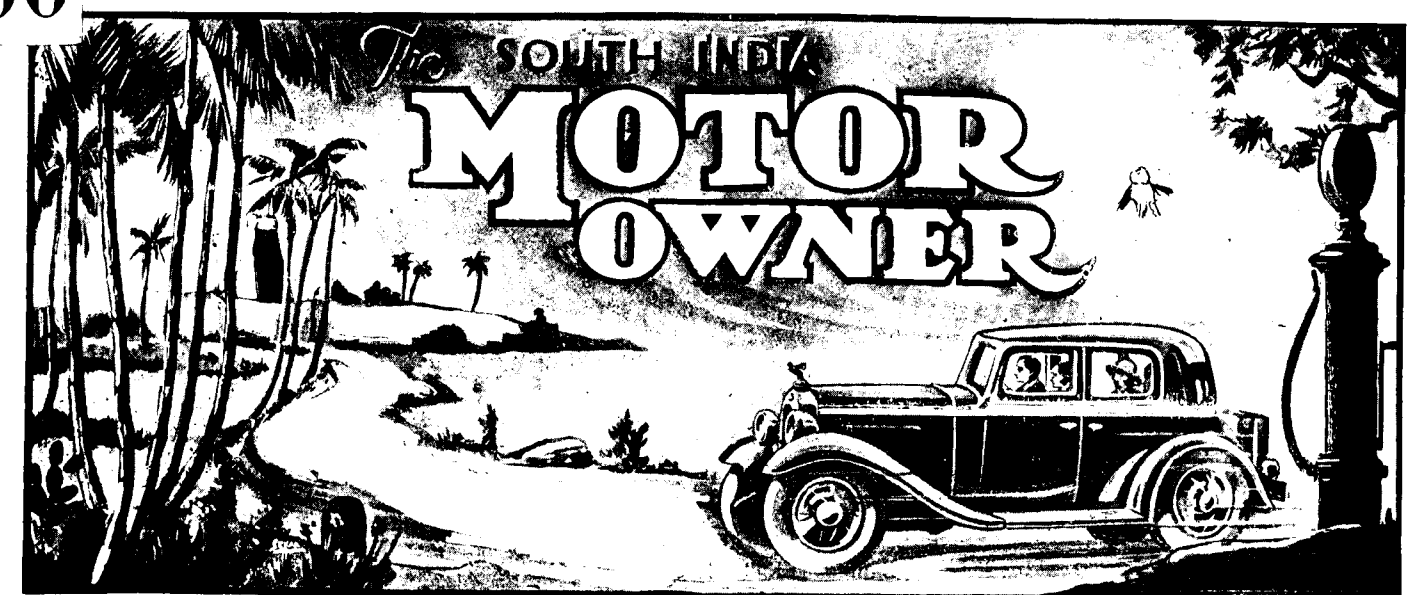
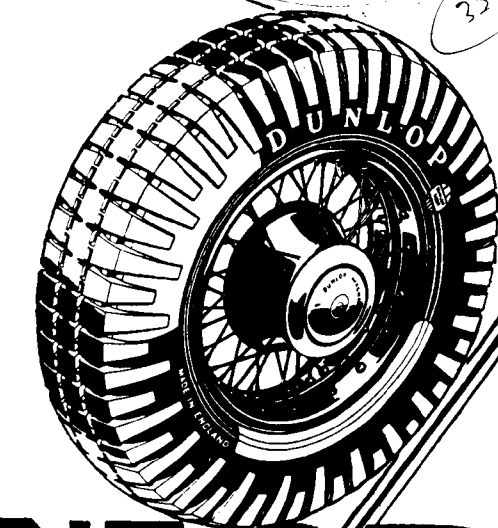


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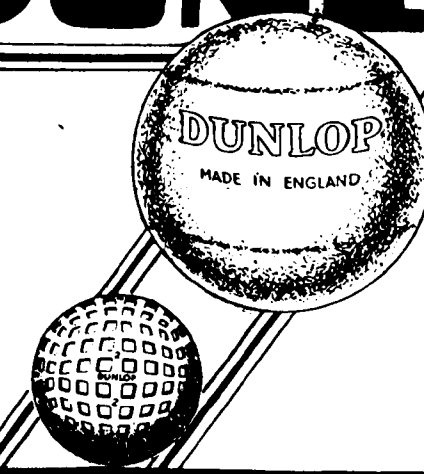


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No. 10.
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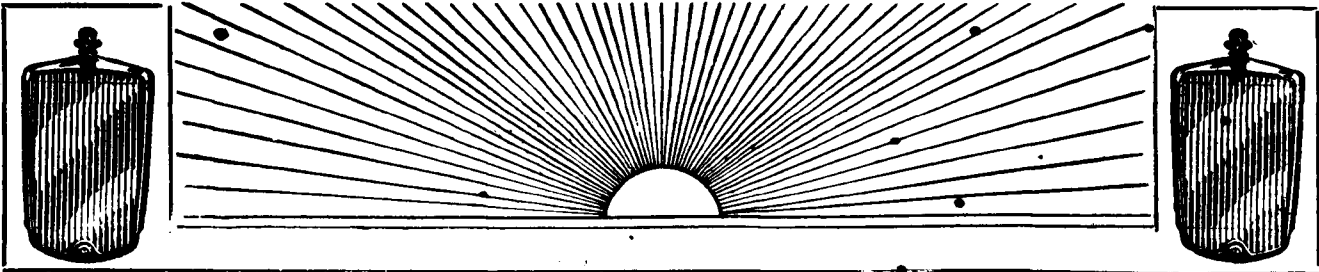
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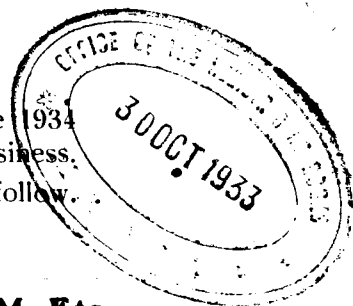
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these columns is charged for at the rate of Re. 1 per line, but no contract can be accepted for less than six consecutive insertions. Correspondence both from Dealers and Car Owners is invited in order to make this section as useful as possible.

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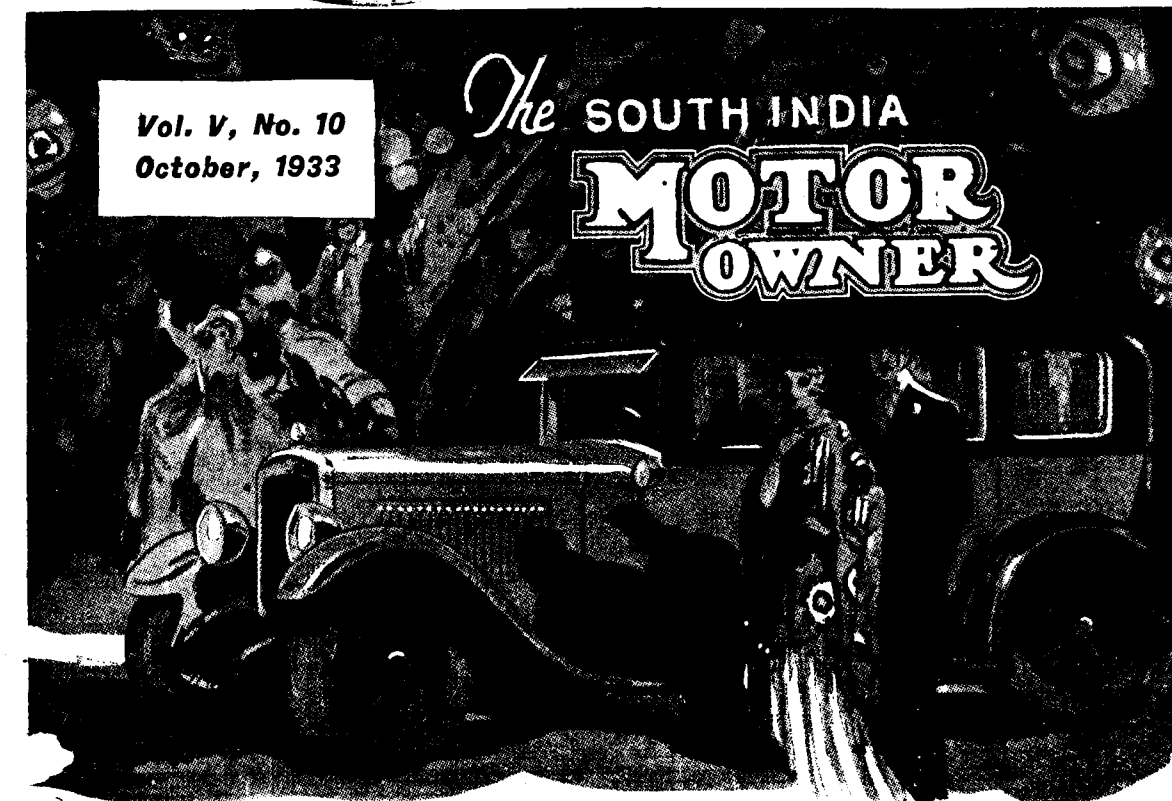
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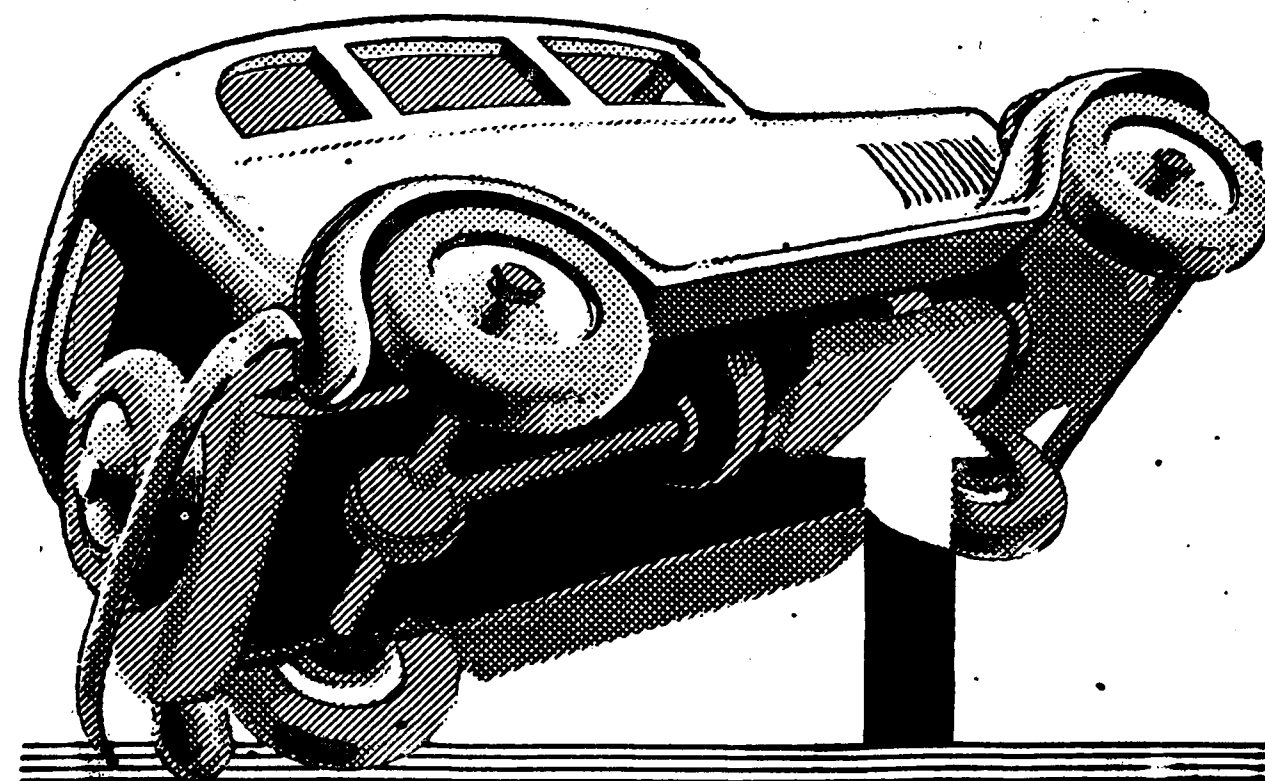
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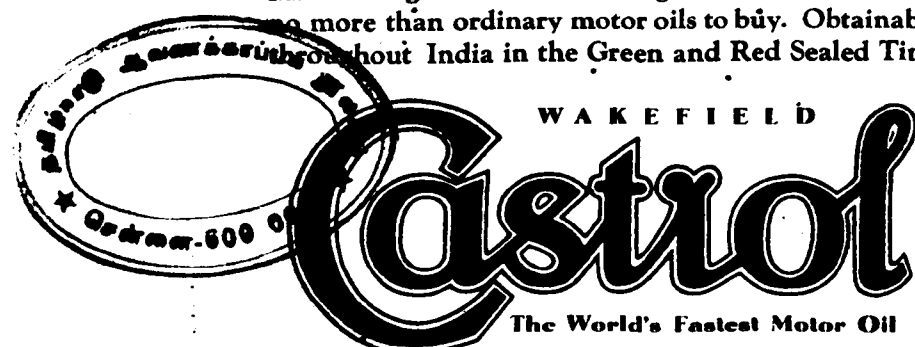


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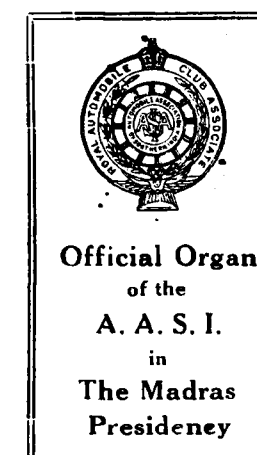
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Of Special Interest to the Owner-Driver

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Vol. V, No. 10

October, 1933

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NOTES AND NEWS FOR A.A.S.I. MEMBERS

Road Information.

General.

OPPORTUNITY is again taken of warning touring members of the fact that, during the North-East Monsoon which will most probably, have set in before this issue of the Journal is distributed, the small unbridged rivers which cross the Great Northern (Madras-Calcutta), the Great Southern (Madras-Trichinopoly-Cape Comorin), the Madras-Calicut, Madras-Bangalore and Cuddalore-Cuddapah-Kurnool Trunk Roads, are all liable to be in flood and impassable by motor cars at intervals, until the end of December. The A.A.S.I. has agents at all of the important crossings, who report the condition daily. In addition the rainfall in the catchment areas of the several rivers is carefully charted, and fairly accurate forecasts are possible. Motorists projecting tours by either of the roads mentioned are advised to consult the Secretary a day or so before commencing a tour.

A description of the crossings was published in the September issue of this Journal.

Mercara-Cannanore Road.

The breach near Sampaji reported in the September issue of this Journal, was closed by 30th August, 1933, but was again breached within a few days. Temporary repairs have been effected, but until the filling has been metalled Motors will have to drive with caution and heavy rain is liable to make the breach impassable.

Tellicherry-Cannanore Road.

The closure of the Kodavalli Bridge on the outskirts of Tellicherry, reported in the September issue of this Journal, has been confirmed. The bridge is allowed to remain open to traffic only until a ferry service can be established, when it will be closed until repaired.

Cuddalore-Vellore-Cuddapah-Kurnool Road.

The section Tirukoyillur-Vellore of this road should be avoided by long distance traffic during the forthcoming rainy season as there are several unbridged streams and had patches where difficulty may be experienced. From Vellore to Cuddapah no difficulty is anticipated. North of Cuddapah the Penner River Causeway is liable to be under

deep water from time to time, while there are two or three small bridges under construction beyond the Penner River where wet diversion roads may be found difficult, though not definitely impassable.

Salem-Coimbatore Road.

There are two "pallams," or Irish bridges, in this section which have been known to carry sufficient water to hold up traffic for several hours. The question of providing culverts has been considered, but the work cannot be put in hand until funds are available.

Villupuram-Salem Road.

A member who motored over this road quite recently, reports that, with the exception of about six miles near Salem Town, the road has been much improved. Endeavours are being made to get the very bad six miles nearest Salem Town improved also.

Madras-Chingleput Road.

This road, South of Pallavaram, is in a pretty bad state, and seems to get worse daily, although at the beginning of the year the major portion of it was quite good. Being a portion of the Great Southern Trunk Road, it reflects badly on the authorities responsible for its maintenance, particularly as the section northward from Pallavaram is probably the best stretch of road in India. It makes one wonder whether one portion of the road has been "starved" for the benefit of the other.

Roads in Hyderabad State.

Considerable improvement has been effected on Hyderabad State roads during the past two or three years and a heavy programme of new roads and bridges is being steadily worked upon. However, so long as the boundary rivers remain unbridged, the interest in the State roads will remain practically local. A study of the Map of India will indicate clearly the advantages of arterial roads through the State, one from South to North, *via* Kurnool, Hyderabad, Nirmal and Adilabad to Nagpur and one *via* Bezwada, Hyderabad and Sholapur to Poona. Inside the State these roads are almost, if not quite complete, but none of the boundary rivers are bridged; and as these rivers are fairly big ones, carrying perennial water, they are definite obstacles to road traffic throughout the year—more especially those on the Southern

and Northern boundaries. That these rivers should remain unbridged in these progressive days, with a large Road Development Fund, gives one food for thought. Are the difficulties financial or political?

While on this subject I may say that the possibility of establishing a ferry service fit for motor cars across the Godavari River between Dacheppalle in Guntur District and Suriapet in Hyderabad State, is being explored. It is understood that Motorable roads already exist to the river bank on both approaches, so if means of crossing the river were available, Hyderabad City would be brought some 90 miles nearer to Madras City by road.

Moving Cars by Rail.

In the September issue of this Journal a reduction of freight was notified on motor cars conveyed between Madras (Egmore) and certain important railway junctions and termini on the South Indian Railway. Kodai Road Station has now been added to the list while 48 hours' notice to the Station Master at the Despatching Station is requested in order that a motor van can be arranged, and disappointment avoided.

Cars for despatch by rail must be loaded at least half-an-hour before the booked arrival of the train by which they are to be conveyed.

While on this subject, it may be noted that, at the request of the A.A.S.I., the management of the M. & S. M. Railway have kindly arranged that trucks, suitable for the conveyance of motor cars, will be stabled at or between the following stations, so as to be available at short notice during the forthcoming flood season, for motorists who find it impossible to get their cars across the rivers noted.

Road.	River.	Railway Stations.
Madras-Calicut	Palar (Wenlock Causeway).	Katpadi Junction.
Madras-Bangalore.	Ponnai (Rice Causeway).	Wallajah Road.
Madras-Guntur	Penner	Nellore.
	Manneru	Ongole.
	Paleru	
	Musi	

Endeavours are being made for similar arrangements on the South Indian Railway between Chingleput and Acharapakkam for the Palar River, also Villupuram and Ulan-

durpet for the Ponnaiyar River, but nothing has yet been settled as at present loading and unloading facilities do not exist at either Acharapakkam or Ulundurpet.

Emptying Petrol Tanks.

Every motorist who has superintended the loading of his car on to a railway truck, will know that the railway authorities require the petrol tank to be emptied before, or immediately after loading; also that while the tank must be emptied, no notice is taken of a tin of petrol carried in the car. However, under modern conditions very few motors are fitted to carry a spare petrol tin, nor is the practice advocated by the leading petrol supply Companies who say that petrol pumps exist at intervals of about fifty miles on all main roads. Consequently what happens to the petrol when the tank has to be emptied? On many occasions it has been allowed to spread over the railway platform or truck, thereby becoming a far greater source of danger to railway property. Again, is it really possible to drain a petrol tank under such conditions? Very rarely so I imagine; and if not, what is the good of only partially draining it?

With all these points in view and the fact that the railway authorities usually expect a motor to arrive at the station, enter the truck and eventually leave the truck under its own power, endeavours are being made to get the rule rescinded, at least in those cases where motor vehicles are booked "at Owner's Risk."

Railway Level Crossings.

While it is admitted that the Railway authorities in general do their best to avoid delaying road traffic unnecessarily at level crossings, it is feared that responsible subordinates give road users very little consideration in the application of the rules on the subject. At Gudiyattam, recently, the level crossing gates remained closed for some considerable period after a goods train had passed and drawn up at the Station, merely because the last coach on the train was fouling the points and prevented the signal from being moved. This would have been avoided had the train moved on a few yards before coming to a standstill.

While motorists naturally object to making petty complaints of delay at level crossings, it is only by continually keeping this matter in the eye of superior railway officials that

the inconsiderate action of subordinates can be suppressed.

Road-Signs.

Road-signs in Southern India are generally speaking, plentiful and efficient. However there are many places at which additional signs would be useful and the A.A.S.I. is always pleased to learn of these from touring members.

It has recently been learnt that quite a number of motorists from Madras and the neighbourhood, have tried to reach Salem or Dharampuri by the road which leads from Vanyambadi innmile 128 of the Madras-Calicut Trunk Road, past Jalarpet Junction to Tirupattur, only to be turned back by the impassable Ponnaiyar River, near Uttangarai.

The only "motorable all the year round" road from Vanyambadi to Salem is the one that goes *via* Krishnagiri and Dharampuri and endeavours are being made to get a signpost to this effect planted at the road junction in question.

Hotel Metropole—Mysore.

Visitors to Mysore City have, no doubt, experienced considerable difficulty in finding that City's leading Hotel, which lies some distance from the main road. At the suggestion of the A.A.S.I. the management of the hotel are endeavouring to provide signboards indicating the road to the Hotel.

Motor Vehicle Taxation.

The Madras Government has recently passed two orders which should simplify, in some measure the administration of the Madras M. V. Tax Act, in so far as claims for refunds are concerned.

G. O. No. 3612 L. & M. of 6/9/33 provides for the issue of licences for only the second and/or third months of a quarter on payment of four/fifths and two/fifths, respectively, of a full quarter's tax.

Licences for the second and/or third months of a quarter under this rule will not be issued prior to the last day of the month preceding that for which the licence will be valid.

G. O. 3611 L. & M. dated 6/9/33 revises the conditions under which refunds of M. V. Tax already paid will be granted for periods during which a licence is not used. The rates of refund remain the same as heretofore, *i.e.*, for two complete calendar months

3/5ths, and for one complete calendar month 1/5th of the tax paid for a full quarter.

Refunds will only be granted on licences which have *NOT* been in the possession of the holder for more than one day in each of the months for which a claim for refund is made; *i.e.* :—

Month for which Refund is claimed.	Licence must not have been obtained before.	Licence must be surrendered on or before :—
First Month of a quarter.	Last day of first month.	Within a reasonable period after close of a quarter.
First and Second months.	Last day of second month.	Within a reasonable period after close of a quarter.
Whole quarter...		First day of that quarter.
Second Month of a quarter.	Last day of first month.	First day of third month.
Second and third months.		First day of second month.

The sole authority to settle claims for refund of M. V. Tax, and to determine what is "a reasonable period," is—

In Madras City—The Commissioner of Police.

In the Mofussil—The District Collector.

Normally claims should be submitted and licences surrendered to the Licencing Officer from whom the licence is obtained.

It should be noted that, if only a portion of a quarter's tax is paid when a licence is obtained for use during only the second and/or third month of a quarter, no claim for refund will be necessary.

Motor Vehicle Law.

Endeavours are being made to induce Government to revise its method of notifying changes in motor vehicle and motor vehicle taxation law, which at present is attained by publication in the *Fort St. George Gazette*. It is maintained that, while this procedure may have been found sufficient in the dim and benighted past for the ordinary civil law, it does not meet present day requirements in so far as motor vehicle law is concerned and when practically everybody is vitally interested or affected. How many of us ever see the *Fort St. George*

Gazette, or can afford to purchase a copy weekly, on the off chance of it containing something of interest? As a general rule one first learns of a change in motor vehicle law when one is summonsed for having transgressed the new law by doing just what one had become used to do. This is obviously wrong and the A.A.S.I. is pressing for a wider distribution of Government Notifications—posting or public notice boards at public offices, police stations, bus halts, etc., etc.

Reporting Accidents.

Every motorist should be aware of the fact that the law demands an immediate report at the nearest police station from the driver (owner as well if he is in the vehicle at the time) of every motor vehicle which is involved in an accident *which would not have happened had the motor vehicle not been present*, when 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.

This law is somewhat irksome, especially in the case of minor accidents where nobody is injured or no serious damage is done, but there it is; and until it is amended any motorist failing to comply renders himself liable to prosecution.

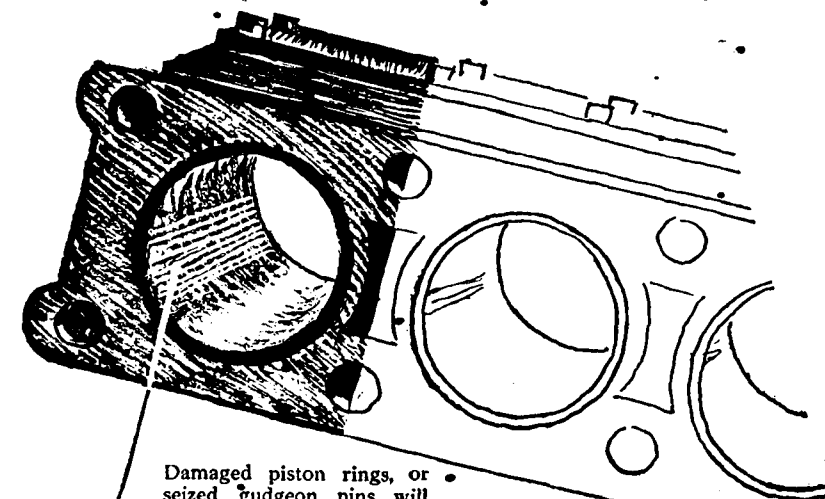
The A.A.S.I. has been successful in obtaining a police departmental order which requires the officer-in-charge of any police station to take cognisance of a motor vehicle accident report made to him, irrespective of where the accident occurred.

This order provides a measure of relief especially to touring motorists who may not know where the nearest police station is located. Endeavours are now being made to obtain a rule, which will enable motorists to submit a report in writing to the senior local police officer within twenty four hours of the occurrence, in cases of minor importance only. It is understood that the possibility of providing for this type of report will be considered when the Madras Motor Vehicles Rules are being revised shortly.

Car-watchers.

Visitors to places of public entertainment will, no doubt, be pleased to learn that endeavours are being made to organise and so control the army of vagrant car-watchers

*That's a cylinder
... that was!*



Damaged piston rings, or seized gudgeon pins will score a cylinder—often caused by oils which are semi-solid when cold, thus starving cylinder walls.

*but it won't happen with
Triple or Double
Shell Lubricating Oils*

Shell Oils are so fluid that they give the most efficient protection at all engine temperatures.

*Triple is the Heavy Grade
Double is the Medium Grade.*

Triple Shell is officially recommended by the makers of

ROVER : STANDARD : TRIUMPH

BURMAH-SHELL OIL STORAGE & DISTRIBUTING CO. OF INDIA LTD.

INCORPORATED IN ENGLAND

(Agents)

CALCUTTA - BOMBAY - MADRAS - KARACHI - NEW DELHI

who pester them, on their arrival at public cinemas, with cries of "first boy, Sir; first boy," and who are prone to damage the car of any owner-driver who fails to employ one of their members. The presence of the policemen, or the A.A.S.I. Car Park Attendant has done something to put a limit to the car-watcher's activities but they still persist, and action on a wider scale is necessary.

Fire Engines and Ambulances.

Every motor driver should know that Fire Engines and Ambulances always have right of way, and should act accordingly, although how to act may not be quite clear. There is every possibility that an order will be issued requiring all vehicles to draw in to the left of the road and remain halted clear of cross or side roads whenever a fire-engine is moving in the vicinity. Until the order is published this course might commend itself to public spirited motorists.

Driving Licences.

It is understood that the authorities realise that the Madras form of motor driving licence is unnecessarily bulky and inconvenient, and that a smaller one, similar to those issued in England, may shortly be adopted for issue to owner-drivers.

Maps.

The Touring Map of Southern India compiled by the A.A.S.I. and corrected up to 31st August, 1933, will shortly be placed on sale. The map is on the scale of 1 inch—16 miles, is printed in three colours (roads red, rivers and water blue, printing and other details black) and is in two sheets, one covering the country South of a line drawn East and West through the Kistna Anicut, near Bezwada, the other (a smaller sheet) taking in the Districts—Kistna, West and East Godaveri, Vizagapatam and Ganjam, and the country to the North-West of those Districts.

(Continued on page 280.)

Continental Type Aero

MANUFACTURED IN A
COMPLETE RANGE OF SIZES
TO FIT EXISTING RIMS.
COMFORT
SAFETY
ECONOMY



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

How to achieve Comfortable Driving.

OF all the innovations daily introduced in the motor industry, undoubtedly the most important are those which contribute to passenger comfort and speed.

For the last quarter of a century, the efficiency of the motor has been concentrated on and raised, to make it speedy. Later, it was found that speed was not everything; the 'flexible' engine capable of quick acceleration, pull, great speed and hill-climbing capacity was developed. True, much was gained in the cause of quick transport from these improvements, but there still remained the greatest drawback of all in regard to the motor vehicle, *viz.*, its dependence on road surface conditions.

Motor manufacturers have within the past two years concentrated on the solution of this urgent problem: to improve the springing of the vehicle and so overcome the tyranny of road surface.

The first of these objects, universally striven for, was the idea of throwing the centre of gravity of the car lower, and this has been achieved at the present time through the use of low-lying chassis, but more generally through the smaller wheels employed. Also, the difficult field of aero-dynamic resistance is being carefully studied and valuable progress has been made.

As things stood, it was impossible for the TYRE INDUSTRY to stay and be a looker-on. Has not this field been always her undisputed territory, wherein she has time and again helped the mechanically propelled vehicle of every description onwards? The improvements in the pneumatic tyre that took place within the last few years have helped materially in this direction and pointed out new possibilities which are by no means exhausted yet.

Having succeeded in making the Balloon tyre so resilient, that even the heaviest lorries can to-day be run on low pressure tyres, the next step was to try to still further reduce pressure for passenger cars. The ideal is the soft pneumatic tyre, as it absorbs all shocks at its source before reaching the springing system.

In this way, the CONTINENTAL "AERO" TYRES came into being, not as a whim of the Tyre manufacturer, but as an accomplished and successful development in the progress of the Tyre Industry to provide the ideal and perfect motor car whose speed is determined entirely by the will of the driver and not by the state of the road surface to be traversed.

The extraordinarily large volume of the "Aero" tyres naturally requires wheel changing which is not possible for every car-owner in these hard days

owing to the high cost of special wheels and several other adjustments to be made on the respective vehicle.

To solve this problem, the Continental Rubber Works have brought out a tyre incorporating the advantages of the "Aero" tyre called "TYPE AERO" which can be used on existing car models without changing the wheels.

Utmost care has been taken to restrict the volume of the "Type Aero" tyre to the use of the ordinary rim without depriving it of its special features, so that there is a healthy relation between the tyre-and-rim-width.

The extra-large low pressure air-cushion absorbs all shocks on even the worst of roads. Level crossings, cobbles and deepest pot-holes need no more be dreaded in cars fitted with "Continental Type Aero." These wonderful tyres positively smooth out all bumps.

The increased area of contact with the road-surface afforded by "Type Aero," giving a better grip, reduces considerably the braking distance without risk of skidding. Thus this tyre gives not only increased driving comfort, but greater safety.

It also enables one to drive fast and in comfort over roads that formerly made you crawl. Maintaining high average speed means saving time. And time is money!

NANKERVIS, LTD.

AUTOMOBILE ENGINEERS,

25, South Parade, BANGALORE.

VAUXHALL CARS

HILLMAN-HUMBER CARS

CHEVROLET CARS & TRUCKS

BEDFORD TRUCKS

COMMER TRUCKS

SALES AND SERVICE.

(Continued from page 278.)

The price will be Rs. 2/12 for paper copies folded into a book cover, and Rs. 4 for copies mounted on linen and similarly folded. In each case packing and postage will be added.

Application for copies should be made to the Secretary, A.A.S.I.

Affiliation with Home Motoring Organisations.

The A.A.S.I. has entered into new agreements whereby it will continue to be affiliated with the Royal Automobile Club on modified terms, and also federated with the Automobile Association of Great Britain, as from 1st January.

Details as to how this change will affect members proceeding on leave to England will be published in the next issue of this Journal.

A.A.S.I. Membership

During the month five new members were elected, *vide* list published elsewhere in this issue while the names of 17 were removed from the Register for various reasons. The total membership on 30th September, 1933, was 882, of whom 92 were motorcycle owners.

LIST OF MEMBERS ELECTED ON 8th SEPTEMBER, 1933.

1. J. A. Palmer, Esq. ... 3, Club Mansions, Club House Road, Madras.
2. Capt. M. Nabi Khan. "Kismurt," Mysore.
3. Manjeri S. Siva, Esq. Oriental Life Office, Madras.
4. Lieut. J. A. Cameron... Q. V. O. Madras Sappers & Miners, Bangalore.
5. B. R. Pandit, Esq. ... C/o Messrs. A. P. Matpadi & Bros., Mangalore, S. Kanara.

FOR SALE.

A late 1929 Model Buick Touring Car; lately overhauled and in very good condition. Recently driven from Ootacamund to Madras by a lady at average of 35 m.p.h. Run less than 20,000 miles and owner-driven. Four new "India" tyres—one spare in good condition. Owner just left India. Gives over 19 m.p.g. Rs. 2,500 or offer.

Can be tried in Madras on application to Secretary, Automobile Association of Southern India.

Phone 2439.

Later Road Information.

The Secretary, Automobile Association of Southern India intimates, for the benefit of motorists travelling on the Cuddalore-Vellore, Chittoor-Cuddalore-Kurnool Trunk Road that the strengthening of a number of weak culverts is in progress on this road between Chittoor and Rayachoti.

Diversions have been made at each culvert, *i.e.*, miles 9/3, 12/0, 12/6, 13/4, 41/9 and 50/1, where motorists should drive with caution, especially during wet weather.

Also that the authority responsible for the Palmaner Ghât Section of the Bangalore-Madras Trunk Road considers it necessary to warn motorists of the danger of free-wheeling down hill on the concrete track that has recently been opened, owing to the liability of developing speeds difficult to control.

Suitable notice boards are being erected near the track.

The Vanyambadi-Tirupattur-Dharampuri Road should not be regarded as motorable during the next two months or so owing to the unfordable state of the unbridged Ponnaiyar River some 13 miles from the latter town.

A new bridge over the Pambar River will be opened in a few days in mile 7/5 of the Samalpatti-Tiruvannamalai Road, thus opening up a through route from Tiruvannamalai to Krishnagiri and thence to Bangalore.

Further that (a) the Hassanur Ghât portion of the Coimbatore-Satyamangalam Mysore Trunk Road is partially closed to road traffic from 10th October to 31st December, 1933 on account of the unsafe condition of the hairpin bends.

Motor Buses and Lorries are entirely prohibited from using the Ghât Road.

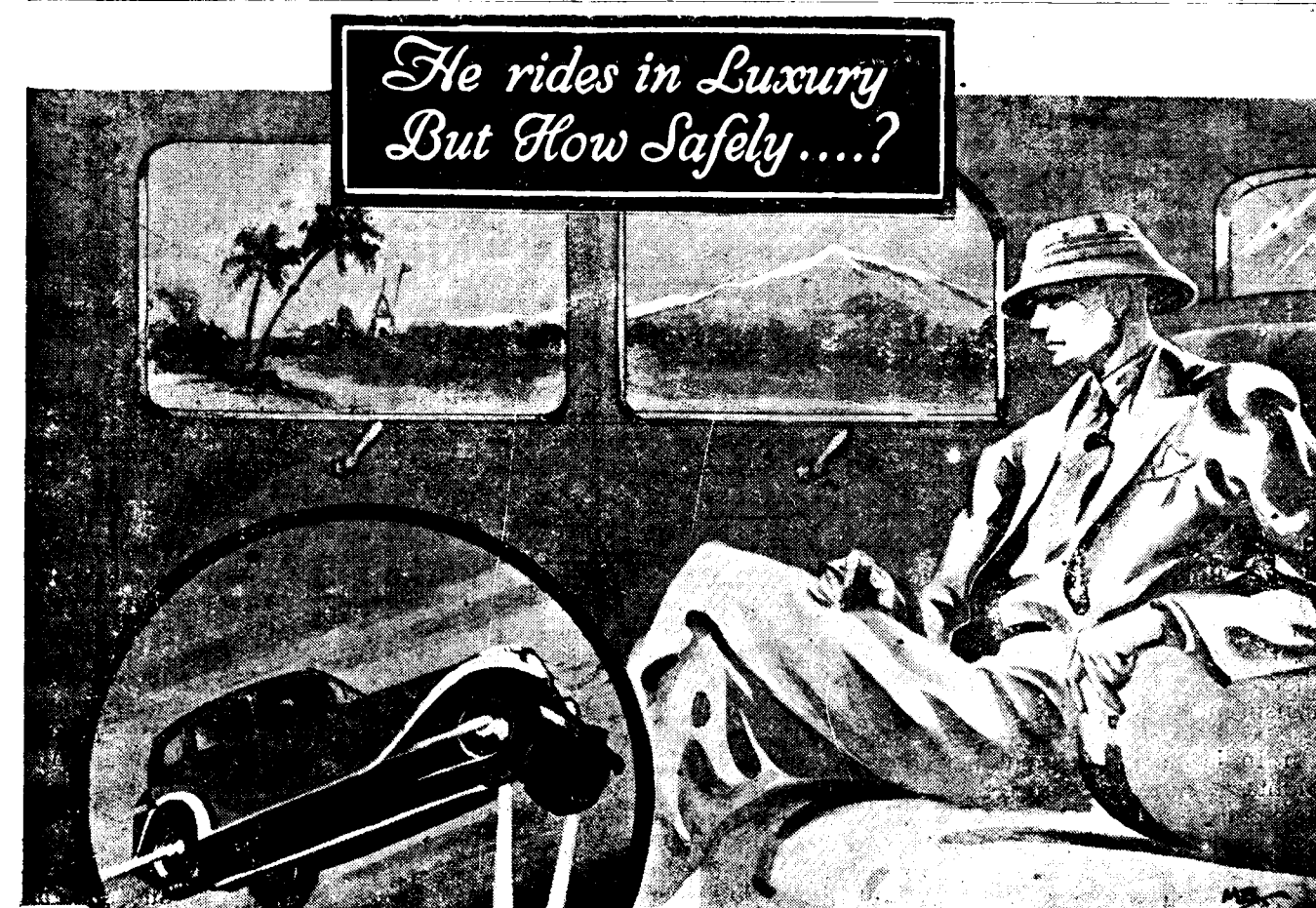
Private motor vehicles may only traverse the Ghât Road between sunrise and sunset.

(b) Heavy rains have caused floods in the several unbridged rivers which cross the Northern Trunk Road between Nellore and Ongole. These rivers are not at present fordable by motor vehicles.

FOR SALE.

Chevrolet, 5-seater; Sedan, 4-cylinder, 22 h.p., 1928 model. Recorded mileage under 30,000; in good running order. Price Rs. 1,500; can be seen at Red Cross Building, Egmore.

Apply Sir Archibald Campbell, Fort St. George, Madras.



Those **4** vital spots of rubber!

Those few square inches determine whether you slip or grip when danger threatens, because brakes may stop your wheels but *only tyres can stop your car.*

These tyres will stop because they are Goodyear All-Weathers, with deep-cut, sharp-edged tread blocks in the centre of the cover, where they are vitally needed for safety. Be safe. Change to the All-Weather Tread by Goodyear.

An added luxury development is the new *Silent All-Weather Tread* by Goodyear, the first to combine maximum non-slip safety with silence at all speeds. Noise and vibration are eliminated by the shifting of a fraction of an inch of rubber in the tread blocks so that no two of the same size ever follow each other.

GOODYEAR

INSURANCE

By GIRJAR.

IT is suprising how large a number of motor vehicle owners in India fail to recognise the necessity for effecting an insurance on their motor vehicles, and one can only assume that there is a widespread lack of knowledge of the financial risks to which motor vehicle owners are subjected whenever any one of their vehicles is in use on public roads.

