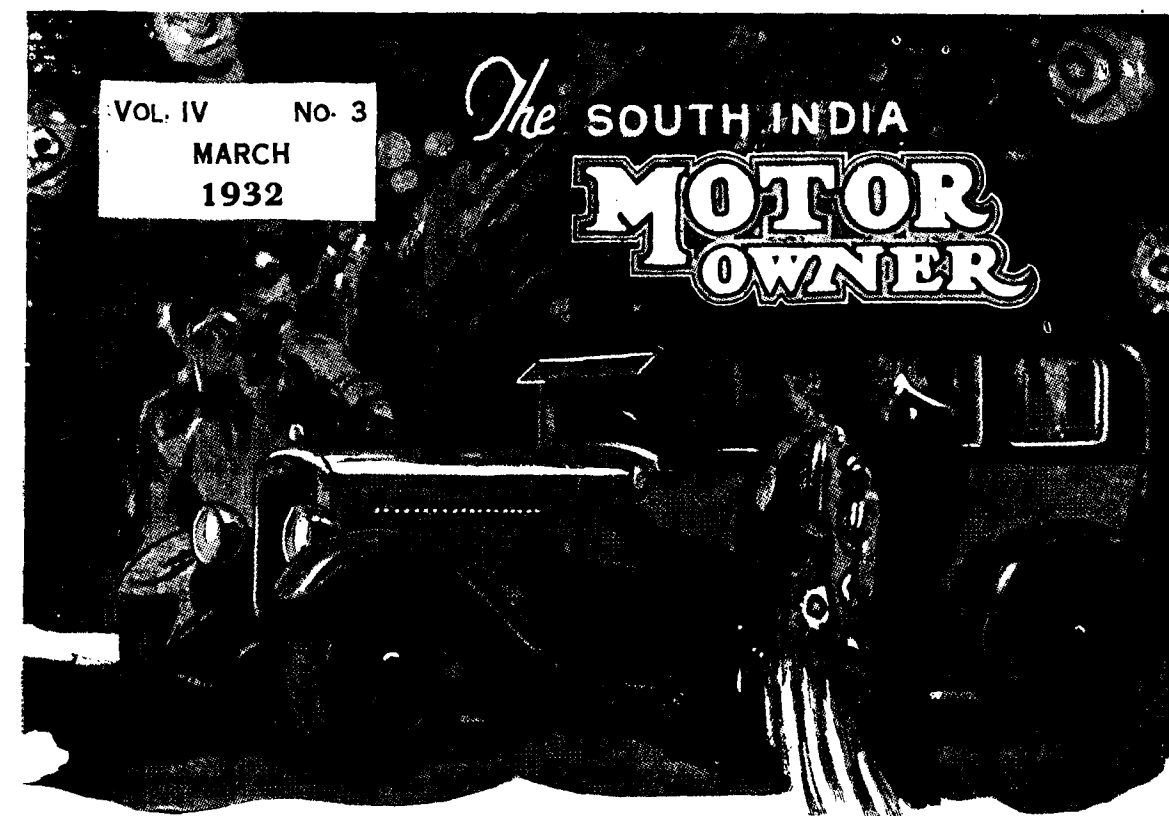
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VOL. IV No. 3
MARCH
1932

The SOUTH INDIA
**MOTOR
OWNER**



Official Organ of the Automobile Association in Southern India

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Printed for the Proprietors, Eastern Technical Publications, by S. V. Seshu at the Hogarth Press, and Edited and Published by E. Field Phillips for the Proprietors at 7, General Patters Road, Madras.

All communications with regard to Editorial matters should be addressed to the Editor as above. Contributions, preferably illustrated, on all subjects coming within the scope of this journal are solicited and will be paid for on acceptance. A stamped addressed envelope should accompany M. S. S. for its return in the event of its being unsuitable. Communications dealing with Advertising and Distribution matters should be addressed to The Manager.

Statements and claims of advertisers are not necessarily endorsed by the Publisher or the Proprietors of "The South India Motor Owner."

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If every motorist wishes to feel he has helped to procure for himself comfort and improvement on the road he should give the A.A.S.I. the support of his membership 83

Two identical models which have been in use the same length of time may vary many hundred rupees in their second hand value. A few hints on the care of your car appear on page ... 79

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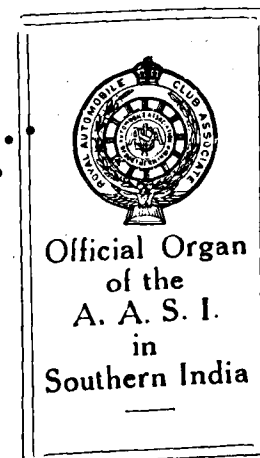
To extend the right hand confers no right to do anything, least of all some sudden manoeuvre right in front of the bonnet of some unfortunate motorist in the rear ... 68

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THE SOUTH INDIA Motor Owner

A MONTHLY JOURNAL DEVOTED
TO THE INTERESTS OF THE SOUTH
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EASTERN TECHNICAL PUBLICATIONS
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Owner-Driver

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The Indian Road
Question.

Correspondence on
these subjects will
be welcome from
readers

Vol. IV. No. 3

March, 1932

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Safer Cornering the Commonsense Way

FROM a safety first point of view, corners fall roughly into two categories—the "blind" or almost so, and the more gentle type of curve where the danger lies more in an approach at too great a speed to get round than in risk of collision with some vehicle not seen until too late. Of these, the former, although as a rule more terrifying to the inexperienced, presents a danger of a less insidious type. Let us consider it first.

It stands to reason that the blind corner, be it on a main road, leading on to one, or leading off one—anywhere in fact—must be approached with the utmost caution. Where so many drivers err is in failing to appreciate the degree of caution required. The golden rule is always to assume that just exactly one inch farther round the bend than the driver can see, something dreadful and unforeseen has happened—perhaps a man has fallen down in the road in a faint, a building has collapsed

across the street or an earthquake has opened up a yawning abyss. Anything startling or unusual that happens to grip the imagination of the individual driver will do. If then, the driver will allow some such hypothetical terror to be borne vividly in mind and will then allow a further twenty-five per cent. margin of safety and will drive accordingly, all will be well with him, whatever speed he indulges in on long straight stretches.

No definite speed limit can be laid down, of course. The situation depends on (to use a phrase of years gone by) "the tactical situation and the nature of the ground". In addition to the extent of "blindness" of the corner, the driver must take into consideration the state of the road surface and the state of the braking system (including tyre treads) of his car. One factor of which the law appears to take cognisance, that the safe driver must make it his business absolutely to ignore, is the

amount of traffic that might reasonably be expected to be on the road at the time. So far as the driver is concerned, a steam wagon and trailer definitely have broken down and blocked the road just round the bend; some cheerful fellow in a state of the most glorious temporary amnesia as regards the rules of the road in this country, is approaching at speed in his 100 m.p.h. Splittenpusch Special. The safe driver is at all times prepared for any of these things.

How far does the all clear signal, given, of course, by a police officer, absolve the driver from further responsibility in the negotiation of a blind corner at cross-roads? The answer is, not in the least. Any actual mistake on the part of such a man is, of course, almost unknown, but the careful driver must bear in mind that mistaken interpretations of the ordinary accepted signals of the road are occasionally made by novice drivers and others. Neither can an officer of the law ensure that no child will leap into the road right under the wheels of the oncoming car. So, in taking a blind corner, while the "come on" signal, given by a responsible individual may be accepted at its face value and so a brisker pace kept up than would otherwise be consistent with safety, considerable caution is still called for. Let the careful driver, then dismiss at once from his mind the idea that the responsibility for the safe navigation of his car can be for one instant transferred wholly or even partially from his shoulders. Signals are good servants but bad masters.

Even more dangerous than the signal received is the signal given. It seems an extraordinary thing that even in this year of grace there are still to be found at the wheels of motor vehicles folk who seriously believe that all they need is do to extend the right

hand, whereupon the vehicle about to overtake will vanish in some mysterious way until they are safely off down the particular turning into which they wish to go—in fact, the driver of the overtaking vehicle is considered a bit of a blackguard if he insists, rather on principle, upon honking his way through.

