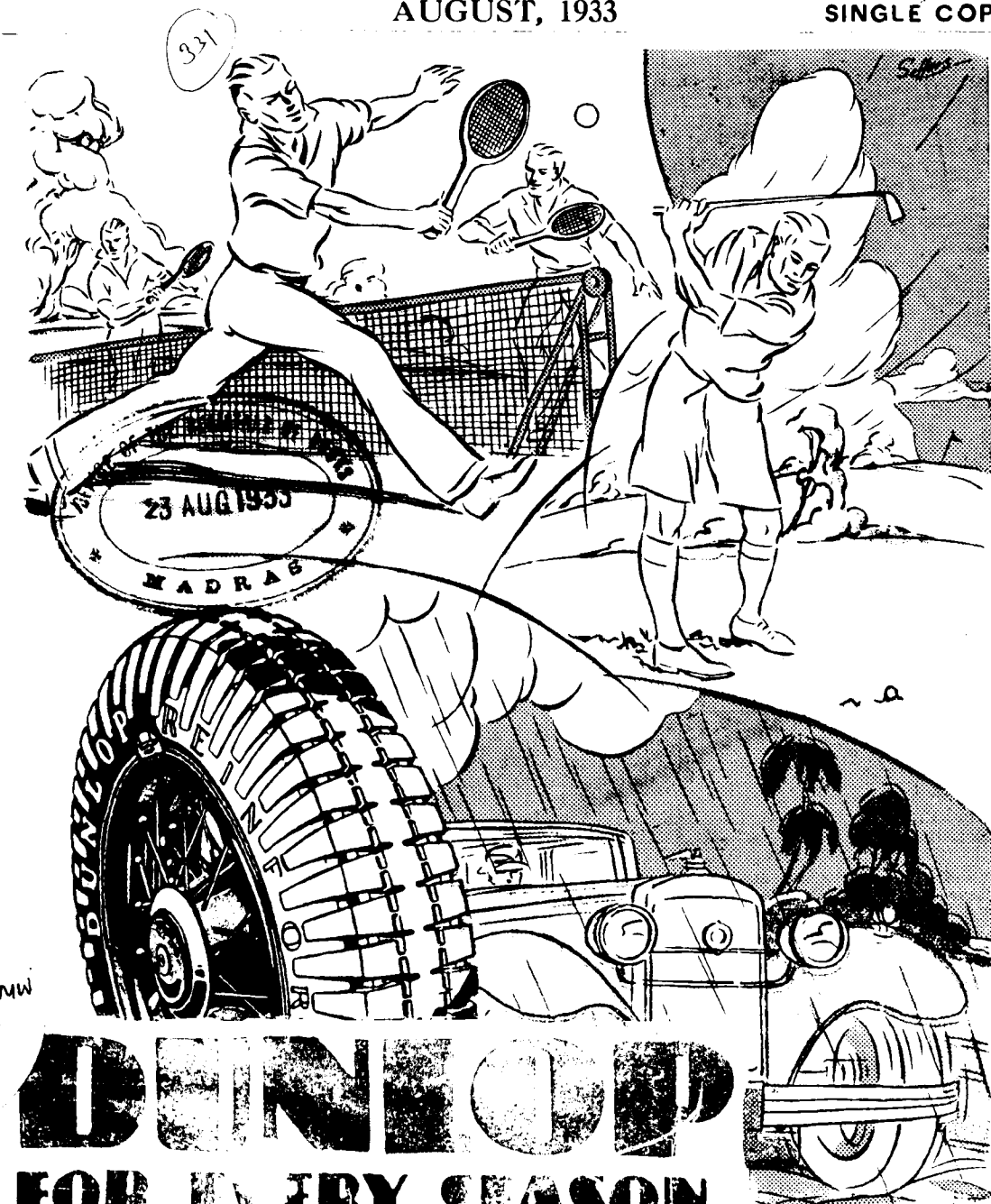




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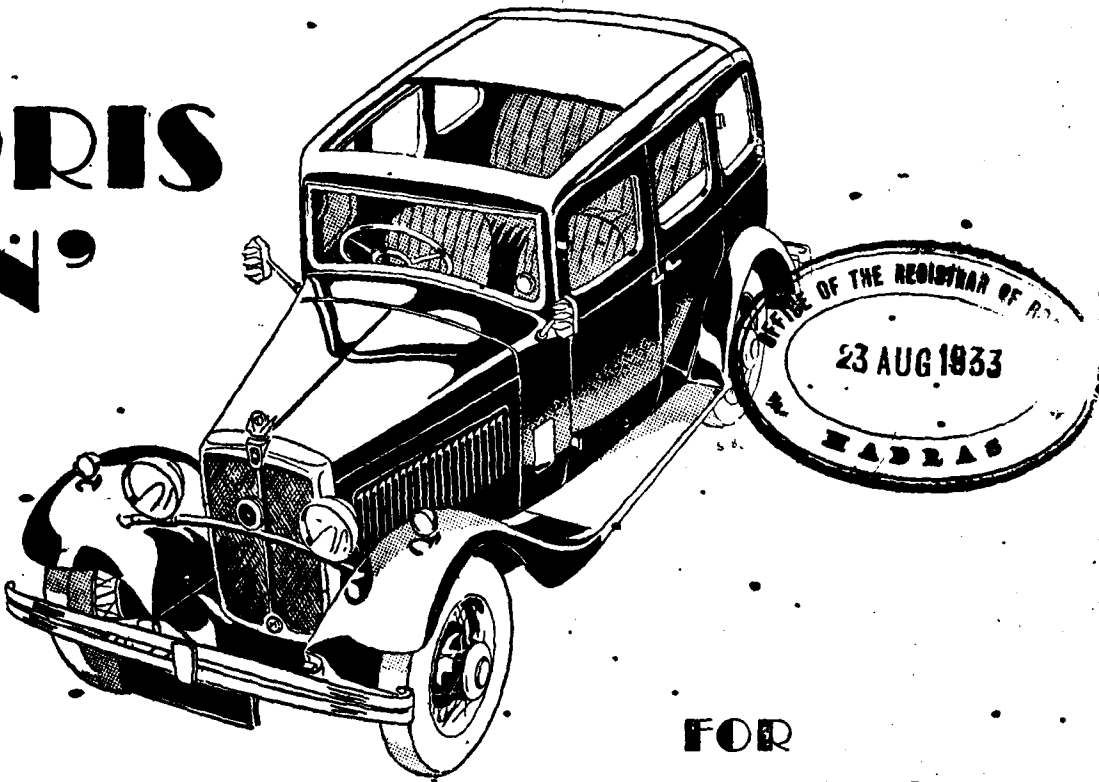
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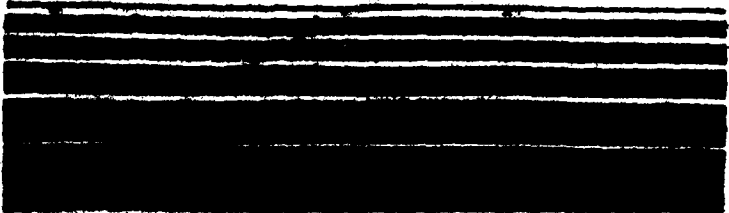
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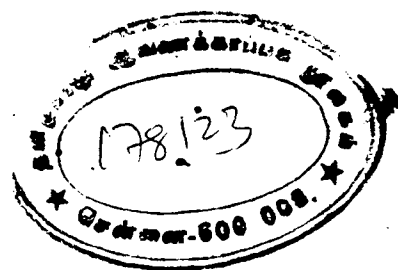
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Arranged alphabetically under vehicle headings this guide should prove extremely useful to motor owners throughout Southern India. The up-to-date Service Station and Sub-Dealer will find entries in this section to be a profitable method of inexpensive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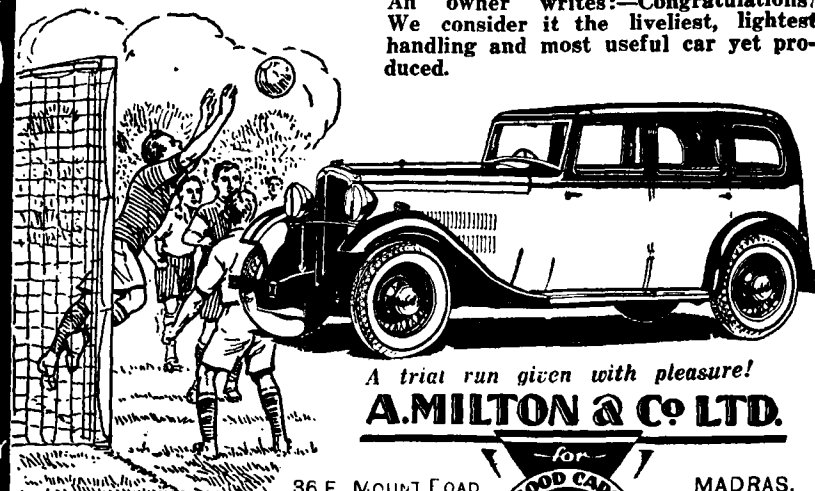
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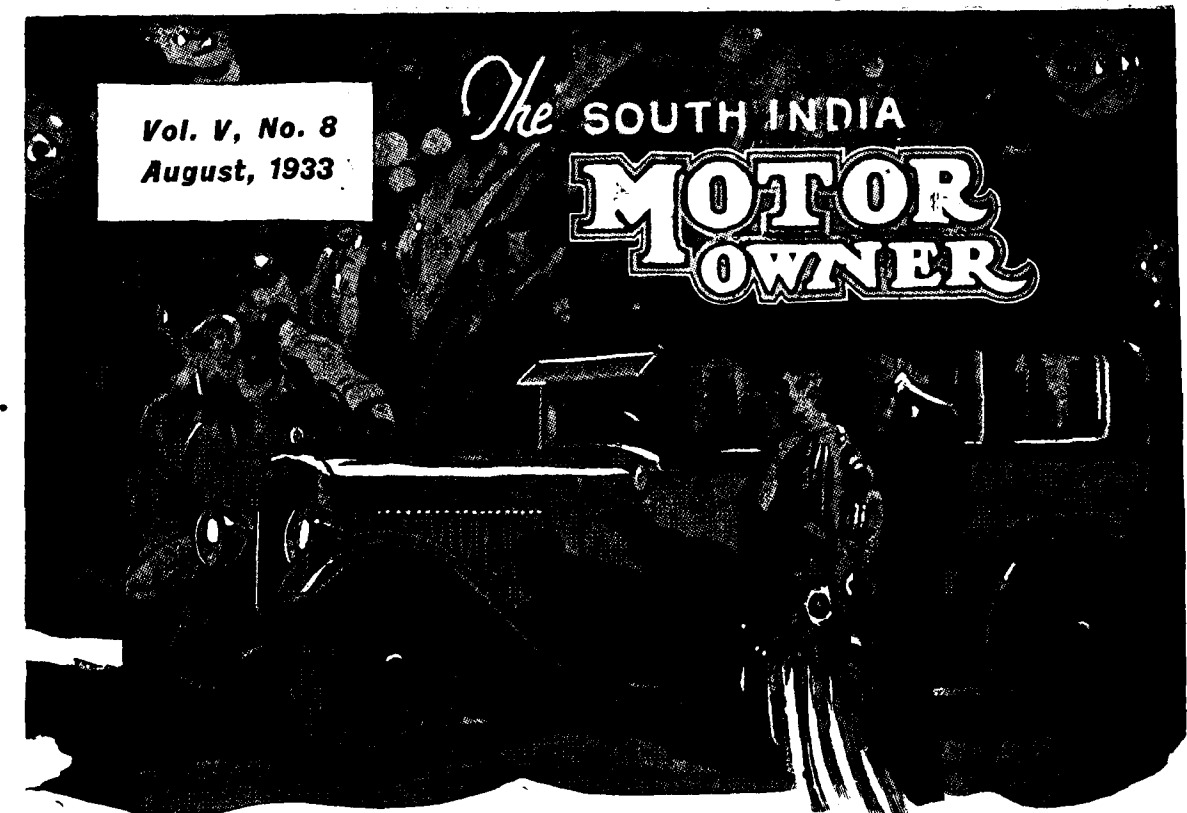
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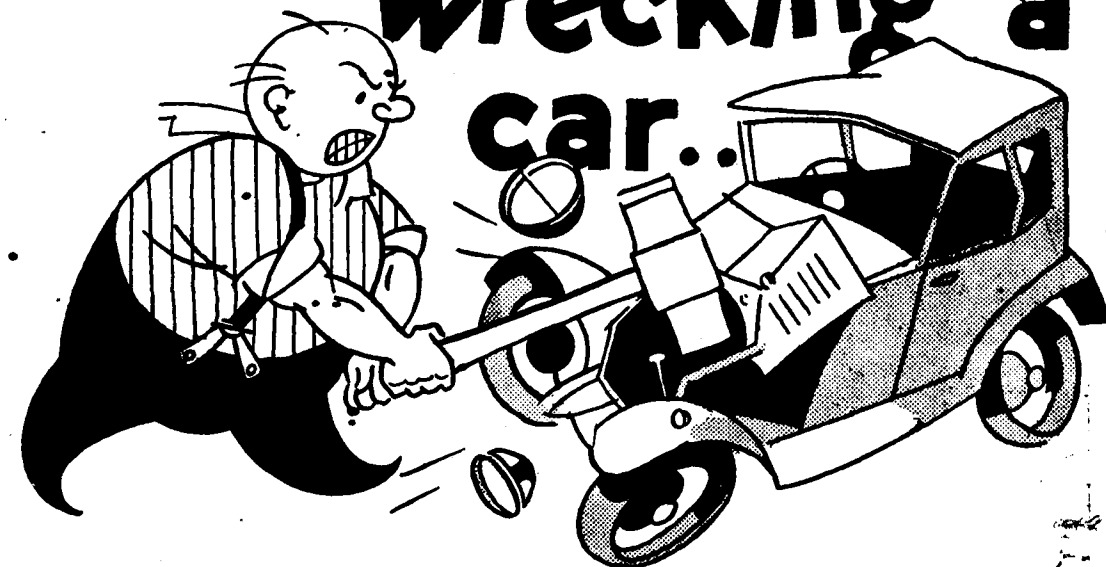
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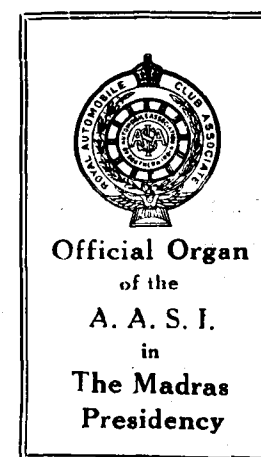