To those who do insure their vehicles it must seem incredible that there are so many persons who do not realise the benefits of motor vehicle insurance, but at the same time many of those who do insure are unable to explain exactly why they do so. The writer is aware that, if asked "why" a large number would reply, "Because I am forced to do so" under the terms "by which I acquired the vehicle." Ostensibly this may be correct, but it is not the actual reason. It is really because some other person has recognised the vital importance of Insurance and has forced his views.

In India motor vehicle insurance is a purely voluntary matter; but in some Western countries it has been found of such importance that it has been made compulsory by statute; at least, in so far as "third party risks" are concerned.

The owner of every motor vehicle, no matter how magnificent or dilapidated it may appear, owns an article which has a definite value. It may be worth a few hundred rupees, or it may have a market value extending into thousands. Moreover, the vehicle has a recurring value since its use either earns money by its use, or avoids expenditure on transport which would otherwise have to be hired.

Suppose the vehicle is not insured and is involved in an accident which renders it a total wreck. Its value at once becomes Nil, and in addition to the loss of its market value, the unfortunate owner at once is faced with additional expenditure on hired transport.

If it had been insured the owner would have received its market value from the Insurance Company and thus had the means of purchasing another vehicle to replace it.

Assuming that the accident was not a serious one, and that the vehicle was found to be repairable; then the Insurance Company would meet the cost of the repairs, and the vehicle would be on the road again with but a brief delay.

So much for the vehicle itself (or as it is called "first party risks") but supposing another vehicle was involved in the accident; or a person or animal; and the driver of the first vehicle was

found to be responsible for the accident. Here we come to "third party risks." The owner of the first vehicle now becomes liable to meet the cost of renewing or repairing the second vehicle or for compensation to, or for, the persons or animals injured or killed, or for any property damaged.

Claims for damages in the "third party" category have been known to extend to as much as half-a-lac of rupees, and where is the average motor vehicle owner who can afford to meet such a claim and still smile? Unless he is insured, of course, when he has nothing to worry about.

One often hears a motor driver say "but I am a very careful driver." "I have been driving motors for several years and have never been in an 'accident.'" Quite so, a very lucky man; but how long will his luck last? One may be the most careful driver in the world, but one must always consider the other "idiot" who is not, as well as the "unexpected happening."

While writing I bring to mind a case in which a driver owner was taking a personal friend home from a social gathering. He had the misfortune to run into the rear of a country cart which was moving in the same direction, but without any lights. His car was badly damaged, but not irreparably so had it not been for the fact that it caught fire and was burnt out. It is probable that the cartman was to blame for the accident, but obviously it would have been futile to sue such a man for the value of the car—so the Insurance Company paid. However, this was not the end of the matter; the passenger sustained severe injuries and as a result sued the owner driver for damages to the extent of some thirty thousand rupees. In this direction the Insurance Company again has to bear the brunt. But imagine what the state of mind of the owner driver would have been had he not insured his car.

The case I have quoted may not be one of common occurrence. However, the situation may be equally serious where a man, walking leisurely across the road in front of an approaching motor car, is knocked down and seriously injured; a type of accident which, unfortunately, is of frequent occurrence.

No motor vehicle owner, no matter how rich, can afford to let his vehicle go uninsured; and if this is true of the rich man it is equally true if not more so, in the case of the average owner.

In justice to his fellowmen, every motor vehicle owner should ensure that he is always in a position to compensate any person to whose person or property his vehicle may cause accidental damage. This can always be done by insuring the vehicles.

It must not be thought that the fact that an owner has insured his vehicle exonerates him from the necessity for taking all reasonable precautions

CREDIT FACILITIES FOR CAR BUYERS.

THERE can be very little doubt, in the minds of those who have had an opportunity of studying the trading tendencies of the present time, that the advance which the motor industry has made of recent years would have been very much slower had it not been for the credit facilities afforded to the trade and through them to the private buyer. It is quite impossible to give an exact percentage as to cars on the road which are bought through such facilities, but it is almost certain that the cash trade is very low indeed in comparison with those cars bought on the extended payments system.

Unfortunately, there is one class of buyer which, in the past, has been inadequately provided for. We refer to the man home on leave from India and other parts of the Empire, who desires to buy a British car to take back with him. In the majority of instances, the period of leave does not extend sufficiently long for the ordinary agreement to be completed; a difficult problem arises therefore when the buyer wishes to take back a car which is by no means paid for. Most credit organisations will not extend the necessary facilities; and the very large potential market thus represented is very incompletely catered for and rendered less profitable in consequence.

In these circumstances, it is very interesting to note the special facilities extended by that progressive company, Traders' Guarantee Association, Ltd., which has its offices at Aldwych House, Aldwych, London, W.C. 2. This company has been established for a considerable number of years. It specialises principally in financing the sale of motor cars on the hire-purchase system, but unlike most others the flexibility of the company's system is a very strong feature.

The company's policy of keeping abreast with current trading conditions is well illustrated by its

Hire-Purchase Continuity and Shipment Plan, which, although of recent date, has already proved of considerable benefit to many motorists normally resident Overseas.

The plan is worked in conjunction with the Commercial Credit Corporation, Limited, which has Branches all over India, and in Colombo, and is of very material benefit to the buyer going to or already in the East. It permits the purchase to be commenced either in England or in India or Ceylon.

Should circumstances necessitate the purchaser moving home (or abroad) before the purchase is completed, the agreement can be so handled that the car may be shipped to England from India or Ceylon (or *vice versa*) and the purchaser complete the payments there.

There can be little doubt that this plan is doing much to stimulate the sale of British cars to those going to India; since the man on leave, for the first time, finds it well worthwhile to enter into a full purchase agreement, owing to the convenience with which he can complete it at his place of final arrival.

The cost of freight and the heavy import duties make the shipping of cars a very expensive matter; and here again, the company provide quite unusual facilities. They defray the cost of packing, freight, customs and all other charges, and include these in the monthly payments which are made abroad. Thus, the owner is able to retain the car he has used during his leave, and to meet the necessary expenses of transport by easy monthly payment.

When it is said that this plan applies also both to new cars and approved second-hand ones, it will be recognised as unusually liberal.

The "Week-enders' route" from Madras to the Nilgiris.

In a recent issue of this Journal, details were published of a new route from Madras to the Nilgiris, *via* Villupuram, Ulandur and Salem.

Shortly after the appearance of the article, reports were received from two Members that they thought the road between Ulandur and Salem was so bad that the route should not be recommended as motorable; the gist of these reports was published in a subsequent issue.

Now comes a further conflicting report which is sufficiently interesting to be published *in extenso*:-

The author of the report writes from Ootacamund on 5th September, 1933:-

"I have been to Ooty by all three ways—*i.e.*, by Bangalore, by Vellore and by Villupuram, and

"I consider the last to be the best route. It is "shortest and, on the whole, goes through the most "pleasant country-side. It is also provided with "convenient Dak Bungalows."

"The surface of the road is good, except near "Salem."

"From Avanashi to Mettupalaiyam the road is "bad at present, though otherwise the route is "pleasant."

"Much depends upon the car, and I would "recommend cars with bad springs to avoid the "bad road surfaces and take the longer route, "though we came along fairly well in the "Chrysler 6."

to prevent his vehicle from causing damage to other persons or their property. Definitely this is not so, and if it is proven that the owner did not take due precautions when involved in an accident, the Insurance Company may and frequently does, repudiate its liability.

One of the commonest directions in which owners do fail to take due precaution is in respect to the driving licence of the driver. If a driver's licence is not current when or valid in the area in which an accident occurs the owner can have no claim on his Insurance Company.

This is an absolute rule yet few drivers worry about the renewal of their driving licences until days after "they have expired." In passing I may remark that this item alone is worth a special insurance, and insurance that can be effected by joining the local Automobile Association who will see that you are duly warned when your driving licence is about to "expire." But this is a diversion and I must get back to my subject—"Motor Vehicle Insurance."

In the above lines I have referred to only two kinds of accident; but there are thousands of different ways in which a motor driver may be involved in an "accident"; they are so numerous that one marvels that there are drivers who have never been involved in one; and marvels still more to know that there are thousands of owners in India who have not insured their vehicles. Sooner

or later, third party insurance will become compulsory in India, but why wait until you are forced to protect yourself. There are dozens of Insurance Companies who deal in motor vehicle insurance and who are prepared to accept liability for all of your risks. Why not get into touch with one, if you are not already insured. The terms are fair and every motor vehicle is worthy of an Insurance Policy. Why save a matter of one hundred rupees per year and run the risk of being mulet of thousands??

In this article I have not gone into any details with regard to the different kinds of insurance that can be effected, the various additional benefits, rebates and bonuses that can be obtained or earned. They are somewhat numerous, and a discussion of them in detail would occupy much more space than I am allotted. However, I hope to be able to dilate on them in subsequent issues of this Magazine.

SELF-SERVICE

The surveying gang had come into this joint straight off the job and they were hungry.

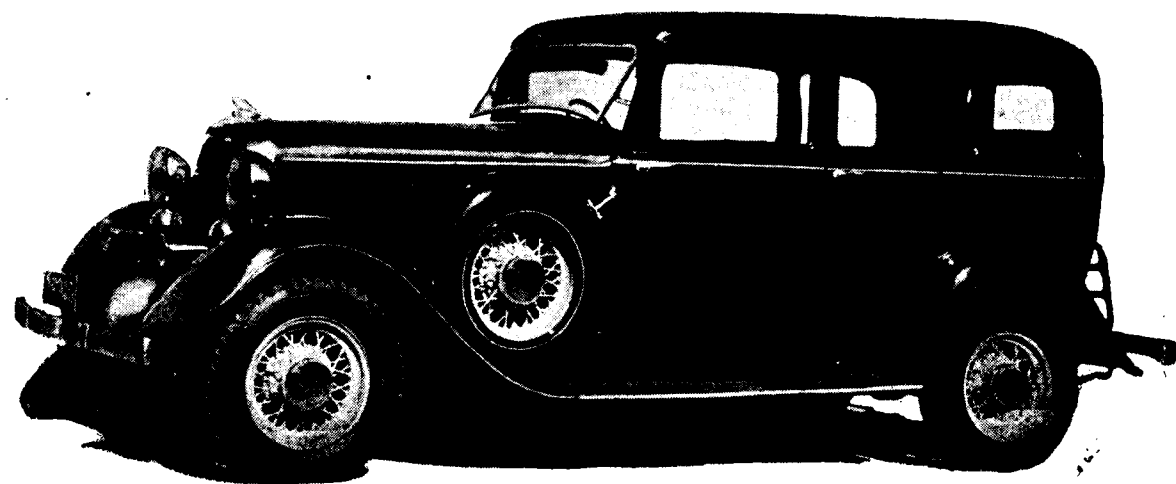
"What'll you have?" asked the lady in waiting to one of the gang's biggest and toughest.

"Beef."

"How do you want it?" she persisted.

Joe waved an enormous and impatient hand. "Oh, drive in the steer and I'll bite off what I want."

The DYNAMIC NEW DODGE 6



The Dynamic New Dodge Six with Floating-Power is Ultra-Modern. It's All-steel Monopiece Body, Hydraulic Brakes, Double-Drop X-Type Frame and many other features ensure performance, stamina and quality.

ADDISON & CO., LTD.

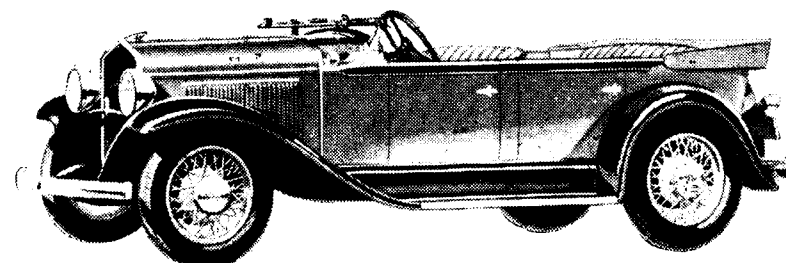
MADRAS, BANGALORE, TRICHINOPOLY, VIZAGAPATAM, Etc.

LIQUID VENEER

AUTOMOBILE AND FURNITURE POLISH

KEEPS AUTOMOBILES LIKE NEW

PRESERVES
THE ORIGINAL
GLOSSY
APPEARANCE.



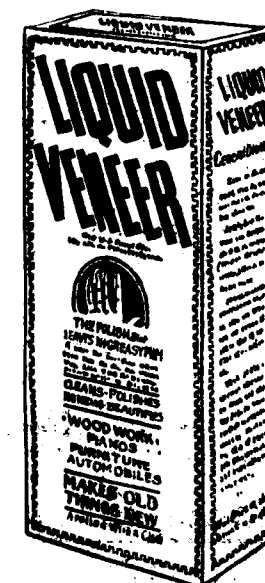
REPAIRS
THE DAMAGE
DONE BY
WASHING.

FOR THE MOTORIST WHO TAKES A PRIDE IN THE APPEARANCE OF HIS CAR.

LIQUID VENEER

For Automobiles

Liquid Veneer produces wonderful results on automobiles. Frequent washing dulls and ruins the finish of a car in a short time, and, in the great majority of cases, it is entirely unnecessary because a little Liquid Veneer will do the work far better and more quickly. At the same time, it preserves the finish instead of destroying it, as water gradually does. A car that is regularly cleaned with Liquid Veneer will retain its beautiful, glossy finish for many years.



LIQUID VENEER

Liquid Veneer will brighten and beautify every room in your home. Use it according to directions and you will quickly realise the merits of this wonderful product. It is used in every civilized country on the face of the earth.

Makes Refinishing Unnecessary

Liquid Veneer is nothing at all like varnish. It is a non-sticky, non-colouring liquid which renews and wonderfully preserves the original newness and polish of all varnished, enamelled or painted surfaces, making refinishing entirely unnecessary for years to come.

ALSO FOR PIANOS, FURNITURE, POLISHED WOOD FLOORS, ETC.
THE POLISH THAT LEAVES NO GREASY FILM.

4-oz. Bottle Rs. 1-4; 12-oz. Bottle Rs. 2-8.

FROM YOUR MOTOR ACCESSORY DEALER OR THE SOLE DISTRIBUTORS:

ADDISON & CO., LTD.

MADRAS, BANGALORE, TRICHINOPOLY AND VIZAGAPATAM.

RADIATOR NEVERLEAK

STOPS A REGULAR "NIAGARA" OF LEAKS.

Terrible leaks like those shown in the accompanying picture can be instantly and permanently stopped before your very eyes with only a few drops of Radiator Neverleak. Seems unbelievable? Yes, but strictly true and easy to prove. Just try it yourself as follows:

Take a small tin, punch all sides and bottom full of holes, some straight cuts with a cold chisel, some with a ten penny nail, until it leaks like a sieve. You will find it difficult to keep any water in the tin at all. You must act quickly to do so.

Then take a tin of Radiator Neverleak, shake it thoroughly, open the tin, to have it ready for use; take the leaking tin in your left hand and again dip it full of water, withdrawing it to observe the great leaks. Then quickly pour a small dash of Radiator Neverleak into the water and, presto, all leaks will instantly stop! You will scarcely believe your eyes.

There is no trick whatever about this. It simply demonstrates the wonderful things Radiator Neverleak will instantly do to a leaky radiator. Besides, the heat from the radiator will bake the material which stops each leak, thus making a permanent repair. It cannot clog or impair the cooling system because it is a perfect liquid and contains no solid substances.

Besides making this permanent repair Radiator Neverleak prevents rust and scale from forming, thus preserving the radiator and assuring perfect cooling results at all times. These are not idle words, just read the guarantee under which every tin of Radiator Neverleak is sold.



Sold under £1,000,000 Guarantee

BUY A TIN TO-DAY. NO NECESSITY TO LAY UP YOUR CAR
FOR AN EXPENSIVE SOLDERING JOB.

4½-oz. TIN,
Rs. 1-8

9-oz. TIN,
Rs. 2-4

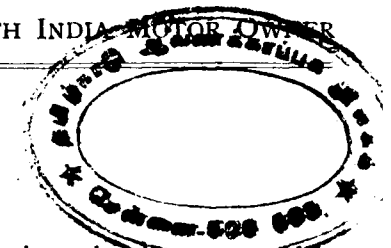
From your Dealer or direct from Sole Distributors:

ADDISON & CO., LTD., MADRAS.

BRANCHES AT BANGALORE, TRICHINOPOLY AND VIZAGAPATAM.

An Ancient Fortified City—

Gingee.



GINGEE is 92 miles by road from Madras and is reached by the Great Southern Trunk Road which runs in extension of Mount Road through St. Thomas Mount and Pallavaram. The signposts on this road in and near Madras show it as leading to "Villupuram."

There are several places where cars should be driven cautiously, i.e.,

(i) at mile 16 furlong 7, where the road turns sharp to the left across the railway line;

(ii) at mile 31, where the road bends to right, then quickly left across railway line;

(iii) in Chingleput Town (mile 35) where the direct road runs through a narrow and congested street. This street can be avoided by turning left to the Railway Station (where Spencer & Co., Ltd., have a good Refreshment Room), then on past the station and petrol pump to a road junction where the road to the right is followed and joins the main (trunk) road about a mile further on.

(iv) The Palar River Causeway in mile 38, which is sometimes under deep water during the North-East Monsoon (October to December).

(v) Madurantakam village (mile 50) where the road turns sharp right and then bends left.

(vi) Acharapakam village, where the road turns sharp right then bears left and over a level crossing.

(vii) Mile 74, where trunk road is left by a turn to the right to Tindivanam village. After crossing railway bear left round Tank and then turn right before reaching Temple.

(viii) In mile 77 from Madras is a road junction without a signpost. Turn left here. Road straight on goes to Wandiwash.

There is a rest house at Gingee on Rajagiri Hill, but no food is available. The hill is well wooded and pleasant spots can be found for picnicking. An ample tiffin basket and drinks should be carried. Petrol is available in tins in Tindivanam village. There is no petrol pump.

The road is, generally speaking, good, and a good average speed can be maintained. The scenery is that common around Madras until the vicinity of Gingee is reached where the country is hilly and well wooded. The forest around Gingee is "Reserved" and contains some good shooting.

This ancient fortified city, closely connected in popular tradition with Desing Rajah, its renowned Chief, possesses handsome buildings of great architectural value, and is situated 20 miles away to the West of Tindivanam in the South Arcot District. The name of the place is Senji. The Fort of Gingee is one of the few ancient places of historic interest preserved in all their ancient glory. It appears to have been the seat of Government of a former Vijayanagar kingdom. The Mahomedans conquered the place in 1564 and drove away the Hindu kings. A terrible famine in 1661 compelled the evacuation of the place by the Mahomedans. Its later history, and its occupations by the French and the English in constant succession, may be found in any work on the history of South India.

The fortress consists of three strongly fortified hills in close proximity to each other. Rajagiri in the middle is the most important and the two others, Krishnagiri and the northernmost Chandrayandrug, where the execution of criminals is said to have been done, are of less importance. Besides these three, there are four others of minor importance, and all the seven lie within the fort walls extending over a circumference of ten miles. The main citadel is on the Rajagiri, about 500 feet high and at the foot of it is the inner fort in which is the famous Kalyana Mahal. The style of the building is after the Vijayanagar model. It consists of a square court surrounded by rooms for ladies. In the middle of one side is a square tower eight storeys, or 80 feet high, and ending in the form of a pyramid. An earthenware water-pipe to the 6th storey has been laid out from a tank 60 yards away from the fort on the top of the hill close by. The pipe is carried under the walls of the fort to the back of the harem and thence to the roof of the Mahal. The Rajah's bathing stone measures 15 feet square and 5 inches in thickness and a prisoner's cell 20 feet deep, is cut out of a single boulder. The Fort of Rajagiri contains the Temple of Ranganadha the audience hall, the treasury, etc. The structures here are said to be similar to those at Krishnagiri. The Rajah is said to have lived during the Sukla Paksha (the moonlight days) in Rajagiri and during the Krishna Paksha (dark days) in Krishnagiri. Hence these hills are so-called.

The Temples

In the temple of Venugopalaswami within the inner fort the various aspects of Sri Krishna are depicted very skilfully. The depiction of the prison house on the upper door of the Pondicherry gate and the work at the bastion form fine specimens of the ancient art. Over the

walls of the Venkataramana Temple are found splendid carvings of the incidents of the Ramayana and the ten incarnations of Vishnu. The high carved pillars planted round the statue of Dupleix at Pondicherry are said to have been removed from this temple. The Temple of Pattabhiramaswami has also many fine carvings.

An Interesting Legend.

Although there is considerable doubt about the origin of Gingee it is, however, worthy of note that there is not far from the fort, about three miles to the North, a village called Singavaram, where there is a pagoda, regarding which there is a legend that it was built by one Tupakala Kistnappa Naik who afterwards built the Fort of Gingee and there may thus possibly be some connexion between Singavaram and Gingee. The legend is as follows:—

There lived at Conjeeveram a very devout worshipper of Vishnu called Tupakala Kistnappa Naik who possessed a flower-garden which he dedicated to the use of Varadarajaswamy the famous idol worshipped at that place, and of which he scrupulously offered every flower at the shrine. One day, the Swami, with a view to put his worshipper's faith to test, appeared in the garden in the shape of a boar and began to root up the shrubs. Tidings of the occurrence being brought to Kistnappa Naik, he armed himself with a bow with the intention of killing the animal, which, however, always evaded the arrows shot at it, while still leading the Naik on, until they arrived at the rock where the pagoda now stands (about 45 miles from Conjeeveram) when being satisfied with the faithfulness of his follower, the Swami suddenly made a cavern in the rock, and, assuming his real shape discovered himself to the Naik, who prostrated himself and was ordered by the Swami to build a temple on the spot, and to dedicate it to him. He asked where he was to get the necessary funds from, and was ordered to wait upon a Paradesi, or ascetic, who lived in the hills close by. This he did. The ascetic was in possession of a wonderful plant which had all the properties of the philosopher's stone. It only required to boil a quantity of the leaves in a large cauldron, and to throw in a holy person, when his body would turn into gold. On the Naik's appearance the Paradesi determined to sacrifice him and made his preparations accordingly, but the Naik, being suspicious of the Paradesi's intentions threw him into the cauldron and watching his body saw it turn into solid gold. He cut off a golden limb, and the next day found it had grown again. With this inexhaustible treasure at his disposal the Naik built the Singavaram Pagoda and subsequently the Fort of Gingee and then flung the golden corpse into a corner of the Chettikulam where it is still said to be.

Apart from fable, however, the fortress of Gingee undoubtedly possesses a very respectable antiquity.

A Curious Resemblance.

The citadel is on Rajagiri, or the "Great Mountain," at the foot of which is the inner fort. This hill is perhaps 500 or 600 feet high, when viewed from the East, and particularly when seen from a distance, notably from Tindivanam, bears a considerable resemblance to the hump and part of the back of a decapitated Brahmani bull. From this description it will easily be understood that the hill consists of a ridge terminating in a bluff which leans backwards, overhanging, in fact, to the southward, and falling with a precipitous sweep to the plain on the North. On the top of this bluff is the citadel. The long walls of circumvallation are very solidly built of granite blocks and enclose an area of something over seven miles in circumference according to Oreme.

Before any fortifications ever existed at Gingee the summit of the Rajagiri bluff must have been utterly inaccessible, excepting perhaps to monkeys, on all sides but one, namely, the South-West. On this side, at the point where the ridge already mentioned meets the base of the bluff, a narrow and steep ravine probably gave a difficult means of access to the top, and this surmise is strengthened by the very elaborate manner in which this ravine has been rendered inaccessible by means of three walls of fortification, each about 20 or 25 feet high, rising one behind the other at some little distance and rendering an attack by escalade in that direction almost impracticable. On all the other sides the bluff is naturally impregnable while, on the North nature had added an additional means of rendering an assault impossible by separating a portion of the rock from the main mass by a deep but narrow chasm.

Of this chasm the fortifiers of the rock appear to have taken admirable advantage. They artificially prolonged and heightened it and when it had a width of about 24 feet and a depth of about 60 feet, they threw a wooden bridge over it and made the only means of ingress into the citadel across the bridge and through a narrow stone gateway facing it, about 30 yards off, with flanking walls having embrasures for guns and loopholed for musketry.

Perennial Water-supply.

One of the most singular features about Gingee is the water-supply. There are two springs on the top of Rajagiri, one outside the gateway of the citadel and the other on the very summit of the rock, which are said never to go dry. The quality of the water, too, is excellent. Again, at the foot of Chandrayan Drug are two tanks called Chettikulam and Chakrakulam. The latter is fed by a spring or excellent water which never goes dry.

—TECHNICALITIES—

What Owner-Drivers want in the 1934 Models.

FROM now onwards new English motor cars that are put on the road will be classed as 1934 models; and it is generally assumed that there will in many cases be a slight increase in prices.

What motorists generally want however, is a little more honesty from the manufacturers. When a car is sold to do sixty miles an hour on the road with an average petrol consumption of 35 m.p.g. motorists have a definite right to expect their new purchase will give those performances. But rarely does experience fulfil the seller's promises.

Dishonest Claims.

During the past year the writer has tested one new model after another. All have been excellent in some ways. Now-a-days there are no really bad cars produced but few have come up to the makers' claims in most respects.

Eighteen months ago the writer bought a new light car guaranteed to do an honest 58 m.p.h. on the straight with a petrol consumption of 40 to 50 miles per gallon. Its maximum speed has turned out to be 45 miles an hour and the petrol consumption between 26 and 34 miles per gallon.

Over a mileage of 14,000 three sets of plugs have been burnt out and the fourth set were put in at 12,000 odd miles. All that despite the fact that the car has been away to the maker's service station for three spells each of about a week's duration.

Inefficient After-Sales Service

Which causes one to reflect on the amazing incompetence and bluff usually met with at motor car service stations. In this respect alone there is tremendous room for improvement and the 1934 motorist may hope to get better service after sales in the future.

That is one most important improvement we all desire to experience; but there are others. The other day the Vauxhall Company produced a new model for £198. It was supposed to provide the ideal requirements of six or seven experienced owner-drivers. That car is certainly a good looking—apparently the most remarkable offer obtainable at the price to-day. But we have not yet had the chance, despite requests, of testing this new car on the roads.

What the Experienced Driver Wants.

The point is what are the requirements that the experienced motorist will look for and have a right to see included in the 1934 models. Manufacturers are far too slow to incorporate available improvements in the new models.

Here are a few ideas gained after driving some twenty different cars during the past 12 months. We want to have these improvements in the 1934 motor cars.

Floating-Power.

The engine being efficiently mounted on rubber to damp out engine vibration as is already done in the Rover Ten and the Pilot models.

Fool-proof Gears.

Automatic gear changing; the old crash gear box could have been abolished ten years ago had efficient notice been taken of available inventions.

And why not a free-wheel accessory on all cars? The Rover Company again has led the way in demonstrating the delights of free-wheel motoring. Free-wheel or fixed gear is controlled by a knob on the dashboard.

We want twin windscreen wipers and wipers with a larger area of visibility. It is not only a question of providing visibility for one's passenger. The single small windscreen wiper does not give an efficiently wide area for safe driving in a rainstorm.

Better Springing.

More efficient springing too should be furnished by many manufacturers, together with good and silent shock absorbers which can be adjusted from the driving seat to suit varying road conditions met with.

And why not a driver's arm rest on all cars? We met with one on the new Austin sports model, recently reviewed, and it provided immeasurable relief to the driver on both long and short runs.

Illuminated semaphore signalling indicators should be standard on all 1934 models.

So should the rear stop light and a rear white light for reversing at night.

Inefficient Braking Systems.

Definitely we want more efficient braking and fool-proof braking. It is time now that our Whitsuntide experience was told. We took out on the road to test thoroughly the new S—Sports Coupe—admirable in appearance and performance for the price.

Here is the extract of the letter sent to the makers, dated June 6, last.

"Unfortunately this car was not properly overhauled before being handed over to me. I shall make a full report later but would say now that no sports car should be turned over to a newspaper-man to review—in the hopes of a pretty story about doing 70 m.p.h. on the roads—with faulty braking systems.

Nearly Spelt Death.

"Travelling at 60 m.p.h. the hydraulic brakes packed up completely. The foot-brake pedal went down flat on the floor boards and jammed there and then jumping to the hand-brake I found this extremely slack.

That happened on the crowded Margate road on Whit-Monday and by the grace of a Kindly Fate and some little skill in keeping the car on its wheels while driving into the ditch at 50 m.p.h. we squeezed through against an oncoming road-hog who had suddenly emerged from behind a big motor coach, cut in and taken our road.

"I drove some miles, having narrowly escaped death to find a S—Agent in C—. He said that the hydraulic brakes had developed an air lock owing to loose joints. He tightened up several screws half a turn and said that such a degree of slackness was sufficient to have caused the crisis.

Why?

"Also he adjusted the hand brake and made it efficient. . . . I enclose bill for garage charges for brakes and shall be glad to have your refund.

"I should like to have also a report on this occurrence from your technical department. "What I want to know is this. What steps must an owner-driver take to be sure that his brakes on the Sports Coupe will not let him down in an emergency?"

Result of an Air Lock.

"Half a turn of a screw seems a terribly small margin to me to decide the question of life and death."

That we think is an eminently fair point of view for a conscientious motoring correspondent to hold. He has definite responsibilities to his readers.

That letter was sent to the makers over two months ago. We are still awaiting both an expression of regret and the explanation to give to owner-drivers of S—cars fitted with hydraulic brakes.

On June 7 the letter was acknowledged with the remark that "we cannot understand this off-hand and are obtaining a full report on the question so that we may communicate with you again in the course of a few days."

Three days later the makers wrote again, saying that the car had been returned to the Works 'and we are arranging for our Designs Department to give the motor car a thorough test. As promised we will write you again in this connection immediately we have their report."

Explanation Not Forthcoming.

That was over nine weeks ago, and REUTER is

still unable to furnish to S—owner-drivers the necessary information to ensure efficient braking on this particular model. Drivers therefore should be extremely careful in the meantime and should constantly have the locking screws of the braking system kept rigidly tight. Half a turn loose of a screw might spell death!

Be Careful.

Therefore 1934 motor-car buyers have reason to pray for an efficient and fool-proof braking system.

Another thing long overdue on some makes is unbreakable safety glass all round.

We want much greater accessibility to oiling joints and greasing nipples and batteries. Many of the models in this respect are disgraceful.

We want better petrol consumption on most models and on nearly all of them we want the four-wheel jacking system which has been incorporated recently with the new Triumph model.

First-class headlights and an efficient dipping system is still absent on many 1933 cars—(Reuter.)

"Made-to-Measure" Cars.

In search for the perfection of comfort, the new 1934 model cars have developed those qualities which give the motorist what has been described as a "Made-to-Measure" feeling.

The seats and their sliding facilities, the position of the steering wheel, the gear levers and arm-rests are all factors which have a part in producing this sense of well-being.

The relaxation thus induced has more far-reaching effects than just the assurance of comfort. Concentration on the road is facilitated and there is thus greater safety.

Motorists are well looked after these days.

Free-wheeling and "clutchless" gear-changing are now helping to make driving fool-proof and arm-chair comfort is a general characteristic.

What a change from twenty years ago—(Reuter.)

Advantages of Free-wheel Transmission.

For some months past REUTER has advocated the free-wheel transmission. The Rover cars which had been tested on the roads confirmed this belief. Yet there are hundreds of motorists who criticise this form of transmission. Probably ninety per cent. of the objectors have never tried it.

Prejudice allows them to forget that two very popular English cars have standardised a free-wheel for a year or more, and that in America a still larger number have successfully done the same for a much longer period.

Some motorists declare that they once drove a free-wheel car, and every time the free-wheel came into action it gave the horrible feeling that the car was running away.

These drivers forget that the first time they drove any kind of vehicle they, in common with the rest of us, had the same feeling that it was running away. To cope with this situation such things as brakes are provided.

Others, for example, boldly state that the brakes of a free-wheel car will wear out much more rapidly than they would in the more normal vehicle in which the engine acts as a brake.

Let us see if we can explore this fallacy. Any driver, by merely de-clutching, can establish the fact that a car over-running the engine will slow down quicker than one that is free-wheeling. In these circumstances the engine does act as a brake—a lazy driver's brake. But it is a very ineffectual brake.

Not only will it not shorten by an inch the distance in which a car can be pulled up in an emergency—a fact which has been abundantly proved—but the engine does not like being used for a brake. Small wonder, since it was not designed for any such purpose.

When it is so used it has to turn round at fairly high speed against the very minimum of throttle opening. This means that the suction on the inlet stroke is at its highest. This, in turn, implies that lubricating oil is drawn up into the cylinder heads, where it tends to form an undue amount of carbon deposit and to foul the plugs.

Follow the average car down a longish gradient and mark the puff of blue smoke that tells you when its driver has re-opened his throttle.

You do not get this with a free-wheel. The engine just naturally returns to its 'fiddling' condition and is always instantly ready to take up its load.

Also it may be pointed out that the driver, when he wants to use his engine as a retarding force on long gradients can always do so by returning to "fixed gear." But on this score he need not have any anxiety.

The brakes on any modern car have an enormous factor of safety and they can be used for hours on end without the least fear of trouble, always provided that they are in fair condition. This can be established so quickly and cheaply that anyone who neglects this point is deserving of little sympathy.

Meanwhile, if the engine has to be used as an emergency brake the free-wheel represents just about the only means whereby second or bottom gear can be engaged with any certainty.

Anti-Skid Precautions.

Here is another advantage very little known. The free-wheel is the best anti-skid contrivance ever devised, for it keeps the back wheels easily rolling, and in this condition it takes a great deal of force to divert them from their course.

The writer would sooner take a greasy bend at 40 m.p.h. on the free-wheel than at 25 m.p.h. on the solid drive, and there is no racing driver still alive who would not support him in that assertion.

If in doubt about a free-wheel car, try it. Trial runs cost nothing and can be very educative.

—(Reuter.)

English Critic of American Cars.

A British motor engineer, who was invited to come to America to speak to the International Automotive Congress on the subject "What is Wrong with American Cars," gave his conclusions in a speech at Chicago.

He was Mr. Laurence H. Pomeroy, chief designer to the Daimler-Lanchester—B.S.A. group and he made a striking comparison between British and American cars.

"American cars are too big," said Mr. Pomeroy, who pointed out that British manufacturers had produced small engined cars which had the performance and the refinements of the much larger and bulkier cars which had always been America's principal products.

One reason for this he said, was the tremendous developments in transmission which have taken place in Britain recently, making it easier for the British motorist to use his gear-box. Mr. Pomeroy gave as an example of this development the type of transmission he himself had pioneered—fluid flywheel combined with self-changing gears.

Another reason for the success of the smaller British cars, he said, was the skilful way in which manufacturers were mounting large bodies on chassis of small wheel base and track. 10 h.p. British cars gave practically as much passenger room as American cars of very much higher horsepower.

In America, he also said, the engineering side was suppressed by the commercial side. The American designer was fettered by commercial interests in a way which prevented him from exercising his skill and ingenuity as he would be able to do in a British factory—(Reuter.)

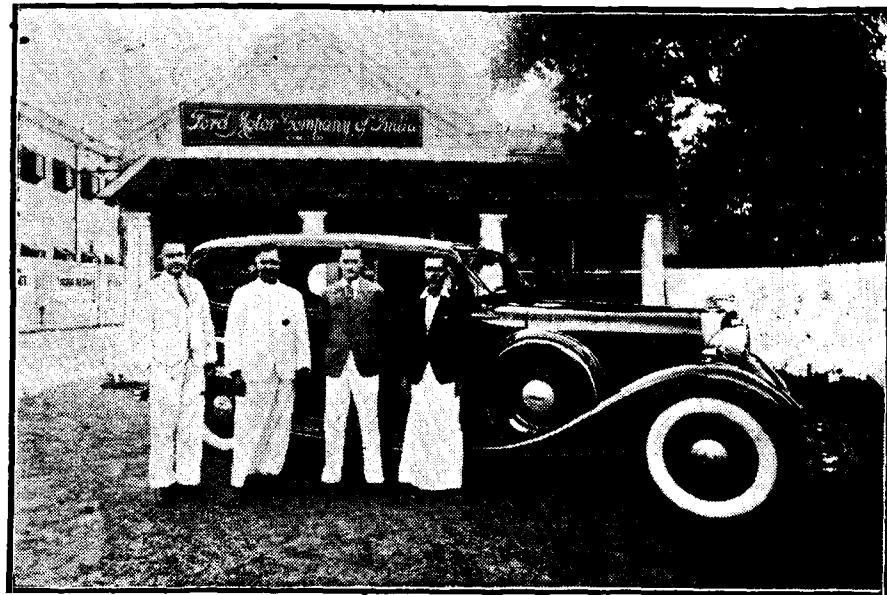
A Newcomer.

The accompanying photographs depict the Lincoln V12-145 inch wheelbase Seven-Passenger Limousine recently purchased by H.H. The Maharaja of Travancore, especially for the occasion of H.E. The Viceroy's approaching visit.

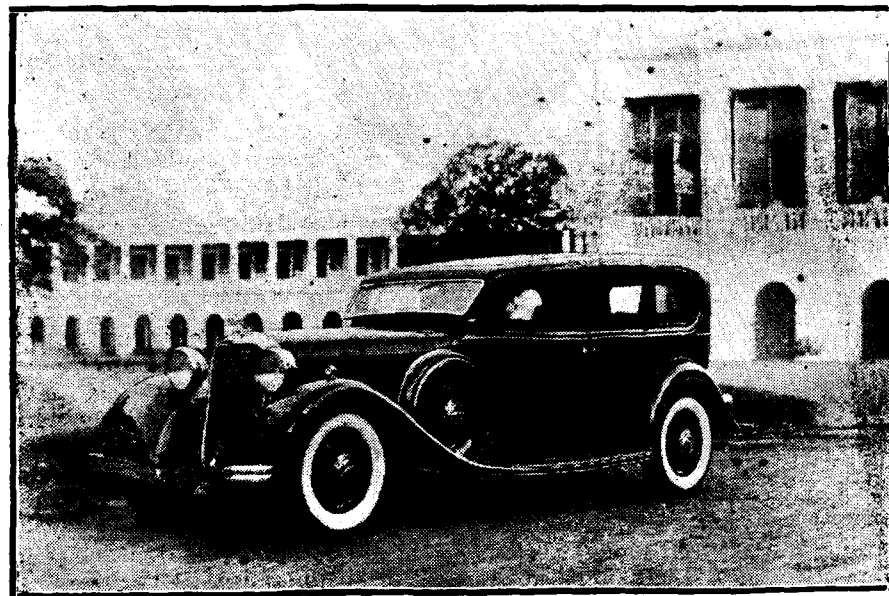
This is the first Lincoln to pass through the Madras Branch of The Ford Motor Co. of India, Ltd., and is also the first of the latest twelve-cylinder models imported into India.

We were greatly impressed with the remarkable flexibility, braking and comfort of this magnificently appointed car and here indeed is the ideal for those who require luxurious motoring at a comparatively moderate figure.

It is of interest to note that the engine which is mounted on rubber is a 12-cylinder V type. It has a bore and stroke of 3 and 4½ inches respectively and its S.A.E. rated horse-power is 43.2 developing 125 brake horse-power.



THE LINCOLN V-12, DESCRIBED IN THE ACCOMPANYING ARTICLE, IN FRONT OF THE MADRAS BRANCH OF MESSRS. THE FORD MOTOR CO. OF INDIA, LTD.



ANOTHER VIEW OF THE LINCOLN V-12.

HIS WEAKNESS

An attractive young widow from New York went to Florida on the hunt for a man. After registering at a Palm Beach Hotel, she sauntered out on the verandah and seated herself near a handsome young man. Her cough revealed a desire to become acquainted but the handsome chap ignored her. Finally, a piece of dainty linen was waited to the ground.

"Oh, I've dropped my handkerchief," she murmured softly.

The handsome youth turned a cold, unresponsive eye upon her. "Madam," he said, "my weakness is liquor."

STUDIES IN DAMS.

Lady: "Isn't it wonderful how a single policeman can dam the flow of traffic?"

Boy: "Yes, lady; but you should hear the bus driver."

The carburetion system consists of a dual downdraft type carburettor equipped with an air cleaner and silencer and a diaphragm type fuel pump driven from the engine camshaft.

A fully reversible worm and roller type steering gear is fitted, the turning radius being 24 feet both right and left.