To extend the right hand confers no right, legal or moral, to do anything, least of all to execute some hair-brained manoeuvre right in front of the bonnet of some unfortunate going about his lawful occasions. The signal is a useful one, of course, in its proper place; the police officer on point finds his task easier if every approaching car indicates which way it is to go, and the driver of the following car appreciates the tip not to overtake in the course of the next fifty yards (that is, if he has not already started so to do). Apart from these contingencies, the right hand is best kept on the wheel, unless it is being used to wave people on—the obvious thing to do if wanting to turn off to the right when being followed at all closely by any vehicle. If, however, there is something coming in the opposite direction around the back of which the car can be swung quickly, so as to rule out the possibility of being overtaken while in the act of turning, even this signal is not called for.

It cannot be too strongly emphasised that to turn off to the right without full and due consideration of traffic in both directions—but especially overtaking—is a dangerous act of the worst type. When in doubt, stop and wave the other fellow through, and, above all things, do not imagine that the human right hand or any of the remarkable devices, mechanical or electrical, that it has of recent years created, can relieve the driver of one iota of his responsibility.

India's Road Problem

A Road Loan as Solution.

"The Indian Road Problem" on which I have been invited to speak to you today, is, in view of the phenomenal growth of modern mechanical transport and consequent demand for more and better roads, a subject of increasing interest to the public.

Lt.-Col. H. C. SMITH, O.B.E., M.C.,
General Secretary of The Indian Roads and Transport Development Association, Ltd.,

An Address given at
The Calcutta Rotary Club

I will therefore first of all attempt to trace as briefly as possible the history of roads in India and their administration, which will help to bring before you the important part they have played in the advancement of civilization.

Indian civilization goes back not less than five thousand years, and from those early times can be traced the record of roads and wheeled vehicles.

At Harappa in the Punjab which dates back 3000 B. C. there was found a miniature two-wheeled cart with gabled roof and driver seated in front, fashioned in copper, which is one of the oldest representations of a wheeled vehicle in the world. In the treatises of Kautilya about 300 B.C. frequent mention is made of roads and highways and even regulations regarding their widths for such traffic as chariots, cattle, elephants together with punishments for obstructing or defiling roads.

The first Chinese traveller Fahein, who travelled in India in the beginning of the 5th Century A. D. says that rest-houses for travellers were provided on the highways.

Travernier who travelled extensively in India from 1640 to 1667 normally journeyed in a carriage drawn by trotting bullocks, and considered travel in India quite as comfortable as in Europe. But roads did not permit the free movement of commerce at all seasons, for traffic was practically at a stand still during the rains and was reduced to small limits during the hot weather.

In the 19th century, during the Governor Generalship of Lord William Bentinck and Lord Dalhousie, prior to the introduction of railways, a number of trunk roads, bridged and metalled were constructed and maintained under the supervision of Military Engineers, and a Military Board, which being particularly inefficient, was suppressed, and the Department of Public Works (P. W. D.) was instituted about 1845, nearly in its existing form.

The expenditure on Public Works which had been on a small scale was enormously increased and works of great magnitude, such as the Grand Trunk Road were undertaken.

With the advent of railways, however, it became increasingly necessary to build roads to feed railways rather than compete with them, and this in turn led to a demand, which remains today, far from being completely satisfied, for bridged and metalled roads which would give access to the railways at all times of the year. Trunk Roads, where parallel to the railways, were in some cases allowed to go out of repair.

Sir Richard Temple in his "India" in 1880 estimates there were in that year not less than 20,000 miles of metalled and partially bridged roads in India whilst there are today 60,000 miles of surfaced and about 1,40,000 miles of unsurfaced roads in British India.

In the earliest civilizations of which we have records, roads have played a vital part in the growth and preservation of nations. The famous Khyber Pass used by countless hordes which flowed to India's fertile plains from Northern Asia, is one of the oldest of these natural highways, but the earliest roads constructed by any nation, so far as is known at present, existed in ancient Egypt. Egypt first comes to our notice about 7000 or 8000 B. C. at the time when it was a flourishing and powerful Empire.

The title of King of Kings was boasted by the Persian Monarchs largely because of the mobility of their trade and military forces, both of which were aided by their trade routes and roads.

It remains for the roads of the Roman Empire, however to furnish the best examples to the value and importance of roads to any nation. It is a familiar saying from ancient times that "All roads lead to Rome" and it might have been added that they led there straight and true. Roman roads were built primarily for the passage of troops between two points in the quickest possible time and were therefore built in straight lines.

Mediaeval Europe did not accomplish much in road building or improvement. Transportation methods developed slowly and roads were largely neglected. In the middle of the 18th century France started modern

road building to foster the growth of commerce and industrialism, but at this time good roads were non-existent in England, and in the wet weather it was even difficult to travel in the vicinity of London.

IMMENSE BENEFIT DERIVED FROM MECHANICAL TRANSPORT.

It is however during the past century that far greater progress in communications has been made than in any other period on record due entirely to the invention and perfection of mechanical transport in the form of the steam engine, internal combustion engine and the control and production of electrical energy.

It has been said that "The greatest single forward movement being taken by the race of man today is the means of inter communication and the greatest single thing for the advancement of learning, intelligence and civilization, the opportunity that is afforded for the people of a country and of all countries to mingle with each other."

India has derived immense economical and educational benefits from her railways during the last 80 years through the development of the steam engine but it is during the last two decades with the advent of the internal combustion engine in the form of the modern motor car that a still more phenomenal development of our communications has taken place, eclipsing the more rigid form of railway transport.

Just as locomotives must be provided with rails so the automobile for economical and efficient use must have roads although the locomotive requires carefully graded constructed tracks the automobile has the advantage of going triumphantly on its way over routes that are often roads in name only.

The value of motor transport to the commercial and educational development of the country cannot be under-estimated for improved communications stimulate the more backward rural community to seek a higher standard of education as part of a higher standard of living. Isolation perpetuates ignorance whilst motor transport and good roads provide the full exchange of ideas no less than that of merchandise.

Good roads open out to the cultivator new markets and place him in a position to sell his produce at a more favourable price whilst defective roads hinder the transport of goods and mean an additional charge on the shoulder of the cultivator.

LOW COST ROADS.

Furthermore if India is to be in a position to sell her products in competition with other countries it is necessary every encouragement should be given to the development of cheap transport such as that which motor transport provides.

But cheap transport means also the provision of more and better roads and in this connection great developments can be effected by linking up those villages which at present have no means of communication with other villages, towns or railways other than by bullock tracks by the construction of economical earth roads with tractors and graders.

In America thousands of miles of roads have been opened up with the use of tractors and graders at a purely nominal cost and in a space of time which is absolutely amazing. Depending upon the class of soil and number of obstructions to be removed, earth roads can be made at the rate of 1 mile per 3 to 5 days, and at a cost ranging from Rs. 100/- to Rs. 500/- per mile.

In the Punjab where earth road development has been given considerable attention, it has been found that motor bus services spring into being just as quickly as new earth roads are completed. These services not only open up the country but by reason of the taxation in force on motor vehicles, supply a steadily increasing revenue which can and should be spent on bettering the surface of these newly made roads as funds become available.

Unfortunately India has not taken up road construction with the same enthusiasm as she did railway construction. She has not yet treated it as a business proposition being too much imbued with the railway idea. For roads do not offer a dividend paying investment; their benefits are indirectly reaped.

Roads and road services however should not be looked upon as competitive to railways: they should be regarded as complementary each to the other, for without good and efficient roads no railway can collect for transport sufficient produce to render its operation profitable.

ROADS AS FEEDERS TO RAILWAYS.

There is too great a tendency to emphasise the losses incurred by our railways as a result of the development of road transport but it may be of interest to you to know that roads and road transport represent a very favourable source of revenue to the railways in the form of the transport of petrol, oils, motor vehicles, road materials, etc., amounting to several crores of rupees per annum, road transport therefore can not be considered the evil it is often made out to be, but a considerable blessing to our railways.

However in some countries it has been predicted that in the future railways will take but a minor place in transportation. Such prediction runs counter to economic facts in a country like India. In the long run the form of transport will survive which has the lowest economic cost for the service rendered. The great bulk of freight transport is, over long distance and in that field the railway is supreme; likewise in passenger traffic the railways will continue to take care of the long journey, over-night traffic.