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Vol. V, No. 8

August, 1933

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Notes and News for A.A.S.I. Members.

Road Information, West Coast.—Rainfall has continued to be fairly heavy on the West Coast, but road conditions have improved since last going to Press. Most, if not all, of the damage to roads in Travancore by the heavy rainfall of June, has been repaired and flood water has subsided to a certain extent.

A bridge on the Tellicherry-Cannanore Road, just outside the limits of the former Municipality, has been sentenced as unsafe for vehicular traffic and has been closed accordingly. A ferry service has been instituted.

Madras-Calicut Trunk Road.—The Walar-Palghat Section of the Madras-Calicut Trunk Road (*i.e.*, between Palghat and the Coimbatore District Boundary) is reported to be in a very bad state, and should be driven over fairly slowly. The road is covered with slush in wet weather to a depth of about six inches, and, in addition, there are deep ruts; the combined effect is to reduce, to a dangerous degree, the clearance between the lower portions of a car and the road centre. One case has been reported where the flywheel casing and oil pan of a car were badly damaged, presumably by a large stone dislodged from the foundation

of the road. An appeal to the authorities responsible for the maintenance of this road has only elicited a request for assistance in moving Government for a special grant as the normal grants are not sufficient to admit of the necessary repairs being put in hand.

Cuddalore-Chittoor Trunk Road.—This road is undergoing repair in several places, and portions are closed for traffic as a result. The Pennar River Causeway, near Tirukoyilur, is being repaved and will be closed for about two months, during which vehicles will have to use a diversion road to the East of the Causeway.

Near Tiruvanamallai a road dam is undergoing repairs and traffic has to make use of some side roads in order to avoid it.

This trunk road should be avoided by motorists as far as possible for the present.

Great Northern Trunk Road.—Up to the present, this road has not been seriously affected by rainfall, although the Kistna and Godavari Rivers remain impassable except by rail. At mile 620 of this road (in the Gangam District, near Ichchapuram) there are two road dams which are usually impassable during the heavy rains which are normal at this season of the year.

Madras-Villupuram-Salem Road.—A member brings to notice his experience on the New Route from Madras to the Nilgiris which rather discounts the remarks contained in an article which appeared on page 180 of the July issue of this Journal. This member considers the Ulundur-Salem Road as one of the worst in Southern India. However, a number of members have expressed their approval of this route so perhaps the type of car used has some bearing on the matter. This member also complains that the Refreshment Room at Villupuram Railway Station could not produce sardines, fresh eggs, or ice for breakfast; also that in spite of five days' written notice, to the Ulundur Travellers' Bungalow, no accommodation was available. This information is given for the benefit of readers who may consider using this particular route to the Nilgiris, as it shows that conditions vary.

Mysore-Mercara Road.—A member who has toured between Mysore and Mercara quite recently, went out by the Siddapur (Trunk Road) route and came back *via* Fraserpet. He reports that the better and shorter route is that *via* Fraserpet which is far less winding than the one *via* Siddapur and carries a heavier annual maintenance charge. This route will hereafter be regarded as the standard route when issuing itineraries.

How members can assist.—While on this subject of "Road Information," I would like to make a special appeal to mofussil members who can afford material assistance to touring members by informing the Secretary of the A.A.S.I. of any important changes in the condition of main roads in the neighbourhood of their places of residence. The breaching of a road, bridge or causeway is invariably common knowledge locally for several days before the local engineer's official report reaches Madras. Similarly, the restoration of damaged bridge works and roads is known locally, far ahead of official notices. A brief postcard giving such information to the Secretary will enable him to warn touring members and advise them as to the best alternative route to follow.

Driving Licences.—Enquiries regarding the validity of driving licences indicates that there is need for some explanation on

this point. Each Province and State in India has its own rules on the subject, but it may be taken that a driving licence issued or renewed in any Province or State in India remains valid in any other Province or State up to the date to which it is current, so long as the holder is a permanent resident of the Province or State of issue.

A driving licence can only be "renewed" in the Province or State in which it was issued. If presented for renewal elsewhere, a new licence is issued and the full fee for same levied.

It is understood that endeavours are being made to introduce a less bulky form of driving license for issue to owner-drivers in the Madras Presidency. A form similar to that used in England is suggested.

M. V. Taxation Refunds.—Members who have claimed refunds of M. V. Tax through the agency of the A.A.S.I. may have wondered at the apparently long delay in realising the refund. That there has been delay is not denied, but it is explained that this delay has been practically unavoidable in the past. The number of refund claims which have to be dealt with by the Madras Licensing Authority is very considerable, and the procedure is somewhat ponderous. It is not a mere case of presenting a claim and forthwith receiving the cash. Claims have to be carefully checked against payment of tax, various forms have to be prepared and submitted for pre-audit before the money can be obtained by the Licensing Officer for disbursement. The claims are dealt with by quarters and until one quarter's claims are cleared those relating to the next quarter cannot be taken up. The wheel may move exceeding slowly, but it is none the less sure.

The authorities are fully alive to the inconvenience which the present system of refunds entails and no doubt, will eventually introduce the monthly system of licences so long advocated by the A.A.S.I.

Return of Registration Certificates.—Another point in which the question of delay occurs is in connection with the payment of M. V. Taxes and obtaining licences through the agency of the A.A.S.I. A licence can be obtained and issued by return of post, but the immediate return of the registration

certificate is not possible. The arrangement which exists in this connection makes delay in the return of registration certificates inevitable. However, members can rest assured that their registration certificates are in safe custody and will be returned to them at the earliest possible date.

Incidentally, opportunity has been taken this quarter, to have all Madras Presidency Registration Certificates of the old foolscap form type, exchanged for the new book form. This has occasioned still further delay.

Registration Certificates issued in other Provinces and States cannot be exchanged for the book form which is peculiar to the Madras Presidency. Holders of such registration certificates can only obtain a book form by re-registering their cars and paying a full registration fee, Rs. 16.

Parking cars at places of entertainment.—Complaints frequently come to hand of cars being damaged, maliciously, when parked, unattended, at places of entertainment. Invariably these complaints emanate from owner-drivers who decline to engage a "car-watcher" from among the crowd of loiterers who pester one on arrival near the parking place.

The A.A.S.I. has endeavoured to overcome this difficulty in the past by employing a "Car park attendant," but this was dropped as it was found that one attendant in each Car park was inadequate, the majority of cars parked did not belong to A.A.S.I. members and the cost which was not commensurate with the results obtained, was not a fair one against A.A.S.I. finances.

Endeavours are now being made to induce the management of places of entertainment to employ regular car watchers in their respective parks. Exactly how the scheme is to be financed and worked has still to be solved, but it is hoped that the scheme will soon be put into effect.

Fire-Engines and Road Traffic.—It does not appear to be generally realised that Fire-Engines and Ambulances have the right of way on roads in Madras City. The Motor Vehicles Rules have nothing to say on this subject, but there is a Rule on page 23 of the Madras Presidency form of driving licence which requires drivers to give way to such public service vehicles.

This rule is somewhat vague, but it may be taken that the proper course to follow when it is known that a fire-engine is approaching, is to pull in to the left hand side of the road and halt, clear of road junctions, until the fire-engine has passed. Failure to do this may result in a serious accident and a charge of negligent driving.

Travellers' Bungalows.—It is well known that as a rule, travellers' bungalows in the Madras Presidency bear no comparison with those existing in Ceylon and in Northern India. Presumably this is because the travellers' bungalows are administered by local bodies which have no funds to spend in their improvement or maintenance. However, Government has recently issued a type plan to all local bodies and exhorted them to provide such bungalows at all district head-quarter towns and at intervals along main roads.

It seems a pity that these bungalows cannot be provided and maintained by the Public Works Department, which department already has quite good rest-houses in many convenient places.

Pending the provision of better travellers' bungalows, the A.A.S.I. is endeavouring to obtain permission for its members to use the departmental bungalows, on certain special terms. Whether such permission will be accorded remains to be seen.

Motor Car Insurance.—Motor Car owners, whether members of the A.A.S.I. or not, are reminded of the immense advantage to be gained by insuring with our official insurers, who are now granting a bonus of 33⅓% of net premium to members of the A.A.S.I. who have not made a claim against their insurance policy for a full year. This benefit is in addition to the 10% reduction of premium normally allowed to A.A.S.I. members, and will be granted irrespective of whether the existing policy is with our official insurers.

To enjoy this extraordinary benefit one has only to join the A.A.S.I. and transfer one's insurance to our official insurers when one's existing insurance policy is due for renewal.

The Secretary is always prepared to offer advice and assistance on motor car insurance subjects.

While on this subject I would like to warn A.A.S.I. members that they run a risk of

(See advertisement on page 232.)

invalidating their motor car insurance policies (if with our official insurers) should they allow their subscription to the A.A.S.I. to fall in arrears.

Official Journals.—The contract at present subsisting with the Publishers of the Journal "Indian & Eastern Motors," which is now issued free to all A.A.S.I. members, expires on 31st December, 1933, and is not likely to be renewed. From 1st January, 1934, the sole official journal of the A.A.S.I. will probably be "The South India Motor Owner," a journal published in Madras, a fact which renders it a more convenient and rapid means of communicating with members. A further notification will be issued when arrangements are finally concluded.

Gadgets.—A rather useful motor car accessory recently submitted for trial is The S. O. S. Emergency Ignition Coil. This instrument, which can be supplied for either 6-volt or 12-volt installations, is a reliable standby when ignition trouble is experienced on any car fitted with coil (battery) ignition. It will enable an engine to function efficiently when the battery is practically exhausted, the coil burnt out, switch key lost, etc., etc. It is not suitable for cars with a magneto ignition system.

The name of the agents will be furnished on application.



"A RANGOON TRAFFIC CONTROL STANDARD. THE RANGOON MOTORIST CAN HAVE NO DOUBT AS TO WHERE TO EXPECT A TRAFFIC CONTROL CONSTABLE WHERE SUCH A STANDARD IS PROVIDED. NOT LIKE MADRAS WHERE THE TRAFFIC OFFICER FREQUENTLY LEAVES HIS CORRECT POSITION TO SEEK SHELTER FROM THE WEATHER."
(With acknowledgments to the Concrete Journal.)