The transmission consists of three forward speeds and one reverse. The second gear is of the helical silent type and a silent synchronizing unit is incorporated between second and high speed gears which greatly facilitates shifting.

The brakes are mechanical and are equipped with a vacuum booster for use in case of emergency.

MOTORING SPORTFOLIO

Tragedy during T.T. Practice.

THERE was a tragic prelude to the Royal Ulster Tourist Trophy race on the famous Ards Circuit.

A car entered by two British Army subalterns crashed during practice at Ballstockair Corner, a particularly difficult part of the course and the mechanic was flung and killed instantly.

What makes the tragedy more significant is that the dead man, Dunkley, had just started a motor business of his own and had promised his wife that the T.T. race would be his last—(Reuter.)

Thrills in Ulster T.T.

Nuvolari Again!

A gallon of petrol probably robbed H. C. Hamilton, the British driver, of a sensational victory in the Ulster Tourist Trophy international race over the famous Ards Circuit, near Belfast.

The Italian Nuvolari, most famous racing motorist of the day, driving a British car for the first time in his life, won through in a sensational finish. His car was a M. G. Magnette and with a time of five hours 56 mins. 34 secs. he had an average speed of 78.65 m.p.h. for the gruelling test of over 400 miles.

The incident that cost Hamilton the race came with one lap to go. He had got ahead of Nuvolari but just as he reached the pits he had to stop for petrol. A groan went up from the crowd as it was realised that this stop must cost him the race, and there were shouts of "Go on, man." Hamilton flung in a couple of gallons of petrol and tore off again, but Nuvolari had flashed by.

The Englishman actually gained a bit but during the last straight stretch to Dundonald the superior speed of the larger car enabled Nuvolari to draw ahead.

No sooner was he past the post, though, than the Italian ran out of petrol himself. His tank, like that of Rose-Richards when he finished third, was bone-dry.

It was a race packed with thrills with cars skidding through villages at neck-breaking speeds which wore new tyres to ribbons in less than a couple of hours, amazing escapes and a great final struggle between Nuvolari, Hamilton and Freddie Dixon, the well-known English driver.

The final placings were:—

- (1) T. Nuvolari (M. G. Magnette) 5 hrs. 56 min. 34 secs. 78.65 m.p.h.
- (2) H. C. Hamilton (M. G. Midget) 5 hrs. 57 min. 14 secs. 73.46 m.p.h.

- (3) T. E. Rose-Richards (Alfa-Romeo) 6 hrs. 10 min. 78.71 m.p.h.
- (4) F. W. Dixon (Riley) 6 hrs. 11 min. 50 secs. 72.54 m.p.h.
- (5) E. R. Hall (M. G. Magnette) 75.18 m.p.h.
- (6) Earl Howe (Alfa-Romeo) 77.04 m.p.h.
- (7) G. F. Manby-Colegrave (M. G. Magnette) 72.77 m.p.h.

Protests.

Later it was announced that Dixon, who had looked like winning in his Riley for some time had been disqualified. Dixon had lost valuable minutes because his exhaust pipe dropped off, but he crossed the line fourth. Then to fill his cup he was disqualified.

He promptly entered a protest to the Royal Automobile Club, but Sir William Morris who had presented the prize of £1,500, when informed of Dixon's disqualification was so impressed with the sporting spirit Dixon had displayed that he presented him with £100—the amount he would have won, but for the disqualification.

Dixon's protest was followed by another one this time from E. R. Hall (M. G. Magnette), who was placed fifth, but was moved up to fourth place because of Dixon's disqualification.

Hall's complaint is that he was balked by Nuvolari—a charge which the Italian denied.

These were the only two incidents marring a race that will long be remembered by more than 500,000 spectators, among whom were no fewer than three British Cabinet Ministers—Mr. Ramsey MacDonald, Lord Hailsham and Lord Londonderry.

Among the desperately narrow shaves many drivers experienced was the amazing leap of Simmister's car when it skidded at the Monte Corner, but no one was seriously injured.

Records and Thrills.

Many records were smashed and there were thrills all the way.

In the very first lap Nuvolari was nearly over in passing E. R. Hall, the Huddersfield driver, who was on the extreme right of the road.

Finding his way barred, Nuvolari swerved over to the left and shot past Hall on the inside.

Soon after this, right in front of the grand stand, the Hon. Brian Lewis roared past T. E. Rose-Richards. Both were driving Alfa-Romeos, the largest cars in the race except for the Invictas, and were travelling at over 100 m.p.h. at the time.

Then came Simmister's accident. Driving a super-charged M. G. Midget,.....he approached the bend much too fast, and hit the bank on the left side of the road. The little car cannoned off into the ditch on the opposite side of the road, half turned and jumped in the air. It then

crashed nose first on to the road and stood for a second on its radiator before it spun round, landed on all four wheels and dived into the hedge.

By a miracle neither driver nor mechanic was seriously injured. Simister escaped scot-free, and his mechanic, who was stunned, had only a cut on the forehead.

So severe was the handicap that very few cars even attained the speeds which they were expected to average for the race. The Ards Circuit is one of the hardest tests in the world. It is 13-2/3 miles round, and has over forty acute corners and several long ascents and descents. The largest cars in the race had to cover this gruelling course thirty-five times, making a total distance of 478 miles.

From the outset six cars, widely different in type, stood out as the fastest in the race. These were the M. G. Magnette, driven by Tazio Nuvolari, the Alfa-Romeos of the Hon. Brian Lewis and Rose-Richards; the two Riley Nines of Freddie Dixon and Victor Gillow; and the M. G. Midget handled by the debonair H. C. Hamilton.

Dixon and Gillow passed and re-passed each other on their first lap, with Hamilton coming up fast behind them, breaking records for his class. Nuvolari improved his position gradually while Lewis and Rose-Richards, on the big Alfa-Romeos, the fastest cars in the race, overhauled the cars that had started ahead of them.

Lewis was lapping the difficult course at over 80 m.p.h. On handicap Hamilton led at the end of the first hour at a speed of 74.10 m.p.h. Nuvolari was second at 77.69 m.p.h., Dixon third at 74.95 m.p.h. and Simister (prior to his crash) fourth at 72.69 m.p.h. Next came Gillow and the Hon. Brian Lewis.

On the basis of sheer speed, Lewis's Alfa-Romeo, followed by Rose-Richards on a similar car, was in front at the end of the first hour. Nuvolari was running behind them, but having been credited with a start of one lap, he was still this distance ahead.

Lewis had to retire soon afterwards with a broken clutch to the disappointment of the crowd and this was followed by Gillow's crashing into a telegraph pole at the very spot where Dixon crashed last year.

Rose-Richards and Nuvolari stopped for new tyres and petrol and dashed away again, and after two and a-half hours Hamilton led at 74.29 m.p.h., Dixon was second, with Nuvolari third, Hall, on a Magnette, fourth, and Rose-Richards and Earl Howe, both on Alfa-Romeos, fifth and sixth. The last three had, however, already changed wheels and filled up.

Half-an-hour later the order was Hamilton, Dixon, Nuvolari, Rose-Richards, Hall and Howe,

but Nuvolari was later in the lead at 77.08 m.p.h., Hamilton second at 72.0 m.p.h. and Rose-Richards third at 79.56 m.p.h.

Then to the end it was a fight between the leaders with a tremendous climax for a finish.

It was a grand race!

Lucky "17."

Nuvolari drove car No. 17, the same lucky number that Lieut-Commander C. R. Whitcroft had last year when he won the race on a Riley. This is Nuvolari's second win in the race for he was first in an Alfa-Romeo in 1930.

Nearly all class records went by the board. The six-cylinder Rileys broke records again and again. One of the Invictas, before it retired, broke the big-car class record established three years ago by the late Sir Henry Birkin. Nuvolari put the 1,100 c.c. class record up to 81.15 m.p.h., and later up to 81.48 m.p.h., shattering the record in all eleven times, a triumph for both man and machine —(Reuter.)

Cambridge Undergraduate breaks a Caracciola Record.

The Cambridge University Undergraduate, Whitney Straight, broke a record held by the famous German "ace," Rudolph Caracciola, by driving a Maserati up Mont Ventoux, the famous mountain of Provence, in 14 mins. 31-3/5 secs. This beat the German's time of 15 mins. 12-2/5 secs. by 40 secs. The distance is 21.600 kilometres (13 miles 740 yards).

The competitors had to tackle no less than 58 hairpin bends and rise from 200 to 1,900 metres (656 feet to 6,233 feet) with all the resultant differences of temperature.

In view of the danger of skidding presented by the gravel surface, Whitney Straight, who is an American millionaire, substituted twin wheels for the single driving wheels at the back of his car. This enabled him to take the hairpin bends with much greater security —(Reuter.)

Montmartre Hill Climb.

A remarkable performance was put up in the Montmartre hill climb by M. Pommerol last year's winner of the race. He covered the 670 metres (approximately 732 yards) in 59 minutes to average nearly half-a-mile an hour!

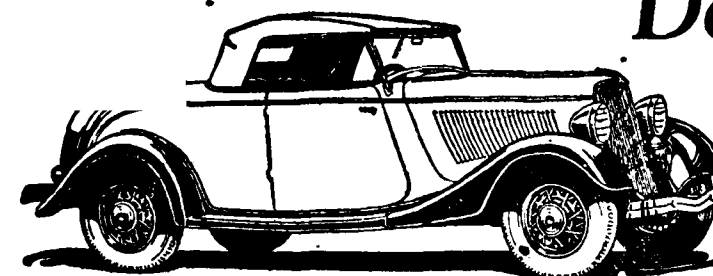
The race was a tortoise race, the winner to be the man who took longest to climb the hill without stopping.

The race for motorcyclists proved a much more difficult task and M. Perrault the winner was up in 18 minutes 15 seconds more than three times faster than the motorist —(Reuter.)

ANOTHER TRIUMPH New Low Prices

NEVER before has such high quality been offered at so low a price. The present low prices put motoring within the reach of all...particularly those who previously "could not afford it." To-day, a Ford Car is within the means of all.

CALL on your nearest dealer to-day and see the New Ford V-8 and the Improved "4." You would find them good value at even double the price...at the new low prices, they are a revelation.



Down by
Rs. 600/-
(average)

FORD MOTOR COMPANY OF INDIA, LTD.,
Bombay Calcutta Madras Colombo.



Iniquitous Road Tolls in India.

Imposition resented by all Bombay Motorists.

MOTORISTS in the Bombay Presidency are not only finding that the possession of a car has become more expensive in their area than anywhere else in the world but they are being given by governmental muddling a most harassing time.

In the Presidency there are over ten thousand motorists and statistics recently compiled by the Western India Automobile Association showed that in taxation alone the average car owner was mulcted of some £65 a year.

On all British cars there is an *ad valorem* import duty of 30 per cent.; on foreign cars the duty is 37 per cent. That revenue goes to the Central Government of India.

In addition, there is a Provincial tax of £3-10-0 upwards per annum on every motor car. Then there is the municipal tax on weight of £6 and upwards per annum; and over all a petrol tax of 10d. per gallon.

New Road Tolls make Confusion.

But the proverbial Camel's straw came this year with the imposition of a system of road tolls throughout the Presidency. It is described by influential Bombay motorists as the most pernicious thing ever invented to penalise the motoring industry and to inflict the maximum of hardship and even danger to life and limb on the roads, while simultaneously raising but a comparatively small sum of money owing to the high cost of collection.

Mr. H. E. Ormerod, President of the Western India A.A. has been in London recently for the purpose of exposing this system. It is bitterly opposed he informed REUTER by all road users in the Presidency.

Under the local regulations the authorities have the power to set up a toll gate every ten miles and in some cases this has already been achieved. The rate varies per car from 8d. for the small passenger vehicle to 2/6 for the motor-coach. Thus on the journey of some 170 miles from Bombay to the hill station at Mahabaleshwar the motorist finds that he is now paying more in road tolls than on his petrol.

And every few miles he is compelled to pull up and pay up.

Over 200 Road Toll Stations.

In the whole of the Presidency covering an area comparable in mileage to Great Britain there are now over 200 tolls while in the Tahra District, alone, with a radius of 23 miles, there are 30 toll stations.

It is stated these tolls are not used for the purpose for which they were originally intended—for the making and maintenance of roads and bridges—but purely for revenue purposes. Motorists would prefer almost any other form of taxation, Mr. Ormerod emphasized, to this method of constant annoyance and delay.

Private Toll-keepers.

These toll stations are auctioned out to the highest bidder who takes approximately one-third of the sums collected. Enterprising natives have adopted the time-honoured custom of setting up unofficial toll stations and pocketing their gains. Motorists can never be sure always whether the station is run by one of these bandits.

All sorts of abuses have quickly followed. Toll-keepers now are widely hiring Pathans to molest the motorist and compel him to pull up because at many of the stations there are no recognised gates or other signs that the toll is authorised.

Confusion has been rampant. Motorists often enough believing they were being attacked by road bandits have tried to rush through and many



An organised protest is being made by the Automobile Association, and the Western India Automobile Association against the imposition of toll gates and toll roads and they are parading sandwichmen, asking motorists to support and secure the removal of the tolls. The photograph shows sandwichmen parading at Dulwich Toll road (London). The legend on the boards apparently refers to Bombay.

casualties have been caused by natives flinging hurricane lamps and other missiles at the driver.

A Perilous Experience.

In the present state of affairs Mr. Ormerod declared that nighttime driving was a perilous experience to be avoided except in the event of compelling necessity.

It is estimated that £21,000 is collected at the authorised toll stations—£7000 of which goes to the toll-keepers and the Bombay motorists regard this dangerous confusion as the wickedest thing ever devised to raise so small a revenue for general purposes as £14,000—(*Reuter.*)

Cars and Figures.

Some illuminating figures are revealed by an American compilation of the world's registered motor cars.

America, with the amazing total of 24,317,020, owns more cars than the rest of the world put together.

America was the first country to make its public car-minded, and the popularity of the automobile there is largely psychological. Speed is a *sine qua non* of existence.

We find, however, that Spain, with 159,200 cars, is at the bottom of the list. It might be expected that the country of manana, the people who are popularly supposed to put off till to-morrow what should be done to-day, are not anxious to break any kind of records.

Do we detect a note of prosperity in the French total at 1,845,400, the second highest in the world?

France has always been in the forefront of automobile invention and development but it is surprising that she beats Great Britain by nearly half-a-million cars.

Germany with only 616,200 cars, in relation to a large population, might plead poverty and the insecurity of post-war conditions as the reason.

If it is a fact that with a world population of 1,900,000,000 there are only 33,568,295 cars, the Motor manufacturers can take heart. There is plenty of room for development—even if the dream of one car to every man is an impracticable one—(*Reuter.*)

A.A. makes History.

The membership of the Automobile Association has passed the half million mark. Side by Side with the wonderful development of the British motor industry the expansion of the A.A. stands out as a romance of modern times.

Founded in 1905 by a few enthusiasts to fight prejudice against motorists and the unfair enforcement of the twenty-mile speed limit, the Association has grown to its present magnitude in twenty-eight years. It is particularly interesting to record that

throughout the A.A. has had only one Secretary, Sir Stenson Cooke, on whom, appropriately enough, was conferred the honour of knighthood early in this the half million year. The A.A.'s origin was humble indeed, with less than ninety Members and a few pounds in the Bank. This is in striking contrast to the present vast organisation.

In quick succession the A.A. initiated the road patrol system which remains unique, free legal defence, a bold experiment, signposting on national lines, a network of roadside telephone boxes and an ideal of motoring service which has since spread throughout the World

During the present season motorists have enrolled at the rate of ten thousand per month—a new A.A. Member for every two minutes of the working day.

The Association remains as in 1905, a militant organisation pledged solely to the protection and advancement of the interests of motorists.

Some Facts and Figures.

At the outbreak of the Great War the A.A. membership had reached 83,000. The first hundred thousand was obtained in February, 1920, followed by the quarter million in 1926.

More than 1,300,000 A.A. badges have been issued.

30,000,000 miles were covered last year by A.A. patrols.

Patrols assisted 877,192 Members on the road during the three Bank Holiday periods, Easter, Whitsun and August.

Approximately 817,000 home and 12,500 foreign routes were issued last year.

6,200 hotels and garages hold the A.A. appointment.

Over 500,000 A.A. Hand books were issued in 1933, weighing over 200 tons.

A.A. engineers assisted over 24,000 Members during the past year.

Over 100,000 A.A. road signs have been erected.

Annual expenditure on road service alone exceeds £600,000.

12,355 A.A. Members supplied with Customs documents for taking their cars abroad during 1933.

A.A. port officers and representatives are stationed at all important British and Continental ports—(*Reuter.*)

British Cars' Chance in the Argentine.

British cars have achieved a widespread of popularity all over the world in recent years and it seems likely that they will soon conquer another field—the Argentine, where increased trade with Great Britain is shortly expected.

The review of the Bank of London and South America points out that there is special opportunity for this industry in the Argentine. Although the fall in the value of the dollar reacts favourably to the American manufacturer, a distinct favour is shown for British-made cars because their lower horse-power is more suitable for the urban needs, while running costs are about half those of the middle-grade American car.

A shipment from Dagenham of 28 cars of 8 h.p. was disposed of within a few days of arrival in Buenos Ayres—(*Reuter.*)

British Manufacturers and Finland.

British motor manufacturers are upholding their reputation for enterprise in Overseas markets by their keen support of British Week in Finland.

They have sent a special commission to study trade conditions and prospects there, as well as to represent one of this country's leading export industries during the Week.

The leader of the Commission is Sir Herbert Austin, Chairman of Austin Motors, and his efforts are expected to provide yet another foothold Overseas for the British motor exporting industry.

The Austin concern itself has opened special showrooms in the heart of Helsingfors to display an attractive and representative range of cars, and the Austin Ten-Four, which has already gained a wide following in Denmark and other Northern European States, is likely to arouse considerable interest, especially as one of these models has been presented as a prize for a special competition during the Week—(*Reuter.*)

Magistrate fines Himself.

There was a rare occurrence at Geurnsey (Channel Islands) the other day.

The Magistrate (Mr. H. J. Casey) had to fine himself for a motoring offence.

He said that the dimmed lights on his car, which he left outside an hotel, must have gone out, a fact which was courteously pointed out to him as he was about to drive away—(*Reuter.*)

General Motors Big Lead

Absorb 50 % of the Total Car Market in America.

The latest passenger car registration figures available from America provide an illuminating index to the general improvement in business and trade in that country. As the motor car industry is the second largest in the United States, this steady increase of car sales during 1933 more or less accurately reflects the brightening of economic conditions all round.

According to the figures given in the *Automotive Daily News*, the leading automobile journal of America, the total number of cars registered in forty-eight States is 682,365 for the first six months of this year. Of this, the share of General Motors' Group is 320,756 while the Chrysler and Ford Groups show 155,394 and 133,116 cars, respectively.

It is interesting to note that the Ford Group which for some years past has always secured the second place has now been replaced by the Chrysler Group which has jumped into second place.

A most interesting feature of the fight for the motor car market, however, is the remarkable performance of the General Motors' Group, namely, Chevrolet, Pontiac, Buick, Oldsmobile and Cadillac, which together have absorbed nearly 50 per cent. of the total car market, thereby establishing a supremacy which, it may safely be predicted, will again make General Motors in 1933 the world leader in car sales. This means that General Motors with Chevrolet alone during the years 1927—1933 has taken the first place five times in seven years.

January to June Car Registrations in U.S.A.

Chevrolet	...	...	230,433
Ford	...	...	131,934
Plymouth	...	...	99,578
Pontiac	...	...	43,170
Dodge	...	...	33,792
Buick	...	...	25,276
Oldsmobile	...	...	17,767
Essex	...	...	15,581
Chrysler	...	...	12,637
DeSoto	...	...	9,385
Rockne	...	...	9,280
Willys	...	...	8,910
Studebaker	...	...	8,030
Nash	...	...	5,726
Graham	...	...	5,131
Packard	...	...	4,749
Cadillac	2,262	...	4,110
Lasalle	1,848	...	3,655
Hupmobile	...	...	3,028
Auburn	...	...	2,183
Austin	...	...	1,778
Hudson	...	...	1,586
Reo	...	...	1,182
Lincoln	...	...	900
Pierce Arrow	...	...	753
Continental	...	...	675
Franklin	...	...	294
Willys-knight	...	...	70
Marmon	...	...	774
Miscellaneous	...	...	...

TOTAL ... **682,367**

Motor Transport Development in India

BY

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

(Continued from page 259.)

The Board of Communications should consist preferably of unprejudiced businessmen appointed for a number of years, with experience of the economics of transportation. Railway, road, agricultural and commercial interests should be represented also. This body should be responsible for the policy in connection with all the main communications throughout the country, which includes the railways as the main arteries, the trunk roads, and other important feeder roads.

It should be responsible also for the development of local roads and the control (including regulations, taxation and granting of permits) of all forms of public transport services. By this means there would be co-ordination; and the development of both road and rail transport throughout the country would follow a common policy.

This common policy should include:—

- (a) Standard Rules and Regulations for all motor transport.
- (b) Uniform basis of taxation of motor transport.
- (c) Common basis of road development, taking into consideration the volume and types of traffic and also local conditions.
- (d) Common methods of road finance and development.

It is not my intention to dilate on what the railways should do, other than that they should develop in co-ordination with all other forms of communications, and aim at developing their organization in the direction in which they can best serve the public. For instance, if it is found that certain areas can be or are more economically served by road transport, then possibly the railways could economise by reducing that particular service and concentrating on the long-haulage service for which they are more suitably designed. This would result in economy in operation and staff, and would tend to make the railways pay their way, which is not the case to-day. Much has been said about railways being Government property and that losses in operation would result in a heavier burden being thrown on the taxpayer. I can only say that the railways are there to serve the public and develop the country in the most economical and efficient manner, and not essentially to make profits, and that if another form of transport offering greater facilities springs up, it should be organized in the country's interest, and the public should not be deprived of its use.

If unfair measures are introduced against road transport which may tend to drive motor transport off the roads and compel the use of the railways, it will in all probability cost the public more for travel, and they as taxpayers will be to all intents and purposes subsidizing the railways in order to save them from showing a loss on their operation; but at the same time they will be deprived of the valuable facilities of motor transport.

There are, however, in India obstacles in the form of excessive taxation and method of administration of our roads and motor vehicles which prevent the masses from

enjoying the fullest economical benefits from motor transport; and these call for immediate removal or modification. I mention them so that they may be avoided in Burma.

Owing to each Provincial Government having the authority to frame their own rules to meet local conditions, wide discretion has been allowed to local registering and licensing authorities, and this has led to a diversity of regulations which have tended to suppress and demoralise the development of motor transport. This subject was dealt with at the Simla Road Conference held in September, 1931, when model Rules and Regulations for motor transport suitable for application throughout India were drawn up, to be submitted to the Provincial Governments for adoption.

The second but most important obstacle to the free development of motor transport in India is that of excessive taxation. The diversity of taxes and lack of co-operation between taxing authorities are having far more disastrous results than that caused by the diversity of rules and regulations. The Central Government, Provincial Governments, District Boards and Municipalities, in their search for means of raising revenue, have imposed increasingly heavier taxes in recent years, without co-operation and without any effort to ascertain the economic limit of taxation. We have the Central Government imposing import duties on motor vehicles and their accessories for revenue purposes, as well as import duty and excise taxes on petrol, quite independent of the taxation to which motor transport is subjected in the form of registration fees, wheel tax, tolls, permits, car stand fees, etc., by the Provincial Governments, District and Local Boards and Municipalities. These bodies are inclined to look upon motor transport as the only legitimate source of taxation from which to find funds for the cost of the maintenance of their roads; and regardless of the fact that bullock-carts with narrow rims do far more damage, while going untaxed with other beneficiaries which make no contribution. In this connection, one of the most flagrant examples is that of the Madras Presidency where motor buses which offer such advantages to the rural communities pay in taxes to the Central Government approximately Rs. 1,700 per annum and to the Provincial Government and District Boards an average of Rs. 2,100, making a total of approximately Rs. 3,800 per annum. This represents roughly the original cost of the bus, while the bullock-cart doing comparatively more damage to the main roads, gets off "scot-free."

This excessive taxation on motor transport which exists to-day for the purpose of General Central Revenues is fundamentally unsound, as it is unaccompanied by any responsibility towards the upkeep or improvement of our roads on which the development of this means of transport is mainly dependent. Some Provincial Governments also look to motor transport to provide the greater part of the funds required for road maintenance and development.

This vicious circle of taxation has been the cause of the removal of a large number of motor vehicles from the roads, and has resulted in losses in revenue to both the

Central Government and the Provincial Governments. In spite of the numerous protests made by local Associations and Chambers in the Madras Presidency and the fact that motor transport is less developed in India than almost any other country, no action has been taken to ameliorate the conditions. Surely the public have a right to demand that they should not be deprived of this economical means of transport through such maladministration, but on the contrary that every effort should be made to foster and protect its development.

I, therefore, suggest in order that motor transport should be placed on a sound basis, that special attention should be given to the application and revision of taxation under the following headings:—

Firstly.—To place a limit on taxation of motor transport for the purpose of General Revenue. The present excessive import duties on motor vehicles, tyres and accessories (which cannot be claimed as being imposed for protective reasons), and also the exaggerated import duty and excise tax on petrol are seriously prejudicing the development of motor transport.

Secondly.—That a basis of taxation should be established for the purpose of raising revenue for the construction and maintenance of arterial roads. This, I suggest could be provided from a percentage of the present excise tax and import duty on petrol, together with grants from revenue derived from other beneficiaries, i.e., income-tax, etc.

Thirdly.—Any taxes at present imposed by Municipalities, District Boards including tolls, etc., should be compounded into one Provincial tax, to be collected annually by the registering authority. Grants could then be made expressly for road purposes by the Provincial Government from this fund to District Boards and Municipalities.

Fourthly.—The balance of the import duty and excise tax on petrol not allocated to the Central Board of Communications should be paid into the Central Road Fund for distribution to Provinces for road development. The Provincial Governments being in receipt of this revenue would be in a position to lighten the burden of any taxation on motor transport imposed by Provincial Bodies.

Fifthly.—Road finance must be placed on a sound basis; and while road transport may be reasonably expected to pay its share, the proportion payable by other sections of the public benefiting from roads should be determined.

These may be classified as follows:—

- (a) Road users, i.e., motor transport, bullock-carts, etc.
- (b) Groups, such as Agriculture, Mining, Forestry interests, also Railways who rely on roads to bring them traffic.
- (c) Owners of property served; a percent, age of property taxes should be allocated for this purpose.

Lastly.—Road development is essential and is urgently needed if motor transport is to fulfil its object with the greatest economic advantage to the

country; but funds are lacking at present; and as a consequence, instead of our road communications being improved to accommodate modern road transport, they are falling into a state of disrepair. Lack of funds, however, is not a justifiable reason for failure to maintain and develop our roads; there are other means of finding the money when necessity demands, such as have been adopted with great success in other more advanced countries, and that is by capitalising some of the current revenues for the payment of interest and sinking fund on a ROAD LOAN.

The portion of the revenue which could be most conveniently utilized for this purpose in India, I suggest, is the revenue derived from the excise tax and import duty on petrol. This petrol tax could, therefore, serve as a guarantee against any loans required for road development.

While I have attempted in this paper to outline the obstacles which appear to me to have an adverse effect upon the development of motor transport in India, and have also made suggestions which I believe, if adopted, would tend to place it upon a healthy basis, I have not overlooked the fact that some of my recommendations may involve important constitutional changes.

With the change of methods of transport it is necessary to change our basis of administration if we are to benefit from these new conditions. Such changes are in my opinion urgently necessary if the masses are to enjoy the great advantages of motor transport, and the country is to derive the benefits which would assuredly follow a financially sound, well-administered scheme of road and road transport development, co-ordinated with our railways.

BEAUTIFUL BUT DUMB

Gold Field: "I got a new niblick, and paid only 12'00 for it."

Dumb Dora: "Why didn't you pay a little more and get a Buick?"

PLAYING SAFE

Magistrate: "But if you were doing nothing wrong, why did you run when the officer approached you?"

Prisoner: "I thought that he wanted to sell me a ticket for the policemen's annual dance."

CERTAINLY A MESS

The gob was worrying. "Tell me about it," said his pal. "Get it off your chest."

"I wish I could," moaned the gob. "I've got 'Marguerite' tattooed there and the girl I'm engaged to marry is named 'Helen.'"

Mrs.: "You used to say that I was all the world to you."

Mr. "Yes, but I learned my geography since."

This Motoring

by Stenson Cooke

THE ROMANTIC STORY OF THE



CHAPTER IV—(contd.)

THE BADGE OF HONOUR.

"The Association has progressed by leaps and bounds, the membership now being nine hundred and forty."

So ran the first Annual Report, issued in June, 1906.

The Balance-sheet showed figures of similar magnitude.

Value of Badges held by members...	£28	2	6
" Patrols' field-glasses ...	3	11	3
" Office furniture...	4	14	6
Debit balance on the year's working ...	£289	18	4

Other items of interest: "Gratitude to the Press for their great sympathy and invaluable assistance ... hardly a week passing without one of the myriad persecutions and anomalies to which motoring is subjected being dealt with fearlessly and critically. Members of the Press have been invited to witness the operations of the Association's Scouts, the expenses in connection therewith being borne by the Committee . . . A scheme for guarding roads in such districts as are not yet patrolled has been inaugurated."

A scheme for guarding—pray, what did that mean? Oh yes, of course—the Agents' Pole.

It was this way.

Trapping of motorists had become a veritable epidemic, and was spreading. Newspapers carried the infection. Big hauls in motor fines at local Benches in the South of England, within easy

distance of the Metropolis, fired other local Benches with the spirit of emulation.

"We can't expect to get the same amount of motor traffic in these remote parts," said the Mayor of Sloppington-on-Mud to his local Council, "but there's no harm in casting a line now and then—we may catch a few. Our police can take it in their stride, so to speak, as it were. Very well, then."

It was so easy.

Cleaning up the South African War was not very much more difficult than the task of this new organization, whose telegraphic address was officially FANUM, but more explicitly "Ishmael." Members paid their money to be protected. With pardonable forgetfulness at small mercies when they were saved, they cursed at being caught, and asked in no uncertain language *why*?

"Hang it all!" said Mr. Chairman, wiping his monocle. "We can't be everywhere all at once. We must walk before we can run. Scouts cost money. What the—that is to say—any suggestions?"

"If you please!"

"Certainly! Order, gentlemen! Carry on, Mr. Secretary."

"Thank you, Sir. The Garage people, the small repair-shops, have hailed our advent into the fight. They look upon us as their saviours, and are willing to do anything and everything to help on the good work. As you know, we're linking them up by degrees as our Agents. A.A. Agents—with a sign, and all that. Brotherhood of the road means business for them. Each of them knows the local conditions, and especially the local police."

"Well?"

"Why shouldn't they act as a kind of coast-guard, look-out, Lloyd's agent—never mind what it may be called so long as it fits our bill. It has been suggested that we provide them with a kind of barber's pole, with a ball and a lanyard, quite cheap. The ball, painted yellow, can be pulled up and down. When it's down—at rest, so to speak—it will mean nothing. When it's up—that is, at the end of the pole—it can mean, officially, 'A.A. member, stop here! I may have a message for you.' What it *will* mean in fact is, 'Look out! They're trapping up the road, just beyond my shop.'"

"But, can we trust them?"

"Oh, yes—we can. They're keen and straight! Their livelihood, and certainly their future, depends on our fighting this motor-trapping business to a finish. Do let us try it—only about five shillings for each pole."

"Very well. Gentlemen, shall we try this new idea?"

"Let's!"

"All right, then."

And then for some staff work with the friendly A.A. agent and repairer. He had to be attracted to the new idea.

"Get him interested," was the next item on the Agenda. So—the campaign started with something like the following line of talk:

"Good morning, Mr. A.A. Agent. Here is the scheme—and this is the pole. We, that is, we and you, depend upon each other. We want you and you want us. We're asking no favours that won't react to your benefit. Small beginnings, etc., etc.—you know the rest."

"What? Oh, very well, it *does* look like a barber's pole, and you haven't taken to easy shaving yet. Good! Ha! Ha! and all that, but listen! This pole means business for you—as well as for us. It's another means by which this scourge of trapping can be fought."

"Yes, but how on earth?"

"One minute, please. How often, I ask you, have you spotted the sergeant and his merry men riding by your shop on their way to an enticing measured distance; and then, half-an-hour after, you've seen quite nice people in quite nice cars gliding by your window, all heedless of their impending doom, and you've said to yourself—you know you have—'If only I could stop them in time'?"

"Yes! well?"

"Well! here it is—the way to stop them in time. And if we know our motorist, he'll buy something from you, if it is only a sparking-plug, out of common gratitude. See? Of course you do. Very well then. Up with the jolly old pole, right

here and now. Our members, you know, those with the Badge up, are going to be told all about it, and about YOU. When the yellow ball is down, it will mean 'I am here if you want me'."

"And when it's up?"

"It will mean 'Stop, please! I have something to report.' You may have various things! You see, you're in the family, as it were: you're one of US. Our members know that. We'll train 'em to know it, and to deal accordingly."

"Yes! but what about when there isn't a trap?"

"Oh! do listen. Anyone would think we're trying to sell you something you don't need, instead of helping you, but one day, mark and learn, one day you'll see the point more clearly. Meanwhile, let's assume we are selling you something, and you're jolly well going to buy it, too! Here's one of the ways in which the barber's pole will serve. Your little show is here, well up the Great North Road. An A.A. Member, for example left London to-day at 9.30 a.m. Say it's a Saturday and he's going to stay with cousins for the week-end. Married three months and never a cloud until this unhappy morning. The eggs were hard. He said so. Fatal error. She snapped out something short and biting. He resented it as a slur upon his mother's hitherto untarnished reputation as a housekeeper. Only one dignified course to take. Retire with dignity, and don't kiss her. 'I'm going now! Good-bye!' 'Going now! going—Gone.'"

"He cranks up the car—misses the gate-post by a millimetre, looks at the window, takes off his cap. She's not there—not there. Not a sign. After all he'd done to make that woman happy. That's life, and damn the eggs. He goes on his way, miserable. She ran to the window to cry out, 'Come back, George dear. Darling, I'm sorry! The eggs were hard, but too late—he's gone!'"

"What then?"

"I knew you'd be interested. Now! Just wait. What does she do? Ah!! Woman of resource, worthy mother-to-be of budding motorists. She turns up the Great North Road in the A.A. Handbook, finds *your* shop, and telephone number, and gets *you*. She says, 'Oh, please, Mr. A.A. Agent, do signal "Stop" to car numbered A101, and tell George—that is the gentleman driving—he's all alone—to telephone me, his wife, at once.'"

"You say 'certainly, madam!' And you put the jolly old ball out, and he sees it—he's been looking for it, aching for it—pulls up dead, and you tell him the tale, and he shuts you out of your own office while he speaks to her. When he comes out eyes are shining, and though he doesn't really need an extra tyre—you know, a nice big fat expensive one—he buys it. And that's where you get off—see? Even without the traps. Now, will you put the pole up?"

"That settles it. I surely will."

And he did.

**AUTOMOBILE ASSOCIATION OF
SOUTHERN INDIA.**

Federation with the Automobile Association of Great Britain with concessions when on leave in England.

The Western India Automobile Association.

„ Automobile Association of Bengal.
 „ Automobile Association of Ceylon.
 „ Northern India Automobile Association.
 „ Automobile Association of Iraq.
 „ United Provinces Automobile Association
 „ Automobile Association of Malaya.
 „ Burmah Motor Association
 „ and many similar bodies Overseas.

- „ Licence Reminder Service.
- „ Tour Itineraries.

Tax-paying and M. V. Licence obtaining Service also; if you insure with our official Insurer

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A free personal accident benefit ;

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Liberty to forthwith carry out repair

ing Rs 300 in total cost.

**Why you should join
THE AUTOMOBILE ASSOCIATION
OF
SOUTHERN INDIA.**

1. Because you require somebody to see that your rights privileges as a Motorist are watched, protected extended.
2. Because you are bound, at some time or other, to receive 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 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, in 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.

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

PARTICULARS OF MOTOR VEHICLES IMPORTED INTO INDIA.

MONTH OF JULY.				FOUR MONTHS, 1st April to 31st July.							
1931.		1932.		1933.		1931.		1932.		1933.	
Quan- thty.	Value Rs.	Quan- thty.	Value Rs.	Quan- thty.	Value Rs.	Quan- thty.	Value Rs.	Quan- thty.	Value Rs.	Quan- thty.	Value Rs.
114	2,17,134	135	2,51,506	395	7,28,623	525	13,14,959	654	12,96,231	1,708	33,16,856
2	8,697	6	10,292	5	10,739	10	27,7148	59	85,384	70	87,775
21	57,611	1	3,322	4	8,392	93	2,37,797	25	66,399	24	51,885
27	52,842	19	36,753	34	54,787	223	4,90,443	30	73,985	76	1,60,887
138	1,95,431	17	33,305	128	1,73,254	515	7,59,683	30	45,162	165	2,23,049
397	6,62,333	119	3,09,397	213	3,76,336	1,620	29,44,169	367	9,08,882	610	10,63,604
8	8,406	8	8,602	5	7,342	42	57,294	25	33,096	21	39,544
707	12,02,454	305	6,53,177	784	13,59,473	3,028	58,80,593	1,181	25,09,139	2,677	49,43,711
84	1,75,029	72	1,56,096	264	4,44,206	634	12,74,705	256	5,34,857	556	10,52,418
429	6,60,108	104	2,22,967	116	5,36,976	1,516	28,78,476	471	10,24,872	1,240	22,01,893
78	1,51,650	35	85,962	39	84,179	342	7,21,605	148	3,30,095	276	5,65,891
83	1,49,942	71	1,38,920	133	2,30,672	397	7,23,615	232	4,66,200	459	8,30,103
33	64,725	23	49,232	30	63,488	139	2,82,192	74	1,53,115	146	2,93,374
707	12,02,454	305	6,53,177	784	13,59,473	3,028	58,80,593	1,181	25,09,139	2,677	49,43,711
93	49,488	32	13,293	27	13,329	435	2,27,824	246	1,08,193	191	94,401
10	3,922	4	892	...	...	2	1,351	...	5,937	4	4,031
103	53,410	36	14,185	27	13,329	474	2,38,107	272	1,14,130	220	1,03,550
282	2,79,470	...	...	8	17,818	1,096	11,91,073	35	51,482	118	1,56,708
253	3,93,630	109	1,88,011	224	2,81,144	1,122	16,81,645	593	11,09,943	1,246	16,61,350
6	73,242	10	18,463	21	40,294	41	1,87,040	214	4,97,677	301	4,98,182
96	1,27,709	16	29,443	140	1,69,064	248	3,38,513	100	1,84,970	308	4,44,469
410	4,66,980	73	1,22,628	68	78,448	1,904	22,94,577	292	4,42,133	739	8,55,846
3	5,169	10	17,477	3	11,226	25	52,588	22	36,645	16	19,561
515	6,73,100	109	1,88,011	232	2,98,962	2,218	28,72,718	628	11,61,425	1,364	18,18,058
...	5,93,989	...	6,20,119	...	4,29,627	...	29,26,933	...	19,16,718	...	22,84,122

Motor cars (including taxi cabs):—

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

Share of Bengal

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

Motorcycles (including scooters):—

<i>Motorcycles (including scooters) :—</i>	
from United Kingdom	...
" United States of America	...
" Other Countries	...
Total	...

Motor omnibuses, vans and lorries :-

<i>Motor omnibuses, vans and lorries, &c. :-</i>	...
Imported with bodies	...
Chassis	...
<i>Total of motor omnibuses, &c. :-</i>	...
From United Kingdom	...
" Canada	...
" United States of America	...
" Other Countries	...

To

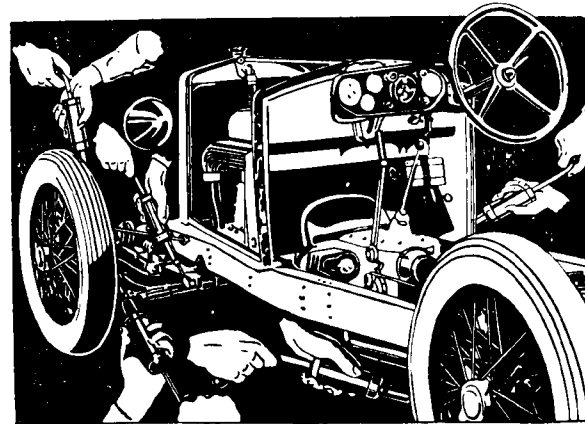
TOTAL ...