It is not a question of the survival of one or the downfall of the other. It is a question of finding the desirable economic balance, a fairly definite limitation of fields with co ordination so that each may function in both fields with the maximum economic efficiency.

If we are to avoid stagnation, competition in certain directions must be encouraged such as the excellence in the matter of punctuality, convenience and consideration to the public, but the cut throat competition between bus services existing in certain districts only leads to reckless driving, danger and inconvenience to the

public and loss to the owners of the buses and the railways. I would therefore suggest that serious consideration be given to the establishment of maximum and minimum fares to prevent this evil of competition and the consequent failure on the part of the bus owner to appreciate his responsibility to the public in rendering a reliable service.

THE NEED FOR A COMPREHENSIVE STUDY OF INDIA'S FUTURE COMMUNICATIONS.

If we are, therefore, to progress in the right direction with the least waste of public funds by useless competition, a comprehensive study of India's communications is necessary taking into consideration the population per sq. mile, agricultural production by weight per acre, topographic details, and other factors which would influence the lay out of a road system, so that a well organised scheme of road construction and development could be carried out comprising main trunk roads and feeder roads to supplement our railways or in some instances act as pioneers to railway construction.

This comprehensive survey of the economics of road transport would in addition to a consideration of roads, as roads, call for examinations of vehicles as vehicles; of the various considerations of their types, size, and speed etc., but it is hardly necessary to state that this small part of the immense problem of transport is itself of the greatest importance to a large section of the community. There is hardly a person in any civilised country who is not in some way affected by either the sufficiency or the lack of roads, the goodness or badness of roads and the cost of road transportation. If not travellers themselves everyone is affected by the cost of commodities and the general prosperity of the country, both of which are largely bound up with the question of roads.

Our need for road development is urgent and the ideal solution would be to improve all our roads at once but this is physically impossible and rather than allow a large part of mileage of our main roads to remain entirely unimproved for a considerable period it is better to extend the mileage treated and develop a system progressively by stages. Our problem is to provide economical transportation and in doing so we must resort to every material and every practice that can be utilised to obtain the end desired. There are however certain economic principles which should be followed—being that no road should be the most important being that no road should be improved to an extent in excess of its earning capacity but all roads should be developed to the highest degree consistent with the return in the form of traffic economics and in this connection we are fortunately not limited to any one type of improvement.

ADMINISTRATION OF ROADS.

Now the present administration of our roads except such as have been declared by the Governor General to be of military importance, are a "Transferred Subject" in all the major provinces. The extent to which local Government have delegated to local authorities the responsibility for the construction and maintenance of roads varies greatly from province

to province as does the measure of financial assistance given by the Government.

The Indian Road system, as a whole, falls into three categories:—

- (a) Roads built and maintained by the Government of India in Delhi and those classed as strategic roads.
- (b) Roads built and maintained by Provincial Governments.
- (c) Roads built and maintained by local authorities such as Municipalities, Dist. Boards, etc

The methods by which the finance is found for this road construction and road maintenance vary in different parts of India, but there is one matter in which there is scarcely any variation, and that is that each area, be it large or small is only concerned to construct and maintain roads suitable for its own needs and within its own resources, so that no encouragement is afforded to road engineers in this country to think otherwise than down to the level governed by their local grants, instead of up to a broader outlook leading to a progressive ideal. To exemplify the manner in which road construction or maintenance in India is carried out in water-tight compartments, a Dist. Board Engineer will ask himself why he should maintain first class roads within his Board's area which will lead into the area of neighbouring Boards and will improve their through communications, when the other neighbouring Boards contribute nothing to the cost of maintenance. As a result, in road construction and maintenance, too little thought is given to the necessity of providing a road system to meet the needs of the country as a whole, which in existing circumstances seems natural.

MINISTRY OF COMMUNICATIONS.

With the irresistible growth of road transport and the realisation that it cannot be subordinated to the needs of our railways—some form of co-ordination is necessary if the country and the public are to derive the full benefits which a well organised transport system brings and this can be brought about by the formation of a Ministry of Communications which should include, roads, railways, inland waterways, posts and telegraphs under which roads classified as Grand Trunk and of interprovincial importance would no longer be a transferred subject but for financial responsibility would come under the Government of India whilst their maintenance and technical surveyance would remain the responsibility of the Provincial Governments.

The establishment of such a body would have the following:—

1. Ensure continuity of action in road development.
2. Co-operation between Provinces and Indian States in the common interests of the country.
3. Direct a line of Policy for road schemes.
4. Maintain a central information bureau which would collect and circulate useful information from all countries concerning methods of road construction and finance.

The YEAR'S TYRE SENSATION



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All-Weather Tread

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Good as the old All-Weather was, this new edition of a world famous tyre insures added traction, added safety and more non-skid miles of service.

It will pay you to examine the new All-Weather at a Goodyear dealer's. It is the tyre of super value and sound economy.

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5. Road tests and experiments could be carried out by the Central Road Board thus reducing costly duplication of work.

6. A more economical purchase of materials.

7. A distribution of road machinery.

8. A general economy of supervision and direction.

9. Economy in collection of taxes.

MODERN ROAD ENGINEERING AS A SCIENCE.

As far as concerns road engineering—generally speaking the type of transport prevailing has always influenced the type of roads built, for example when animals and animal drawn vehicles with metal tyres travelling between 3-10 miles an hour, were the exclusive means of transport, earth, stone paved and later macadamised roads met the requirements whereas today with the perfection of the motor car fitted with pneumatic rubber tyres capable of travelling from 50 to 60 miles per hour an entirely new science of road construction has been evolved.

In fact modern mechanical transport has revolutionised the science of road engineering and while advantage should be taken of the research carried out in other parts of the world in regard to economical road construction and treatment of surfaces to prolong their utility and make them suitable to withstand the wear and tear of motor transport—our engineers in India with its varying climatic conditions, differences in soil and other materials to be found locally, all of which being factors to be considered in road construction, are confronted with the problem of building economical roads to accommodate the slow animal drawn steel tyred vehicle and the fast moving modern motor vehicle with rubber tyres both of which have a different destructive action on the different types of roads. It is therefore necessary, if our public funds are not to be wasted on the construction of unsuitable roads that much research and experiment should be carried out before any comprehensive scheme of road development is embarked upon.

And although road engineering in India has never been looked upon as a career as has been the case with service on our railways I venture to state that when this country undertakes a progressive scheme of road development to meet the requirements of modern transport and on a scale necessary for the development of the country, a great field for employment of India's younger generation with a desire for out-door work and an aptitude for engineering will be opened up.

ROAD FINANCE.

We now come to the question of road finance and the method of raising funds to carry out an extensive scheme of road construction and maintenance. In the early days roads were built to a great extent with conscript and forced labour thereby being of very little expense to the state whilst today the class of road required to accommodate our fast moving motor transport is so costly that the question has become a financial problem and the real necessity for road development in India has the tendency to be overshadowed by the present economic crisis.

The first essential in road finance is to determine the proportion which each section of the public benefiting from roads should bear in the construction and maintenance of our roads. The commonest sources of other countries may be summarised as follows:—

(a) Benefits to society in general.

(b) Benefits to definite groups such as agriculture, manufacture, labour, railroads, mining, forestry, etc.

(c) Benefits to property served.

(d) Benefits to the road user.

In India no such equitable distribution of responsibility exists, for the motoring public under the existing methods of taxation contribute approximately three to four crores of rupees in excess of the amount expended annually on the construction and maintenance of our roads which is in contradiction to the first principle of road finance i.e. that Taxes on the motor vehicles and petrol for roads are only justified if the entire revenue derived from them is spent for this purpose.

I would therefore advocate that a special study of taxation be made for road development and maintenance otherwise as under the present system the authorities discriminate against the motor vehicle owner imposing a special charge upon him without compensation.

We must remember that the country of the future enjoying the greatest prosperity and the surest security from storms of financial depression will be the country that begins now with a systematic road development scheme. To limit this development, however, to the funds available from the present revenue would be to delay, if not prevent for ever, road development and consequently agriculture and education in the country and place India, through inadequate communications in an unfavourable commercial position with other countries which have adopted progressive and modern financial methods by carrying out a construction programme with Loans raised for the purpose and repayable over a number of years.