Teaching the masses how to use the roads.—

Government has recently sanctioned the printing of a pamphlet on "Road Sense" which is to be distributed for instructional purposes to colleges, schools, etc., in the Madras Presidency. This measure should ensure that the rising generation will appreciate the dangers with which all road users are faced in this age of fast moving road traffic, and how they should act in order to avoid them. A step in the right direction and one which, it is hoped, will be followed by another, i.e., the instruction of those beyond school-going age. Public Cinemas appear to offer a ready means of imparting instruction to adults, and there is little doubt but that the managements would readily co-operate if Government would only provide a few films, or lantern slides. It has been done elsewhere! Why not in India?

Transporting Motor Cars by

Rail.—The East Indian Railway has recently offered a great concession to the motoring public in the shape of a return journey for a motor car at 1½th single journey fare; also conveyance by the same train as the owner (other than mail trains) provided at least one first class or two second class tickets are purchased. One wonders whether railways in Southern India will follow suit?

Membership Changes.—During July, ten new members (list published elsewhere in this issue) were elected, while ten names were removed from the register; one having died, one left India permanently, seven resigned and one became untraceable.

On 31st July, 1933, the total number of effective members was 888, of whom 93 were motorcycle owners or non-motorists.

LIST OF NEW MEMBERS ELECTED ON

14th July, 1933.

- | | | | |
|--|---|---------------------------|---|
| 1. Mr. G. W. Burgess | ... Davershola Estate,
Davershola P.O.,
Nilgiris | 9. Mr. A. H. Srinivasarao | ... 142, C. Prenderghast
Road, Secunderabad,
Deccan. |
| 2. Mr. E. Waldschmidt | ... C/o German Consulate,
P.O. No. 811,
Bombay. | 10. Mr. V. A. N. Iyer | ... Imperial Bank of India,
Bezwada,
Kistna District. |
| 3. Mrs. A. C. Lyndon | ... Pattumalay Estate,
Peermade, S. India. | | |
| 4. Rev. R. M. Langdale Smith | ... St. Thomas' Mount,
Chingleput. | | |
| 5. Mr. R. Huddart | ... Aruvankadu,
Nilgiris District. | | |
| 6. Mr. P. A. Triou | ... Michelin Tyre, India,
P.O. Box No. 324,
Madras. | | |
| 7. Rao Bahadur L. Venkata-
krisna Iyer. | ... Mettur Project P.O.,
Salem District. | | |
| 8. Mr. A. H. Thimalrao | ... 40, Infantry Road,
Bangalore Cantt.,
Bangalore. | | |

Continental Type Aero

Continental Type "AERO" tyres—the new ultra low pressure tyres—are now manufactured in a complete range of sizes to fit existing Rims.

The outstanding advantages of Type "AERO" tyres are—

1. Much softer and glossier driving on any road and at any speed, due to their greater volume and lower air pressure.
2. Security from skids and outstanding braking power.
3. Greatest resistance to wear and damage.



Please apply for further particulars and demonstration to your dealer or direct to
CONTINENTAL TYRE & RUBBER CO.,
 Post Box 379, MOUNT ROAD, MADRAS.

This Motoring

by Stenson Cooke

THE ROMANTIC STORY OF THE



CHAPTER III.

IN THE DOCK.

The police-court, at the close of a hearing that had lasted two hours or more. Solicitor speaking: "He pleads not guilty and reserves his defence—and of course applies for bail."

"Bail! Um—any objection, Inspector."

"No, your Worship."

"Very well!"

To defendant: "You are committed for trial at the next Assizes, and will be released on bail in two sureties of fifty pounds each. Witnesses will be bound over to attend at the trial. The Court is adjourned."

"There was no alternative," said shrewd Solicitor, on the way out "It would have been madness to expose our defence before that bunch—I mean Bench. As it stands, we know all they've got to say and they know practically nothing about us. At the Assizes we get another chance. We can turn their witnesses inside out by cross-examination, and put in plans and diagrams and photos and expert timekeepers as evidence against their testimony—and, last but not least, we shall have a Jury. Even if the Judge happens to hate *This Motoring*—though I hope not—we still have the Jury. Let's get some lunch. And, by the way, don't put the scout back on the road, on any road, until we know his fate—and ours. It means everything to the whole lot of us. We *must*, get him off, and we *will*."

Same afternoon. Committee sitting, specially summoned. Chairman speaking:

"Well, gentlemen, here we are again! Thank you for coming at such short notice. This Fairmile business seems like making a bit of history—looks pretty black, too. Our man should never have been put in the box; but mind, gentlemen, no recriminations, please. No names, no pack-drill, as we used to say in the service—what? But there's one small point. Where's the money coming from to fight with? We can't do much on a two-figure bank-balance."

"Don't worry about that, Colonel—Mr. Chairman, I mean. It's not the first time we've had to dip into our pockets. Fight first, and square up after, eh, Walter?"

"Quite right, Charles! We all came in together and we'll stick together."

"And so say all of us, and so say all of us. For—or—"

"Splendid! gentlemen," resumed the Chairman when enthusiasm had subsided. "A perfectly proper spirit. What says Shakespeare? 'Come the three corners of the world in arms, And we shall shock them. Naught shall make us rue—if—if—you know the rest.'"

"Oh! jolly good!"

"It is unanimously decided to fight the case to a finish and—damn the expense. Agreed? Agreed. That's all for the present. Thank you, gentlemen." The Meeting finished.

Now for some staff work, on a quite new kind of war-game.

The general idea was this: Motorist prosecuted for exceeding the limit. Swears that he didn't. Supported in his contention by motor scout, who

swears that he followed the car up a long hill and through the trap on a pedal-bicycle, and that therefore the speed alleged was impossible in all the circumstances.

Police swear that the limit was exceeded—timed by them over a measured furlong. As for the scout, by a majority of three to one they swear that he could not have followed the car, as they did not see him. They did not see him, therefore he couldn't have been there, and his evidence was untrue. Untrue evidence, given on oath, is perjury punishable on conviction by imprisonment for a term not exceeding so many years. So much for the general idea.

Special idea, that is tactics to be employed by the opposing parties, identified respectively for the purpose of this quite new war-game as Blue and Yellow.

Blue, having taken the offensive, sits tight, hoping for the worst. "Convict him! Put him away for a year or two! That'll smash up the whole crowd of busy-bodies for good and all. We said we'd get one of them some day, for something, somehow. Very well, then."

Yellow, very much on the defensive, can do anything but sit tight. Yellow must get the finest advocate in criminal practice, and must give him plenty to get his teeth into. Mustn't lose a point, nor drop a stitch.

Mr. Solicitor was right. Plans of the road, to be duly sworn to, showing the approach up the hill, with gradients, and the trap itself, where the police hid or stood; photos taken from each hiding-place or position, with a car appropriately placed, to demonstrate why they might not have seen the scout on his cycle following close behind—as they one and all swore was the fact.

Timekeepers, renowned in the world of motor trials and tests, and of unblemished reputation and character, to reconstruct the crime with stop-watches guaranteed—at Kew Observatory, to show His Majesty's Judge, and His Majesty's Jury of twelve good men and true, what a mere flash of time those

seconds really were when it came to it, and how feasible it was that a cyclist should follow close behind a car while the police were trapping the said car, with their attention concentrated upon it; and how feasible, again, that they should not have seen the cyclist—if they didn't.

Staff work? Yes, indeed—weeks of it. Not a point to be lost, not a stitch to be dropped. Ah! Consider what it meant!

"Just got notice, Frank, we're in the list for next week. Who's the Judge, I wonder?"

"Here we are. *The Times* Law Sittings. This is our Circuit. Mr. Justice—Oh! that's nasty—he's a thorough sportsman but hates motors. We must look for his charge to the Grand Jury. I'll bet even money he 'goes' for motor-scouting for all he's worth. One of the old school, you know—

like old 'Woof Woof.' 'This Motoring, these road-hogs, rudely disturbing the countryside, frightening peaceful folk and slaughtering innocent chickens.' Oh, yes; he'll rub it in. But there's one thing—he may allow his prejudice to take him too far, and then—we've always the Jury.

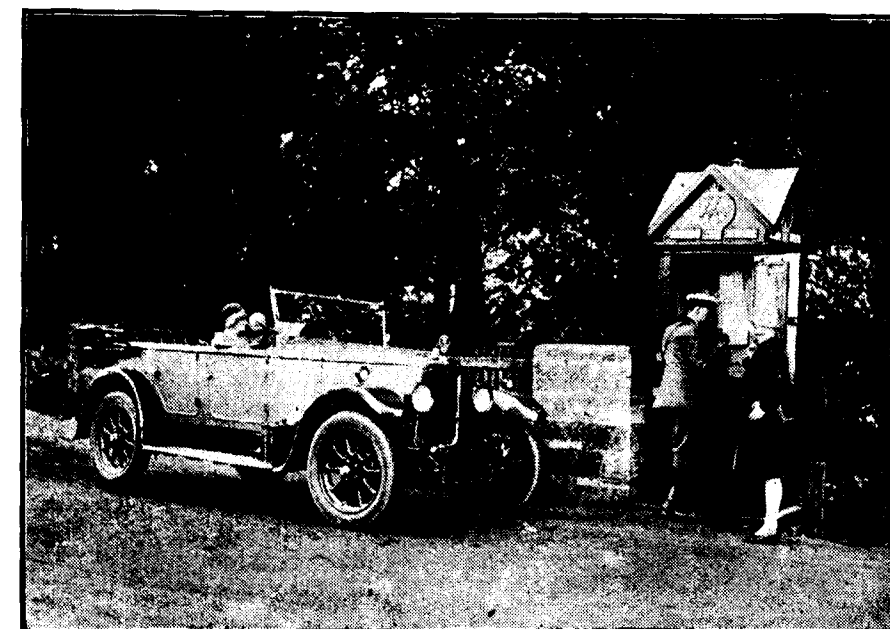
"Good, old man? The Jury! Let's hope some of 'em motor, and

have been caught. That might help."

The day arrived.

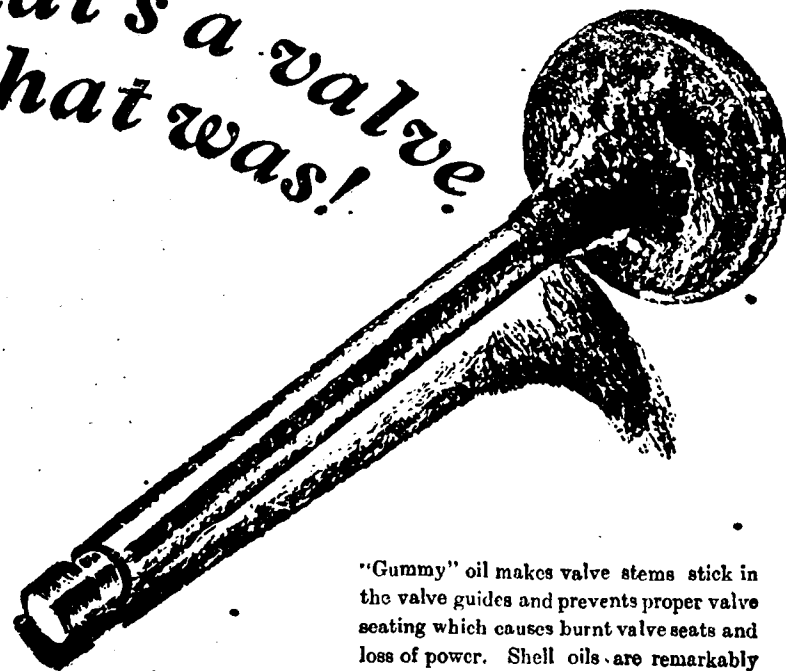
"Better go down by train, eh? They may be trapping, and that would put the jolly old lid on it. Where's the morning paper? Ah, here we are—'Motor Scout Case, Charge to the Grand Jury.' Ooh! In charging the Grand Jury Mr. Justice—just what I told you; he's let himself go—all out. This Motoring a menace. This organization, an outrage—illegal—attempting to defeat the ends of justice—ought to be suppressed—calling for the sternest measures—have a look for yourself."

"No, thanks—tear the darned thing up. We've quite enough to bear, without his Lordship's vapourings."



A. A. ROADSIDE TELEPHONE SERVICE IN OPERATION.

*That's a valve
—that was!*



"Gummy" oil makes valve stems stick in the valve guides and prevents proper valve seating which causes burnt valve seats and loss of power. Shell oils are remarkably clean and are free from gum.

**but it won't happen
with "Triple" or "Double"**

The unrivalled resources of Shell in all parts of the world together with the most highly trained technical staff see to it that Shell lubricating oil protects every valve of every kind of engine, and gives a maximum of lubricating efficiency to every engine part.

TRIPLE SHELL Lubricating Oil

is the Heavy Grade and

DOUBLE SHELL OIL is the medium grade

BURMAH-SHELL OIL STORAGE & DISTRIBUTING CO., OF INDIA, LTD.
Incorporated in England.