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

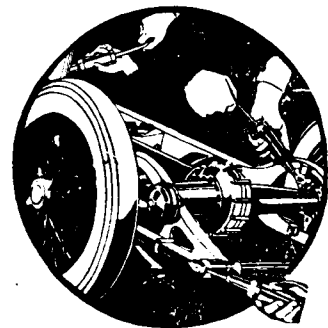
**This
improved
chassis
lubricant really
lubricates ..**

WHAT'S the good of a chassis lubricant that never reaches the point of friction? Ordinary solid greases often fail to penetrate narrow clearances. Further, they get squeezed away from the point of contact and, being stiff and often clotted with dirt, they stay away — letting friction do its worst.

But Mobilgrease No. 2 is semi-fluid, and so penetrates easily to all points of friction — and stays there, even under heavy loads and shocks. It keeps all chassis points — steering and brake joints, spring shackles, spring leaves etc. — working as they should work, on a film of lubricant which excludes dirt and water, and prevents wear.



And because Mobilgrease also resists heat and is not washed away by water, you will find it extremely economical. Tests show that it lasts *three to nine* times as long as ordinary solid greases.

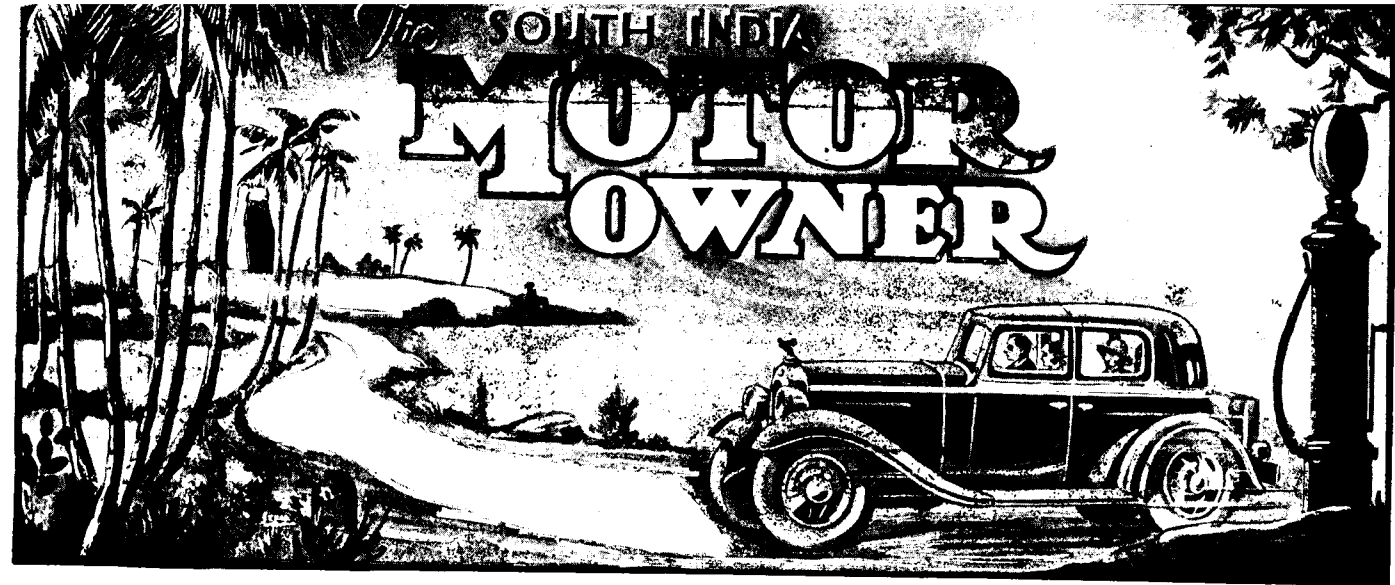


Mobilgrease No. 2 is now sold by all dealers in 2-lb. as well as in 5-lb. sealed tins. Be sure the seal is unbroken.

Use ...
**Mobilgrease
No. 2
and
Mobiloil**

SOCONY-VACUUM CORPORATION

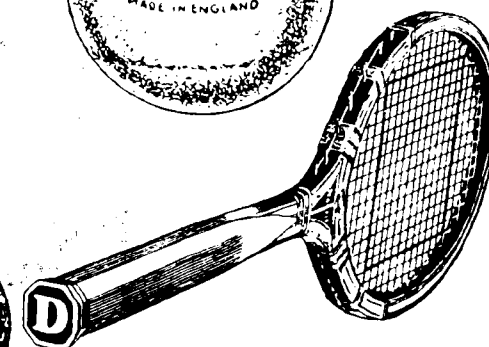
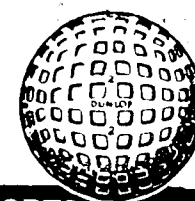
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VOL. V.
No. 11.
NOVEMBER, 1933
SINGLE COPY As. 8.



DUNLOP



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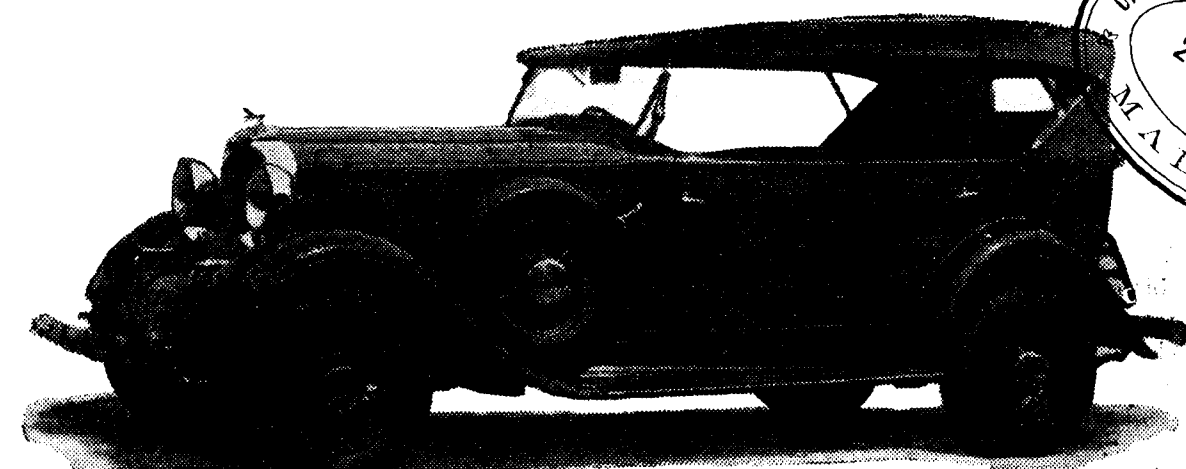
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PARTICULARS REQUIRED.

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.

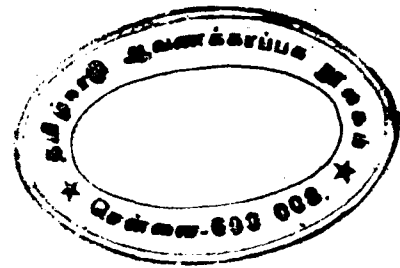
8. Have you earned a No Claim Bonus }
under existing Policy? }

9. When does your existing Policy expire.....

(Sgd.).....

NO OBLIGATION INCURRED.

Address



THE SOUTH INDIA MOTOR OWNER

SALES AND SERVICE GUIDE

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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BANGALORE—South Indian Motor Co.
MADRAS—South Indian Motor Co.

Bedford Trucks.

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SECUNDERABAD—Hormusjee & Co.

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MADRAS—Byramshaw & Co., Ltd.

Cadillac Cars.

MADRAS—Byramshaw & Co., Ltd.

Chevrolet Cars and Trucks.

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CUDDAPAH—The General Automobile Agency.
E. GODAVARY DIST.—The Andhra Engineering Co., Ltd., Coconada.
GUNTUR—S. H. Abdullah Cycle & Motor Importing Co.
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KURNOOL—The General Automobile Agency.
MADRAS—Simpson & Co., Ltd.
MADURA (and Branches)—T. V. Sundaram Iyengar & Sons, Ltd.

OOTACAMUND—Simpson & Co., Ltd.
SALEM—P. N. Subba Rao, Sri Lakshmi Narasimha Motor Stores.

SECUNDERABAD—Hormusjee & Co.
TRICHINOPOLY—The Trichinopoly Motor Sales and Service.

VELLORE—K. J. Dhanam & Co.
VIZAGAPATAM—The Andhra Engineering Co., Ltd.

Chrysler Cars.

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OOTACAMUND—Simpson & Co., Ltd.

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De Soto Cars.

MADRAS (and Branches)—Addison & Co., Ltd.

Dodge Cars and Trucks.

MADRAS (and Branches)—Addison & Co., Ltd.

Essex Cars.

MADRAS—Madras Warehouse.

Fiat Cars.

COIMBATORE—Fiat Motors E. I. Agency.
MADRAS—Fiat Motors E. I. Agency.

Ford Cars and Trucks.

MADRAS—Gordon, Woodroffe (Motors), Ltd.
VIZAGAPATAM—Gordon, Woodroffe (Motors), Ltd.

G. M. C. Trucks.

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MADRAS—Byramshaw & Co., Ltd.

Hillman Cars.

BANGALORE—Nankervis, Ltd.
MADRAS—Simpson & Co., Ltd.
OOTACAMUND—Simpson & Co., Ltd.
SALEM—P. N. Subba Rao.

Hudson Cars.

MADRAS—Madras Warehouse.

Humber Cars.

BANGALORE—Nankervis, Ltd.
MADRAS—Simpson & Co., Ltd.
OOTACAMUND—Simpson & Co., Ltd.

Hupmobile Cars.

MADRAS—Union Co.

Morris Cars and Trucks.

BEZWADA—Metropolitan Auto-Electric Works.
CALICUT—Rajulu & Co.
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TUTICORIN—Bravi Engineering Works.

Opel Cars.

MADRAS—Byramshaw & Co., Ltd.

Plymouth Cars.

MADRAS (and Branches)—Addison & Co., Ltd.

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MADRAS—Byramshaw & Co., Ltd.

Rover Cars.

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MADRAS—A. Milton & Co., Ltd.

Singer Cars.

MADRAS—Rajagopal Motors, Ltd.

Standard Cars.

MADRAS—Union Co.

Stewart Trucks.

MADRAS—Rajagopal Motors, Ltd.

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MADRAS—Union Co.

Vauxhall Cars.

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SALEM—P. N. Subba Rao.

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Wolsley Cars.

MADRAS—Union Co.

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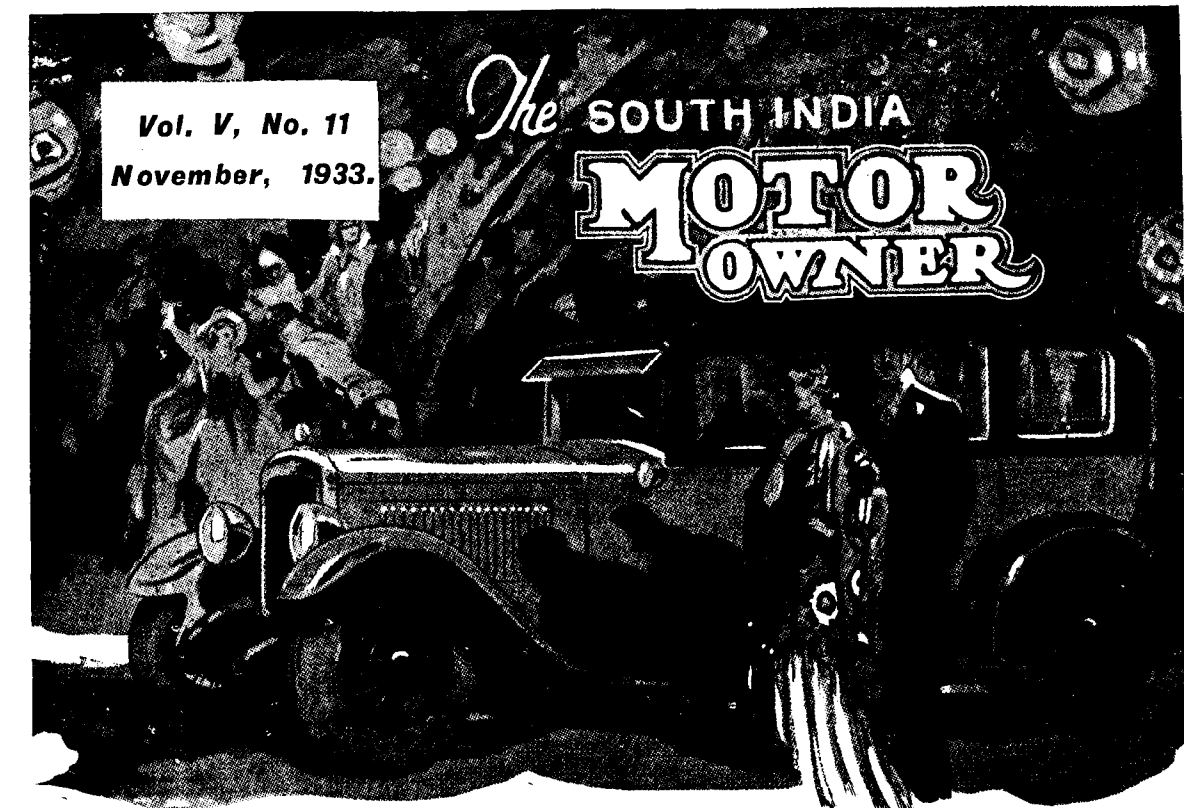
The Imports this year are so large and
varied that the List now covers 298
pages; it is beautifully illustrated.
Prices within the reach of all

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THE
INVINCIBLE

*There never was a car better
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SOLE AGENTS:
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Vol. V, No. 11
November, 1933.

Official Organ of the Automobile Association of Southern India
in The Madras Presidency.

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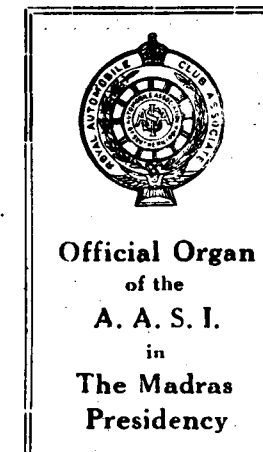
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November, 1933

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NOTES AND NEWS FOR A.A.S.I. MEMBERS

Road Information.

As predicted in the last issue of this Journal, the N.-E. Monsoon has caused floods in unbridged rivers which cross the trunk roads radiating from Madras, but no serious dislocation of traffic has yet resulted.

Rice Causeway (on Madras-Bangalore Road). Up to the date of writing (31-10-33) this causeway has not been under water this year. It is anticipated that this causeway will remain open to traffic throughout the N.-E. Monsoon even though it may be under water from time to time.

Wenlock Causeway (on Madras-Calicut Road). This causeway should be avoided by motorists for the next two months, as repairs and improvements in hand have not been completed and the diversion road is impassable whenever there is water in the river. Motorists moving between Vellore and Madras should proceed *via* Katpadi and the Rice Causeway.

Chingleput Causeway (on Madras-Villupuram Road). This causeway was under twelve inches of water during 29th October, 1933, but the water subsided quickly and at 6 p.m. on 30th was only about six inches at the deepest part. The roadway is not damaged.

Villupuram Causeway (on Villupuram-Trichinopoly Road). This causeway has not

so far been under water this season, but it may be so at intervals during the next two months.

Penner Anicut (Nellore), *Manneru Anicut*, *Paleru Ford* and *Musi Causeway* (on Nellore-Ongole Road) have been under deep water at intervals during the month, and traffic has been delayed for a day or two at a time. This condition will continue during November and December.

Members of the A.A.S.I. are invited to apply to the Secretary for the latest information regarding the river crossings mentioned above, before starting out on a tour. The A.A.S.I. has an agent at each crossing and is usually able to indicate whether the crossing will be passable in a day or so ahead.

Any important change in the state of these crossings is published with as little delay as possible in the *Madras Mail* and *The Hindu*, two local daily newspapers.

Tellicherry Ferry. The closure of an unsafe bridge, and establishing of a ferry service in lieu, on the northern outskirts of Tellicherry on the road to Cannanore, was notified in the October issue of this Journal. Information has now come to hand that the ferry, for which a fee of Rs. 1-40 is levied on motor cars, can be avoided by a road which takes off to the left from the Tellicherry-

Coorg Road about two miles from the Town (near Peirce, Leslie's Bungalow and Coffee Factory) and rejoins the Canninore Road about a furlong North of the bridge.

Salem-Bhavani Road. A damaged culvert in mile 257 of this road (from Madras) must be driven over cautiously, as only one half of the width of the roadway is now available for traffic.

Hassanur Ghat Road. An order under which the Hassanur Ghat Section of the Coimbatore-Satyamangalam-Chamrajnagar-Mysore Trunk Road was closed to all classes of road traffic recently, has now been modified so as to permit the passage of motor cars (but not lorries and buses) during the hours of daylight.

The portion of the road closed to all classes of traffic during the hours of darkness lies between miles 52 and 60 from Coimbatore, i.e., from Bannari to Dimbam.

Pennar Causeway (about 7 miles from Cuddapah on road to Nandyal and Kurnool). This causeway has been repaired and is again open to traffic. However, there will be periods during the next two months when the causeway may be under deep water. The A.A.S.I. has a reporting agent at this causeway.

Palmaner Ghat Road (on Chittoor-Bangalore Road). This Ghat road now has a concrete roadway and cautious driving down-hill is essential, especially during wet weather. A speed limit has been imposed and suitable warning signs erected. Motorists are specially requested to comply with the restrictions in the interest of the safety of other traffic on the road.

Salem-Atur-Ulundur Road. With the exception of about six miles in the vicinity of Salem, this road is now reported to be in good condition. The District Board President has issued instructions for the early repair of the bad six miles referred to above.

Ferry Service—Kistna River (on Nasarao-pet-Dachepallee-Mirialguda-Hyderabad Road). The possibility of establishing a ferry service suitable for the conveyance of motor cars across the river, near Pendugala, has been explored, but the local authorities consider the project would be unproductive and consequently do not favour it.

Moving Cars by Rail.

In view of the possibility of temporary closure of the Madras-Trichinopoly Road to traffic owing to floods in the Palar River (Chingleput) and Ponnaiyar River (Villupuram), endeavours were made to have trucks suitable for conveying motor cars permanently located between Chingleput and Madurantakam (for Palar River) and Villupuram and Ulundurpet (for Ponnaiyar River) during the N.-E. Monsoon period. The Railway authorities are not in favour of this suggestion as they believe metre gauge low-sided trucks are not suitable for side loading modern motor cars (there are no wharf—or carriage—sidings at Madurantakam and Ulundurpet). However, instructions have been issued which permit of authority for motor cars to be booked between the several stations mentioned, provided the consignor meets all expenses for haulage of empty trucks, etc., on application to the District Traffic Superintendent at Egmore and Villupuram respectively.

Arrangements are being made to demonstrate the possibility of side loading and unloading a modern motor car on a metre gauge, low-sided truck, on the result of which future arrangements will depend.

Emptying of Petrol Tanks when Railing Motor Vehicles.

Motorists are warned that the Railway authorities usually require the emptying of the petrol tanks of motor vehicles despatched by rail, especially at Kurnool and Mahabubnagar. Hence the necessity for a spare petrol tin and funnel in the touring equipment.

Endeavours are being made to get the rule which requires the emptying of petrol tanks, amended—at least in the case of cars railed for short distances and at Owner's Risk.

Road Signs.

Arrangements are being made to improve the system of marking, by day and night, portions of roads closed to traffic during repairs, particularly at culverts, bridges, diversion roads, etc. Also direction and danger signs at various places in Southern India. Touring motorists can assist the A.A.S.I. materially in this matter, by bringing to the

notice of the Secretary any points at which direction or danger signs are necessary but do not exist, or are unsuitably located. Road maintaining authorities invariably co-operate cordially in this matter, and rarely fail to provide a danger or direction for which the necessity is brought to notice by the A.A.S.I. During the past month the authorities in Combatore District, Tenmalai (Travancore) and Mysore City have kindly undertaken to erect new signposts at points indicated to them.

Driving Signals.

The Commissioner of Police, Madras, has recently issued in the public Press a notice informing motor drivers that failure on their part to make the authorised signals when changing the direction or the speed of their respective vehicles, will henceforth be treated in the same manner as other motoring offences. While this notice applies only to Madras City, the law requiring the signals to be given is common to the whole of Southern India, and there is no reason why the notice should not be given general application without any special warning to motussil motorists.

The signals in question are as follows:—

(a) A motor vehicle shall be driven in accordance with the rules of the road which require a vehicle to keep on the left of the road except when passing horses and other vehicles going in the same direction which should be passed on the right and provided that it should ordinarily pass a tram car on the left or near side whether it be going in the same or the contrary direction.

(b) The driver of a motor vehicle, when turning into a side street if to the left, shall keep close to the corner, if to the right, shall make a wide curve. He shall further,

(i) when about to turn to the right or about to pull out to the right side, hold his right arm horizontally to the right of the vehicle;

(ii) when about to turn to the left, extend the right arm and hand horizontally and then carry them forward and towards the left side with a circular sweep on a level with the shoulder;

(iii) when about to stop, raise his right arm vertically outside his car palm to the front, and

(iv) when making a turn invariably sound his horn.

When approaching cross-roads, he shall sound his horn and indicate with his arm the direction in which he intends to proceed.

(c) A motor vehicle entering a main road from a branch or side road shall enter the main road slowly, giving precedence to vehicles approaching from his right hand side and taking precedence over vehicles approaching from his left hand side and shall sound his horn.

(d) In a ghaut road when a motor vehicle going down-hill meets a motor vehicle going up-hill, the former vehicle shall stop and allow the latter vehicle to pass it.

While there may be some controversy as to the suitability of some of the above signals, the fact remains that they are prescribed by Law, and must consequently be complied with.

Rule No. 26 (e) applies equally to a vehicle emerging from a gateway on to the public road, a fact which appears to be very frequently overlooked.

In connection with Rule 26 (c) it may be argued that it is difficult to differentiate between a main road and a branch or side road. This point is of no great importance as the rule might well be worded, without change of meaning, "Give way to the vehicle on your right."

Lighting of Motor Vehicles.

Another notice issued recently in the public Press by the Commissioner of Police, which has given motor owners and drivers food for thought, is one relating to the lights to be displayed. It appears that the notice in question (which mentions side lights with red rear windows) does not apply to motor vehicles. It applies only to vehicles OTHER THAN MOTOR VEHICLES.

The rules relating to the lights to be carried and shown by motor vehicles has undergone no recent change and remain as follows:—

Rule 16 (a). No person may cause or permit a motor vehicle to stand or be used in a public place between half-an-hour after sunset and half-an-hour before sunrise, or may drive a motor vehicle when so used, unless it carries three lighted lamps of suitable design and illumination and so attached

thereto as to prevent their movement; one of which shall be attached on either side of the front of the motor vehicle, exhibiting a white light in the direction in which the motor vehicle is proceeding or is intended to proceed and the third at the back of the vehicle exhibiting a red light in reverse direction and a white light at right angles thereto so placed and so efficient as to illuminate and render easily distinguishable the registered number of the motor vehicle at a reasonable distance.

Provided that in the case of a motorcycle one headlight exhibiting a white light in the direction in which the motorcycle is proceeding so placed and so efficient as to illuminate and render easily distinguishable the registered number of the motorcycle, and one rear light exhibiting a red light in the reverse direction or a reflector so constructed and attached to the motorcycle as to reflect a red light from any light carried on another vehicle approaching from behind shall be carried.

When a side-car is attached to such motorcycle, the side-car shall also carry a white light showing to the front.

(b) The District Magistrate or the Commissioner of Police as the case may be, may, by notice published in the *District Gazette* or the *Fort St. George Gazette*, prohibit within any local limits—

(i) the use of acetylene or electric lamps or lamps of any description giving a powerful and intense light, or

(ii) the use of such lamps unless they are properly hooded or screened to the satisfaction of the District Magistrate or the Commissioner of Police as the case may be,

(iii) the use of hurricane lamps or lamps of any other description, which, in the opinion of the District Magistrate or the Commissioner of Police, as the case may be, do not give sufficient illumination.

(c) The liability of the registered owner of the motor vehicle or motorcycle for the breach of this rule shall, when he is not in the motor vehicle or motorcycle or side-car at the time of the breach, be confined to non-provision of the lamps or lights, as the case may be, and of the articles and oil necessary for lighting them.

Motor Vehicle Taxation.

There have been no alterations in the rules

governing motor vehicles taxation during the month, but it is interesting to note that, having reference to Madras Government Order No. 3611 L. & M. dated 6—9—33, the gist of which was published in the October issue of this Journal, no provision has been made for a refund of M. V. Tax paid when the vehicle governed is not used during the whole of second month of a quarter.

While this may appear to be due to an oversight, it is not really so. A motor owner who has paid a full quarter's tax and wishes to claim a refund for the second month of a quarter must surrender his licence on or before the first day of the second month, and claim a refund for the second and third months. When he again wishes to bring his vehicle into use, he must obtain a fresh licence for the remaining (third) month of the quarter, on paying two-fifths of a full quarter's tax.

Licence Fees on Buses.

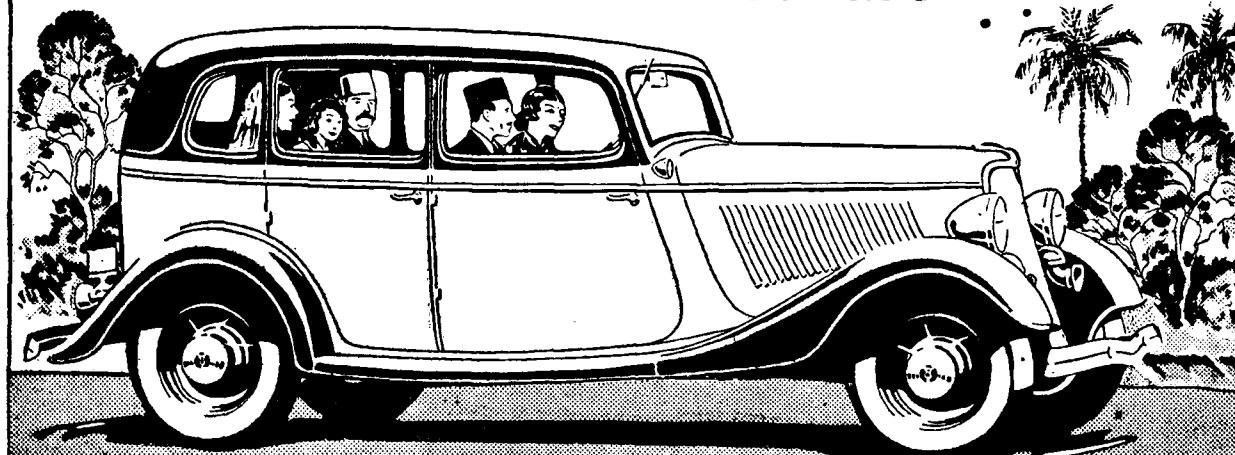
On 1st August, 1933, the Madras Legislative Council passed into Law an Act under which a limit is placed on the licence fees which District Boards and Municipal Councils may levy from Motor Vehicles plying for hire (*i.e.*, buses, taxis, etc.).

Endeavours to obtain a copy of this particular Act, or information as to the date from which it will come into operation, have failed; but have elicited the fact that, up to the 1st September, 1933, the Assent of the Governor-in-Council and the Governor-General-in-Council had not been obtained.

It is now (31—10—33) three months since the Bill was "passed into Law" but still no official announcement has been made regarding the Act, or the date from which it will have effect. In the meanwhile the unfortunate bus and taxi owners are wondering when they are to reap the benefits of the Act which took about two years to get through its Select Committee and Council discussion stages. One can but sympathise, for past experience has shown that Bills having a favourable financial effect on Provincial Revenues can be put into operation within a month or so of being "passed into Law." [Later, it is learned that the Bill received Assent on 25—9—33, so we may now expect it to come into operation on 1st January, 1934 or thereabout.]

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Prosecutions for non-Payment of M. V. Tax.

A striking example of the unweildiness and harshness of the administration of the Madras Motor Vehicles Taxation Act has just come to notice and may prove of interest to readers of this Journal.

A certain Zamindar owned a motor car which he sold on 28—3—32, having regularly paid the tax due on the car up to the end of that month. He duly reported the transfer of ownership to the Registering Authority and the change was endorsed on the Registration Certificate on 4—4—32. The new owner paid tax due on the car on 15—4—32, payment being recorded on the Registration Certificate.

On 27—7—33 the former owner was arrested and allowed bail for not having paid the tax due on the car for the first quarter (March, April, May), 1932. Two days later he was again arrested and granted bail for the same offence. When he eventually appeared in Court to stand his trial he was acquitted, the Police having applied for permission to withdraw the charge. The Zamindar applied for copies of the record of the case, and only then learned that certain notices (not exhibited in Court) had been sent to him through the Police channel, calling on him to pay the tax. He denies having received or seen either of the notices and the fact that they were not exhibited with the charge-sheet in which they were mentioned as being attached thereto, appears to support this denial. Be this as it may, there appears to be something radically wrong with the official records concerned. It is incredible that proof of payment of the tax and of ownership of the car could not be obtained within twelve months other than by arresting the former owner and making him produce the official documents as proof.

When will the unfortunate owner of a motor vehicle be regarded and treated as a law-abiding citizen who is contributing considerably more than a fair share to the revenue of the country.

Legal advice indicates that our friend the Zamindar can obtain no redress in this case, except by bringing a Civil Suit for damages against the Police and Magistrate concerned; and what would be the result? a plea of hav-

ing acted in good faith by all the officials concerned and the loss of the case.

Driving Licence—Renewal.

While writing, I have in front of me the papers relating to a somewhat similar example of unwarranted persecution as that above; but as this case is *sub-judice* I must refrain from commenting on it for the present. However, I do not think I shall transgress the Law if I warn motor owners of the risk they run when they, or their paid drivers, trustingly hand over their driving licences and the renewal fee, and obtain in exchange a chalan receipt for the renewal fee, a request to call again for the driving certificate, and a promise that the chalan receipt will protect them if caught driving a motor vehicle before the driving licence is restored.

The papers I have in front of me clearly indicate that a motor driver who can only produce a chalan receipt, also the owner of the vehicle he is driving, is liable to be prosecuted for every occasion on which he is called upon to show his driving licence. Imagine what this may mean if one has to start off on a long tour before one recovers one's renewed driving licence, even though the licence may have been mislaid in the office of the licencing authority.

Experience tells me that such cases are, fortunately, rare—but why should the application of the Law be made so one-sided?

It is hoped to publish fuller details of this case in the next issue of this Journal.

Opportunity may here be taken of bringing to the notice of non-members the advantage of the A.A.S.I. *free driving* licence-reminder-service. This service ensures that members are warned of the necessity for renewing their licences, a few days before they are due to expire.

The importance of not allowing a driving licence to lapse cannot be too strongly urged. Apart from the possibility of prosecution for driving a motor vehicle without a valid and current driving licence, the holder of a time-expired licence may find himself in difficulties with his Insurance Company, since an Insurance Policy becomes inoperative if the car which it covers is driven by the holder of a driving licence which has been allowed to lapse by failure to renew on due date.

Insurance Note.

It may interest members of the A.A.S.I. as

well as non-members to learn that the Association has been instrumental in arranging *ex gratio* settlement of several claims for damage to motor cars insured with its official insurers, which, for some technical reason or other, the Insurance Company declined to accept as legitimate claims under the terms of their Policy. The arbitration of disputes between insurer and insured by the Committee of the A.A.S.I. is one of the benefits of membership.

The introduction of the "33 1/3 Immediate No Claims Bonus" by the official Insurers of the A.A.S.I. has led to a considerable increase in the number of policies issued to members. It is hoped that, as the Insurance benefits obtained by A.A.S.I. Members who insure with the Association's official insurers become more widely known and recognised, a large increase in membership will result.

THE ANNUAL SUBSCRIPTION to the A.A.S.I. (Rs. 15) WILL BE MORE THAN COVERED BY SAVINGS ON YOUR INSURANCE PREMIUM.

International Touring.

The International Motor Vehicles Circulation Rules (India) have at last been brought into line with the International Convention of 1926. It is now possible for an International Driving Permit to be issued irrespective of whether the applicant is taking a motor vehicle abroad with him or not. This is a benefit which the substituted rules did not definitely provide for.

The documents now necessary for International touring, apart from Customs Documents and Passports, are—

(a) International Certificate for Motor Vehicles which avoids the necessity for re-registering the vehicle in every country visited; and

(b) International Driving Permits which avoids the necessity for obtaining a new driving licence in every country visited.

The International Motor Vehicle Certificate must be produced for endorsement by the Collector of Customs at the port from which the vehicle to which it relates is exported from India (District Magistrate having jurisdiction at the point of export, if exported by land); and requires endorsement on entering each country to which it applies, in order to be recognised in that country. The International Driving Permit similarly

requires endorsement in every country entered in order to be valid, and should be presented within three days of arrival in each country for this purpose.

International Certificates and Permits can be obtained by Members of the A.A.S.I. on application to the Secretary, who will gladly explain the procedure to be followed and fees to be paid.

It should be noted that visitors to Ceylon require International M. V. Documents.

International Customs Documents.

Entirely separate from the International Certificate and Driving Permit mentioned above, motorists projecting a tour in Foreign countries (including Ceylon) must provide themselves and their servants, etc., with Passports (regarding which no further comment appears necessary) and International Customs Documents (Carnet or Triptyque) to cover their motor vehicles in order to avoid the necessity for paying in cash the customs duty leviable in each country visited.

The A.A.S.I. is able to arrange for the issue of Carnets and/or Triptyques to members on favourable terms, and will be pleased to furnish, on application, details as regards method of applying for same and the fees leviable.

Shipping of Motor Cars.

The number of motor cars shipped Overseas or landed and cleared in South Indian ports, through the Agency of the A.A.S.I. during the past month, clearly indicates that international motor touring is becoming increasingly popular. Incidentally it may be mentioned that the practice of purchasing a car whilst on leave at Home and shipping it to India when leave expires is also on the increase. The A.A.S.I. has been able to obtain favourable valuation assessments for Customs purposes on a number of cars imported by members into Southern India recently.

Customs Duty Hyderabad-Deccan.

It does not appear to be generally known that H.E.H. the Nizam's Government levy Customs duty at 5 per cent. *ad valorem* on all motor vehicles which enter the Dominions. The A.A.S.I. has an arrangement with the Customs Authorities of the State whereby actual payment of cash at the Frontier can

be avoided, a Guarantee issued by the Association being accepted in lieu under certain conditions.

Details of this arrangement and the fees levied can be obtained by members on application to the Secretary.

Motor Repair Workshops.

The A.A.S.I. is endeavouring to compile a list of reliable motor repair workshops in mofussil areas of the whole of Southern India for the benefit of touring motorists who frequently experience difficulty in locating a motor repairer when required away from the large towns.

Members residing in the mofussil will be doing brother motorists a distinct service if they will kindly assist in the compilation of this list by communicating to the Secretary the name and address of any mofussil motor repair shop of which they may have knowledge.

Maps.

During the past month the long-promised Touring Map of Southern India has appeared in the market, and will, it is confidently hoped, meet with a cordial reception. Copies are available from the Secretary, A.A.S.I. or Messrs. Higginbothams, on linen at Rs. 4 per copy and on paper only at Rs. 2-12-0 per copy; postage being extra in both cases.

The Map is in three colours, is folded into an attractive cover, and clearly defines all motorable roads and other roads in Southern India. Notes regarding important unbridged river crossings are printed in the margins and the location of travellers bungalows, petrol depots, etc., is indicated by suitable symbols.

It is confidently hoped that every South Indian Motorist will hasten to obtain a copy of the map, which has been produced at considerable cost, to meet his particular needs.

Itineraries.

The increasing popularity of motor touring is amply indicated by the demand for route itineraries. During October the A.A.S.I. dealt with forty applications for route itineraries (including one from Trichinopoly to Paris) covering upward of 35,000 miles. A number of members have expressed their appreciation of the itineraries supplied.

Competitions.

The A.A.S.I. Committee has decided to hold two classes of competition during the current cold season.

(a) A series of Treasure Hunts, regarding which details will be published later; and

(b) A Reliability Trial (or Drivers Efficiency Test) to be repeated annually—A valuable challenge cup being the chief trophy.

Details of this Trial, which will probably be held during the Pongal Holidays, will be published later.

Membership.

During the month 17 new members were elected (names published elsewhere in this Journal) but five names were removed from the register for various causes. The number of members on the register on 31-10-33 was 894, of whom 92 were motorcycle or non-owner members.

At the time of writing there are 18 prospective new members up for election, all having been obtained as a result of an active recruiting measure recently introduced. The Committee earnestly urges every member who has the interest of the A.A.S.I. at heart, and who desires to do his bit toward improving motoring conditions in Southern India, to do his utmost to procure additional members for the Association. Funds are low and it is only by materially increasing its membership that the Association can maintain the standard of service to its members indicated by the foregoing notes.

There are thousands of private motor owners who have not yet joined the A.A.S.I. Please try to find at least one of them, and put him in touch with the Secretary. A post card giving his address will suffice.

It is proposed to publish monthly, in this Journal, the names of those members who procure one or more new members during the preceding month; and we want to include your name.

Relations with Royal Automobile Club and the Automobile Association of Great Britain.

In our last issue it was briefly mentioned that a new (modified) form of Affiliation Agreement had been entered into with the



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Royal Automobile Club, and that the A.A.S.I. had now Federated with the Automobile Association. Details are given below to explain to members how they are affected, personally, by these new arrangements.

Hitherto, and until 31st December, 1933, Members proceeding to the United Kingdom were eligible on application, for Associate Membership of the R.A.C. *free* for four months, extendable to a maximum of twelve months on payment of a reduced fee of one guinea.

Members desirous of joining the A.A. whilst in the U.K. had to pay a full subscription of two guineas for a period of six months.

Under the terms of the new agreement, members of the A.A.S.I. on leave in the United Kingdom will not be entitled to *free* Associate Membership of the R.A.C. or full membership of the A.A., but will be at liberty to join either on payment of a reduced subscription and without entrance fee. The subscriptions for one year are—

Royal Automobile Club. One guinea—paid direct to the R.A.C. on arrival in U.K.