Petrol consumption when travelling over earth roads is $2\frac{1}{4}$ times more than that for travelling over concrete or asphalt roads and the wear of tyres is nearly five times as great on earth roads as on average high class roads. Also taking the average annual mileage of a car to be 10,000 operation costs are 500/- rupees per annum more over bad roads than over good roads which represents the formidable sum of 7 crores of rupees when calculated on the total number of motor vehicles in India. This brings home to you the extreme importance of having good roads. Our real problem is the fact that you are paying for better roads to day but you are not getting them.

ROAD LOAN.

I therefore offer the following suggestion as a solution to our road problem. To day we pay 10 annas per gallon excise on petrol, of which only two annas (representing approximately one crore of rupees are) allocated for road development, could this sum not be capitalised and any other additional sum from the

same petrol excise tax as and when the Central Government can relinquish their need of it for general revenues.

When I say capitalised I mean utilised for the payment of interest and sinking fund for a bond issue or road loan repayable over a period of 20 or 30 years.

Such a Loan would have the following advantages:—

1. The planning of a rational system of roads economically in need of improvement and the possibility of pushing this work to a prompt consummation.
2. Saving in vehicle operating costs on improved roads will offset the interest payments on bonds.
3. Maintenance costs of roads will be lowered when an over-loaded surface is replaced with a high type surface.
4. Increased use of motor vehicles will increase revenue for Government.
5. The payment will be more equitably divided between the present and future users.

In conclusion I would emphasise the necessity of:—

1. A comprehensive survey of India's communication system with a view to economic development over an extended period.
2. Capitalising some of our revenues from motor taxation by raising a Road Loan owing to the impossibility of carrying out a suitable scale of development from current revenues.
3. The establishment of a Ministry of Communications to co-ordinate road and rail transport, etc.

Although I admit special legislation may be necessary for the allocation of the petrol excise tax for the purpose of a Loan, I maintain that "India's Road Problem" is not insurmountable if you have confidence in the future possibilities of the country and are prepared to profit by the experience of other great countries in road development. In other words, "Obtain a road loan today and have better roads right away."

Issued by The Indian Roads and Transport Development Association Ltd.

Sports Car Gain in Popularity.

ONE of the significant trends in the automotive field evident during the past year or two and certain to be more pronounced than ever this motoring season, is the evolution in popular favour toward the sport or deluxe type car. This popular model represents a constantly growing proportion of each year's output, with the increase in favour meaning gradually lowering prices.

Only a relatively short time ago the sport car represented something of a novelty for two reasons; only a limited few wanted it, and the manufacturer—particularly the volume manufacturer—could not include it in his production schedules because of the necessarily high price which he would have had to place on this type by reason of that limited demand. Youth, largely, made up the purchasers of the sport car because of the individuality the car expressed. Elders clung to the dignity of the closed type as against the informal open model.

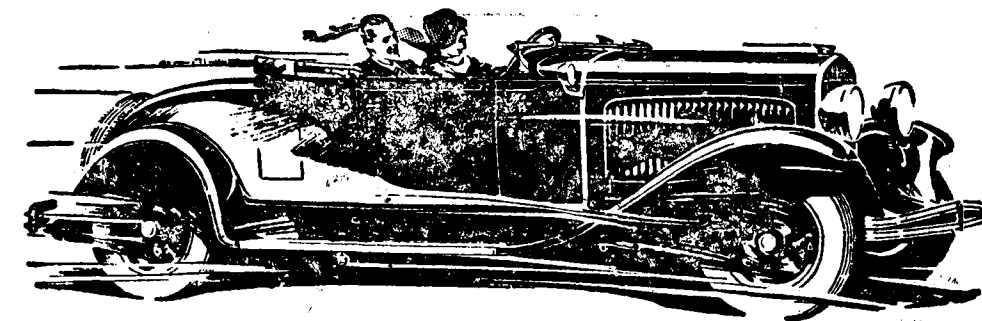
But here, as elsewhere youth won out. The demand for sport cars grew. The manufacturer found a way to incorporate their

production in his programme. He went even further. He devised means of making deluxe models of the enclosed type, evolving entirely new body styles. He produced a car embodying maximum utility, which appealed to elders, and the deluxe features that had intrigued youth.

Another interesting development in connection with deluxe models is their constantly decreasing purchase price. Originally they were usually the most expensive model of any manufacturer. He made too few of them to permit of the saving effected by quantity production, just as once closed models cost more than the open types because more of the latter were produced. To-day the deluxe closed model costs a very little more than the same standard body type. In some instances it costs less than other standard closed models in a manufacturer's line. The present-day volume demand for deluxe models is responsible. Sports models are now being turned out in such numbers that their added cost is spread out so thinly as to add relatively little to the cost of the individual unit.

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MOTOR OWNER*

Useful Notions for the Owner-Driver



Helpful hints for the Motorist who wants to get the most service and enjoyment out of his motor car.

LACK of driving control may be the indirect result of inefficient steering apparatus and should be attended to immediately. There are many things that may reduce steering gear efficiency. The steering gear itself may have too much play. The steering control on any one of the steering knuckles or joints may be too loose to give the driver good road control. Likewise the toe in or camber of the front wheels may be out of adjustment and the wheels may be out of adjustment or improperly aligned, causing the machine to pull to one side. Such conditions may have been caused by a collision or jamming of the wheels against the curbing. Positive steering control is essential to the safe operation of a motor car. All of these points should be carefully checked at periodic intervals, so that the driver may be certain his car will be always under control.

Extreme caution should be exercised in checking for damage when the car has been in a collision. If a careful inspection is not made, should the car again be operated before repairs, additional damage may be incurred. For instance, in addition to a bent axle, which will ruin tyres, the motor supports may be cracked, the transmission housing may be cracked or the transmission housing may be broken. Either condition may cause serious damage. If the car has been struck near the rear end the rear housing may be sprung, thereby causing damage to bearings, gears, tyres, etc.

A smooth rolling car means a big saving in operating costs. A car that is hard to roll may be caused by under inflated tyres, brakes which do not fully release but drag on their drums, lack of lubrication of the transmission or rear end or the use of too stiff or too little lubricants in these housings,

too tightly adjusted or improperly lubricated wheel bearings, universal joints lacking grease or misalignment of front wheels.

Never use petrol or any "drying" liquid to clean or preserve leather upholstery. The dirt can be removed by washing with pure soap and water, rinsing off the soap and drying with a moist chamois.

Carbon will collect more quickly if the insulator of a spark plug is scratched with a knife or sandpaper. The best way to remove carbon is to soak the plugs in denatured alcohol, cleansing the insulator with a small, stiff brush and a piece of cloth.

Many drivers never pay attention to the fan belt until it breaks, and if this happens when on the road it may be very difficult to get it replaced. Look at the belt once in a while and get a new one before it is too worn.

It is not enough to avoid running out of gas. Do not let it get too low in the tank because sediment and water, which sink to the bottom are sucked into the feed line and carburettor from a low tank.

A thorough washing is the only protection against rust, the principal destructive evil to the finish of a car. The formation of rust is promoted by road dirt, grime and grit. Hose the car with cold water by using a full stream without the nozzle. All possible dirt should be floated off and loosened in this way, assisted from time to time by gentle rubbing with a thoroughly water-soaked sponge. The car should afterward be wiped thoroughly dry with chamois.



NEARLY HALF HURT IN AUTOMOBILES ARE CUT BY GLASS:

FOR the first time definite statistics showing the part which broken glass plays in automobile accidents have been made available by the Automobile Accident Prevention Bureau of New York, it is reported. According to a recent survey conducted for this organization, 45 per cent of those injured in Automobile accidents are cut by broken flying glass. The survey was undertaken during the months of September and October, and questionnaires were addressed to nearly 150,000 automobile owners.

The figures are illuminating because they are the first accurate statistics to be made available in America, it is said. The Department of Police of Paris previously reported that in that city 67 per cent of those injured in automobile accidents had been cut by broken glass, but no similar data had been made available for this country. The answers to the questions came from every state in the Union.

In its effort to induce automobile manufacturers to give serious consideration to the advantages of safety glass in all automobiles, the bureau ascertained that a large majority of prospective purchasers wanted non-shatterable glass in cars and that

most of them were willing to pay more for this additional equipment.