CALCUTTA - BOMBAY - MADRAS - KARACHI - NEW DELHI

Here we are—what a crowd. Quite a red-letter day for the little county town. Cars lined up outside the Town Hall. People jostling each other and murmuring, and looking here and there—what for?

"Make way. Stand back there, please. Stand back"—for His Majesty's Judge, resplendent and awe-inspiring in full-bottomed wig, ermine and scarlet, heralded by javelin men, handed, by a smaller wig and quiet gown, from a carriage and pair—not a motor car (bad omen that), passing grandly into the Court of Assize. Let's hope he had a good night's sleep. Every little helps.

"The Court's crowded, but come along—we'll get in somehow."

"No, thanks, old man! You go. I'm staying outside, with my pipe for company. Don't think me too much of an idiot, but I simply *can't*. Our staff work is finished to the last button on the last gaiter. We can do no more. It's up to our Counsel now, and—I'm staying outside. See?"

"All right, all right, keep your pecker up, and we'll meet later."

The Court adjourned for lunch.

Half-a-dozen of the faithful band of Yellow foregathered. Mr. Solicitor, shrewd and brave as ever, speaking:

"I'm hanged if I know how it's going. The old gentleman—scuse my irreverence—is dead against us. It's sticking out a yard, as the saying goes. Blue have finished their innings, and we opened the batting just before the adjournment. Our first witness, the chap who was trapped, made quite a good show. After all, he could only repeat what he said at the police-court; but the other side didn't shake him. He did very well—very well. You're the next wicket, Mr. Surveyor, with your plans; and you next, with your photos. We'll spread 'em all over the Court till it looks like an art gallery, and impress the Jury. After the time-keepers we'll put the scout in the box—last wicket. He seems pretty cool, and we've always got the Jury."

"What are they like?" asked the worried Secretary.

"Oh! The proverbial curate's egg—tradesmen, and a farmer or two. Four or five stand out as rather more our type—they look as though they could run a car if they liked."

"Let's hope so."

"There's one comfort; our leading Counsel is a topper, earning every guinea on his brief—snapping at every bone in the Blue dish. He made a fine hash of the Inspector. Got him to admit that he had bought a cheap stop-watch with

his own money—with *his own money*. No ill-will against motorists. Not vindictive. Oh no! Great fun! A pity you missed it."

"Fun! You call it FUN!! Ooh!"

"We'd better be getting back. Coming? No? Well, have it your own way—two hours more and we should know the worst. So long."

Two hours. What was the scout thinking about, poor little beggar. What had he really done, any way, to be landed in such a pickle? All for a miserable ten shillings every week-end, baked with the heat, or soaked with rain, to make a motorist's holiday. Pretty rough on him. Wonder if he realized the importance of the part he was playing in this drama of the road.

He had the centre of the stage. The outcome of those few minutes' toilful pedalling up the slope and along the Fairmile, and his subsequent evidence, honest and earnest though it had been, might bring him to disgrace and detention. A convict—dreadful word. And if—oh no! please!—if that happened, it meant the end of a brave endeavour.

The Committee? Who, in years to come, would spare a moment's thought for them? They were doggedly championing a cause already regarded by some as lost, and by others as being of questionable dignity. Sportsmen all, to know them was to like them, yet their name was Ishmael, and frowns were their portion.

The Press breathed pessimism. If, that evening, the news-placards flamed with a tragic message—**MOTOR SCOUT CASE, VERDICT and SENTENCE**—how easy to jeer—"We told you so." Hear them. Hear an editor to the leader-writer, answering his call. "Come in, George! About that scout case, result's just in. Convicted. Knock out about a quarter column, will you? eh? Oh, better come down on the side of Law and Order. Thanks!"

And then—the next morning:

We have previously commented upon the curious lack of foresight which appeared to prompt several quite reputable and otherwise sane gentlemen to combine to finance and prosecute a campaign against an established law. Such conduct, however well meant, is obviously contrary to our insular, one might say instinctive, respect for and submission to the Statutes of our country.

Without appearing in any way harsh, it must be said that these gentlemen have shown a regrettable lack of discretion. They have done those things which ought not to have been done. This is now evident from the conviction of one of their hirelings, reported in a previous edition, for perjury.

While we sympathize, as we must, with the unfortunate victim of an ill-fated and foredoomed cause, we can only express the hope that his well-meaning but misguided employers will do their duty by him when he comes out of prison, and then close down the whole unhappy scheme.

Yes, indeed! That was the sort of stuff to be expected—if!

But the game wasn't lost yet. Light another pipe, and hope on.

"Hallo, Mr. Expert! Finished your evidence? So glad to see you. I was dreaming—might call it nightmare. How goes it?"

"Oh! so-so. My plans made quite a good show, and now the photo-man is doing his bit. But the Judge! He's a terror. After Blue Counsel had tried to tie me up and failed, his Lordship had a go, and he couldn't. He tried hard, too. He's got a grudge against the lot of us, but we know our business. An Expert well in hand is worth two on the Bench."

"Oh, yes!"

"Just one cigarette and then I'm going back to see our team finish the innings. Cheero!"

Hope on.

This vigil was vaguely reminiscent—of what?

Of course! how alike.

Thousands of those about to become fathers were even then experiencing much the same. They were being ordered by an aproned autocrat to "Go for a walk! not too far, but go—we'll let you know how the poor soul is getting on. Go! you're doing no good—you're only in the way!"

Kindred spirits, they were—outside—walking up and down, pulling at a pipe, and praying. One touch of nature.

There appeared a face, familiar, and friendly.

"Ah! Nurse—sorry, I mean Mr. Solicitor, how is she?—I mean, hang it all—I'm all muddled up. What's the latest?"

"That's all right, my boy, take it easy. Our innings has closed—the Judge has summed up. Dead against us. He'll give the poor chap two years if he gets a chance. Our Council actually corrected him twice—a thing unheard of before. Splendid. He 'bit' him, actually. What a nerve! The Jury have retired. Come with me. That's the jury room."

"Oh, yes!"

"They're in there now."

"Oh!" Yes.

"You're talking too much, my boy. I'll leave you for somebody quieter, and have a smoke."

Ten minutes—twenty, thirty. Solicitor returning.

"Here they are at last"—as he went back into Court—"I must go too." He threw his cigarette away.

One minute, two, three, and then—What's that? Solicitor, rushing out—smiling!—smiling!

"NOT GUILTY! Hurrah! Not guilty. Now you can say something more than 'Oh, yes!' eh?"

"Rather! Thank you a thousand times. You've been wonderful. What a relief! Shake hands—witnesses too! Jolly good, old man! you too."

Pats on the back for poor little scout. "Well done, quite a little hero, isn't he? A good supper for you, and next week we put you on another road."

There was the Inspector. He didn't seem so big and menacing as before. A word with him would not do any harm.

"Evening, Inspector! We've had a good fight, and bear you no ill-will. What about shaking hands?"

"Well, Sir, if you put it that way—certainly. No ill-will at all—you gentlemen give us a mighty lot of trouble, but—well, well, it's all in the game."

Then for telegrams to the office and home.

"Come along! What? it's raining? Never mind, who cares for a drop of rain, when we've won?"

In the train once more, nearing London. "If we had a newspaper now, you wouldn't say 'Tear the darned thing up, eh?' What a day!"

"Here we are—pass along quietly! No police trap to stop us, and now let's all stick together and celebrate."

Chorus every one—"We won't go home till—"

"No! So sorry, dear good chaps—I'm immensely grateful and all that, but please cut me out—let me off just this once."

"Well, of all the—for goodness' sake, why?"

"Well, it's like this. You see, we're not on the 'phone at home yet, and I promised Her—that is, we arranged—that is—oh hang it all, how shall I put it? Look here, you remember that old song—a bit gushy, but rather sweet—it goes like this—'I know of two bright eyes, waiting for me!'"

"Yes, but—"

"Well! They are—waiting—for me—at the Troc!"

After the battle came the reckoning.

Committee sitting. The Chairman, beaming through his monocle, said: "How to find the money? That's the question. We are overdrawn at the Bank. Any ideas will be gratefully considered—and don't all speak at once."

Charles Two said, "Let's have a dinner—a typically English idea—but why not?"



WHEN you use Goodyear Tyres today you get the new Silent All Weather Tread Tyre—the First Tyre which combines the SAFETY of maximum traction in the centre of the tread with SILENCE at all speeds.



"The world over more people ride on Goodyear than on any other make of tyre."

"Why not? So long as we hold it, and don't give it. That is, everybody pay for his ticket. A few leading lights of the Press, of course, must be honoured guests."

"Agreed! Agreed!"

"As soon as convenient after Christmas, eh, gentlemen? Some time in January."

"Yes! Colonel," said Charles One. "Not too large a room, then we can hope to fill it. And, here's an idea. Give 'em a nice light show afterwards. Variety turns—quite new that, eh? and—Walter!—he will help—won't you, old man? There's the value of having one of London's leading impresarios on our Committee."

"Certainly! You arrange the dinner and leave the show to me," said Walter.

"Bravo! Taken as read. Now about the money—the bill of costs. I believe you have a suggestion, Mr. Secretary?"

"Yes, Sir, and it's like—I mean—it's this. When they've all had plenty to—that is, after the coffee and liqueurs—the time will be ripe for a moving speech from the Chair, and if one may say so, nobody can do it better."

"Hear! Hear!"

"Thank you. Go on, please."

"Then, instead of passing the hat round, we'll have cards printed with the heading 'Fairmile Perjury Case,' or something like that, and worded:

I shall be pleased to give.....pounds..... shillings towards the expenses of the successful defence.

Name.....

Address.....

Membership Number.....and date.....

"You see what I mean, don't you? When they've only to fill in a card, instead of paying up on the spot, they won't be so particular to a sovereign or two, and we can easily collect the money, by post."

"Good. So be it. Those in favour? Agreed."

A sub-Committee was formed to get on with the Dinner."

Somewhere in London, somewhere about 9.30 p.m. Chairman speaking:

"And finally, gentlemen this hardly-won fight has to be paid for. There was no other course: Ours not to reason why! ours but to do and (but we didn't) die. Now we ask you to help us, in order that we may continue to help you. Our position is precarious but promising. We are patrolling four separate roads, and the membership

has just reached three hundred. Our bank-balance is nebulous to the point of being negligible. The law costs are round about three hundred and fifty pounds. We want the money, gentlemen. The many famous variety artistes who are generously giving their services to our deserving cause, thanks to our distinguished colleague—that's you, Walter—(Hear, hear! Jing! Jing! of glasses)—are eager to do so and get back to the Holborn Empire, the Tivoli, and the Oxford.

"Before we start let me beg you to signify your appreciation of their kindness by filling up the card which lies in front of every one of you. Fill it up for as much as you can, or more than you can, afford, and then—enjoy the Show."

Loud cheers.

A great success. Everybody delighted.

"So unusual," said one; "so—intimate. Who would believe there could be such a difference between sitting in a five-shilling stall at the Holborn or the Oxford, with yards of orchestra and footlights between Row D and the Sisters Sunflower, and the same dazzling pair on a foot-high piano platform almost within touching distance of our seats at the table? And when they did their dance, old boy. Ooh! wonderful!"

"But the biggest hit was the Conjurer! Poor chap, there was a big mirror behind him—you can guess the rest."

All over. "Time, gentlemen, please." Lights dimmed. Waiters coughing a requiem.

"Must count the cards before we go—just a few minutes, please."

"Magnificent—three hundred and sixty-two. That will clear the Bill of Costs, yes, and one quiet chap, a Scot, said as he gave in his card marked a fiver, 'If ye find ye're short o' the amount, just let me know and I'll send ye the balance.' Bless him, it makes one go all warm. Let's hope the dear man will live to see it in print, one day."

And so to bed.

(To be continued.)

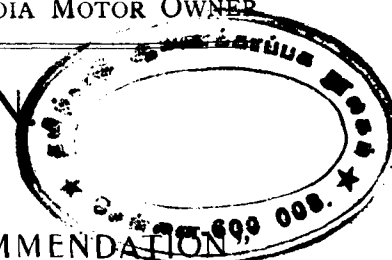
The "Dunlop Indian Gazette."

The July number of the *Dunlop Indian Gazette* recently published contains several interesting articles and illustrations especially "In a Strange Rubber Kingdom" and "From Bombay to Calcutta by Car."