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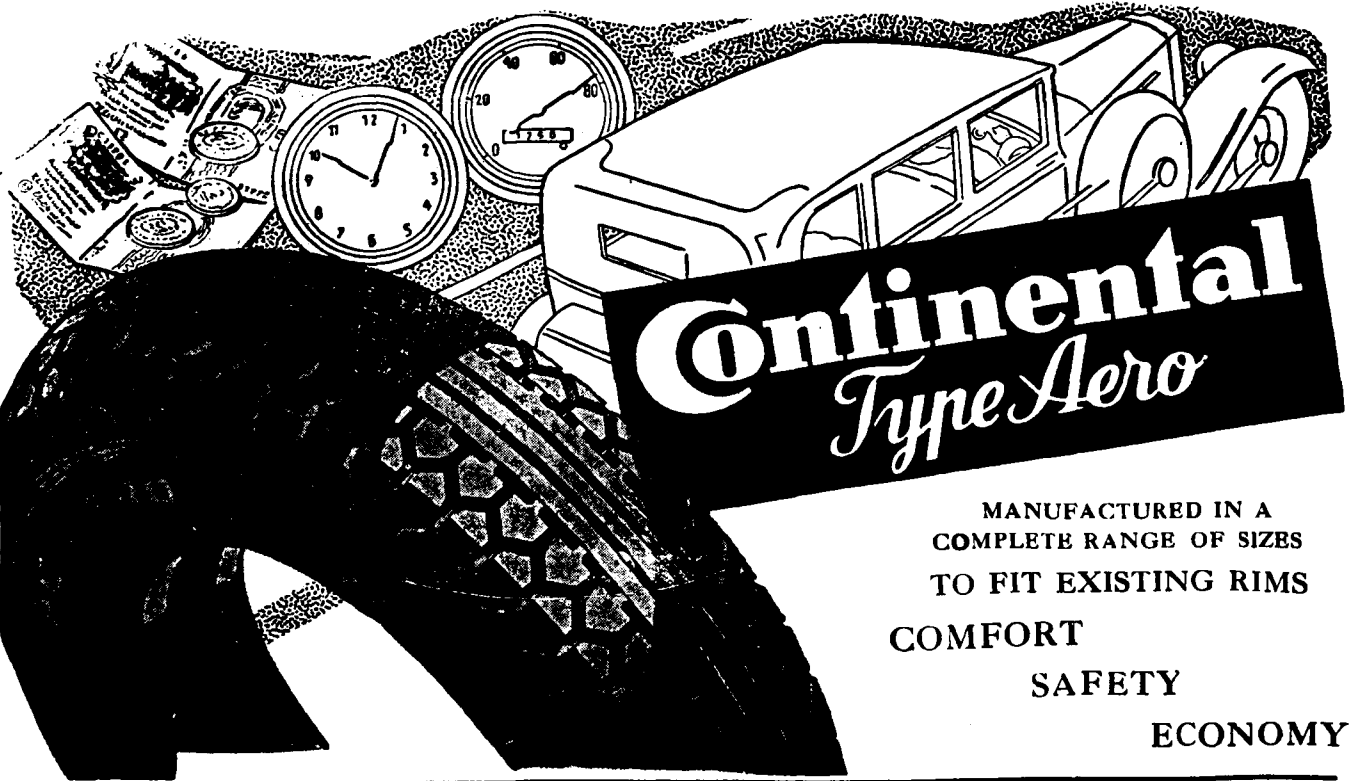
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TREASURE HUNTS.

The first of a series of Treasure Hunts organised by the A.A.S.I. will be held on Sunday, 17th December, 1933.

The method of conducting these Treasure Hunts, generally speaking, is as follows:—

Every intending Competitor will apply to the Secretary, A.A.S.I., in person or by post, for an entrance ticket, at the same time forwarding the prescribed entrance fee—Rs. 3 for members of the A.A.S.I., Rs. 5 for non-members. In return the Competitor will receive an entrance ticket on which will be inserted the Competitor's name, and the amount of entrance fee paid or due.

The ticket will contain certain instructions regarding the conduct of the Treasure Hunt, also the Starting Point (usually a popular Hotel or Club); the time at which the first "clue" will be issued, and the procedure to be followed in order to obtain that "clue."

The clues will consist of pieces of poetry, easy cross-word puzzles, plans, etc., and sufficient copies of each "clue" will be placed in position to enable each Competitor to obtain *one copy only* when he finds the place at which the "clue" is concealed or can be obtained.

Having arrived at the Starting Point with his car or cycle (and his friends if he desires to take any with him), he will set about obtaining the first clue in the manner indicated in the Entrance Ticket. As soon as he (she) is satisfied that the next "clue point" is recognised by solving the "clue," he (and his friends) will proceed at normal traffic speed to that point in his car/cycle and search for the clue concealed at that point. Having found the clue and taken only one copy, each Competitor will move away from the "clue point" with his car and party (about 200 yards will suffice), park his car, set about the solving of the "clue" and repeat the former process. This procedure will be followed at each "clue point" until the "Treasure" is found.

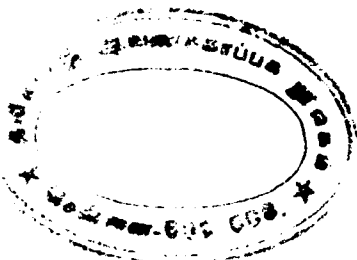
The importance of moving away from a clue point before trying to solve the "clue" cannot be too strongly impressed on Competitors, since the presence of only one car at a clue point may materially assist following Competitors in finding the "clue."

The "clue points" for these Treasure Hunts will all be located within a radius of ten miles from Fort St. George, Madras. The distance each Competitor will travel will depend upon the route he follows from clue to clue, but is not likely to exceed fifty miles in all.

There will be only one prize, the value and nature of this being determined by the number of entries and the sex and nationality of the winner.

All private motor car and motorcycle owners are eligible and are invited to compete.

Competitors are earnestly requested to conform to normal traffic rules whilst moving from point to point, when parking their cars at the starting point and whilst solving clues. The Commissioner of Police has approved of the holding of these "Treasure Hunts" on the distinct understanding that there shall be no "racing" or "speeding" between "clue points" and that normal traffic conditions shall not be disturbed by any Competitor.



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The A.A.S.I. will not acknowledge, or accept liability for any accident or damage to person or property, that may be incurred or occasioned by any person taking part in these Treasure Hunts.

An entrance ticket can be obtained by completing the subjoined application form and sending it to the Secretary, A.A.S.I., 1/18, Mount Road, together with the Entrance Fee.

Entries will not be accepted after 12 noon on Thursday, 14th December, 1933.

(By Order.)

F. CHURCH,
Secretary.

APPLICATION FOR ENTRANCE TICKET,
FIRST A.A.S.I. TREASURE HUNT.

I am desirous of entering for the Treasure Hunt to be held on Sunday, 17th December, 1933, and forward herewith Rs. _____, being my entrance fee as a (non) member.

I undertake to fully conform to normal traffic rules whilst taking part in the Treasure Hunt.

(Signature)

Name and Address:—
(in block letters)

To
THE SECRETARY, A.A.S.I.,
1/18, Mount Road,
or P.O. Box 352, Mount Road.

Post Box 379, MOUNT ROAD, MADRAS.

This subscription must be renewed on each occasion a member visits the U.K.

Automobile Association. One guinea on first visit, but membership may be retained on payment of half-a-guinea annually thereafter (preferably paid in India to the A.A.S.I. for remittance to London). This half guinea Annual Subscription will entitle the member to full A.A. Membership privileges for six months on subsequent visits to the U.K.; should the visit exceed six months a further half guinea will be levied to complete the special one guinea subscription available to members of the A.A.S.I.

The privileges granted by the two organisations for the above subscriptions are as follows:—

<i>Royal Automobile Club.</i>	<i>Automobile Association.</i>
(a) Associate Membership with following benefits:—	(a) Full Membership with following benefits:—
(b) Membership Card.	(b) Membership Card.
(c) Authority to display R.A.C. Associate Badge (with A.A. S.I. Centre piece) on British Roads.	(c) Authority to display A.A. S.I. (Modified form of A.A.) Badge on British Roads.
(d) Assistance from R.A.C. Road Guides.	(d) Assistance from A.A. Road Scouts and Road Service outfits.
(e) Key to R.A. Club Telephone Boxes.	(e) Key to A.A. Roadside Telephone Boxes.
(f) R.A.C. Hand-book and other literature at reduced rates.	(f) A.A. Hand-book and other regular printed matter free on application.
(g) Free legal defence and legal advice.	(g) Free legal defence and consultation with Solicitor.
(h) Free advice on Insurance matters.	(h) Free advice on Insurance matters.
(i) Free Touring itineraries and touring facilities.	(i) Free Tour itineraries and touring facilities.
(j) Free advice on car purchasing from the Associate Engineer.	(j) Free advice from A.A. Engineer.
(k)	(k) Free service from "24 hours. all the year round Telephone Enquiry Bureau."
(l)	(l) Waiving of Entrance fee when permanently returning to Britain. Free issue of A.A. Badge provided A.A.S.I. Badge is first returned to that Association
(m) R.A.C. "Get you home" service.	(m)
(n) Right to participate in Trials and Competitions organised by R.A.C. at half fees.	(n)

List of Members Elected on 14th
October, 1933.

1. T. Samacharya, Esq.	Gadag Betgere Municipality, Gadag.
2. Col. C. H. Harrison.	41, South Parade, Bangalore.
3. The Madras Publishing House, Ltd.	19, Mount Road, Madras.
4. E. W. Kutil, Esq.	C/o Messrs. Volkart Bros., Madras.
5. W. E. B. Milner, Esq.	Balehonnor P.O., Kadur.
6. F. V. Stevens, Esq.	Champion Reefs P.O., Mysore State.
7. A. Hoole, Esq.	Imperial Bank of India, Madras.
8. G. C. Laughton, Esq.	B.U.S. Club, Bangalore.
9. L. L. Crettenden, Esq.	C/o "Madras Mail," Madras.
10. The Concrete Assn. of India (Mr. S. B. Sujan).	Karlyl Buildings, Mount Road, Madras.
11. Major H. C. H. Munrowd.	Gauhati, Kamrup District, Assam.
12. Kosaku Iwami, Esq.	Messrs. Mitgui Bussan Kaisha, Ltd., 11, Suukarama Chetty Street, G. T., Madras.
13. C. E. Hay, Esq.	Mango Range P. O., Nilgiris.
14. P. Krishnan Nair, Esq.	113, Armenian Street, G. T., Madras.
15. R. Vyas Rao, Esq.	99, IV Road, Chamarajendra-pet, Bangalore.
16. R. Vizayakagevelu, Esq.	Vizaya Vilas, Engangudi Post, Tanjore.
17. M. A. Angus, Esq.	C/o Spencer & Co., Ltd., Mount Road, Madras.

THE MOTORIST'S PRAYER.

Teach us to drive through life without skidding into other people's business.

Preserve our brake linings that we may stop before we go too far.

Help us to hear the knocks in our own motors and close our ears to the clashing of other people's gears.

Keep alcohol in our radiators and out of our stomachs (especially while on the road).

Absolve us from the mania of trying to pass the other fellow on a narrow road.

Open our eyes to the traffic signs and keep our feet on the brakes.

(From an American newspaper.)

FOR SALE.

A late 1929 Model Buick Touring Car; lately overhauled and in very good condition. Recently driven from Ootacamund to Madras by a lady at average of 35 m.p.h. Run less than 20,000 miles and owner-driven. Four new "India" tyres—one spare in good condition. Owner just left India. Gives over 19 m.p.g. Rs. 2,100 or offer.

Can be tried in Madras on application to Secretary, Automobile Association of Southern India.

Phone 2439

A One-day Tour— From Madras to Seven Pagodas.

This place of great architectural importance is situated at a distance of about 35 miles to the South of Madras and about 20 miles on the South-East of Chingleput. It is also known as the "Seven Pagodas" which name was probably given by the European sailors on account of the seven stupis or pinnacles of the Hindu temples. From early Tamil writings it is known that about the 11th century there existed many palatial buildings about this place which are all now probably submerged under the sea. The Stalasayana temple is now washed by the sea and is in consequence called the "Shore Temple." The Vaishnava "Nalayiraprabandha" mentions this temple as the Talasayana (Stalasayana) of Kaldal Mallai (Sea Rock), the old name of Mahabalipuram. With the exception of the shore temple all the other existing monolithic buildings are hewn out of the rocks which rise abruptly above the surrounding sandy plain. The Vaishnava Saint Tirumangai Alvar mentions that the God Siva was living here with Vishnu and so we find the shrines of both these Gods situated close to each other in this temple.

The Varaha or the Boar incarnation of Vishnu is of special importance in this place and this deity is seen standing with his right foot resting on Adishesha (the God of Snakes) and the Goddess of the Earth resting on his right thigh. The scene represents the god rescuing the Goddess of the Earth from the Kakshasas or Demons who stole her and hid her in the sea. Adishesha, on whose expanded hood Mother-Earth is said to rest is seen gradually emerging out of the sea. Opposite to this representation in the Varaha Rock-cut temple we find the various scenes of the Vamana-Trivikrama incarnation.

In the other caves, natural and artificial, we find beautiful sculptural representations of the various puranic scenes. In one cave the Goddess Mahishasuramardini with several attendants is represented as engaged in destroying Rakshasas. The sculptures are all beautiful and life-like. In the Samanyalakshmi panel two elephants are shown as pouring water over the Goddess. Most of these sculptures here attest to the art of sculpturing having been carried to perfection by the ancient Hindus.

The famous Vaishnava Saint Bhudattalvar is said to have been incarnated at this place and on that account also it has an importance of its own.

From inscriptions it is gathered that this place together with Saluvankuppam close by, formed one large city and that the place was ruled by the kings of the Pallava dynasty. The place also appears to have been a flourishing centre of trade carrying

on business with distant foreign countries and while digging among the ruins there have been discovered several varieties of coins which seem to prove the fact that the town was the centre, where people of different countries met together for business.

In the Arjun's penance which is sculptured on the rock for nearly 100 feet in length and 50 feet in height, Arjuna (one of the five Pandava brothers of the Mahabharata) is seen standing on one leg quite emaciated with uplifted arms and in a penitent attitude. Next to him is the figure of Siva holding the Pasupatastra. In another place on the same rock, is shown the scene of King Bali holding his darbar attended by warriors, rajas and several wild animals. This representation is Patala-Loka (the nether world) whether he was sent down by the Vamana-Trivikrama Avatar (the Dwarf incarnation of Vishnu) to rule over the place. In the middle of the same rock is shown Vasuki (Lord of Serpents) in the aspect of a Dragon under a canopy. The other figures are his daughter Ulupi seated below, and another a penitent.

In the Krishna Mantapa there is the sculpture of Sri Krishna supporting the hill with his left hand to protect cattle against the fury of the Rain God. Close to him the cattle are being tended and milked. On the right side there is an affrighted bull, with its head slightly turned and its forefoot extended. This lila or sport of Sri Krishna known as Govardhana Uddhara.

During the days of King Namuchi, one of Bali's successors, two celestial nymphs from heaven are said to have visited the city, when they became enamoured of this king. They took him for a visit to their celestial region and on his return he is said to have beautified the city on lines similar to that which he saw in heaven. Indra got displeased at a mortal king imitating him, and is therefore said to have caused the clouds to encroach upon the city in the form of rain and bring about its destruction.

The Panchapandava Rathas or the Five Chariots, lie on the South of the village. The northernmost, named Draupadi Ratha, covers a square plinth of 11 feet, and is nearly 18 feet in height above ground. The image of Draupadi inside is like that of the Goddess Lakshmi. The Monolithic elephant and lion on the West and the Nandi on the East are objects of admiration to the visitors. A pillared gallery runs all round the Vimana or tower of Bhima Ratha.

Seven Pagodas is reached by the following route, the road being motorable throughout, though somewhat rough in places at time of writing (7-11-33).

Madras Mayoral Election.



MR. W. W. LADDEN.

We extend our heartiest congratulations to Mr. W. W. Ladden, Managing Director of Messrs. Simpson & Co., Ltd., Madras, on having been elected Mayor of Madras at a meeting of the City Council held on November 7th. The conferment of this richly deserved honour on the capable representative of a century old Madras firm will be of considerable gratification to the commercial community of this city.

A Letter to the Editor.

DEAR SIR,

I see in your issue for September that you mention the bad state of several roads in the neighbourhood of Madras and warn members against travelling over them until repairs are effected. In this connection I should like to mention the road from Kodaikanal Road Station to Peermade, part of which is in a lamentable state and which motorists will only traverse "at owner's risk."

The portion of this road under the charge of the Madura District Board is the worst (Kodaikanal Road—Periyakolam—Theni—Kuruvanthu); about the remainder, which is upkept by the Madras and Travancore P.W.D's, there is nothing to be said, as it is all in quite reasonable order.

It is to be hoped that you can use your influence with the authorities to see that repairs to the Kodai Road—Kuruvanthu section are taken in hand without delay. Some years ago I believe this road was in an even worse condition than it is now; the Madras D.P.W. took it over (spending about Rs. 4 lakhs), put it into thorough order and handed it back to Madura D.B. It has steadily deteriorated ever since and unless effective action is taken at an early date it will soon revert to its former prehistoric state.

Why cannot the Madras D.P.W. undertake the upkeep of all important roads with heavy traffic in the Presidency?

Yours faithfully,
BROKEN SPRINGS.

Many similar reports, mostly verbal, have been received regarding roads in Madura District. It would be interesting to learn why responsibility for the upkeep of trunk and other important roads in the Madras Presidency is not undertaken by the P.W.D., as is believed to be the case in other Provinces of British India—[Ed.]

Mount Road Marmalong Bridge (six miles) over bridge turn sharp right, and bear left at two road junctions (following road marked "To Villupuram"). Bear right, round St. Thomas' Mount Parade Ground and turn left at the Church; then past the Aerodrome bearing left in the 11th mile; through Pallavaram straight down the Southern Trunk Road. In mile 17 the road crosses the Railway with sharp bends on either side of the level-crossing where, cautious driving is necessary. The road is now practically straight until, in mile 32 a sharp bend conceals level-crossing, and must be taken fairly slowly as immediately after crossing the Railway the road turns sharp left. The Railway is again crossed after about half-a-mile and the town of Chingleput entered. Keep bearing to the left pass the bus stand and turn left into narrow approach road to Railway Station. Spencer & Company, Ltd., have a good refreshment room here, and petrol can be obtained from a pump about one furlong beyond the station on the road to Seven Pagodas. About half-a-mile from the Station the road bifurcates the road to Seven Pagodas bearing left and crossing the Railway.

Beyond the Railway the road is easy to follow for about eight miles until Tirukkullikundram is approached. This village which lies at the foot of a well wooded but rocky hill, on which is perched the Temple of the Sacred Kite, is not entered. Just at the foot of the hill the road forks, that to the left being followed for Seven Pagodas. The road to the right passes through Tirukkallikundram and on to Sadras another favourite picnic resort some nine miles distant from the road junction.

After turning left at the aforesaid road junction the road is easy to follow. It ends on the bank of the Buckingham Canal, 53 miles from Madras. Here the car must be parked and the remainder of the journey completed by Canal boat, for which prior arrangements should be made with the Deputy Commissioner, Customs & Salt at Madras. (Telephone No. 4012.) After leaving the boat there is a walk of about half-a-mile to the rest-house.

There is a good rest-house at Seven Pagodas with accommodation for six persons, but as the place is a popular resort it is advisable to reserve accommodation in advance, particularly if meals are required. Eggs, fowls, sea-fish and milk can always be obtained. Permission to use the rest-house should be obtained from the Collector, Chingleput District, Saidapet.

For parties staying only the day at Seven Pagodas, pleasant picnicking places can be found in the shade of Casurina trees, near the beach, about one mile beyond the rest-house and since sea-bathing is one of the chief attractions of the place this is suggested as being preferable to going to the rest-house.

(Continued on page 329.)

LONDON - CALCUTTA WITHOUT A PUNCTURE!

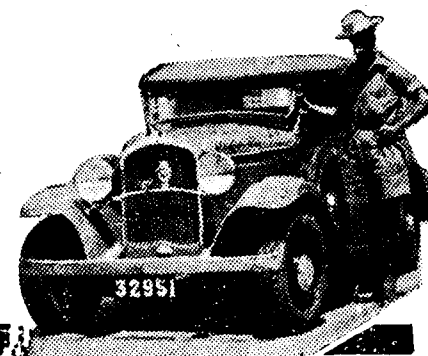


WITH the arrival of Mr. Nicholas Boonin in Calcutta on 6th October, the London-Calcutta by-road record was broken by 9 days. Mr. Boonin's Chrysler-Plymouth Car was fitted with Goodyear Airwheel Tyres and the eight thousand mile run was completed without a puncture.

Knee-deep mud, soft sandy desert and boulder strewn tracks all came alike to Mr. Boonin as he stuck gamely to his task.

What further proof can there be that the Goodyear Airwheel is not only the world's most comfortable tyre but is also a tyre that can stand up to the most grueling treatment.

GOOD YEAR AIRWHEEL TYRES



AN EPIC MOTOR TRIP

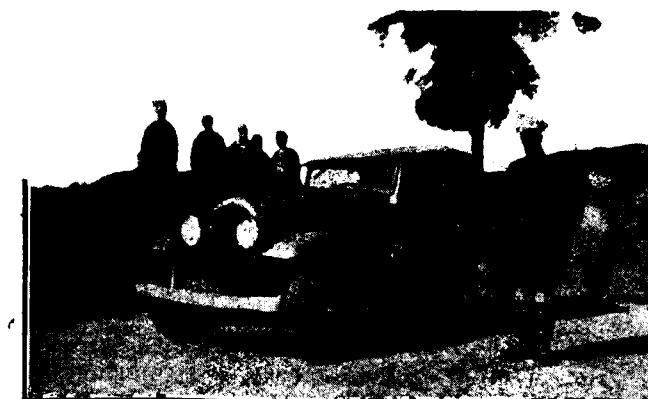
CALCUTTA-LONDON—
LONDON-CALCUTTA

MR. NICHOLAS BOONIN'S
STORY.



IN these days of highpowered cars—concrete roadways—charted roads and roadside hotels one is apt to overlook that there is still adventure to be found with a motor car—the story of which real adventure will give you more thrills—real live thrills than an Edgar Wallace yarn. The abridged story published below was written by Mr. Nicholas Boonin, a man who has had his full quota of adventure during his still quite short lifetime. It may interest readers of this Magazine to know a little of the life-story of Mr. Nicholas Boonin who until quite recently was comparatively unknown to the Indian public.

Working in the Broken Hill Mines in Australia and prospecting for Gold in the Dutch East Indies were preliminaries to his joining the Cossacks during the War as a Cavalry Officer in the Russian Imperial Army. After the Russian Revolution he joined the British Army as a private, but by the end of the War he was commissioned, leaving the Army as a 1st-Lieutenant.



1933 found Mr. Boonin working as a Mines Engineer in India—his leave arrived—to the majority of men leave spells 'P & O' pleasant nights on board—fancy dress dances—deck chairs—books. Not so to the adventurous spirited Mr. Nicholas Boonin—feeling the urge of something different—possessing a Chrysler-Plymouth Car—purchasing a set of Goodyear Airwheel Tyres, and feeling at peace with the world he stepped on the self-starter and left Calcutta for London with the unconcern of a man leaving for his bungalow. Read Mr. Boonin's subsequent adventures in his own words. We know they will thrill you as they have done us.

My car was a Chrysler-Plymouth Sports Roadster equipped with Goodyear Airwheel Tyres with two spares. Thirty-five gallons of petrol were carried, two gallons of oil and five gallons of water.

Leaving Calcutta for Lahore I followed the Grand Trunk Road and had no trouble whatever. Beyond Lahore the Grand Trunk Road ended and a few miles before Fort Munro it rose to 6,000 feet and then switched back to Quetta.

A hundred miles beyond Quetta there is no road and the track in places had to be guessed at.

Crossing the nullas I could not travel at more than five miles per hour and even then I expected to break a spring. There are a few places in this long stretch of five hundred miles where the route lies over hard level sand as smooth as a billiard table. At one point there is a stretch of 20 miles with hardly a break and where it is impossible to get any sensation of speed even at 65 miles per hour as apart from the little sand heaps which in places mark the route, there is nothing to see in any direction—North—South—East—West, but the same level plain.

I left the British Frontier after nightfall and consequently slept in No-Man's-Land. Reaching Mirwaja the following day, I passed the Persian Customs and was relieved of my revolver. I was fortunate in meeting the British Consul at Zahedan and so succeeded in getting my car through the Customs in half-a-day—From Zahedan to the Holy City of Meshed roads are in a fairly good condition and a speed of twenty-five to thirty m.p.h. was possible.

At Meshed I stayed three days for sight-seeing, then started for Teheran where the road rises in places to ten thousand feet. On a curve of this road I met with my first mishap. I shot over a two-foot drop at the side of the road and bent the clutch casing and the front axle. A little work with a hammer and the clutch was soon right, but the front axle had to wait until I arrived at Hamadan.

At Hamadan I discovered that I had lost my Passport and papers from the door pocket of my car. The District policeman got busy but despite my offer of a reward no papers were forthcoming and so three days were wasted in Kermanshah obtaining a new Passport and Visas.

Arriving in Baghdad with my new Passport meant obtaining fresh Visas for sight-seeing and this formality took a few more days.

Here I learnt that the fee for being conveyed across the Syrian desert was £10. I came to an agreement however with Mr. Nairn, of the Nairn Transport Co., to act as my passenger and guide over the desert. One other car an Austin Tourer completed the convoy and we left Baghdad one very hot afternoon.

After crossing the Euphrates river over a bridge we struck a heavy sandstorm, in fact so strong was the wind and so heavy the dust that at times we had to stop and wait as nothing could be seen further ahead than the radiator cap. By evening we had reached the last 'Iraq post' and we camped for the night. At 4 a.m. we started out once more and reached Ruthes, a fort in the centre of the desert, in the afternoon. We rested until evening and drove the whole night until we reached the first Syria post. It was extremely cold on this stage—Ruthim—Damascus. Staying a few days in Damascus, I drove off for Palestine as I was particularly anxious to see Jerusalem. The next stage of my journey was through the little known route via Egypt, the Lybian Desert, Tripolitania, Tunisia, Algeria and Morocco to Sabin.

Many were the incidents, each one worth relating had I more space, which occurred on this stage. In Jerusalem for instance I met with an accident delaying me for one solid month. My five gallons of oil and the water tank on the running board were smashed to smithereens and tiring of waiting I foolishly set out without water save a Thermos Flask half-filled. This lack of thought on my part nearly cost me my life.

On the 13th June—one of the few days which stick in my memory—I was between Beeshaba and Suez and suddenly ran into soft sand and stuck. Dig as I might the car only became deeper embedded. After three hours' hard work with my shovel I decided to give it up and retrace the road on foot in search of a band of Arabs whom I had passed some miles previously. After walking many weary miles I reached my Bedouin Arab friends who had encamped for the night. I knew enough Arabic to be able to ask for water. Unfortunately for me the reply was, "Moya Mafish" and I knew only too well that their water was finished.

I had my Thermos with me, and when they saw how distressed I was physically, they squeezed out the last few drops of water from their leather water bags into the cup of the Thermos and filled it twice. I indicated where my car was stuck and some of the tribe accompanied me to it. I thoroughly enjoyed the ride on the camel which was lent me but

the tribesmen could do nothing to assist me. One of them rode into Suez, however, and two days later returned with two men equipped with shovels and speedily dug me out. Meantime I had been compelled to lick the dew from the mudguards to assuage my thirst.

Arriving at Cairo I visited the Sphinx and the Pyramids and left for Alexandria. It was here that I had my only tyre trouble. Four punctures from nails within a distance of five miles.

Then began a very poor track through Western Egypt and the crossing of the Libian desert, enlivened at one point by stumbling across an Italian Military Encampment where I was entertained, my car overhauled, my petrol tanks filled by the soldiers all free of charge.

Beyond Derna there are two hundred and fifty miles of good road and then back to no road again. As far as Tunis, the road is a mere track over scrubby desert, loose sand with fissures and boulders in one's path.



From Tunis onward the roads were metalled and good and some of the scenery was truly beautiful. Constantine is undoubtedly one of the prettiest towns in French Algeria.

I received a free transit for myself and car across to Gibraltar. I was soon speeding on my way to Madrid where I spent four days awaiting the arrival of some much-needed money. I left on July 14th and arrived in Paris on the morning of the 17th. Paris kept me for ten days and July 27th found me headed for Calais.

On my arrival in London the speedometer showed eleven thousand five hundred and sixty-eight miles. It was a fascinating trip but an expensive one—I had learnt a lot which I decided to make use of on my return to Calcutta. A trip which I started from Kew Gardens on the 1st September at 4 p.m. in the same car again equipped with Goodyear Airwheel tyres. By 8 p.m. I was in New Haven on board a cargo boat and at 2-30 a.m. reached Dieppe. Here I had to wait for the Customs Officer until 5 a.m. when I started off on a non-stop through Beauvais Rheims Chalons—Sur-Marne and so on to Nancy, where I stopped for the night. The following day I carried on through Strasbourg passing the Franco-German Frontier at Kehl about 5 a.m., and eventually arrived at Munich 10-30 p.m. I had an uneventful journey as far as Belgrade which I passed in the evening. I carried on till mid-night and then turned off the road and slept on the grass near the car.

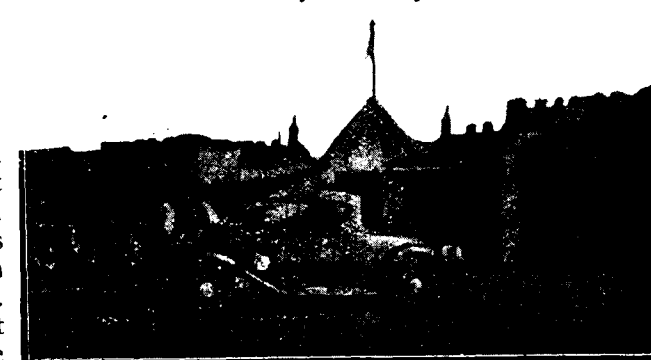
I got up after sunrise, the air was fresh, plenty of blackberries. I had a good breakfast of tinned milk, chocolate and bread and carried on through Mis Caribrod (Yugoslav Customs) and on to the Bulgarian Frontier, Dragoman Pass (2,628') into Sofia (Sofia). The road, if one likes to call it a road from Caribrod to Slivnica (about 30 K.M.) is very bad indeed. Passed Sofia after dark and soon got on a very bad road with boulders, pot holes and bumps, then throughout the night until 2 a.m., was going through roughest roads with hairpin bends, sometimes rising to hilltops, sometimes descending into valleys, sometimes following river beds and the railway line. I had to cross level-crossings several times, which are very dangerous, and only a few months ago a Frenchman was killed on one of these crossings by a train. Having passed the worst portion and tired out on reaching a plateau I stopped under the trees, spread my bedding on the green grass and slept until sunrise. Next day I passed Plovdiv (Philippopol) where I changed my engine oil, tightened all bolts and nuts, refilled petrol and water and started in the after-

noon to arrive at Svilingrad, last Bulgarian town about 10 p.m. from the Turkish Frontier. I was here stopped by the police and told not to go further, since the Frontier cannot be passed after 8 p.m. I replied in French that I did not understand what it is all about, a man who could speak French was called and it took him 10 minutes to explain and state the reasons why I should not go. As soon as he finished I started the car and soon accelerated to 50 m.p.h. and left the policeman behind. I soon made the Frontier but was not allowed to pass and so had to stop the night just outside the Customs House—a stone's throw from the point where the Bulgarian, Greece and Turkish Frontiers meet. Next morning I was in Turkey. The Customs were easily passed at Mustafa Pasha, out on arrival at Adrianople (Edirne) I had to report to the police and that meant a delay of at least two hours. Here, however, I was assured by the Military authorities that I would have no further trouble as long as I followed the main road and did not get off it, which proved to be wrong. Stuck in a morass crossing a small stream without a bridge which was broken took me, and two other cars that passed, over three hours of solid work to get my car out. On advice from Adrianople I entered the Military zone without stopping, as there was no one to stop me, but after ten miles on a very bad road I was stopped by gendarmes and returned back. I lost at least one hour giving explanations and was given a soldier with a rifle to see me through the zone. He did not know the road and

we spent several hours going backwards and forwards until nearly 11 p.m. The wind from the sea was cold and I felt very tired. My documents were examined at least three times before I reached the last post "Kuchhuk Cekmece" where the escort left the car and after a few more miles on a rough road I was on a broad and asphalted road to Istanbul. Soon I was in town. I left the car in a garage (in Turkey, at least in Istanbul, the garages are open for 24 hours) and found a comfortable hotel. I had a light supper and was in bed by 2 a.m.

I crossed the sea on the S.S. Asya and was unfortunate in having both mudguards damaged on loading and unloading the car. It was extremely lucky that the car safely reached Mudonia. Just outside Mudonia I was held by the police for three hours and I was eventually told to report to the police at Brussa, a town a few miles away. There I was delayed for one and a half hours whilst all of the Visas from my Passport were copied.

I now had to gain much lost time and so drove right through the night, stopping only for a short



nap between 2 and 4 a.m. At mid-day rain started and gradually became heavier so much so that about 20 miles past Ackshir I became stuck in the mud in the main road. Seeing no way out I returned back to Ackshir and was immediately taken to the police, where I was detained for one hour, but eventually received information as to how I could leave Ackshir by a different road.

I started off as soon as I could and after a few miles took a wrong track which brought me to a farm where I could go nowhere. The young farmer agreed to show me the way out of the "cul-de-sac", and in following his advice I passed over a point where the track ran at an angle of 30 degrees. My car slid down and rolled to the bottom of the hill, being finally arrested by a mud wall of about 3 feet in height and eighteen inches thick. I started to break this wall and soon engaged three more men to help. The agreement between us was that they should receive five liras when my car reached the main road. After three hours' work and just as dusk was falling the way was made clear and I backed into a field and on to the same track from

which I came. The men trimmed the road a little and assured me that I could not pass, but on my second attempt the fall was again made. This was too much for the men and they all wanted to go home and insisted upon immediate payment. I stood firm and told them that they would get their money when I reached the main road. I did not again ask them for help but took my spade and started to dig alone. I put the torch where it would give me light for digging, but this angered the men so much that one of them took it and started to run away with it, the others following. And so I was left alone.....Nothing more could be done, so I got into the car and was soon asleep. Sometime afterwards the Turks returned and once more demanded money. I gave them the same reply that they would have the money when my car was on the main road. Having failed in all other attempts they tried their last resource. One of the band produced a knife and threatened to cut my throat. I laughed and told them either to carry on with the work and get their money or leave me alone as I was tired and wanted to sleep. They held a conference and eventually decided to dig. In another three hours I was able to start the car and reached the spot from which I had fallen seven hours before. The Turks were now more careful and advised me to go through the fields and around the other side of the hill. At mid-night I reached the main road, where I paid the men. They refused to leave me, how-



ever, and clung to the mudguards. When I accelerated to 30 m.p.h. they dropped off one by one and I gave the last a short right arm jab under the chin and I was free to go. Reaching the first village I stopped the car in the street and slept until daybreak. From this village until Calcutta I did not experience a drop of rain. I followed the track through Konya, Karaman Eregli, Pozanti, Tarsus, Adana, Dordyol, (Syrian Frontier) and soon left Turkey. This road was extremely bad and I stuck four times in the mud and morass.

From Alexandria (Syria) the road to Alleppe is in first-class condition but after passing Dair-el-zor it becomes a mere track through the Syrian Desert. At Mosul I had my car overhauled and started through Altim Kopri and Kirkuk for Khaniquin (Iraq Customs). I arrived in Kermanshah shortly after midnight and stopped in the Bristol Hotel. Here I visited my old friend, the British Consul and with his help passed the Persian Customs and left in the afternoon for Hamadon, which I reached at 9-30 p.m. I left the following night. At sunrise next day I missed the road and

at a speed of 30 m.p.h. I dashed through and over heaps of stones and finally landed in a two-foot deep drain. This left me with a bent front axle and the main leaf of my front spring cracked, both running boards bent, the chassis stranded, the radiator hose torn off. Thank God there was no other damage. I was told afterwards that a Lorry Driver had had a similar accident at that same spot. He

was killed.

I set at once to repair the damage as well I could and in three hours I was able to start. I made another "Faux Pas" the same day by taking a wrong turning and following the old post road which is never used by cars or lorries. Forging a small river I came with a bang against a huge boulder and this time the cracked main leaf of the damaged spring broke off and I had to stop and fit a new spring single-handed, miles from anywhere. This delayed me until the evening but by nightfall I was able to reach a small Persian village where I had food and slept the night. Next morning I carried on over a very bad road until I reached Isfahan where all the damage was repaired in record time in Messrs. Zieglers' Workshop.

From Isfahan through Nain, Yazd and Kerman there is a good road but it deteriorates before it reaches Bam and after that becomes a desert track. I had been told by the British Consul at Kerman that the road between Bam and Zahedan was extremely difficult and in most places impassable. Lorries usually take not less than three or four

days to travel the 210 miles to Zahedan. I was advised to take as much water as possible, as in the Das-I-Lut Desert only two months ago six persons lost their lives when they stuck in the sand and they ran out of water. I was also advised to carry strips of tin and wire netting, but having confidence in my car and the Airwheels, which pulled me through many places where other cars have no chance in Hell to pass through, I ignored this last advice. I had learnt a good lesson in the Sinai Desert on my outward journey however, and so took plenty of water.

The most difficult part was between Fareh (small village) and Nasrabad Sipi (telephone and police post) a stretch of about five miles of very soft sand. This five miles was the most difficult stretch that I encountered in my crossing of more than a dozen deserts.

After what seems to be endless desert, the track enters a Valley, which becomes more and more narrow all the time ascending, until it narrows to such an extent that one car can hardly pass through.

From Nasrabad Sipi where I slept the night, I passed Gulabeg Pass, 5,150 feet and Kashika Pass which is 4,800 feet above sea-level and not so dangerous as Wadi-Nadiri Pass, I eventually came to Zahedan (Persian Customs). Having arranged with the Customs about the refund of my deposit on my car, and received back my pistol which had been taken from me about five months previously, I started from Mirjawa and after the last formalities with the Customs were completed was on my last, but by no means

least, difficult part of my journey; crossing the Baluchistan Desert. This, however, was successfully completed the only difficulty being an incident with the methering pin, which was fully reported in the *Englishman* of the 9th October.

I arrived safely in Quetta on the 30th September 29 days after leaving London. I was delayed at the Indus River crossing Dera-Ghazi-Khan for 20 hours and again at Multan in the bank. At one place between Multan and Delhi the road was washed away and I had to go through ploughed fields for 20 miles. I finally reached Delhi and without much trouble arrived in Calcutta on the 6th October, 1933 at 11-45 p.m. which made (taking Greenwich Time throughout) 35 days and 2 hours, which is the present record. I completed the London-Calcutta trip without a single puncture.

STANDING BY HIS CONVICTIONS.

"You've been convicted fourteen times of this offence—aren't you ashamed to own to that?"

be "No, your worship. I don't think one ought to be ashamed of his convictions."

PROBABLY A CITY ENGINEER.

His Wife: "Please explain to me where you were all night long."

Absent-minded Engineer: "I mistook a red lantern beside an excavation ditch for a signal light. It never did change to green."

A LITTLE TRUMPET BLOWING

Far from being an object for derision, the modern blower of a trumpet achieves much more than did his forbears with the blare of trumpet and clash of cymbal. A little trumpet blowing—or, its modern equivalent, publicity—is essential under present day marketing conditions, and all who are endeavouring to sell cars and accessories to Southern India motorists can obtain no greater effective broadcasting than that offered every month through the pages of THE SOUTH INDIA MOTOR OWNER.

RATES ON APPLICATION TO

EASTERN TECHNICAL PUBLICATIONS, Post Box No. 758, Egmore, Madras.

—TECHNICALITIES—

Armstrong-Siddeley 1934

Programme.

THE Armstrong-Siddeley programme, particulars of which have been supplied by Messrs A. Milton & Co., Ltd., Madras, the newly-appointed Agents for these well-known cars, embraces a range of cars of quality and whether they be of the 12 H.P. size or of the Special type they are always compared with cars that cost more and never with cars that cost less. All are built to the standard demanded in a Works that turns out some of the finest aero engines in the world and are made by the same men on the same machines. And so they are built up to a standard rather than down to a cost.

The following models were shown at Olympia:—

A new 12' wheelbase example of the Siddeley Special fitted with a "Hooper" Limousine body, £1,360; a Siddeley Special Sports Saloon on an 11' wheelbase chassis, £965; a Long 20 H.P. Limousine, £745; a 20 H.P. Sports Saloon, £565; a 20 H.P. Coach-built Saloon, £535; a Long 15 H.P. Coach-built Saloon, £435; a 15 H.P. Sports Saloon, £388 and a 12 H.P. Coach-built Saloon, £300. Special equipment including sliding roof, permanent jacks and bumpers costs £12 extra on the 12 and 15 H.P. and £15 extra on the Long 15 and 20 H.P. cars. On the Long 20 H.P. and Siddeley Special models the special equipment, where applicable, is included in the price.

The range has given such satisfaction during the past season that only minor improvements have been made for the coming year. This continues the Company's policy of establishing models in popular favour and periodically improving them in detail or by introducing really practical innovations with a view to meeting the requirements of the modern and discerning owner-driver. Examples of this are the self-changing gear with pre-selective control, permanent jacks, central chassis lubrication, the hidden grid and, in the case of the new Siddeley Special, the employment of aero engine alloys and methods of construction whereby a higher power to weight ratio has been obtained. In all these respects it may be claimed that Armstrong Siddeley has shown a notable pioneering spirit. In the same way cars of this make were the pioneers of the sloping 'V'-shaped radiator—now so popular disc wheels and the light car type of high grade six cylinder engine.