That motor car manufacturers are well informed about the public's interest in this subject is evidenced by a check up of the cars displayed at the show, it is pointed out. The adoption of safety glass as standard equipment in 1932 motor cars

includes eighteen of the thirty-two manufacturers in the United States. — *N. Y. Sunday Times*

It is interesting to observe that in the low price field Ford vehicles were the first to offer shatterless glass windcreens as standard equipment, from 1928.

The New Opel Arrives in India

Ever since the merger of General Motors Export Company with Adam Opel A.G., Russelsheim, Germany, much speculation has been current as to what the plans of this great combine would be, and what change in the Opel car would take place.

All speculation has now been set aside as the result of the introduction in this country of a line of 1.8 Litre Six cylinder cars and a line of 1.2 Litre four cylinder models.

No other passenger car of the whole European market was looked forward to with such interest as the new Opel. After several years of work in the engineering department and the proving grounds of America and Germany, it appears now on the Indian market. Combined efforts of the finest experts of the

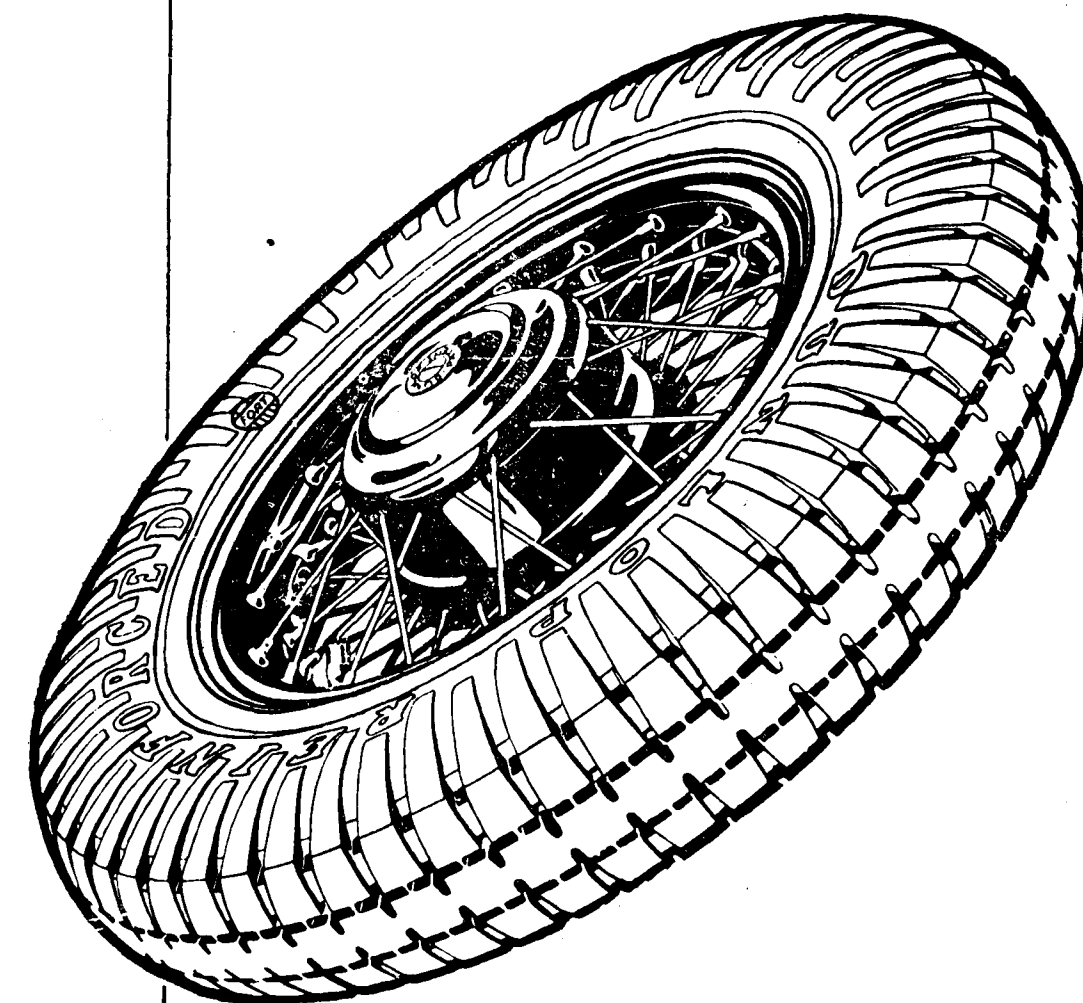
world created an entirely new design unique in the history of automotive development.

Announced in Europe only last year the Opel lines have already captured more than 50 per cent of the German market and similar performances have been attained in other European countries.

The Opel six cylinder job designed to be the world's smallest six cylinder car ranks among the lowest priced in this category. It is in no sense a "baby" car. Big car appearance, springing, seating capacity, power, speed, riding comfort and built-in value all lift the Opel out of the competitive range of "midget" cars from every standpoint except the important one of price. (Continued on page 79)

FORT

For high temperatures
and bad roads

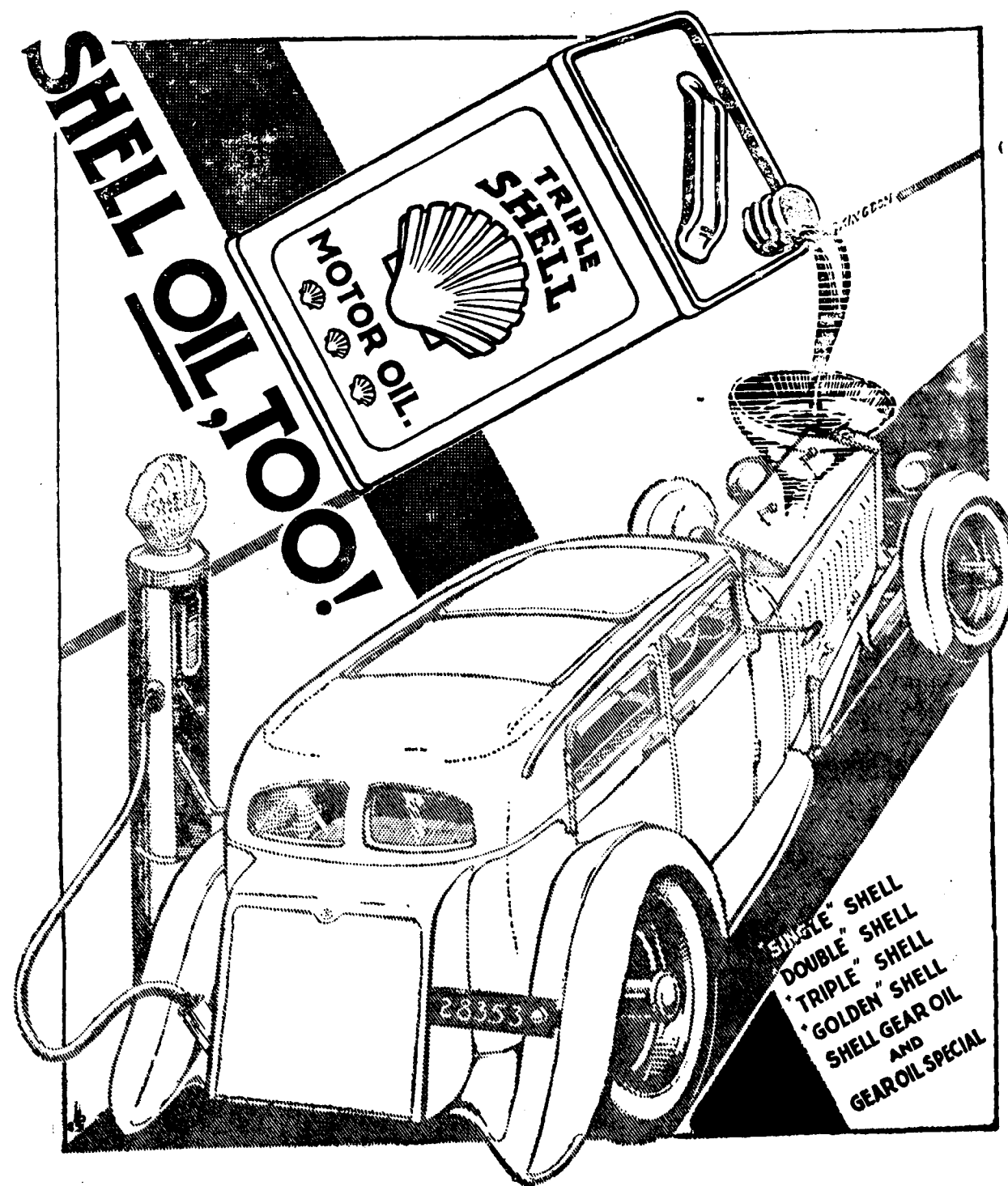


Dunlop



A COMBINATION of bad road, heavy loads and high temperatures is more destructive to tyres than almost any other set of conditions. Fort tyres are stronger, heavier, and more deeply buttressed with specially compounded rubber to withstand the greatest heat, cutting and bruising from stones, and the strains of modern high speed motoring.