Though mainly intended for circulation amongst the Trade, anyone interested can easily obtain a copy on application to any of the Dunlop Offices or Dealers or to the Publishers, Messrs. D. J. Keymer & Co., Ltd., 10, Nicol Road, Ballard Estate, Bombay, who are to be congratulated on the excellent "get-up" of this quarterly publication.

THE MORRIS "TEN" IN CEYLON

ANOTHER M.G. SUCCESS.



The 'Ten' a "Triumph."

As an example of the many appreciative letters received from overseas Owners of the new Morris "Ten" models may be quoted the following communication from a satisfied owner in Ceylon, addressed to the Morris Distributors British Car Co., of Colombo:—

"I have now had my Morris "Ten" for six months, and I feel I must write and let you know how delighted I am with the car and its performance. Not a moment's trouble or delay in starting at any time, and the car, although it has run over 5,000 miles, is just the same as when I took it over from you. The petrol consumption works out at a little more than 36 m.p.g., which I consider extremely good, as I have to do a deal of hill work on my travels.

I changed the oil in the engine after 500 miles, and again at 1,500. I have tested the oil from time to time since, and it is still clean and clear as when I refilled for the second time. Apart from the refills I have only used half-a-gallon of oil over the last 3,500 miles. The riding comfort and springing are quite up to my large car that you took over from me. I am surprised and very pleased indeed with my Morris "Ten." You may refer anyone to me in my district who may be interested. Morris are to be congratulated on this 1933 production; it is a real triumph of British engineering."

M.G.'s Fast Trip.

One of the latest standard "Midget" models manufactured by The M.G. Car Co., Ltd., of Abingdon-on-Thames, lately put up a most meritorious performance in South Africa, by completing the 840-mile journey from Johannesburg to Durban and back in a total elapsed time of 19 hrs. 50 mins., including a stop of 35 mins. in Durban.

This is only 9 mins. short of the record time for the above journey, set up by a car of very much larger capacity, and the M.G.'s driver—Mr. S. McKenzie—is understood to have laid claim to establishing a light car record for the double journey.

The outward trip took 9 hrs. 40 mins., the return journey occupying 5 mins. less, and the average speed worked out at 43.64 m.p.h. This average was considered an excellent one, particularly in view of the fact that over ten hours of darkness had to be faced. Drivers of big and powerful cars are satisfied with getting from Johannesburg to Durban in a day, whereas the M.G. Midget accomplished the double journey in well under twenty-four hours.

"WONDERFUL RECOMMENDATION"

We publish below two appreciations from Overseas of Morris-Oxford and Morris Isis "Six" models. The first car was manufactured in 1925, the second in 1933, eight years later, and such letters furnish interesting testimony to the consistently excellent performance of the Morris, irrespective of type or season.

Mr. J. H. B. Jones, of London, who has just bought a Morris Major "Six," writes of his former car, a 1925 Morris-Oxford:—"It may interest you to know that the car shown in the accompanying photograph was owned by me in India, and was taken out there in 1925 and sold by me this April on my return on leave to England. The car had run approximately 60,000 miles when sold and has never been rebored; it is still fit for hundreds of miles, and was only sold as I required a saloon car and a six-cylinder.

"The car was a wonderful recommendation, and the owner was so pleased with it that he (meaning myself) has bought another to take out, as he considers it the ideal car for rough work and one for which ample spares can be readily got."

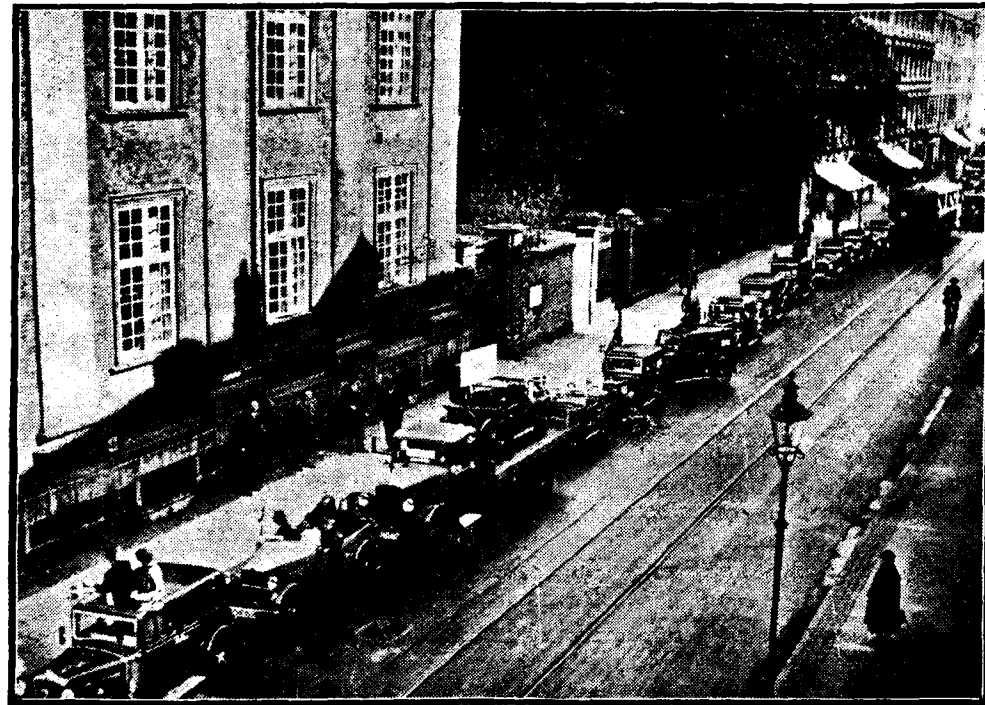
"GREATLY ADMIRER."

"I have to advise you," writes Mr. Victor Dupree, of Yenda, New South Wales, "that I have taken delivery of the Morris Isis from York Motors (Pty.), Ltd. I have run it just over 1,000 miles, and it is giving every satisfaction. The roads out here (400 miles inland from Sydney) are fairly rough, but one doesn't notice the pot-holes, as she rides over the rough tracks just as if she was running on a concrete road. The car has been greatly admired.

"Thanking you for the very complete arrangements you have made for the delivery of the car."

"THE MORRIS OWNER."

The *Morris Owner* for July contains a most interesting article entitled "Overland from Nairobi to Beaconsfield"—an account of a 7,000-mile trip made by Mr. Alan Cooper, a Kenya coffee planter, with a friend in a Morris Minor two-seater. In the course of this journey Mr. Cooper made history by negotiating the Sahara Desert, no other car in the 8-h.p. category ever having achieved this crossing. The article is full of picturesque touches, and illustrated with many photographs.



MORRIS IN SCANDINAVIA. THE POPULARITY OF THE MORRIS IN DENMARK IS WELL ILLUSTRATED BY THIS PHOTOGRAPH OF PART OF A LARGE CONVOY OF THESE UNITS IN COPENHAGEN, WHICH PARADED THE CITY ON A RECENT FESTIVAL OCCASION.

Any Morris Distributor or Dealer will be pleased to supply you with a free specimen copy of *The Morris Owner*.

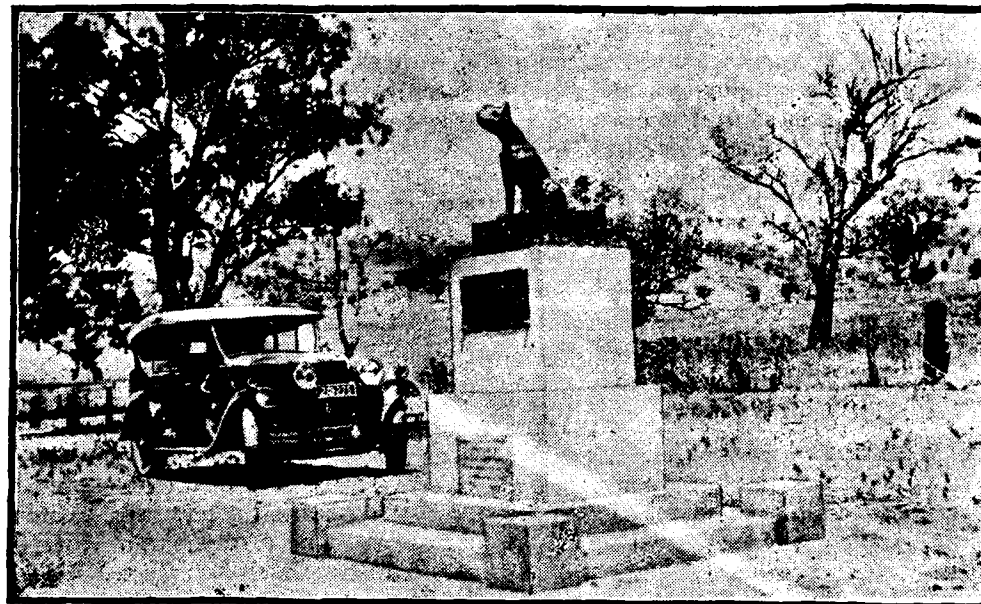
PERSONAL

After some forty years' connection with the British motor industry, Mr. E. H.

Blake, who has been in turn Deputy Governing Director, Managing Director and Deputy Chairman of Morris Motors, Ltd., has retired from business. One of the best known and most respected personalities in the industry, Mr. Blake was President of the Society of Motor Manufacturers & Traders, Ltd., in 1930-31, and first Chairman of the former British section of the Society, and took a prominent part in

the furthering of British motor interests in Overseas markets.

The new Managing Director of Morris Motors, Ltd., is Mr. Leonard P. Lord, late General Manager of Wolseley Motors (1927), Ltd.



IN THE "OUTBACK" OF AUSTRALIA. A MORRIS ISIS PAUSES BESIDE A MONUMENT AT GUNDAGAI, ERECTED IN MEMORY OF THE OLD PIONEERS. THE BRONZE LOG IS SEATED UPON A REPLICA OF A "TUCKER BOX" IN WHICH WAS CARRIED AN EXPLORER'S FOOD.

Other contributions to this attractive magazine include "Don't Miss These," telling of the less obvious lubrication and adjustment points the too casual owner is apt to overlook; "2,000 miles of France," an appreciation of Mediterranean motoring by that hardy pioneer Mr. S. F. Edge; and "Parking to Perfection," which gives some useful hints, illustrated with diagrams, on this often difficult art. The popular "Running Hints in Pictures" series deals this month with the lubrication of distributor drives on certain Morris models.

AN INTERESTING FORD TEST.

At the request of the Ford Motor Co. of India, Ltd., at Madras, the writer and a friend recently spent a very interesting half-day looking over the assembly plant at Madras, and subsequently testing on the road one of the assembled cars—a V. 8, 40, Fordor Sedan—de-luxe model.

Arriving at the assembly plant about 4 p.m. we were met by Mr. E. A. Watson, the Branch Manager, and Mr. R. A. Whomsley the Branch Service Manager and were given a verbal description of the Ford organisation in India, and its method of working. It appears that all Ford Cars sold in the Madras area, arrive by sea in a fully knocked down condition; that is, the cars having been completely manufactured in the factory, including painting, are packed or crated for shipment in parts. The components of most of the cars come from Canada but those of the new "Baby" Ford—the Y Model 8-h.p. car—come from Dagenham in England. It might here be mentioned that the Y Model was specially designed for use in Europe where cars are taxed according to their horse-power.

We were then shown round the Works where we saw the components of various types of cars and commercial chassis, laid out along the side of a track (or line) and vehicles in various stages of completion moving along the line, receiving some additional assembly at each stage of their progress. At one end—the commencement of the line, lay the bare frame of a 4-cylinder, Model 40 car. [The frame, one of the new "X" type, consisted of two side and two centre U-shaped steel members extending the full length of the chassis, coupled at front and rear in pairs and connected by two cross members. The two centre members were bent so as to nearly meet in the centre of the frame to form the rear support for the power unit, and gave an impression of remarkable strength and flexibility in the chassis.] Along the line the assembly of the complete unit could be traced, each important component being added by a man who specialises in the assembly of that particular component. The very smallest nut or washer comes with the unit from the factory.

The types of car and chassis seen in the assembly plant in various stages of completion were—

The Y (Baby) Model 8-h.p. car.

" 40—4-cylinder car.

" 40—V. 8-cylinder car.

46— $\frac{1}{2}$ ton Commercial chassis.

The B.B. 30-cwt. Truck Chassis.

" B.B. 2-ton "

The two B.B. Models are available with either 131 inches wheelbase chassis, or the special long 157 inches wheelbase chassis.