For the new season the 12, 15 and 20 H.P. models are available with coachwork and sports saloon bodies. The good style, deep comfort and long life of these bodies are well-known. Various examples of this standard bodywork have frequently won prizes in coachwork competitions during the past few years, they are notable for the fact that they combine the grace and sleekness of appearance

so popular to-day with the solid comfort, safe, wide angle views, roominess and easy entrance and exit demanded by discerning motorists.

The 15 and 20 H.P. models are continued practically unchanged. In every case, however, detail improvements have made the cars easier and safer to handle, pleasanter to travel in, more economical to run and more convenient to service. These virtues have been largely developed as a result of intensive research and experimentation made in connection with the Company's aero engine activities. Unique facilities for research are available by the use of a special engine testing plant invented and perfected by Siddeley aero engineers and it is largely due to the work of this section that improvements on the latest models have been so successfully incorporated.

Detail alterations include the fitting of down-draught carburettors to 12 and 15 H.P. models (this type of carburettor being already standard on the 20 H.P. and Siddeley Special types and the separating of the controls for the slow running device and strangler on all models. A lower bonnet line and scuttle provide a still better driving view on the 12 H.P. while new features on the 20 H.P. include a very handsome and easily read instrument panel, a single bar bumper of particularly neat appearance and the fitting of a folding table in place of one of the zip-fastened pockets on the Coach-built Saloon.

Morris-Commercial Advanced Truck Range.

Although the new "C" type Morris-Commercial vehicles have only been on the roads for a short period, they have met with a most encouraging reception, their advanced design and many exclusive features being freely commented upon. The range consists of 30-cwt., 2-ton and 3-ton trucks, equipped with forward or normal control and offered with four- or six-cylinder 25 h.p. engines. A large proportion of parts are interchangeable—an important economy point for fleet-owners. One of their many interesting features is the system of progressive springing, that is to say, rear springs which automatically strengthen themselves as loads are increased.

Recent orders for Morris-Commercial trucks include the following:—

38 Forward Control 3-tonners, with 25 h.p. 4-cylinder engines, from the London, Midland and Scottish Railway.

22 1-ton and 30-cwt. units from the London G.P.O. (which, incidentally, has over 1,400 Morris-Commercials in service).

A repeat order for 15 2-tonners from the Great Western Railway.

A seventh repeat order from Edinburgh Corporation for omnibuses.

(TECHNICALITIES continued on page 330.)

(Continued from page 321.)

Incidentally it is with regret that one notices the recent cutting down of Casurina trees, here, but no doubt the groves will soon be high enough again to afford welcome shade.

At Chingleput Railway Station meals can be supplied if a couple of hours' notice is given or arrangements made with Spencer & Company, Ltd., before leaving Madras. A favourite course for pleasure parties is to start early from Madras, have breakfast at Chingleput, take tiffin and/or tea in a basket to Seven Pagodas and take dinner at Chingleput on the return journey.

LOGICAL CONCLUSION.

Nurse (at insane asylum): "There's a man outside who wants to know if any of the male patients have escaped lately."

Doctor: "Why does he ask?"

Nurse: "He says somebody has run off with his wife."

HE KNOWS.

"My husband is merely a manufacturer of wastebaskets," sighed the woman with aspirations. "It seems such a prosy occupation."

"On the contrary, there is really much poetry in the wastebaskets," replied the unappreciated bard.

"FINAL PAYMENT."

"Judge," said the contractor to his lawyer, "Doctor says I got about a month to live; I want to make my Will."

"Fix it so my over-draft in the First National Bank goes to my wife—she can explain it to them."

"My equity in my automobile I want to go to my son. He will have to go to work to pay the bills."

"Give my unpaid bills to the bonding company, they took some awful chances on me and are entitled to something."

"That new-fangled machine on the job, I want the resident engineer to have. He made me buy it; maybe he can make it work."

"My retained percentage, give to the State; I never expected it anyway."

"My equipment, give to the junk man. He has had his eye on it for several years."

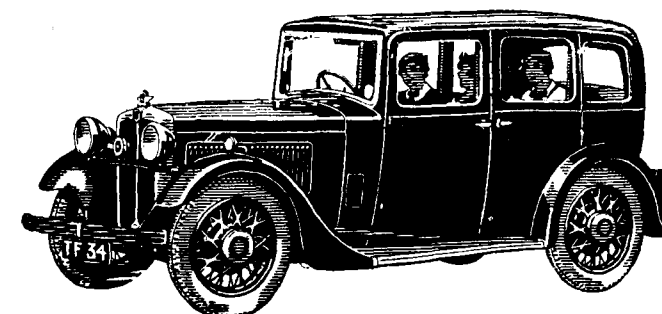
"My keg, I want to go to my boot-legger, I hope it costs him as much to keep it wet, as it has me."

"I want to have the funeral handled by you, Judge. Any undertaker will do, but I want these six material men for pallbearers. They have carried me so long, they might as well finish the job."

MORRIS 1934

Surpassing all previous values, the Morris range of cars for 1934 features many important improvements—synchromesh four-speed gear-boxes on all models; cruciform cross-braced chassis frames; equipoise flexible engine mountings; leather upholstery, automatic ignition advance and direction indicators on all cars; interior visors on all closed models.

New features, new designs, new models that open up still greater possibilities for the British motoring public.



There are two entirely new types—the "Ten-Six" and the "Cowley-Six." Also the famous Cowley 4-cylinder car has been re-designed to add further conquests to its already long list of successes. Morris Minors, as well as all other models, now have Lockheed hydraulic brakes and shock absorbers. Oxford, Isis and "25" have also automatic clutch and free-wheels—giving single pedal control. New coachwork combines arrestingly fine new lines with sumptuous interior comfort.

Write now for the Morris 1934 catalogue. You'll be proud to own a 1934 Morris.

ADDISON & CO., LTD., MADRAS.
BANGALORE, TRICHINOPOLY, VIZAGAPATAM Etc.

(TECHNICALITIES continued from 328.)

Wolseley Cars for 1934.*New "Nine."*

All classes of car owners are now catered for by the Wolseley Company, who, by the introduction of a 9 h.p. model for 1934, have extended their range to meet the demands of the thousands of motorists who favour the economical small car.

The Company's policy is to provide cars suitable for every type of motorist, and the ideals aimed at are simplicity, safety and comfort.

The most up-to-date devices for providing effortless driving, together with the greatest possible degree of safety, are to be found in the new programme. Free-wheels, automatic clutches, bigger brakes and stronger chassis have been enlisted to aid the driver's comfort, whilst efficient direction indicators are amongst the safety-first fittings.

The well-known Wolseley "longevity features," such as centri-cast cylinder liners and centre seal pistons, are continued for 1934.

"Pedomatic" Starting.

The new Wolseley "Nine" is not just one more competitor in a crowded field: it is an individualist's car with a personality entirely its own. A 1,018 c.c. overhead camshaft four-cylinder engine is mounted on rubber bearings in an underslung compound double frame, and drives through a synchromesh (top and third) gear-box. As with all the 1934 Wolseleys, the equipment includes Lockheed hydraulic brakes, an S.U. carburettor, battery and coil ignition, and a very complete 12-volt electrical system.

Another interesting feature in this connection is the "pedomatic" starting device—an arrangement which starts the engine directly the accelerator is depressed, but which does not take effect while the engine is running.

There is a battery master switch, and the familiar illuminated radiator badge is retained. Hydraulic shock absorbers are fitted to the long semi elliptic springs, while the Magna wheels carry 4.50 in. by 18 in. tyres. The rear tank holds eight gallons.

The four-door saloon body has particularly handsome lines, and the forward mounting of the engine and radiator, as pioneered on the Hornet two years ago, allows an unusual amount of accommodation. The interior furnishings are of the highest quality, and the spare wheel and wheel-changing kit are neatly housed in the rear locker. A sliding roof is standardised.

Free-wheel Transmission.

An entirely new model Hornet is introduced. This embodies free-wheel transmission, synchromesh gears, an underslung compound double frame and a longer wheelbase of 95 in. The six-cylinder engine has a capacity of 1,271 c.c. This extremely interesting chassis portrays the latest and best in

automobile design. It carries a very handsome four-door saloon body. The Hornet Special chassis is again entirely new.

Vacuum Clutch.

The engine of the Sixteen has not been changed for the coming season, but in addition to the free-wheel, the transmission now incorporates an ingenious vacuum-operated clutch which makes it unnecessary for the driver ever to use the clutch pedal. It can, however, be put in and out of action as required.

The appearance of this handsome Saloon model has been still further improved by lengthening the wheelbase five inches.

21/60 h.p. County.

The same type of transmission is also used on this car. Similarly, 14 in. Lockheed hydraulic brakes are employed. The tyres are 5.50 in. by 18 in., two spare wheels being included in the equipment.

It is listed as a saloon, and, as with all the cars in the range, is fitted with extremely handsome and comfortable bodywork, well in keeping with the reputation for fine coach-work which the Wolseley Company has enjoyed for over thirty years.

The above new programme was introduced to several hundred distributors and dealers at the Wolseley Works at Birmingham on 24th August, by the Governing Director, Sir William R. Morris, Bt.

The New Vauxhalls.*A Low-priced Light Six Car.*

An inspection of the de luxe models of the new Vauxhall Light Six now on display at the show-rooms of Messrs. Simpson & Co., Ltd., Madras, leads one to express the view that this new-comer can hardly fail to be a success. It seems to cater so admirably for the very wide field made up of motorists whose choice, for one reason or another, lies among cars of the order of the 14 horse-power. The interest attaching to this fine English car is great, in the first instance, because of its price and size. It is quite clearly an important new model which will attract a good deal of attention in this country.

Outstanding Features.

An outstanding feature of the new Vauxhall is its liveliness, the acceleration and hill-climbing capacities on top and third speed being unusually good. This may be attributed in part to scientific weight reduction, the car scaling only one ton when ready for the road. Credit must also be given, however, to the engine which, aided by down-draught carburetion and other modern features has excellent low-speed pulling capabilities.

The synchromesh mechanism for third speed is specially good on this model. In the modern

sense it meets the requirements of those owners who wish a car to be simple to handle; since to change down to third gear calls for no display of skill beyond what is implied in simple depression of the clutch pedal and moving the lever over to the position for third gear.

A quiet and comfortable cruising speed for the Vauxhall is 40—45 miles per hour; the engine then running very sweetly at about half-throttle. The springing is of the firm variety, giving reasonable riding and extremely good road-holding. Furthermore, the steering is quite steady at speed and is light to operate.

The Interior Finish Good.

Coachwork being all-important; it is interesting that the interior finish is very good with real leather upholstery, and soft, well-sprung seat cushions and back-rests. Thoroughly adequate leg room is given for four people, the back-seat being intended for two passengers, and for them it is really generous in dimensions. A fifth occupant could be carried on occasion. Seating width is increased materially by recesses in the body sides, in which are placed arm-rests that are more softly padded than is common. The front seats are adjustable over a wide range by means of a spring-loaded control at the side of each seat frame.

It is clear that close attention has been paid to the vital necessity of making the car comfortable and convenient. Thus the handles for operating the doors are set horizontally and whilst they do not get in the way when not wanted, are well to hand when required. The window-winders, similarly, are sensibly placed and operate lightly.

Useful Sunshine Roof.

Another important feature is that the new Vauxhall has a sliding roof which has been proved to be such a useful adjunct in a tropical country like India.

A Big Car in all Respects.

Enthusiasm for this new Vauxhall is aroused spontaneously and naturally, because there is something about its make-up which at once attracts. It is well-proportioned and compact, neither disappointing in the amount of seating space available nor so large in the body as to cause unsightly overhang at the rear. The length of bonnet is right in proportion to the other dimensions, and the whole vehicle looks nicely balanced, with a definitely distinctive appearance lent to it by the characteristic Vauxhall radiator, with the flutes carried into the bonnet. This is a car fit to take its place in any gathering, not a small car nor a big one; in other words, it caters for a very potent need of the moment.

Austin's New Models.

REUTER'S forecast of some months back seems sure of fulfilment—the old crash gear-box will be a thing of the past, and one or other of the foolproof new change methods will be included in the new season's cars.

Austin's are out first with the announcement that the synchromesh gear change will be incorporated in all the new Austin models.

The famous baby car, the Austin Seven with the addition of synchromesh-transmission, direction indicators and better lighting equipment will be better value than ever before. Incidentally the hundred-guinea Austin Seven continues at the same price.

The synchromesh gear will render unnecessary all double de-clutching for changing to either third speed or top.

The synchromesh mechanism automatically speeds up or slows down the dogs to be engaged to render possible a smooth and silent change.

Another excellent and unusual feature of these new Austin gear-boxes is the provision of helical constant-mesh gears for all forward speeds except first, so ensuring a high degree of silence in operation.

Among the new models just announced is the Austin Ten-Four sports four-seater at £215 in the Home market.

The engine has a Zenith down-draught carburettor in conjunction with special manifolding and valves, a high-lift camshaft, and a cylinder head providing a compression ratio of 6.5 to 1, thus giving 30 b.h.p. at 3,800 r.p.m.

A synchromesh gear-box is fitted and the chassis incorporates a cross-braced frame.

The equipment is very generous and includes a spring spoke steering wheel, special sports wind-screen, 12 volt lighting and direction indicators.

The Austin Sixteen has been improved in a number of ways the principal innovation being a new Carlton saloon on a long chassis. Similar in certain details to the Berkeley, this body incorporates fresh features, and the long wheelbase allows of sweeping lines. There are synchromesh gears, and new front and rear axles are employed.

From the driver's point of view the chief virtue in the new axles is larger brakes, of 12 in. diameter, and those are stated to afford considerably greater braking efficiency. The method of applying the front brakes has been changed, a spindle below the axle now operating the cam through a universal in line with the swivel axle centre. In the rear axle the main alteration, apart from larger brakes, is in the use of combined load and thrust journals to render the axle much lighter.

Another Sixteen development of importance is the new 18 h.p. alternative engine now available. This differs essentially from the 16 h.p. unit in combining the cylinders and crankcase as one casting. Its outstanding features include a four-bearing counter-balanced crankshaft with vibration damper, pump cooling, with the pump on the forward end of the cylinder block, aluminium pistons, and a down-draught carburettor. This engine also has a detachable head and side valves,

and forced lubrication by a gear-type pump. The mountings employ rubber bushes within bosses secured to flat steel plates which are bolted to the cylinder casting. The rating of this engine is 17.9 h.p.; the bore being 69.5 mm. and stroke 111 mm., giving 2,510 c.c.; the stated brake horsepower is 43 at 2,600 r.p.m.—(Reuter.)

Singer's 1934 Programme.

Singers have followed up by offering in their new programme on all their de luxe 1934 models a pre-selective clutchless gear-change. This will also be optional on other models at an additional charge of twelve guineas.

This design incorporates one of the easiest gear-changes yet offered to the public. It is similar to the change on the Rover models. By means of the remote-control operating lever, any gear can be pre-selected at any time while the car is in motion, and, except from rest, the use of the clutch pedal is entirely obviated.

The operation of changing gear consists merely of placing the gear lever into the desired position, accompanied by an easing of the accelerator pedal. When the accelerator pedal is again depressed the car goes away smoothly in the pre-selected gear.

Another feature is the incorporation with this system of an automatic re-starting device. To the beginner this feature will save some inconvenience, particularly in traffic.

The action of the free-wheel can be suspended at any moment by pulling out a control knob on the dashboard. This converts the mechanism to the usual clutch and gear-box arrangement.

The engine suspension introduced last year, the vibro-damper, still remains, as well as the type of steering which has proved popular on the 1933 Singer models.

In the body design there is a bolder and more graceful sweep of the front wings and the manner in which they meet the running boards.

The models offered to the public for 1934 comprise the Singer Nine, Twelve, Fourteen, 1½-Litre, 2-Litre and the Silent Six.

All models are fitted with Lucas Direction Indicators.

The bodywork on the four-cylinder Nine chassis is quite pleasing. This model is supplied with either a two or four-seater touring body at £162-10-0 as well as a six-light saloon which, with sliding roof, safety glass windscreen, winding windows, real walnut capping, among other details, at £162-10-0. These models can be supplied with preselected clutchless gear-change at an extra charge of £12-12-0. This chassis can also be supplied with a coachbuilt four-door saloon de luxe, a model supplied to the Home market at £185 complete with the pre-selected gear-change.

The 1934 models also include the Nine h.p. sports chassis. This is a model which has met

with remarkable success, not only in reliability trials, but also in the hands of the public. There is possibly not another car with such handsome lines and high performance offered at a lower figure. The chassis is supplied with a four-seater open touring body at £185, as well as a strikingly attractive coupe priced at £199.

The Nine coupe de luxe is possessed of very smart outline and conveys a suggestion of speed which has been fully borne out in performance.

The pre-selected clutchless gear-change can be supplied on the sports models at an extra charge of £10-10-0—(Reuter.)

A Word of Warning for Intending Purchasers of New Cars.

It has been learnt, on good authority, that tyre levers are not now included in the tool equipment supplied with certain cars of American manufacture.

It would appear that, since the advent of "well base" rims and wheels fitted for straight-sided tyres, manufacturers of motor cars do not consider a tyre lever to be a necessity. Apparently they have never been placed in the unenviable situation experienced by the proud owner of a new car recently. This gentleman, having taken over his new car, went off on tour, little realising that a tyre lever was not included in the tool kit. He had two spare wheels certainly, but he had three punctures on the road and when he tried to remove one of the punctured tyres to repair the tube he found he had no tool with which to take off the tyre. No doubt he had a screwdriver, but what owner of brand new car will use the sharp end of a screwdriver as a lever on a brand new tyre?

It is understood that the manufacturers of English cars are more sympathetic in this matter and supply one small (six-inch) tyre lever in their equipment, the idea being that this lever will produce sufficient clearance for the fingers to be inserted between tyre and rim to complete removal of the cover, while at the same time not giving sufficient "purchase" to damage the tyre.

The writer has found that even with two six-inch tyre levers, the removal and replacing of a new tyre is not a simple task—SIMU.

"IN STATU QUO."

Sub-Contractor: "Did you find out when you might expect to receive work order on the job 'we' got some time ago."

Contractor: "Yes, I got information that it was in statu quo."

Sub-Contractor: "What does in statu quo mean?"

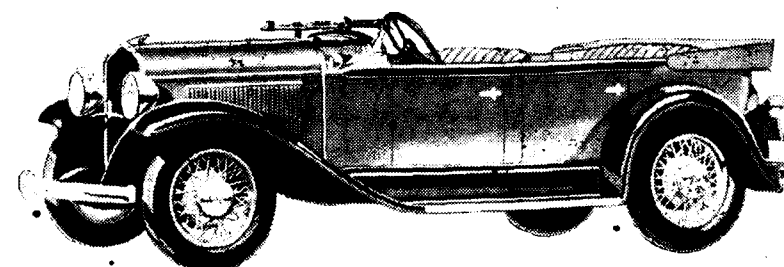
Contractor: "That is Latin for meaning in a hell of a mess."

LIQUID VENEER

AUTOMOBILE AND FURNITURE POLISH

KEEPS AUTOMOBILES LIKE NEW

PRESERVES
THE ORIGINAL
GLOSSY
APPEARANCE.



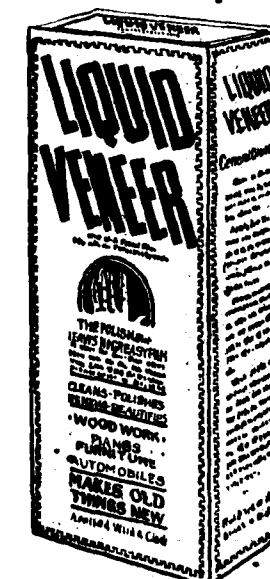
REPAIRS
THE DAMAGE
DONE BY
WASHING.

FOR THE MOTORIST WHO TAKES A PRIDE IN THE APPEARANCE OF HIS CAR.

LIQUID VENEER

For Automobiles

Liquid Veneer produces wonderful results on automobiles. Frequent washing dulls and ruins the finish of a car in a short time, and, in the great majority of cases, it is entirely unnecessary because a little Liquid Veneer will do the work far better and more quickly. At the same time, it preserves the finish instead of destroying it, as water gradually does. A car that is regularly cleaned with Liquid Veneer will retain its beautiful, glossy finish for many years.



LIQUID VENEER

Liquid Veneer will brighten and beautify every room in your home. Use it according to directions and you will quickly realise the merits of this wonderful product. It is used in every civilized country on the face of the earth.

Makes Refinishing Unnecessary

Liquid Veneer is nothing at all like varnish. It is a non-sticky, non-colouring liquid which renews and wonderfully preserves the original newness and polish of all varnished, enamelled or painted surfaces, making refinishing entirely unnecessary for years to come.

ALSO FOR PIANOS, FURNITURE, POLISHED WOOD FLOORS, ETC.
THE POLISH THAT LEAVES NO GREASY FILM.

4-oz. Bottle Rs. 1-4; 12-oz. Bottle Rs. 2-8.

FROM YOUR MOTOR ACCESSORY DEALER OR THE SOLE DISTRIBUTORS:

ADDISON & CO., LTD.

MADRAS, BANGALORE, TRICHINOPOLY AND VIZAGAPATAM.

RADIATOR NEVERLEAK

STOPS A REGULAR "NIAGARA"
OF LEAKS.

Terrible leaks like those shown in the accompanying picture can be instantly and permanently stopped before your very eyes with only a few drops of Radiator Neverleak. Seems unbelievable? Yes, but strictly true and easy to prove. Just try it yourself as follows:

Take a small tin, punch all sides and bottom full of holes, some straight cuts with a cold chisel, some with a ten penny nail, until it leaks like a sieve. You will find it difficult to keep any water in the tin at all. You must act quickly to do so.

Then take a tin of Radiator Neverleak, shake it thoroughly, open the tin, to have it ready for use; take the leaking tin in your left hand and again dip it full of water, withdrawing it to observe the great leaks. Then quickly pour a small dash of Radiator Neverleak into the water and, presto, all leaks will instantly stop! You will scarcely believe your eyes.

There is no trick whatever about this. It simply demonstrates the wonderful things Radiator Neverleak will instantly do to a leaky radiator. Besides, the heat from the radiator will bake the material which stops each leak, thus making a permanent repair. It cannot clog or impair the cooling system because it is a perfect liquid and contains no solid substances.

Besides making this permanent repair Radiator Neverleak prevents rust and scale from forming, thus preserving the radiator and assuring perfect cooling results at all times. These are not idle words, just read the guarantee under which every tin of Radiator Neverleak is sold.



Sold under £1,000,000 Guarantee

BUY A TIN TO-DAY. NO NECESSITY TO LAY UP YOUR CAR
FOR AN EXPENSIVE SOLDERING JOB.

4½-oz. TIN,

Rs. 1-8

9-oz. TIN,

Rs. 2-4

From your Dealer or direct from Sole Distributors:

ADDISON & CO., LTD., MADRAS.

BRANCHES AT BANGALORE, TRICHINOPOLY AND VIZAGAPATAM.

MOTORING SPORTFOLIO

Ford V-8 Triumphs Again.

All previous records for the famous Elgin National Road Race were shattered when a Ford V-8 won the Joseph Weidenhoff Trophy Race for stock cars of American manufacture in the 203-mile grind at Elgin, Ill. on Saturday, August 26. The race was conducted under the rules of the Contest Board of the American Automobile Association and was sanctioned by that organization.

The winning Ford V-8, piloted by Fred Frame, Indianapolis Speedway champion last year, lowered the mark set in 1920 in the last previous running of the race, by Ralph DePalma, famous race driver, in a high-powered racing car. Frame's average speed was 80.22 miles per hour. DePalma's record was 79.5 miles per hour. The Ford V-8 negotiated the 203-mile course in 2 hours, 32 minutes, 6.1 seconds.

Fifteen cars were entered, including Fords, Chevrolets, a Plymouth and a Dodge. Fords took the first seven places in the event. The Plymouth finished in eighth place. The other cars either were forced out of the race by mechanical failures or were flagged when the race was declared finished.

Frame, in the winning Ford V-8, took the lead in the first 84-mile lap and led every lap thereafter with the exception of the twelfth, when he stopped at the pits 1 minute and 20 seconds for gasoline, oil and water. This was Frame's only stop in driving what race officials described as a perfect race around the picturesque but treacherous course of concrete, bituminous macadam and gravel, with its four perilous turns.

A straightway speed of 100.3 miles per hour was attained.

A Ford V-8 entered and piloted by Frank Brisko, after completing the morning race over the 203-mile course for the Weidenhoff trophy at an average speed of 77.98 miles per hour, was the one stock car to finish in the afternoon race over the same distance for the Elgin Watch Company trophy. The other four to finish were specially built racing cars. Eight of the 14 entrants in this race were forced out because of mechanical trouble before half the distance had been run. This Ford thus became the only car in either the stock car race or the free-for-all to complete the course twice on the day of the races.

The highly consistent performance of the Ford V-8 cars finishing in the stock car race is revealed by the race records. The difference in elapsed time for the race between the first and seventh Fords to finish was only 6 minutes, 35.6 seconds and the difference in their average speeds for the course only 3.33 miles per hour. The results were:

Car.	Driver.	Elapsed Time. Hrs. Min. Sec.	Miles per Hour.
1—Ford V-8	Fred Frame	2 32 6.1	80.22
2— " V-8	Lou Moore	2 33 20.8	79.57
3— " V-8	Jack Petticord	2 36 5.0	78.17
4— " V-8	Eugene Haustein	2 36 14.5	78.09
5— " V-8	Frank Brisko	2 36 28.4	77.98
6— " V-8	Russell Snow- berger	2 36 47.9	77.82
7— " V-8	Shorty Cantion	2 38 41.7	76.89
8—Plymouth	Bill Cummings	2 42 27.2	75.11

The Brooklands Five-hundred.

The Brooklands five-hundred—the 500-mile race which is probably the fastest long-distance motor-ing event—was won by E. R. Hall in an M. G. Magnette at an average speed of 106.53 miles an hour.

G. E. C. Martin and L. F. Walsh in an M. G. Magna were second at 92.24 m.p.h.

A Riley driven by Cyril Paul and P. Turner was third at 88.87 miles an hour.

One of the most sensational crashes in the 27 years' history of the track marred the event and it cost the life of M. B. Watson, driving a super-charged M. G. Midget.

Watson had taken over the wheel from his partner J. C. Elmes and was on his second lap of the circuit. Coming off the home banking into the straight down towards the pits it was seen that his car was on fire.

The driver apparently stood on everything and on the roughened surface the tiny car just stood up on the bonnet. Watson was flung on his head on to the track and the car turned several somersaults.

It burst into flames which shot upwards as high as a house and was very soon a complete wreck.

Mrs. Watson who was in the pits at the time saw the tragedy but did not know that her husband was involved. It was some little time before it was ascertained which car was involved.

Watson was picked up suffering from terrible head injuries, rushed to Weybridge hospital but he died at 7.30 that evening without regaining consciousness.

Tragic Crash.

Meanwhile the race went on.

Just behind the M. G. Midget when it crashed was a bunch of four cars. All drivers had the narrowest escapes in keeping clear of the blazing wreckage—thus averting a far more terrible tragedy.

Subsequently it transpired that the soles of Watson's boots had been burned through—clear evidence that the car had been on fire some little time—probably without the driver realising the fact—before he attempted to slow down the car to jump clear.

Thirty-one cars started in the race.

At an early stage there was a great struggle between the super-charged "Babies," George Eyston, in his "Magic Midget," and R. T. Horton, last year's winner, in another M. G., were tearing round the track at more than 100 miles an hour.

Freddy Dixon, the Middlesbrough garage owner, the hero of thousands of motor-racing enthusiasts throughout the country because of his quick rise to fame after forsaking motorcycles was speeding in his long-tailed single-seater Riley.

The fireworks came with the giants of the race—Frankl, the Austrian, Zanelli, the Spaniard and Kaye Don. Frankl and Kaye Don were in Bugattis. Zanelli was driving an Alfa Romeo. Soon all three were roaring round the track at over 120 miles an hour.

Kaye Don's 119 M.P.H.

Kaye Don, who had to wait one hour and eighteen minutes watching the smaller cars go round the track before he started, put up tremendous speeds. His giant Bugatti was the fastest car on the track, and soon reached fourth place at an average of nearly 119 miles an hour. Later he reached third place.

Eyston had to retire later with magneto trouble. He had been regarded as the possible winner. At the time of his mishap book-makers would offer no more than 2 to 1 against him.

An hour before the finish the "bookies" were laying two to one on Dixon. He was leading by six minutes and looked a sure winner—lapping at a great pace. Then he fell out and this brought Kaye Don up into third place. Faster and still faster lapped his Bugatti and it looked as if he would soon lead the field.

He had only three more laps to go to keep his

position to win when the back-axle of his car broke. That put him out.

Unsuccessful.

Finally, there was a brilliant effort by another M. G. Magna to complete the distance and so qualify for the team prize by the M. G's.

It had six laps to go within a few minutes of the time limit. Round and round he drove at over a hundred miles an hour. In the end the car which was driven by G. W. J. Wright and the Earl of March just failed by the bare margin of 35 seconds.

Second Brookland's Death.

Just before the race began another fatal accident occurred on the aerodrome inside the Brooklands track. An R. A. F. Vickers Virginia Bomber crashed by the side of the racing track and Flying Officer Leslie Maurice Few, of the R. A. F. special reserve, the pilot of the machine, was killed instantly.

Police immediately formed a cordon about the machine, and set about the work of rescue, aided by motorists who were waiting to take part in the race.

It was more than an hour before the body of the flying officer could be extricated.

Flight-Lieutenant George Williams the second pilot, Flying Officer William Kentle May, and Leading Aircraftman George Donaldson were slightly injured. Leading Aircraftman Leonard George Manning was unhurt.

This was the second air tragedy at Brooklands in two days. Lady Clayton-East-Clayton was killed in jumping from her runaway airplane there the day before the race—(Reuter.)

LIGHT MOTORS IN MADRAS.

It would appear, from the number of enquiries made by prospective purchasers of new cars, that the Madras public are showing a lot of interest in the several Light Motor Cars which have come into the Market during the past few months. At present, interest appears to be centred on the Ford (8 h.p.), the Opel (9 h.p.), the Hillman Minx (10 h.p.), the Fiat (10 h.p.), the Wolseley Hornet (12 h.p.) and a new Morris (10 h.p.) which is expected shortly.

The serviceability of the light car has been amply demonstrated by the Hillman Minx in which Captain Yeats-Benyon drove from London to Calcutta last year. This spectacular and much advertised demonstration undoubtedly did much to popularise the Minx, but it also fully demonstrated the possibilities of light, low-powered cars as a class; and it seems possible that these new light cars will replace many of the heavier types now on the road owing to their low petrol consumption and lower scale of taxation. This evolution will, of course, depend much on the durability of the

light cars, to determine which we must give them an ample period of service.

The writer has, quite recently, had an opportunity of trying out three of the new Light Cars, i.e., The Opel, The Hillman Minx and The Fiat.

From the point of view of performance there seems little to choose between these three cars. The power units did all that was asked of them and indicated that they could have done more had the road conditions encountered on the run, which was identical for all and probably the worst to be found within twenty miles from Madras, demanded this.

However, while the engine units appeared equally good, the lay out of the components in at least one of the cars seemed to indicate that it was not designed particularly for those owner-drivers who either take a keen interest in their cars, or are forced by circumstances to execute minor adjustments themselves; for instance, in one model the fuel pump with its sediment trap (or filter) is tucked

(Continued on page 340.)



Imperative Need for Reducing Road Casualties.

Speaking at a dinner of Motor Car dealers during the Olympia Show week, Sir Herbert Austin laid stress upon the imperative need of reducing the road casualties and he issued a grave warning which had especial significance because a few days before Mr. Oliver Stanley (Minister of Transport) had publicly warned the motoring trade that he might be called upon officially to act in a way the trade would regard as unsympathetic.

Sir Herbert Austin said:

"I have had a long chat with the Minister of Transport (Mr. Oliver Stanley), and I am very much afraid that if we do not discover some ways and means of reducing accidents we shall have the old speed limit returning. That would be an enormous set-back to the motor trade.

"Everybody connected with the industry ought to do everything he can to get his clients to appreciate the danger of returning to the old speed limit."

A high official of the Ministry stated afterwards:

"Mr. Oliver Stanley is seriously concerned at the continuance of the high rate of road accidents.

Duty of Road Users.

"His recent speeches have indicated his view that all classes of the community have a duty to exercise the utmost care in their behaviour on the road.

"Pedestrians, cyclists and others have a duty to those in charge of motor vehicles, as much as those in charge of motor vehicles have towards them.

"It is obvious that unless there is some substantial improvement in the near future, public opinion will demand drastic steps to reduce the daily list of death and injury, and might demand a reconsideration of the policy of removing speed limits on private cars.

"Mr. Stanley has expressed no opinion on this point, but Sir Herbert Austin has done public service in lending his authority to the need for more care and restraint on the roads."

The A. A. View.

Sir Stenson Cooke, Secretary of the Automobile Association informed REUTER that—

"Speed limits do not make the slightest contribution towards public safety. This is proved by the complete failure of the general speed limit of 20 miles per hour to reduce accidents. Figures for fatal accidents for 1926 to 1930 consistently increased from 4,886 in 1926 to 7,305 in 1930 when the speed limit was abolished. The following years 1931 and 1932 show a definite decline of 6,691 in 1931 and 6,667 in 1932, despite the fact that the registered number of vehicles on the road increased from 1,560,000 in 1930 to 1,588,000 in 1931 and 1,642,000 last year.

"No figures are available for 1933.

"It has never been proved that a specified speed limit has reduced accidents. The general speed limit of 20 m.p.h. imposed under the Act of 1903 merely created a technical offence which was a source of irritation to motorists, and which was ultimately regarded even by the authorities as undesirable, inasmuch as it brought the law into contempt. It also created the impression that a speed of 20 miles per hour was legal regardless of the traffic conditions.

"Improvements in design, acceleration, braking and road-holding properties of the modern car have made possible much greater speed with safety.

"The tendency is to over-legislate and over-regulate. Voluntary effort based on personal experience brings far better results. The Road Traffic Act gives the authorities ample powers to deal with the reckless and inconsiderate driver a very small percentage of motorists."

The Royal Dutch Automobile Club in holding its annual safety week in Holland with the co-ope-

ration of the public authorities, has been making a big drive for greater safety on the roads.

A series of radio-talks by leading personalities in the Dutch motoring world were an important feature of the programme.

Garages, showrooms and filling-stations throughout the country exhibited posters and notices urging the motorist to observe the rules of the road; travelling propaganda was provided by the 800 lorries of the principal oil and petrol companies which carried these posters all over the country.

An innovation this year was the establishment of a "Safety-lane" on the American system, where vehicles were inspected and certificates given to those having the required standard of safety in construction and equipment.

The Safety-lane plan worked as follows:—

On entering the lane and signifying the wish to have his car inspected, the driver receives a card which must be handed over to the officials at each inspection point.

At the first of these the lighting of the car is examined and the results of the test entered on the card, which is then handed back to the driver, who then proceeds to the next stage.

In this way the whole equipment of the car—tyres, brakes, steering, controls and so on—is successively tested, and the card eventually bears the results of a thorough-going examination.

Finally an expert sums up these results and issues to the cars which come up to the required standard a certificate of "road-worthiness."

The Safety-lane was open to all motorists and the scheme was voluntary. Large numbers of drivers availed themselves of this *free* and *expert* diagnosis of their cars with a view to safer driving during the coming Winter.

A bill providing for the medical examination of motorists before they are granted a licence is to be introduced by a number of private members of the House of Commons.

The M. P's believe that their Bill will greatly reduce road accidents, in which 6,000 people are killed and 200,000 injured every year.

Every applicant for a driving licence must produce a certificate to the effect that, in the opinion of a doctor, he is not suffering from any physical or mental incapacity calculated to effect his ability to drive.

A doctor will have to issue a certificate and conduct the examination leading to it for a fee not exceeding 5s.

Another provision of the Bill declares that an applicant for a driving licence shall also have a certificate that he has passed an efficiency test.

Half-Crown Test.

The test is to embrace not only mechanical matters, but a knowledge of road signs and signals

and the highway code. For this test a fee of 2s. 6d. is to be charged.

A motorist cannot at present be disqualified from holding a licence for driving "without due care and attention." The new Bill repeals that provision and gives complete discretion to Magistrates to disqualify a driver for any motoring offence.

Applicants for a driving licence must also produce a third party insurance policy or a declaration that they possess one—(Reuter.)

General Motors Silver Jubilee.

Its Fascinating History as an Industrial Giant.

On October twentieth, the General Motors Corporation celebrated its twenty-fifth anniversary. It is interesting to trace the history of this giant organization.

Incorporation of General Motors took place at Trenton, New Jersey, on September 16, 1908 and on the twentieth day of the following month permanent officers were elected to succeed the skeleton organization. Probably no one but William Crapo Durant, its founder, had any inkling of what it might become in American industry. In the year of incorporation it was the first and only merger in the automobile industry and for many years it was the only successful grouping of motor car producing companies.

General Motors' growth was so rapid as to make it large almost from the outset. Mr. Durant had become associated with the Buick Motor Company in 1904 and used this company as the nucleus for the holding company. Within three months after incorporation he had added the Olds Motor Works and the Oakland Motor Car Company. In 1908 Buick manufactured 8,487 cars and boasted the largest automobile manufacturing plant in the world. Oldsmobile was also a well-established concern and in 1908 produced over 1,000 cars. Oakland was less prominent from a quantity production standpoint; but its product was known as a breaker of hill-climbing records.

To add to his string a car known for its outstanding quality in a higher priced field, Mr. Durant purchased the Cadillac Motor Car Company in 1909. Cadillac was a heavy producer even in 1908, having made and sold nearly 8,000 cars in that year. Its four-cylinder model, known as model, "30" sold for about Rs. 4,000. Buick, Oldsmobile, Oakland and Cadillac provided the foundation upon which an immediate expansion was made. Within two years from the date of incorporation, the holding company had more than twenty concerns under its banner. Some of these were wholly bought; others controlled through substantial interest. To-day General Motors Corporation numbers among its holding 75 subsidiary organizations.

First Oldsmobiles in Bombay.

The present world-wide activities of General Motors began officially in 1911 with the formation of General Motors Export Company. This or

ganization of a strictly export company unified operations which hitherto had been conducted independently by the various corporation units. Exporting, however, began long before this date, for R. E. Olds, founder of the Olds Motor Works, (the second company to become a General Motors unit) made the first sale of an American car for export in the early nineties. The first Oldsmobile, it is interesting to record, arrived in Bombay in 1898, being imported for the use of the great industrialist, the late Mr. Jamsetjee Tata, and late Mr. Cama, whose brother Mr. Rustom Cama, the Solicitor, has still vivid recollections of the Oldsmobile which created such a great stir when first seen on the streets in Bombay.

Over Thirty Years Old Oldsmobile still in Good Running Condition.

Another Oldsmobile which was found buried in one of the Indian States was unearthed and is now the property of General Motors India, Limited. This car probably over thirty years old is still in a running condition and did a street parade not long ago.

One of the earliest Overseas operations was the organization of Bedford Motors, Ltd., of London, England, in 1909. This concern manufactured Bedford Buicks, using the Buick chassis. In 1912 Bedford Motors became General Motors (Europe), Limited and business was confined to the handling of Buicks down until 1914. General Motors Export and General Motors (Europe), Ltd., were combined in 1918. The first export company was presided over by Thomas Neal, then President of General Motors. Mr. J. D. Mooney has been the Vice-President in charge of Overseas operations since 1922.

Assembly Plants all over the World.