For greater comfort fit **FORT**



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HERE AND THERE

NEWS AND MISCELLANY FROM ALL SECTIONS OF THE FIELD

(continued from page 76)

In all but two of its construction features, the new Opel six cylinder model meets the standard of expectation in the "big car" range. The deviations are in the tread which is 41 inches 8 inches below the American standard, and in the passenger capacity of the sedan model, which is four instead of five. The head and leg room provided for each of the four passengers, however, is as ample as that provided in the higher priced five passenger cars of American design.

The new Opel six cylinder line is offered in seven models on a wheelbase of 100 inches—a four-door four-passenger sedan; a four-door four passenger sun sedan with sliding roof; a two-passenger sun coupe; a two passenger cabriolet; a four-passenger cabriolet; a touring car and a delivery van.

Petrol economy is one of the outstanding features of this new car which has a top speed of an honest sixty miles an hour.

Four-wheel fully enclosed internal brakes are provided on both models. Paint and upholstery are of standard General Motors quality, in good taste and a wide variety. The best idea of the general appearance can be given by saying that the car closely resembles a Cadillac upon a reduced scale.

The engineering of the car is unique for the present period, in that it is probably the only new automobile which was originally designed down to the last bolt and nut. The engineers were given a description of the kind of car desired and extended *carte blanche* to develop it. Instead of adopting a part here and a part there, they started from the ground and designed the car absolutely new. The

result of their work and skill is a completely balanced unit which should find a ready market in this territory.

The smaller four cylinder Opel bears a close family resemblance to its elder brother. Its road performance almost equals the six. The 1.2 litre Opel has a speed of 33 miles per hour in second gear and 53 miles per hour in high gear, as compared to 59 for the 1.8. Its wheelbase is 90 inches, ten inches shorter than the 1.8, but inasmuch as the engine is shorter, the seating

capacity of the closed models is quite as ample.

The four cylinder line is available in six passenger models and a delivery van. These include standard coach, sun coach, two passenger, cabriolet, four passenger cabriolet, touring car and roadster. The 1.2 Coach is 370 pounds lighter than the 1.8 sedan. The foregoing particulars indicate what an appeal the four cylinder Opel will have for people who must carefully consider not only original price out maintenance costs.

Care will Cut Cost

SOME motorists complain because the cost of owning a motor car seems excessive. One of the greatest items of expense in operating a motor car comes from abuse in the handling of a very complicated mechanism and from neglect in providing the very simple care required to keep the parts from being subjected to excessive wear.

The used car appraiser, who looks the car over with a critical eye when the owner wishes to turn it in for a new one, knows that length of time in service or number of miles showing on the speedometer cannot be used in establishing the value of the car. Two identical models that have been in use for a like period of time, may vary several hundred rupees in their value to the new car dealer who is considering purchasing them as part payment on a new car.

The cost of owning a car will be kept low, with respect to depreciation if the owner provides the necessary care in the lubrication of all parts, keeps the body finish in good condition, avoids dents in the fenders

and the more expensive dents in the body by avoiding collision, as far as humanly possible. Tyres which are worn smooth through being run on wheels that have been knocked out of alignment, through too strenuous contact with the curb or from other causes, serve to decrease the resale value of the car.

CHINESE TAX CAR Rs. 275
PER MONTH

A tax of Rs. 257 per month is imposed on all owners of motor vehicles in Shansi, one of the interior provinces of North China. The monthly license is good on only one of the three roads; if two roads are to be used by the same car an additional license must be taken out. Petrol costs more than Rs. 47 per gallon. Motorists in India, it appears, must be thankful for small mercies.

(continued on page 80)

HERE AND THERE

NEWS AND MISCELLANY FROM ALL SECTIONS OF THE FIELD

(continued from page 79)

The Dog in the Car

In the House of Lords

THE House of Lords has just decided a case which, besides being of particular interest to all motorists who are owners of dogs, raises also some general points of considerable importance to the motoring public.

It appears from the facts of the case that the unfortunate plaintiff, after parking his car at the rear of a London stores, was walking past a saloon car belonging to the defendant (also parked with its back to the kerb, when, according to the Morris Owner, a large Airedale dog, which had been barking and jumping about in the saloon, smashed the glass panel in the rear of the car. The glass was splintered and, by a most unhappy coincidence, a fragment penetrated into one of the plaintiff's eyes, which was removed a few days later.

The plaintiff accordingly brought an action against the defendant, who, he alleged, was negligent in leaving his dog unattended and unsecured in the car. A verdict was returned by the jury in favour of the plaintiff, and he was awarded £2000 damages.

The defendant then appealed to the Court of Appeal, who set aside the judgment based upon the verdict of the jury, and the plaintiff then appealed to the House of Lords.

It was contended on behalf of the plaintiff that no one should leave a dog for an hour in a saloon car without recognising that it might cause damage to a third party.

Lord Macmillan declared that the law of the angry dog was modified by the fact that a man must not add something to make it vicious.

Lord Dunedin pointed out that it was necessary for the plaintiff to prove that the defendant had been negligent in leaving his dog in his car in the circumstances, and that to avoid negligence an owner must

provide only against such damage as he might reasonably foresee. Lord Atkin suggested that a dog owner could hardly foresee that in such circumstances, not only might the glass at the rear of the car be broken by the dog, but that as a consequence of such breakage a passer-by might be injured, and he proceeded to point out that there are some dogs so sophisticated and human that their most natural place is by the fireside, and why should not they be equally at home in a motorcar, and like to be there?

The judgment of the House of Lords was delivered by Lord Dunedin, who declared that they did not desire to give the impression that the case was a difficult one. The root of the defendant's liability was negligence, and what was negligence depended on the facts of the particular case. The accident in this case was one which the defendant could not reasonably have foreseen, and accordingly he ought not to be convicted of negligence for not taking precautions against it.

It is, however, necessary to sound a note of warning, lest car owners should assume that in no circumstances is any liability likely to arise by reason of a dog being carried in a car. This is far from being the case, and if, for instance, any car owner drives with a dog in such a position that the dog may interfere at a critical moment with the driving of the car, then it might well be that the presence of the dog in the car might lead to a successful claim for damages being made against the car owner.

Moreover, in the particular case which has just been decided, if the plaintiff could have shown that the dog in question was fierce, and had, to the knowledge of the owner, been in similar trouble before, the result of the case might have been very different.