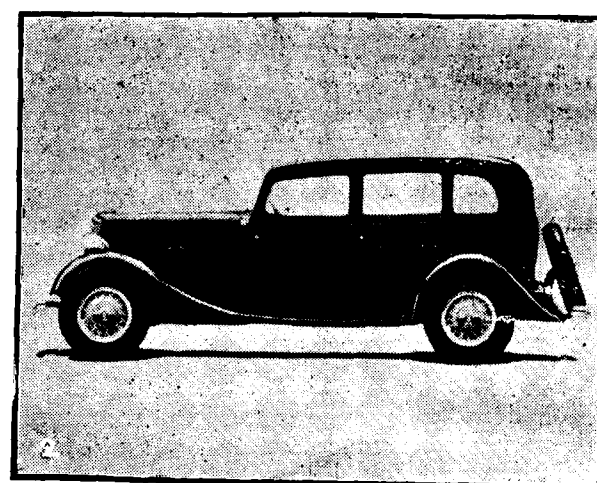
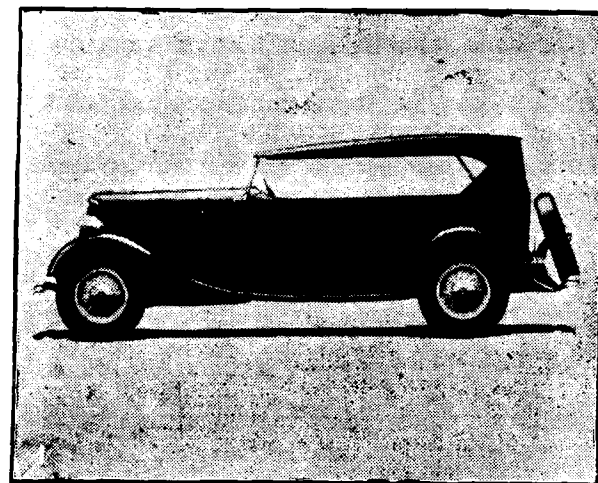
It is interesting to note that all passenger bodies are painted at the factories.

At the end of the assembly line we stood for some time watching, with much interest, the systematic inspection of the completed unit. A mechanic here had a card marked very conspicuously "O.K.," and as he checked up the correctness of each of thirty items on the card, such as "All nuts split pinned," "Check front wheel bearings" and "Tighten all water connections," he subscribed his initials. Here is the manufacturers' record as to responsibility for the correct assembly of every individual unit, for these cards are kept on record and should a complaint arrive from a purchaser of failure in any component, the Branch and individual mechanic responsible can immediately be traced. It is by this record card that the Ford Owner who loses his switch key can obtain a new one of correct type by merely mentioning the number of his engine.

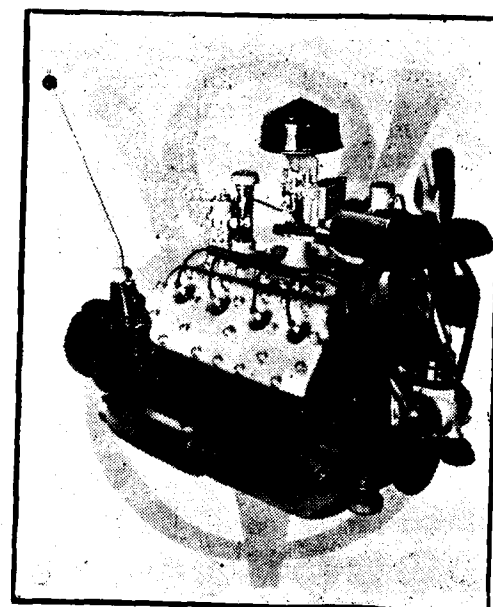
Having asked many questions relating to the manufacture, packing, shipment and assembly of Ford Cars and Chassis, we were asked if we would like to take a run in one just off the line. Would we!!! I should think so—but how our jaws fell when the manager said—"Take one out for a couple of hours and let us know what you think of it"? However, when we suggested a run of something over a hundred miles so as to give a fair trial under mofussil conditions the Manager laughed and said "Why not. There is a car, take it and do what you like with it. We know it will bring you back O.K. no matter where you try to take it. There are about ten gallons of petrol in the tank and we shall expect you back to-morrow morning." This was more to our liking, and bidding the Staff adieu—we went off to collect a tiffin basket and an ice box (filled) preparatory to a run over some nasty forest roads that we knew of within a radius of 50 miles from Madras.

We were off by 6-30 p.m., in a V. 8, Model 40, Fordor Sedan—de-luxe, with a complement of four passengers (including the driver) and a small quantity of baggage. The road we had chosen proved as bad, if not a little worse than we had expected, but we got along comfortably at from 35 to 40 m.p.h.

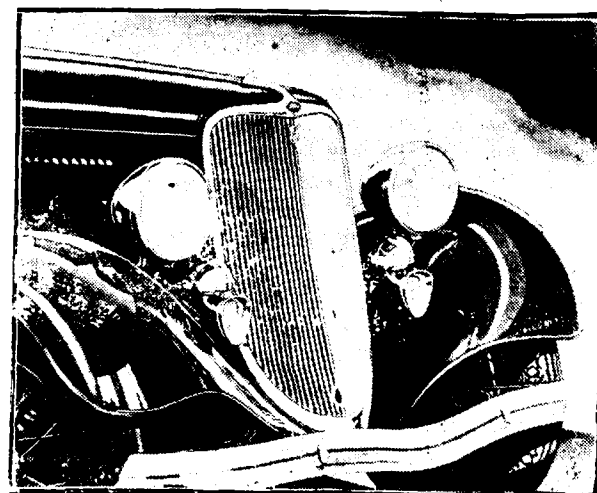
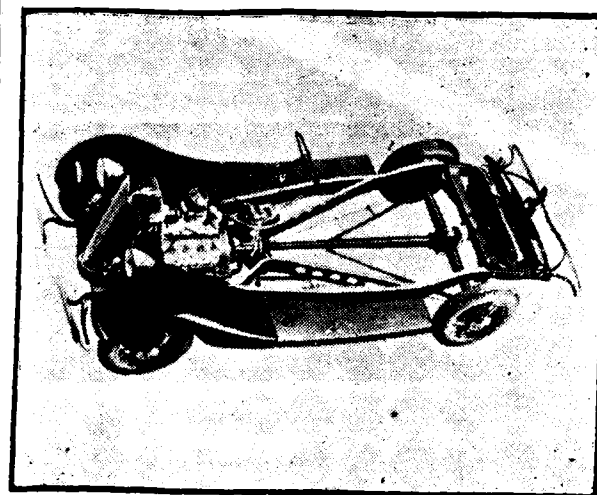
The engine sang merrily, with no sign of labouring, and although we frequently reduced speed to something below 5 m.p.h. in order to pass bullock carts, she careered away at a touch of the accelerator while still in "top." Similar incidents on the road gave ample opportunity to judge the steering which we found as light and efficient as many higher-priced cars. The driver also found at least one point upon which to base a grouse, i.e., that the hand (or emergency) brake lever was not as accessible as it could or one might say—should be. The hand brake lever should be longer and set at a greater backward angle than it is, so as to be easily reached for use in an emergency. However,



1. Phaeton
2. Fordor
3. Engine
4. Chassis
5. Front View



OFFICIAL
PICTURES
OF THE
NEW FORD



the efficiency of the foot-brake hardly calls for use of the hand-brake which is designed particularly for parking purposes.

After covering about 24 miles on a, so-called, trunk road, we turned on to a district road of doubtful quality, but carrying little traffic, and we were able to look round and study minor details more closely. We found the instrument board quite satisfactorily fitted and placed and were particularly struck with the type of speedometer supplied but thought the panel could be better lighted for night driving on the mofussil roads; however, the domelight in the roof of the car compensated for any lack of light on the instrument panel.

We were also able to consult our passengers in the back seat and obtain their views as to riding comfort. They reported that they fully realised that the car had been negotiating a rather bad road surface but had experienced no particular discomfort as a result. The springing of the chassis, the seat and the squab seemed all that was desirable.

After travelling about 36 miles, and when it was pitch dark, we turned on to a forest road where we hoped to give the car a fair hill-climbing test. However, before commencing the climb we had to negotiate the dry bed of a rocky bottomed stream over which the Ford bumped in fine style without any necessity for changing gear to a lower speed. No complaints issued from the back seat passengers, so they, presumably, experienced no unusual discomfort.

Then came the climb. As a special test we started the climb in "top" at a speed of about two miles per hour and then accelerated. No sign of a "knock" resulted and the climb was completed without changing gears.

Shortly after clearing the hill—45 miles from Madras, we halted for a bite and a drink, and incidentally, to look round the car. Everything was O.K. though the car was covered with mud—and a suspicion that the radiator water had been boiling on the climb was negatived, as we could not get more than half a glass of water into the radiator.

Starting our return to Madras, on a long down-hill run, we were able to try out the braking power of the car and found it all that could be desired; the road being in the hills, and of the winding variety, the "cornering" of the car was put to the test and found quite efficient. We also had an opportunity of seeing what the car could do in the way of speed; and got well beyond 50 m.p.h. without any undue noise or discomfort in spite of the darkness of the night and the bumpy state of the road.

Midnight saw us back in Madras with a car which looked particularly travel-stained, but showing no signs of having been over-driven or badly used. The radiator water was cool as were also the wheel-bearings.

The speedometer showed that we had travelled just under 99 miles. The petrol consumption worked out at a fraction below 22 miles per gallon. Oil in the engine was practically at the same level as when we started.

Generally speaking the result of this somewhat gruelling test showed that the V. 8, 40 Model Ford is all that the manufacturers claim for it and that it is the type of car for use in the mofussil where ideal road conditions are the exception rather than the rule.

A description of the route followed during the test is given for the benefit of those of our readers who may be interested. We started from Madras (Egmore) and followed the Nellore Road to just beyond Kavaripettai in the 24th mile where we turned left into the forest area. At Sathyavedu (12 miles) we again turned left and followed the road to Uttukottai where we halted. We then went straight on over the cross road and the Moir Causeway (Arani River) to the P. W. D. Bungalow (a short distance beyond the river and on the right of the road), where we halted for a meal.

Starting out again we followed the road to Tiruvallur, thence to the Madras-Bangalore Trunk Road in the 16th mile from Madras and home via Poonamallee and St. Thomas Mount.—SIMU.

WHY YOU SHOULD JOIN THE AUTOMOBILE ASSOCIATION OF SOUTHERN INDIA.

1. Because you require somebody to see that your rights and privileges as a Motorist are watched, protected and extended.
2. Because you are bound, at some time or other to require information and advice on matters pertaining to automobilism, condition of roads, bridges, unbridged streams, motor vehicles law; motor vehicles taxation, etc., etc.
3. Because no man is infallible, and you are likely to be involved in an accident or dispute, requiring legal advice or assistance to obviate the necessity for frequent attendance at a distant Police Court.
4. Because you are bound to travel at some time or other and will want to enjoy the benefits of affiliation with Automobile Associations in England, India, Burmah or Ceylon, or in the various colonies and countries Overseas, and will frequently require route itineraries for your business tours or pleasure trips.
5. Because, unless you do join, you will be regarded by Legislative Councils, District Boards and similar bodies, as opposing the policy and principles of the A.A.S.I. and registering your vote against any representations it may put forward.
6. Because you can make a substantial saving on your annual insurance premium and obtain better benefits.
7. Because you are a motorist and wish to add strength to the arm of the A.A.S.I. when fighting for just motoring laws; roads fit for motoring; equitable taxation, and all the amenities which Government is so loath to grant or recognise the necessity for.



COMMON DRIVING FAULTS ON THE ROADS.

Over the Whitsun holidays REUTER'S Motor-ing Correspondent travelled over 600 miles chiefly upon the main roads. Without any question there were more cars on the roads than ever before. Yet according to the Automobile Association there were fewer accidents, which indicates that motorists are certainly becoming more careful.

But there came to light innumerable cases of bad driving. The Margate road is probably the road where the worst driving occurs in the whole country—that or the Southend road which the writer avoids as he would the plague.

The beginner's chief fault is that he will insist upon trundling along at 25 m.p.h. on the crown of the road. He ignores all requests to move in to his side to be passed and he frequently forces the overtaking car to drive into the off-side curb to pass him.

On Whit-Monday we stopped two mobile police officers and told them of experiences on the Margate road.

Both agreed most heartily. They confirmed the facts and declared that they had been discussing the same faults half-an-hour previously. The Chief Constable of the district had also remarked that the driving over the holidays was bad.

Often the culprits are beginners, often they are motorists who come upon the roads in a Ten-pound car only over the week-end. What is at the root of this selfish behaviour of the motorist who objects to be passed by a faster car? What extra kick does the fellow get from hugging the crown of the road and refusing to budge?