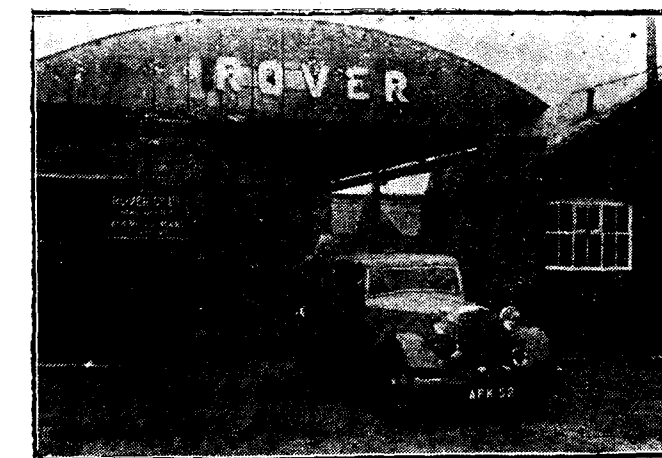
General Motors Corporation is essentially an international institution with factories in America, England and Germany; body building plants in Australia and assembly plant in twelve countries, including India, the Bombay Assembly Plant having been established in 1928.

It is noteworthy that General Motors sales throughout the world have given it the leadership in the automobile world for several years now. As an instance, during the seven months of 1933, General Motors cars numbered 401,686 out of a total market of 868,025 cars registered in the United States. Of this, Chevrolet alone registered 289,830 cars or 70 per cent. more car sales than its nearest competitor.

Mr. Kaye Don's Choice.

Mr. Kaye Don, the well-known Racing Motorist has recently purchased for his own use a 1934 Rover Speed Fourteen Hastings Coupe. This is the model which won the Championship Prize for Coachwork in its class at the R.A.C. 1,000 miles Hastings Rally and in addition was awarded the

First Prize in its classified section. It also gained two First Prizes in the Concours d'Elegance held at Eastbourne.



The accompanying Photograph shows Mr. Kaye Don taking delivery of his car at the Rover Works, Coventry.

"Dunlop Indian Gazette."

With an artistic cover plate depicting the Madras High Court buildings, the October issue of "Dunlop Indian Gazette" has made its appearance.

This number is of special local interest inasmuch as Madras figures in the "Around the Depôts" series with a description of the activities of the Madras branch and photographs of the District Manager and Dunlop House.

Amongst other articles of interest are "There's Romance—in Building a Tyre," "Dunlop Pneumatic tyres for Bullock Carts" and "Sports News."

In regard to pneumatic tyres for bullock carts, it is certain that if this equipment were given widespread adoption, it would contribute considerably to the preservation of roads—a factor of great importance in these days of restricted budgets. It would also alleviate to no small extent the sufferings of motorists often forced to travel over roads, damaged beyond recognition as such by none other than iron-tyred bullock carts. Apart from this, there are several other advantages to be gained by the use of pneumatic tyres from the agricultural, transportation and economical points of view and the Dunlop Rubber Company are to be congratulated on having pioneered such a bold revolution in country cart construction.

H.E.H. The Nizam's Choice.

His Exalted Highness the Nizam's Government have purchased five Humber "Snipes" especially for use on the occasion of His Excellency the Viceroy's visit during this month. An order such as this obviously proves that these famous cars have established for themselves a reputation for reliable and superior performance.

This Motoring

by Stenson Cooke

THE ROMANTIC STORY OF THE



CHAPTER V.

ROAD SERVICE.

AS time went on motoring ceased to be confined to week-end runs, and in consequence scouting became a whole-time job.

In 1906 the number of permanent patrols approached forty, swollen at week-ends to approximately a hundred, and the work of supervising the men entailed, in that one year, travelling over twelve thousand miles in a motor car purchased for this special duty—single cylinder 6 h.p.—cost £100.

A membership of three thousand made this possible. The Staff, by now augmented, needed elbow-room. Ticking at a typewriter on a window-sill was not efficient. The friendly atmosphere of Temple Bar had to be left for somewhere further West. A pity, but there it was.

All concerned were sad, everybody in those dry old law offices had been so sympathetic, so decent. Still, friendship could remain, and there was always the telephone—so, cheer up and get on with the moving.

Four rooms, on one floor, quite near Piccadilly Circus. Space to expand, to grow. Splendid! To get ahead and keep there, that was the problem.

A friendly scribe put the query: "When the police traps cease from troubling and the stop-watch is at rest, what will the A.A. do then?"

What, indeed?

It had been suggested in quite a nice way that but for this motor-trapping there was neither need, nor reason for a new organization. Never mind, there must be room, and there would just have to be.

Others were butting in. New journals were

being published, as had been the case with cycling. Survival of the fittest, that was the fair way. No inherited monopolies. No Divine Right to this or that precedence. Efficiency must be the deciding factor. Who could gainsay that? What did a year or two of seniority matter in this new era of unknown portent?

Very well, then! On with the good work, and 'De'il tak' the hindmost.' A place in the Sun, to be earned and kept.

One of those keen Committee-men put the case succinctly.

"Initiate! That's what we'll do, Mr. Chairman; and let those who care to, Imitate! The motoring public will understand. They'll sift the wheat from the chaff. Don't let us forget, we put out the Big Idea—to fight the motor-trap and show it up in all its—in all its—Un-Englishness. A heavy word, but you see what I mean, don't you?"

"Yes! And while we are initiating, we've a perfect right to chip in on any work that isn't original to motoring."

"Of course we have. Our conscience can be easy. Road signs? No freehold in them. We used to say 'thank you, Cyclists' Touring Club' for a warning that This Hill Is Dangerous, when we rode Penny-Farthing—you know, a 54-inch wheel with a 12-inch one keeping up. And Foreign Touring! Is that a motoring patent? I should say not. The jolly old C.T.C.—still running, and good luck to 'em—they introduced International Touring facilities. That's rather a mouthful, but it meant that with a C.T.C. member's card we could take our bicycles into France and Germany, and so on, as tourists—without messing about with Customs and depositing duty, or anything like that. But I'm talking too much!"

"Not at all. Go on, it's valuable."

"Right! Legislation's on about the same level, and—lots of other things. Let's stick to our principles—to initiate but never imitate. Oh, yes! We'll not copy any other motoring body, but ideas from the premotoring era are a legacy common to us all, and the freehold of none, eh?"

"Hear! Hear! Absolutely right! What shall we do next? Any ideas Mr. Secretary?"

"Yes, please. In the papers recently it was stated that postmasters in villages are being asked if they will kindly paint the name of their village over the post office window, so that motorists, when in unfamiliar country, can see where they are. Quite good in theory, if it's done and done quickly; but, in practice—well, we know our dear, slow, old England. And again, that's not enough. We can give them more. Our idea is Village Signs—circular enamelled iron plates in black and yellow—showing the Badge—our name, of course. Name of the Village boldly across the middle, distance from London at the bottom, and the name with the distance of the nearest Village or Town going or coming."

"That seems good, but what about the cost, and how to get them put up?"

"The cost is smaller than one would expect. For a fair supply, about twelve or fifteen shillings each—carriage included; and they'll last for years and years."

To get them up? That was rather a problem until the next brain-wave came—A.A. agents, Knights of the Pole and good friends all.

"We can work out the names and distances from maps, send a rough drawing to the Agent, so that he can check the mileage, deliver them direct, and leave the rest to him. That for a start, anyway."

"Um—what say you, gentlemen—do you like it?"

"Rather! And here's another brain-wave. Let's do it NOW. Let's pick a good village near London, up with a couple of signs—hand-painted to save time, replace 'em afterwards—then get one photographed and reproduced in the papers. They'll take it like a shot—something quite new; and it will stake out our claim, see?"

"Splendid! Agreed, gentlemen?" Agreed.

So within a hectic ten days came another bit of "rather good fun."

Out on the Great North Road. Snowing, but what matter? A.A. Agent, Knight of the Pole, pleased as could be, and his esquires, complete with a handful of waste and the inevitable "fag" grinning their interest in this new ceremony—quite an Investiture. Ladders borrowed from the builder—a brace-and-bit performs its function, and—

"Clap hands, everybody!"

The first village sign was UP.

"What's this?" said the Editor of a very leading motor journal, looking at a photo before reading the story. "They're at it again, Arthur! Something new, too! Can you make room for the pic-

ture and cut the story to a four-line par underneath? Tell the Master Printer to hold up for an hour. You can scrap that short article about Sparking-Plugs on page ten—leave it till next week—then we'll get the first show. Three days before the other journal comes out. Twig? Right! Get on with it. After all, these people are on their toes, eh? They do get things done."

Whatever the world might think of this rather cheeky young organization, it had at any rate struck one clear and unmistakable note—that of Service, immediate and personal.

Give the member something for his money, and keep on giving him more—that was the idea.

Service, immediately and personal. On the road? Yes, that was going well.

Where else? And how else?

Thinking. Thinking. Thinking.

Then! Committee sitting. Chairman speaking.

"We've a new proposal to consider, and this one, gentlemen, is somewhat of a tall order. Let's listen! Go on, please, Mr. Secretary."

"Thank you, sir! You know, for a long time to come we can't expect to patrol every road on which our members travel; and even when we do, we can't protect them all, from everything."

"Agreed!"

"They are being either trapped or held up for minor offences, such as licence left at home, or back light gone out; and in each event they are getting the inevitable summons."

"Agreed!"

"Thank you. We know that a summons means that one, that is you, that is we, are enjoined to appear on a certain day, at a certain hour, at a certain police court, to, etc., 'wherefore fail not at your peril,' or words to that effect."

"Agreed!"

"We know that according to British law—Mr. Solicitor has confirmed this—attendance by the defendant is admitted to be sufficient if a Solicitor attends in his stead. You know what a blessed—that is to say, how inconvenient it may be when one of our members, living, let us say, in Brighton (Sussex), gets stopped in Buckden (Huntingdonshire), a hundred and twenty-odd miles away, for something or other no more dreadful really than selling a penny stamp to a friend without having a licence to do so; and then, according to the inevitable summons, must fag all the way from Brighton to Buckden on a certain day, or run the risk of being arrested—mark you, arrested—and taken to Buckden or thereabouts, like a common felon. We know this has actually happened, and it's awful, isn't it?"

"Hear! Hear! He's right."

"Order, please, gentlemen. Go on," enjoined the Chairman. "Thank you."

"It may be never mind how inconvenient and expensive. A wasted day, or even two. A loss of business. His only alternative is to engage a solicitor, a local one, to appear for him. That's all very well, but whom shall he engage? In any case a complete stranger. And what will it cost him? He doesn't know, poor chap. Bear with me, please. I had to lead up to it.

"It's like—beg pardon—the big idea is this. Let our next Service, direct, immediate and personal, be that of Legal Defence—FREE Legal Defence. Oh, don't jump. Mr. Chairman and gentlemen, it's *feasible*. We've talked it over with our good friend the Solicitor. He will undertake to link up a connection of legal luminaries throughout the country, and make them agents of his firm, so that in strict accordance with the rather meticulous etiquette of the legal profession, they will handle our members' cases for a special, and moderate, fee, doing their best in each instance, and relying on the perfectly reasonable hope that what they lose on the swings they may gain on the roundabouts. I hope this is clear. And another thing. This will help to keep our members as well as to get them; because, you see, like an insurance policy, if they haven't paid their sub. promptly and it's overdue at the time they get into trouble and need Legal Defence, they can't have it free because they're not covered."

"Yes, of course—eh, gentlemen?"

"Hear! Hear!"

"But what is our risk?"

"That's the chief point, Mr. Chairman. We don't know. No one *can* know, but it can't be too dreadful. We faced a worse risk with the perjury case. Fire insurance of private property might give us a lead. Let it be remembered that our members are not really looking for trouble. They don't *want* to be caught or held up and summonsed. They have to pay the fine whatever it is, and that's a deterrent. Reasonable that, eh? What is more, our Solicitor—good luck to him—is prepared to take the risk, until such time as we can take it. We shall know where we are, but he won't. A step in the dark, it may be termed, but —"

"Yes, I agree!" broke in the Chairman. "We all agree, don't we, gentlemen? Our very inception was a step in the dark, and why not another, and others, when they turn up?"

"The suggestion, gentlemen, is—we pay a flat rate of so much a head, that's our risk—and—how does it go? We give Free Legal Defence to every car member and his paid driver, and to every motorcycle member in any proceedings under the Motor Car Act in Courts of Summary Jurisdiction in the United Kingdom. How's that?"

"Not out! Bravo!"

So here was yet another Service—direct, immediate, personal. While all the motoring world wondered.

(To be continued.)

(Continued from page 334.)

away behind the foot of the steering pillar, a position in which the removal of the sediment trap will prove an awkward and dirty operation. Considering the fact that the sediment trap is designed to collect impurities from the petrol, and obviously must be removed frequently for cleaning by the driver, this is not understood, the more so because on another model the sediment trap is the first component seen quite close at hand, on opening the bonnet. It seems that, in items of this description the designers of some models have given no thought to owner-drivers in countries of long distances and few service stations.

The amount of comfort afforded by the three models varied mostly in the springing and snubbing. One model gave an impression of a rocking horse, even on the tarmac roads. This model, incidentally, had somewhat indifferent springs in the seats, a fact which, most probably, accentuated the "pitching" effect mentioned above.

The bodies of each of the models tried are designed on lines which give ample and comfortable leg room in both the front and the rear seats, a great improvement on the earlier types of light car. This remark applies equally to Saloon and Touring models.

Dashboard fittings on all of the models seemed ample and efficient although the lighting of the instrument board of two touring models were far from being sufficient.

Each model introduces one or more items of refinement, but these are not of sufficient importance to influence an experienced driver.

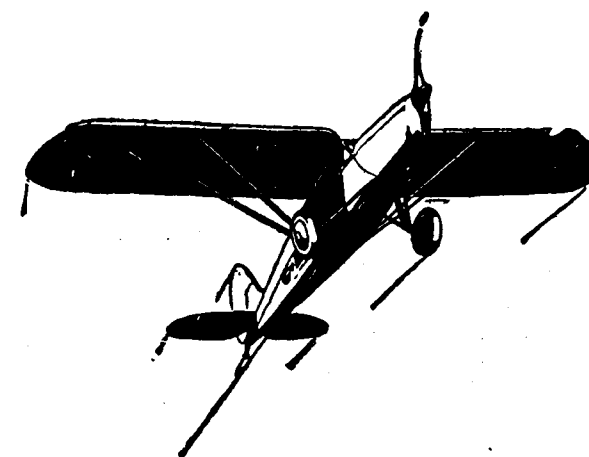
As may be noticed by my readers, this Article does not pretend to set forth the observations of an experienced tester or automobile engineer. It merely announces the views of an owner-driver of many years' experience and is intended to give prospective purchasers a rough idea of the general merits of the new light cars as a class.

Generally speaking, however, the writer does not favour the light car and adheres to a conclusion made when the earlier types of light car appeared on the market, *i.e.*, that the heavier types of car really present better value for the money paid for them than do the light cars from the same factories.

Before closing this short article it would be well to remark that prospective purchasers will be well advised to try one of each likely type of car under conditions approximating those that prevail in the area and with the load for which a car is required. Dealers are usually prepared to give ample demonstration of the utility of the model with which they are most closely concerned and do not anticipate that every demonstration will lead to a sale. They fully realise for instance, that a run on an open flat road in the country will give no idea of the manner in which a car will behave in busy city traffic, or in hilly country, and are always anxious to show what their own models will do in every direction.

LOCAL FLYING NEWS.

(CONTRIBUTED BY THE MADRAS FLYING CLUB, LTD.)



The month of October, 1933, was marked by a few cross-country flights. Our Chief Pilot Instructor made four flights to Bangalore and back either with passengers or for instructional purposes in cross-country flying. The Club's Assistant Pilot flew passengers to Quilon on one occasion and to Chettinad on another, in addition to similar flights, namely, to Quilon, Trichinopoly and Mysore made on behalf of the Madras Air Taxi Service. Flt.-Limt. H. N. Hawker, Chief Pilot of the latter concern flew its Fox Moth to Delhi and back.

In addition to flying by our own members, Mr. C. G. Godfrey who took his "A" licence in England and has recently flown at Delhi and Bombay visited the Club and had a little flying.

Instruction at Meenambakkam Aerodrome continues apace and we now have several people approaching the "A" licence stage. During the cold weather it is hoped to see a steady increase, both in the number of members taking instructional flying and in the number of hours flown.

With the growth of Civil aviation generally in India, the importance of Madras as a national airport cannot be overestimated. Regular mail services will run to and from Bombay, Calcutta, Northern India and Colombo. The Bombay service is already in operation and it is anticipated that Calcutta will shortly be added.

	October, 1933.	HRS.
Dual instruction to members under training	...	7-35
Advanced Dual to "A" licenced pilots	...	14-40
Solo flights by members under training	...	...
" by "A" and "A-1" pilots	...	35-55
Pilot with passengers	...	14- 0

	October, 1933.	HRS.
Joy ride	...	5-55
Cross-country trips in Club machines piloted by the Club pilots	...	25- 5
Other flying	...	0-45
Test flight	...	0-40

HRS... 104-35

October, 1933.

The following members took Dual instruction during the month:—

Europeans—

Mr. L. N. Bower.	
„ A. W. Estey	Qualified Dual.
Dr. R. J. Dyson	„
Mr. H. M. Gordon	„
„ L. de Laubenque	„
„ W. M. Mathewes.	
„ H. F. Prynne	Qualified Dual.
„ K. R. Simpson	„
„ J. M. South	„
„ T. C. Worth	„
„ H. B. Walford	„
„ H. P. Williams	„

Indians—

Mr. P. S. Warriar	Qualified Dual.
„ A. S. Ratnam	„
„ M. Gopalan.	

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, in 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 Council, 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 arm of the A.A.S.I. when fighting for just motoring law, roads fit for motoring; equitable taxation; and all amenities which Government is so loath to grant or recognise the necessity for.

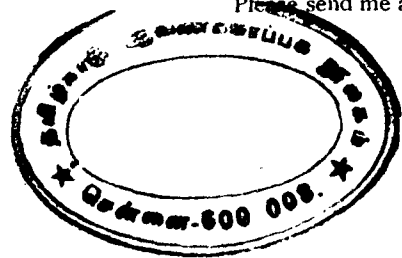
The Automobile Association of Southern India must enroll more members or, for lack of the funds necessary to continue, curtail its existing services to members. You, for one, would deprecate any curtailment of services and are looking forward to additional services—Road patrols—Free Legal defence—Roadside telephone box—Get you home and similar services, all of which are in hand, but held up for want of money to finance. Additional money can only be obtained by one of two courses; *i.e.*, more members or increased subscriptions. Committee deprecates any increase of subscriptions, so the only alternative is additional members. Can you in a motoring non-member friend to join using above points to prove your case. Get him to fill in the sub-joined and post it to the Secretary who will then do all that is necessary.

Your assistance in this matter will be highly appreciated, and will go a long way toward producing better motoring conditions.

DEAR SIR,

I forward herewith my application for membership of the Automobile Association of Southern India and being my annual subscription for one year from this date.

Please send me a copy of the rules and a form of application for an Association Motor Badge.



Date

Name of Member

Address

Member proposing

Ackd.

Entd.

Cheque/Cash/M O.

Badge No.

Elected

Annual Subscription.

Motor Car Owner Rs. 15

Motorcycle " " 5

There is no entrance fee and subscriptions are for 12 months from date of signing application form.

PARTICULARS OF MOTOR VEHICLES IMPORTED INTO INDIA.

MONTH OF AUGUST.				FIVE MONTHS, 1st April to 31st August.			
1931.	1932.	1933.	1933.	1931.	1932.	1933.	1933.
Quantity.	Quantity.	Quantity.	Quantity.	Quantity.	Quantity.	Quantity.	Quantity.
Value Rs.	Value Rs.	Value Rs.	Value Rs.	Value Rs.	Value Rs.	Value Rs.	Value Rs.
99	107	294	624	14,99,035	15,03,252	2,002	39,24,716
2	1	2	12	88,150	87,384	72	93,867
8	5	3	101	2,62,412	79,346	27	65,377
39	21	17	262	33,479	1,07,934	93	1,94,366
118	24	200	633	9,34,485	91,683	365	5,59,392
486	76	139	2,106	38,25,405	11,03,331	749	12,87,443
3	52	3	45	65,599	1,03,396	27	42,145
755	286	658	3,783	72,45,251	30,76,326	3,335	61,87,306
235	65	220	869	16,85,135	6,59,698	776	14,51,737
224	126	298	1,710	32,81,511	12,50,688	1,535	27,39,549
111	29	40	433	9,27,755	4,01,722	316	6,45,244
122	49	71	519	9,60,814	5,75,495	533	9,82,919
63	17	28	202	4,10,036	1,88,723	174	3,47,867
755	286	658	3,783	72,45,251	30,76,326	3,335	61,87,306
38	62	55	473	2,45,482	1,36,952	246	1,20,112
1	...	...	3	2,326	...	4	4,031
4	4	17	41	9,899	8,705	42	8,871
43	66	72	517	2,57,507	1,45,657	292	1,33,014
14	12	16	1,110	12,29,410	70,324	134	1,80,262
272	172	366	1,394	21,46,551	13,78,391	1,612	21,26,302
59	5	75	100	3,91,221	5,05,327	376	6,31,368
58	42	137	306	4,12,093	2,81,080	465	6,55,312
169	137	148	2,073	25,20,059	6,55,663	887	9,96,118
...	...	2	25	52,588	36,645	18	21,566
286	184	382	2,504	33,75,961	14,48,715	1,746	23,06,564
...	...	...	...	36,11,665	25,79,315	...	28,84,292

Motor cars (including taxi cabs):—

From United Kingdom

" France

" Italy

" Canada

" United States of America

" Other Countries

TOTAL ...

Share of Bengal

" Bombay

" 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 motor omnibuses, etc.:—

From United Kingdom

" Canada

" United States of America

" Other Countries

TOTAL ...

Parts and accessories (excluding rubber tyres).

From United Kingdom

" United States of America

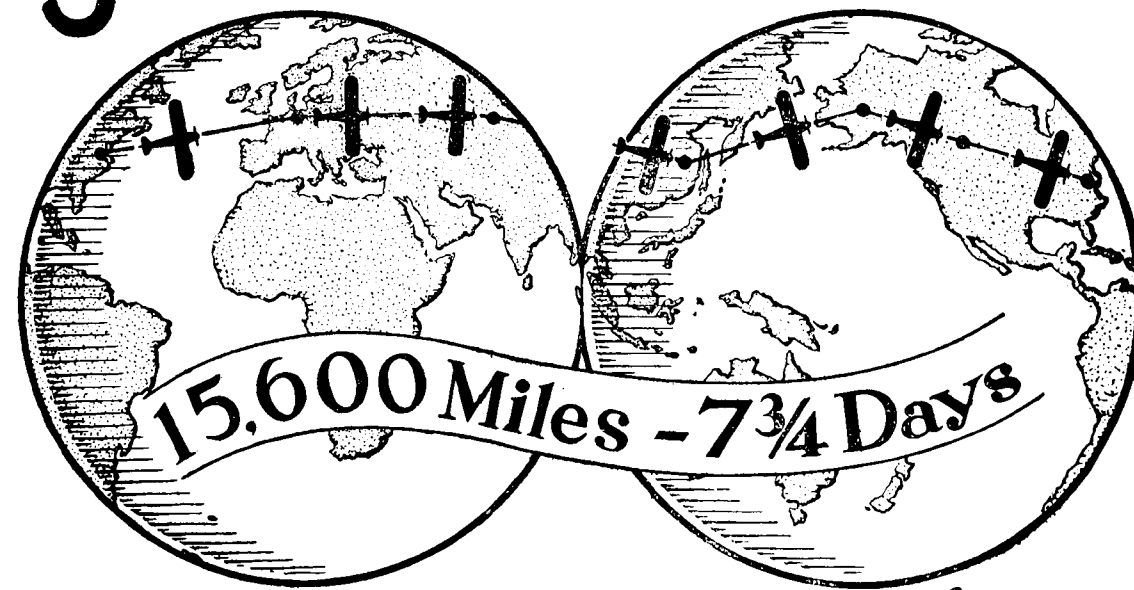
" Other Countries

TOTAL ...

Extracted from the Government "Blue Book" by The Motor Manufacturers & Importers Association, Ltd., Fort, Bombay.

FORD, RHODES & PARKS, Secretaries.

JUST ONE MORE TEST...



— AND *WHAT* A TEST!

WILEY POST, roaring across the Atlantic—across Europe—across Asia—across the Bering Sea—across North America—staked his life (and his record) on the best oil he knew—



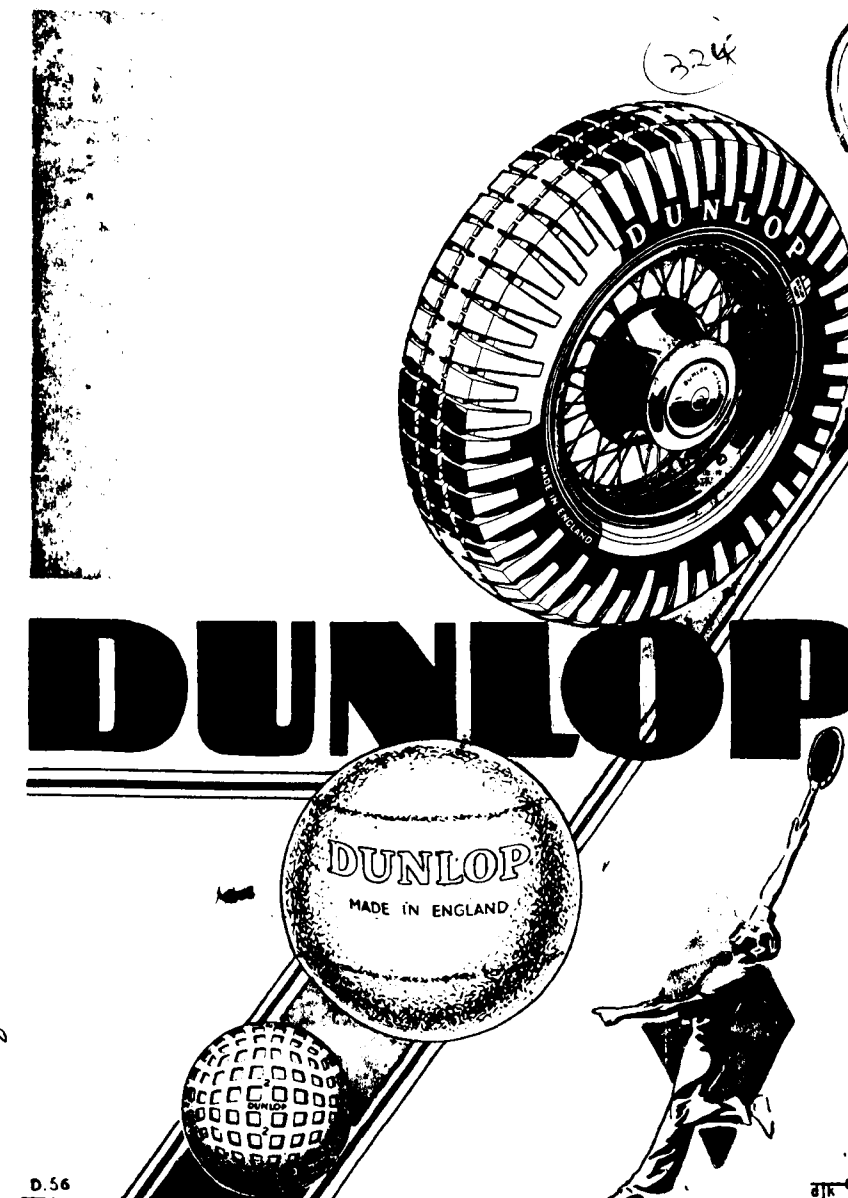
Mobiloil

SOCONY - VACUUM CORPORATION

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WE APOLOGISE AND EXPLAIN

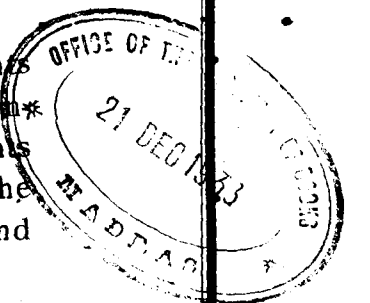
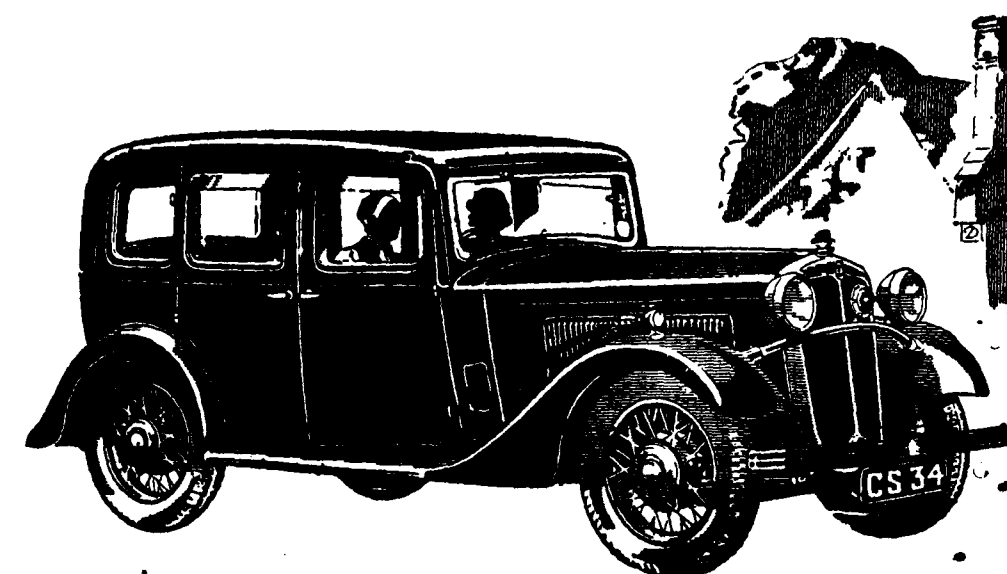
WE express our sincere regrets to a number of our clients who have had to wait for deliveries of New Models. Unfortunately for them, and, for Distributors everywhere shipments of the New Models have been later than anticipated. But the reason is to the ultimate benefit of all future owners and ourselves.

Sir William Morris, and his Directors, decided some months ago that these New Models should be, in all respects, "better than ever"—in appearance, performance, finish, and, value for money. They decided to build them to even stricter engineering limits than hitherto, and to be certain that every car turned out would be as perfect as scientific and engineering skill could produce.

That their policy is completely justified, is apparent when the New Models are seen and ridden in. Large shipments of these wonderful new cars are now arriving.

ADDISON & CO., LTD.

MADRAS AND BRANCHES.



THE SOUTH INDIA
**MOTOR
OWNER**

SALES AND SERVICE GUIDE

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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CALICUT—The English & Scottish Joint Co-operative Wholesale Society, Ltd.
MADRAS—Byramshaw & Co., Ltd.

Cadillac Cars.

MADRAS—Byramshaw & Co., Ltd.

Chevrolet Cars and Trucks.

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SALEM—P. N. Subba Rao, Sri Lakshmi Narasimha Motor Stores.

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TRICHINOPOLY—The Trichinopoly Motor Sales and Service.

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MADRAS—Simpson & Co., Ltd.
OOTACAMUND—Simpson & Co., Ltd.

Continental Cars (Beacon, Flyer & Ace).

MADRAS—Rajagopal Motors, Ltd.

De Soto Cars.

MADRAS (and Branches)—Addison & Co., Ltd.

Dodge Cars and Trucks.

MADRAS (and Branches)—Addison & Co., Ltd.

Essex Cars.

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MADRAS (and Branches)—Fiat Motors E. I. Agency.

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Official Organ of the Automobile Association of Southern India
in The Madras Presidency.

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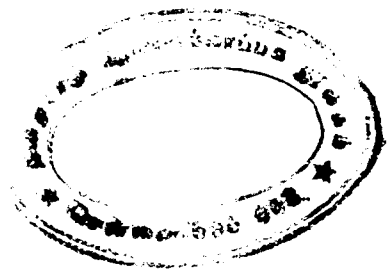
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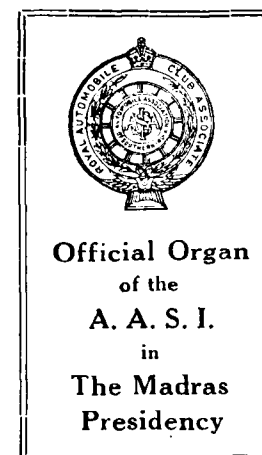
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Vol. V, No. 12

December, 1933

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THE YEAR'S PROGRESS.

PROSPERITY and progress are always relative. When two cars pass one another in opposite directions the occupants get an impression of increased speed; when passing and overtaking in the same direction the occupants experience a sensation of reduced velocity. The reason is obvious: the basis of comparison in both instances has been deceptive.

So it is when industrial and commercial progress is reviewed, since the bases of comparison frequently vary. Conditions throughout the world are always undergoing changes, thus making it extremely difficult to judge India's progress during the past year as regards road transport amenities. Should this progress have a standard of comparison based on internal or external factors? This is the question.

The commanding lead of the railways has undoubtedly induced Government to neglect the vast possibilities of road transport, but occasional references here and there tend to show that the subject has thrust itself upon railway notice—a state of affairs which tends towards the suggestion that road transport

has progressed to such an extent as to awaken interest in the railway mind.

Unchallenged superiority breeds neglect, and a moment's consideration is sufficient to show that it is not possible to maintain it when other interests begin to devote their brains and energy to acquire a place on the hitherto undisputed field. As a nation, India is entering a new era; the average standard of comfort has risen immensely during the past few years; the primitive and 'serves-its-purpose' is no longer good enough; but manifest to all clear-thinking people is the fact that in industry and commerce, as in politics, co-ordination is the obvious line of progress. Self-complacency has folded the

Indian business fabric within itself for a longer time than new India with honesty cares to remember and no relief is to be found in returning to the 'good-enough' articles which served in the days of our great-great grandfathers.

A few far-sighted business men have shown that industry and commerce as well as the public services of this country can be

TO ALL OUR
READERS

A

Merry Christmas

and a Happy

New Year

successful even judged by the most exacting Western standards—and this at a time when the world is in the trough of depression. Success has undoubtedly followed intelligent co-ordination of the lessons to be learnt from a study of world business, and not from a narrow policy of 'national' self-containment. As industry can produce goods which can be compared both in price and quality with the world's products, it is surprising to find India's transport facilities in such an elementary stage of development.

Without disparagement of village industry we would point to the obsolete machine as a salutary object lesson for Indian industry. Once the finest of its kind, it now barely pays its way; and it is not replaced because its owners have neither the faith nor the courage to do so despite the fact that they know its continued use spells ultimate disaster.

So it is with Indian transport to-day. Much of the service provided by road and rail is obsolescent, and at all costs the nation or private enterprise must instal a modern

system fully equal to modern needs and, further more, shaped according to the best practice in the world. The pride which apes humility has been no good advertisement for India during the troublous year now coming to a close. Emerson's advice was 'hitch your wagon to a star' and whilst we cannot recommend such a procedure to our more literal-minded readers as a practical transport proposition, we would nevertheless advance it as a precept upon which India's transport problems could well be based.

The most enlightened legislation, the soundest finance, the most efficient merchanting, the most modern and economical methods of production, and the loyal co-operation of all concerned are the principal essentials of the machine which India has now for the first time the opportunity and the privilege to create. It is not for a moment suggested that industry and commerce have an easy path before them. Trade depression and other contributory factors add to the difficulty, but with faith and courage India can re-organise her commercial life in such a fashion as should augur well for the future.

CHRISTMAS TOURING.

Have you Planned your Tour?

If not, you will want a Map to do so;

if you have, you will want a Map on the road.

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SECRETARY, A.A.S.I., 1/18, MOUNT ROAD.

NOTES AND NEWS FOR A.A.S.I. MEMBERS.

Committee's Activities.

THE Committee assembled for its usual monthly meeting on 10th November, 1933, and got through a heavy agenda of 23 items, including some important ones which are dealt with in detail later. One routine, but very gratifying item was the election of 26 new members, this being the highest number of members joining the Association in any one month since 1930. It is hoped that this is only a forerunner of still better months to come.

Issue of International Customs Documents.

The Committee decided to accept the terms of a "blanket" agreement put forward by the A.A., London, under which the A.A.S.I. will shortly be able to issue to its members, Carnets de passages en douanes and triptyques, which will materially simplify the passage of their motor vehicles through the Customs formalities of practically every Continental Country, and a number of American and African Countries. To still further facilitate the issue of this type of document, application has been made for admission of the Automobile Association of Southern India to the Alliance Internationale de Tourisme (A.T.T.).

Madras Motor Vehicles Taxation.

A letter has been received from the Madras Government Secretariat intimating that, while Government does not consider it necessary to display at public offices, police stations, etc., etc., for perusal by the public, copies of notifications dealing with changes in M. V. Taxation law, arrangements will be made to supply additional copies of such notifications to Licensing Officers for issue to motor-owners at the time of the issue of licences.

The A.A.S.I. Committee is not satisfied that the proposed measure will effectively meet the requirements of the motoring public, since notifications that are of most importance to the motoring public, usually deal with the issue of licences; and unless their effect is known and realised before a licence is applied for, the unfortunate motor-owner will most probably receive a summons for not complying with the new rule before he gets a copy of the notification.

Further, the A.A.S.I. Committee is of opinion that notification of changes in motor vehicle law generally, by publication in the *Fort St. George Gazette*, does not provide the wide publicity to which the motoring public are entitled; and have asked Government to reconsider their decision.

Motor Vehicle Traffic Signals.

As intimated in the November issue of this Journal, the Commissioner of Police has recently informed the motoring public that failure on the part of motor drivers to give correctly the signals laid down in Section 26 of the Madras M. V. Rules, would be regarded as an offence under the Motor Vehicles Act, and dealt with in the same manner as other motoring offences.

While in full agreement with the Commissioner of Police as to the necessity for giving the prescribed traffic signals in the correct manner and at the proper time, the Committee of the A.A.S.I. do not agree that certain of the prescribed signals are necessary and have informed the Commissioner accordingly in the hope that Rule 26 will be duly amended.

The signals which are considered unnecessary are—

(a) "I am turning left" [Rule 26 (b)].

THE
A.A.S.I.
COMMITTEE
WISHES ALL MEMBERS
A
Happy Christmas
and a Prosperous
New Year.

(ii)]. This signal is considered both unnecessary and misleading;

Unnecessary, because a driver complying with Rule 26 (b) and keeping close to the corner, requires no signal from a traffic control to enable him to safely make a left hand turn;

Misleading, because a following driver can only see the first motion of the signal and may reasonably construe it to mean that the driver giving the signal is going to turn to the right.

(b) *Invariably sounding the horn when making a turn* [Rule 26 (b) (iv)]. It is only on rare occasions that the sounding of the horn is necessary when making a turn, and having in view the fact that "unnecessary use of the horn" is a definite offence under Rule 18, also that reliance on the horn as a means of clearing the road should be definitely discouraged, the Committee has recommended that Rule 26 (b) (iv) should be either expunged or amended to read "If necessary when making a turn, sound his horn."

It is understood that the Commissioner of Police supports the recommendations of the A.A.S.I. Committee, and that the law may shortly be amended accordingly.

However, motor drivers must realise that, until the law is changed, the signal for turning left and sounding of the horn when making a turn, are still necessary, though it is probable that serious notice will not be taken of failure to make these particular signals.

Police Traffic Signals.

While on the subject of Traffic Signals, it is interesting to note that the Commissioner is not alone in his effort to improve traffic signals. Several motorists have been moved by the Commissioner's recent ultimatum to suggest that he might also "set his own house in order," and take steps to improve the method of giving signals by traffic control officers. That there is reason for this suggestion few city motorists will deny, for frequently one sees a traffic control move his arms in a listless manner which might mean anything to an approaching driver. Only this evening the writer was approaching an important cross road at a time when traffic was slack, but when

there were four motor cars approaching the traffic control one from each direction. All four vehicles halted, the drivers all being in doubt as to what the traffic control's signal implied. Had the constable not been present, all four vehicles could have made the crossing safely without halting.