The Willys Overland Programme for 1932

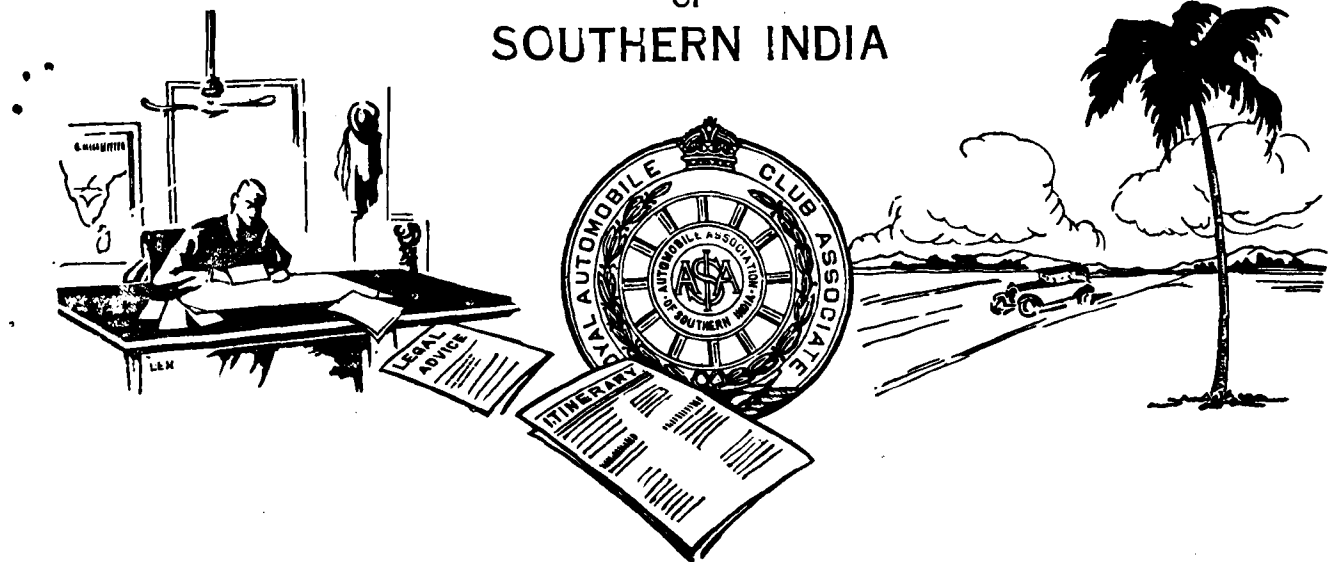
The range of models in 1932 by Willys Overland comprises a Willys Overland Six, a Willys Overland Eight and two Willys-Knights.

The engines of the Sixes and Eights (to be known as the "Silver Streak" engines in honour of the Company's twenty-five years of trading) will not differ greatly from those of last year's models, only minor improvements having been found needful after experimental tests—a decision which would appear justifiable in view of the exceptional performance put up by the Six in the races at Pike's Peak (U. S. A.) and New Brooklands, (South Africa) last year, when that car carried off all the laurels in face of tremendous competition.

The Six has seven body types all following the modern tendency in design and colourings. They will include five-passenger Sedan and Coach, two and four-passenger Coupes and Roadsters and a Tourer. De Luxe Sedan, Standard Sedan and four passenger De Luxe Roadster bodies, all on a wheelbase of 121 inches—will comprise the range of Eights, while the Willys Knight (Model 95) will be offered as a Sedan, a Coach, as two and four-passenger Coupes and a Tourer. This model has a wheelbase of 113 inches, an overall length of 157 inches and is powered by a smaller engine than the Willys Knight Model 86.D which will be available in two body types only, a Sedan and a Victoria Coupe, both examples of highclass bodywork with luxuriously appointed interiors and pleasing body lines. The model 66.D has freewheeling and safety glass as standard, these features being offered in the other models as extra equipment.

The trend of modern design is evident throughout all the models in mechanical and body specifications. Smaller wheels and larger tyres are the rule and except in the 66.D model which has two spare wheels mounted in fender wells, all spare wheels are mounted at the rear. The radiator designs are most distinctive—quite the most attractive of all the beautiful radiator designs which have been a feature of Willys Overland cars in the past. The Willys Overland distributors for Madras are the Presidency Motors, Mount Road, and their new showroom will interest all motor owner.

AUTOMOBILE ASSOCIATION OF SOUTHERN INDIA



Secretary's Report for February 1932.

Committee's Activities.

1. The Committee Assembled on 19th February 1932 and amongst routine items, dealt with the following subjects, as stated:—

Motor Vehicles Rules.

(a) Read and recorded a letter from Madras Government regretting inability to amend existing rule which requires motor buses chartered for private touring to obtain a special permit to run in districts other than the one for which a "G" permit is held.

International Motor Vehicle Circulation Rules.

(b) Instructed Secretary to represent to Government certain anomalies that exist in the International Circulation Rules 1931 which, as they stand, appear to conflict with the International Convention they were designed to apply in India.

Motor Vehicles Taxation.

(c) Read letter from Madras Government stating there is no rule to allow of a period of grace for vehicles under repair for all except the last few days of a quarter, as in the case of newly imported or purchased vehicles. Committee resolved to pursue the matter as the existing rule appears harsh and inequitable.

Consulting Engineer.

(d) Considered a suggestion that the Association should appoint a Consulting Engineer to furnish assistance and advice to members at a fixed fee. Secretary was instructed to prepare details for consideration at a later meeting.

Legal Defence.

(e) Considered the possibility of instituting a scheme for providing legal defence in the lower courts on payment of a flat rate fee. Details of the scheme to be worked out for further consideration.

Official Journals.

(f) Considered suggestion from A. A. of Northern India that all A. A.'s in India should combine to publish one common journal. Committee did not favour this idea.

Affiliation with A. A. & R. A. C. England.

(g) Read letter from A. A. London on the subject of the Association's affiliation with the R. A. Club, under which the A. A. S. I. may not introduce members to the A. A., but only to the R. A. C.

Records show that in 1927 the views of members were obtained and that the majority were in favour of affiliation with the R. A. C., the question of members becoming Associate Members of the A. A. when on leave being a matter for individual choice.

This decision still holds good.

Provincial Road Board.

(h) Received report from Secretary that no meeting of this board had been held since December 1930, when he was appointed a member of the Board. Resolved to take steps to revive the activities of the Board.

Improvement of Traffic Conditions at Unbridged Rivers.

(i) Decided to approach Government with a view to provision of better roads across sandy river beds during the dry season (by use of wire, grass, palm leaves, &c) and for control of traffic at these places and at submersible bridges and causeways during flood periods.

Note:—Since the Committee reached the above decision information has been received that the Superintendent of Police, North Arcot District, is arranging for Police constables to be posted at the Rice and Wenlock Causeways during flood periods to control traffic and prevent extortion by coolies.

Road Information U. S. Trunk Road.

2. (a) The Gudilam Bridge in mile 113 of the G. S. Trunk Road (Madras to Trichy) is closed to traffic till 15th March '32 while roadway is being relaid. A good diversion road is provided, suitable for motors.

G. N. Trunk Road

(b) The Vamsadhara River Bridge has been completed and opened for traffic.

The Kistna Anicut Road was reopened for road traffic on 15-2-32.

A new itinerary for the route from Cuttack to Calcutta has been received from the A.A. Bengal. The difficulties to motor traffic on this road are gradually being improved.

Bangalore-Bombay Trunk Road.

(c) In my last report I stated, on the authority of a touring member, that the road from Chitaldrug to Harihar could only be negotiated by motor cars at 10 miles per hour. The Superintending Engineer, Shimoga, through the Chief Engineer of Mysore State, has objected to this statement in the following terms:—

"I have travelled on this road recently and found the road in fair condition (except a few bits) for a major portion of its length and it takes only 25 minutes to travel 9 miles (175 to 164) between Harihar and Devangere, 2 hours to travel 40 miles (164 to 124) between Devangere and Chitaldrug with comfort. Other motorists who travelled on this road have told me that they have taken this time."

The Circle Superintending has been thanked for this information and for the interest taken in the A. A. S. I. reports.

Tanjore District Roads.

(d) The District Board President has taken up the question of speeding up repairs to Tanjore District roads which were damaged during the floods of December last.

Road Route to Nagpur and North via Hyderabad State.

(e) A wide scheme of development and improvement of roads in H. E. H. The Nizam's Dominions is in progress and the opening up of a motor route to Nagpur and the north is a popular demand. However, the unbridged Tungabhadra and Kistna Rivers in the south and Godavery and Wardha Rivers in the north of the Dominions will necessitate resorting to the railway for some time to come. Efforts are being made to improve and speed up the facilities for transporting motor cars by rail over the rivers mentioned.

Floods in February.

(f) Heavy rainfall in various parts of the Presidency gave rise to flood conditions in many of the rivers which are usually dry (or practically so) during the first six months of the year. There were 18 inches of water over the Rice Causeway on 25th February, while rivers crossing the G. N. Trunk Road became impassable for a few days.

Motor Vehicles Taxation.

3. (a) No important change in the Motor Vehicle Taxation Rules have yet occurred, though it is understood that the Legislative Council have some points for consideration during its present sessions.