Then there is the criminally stupid pedestrian. We met numbers of them. One fellow standing on the off side path saw us approaching at 60 p.m.h. With the utmost deliberation and looking straight at our car he started across the roadway.

We braked viciously. We hooted and we should have killed the man had we not been able at the last split-second to swerve sharply behind him. He continued to walk suicidally straight into the bonnet of our car—and never momentarily changed his slow gait.

Was that an example of colossal nerve or of incredible ignorance?

Cyclists three abreast on both sides of the road are another great danger.

FRENCH GRAND PRIX.

Lord Howe, the famous racing motorist had a lucky escape from death when taking part in the French Grand Prix on the Montlhery circuit.

His car was travelling at over 90 miles an hour when a shower of stones flung up by another car struck Lord Howe in the face.

One stone hit him just under the eye and momentarily blinded him.

His car wobbled badly, but Lord Howe was able to retain control.

He drove slowly, suffering considerable pain, to a telephone base, where he was examined. An ambulance was summoned and it took him to a nursing home.

He had covered nearly two-thirds of the distance when the mishap occurred.

George Eyston, the British driver who finished third, visited Earl Howe later in the morning. He told REUTER that the cut was below the eye and that there were no complications.

"The doctor told me" added Eyston "that if the stone had hit him an eighth of an inch higher, he would have lost his eye. It was lucky for Howe that he was wearing a vizor instead of goggles."

Earl Howe's condition is not serious, but he needs care. He has to keep his eyes closed, but he is nevertheless very cheerful.

After a thrilling race through blinding rain, the Italian racing motorist Campari won in his 2,994cc. Maserati at an average speed of 81.488 m.p.h.

There were 19 starters, of whom 13 abandoned the race.

Campari's victory caused considerable surprise, as his disqualification seemed inevitable after a flagrant breach of the rules.

He stopped to refuel during the 22nd lap, and when he started again his car was pushed by a couple of mechanics—strictly against the regulations.

The stewards decided, however, that the assistance which Campari had been given had no real effect upon the race, though they decided to fine him a large sum, to be announced later.

The three winning cars were Italian. Besides the Maserati which secured first place, Etancelin drove an Alfa Romeo to second place, and the English racing driver, George Eyston, was third in another Alfa Romeo.

So bored did the public become at the 30th lap that they sought dangerous excitement by breaking through the guard and walking on the track.

A detachment of gendarmes had the greatest difficulty in forcing them back to safety before the cars raced round again.

The result was—

1. Campari (Maserati), 3 h. 48 m. 45.2 s.
2. Etancelin (Alfa Romeo), 3 h. 49 m. 37 s.
3. Capt. G. E. Eyston (Alfa Romeo).

Campari made a new record for the circuit of 86 miles an hour. Only six of the nineteen starters finished.

George Eyston drove a good consistent race to finish third, about five minutes behind the winner, in a four hours' race.

Part of the twisting road circuit, which is combined with half the oval of the track proper for this special race, was rather loose owing to the dry weather and high speeds.

The expected Franco-Italian duel was rather a disappointment, as the official Bugatti cars were not ready, and Varzi's car had not performed satisfactorily in practice and was withdrawn. But the struggle between Etancelin and Campari roused the huge crowd to enthusiasm at the end. It was a toss-up all the time who would win.

All the leading drivers were mobbed, the crowds swarming over the track the moment the first two had passed, and Eyston had a reception that could scarcely have been warmer if he had won. He was completely lost to sight for several minutes in the midst of a seething mob.

Cavalieri Campari is Italy's veteran racing driver. He won by an electrifying last-lap dash.

He and Etancelin, the French driver, had been running almost neck and neck for the whole 500 kms. (310 miles) of the race.

Two laps from the end Campari had to come in to change a wheel, a tyre having been torn to ribbons by his hectic cornering. That put Etancelin ahead, and he entered the last lap of all 26 secs. in front of his rival.

REVOLUTIONARY CHANGES IN SIGN POSTING ROADS.

Sixteen months ago there was set up a Departmental Committee on Traffic Signals and Warning Signs. Their recommendations have been in the hands of the Ministry of Transport for some time and it is expected that the report will be published at an early date.

One of the major recommendations embraces a new system of direction posts and warning signs. Unauthorised signs will be abolished. Main road traffic at crossings will be given the right of way; traffic approaching a main road from secondary channels will be compelled to come to a stop before entering a main road.

A rule of this kind is already in force in most European countries and many States in America. Its application to English roads ought to revolutionise road safety.

It is expected also that the present direction signs at cross roads will be abolished. They are utterly unsuitable for motor traffic and have been the direct cause of many accidents.

Advance direction signs are to replace them. These new signs will be placed some distance before the road junction and congestion due to cars stopping in the middle of crossings to ascertain their route will be prevented.

Other recommendations are for the wider use of "Eva," the traffic operated automatic signals, at busy crossings. The Middlesex County Council has already anticipated the report by embarking on a scheme to have all crossings on the Great West Road governed by such signals. The result will be that a most dangerous road should become one of the safest.

The roads number system will be carried to its conclusion, particularly in towns and cities, so that the motorist or other traveller will be able to find his way by following the required road number.

All this will render travel by road easier and safer. But when the Minister will decide that the report shall be embodied in the Road Traffic Act is not yet known.

Motor Transport Development in India

BY

LIEUT.-COL. H. C. SMITH, General Secretary, Indian Roads and Transport Development Association, Limited,

Being a paper read before the Association of Engineers in Burma on 23rd November, 1932.

(Continued from page 200.)

As an instance in which the absence of suitable roads has caused the ryots to adapt their means of transport to the existing conditions, it is interesting to note that in some of the cotton districts, in view of the risky ground they have to cover, they build their carts with remarkably small wheels, and with frames to suit; so that if the cart capsizes, as is often the case, it can be set right with the least trouble and waste of time. There are therefore sound reasons for the variety in types of vehicles used; and owing to their suitability for use over rough country as well as good roads, it would seem that these animal-drawn vehicles are likely to remain the principal means of transport in India for many years to come; at least until agricultural India is provided with an adequate system of road communications. Nevertheless, there is much room for development of motor transport over our existing road system, given favourable conditions and relief from the present burden of taxation.

With the advent of railways permitting locomotion at 20, 40 and 50 miles an hour, India, like other countries, entered into a new era of transport; and road transport, limited to a speed of three or ten miles an hour, for many years became as a consequence but a secondary means of communication.

Our railways have continued to maintain their position as the main agency of land transport; and it is only as a result of the invention, development, and extended use of the motor vehicle in the last few years that road transport is again coming into its own and causing some concern to our railway authorities.

The reason for the success of our railways prior to the advent of the motor vehicle can be classified under the two headings of speed and comfort, when compared with the then existing means of transport at the disposal of the public; but when we examine what are the outstanding advantages of motor transport, we find that in addition to speed and comfort it also affords flexibility and a more individual means of communication. These have made it possible to establish itself as a factor in the world's communication system and become a competitor to railways, thus depriving them of the monopoly which they have so long enjoyed.

When I tell you that it is but a little over 35 years ago since the first motor-driven vehicle was seen and to-day there are over 35 millions on the road, and that the industry gives employment to some 8 or 9 million people in their manufacture and sale, it will give you some idea of the growth of this vast industry. This growth is all the more phenomenal for the reason that it has progressed in spite of the many difficulties and obstacles placed in its way; nor has it received the protection and encouragement enjoyed by the railways.

The first motor car was seen in India a little over thirty years ago; and while there were in 1913 probably no

more than 4,000 motor vehicles on the roads, less than 18 years later, records show that some 210,000 vehicles had been imported into the country, of which 140,000 are estimated to be still in operation on our roads to-day. The motor vehicle came into its own during the war; and owing to its proved usefulness, it has become one of the principal of post-war industries. The imports into India rose from 2,880 cars and 76 trucks during the financial year 1913-14 to 17,399 cars and 15,306 trucks in 1929-30.

This new means of transport, which I have said approximates 140,000 vehicles, operates in India about 6,000 million passenger miles per annum at an average rate of 9 pies per passenger mile, which does not compare unfavourably with our railways when taking into consideration the comparatively short distances operated by motor transport. The railways operated 20,500 million passenger miles at an average cost of 16.4 pies per mile per first class passenger, 7.70 pies per mile per second class passenger and 3.01 pies per mile per third class passenger. Further, motor transport consumes some 75 million gallons of petrol yearly; and even to-day during the economic crisis through which we are passing, it contributes in taxation to the Government of India in import duties and excise tax on petrol, plus the duties on the annual imports of new cars and accessories, approximately 5½ crores of rupees per annum, of which only about ½ crore of rupees goes to the Central Road Fund for road development. The balance goes to General Revenues.

Motor transport through the taxation imposed has definite financial advantages to Government, while on the other hand the advantages conferred on the community by motor transportation are enjoyed by every strata of society. In general terms, they may be summed up as saving of time, lowered cost of transportation, convenience, and flexibility of service. Congested centres of population, by means of motor transportation, have been relieved of pressure and the area of suburban residence has extended; the deliveries of goods from depots and factories have been speeded up in large cities; the professional and business men whose business requires constant travel between different parts are enabled to cover many times the territory possible before the advent of the motor car; and social intercourse has been facilitated.

But no section of the public has benefited, or will benefit, from the development of motor transport more than the ryot. The motor vehicle tends to banish the isolation to which he has been condemned through lack of transport and communications; and it brings him in closer touch with the larger centres where the speedier, cheaper and more convenient transport will place him within economic range of many markets and so enable him to take advantage of better prices.

(To be continued.)

RICH MIXTURE.

Not So Bad.

A new watchman had been employed to sit up at nights by the road construction job and see that nobody made away with the red lanterns or other paraphernalia. When he was due to be relieved after his first night on the job, the foreman approached and asked him if everything was all right.

"Well, boss," said the new hand modestly, "I don't want to brag about myself, but I don't think I've done so bad for a beginner. I checked up on everything just before you came, and there's only one thing missing—the steam roller."

Companionate Marriage.

"Miss Miriam," asked Susan, the old darky who had served the family for a number of years, "What is dis here companionate marriage I hears so much about?"

"It's a new sort of an arrangement where two people decide to live together for a while to see if they're going to get along."

"Lawdy, Miss Miriam, white folks is getting more like us every day, ain't they?"

Never Happened.

The Pruitts had the reputation of being the world's ideally married couple, so on their silver anniversary friends gathered and in the course of the evening asked Mrs. Pruitt how it happened that she and her husband never quarrelled.

"It's because we understand each other so perfectly," she beamed. "If we have a difference of opinion and I am right, Chauncey gives in at once."

"And if it is he who is in the right?"

The lady drew herself up. "In our twenty-five years of married life," she declared, "that's never happened."

Sausage.

Mrs. Smith had a deadly gleam in her eyes as she entered her butcher's and said in a withering voice:

"Mr. Ripley, how do you account for the fact that there was a piece of rubber tire in one of the sausages I bought here yesterday?"

"Ah, my dear madam," responded the butcher, rising to the occasion, "that just serves as an illustration of how the motor car is replacing the horse everywhere now-a-days."

His Plea for Sympathy.

Judge: "You admit you murdered your father with a pickaxe and your mother with a sash weight, and still you plead for mercy?"

Prisoner: "Yes, your honor. I throw myself on the mercy of the court."

Judge: "On what grounds do you expect mercy, may I ask?"

Prisoner: "Please, your honor, I'm an orphan!"

Early to Rise.

The Chief—"H'm, late again, Smith!"

Smith—"I'm sorry, sir, but last night my wife presented me with a boy."

Chief—"She'd have done better to have presented you with an alarm clock."

Smith—"I rather fancy she has, sir."

At Last.

Jim the Porter: "Boss, de ladies has finally giv' in, ain't they?"

Boss: "Give in? How?"

Jim: "Well, I just now seen a sign down the street that said, 'Ladies' Ready-to-Wear Clothes.'"

His Endowment.

It was a fashionable wedding. The bridegroom had no visible means of support save his father, who was rich.

When he came to the stage of the service where he had to repeat, "With all my worldly goods I thee endow" his father said, in a whisper which could be heard all over the church.

"Heavens! There goes his bicycle!"

EAST INDIAN RAILWAY.

New Facilities for Motor Cars..

For those wishing to take their cars with them on Railway journeys, the following concessions are being introduced from August 1st, 1933.

Return tickets will be issued for Motor cars to be taken by Express and Passenger trains inside the limitations noted below. These will be available for a period of 30 days, on the East Indian Railway system only, between stations already opened for the despatch of cars, and for distances of 101 miles and upwards. The charge will be one and one-tenth times the single journey rates now applicable either at Railway's or Owner's risk.