One thing is apparent, i.e. that there will be no deduction in Taxation, or easing off of the Rules, unless the public make it quite clear that there is a popular demand for revision. Every motorist with a grouse should now raise his voice, and raise it loudly. The press is the best place to make these grouses public and

it is hoped that a series of letters will shortly appear in the popular dailies. Please see that your particular complaint is fully aired, in support of action that is being taken by various public bodies.

A. F. I. Members.

(b) No decision has yet been reached as regards the exemption from taxation of motor vehicles owned by members of A. F. I. Units.

Derelict Vehicles.

(c) Many cases have come to notice where owners of derelict motor vehicles have been or are being prosecuted for non payment of M. V. Tax. In many of these cases the vehicle concerned became permanently unusable before 1st April 1931, but the licensing authorities maintain that the registered owner remains liable to pay the tax until the registration is cancelled. The accuracy of this claim has been contested by the A. A. S. I. as the rule requiring cancellation of registrations did not come into force till 23rd November 1931. Government has not yet communicated its decision, but one or more cases have been dismissed by magistrates on this ground, where proof that the vehicle was actually and permanently unusable on 1st April 1931 was produced.

Level Crossings.

4. (a) There is evidence that, as a result of representations by the A. A. S. I. there is a likelihood of some sharp bends in main roads at level crossings, being straightened out by the "skewing" of level crossings.

(b) Some cases of delay to road traffic by long periods of closure of level crossing gates have been taken up with the Railway authorities.

Overland Route to England.

5. Applications for information regarding the overland route to England are becoming more frequent and show that this route is becoming more and more attractive.

Insurance.

6. The number of members to take advantage of the favourable terms offered by the Association's Official Insurers is increasing steadily. A reduction of 10 per cent on the net premium; increased rates of "No Claims Bonus" and a free personal accident benefit are not to be lightly disregarded. Let the A. A. S. I. advise you on motor car insurance matters, and tell your friends how they, too, can get these benefits.

Membership.

During the month 23 new members were added to the Register. However 13 names were removed from the register 11 having resigned and 2 left India or otherwise become untraceable. On 29-2-32 the membership totalled 922 of whom 98 were cycle members.

Mercara Cannanore Road.

Information has just (3-3-32) been received from Calicut that broken 3 span culvert between Chalot and Aichur on the Mercara Cannanore Road has not yet been repaired and that early repair is unlikely owing to lack of funds. Through traffic on this road has to take a diversion road Anjaracandy, or proceed from Mittanur to Cannanore via Tellicherry. The former is not a good road though it can be negotiated by a very careful driver. Ordinarily, the longer diversion via Tellicherry is preferable, though there is one ferry on this route.

MADRAS, }
2-3-32. }

F. CHURCH,
Major (Retd.)
Secretary.

The Claims of the Automobile Association of Southern India

WHILE we appreciate the immense advantages of car ownership every day of the week, and realize how indispensable is its ever ready door to door transport, it is not until we leave the city's well-defined tracks that full realization of the amenities of car ownership is borne upon us. Familiarity under every day conditions tends to dull a motorist's appreciation of his vehicle and he loses that keenness which invariably characterizes the owner who has of necessity to depend upon his car to carry him over hundreds of miles of mofussil roads in the usual course of business.

Unfortunately this boredom is apparent not only as regards the car and driving, but also as concerns interest in all matters connected with motoring—roads, tolls, traffic and the rest. In consequence of this apathy, thousands of motorists are daily accepting without a thought the results of the labour of the few who are striving continually to bring about better conditions for the motorist throughout Southern India; and the time and money of the conscientious minority is spent to the benefit of an unappreciative majority who would, nevertheless, be the first to grumble in the event of the energetic few downing tools and refusing to continue their good work.

Many of our readers will characterize the above statement as sweeping—over-exaggerated—yet a little investigation will reveal the fact that no more than two or three motorists in every hundred take an interest in the steady work which is always going on to improve motoring conditions in Southern India. Furthermore, the number of motorists and other road users who take an active interest in these matters is ridiculously small. Roads are improving, the interests of the motorist are receiving every whole-hearted attention, but it is left to a small body of keen people to do all the work that is being done—an unfair division of labour.

As an instance of this, the position of the Automobile Association of Southern India affords an interesting example. Here is an organization functioning solely for the purpose of assisting motor owners in Southern India; achieving much, yet held back by lack of support; proving by recent results that they are capable of

obtaining real benefits for the motorist, yet working continually under extremely discouraging conditions. During the past few months the Association have been exceptionally active, and the satisfactory results achieved in those questions taken up, such as the toll question, road conditions, traffic regulation, parking problems and other matters of close importance to every motorist, prove clearly that the vast majority of motor owners are in point of fact enjoying the results of the Association's labour without perhaps realizing the great part this organization has played in securing for them those improvements which have undoubtedly been effected of late.

Every issue of the SOUTH INDIA MOTOR OWNER contains full reports of the Association's activities, so that every reader cannot fail to realize fully just how important and effective is the work being done for them by this organization. To-day we are all motorists in one way and another, but there is a rapidly growing section of the motoring community who are keenly interested in all matters connected with and affecting motoring and eager to forward the process of road transport in Southern India. Unfortunately these individuals lack that power which can only be achieved by grouped effort, and it is to that purpose the existing Association organization can be used. If every motorist throughout Southern India joined the Automobile Association, there would be formed a sure means of securing for the motoring community every consideration and assistance which even to-day motorists could, if they got together, demand by right of their numbers. The individual can obtain nothing, however hard he tries.

If, therefore, the motorist, wherever he may be, desires his interests to be guarded, and wishes to feel that he has helped to procure for himself every comfort and improvement he so regularly enjoys when on the road, he should give the Association the support of his membership even though he immediately relapses into that frame of mind when he accepts without thought all those things which help to make motoring pleasant. He will, at least, have the satisfaction of knowing that to all he enjoys he has contributed his mite.



This Walking Business.

Being an Ex-owner's Musings upon the Departure of his Faithful Mount.

UNTIL quite recently I should have refused to believe that I am the possessor of an excessively lazy disposition. That was before I sold the car.

I know differently now, and it has not required exhaustive self-analysis to give me the information.

During the many months of my proud ownership of a car I considered myself, other things being equal to be fairly normal member of the community, not over given to the shirking of exercise. Perhaps in course of time I was led towards a state of mind not fully appreciative of the advantage born of having a car at one's beck and call. Not that this was due in any sense to shortcomings on the part of the car but attributable mainly to a certain lack continuous gratitude inherent in many

WHERE LEGS MEANT FOR USE?

The blow fell when for various reasons the car had to be sold and I was doomed to pedestrianism for an indefinite period.

At first the cumulative effect of being car-less at week-ends; at having no personal conveyance for the theatre, for shopping, and for the thousand and one occasions when one employs a car, was, to say the least, crushing.

Apart from the use of public vehicles, which I dislike, and the offer of "lifts" from more fortunately placed acquaintances—an inconstant force—obviously the only course open to me was to walk. Now, walking in itself is by no means distasteful to me, but when one has to walk simply because there is no alternative, then after the use of one's own car

for many moons, this beneficial exercise becomes a different proposition.

How great is the contrast between travelling day by day in one's car and making the same journey in a crowded public conveyance.

Shopping, evening engagements, and getting to and from office to my outlying district all involved walking, and a very hard pill I found it to swallow. How I envied a neighbour his brand new saloon—the lucky beggar.

Any car, no matter of what make so long as it were roadworthy would satisfy me. I felt I could put up with almost anything on four wheels with an engine!

Where did the week-ends find me? Near a main road, I whisper, surreptitiously taking an envious interest in the passing cars, and wishing that the least of them might be mine.

TWO POINTS OF VIEW.

I should hesitate to point a moral—dread word—from this light account, but it seems to me, in passing, that there are too many blasé car owners. Owners who, in spite of a definite interest in motor-ing, become so accustomed to the presence of a car in the garage as to lose sight of the great boon which its possession confers upon the owner, and of the acute sense of loss which can be felt when perchance it has to disappear from one's life. For to-day the car is truly a part of the life of thousands, and the axiom, "once a motorist, always a motorist," though perhaps trite, is more apt than many of its kind.

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THE SOUTH INDIA

MOTOR OWNER

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