Arrangements will be made to carry motor cars booked at this special rate by the following train services between the stations mentioned, providing the load of the train permits.

It is also subject to owners of such cars producing one full first-class, or two full second-class tickets, between the stations for which the motor cars are booked for either the outward or return journey.

TRAIN.	Points between which motor vans may be attached.	Maximum number of vans that may be attached.
9 Up and 10 Down Express.	Howrah and Lucknow	2
15 Up	Howrah and Delhi ..	2
16 Down	Tundla and Howrah..	2
71 Up and 72 Down ..	Lucknow and Lhaksar ..	2
31 Up and 32 Down ..	Howrah and Benares ..	2
41 Up and 42 Down ..	Howrah and Jamalpur ..	1
All Passenger trains ..	Howrah and Delhi ..	2
All Passenger trains ..	Howrah and Saharanpur.	2

Failing the production of the necessary ticket or tickets, motor cars booked at this special return journey rate will be carried by whatever train service is most convenient to the railway.

The existing return journey concession and conditions for motor cars by passenger train, available for six months, at one and a-half times the single journey rate, between stations distant 101 miles and more apart, will continue in force.

MEMBERS
OF THE

A.A.S.I.

INSURE with your
OFFICIAL INSURERS.

Other companies have followed our lead, but under our **approved** A.A.S.I. Policy members receive an immediate **33 1/3%** "No Claim Bonus" if they have earned a No Claim Bonus for **ONE YEAR** with our Association or any **other** Company.

ALSO A FREE Personal Accident Insurance of

Rs. 10,000

And the usual 10% Reduction.

Apply for full details—it will pay you to

Also advise your motoring friends
who have not yet joined the A.A.S.I.

The SECRETARY, A.A.S.I., 1/18, Mount Road, MADRAS
or Messrs. ADDISON & Co., Ltd., Chief Agents.

NATIONAL EMPLOYERS MUTUAL

General Insurance Association, Limited
(INCORPORATED IN ENGLAND.)

P. O. Box 301. - Mount Road, - MADRAS.

PARTICULARS REQUIRED.

Make of Car?.....H.P.....Year of Make.....

Type of Body?.....Value.....Reg. No.....

1. Do you always drive yourself?
2. If more than one car insured, state number }
and the number in use at any one time. }
3. Do you desire to bear the first part of each claim.....
4. Do you desire Personal Accident Insurance }
or Owner or named Persons? }
5. Do you desire Personal Accident Insurance }
of Paid Driver or Attendant }
6. Do you desire to insure Rugs, Coats or Luggage

7. Are you a Member of the A.A.S.I. or N.A.A.....

IMPORTANT.

8. Have you earned a No Claim Bonus }
under existing Policy? }
9. When does your existing Policy expire.....

(Sgd.).....

NO OBLIGATION INCURRED.

Address.....

CITY BUS SERVICE.

A short time ago the strike of bus drivers and conductors gave the bus service in Madras a little temporary notoriety. Several members of the public took advantage of the occasion to criticize the bus service in the columns of the daily newspapers. Buses have to run on stipulated routes, and there always will be people who would not be satisfied unless a bus route passed their own doorstep and delivered them at wherever they wanted to go.

In Madras the bus service is peculiar in so far that there are about 250 owners for the 350 buses plying for hire within the city limits and it can be readily understood that traffic control is difficult, if not impossible, when there is such a multiplicity of competing interests to contend with.

The need of a central organization to control the various bus services was emphasized by the Commissioner of Police when a deputation of Bus Owners, during the strike, waited on him to explain their difficulties under the existing system. The deputation accepted the Commissioner's advice and under the able and energetic leadership of Mr. Abdul Hameed Khan, M.L.C., the Madras Bus & Commercial Vehicle Owner's Association was an accomplished fact within one week of the date of the deputation. All bus owners have not joined the Association, about 50% only, but it is certain that the others, when they realize the advantage of membership, will enrol. It is hoped that they will soon do so because, not until every bus owner is a member of the Association will the public receive the benefit of a well-organized and controlled bus service.

The first task that the Association has set itself to do is to improve, control and regulate traffic conditions. Each route has been surveyed. Stopping places have been arranged at convenient points to suit public needs. Signposts at the stopping places will indicate the destination of the bus and the route number. Each route will have a distinctive number and colour; the number and colour will be prominently displayed on the buses and on signposts, so that passengers will know which bus to take and where to wait for their particular bus.

At every terminus the Association's timekeepers will despatch the buses at stated and regular intervals. When this method is working smoothly, timetables for each route with a map of Madras City showing the districts served by buses, will be printed and distributed free to the public. The timetable of the route will be posted upon each bus.

Later on, and after the bus routes have been thoroughly organized and all bus owners are members of the Association, tickets will be introduced so that passengers will know the correct fare and how far they may go for the amount paid. Monthly season tickets at reduced rates for regular users will be a special feature.

When funds are available the Association will erect shelters at suitable places for the convenience of the bus-going public.

All these and many more innovations the Association will carry out without waste of time so that the bus service of Madras soon will be a pattern of public utility and service.

The public are invited to co-operate. Now is the time when the whole service is being reorganized to help with suggestions. It is the people who use buses who know best what they need and they are the people who should be consulted. If it is considered that a particular district could be better served by buses than at present, or that stopping places are not conveniently situated, the Secretary of the Association will be glad to receive suggestions.

It may not be possible to give effect to any or either of the suggestions submitted. Sanction for any alteration of present routes or stopping places can only be given by the Police and Traffic Authorities, and very rightly too. Public safety, convenience and traffic conditions have to be considered. The Association can only recommend, but if recommendations comply with the above conditions there is no doubt that permission to make the change would be readily given by the authorities concerned.

The public could be of great assistance in the smooth-running of buses if they would refrain from expecting a bus to stop or take them up at non-stopping places, or attempt to get on or off when it is on the move.

The work of organizing an efficient bus service in Madras is by no means easy and it would have been a practicable impossibility, but for the kind offices of the Commissioner of Police, Mr. Windle, and the Traffic Department. Mr. Windle has been more than kind. At all times ready to give a patient hearing, his advice has been invaluable. The Association is indeed very grateful to him for all that he has done.

MADRAS BUS & COMMERCIAL
VEHICLE OWNERS' ASSOCIATION,

7, General Patter's Road,

MADRAS.

Publishers' Notices



The South India Motor Owner

Published Monthly by

Eastern Technical Publications,

Post Box No. 758, Egmore, 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. Contribution should preferably be illustrated.

Subscription Rates

One year Rs. 3 (Rs. 2 to A.A.S.I. members,) 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.

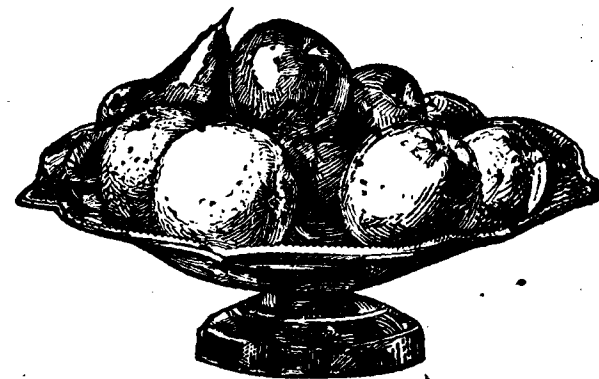
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A red reminder slip is always placed in the subscriber's copy issued prior to expiry.

Advertising Rates

Rates for display space and small advertisements will be furnished on application. For entries under 'Sales and Service Guide,' see page 206.

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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KEEP FIT.

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Finest Kulu Apples and Pears, 9 lbs. fruit ...	5- 4 V.P.P.	Inclusive.
Finest Kulu Apples and Pears, 8 lbs. fruit ...	4- 0 By Rail.	
Finest Kulu Apples and Pears, 16 lbs. fruit ...	4-10 By Rail.	Freight Extra, F. O. R. Kulu.
Finest Kulu Apples and Pears, 32 lbs. fruit ...	8-11 "	
Finest Kulu Apples and Pears, 64 lbs. fruit ...	16- 4 "	

Superior Dried Apples and Pears, 5 lbs. nett for Rs. 5 or Rs. 1-4 per lb. V.P.P..

NOTE.—1. Our Apples won Gold and Silver Medals at Poona Fruit Shows in 1930, 1931 and 1932.

2. Railway Receipts will be sent V.P.P.

3. Pears from 15th July; Apples from 1st August; Book early.

C. F. FAIRLIE,
Proprietor.

Aramgarh Orchards, Kulu, Punjab.

TELEGRAPHIC ADDRESS:— "FAIRLIE, RAISON (KULU)."

PARTICULARS OF MOTOR VEHICLES IMPORTED INTO INDIA.

MONTH OF MAY.				TWO MONTHS, 1st Apl. to 31st May.			
1931.	1932.	1933.	1931.	1932.	1933.	1931.	1932.
Quan- tity.	Value Rs.	Quan- tity.	Value Rs.	Quan- tity.	Value Rs.	Quan- tity.	Value Rs.
128	2,35,182	167	3,27,699	407	7,91,279	289	6,79,356
4	43,871	35	51,961	49	56,702	5	49,082
21	61,710	4	14,484	4	8,770	55	1,31,864
42	89,986	4	16,703	18	31,335	27	2,99,132
42	73,786	1	2,179	2	4,740	276	4,14,015
453	7,70,079	29	1,05,194	165	2,53,588	717	14,44,042
10	14,745	4	6,398	11	17,591	26	40,880
700	12,89,359	247	5,24,618	656	11,64,005	1,495	30,58,371
203	3,48,433	64	1,15,238	78	1,57,839	319	6,52,946
303	5,32,174	102	2,37,736	357	5,90,171	697	14,28,200
68	1,62,854	28	62,498	64	1,31,645	157	3,68,930
84	1,66,604	32	61,489	127	2,20,227	232	4,34,367
42	79,294	21	47,657	30	64,123	90	1,73,928
700	12,89,359	247	5,24,618	656	11,64,005	1,495	30,58,371
110	59,520	88	40,339	65	32,197	217	1,17,370
2	1,351	...	...	...	...	2	1,351
8	1,545	1	400	11	2,375	19	3,581
120	62,416	89	40,739	76	34,572	238	1,22,302
224	2,43,984	3	4,241	9	16,190	542	5,95,703
356	4,98,417	94	1,96,354	312	3,96,359	558	8,37,447
7	22,279	25	65,475	133	2,10,403	28	92,736
20	32,529	20	40,675	8	15,846	76	1,07,537
547	6,76,414	51	93,026	174	1,82,373	977	11,99,995
6	11,179	1	1,419	6	3,927	19	32,822
580	7,42,401	97	2,00,595	321	4,12,549	1,100	14,33,150
...	7,00,666	...	4,17,386	...	5,87,295	...	12,64,661

Motor cars (including taxi cabs):—
From United Kingdom ...
" Germany ...
" France ...
" Italy ...
" Canada ...
" United States of America ...
" Other Countries ...
TOTAL ...

Share of Bengal ...
" Bombay ...
" Sind ...
" Madras ...
" Burma ...
TOTAL ...

Motorcycles (including scooters):—
From United Kingdom ...
" United States of America ...
" Other Countries ...
TOTAL ...

Motor omnibuses, vans and lorries:—
Imported with bodies ...
Chassis ...
TOTAL ...

Total of omnibuses, etc.:—
From United Kingdom ...
" Canada ...
" United States of America ...
" Other Countries ...
TOTAL ...

Parts and accessories (excluding rubber tyres):
TOTAL VALUE ...

Extracted from the Government "Blue Book" by The Motor Manufacturers & Importers' Association, Ltd., Fort, Bombay.
FORD, RHODES & PARKS, Secretaries.



The correct grade of Mobil-oil saves you many rupees in unnecessary repair bills

A poor grade oil

shortens the life

of your engine

WHEN you buy "just any oil" for your car you may save a few annas, but in the end it will cost you many rupees, for good oil is more important than anything else to the life of your engine.

Poor, low grade oils cannot adequately protect the moving parts of your engine from excessive wear, and before long costly repairs and replacements will become necessary.

Always insist on Mobiloil and know your engine is fully protected. For Mobiloil unfailingly protects each bearing, each moving part—no matter how fast you drive or how severe conditions may be.

Consult the Mobiloil Chart of Recommendations. It tells you which particular grade of Mobiloil best suits your make of car.



Mobiloil gives your engine the complete protection that low grade oils cannot give

Use **Mobiloil** *costs little saves much*

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