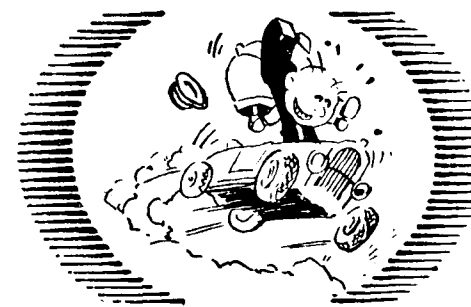
Another point to which traffic controls might pay greater attention is the distance of converging vehicles from a road junction. How often does one see a vehicle brought up, all standing, when within a few feet of a traffic control, in order to make way for another vehicle fifty or sixty yards distant, which would not have been inconvenienced in any way had the first vehicle been allowed to proceed.

Many motorists have been heard to suggest that traffic controls are unnecessary at many points in the City. The Commissioner of Police is undoubtedly the best judge on this score, but allowing that every traffic control is necessary, it is essential that he should be competent to control traffic and not only know the prescribed signals, but know when to make them and invariably make them correctly.

Motor Vehicle Taxation vis-a-vis Reciprocity.

While considering an indignant protest from a motussil member against the iniquity of requiring a motorist to pay a full quarter's M.V. Tax for the privilege of motoring along about 20 miles of road, even though there is a prospect of (some day) obtaining a refund of three-fifths of the tax paid, a member of the A.A.S.I. Committee raised a point which, it seems, had hitherto been lost sight of, i.e., the situation as regards Motor Vehicles Taxation under the new Constitution. It is universally admitted that the motor owner, as a class, furnishes more than a normal contribution to the revenues of the country, Central, Provincial and Local; but up to the present one has not read any report of the proceedings of the Parliamentary Select Committee in which the question of Motor Vehicles Taxation has been mentioned. In fact, it would seem that as regards motor vehicle taxation it is being taken for granted that India, as a whole, is satisfied and that in this connection no "safeguard" is necessary.

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Preserve your car and your temper by fitting Airwheel Tyres. The cost is quite small and the change-over quite simple.



GOOD YEAR

AIRWHEEL TYRES

One can be very confident that no motor owner who uses his vehicle for the purpose for which it is obviously intended, *i.e.*, long distance touring, is satisfied with the chaotic state that at present exists with regard to Motor Vehicles Taxation in India, owing to lack of co-ordination by the Central Government, and refusal to whole-heartedly reciprocate by the Governments of Provinces and States.

It may be mentioned that the A.A.S.I. Committee are taking steps which, it is confidently hoped, will result in the subject of Motor Vehicles Taxation and the necessity for its standardisation throughout India in principles if not in rates will receive a due measure of consideration before it is too late.

Standardisation of Motor Vehicles Rules and Taxation Laws throughout India is as essential to the development of mechanical road transport, as is standardisation of Railway Law to the development of railways, and it behoves every motor vehicle owner to raise his voice now to demand such standardisation in order to procure unhampered circulation of motor vehicles and that much vaunted national privilege—"The freedom of the roads" for motorists as well as for pedestrians and other road users.

Road Information.

The North-East Monsoon having apparently, neglected Southern India this year, road conditions generally are better than one usually expects them to be at this season. One or two "freshes" have occurred in the unbridged rivers which cross the great Northern Trunk Road between Nellore and Guntur, but they were all normal at the time of writing. The same remark applies to the Madras-Calicut and Madras-Bangalore Trunk Roads and to the Southern Trunk Road as far south as Virudunagar—southward from Virudunagar heavy rains during the latter half of November had caused considerable damage to the trunk road, including a bridge near Sattur, and to a number of minor roads in the vicinity. However, by 30th November all road breaches had been closed and reopened to traffic, although they will remain soft and liable to become heavy going during wet weather until the fillings consolidate and are metalled. The bridge near Sattur will

be out of commission for some time, but a diversion road has been laid and motors can cross without difficulty so long as the water-level remains low.

Touring.

During November, in spite of the fact that normal weather conditions are unfavourable for touring, thirty-eight itineraries covering upward of 27,000 miles were issued to members, while a number of telegraphic enquiries as to the state of river crossings were replied to by telegraph.

Three cars were landed and cleared through Customs for members who have expressed their satisfaction with the Customs Assessment obtained. Of these three cars, one was sent by road to the owner at Parvatipuram; one awaited the owner on his arrival at Egmore Station from Home *via* Colombo, and one was driven away from Tuticorin by its owner on the day of the ship's arrival.

Two cars were shipped from Madras; one meeting its owner at Howrah (Calcutta) on her arrival by train, the other meeting its owner at Colombo.

It may be mentioned that the A.A.S.I. undertook the arranging of all details in connection with the landing or shipping of the above cars. All the owners did was to make over the car (or the shipping documents) to the A.A.S.I. and say when and where they next wished to use the car. In one case the owner got a pleasant surprise when he found his own car standing at the arrival platform as his train steamed into the Station; he had not informed the A.A.S.I. as to when and by what route he was arriving in India.

Transport of Cars by Rail.

Although the average motorist is most averse to moving his car by rail, it is frequently unavoidable; so, it is necessary for motoring organisations to keep an eye on the facilities afforded by railways for the transport of motor vehicles.

During the month the campaign against the railway regulation which requires the emptying of the complete fuel system (tank, vacuum tank, carburettor and pipes) has been continued. The Chief Inspector of

Explosives and The Railway Conference Association have been addressed on the subject, and a decision should soon be forthcoming.

One Railway Administration having expressed an opinion that the loading of modern large size motor cars was not possible unless special "dead-end" loading ramps were available, a demonstration was staged and two large cars successfully side-loaded into two drop-sided trucks of different types. It is hoped that the result will be the opening of booking of motor cars between practically all stations, instead of, as at present, between a few special stations (usually junction stations).

The importance of this facility during flood seasons in unbridged rivers will, no doubt, be much appreciated by touring motorists.

Road-Signs.

Evidence of the inadequacy of road-signs, particularly directional signs, in South India continue to come to hand; and it is most gratifying to be able to say that road maintaining authorities, District Board Presidents and Engineers, etc., are most helpful in remedying any defects brought to notice by the A.A.S.I. Touring members are earnestly reequested to help in improving the signposting of our roads, by bringing to the notice of the Secretary, A.A.S.I., any points where additional signposts appear necessary.

Repair Workshops.

The A.A.S.I. is endeavouring to compile a list of reliable motor repair shops in mofussil towns and villages, with a view to mentioning them in touring itineraries. Every motorist who has toured to any extent will appreciate the usefulness of information as to the name and address of the nearest motor repair shop and the way to reach it; also as to the quality of the work it can produce.

The A.A.S.I. Committee appeals to all mofussil members to render assistance in the compilation of this list, by sending the names and addresses of any mofussil motor repair shops which have already, or may hereafter come to his notice.

Road Sense.

It is gratifying to note that, at last, Government has taken upon itself the

responsibility for instructing the rising generation as to the part they should play in the worldwide movement for the reduction of street accidents, and has issued a pamphlet on this subject for use in educational establishment throughout the Presidency. The pamphlet deals mainly with the conduct of pedestrians and cyclists, and should form the foundation of some very sound lessons, the result of which will become apparent as time passes, and the number of motor vehicles increases.

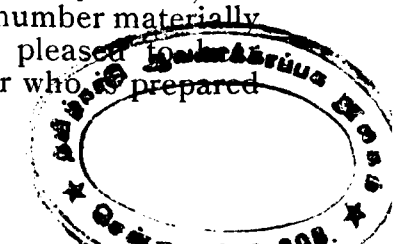
But what of the grown-ups? Granted, accident statistics of Western Countries show that the number of adults pedestrians and cyclists who sustain injury in street accidents is small when compared with children, but there is a wide difference between traffic conditions in Western Countries and those prevailing in India. The West has no counterpart of the bullockcart, the jutka, the rickshaw, or the handcart, all of which are controlled by men of a comparatively low standard of intelligence and practically no education, and all of which present a very grave menace to fast-moving traffic. Nor has the West the same lack of footpaths that is so noticeable in India.

Surely a Government that can organise almost universal instruction in such a subject as "Public Health," which has for its sole object the preservation of human life, can also organise instruction in "Road Sense" the object of which is practically synonymous.

Honorary District Representatives.

Mr. R. G. Ubhaya, of "Sita Sadan," Ullal P.O., South Kanara, has very kindly undertaken the duties of honorary district representative in South Kanara District.

While on this subject it is desired to bring to notice the fact that the success of any motoring organisation depends to a great extent on the efforts of those enthusiastic members who so generously spare a portion of their leisure hours in order to help brother-motorists by keeping the Association informed as to local road conditions, etc. At the present time the A.A.S.I. has twenty-six honorary district representatives, (vide the inside of the front cover of this Journal.) It is desired to increase this number materially and the Secretary will be pleased to accept from any mofussil member who is prepared



to act as honorary representative in his own home-town and the neighbourhood.

Patrons and Vice-Patrons.

The Committee of the A.A.S.I. is very pleased to be able to announce that the list of Patrons and Vice-Patrons has been augmented by the inclusion of His Highness the Maharajah of Travancore, who has kindly consented to become a Patron; and The Hon'ble Sir Muhammed Usman, K.C.I.E., etc. who has kindly consented to be a Vice-Patron.

Touring Map of Southern India.

Motorists are again reminded of the new Touring Map of Southern India which the A.A.S.I. has recently placed on the market. The map is in three colours, on a scale of 16 miles to 1 inch and is corrected up to 1st August, 1933. It covers the whole of the Madras Presidency and a portion of Bombay Presidency and H.E.H. The Nizam's Dominions. It can be obtained from the Secretary, Automobile Association of Southern India or from Higginbothams folded into book form at Rs. 4 per copy on linen and Rs. 2-12-0 on paper (postage extra).

Subscriptions.

It is with much regret that the Committee have to inform members that the Imperial Bank of India (with whom the Association deals) has decided to levy commission on all cheques drawn on banks other than those who are members of the Madras Clearing House, and that, in consequence they must request members to add this commission to the value of their cheques for subscriptions, motor vehicles taxes, and other transactions in future. The commission is one quarter per cent. with a minimum of annas four on any one cheque.

Membership.

During the month of November, 26 new members were elected (*vide* list published elsewhere) while the names of five members were removed from the register for various reasons.

On 1st November, 1933, the total number of members on the books were 915, of whom 92 were motorcycle or non-owner members.

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List of Members elected on 10th November, 1933.

- | | |
|---|--|
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| 2. Mr. Justice D. C. Reilly. | Madras Club, Madras. |
| 3. V. D. Chari, Esq. | 2/64, North Tank Square, Triplicane, Madras. |
| 4. Dr. C. P. Ramakrishnan | Medical College, Madras. |
| 5. S. Gangadharam Chetty | 118, Audiappenecken Street, G.T., Madras. |
| 6. J. N. Day, Esq. | Harbour Master, Vizagapatam. |
| 7. F. Girsperger, Esq. | C/o Volkart Bros., Madras. |
| 8. B. Chakranerayan, Esq. | East Street, Poona. |
| 9. C. I. Casey, Esq. | West End Hotel, Bangalore. |
| 10. L. S. Knox, Esq. | Lockhart Estate, Devicolam. |
| 11. Minocher M. Katrak | C/o Roads Department, Burma Shell, Esplanade, Madras. |
| 12. Shapurji M. Tata | Tata Mansion, Cumbala Hill, Bombay. |
| 13. Lieut.-Col. N. K. Bal | District Medical Officer, Salem. |
| 14. The Hon. Mr. Justice Venkatasubba Rao | Spur Tank House, Spur Tank Road, Egmore, Madras. |
| 15. R. G. Ubhaya, Esq. | "Sita Sedan," Ullal P.O., South Kanara, S. I. Railway. |
| 16. S. P. Rourke, Esq. | Murugalli Estate, Hardypet P.O., Pollachi. |
| 17. L. H. Ley, Esq. | Jacob Motor Works, Kodakanal. |
| 18. S. G. Srinivasa Acharya, Esq. | 85, Lloyd's Road, Royapettah, Madras. |
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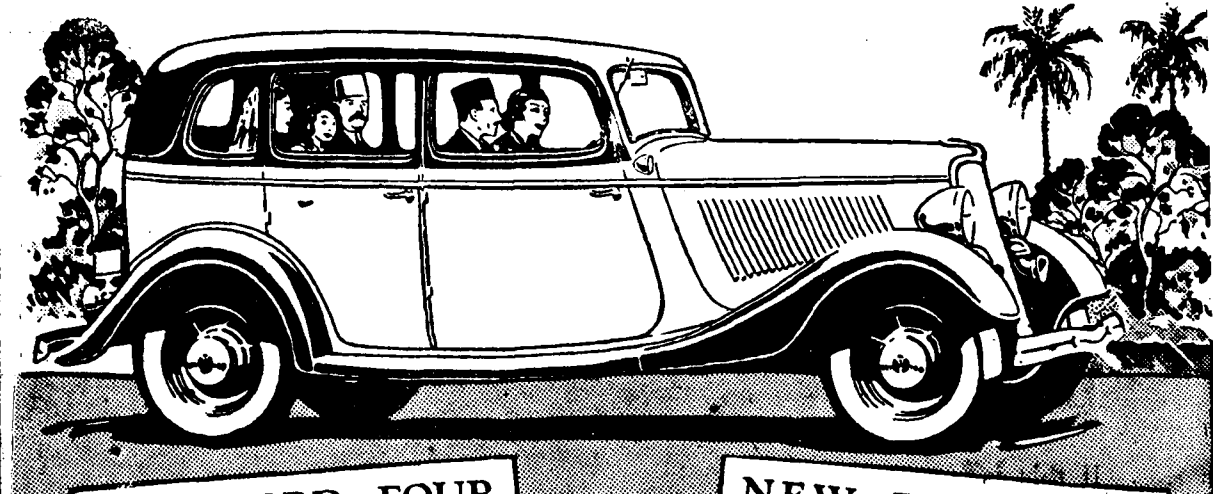
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A Letter to the Editor.

DEAR SIR,

May I please crave space in your widely read columns, to air a grievance which, I am sure, is in the mind of practically every motor car owner in India to-day. It is on the vexed subject of Motor Vehicles Taxation and the effect which the haphazard, methods of extracting revenue from motor vehicle owners, is having on the economic life of the country generally.

We are all aware of the conversations that were held recently in Simla, by the members of the Road-Rail Conference, but I fear that very few can see that these conversations have led anywhere. One point, at least, has not yet been made clear, and that is the policy of the Government as regards motor traffic generally. It would seem that Government has not yet decided the burning question "To be—or Not to be." Is Government going to foster the Automobile movement or does it intend to cramp its growth, or even stamp it out entirely. Surely a pronouncement on this important point is an urgent necessity. It should not be left for the public at large to draw its own conclusions and base its future plans accordingly.

We hear from one side that the Automobile has come to stay; that its advent opened out wide opportunities for developing the wealth of the country, and that its growth should be fostered. From another side we hear that the railways are a national asset and are equally important in the economical life of the country. From still another quarter we hear that Automobiles are slowly but surely crippling the railways, so much so that motor traffic must be controlled.

Admitting that there is a sound foundation for each of these points of view, one cannot but regard the combined action of the Central and Local Governments as a co-ordinated effort to stamp out, or at least stunt the growth of the Automobile movement. If this is not the case why the high incidence of motor vehicle taxation? *Import duties* up to 37½ per cent. on cars, 27½ per cent. on lorries; 27½ per cent. on tyres, 27½ per cent. on accessories. *Excise Duty on Petrol* at almost 50 per cent.

This by the Central Government.

Then Local and State Governments come in with varying rates of taxation under varying conditions and with no co-ordination or reciprocity.

Local Boards and Councils too, must have their "pound of flesh" and levy exorbitant fees for licensing buses and lorries—thereby striking, not at the motor vehicle owner but at the motor vehicle user; and finally there are *Tolls*, a most uneconomical form of taxation.

I have made no mention of Motor Vehicles Registration Fees, and Motor Driving Licence Fees, which again vary from Province to Province

and State to State, but from these alone a considerable revenue is obtained.

And where does it all go??

Certainly the motor vehicle owner reaps very little benefit from it. A portion (a very small portion) of it goes on the construction and maintenance of roads; but roads are not peculiar to motor vehicles. Roads existed long before the advent of motor vehicles, and will no doubt continue to be a necessity longer after the travelling public have taken to the air just as they remained a necessity after the construction of railways.

Why then expect the motor owner as a class to meet the whole cost; which seems to be the policy of the Government of to-day.

However, the trouble does not end with the high incidence of taxation. It is very much accentuated by the lack of co-ordination and lack of reciprocity between the various Provinces and States, a lack that the central Government can and should enact measures to avoid.

For instance: Why should it be necessary for a private motor owner proceeding on a business tour from Bombay to various places in Southern India—many of them not served by the railway, to pay in addition to the high rate of Registration Fee and Driving Licence Fee prevailing in Bombay Presi-

<i>In Bombay.</i>	—Municipal Tax and a Toll every ten miles.
<i>In Mysore State</i>	—A Toll about every 25 miles.
<i>In Coorg</i>	—A Provincial Tax for a Quarter.
<i>In Madras</i>	—A Provincial Tax for a Quarter.
<i>In Pondicherry</i>	—Tolls.
<i>In Cochin State</i>	— "
<i>In Travancore State</i>	— "
<i>In Pudukottai State</i>	— "

And this under the present constitution!!! One can imagine what will be the state of affairs when Provincial Autonomy becomes an established fact.

Surely it is high time that the Central Government took the matter in hand and evolved some uniform motor vehicle taxation law to guide and control the Governments of the Provinces and States, while leaving those Governments to fix their own rates (within specified limits) at figures suitable to meet local conditions. It has been done in the case of Motor Vehicle Law—Why cannot it be done in the case of Motor Vehicle Taxation Law. If this were done the motor owner, usually a meek and law-abiding citizen, would know just where he stood; instead of, as at present, frequently being afraid to use his vehicle in case he infringes some obscure law or other of a neighbouring Province or State.

(Continued on page 365.)

A ONE-DAY PICNIC TOUR

From MADRAS to THANDIPANDAL.

THANDIPANDAL is situated at the northern end of the range of hills, known as Kambakamdrug, in the north-west corner of Chingleput District, near the road from Tada to Kalahasti.

There is a forest hut at Thandipandal (a rough shanty of bamboo with a thatched roof and raised hard mud floor) with a rough shed to house a car and some rough out offices, all in a small clearing of the dense forest. There is no village within six miles and no supplies or servant available.

Quite close to the forest "bungalow" is a bathing ghāt much frequented by Hindus of the neighbourhood. The "ghāt" is a pleasant pool of clear water running between fairly high, thickly wooded banks.

While it is doubtful whether the picnic party will see anything of the wild life of the Kambakam Forest Area, owing to the dense jungle growth which surrounds the clearing at Thandipandal, it may be taken for granted that there are panthers and bears, as well as deer and wild pigs not far away. Those who wish to see more of the jungle might continue the journey on foot to Kambakamdrug by a jungle path which zig-zags up to the plateau, 2,540 feet above sea-level, from where a wonderful view of the surrounding country, and of the coastline nearly thirty miles distant, can be obtained.



FOREST HUT AT THANDIPANDAL.

Thandipandal can be reached from Madras City by four different but converging routes; three of them from the Madras-Nellore Road and one from the Madras-Bangalore Road.

The route recently taken by the writer, which furnished a very pleasant circular tour of approximately 135 miles, mostly through well wooded country and over fairly good roads with occasional water splashes, is described below.

Leaving Madras by Mount Road, over the Marmalong Bridge, past Guindy Railway Station to the point near the seventh milestone where the Villupuram and Poonamallee Roads bifurcate. Thence by the road to Poonamallee which turns to the right near the foot of the Mount, and through Poonamallee to the road junction (right) in the 15th mile of the Madras-Bangalore Road signposted "To Tiruvallur." The distance to this point is approximately 18 miles by the route indicated and the road

uniformly good, which the more direct most definitely is not.

The route now follows the Tiruvallur Road, which is good and bad in patches, across the Coom Causeway and the railway near Tiruvallur Railway Station to Tiruvallur (33 miles).

After entering Tiruvallur, turn left round the end of the Tank, right round the high temple wall, and then left through the main street of the town. A furlong or so beyond the outskirts of the town, turn right on to the road signposted "To Uttukottai."

This is a laterite road, usually in very fair condition, winding somewhat over downy country with here and there small unbridged water channels which must be taken slowly to avoid nasty jolts. The Kortalaayar River is crossed by a paved causeway in the 34th mile, there being about 12 inches of water over the Southern end of the causeway on 22—11—33.

At the 43/4 furlong of this road a branch to the left leads up to a pleasant little P.W.D. Bungalow which might be used as a halfway halting-place, although the caretaker usually asks for a permit to use the bungalow.

The Arani River is crossed by a stone causeway in the 44th mile of this road (dry on 22—11—33) and immediately after leaving the causeway a turn to the right is taken (the road straight

on goes to Puttur) and Uttukottai cross road reached in the 48th mile from Madras.

The road to be followed now goes straight across the road junction, and is signposted "To Sattayavedu," the milestones being numbered from Madras as before. The road, which is still of laterite, though not in such good condition as the Tiruvallur-Uttukottai Section, is quite motorable. It is more winding than that section however, and the small water channels are more frequent; some actually contained water. To the left of the road are seen the hilly Reserve Forests of Uttukottai and Sattayavedu while further north stands out the frowning height of Kambakamdrug, for the northern extremity of which we are making. There are some five nasty bends in this section where caution is necessary.

Near the 52nd milestone (56 by this route from Madras) the fairly wide stoney bed of a jungle

stream is crossed (dry on 22—11—33) and 2½ miles further on the village of Sattyavedu is entered with a left hand turn, 58½ miles from Madras. From this village a road takes off to the right to Kaveripettai (14 miles) on the Madras-Nellore Trunk Road. This might be noted as a possible alternative route by which to return to Madras.

From Sattyavedu continue straight on Northward, on the road signposted "To Tada" from which place the milestones are now numbered. The road is still of laterite, but this section is somewhat bumpy and again intersected by numerous small water cuts. In Palakuppam village (milestone 12·7) the road bends left and then turns sharp right; at milestone 5·4 there is a "T" road junction, the road to Tada turning right and that to Thandipandal left. Two furlongs from this road junction a fairly wide stream with about eight inches of water was crossed without difficulty. A couple of furlongs further on is Kadur village. At milestone 6·4 the dry bed of the Kalar River was crossed by a paved causeway, and at mile 7·4 (from Tada) the village of Varayadapaliayam entered here, at a "T" road junction is a large stone with the figures 21. Here turn right and approach another river bed cautiously as the original roadway has been washed away and it is now crossed in a diagonal direction through sand, though without difficulty.

Across this river the track joins the forest road, which though narrow and crossed by a few deep water cuts, is quite motorable to its terminus at the Thandipandal clearing, six miles from Varayadapaliayam and a total of 80 miles from Madras.

It will be most advisable to commence the return journey at an hour which will ensure that the party is back at the Kadur road junction before dark, as the forest road will be somewhat difficult to follow in the dark and there is risk of running into large stones and trees on the borders of the narrow road; also it is preferable to cross the river beds in daylight.

The route suggested for the return journey is either *via* Tada, 13½ miles from Thandipandal and 41½ from Madras by the Trunk Road, or *via* Sattyavedu and Kaveripettai, 35½ miles from Thandipandal and 23½ miles from Madras by the Trunk Road.

The route *via* Tada follows the outward route past Varayadapaliayam and Kadur villages to the road junction half-a-mile beyond the latter; instead

of turning right on to the road to Sattyavedu, keep straight on to Tada. This road is very rough, and crosses a couple of small river beds (both containing about ten inches of water on 22—11—33), but is quite motorable and not difficult to follow, though cautious driving is necessary.

From Tada the Nellore-Madras Road is followed by a turn to the right. No difficulty will be experienced in following the trunk road back to Madras although two level crossings in miles 27 and 26 should be approached with caution as they will most probably be closed and are approached by somewhat acute bends in the road. The road is under repair in places (22—11—33) and elsewhere very bumpy.

The approach to Madras from the Nellore Road may be found somewhat confusing, so the following notes are given for what they are worth:

At mile 11·1 from Madras the Spillway of the Red Hills lake is crossed, and in mile 5·3 a road takes off to the right leading direct to Perambur. About half-a-mile further on, in mile 3·6, a road takes off to the right, follows the bank of the Vyasaraudi Tank for about three furlongs beyond the village of that name and then turns left to the Perambur Barracks Road past the Mills, and on by Ritherdon Road to Poonamallee High Road.

If the main road is followed beyond these

two junctions it passes under two railway bridges and comes dead up against a fence with a railway bridge on either hand and Basin Bridge Station beyond the fence.

By turning over the right hand bridge and then left one will reach, by a somewhat difficult road, Rundall's Road and Poonamallee High Road *via* Chullai.

The bridge to the left is a better proposition; after crossing it, turn to the right into Wall Tax Road which ends near Central Station, opposite the General Hospital.

If the turn into Wall Tax Road is not taken the road carries straight on through the city past Royapuram Station to the North Beach Road, near the North Wall of the Harbour; with a risk of getting on to the road to Ennore if care is not taken to avoid crossing the railway to the left near Washermanpet Railway Station.

Generally speaking, the round trip described in this Article will involve a total of about 135 miles and can be accomplished quite easily in one day.

(Continued on page 365.)



THE BATHING POOL AT THANDIPANDAL.

—TECHNICALITIES—

Ford's 1934 Programme.

FORDS are going ahead in a remarkable fashion. In their first year's trading with the new models they have created many fresh records. During the past 12 months the export of Ford cars from Dagenham, Essex, accounted for one-third of the total motor exports to Overseas countries.

In the Home market, Ford Company claim to have placed on the English roads in their first year of entering the small car market, more small cars (8-h.p. models) during the year ended September 30, 1933, than any other manufacturer has ever done in one year.

The 1934 eight-horse-power model remains priced from £120. Many improvements have been incorporated. Amongst them are the following:—

- (a) Improved Cruiser Type Radiator Shell.
 - (b) New design Mudguards.
 - (c) Central Windscreen Control.
 - (d) Greatly improved Head Lamps.
 - (e) Redesigned Steering Wheel and connections.
 - (f) Improved Upholstery.
 - (g) Redesigned Bumpers of better appearance.
 - (h) Dash of the latest design. Instruments grouped immediately in front of driving wheel, with a compartment for gloves opposite the front passenger's seat.
 - (i) Foot-operated Dimmer Switch.
 - (j) Improved Braking System.
 - (k) Increased Interior Widths.
- In the Saloon-de-Luxe, in addition, there are—
- (a) Luggage Carrier.
 - (b) Metal Spare Wheel Cover.
 - (c) Interior Sun Visors.
 - (d) Dual Windscreen Wipers.
 - (e) Combined Rear View Mirror and Clock.

Seating capacity in this model has been improved and the engine has a counter-balanced crankshaft which will reduce vibration to a negligible quantity and greatly lengthen the life of the main bearings.

For £120 there is no better motoring value to be obtained. This remarkable little car has far more generous accommodation than any other baby. It has better acceleration and a greater top speed performance than any other standard eight saloon at the price which we have tried out. Also it is remarkably economical in petrol and oil consumption.

This Company predict the revival during 1934 of the 4-cylinder engine. This is due to the use of rubber mountings for the engine unit which largely damps out engine vibration—a factor which made popular the light-six.

Fords therefore are making a big feature of their Fourteen model. The Saloon de Luxe costs £215. Here again many improvements have been added without any increase of price. Better seating, new steering wheel, redesigned mudguards, new dashboard, etc.

During the past 12 months no new car got a better reception and created so much interest as the Ford V-8. The 1934 models have been improved all round. The engine has been improved in design. It is now even faster than before and the new V-8 will maintain a speed of 80 miles an hour with a petrol consumption averaging 19-21 m.p.g.

This is the car that will accelerate from standstill to 60 m.p.h. in a fraction over 16 seconds. The new 3½ Litre Bentley car can go only one second better than this—(Reuter.)

Quality Features in Rover Cars.

In medium-priced luxury cars the Rover has again led the way in many new channels. Last year this Company gave us controlled free-wheeling and the clutchless gear-change.

One of the most interesting additions for the 1934 Rover cars is the new Harmonic Stabiliser fitted to the front bumper. It is a simple and clever feature. Behind, and attached to the front bumper is a two-leaved spring extending the width of the car. At each end and concealed within the end curls of the bumper is a bob-weight.

The object of this stabiliser is to absorb the movements of the front of the frame caused by the front wheels meeting the road surface. These movements set up vibration and dither in the bonnet and radiator of the ordinary car; they affect the steering and cause rattles.

The Stabiliser counteracts by a corresponding reaction in the reverse direction any torsional movement of the frame and consequently in practice gives much smoother running and improved steering qualities.

That this new device has been thoroughly proved in exhaustive road tests is clear because the Rover Company has sublet the provisional patent to Sir William Morris and the more expensive 1934 Morris Cars will be also fitted with these Stabilisers. It is the greatest advance since the introduction of the shock absorber.

Really Fast and Comfortable.

This coming year Rovers will specialise chiefly upon the Ten, Twelve and Fourteen models. The Pilot is discontinued. The engine unit Rover Ten-Four has been redesigned and now incorporates high efficiency O.V.H. engines giving over three times the rated horse-power. This car is now capable of over 65 miles an hour on the road. The price of the Saloon is £248.

In comparison of price it seems that the Rover Cars will lead in 1934 as did the 1933 models.

Some of the other features are new high-efficiency overhead valve engines; 3-bearing counterbalanced

crankshafts on four-cylinder models; underslung chassis; the wheel-base in the Fourteen has been lengthened by 8 inches to 9 feet 4 inches; remote gear control; built in direction indicators; controlled battery charging and a simplified jacking system.

The three models have been modified in several respects to make them especially suited to Overseas requirements. It is noteworthy that recent dealings in Rover shares would seem to indicate that public confidence is given to the new year's building programme.—(Reuter.)

The Siddeley Special "Hooper" Limousine and Sports Saloon.

When the Siddeley Special made its appearance at Olympia last year its advanced design attracted the most favourable comment. The use of the aero engine alloy, Hiduminium for the engine was recognised as a great advance towards the achievement of a high power to weight ratio and the various details in the design of the chassis and coachwork whereby the high performance of a sports car was harnessed to the comfort, handiness and durability of the touring type were welcomed as really practical improvements.

This car is now in production, among the first batch of owners being such distinguished motorists as H.R.H. the Crown Prince of Denmark and Sir Malcolm Campbell. During the Summer a Siddeley Special was chosen by the Automobile Association to make the first complete survey of the London-Istanbul international route in the course of which eleven different countries were visited and some 5,000 miles were covered in 16 days running even over the most atrocious tracks without any trouble whatever.

The Siddeley Special strikes a new note in automobile engineering. Its large, lightly-stressed engine incorporating many features, drawn from Siddeley aero design is built, not only to pull a big car at high speed, but to provide the highest degree of luxury and safety throughout the range of speed. It differs too from many highly-efficient, highly-stressed cars in that it is designed to maintain its high performance over long periods with no more attention or adjustment than that usually given to the standard touring type.

It is the kind of carriage that is just as suitable for a high speed long distance continental tour as for negotiating traffic in and around our great cities.

Some indication of the respect and attention that its aircraft quality of construction and design and its improved performance on the road have already achieved is evinced by the fact that leading coachbuilders like Hoopers, Vanden Plas, Gurney Nutting and Lancefield have designed special carriage work for its chassis which is available with 11' or 12' wheelbase. Standard Armstrong Siddeley coachwork is also obtainable and includes sports and coach-built saloons priced at £965,

including permanent jacks, bumpers, etc. These bodies are noted for their spacious and gracious lines, their extreme comfort and the maintenance of good condition over long periods. Special features of the chassis include the pre-selective self-changing gear, a double downswep frame giving a low overall height without any reduction of head room in the body, thermostat-controlled radiator shutters and pedal-operated headlamp dippers.

We give below detailed specifications:—

Siddeley Special with "Hooper" enclosed Limousine.

6 cylinders; engine 3½" x 5½" (88.9 mm. x 133.4 mm.); Capacity 302 cub. ins. (4,960 c.c.); Tax £30 pump lubrication; hand and automatic ignition control; Claudel Hobson downdraught carburettor with air cleaner; cooling by pump and fan; thermostat-controlled radiator shutters; 20-gallon rear tank; 12-volt Lucas dynamo and electric starting set; central chassis lubrication; 4-speed self-changing gear with pre-selector control; semi-elliptic springs with gaiters and Luvax hydraulic shock absorbers; 4 wheel brakes; special disc or wire wheels; 6.50" for 19" rim Dunlop balloon tyres; wheelbase 12'; track 4' 8"; overall length 17' 6¼"; width 5' 8" "Hooper" Enclosed Limousine body seating two persons in front and five at the rear. Price, including permanent jacks, bumpers, etc., £1360 *ex Works*.

Siddeley Special Sports Saloon.

Chassis details as above except wheel-base 11'; overall length 16' 5¼". Sports Saloon body seating five persons. Price, including permanent jacks, bumpers, etc., £965 *ex Works*.

A German Challenge.

The Paris show includes Germany's reply to the challenge of the new 3½ Litre Bentley.

The Germans hope to regain their old supremacy in the sports car market with the new Mercedes-Benz.

It is distinctly unorthodox, but is built by a firm which has some of the finest automobile designers in the world. The car has independent wheel suspension for all four wheels, the usual type of laminated steel springs having been replaced by coil springs, and there are no axles as we know them.

It is claimed that this system will revolutionise our ideas of comfortable riding over rough roads.

The chassis is of a very light box frame construction. There is a four-speed gear-box of the old type, to which has been added an automatic device which gives the driver in effect an eight-speed easy change gear-box.

The engine is a 30-h.p. eight-cylinder super-charged unit, and the complete car, fitted with an attractive saloon body, will cost in Britain £1,400, including duty.

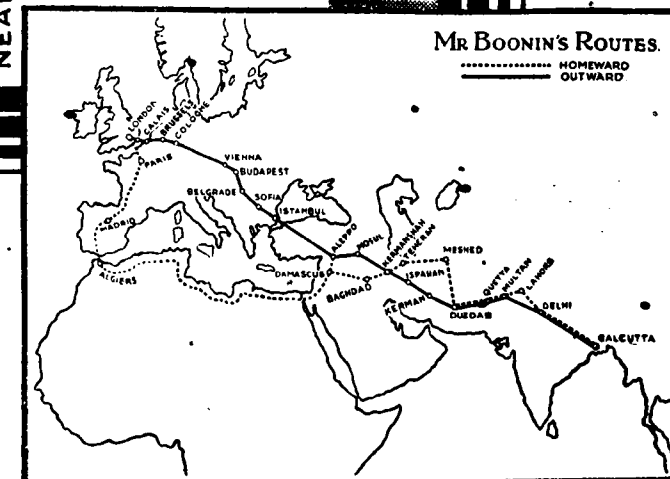
CALCUTTA • LONDON CALCUTTA



MR. NICHOLAS BOONIN

NEAR HAMADAN IN PERSIA

Mr. Nicholas Boonin who travelled by Plymouth Car from Calcutta to London and back to Calcutta used Shell Petrol throughout as he was sure of "Shell Service" on both routes.



That's SHELL SERVICE!

BURMAH-SHELL OIL STORAGE AND
DISTRIBUTING CO. OF INDIA LTD.
(AGENTS)
CALCUTTA BOMBAY MADRAS KARACHI NEW DELHI

The Germans admit that this is their reply to the new Rolls-Royce-built Bentley, and claim that, with a speed of more than 100 miles an hour, they have produced the fastest standard car in the world.

What a pity the new Bentley was not in the show!—(Reuter.)

Fast Saloon Diesel Coaches.

Coming hard upon the great publicity given to the Diesel motor by the new speed record gained at Brooklands by George Eyston, the Commercial Motor Transport Exhibition at Olympia was dominated by this heavy oil-burning engine.

Diesel engines were everywhere—they had practically wiped out the steam transport altogether. For heavies the small Diesel engine has a very great and near future.

There are many who believe that the day is not far distant before the designers of private cars will be tumbling over each other to adopt this compression-ignition principle. The advantages of the system are so obvious—a non-inflammable fuel, incredible cheapness, an extraordinary mileage per gallon, an utterly proved reliability coupled with amazing speeds.

A Great Future.

There are, however, certain minor disabilities which, though of little account in the industrial world, keeps back the widespread adoption of the Diesel engine from private motoring. There is lacking the smoothness in response, the controllability and cleanliness which we are accustomed to get now-a-days with petrol. But he would be a bold man who would say how long these disabilities will remain.

In the course of time the compression-ignition engine will be used by most of us in our smaller private cars and the motorist should watch the developments which are likely to be rapid during the next few years.

At the Exhibition we saw vehicles of every load capacity from five hundredweight to 15 tons and in the passengers section from four-seater taxis to omnibuses seating 70 people. There was one large single-deck passenger coach with a Diesel engine that would do twenty miles to the gallon of oil at 5½d. per gallon. It would do well over 60 miles an hour and run a hundred thousand miles between overhauls.

Faster than Police Car.

There was another passenger vehicle, an Armstrong-Saurer, about which we heard a remarkable story, amply confirmed. Seventy-five miles an hour it would do on the Great North Road as a genuine cruising speed as long as conditions permitted. There was occasion to do a fast run from London to Newcastle-on-Tyne—276 miles—and the journey was done in 6½ hours, including a short stop for lunch.

It was this coach which competed in the last Torquay Rally. For twenty odd miles one day a Police patrol on a high-powered car gave chase—unsuccessfully. Then the driver had pity on the patrol. He stopped by the roadside, let the Police officer come up and then nonchalantly told him not to bother any further as his coach (the Armstrong-Saurer) was only a seven-seater and consequently licensed as a private vehicle. Not therefore coming under the legal speed limit of 30 miles an hour for motor coaches!—(Reuter.)

The vehicle put up a faultless display in the Rally, gaining full marks. There was no class in which it could properly compete so the authorities awarded a special gold plaque.

Those incidents indicate the immediate possibilities of the Diesel engine for private motoring.

—(Reuter.)

Dazzle Correction.

Much of the annoyance caused by dazzling headlights is traceable to incorrect focussing, a matter which can be put right without much trouble.

In the interests of road courtesy and safety the A.A. offers the following hints on correct adjustment of headlamps:

Drive the car to face a white wall squarely—about 12 feet from it on a level surface. By means of a straight edge held horizontally across the centre line of both lamps make certain that the lamps are in line. With both lamps trained on the wall, mark a vertical line about 6 feet in length midway between the centres of the circular discs of light. Now measure on the car (1) the height of the lamp centres from the ground (say, 36 inches) and (2) the distance between the lamp centres (say, 42 inches). On each side of the vertical centre line on the wall measure off half the actual distance between the lamp centres (say, 21 inches) and draw two more vertical lines.

Now mark with a horizontal line the distance of the lamp centres from the ground (36 inches). The centres of the lamp beams should strike where the horizontal line cuts the two outer vertical lines. Adjust the lamp brackets to give this coincidence.

The lamp bulbs should be adjusted in their holders or sockets so as to give the most sharply defined disc of light, i.e., devoid of shadows or black patches. Cover one headlamp while adjusting the bulb of the other.

If no provision is made for dipping or cutting out one of the beams to reduce dazzle the lamps should be set so that the centres of the beams strike an inch or so below the horizontal line. The offside lamp should be set in slightly so that the centre of the beam strikes two inches to the left of the appropriate vertical line.

For side lamps mounted high up on or near the windscreen pillars, the same procedure should be adopted. Glare from such lamps can be minimised by ground glass, tissue paper or whitening the

inner surface of the glass. Wing-mounted side lamps may cause glare through buckling of the wing. In such cases the damage should be obvious.

After considerable service, sagging of the filament of a lamp bulb may occur making correct focussing impossible. In this case in the interests of courtesy and safety of other road users, the bulb should be replaced.—(Reuter.)

New Safety Glass.

Triplex Toughened is a new kind of safety glass. The safety glass which most owners know is of the laminated type; it consists of two sheets of glass sealed together with a central core of plastic material.

The new toughened glass is however, a single pane of glass produced by subjecting polished plate glass to electrical heat treatment. This process produces a crystal clear glass many times stronger than the original plate and it will not fly like ordinary glass when broken. It simply crumbles away into crystals suggestive of coarse sugar and the little pieces can be handled without harm.

This new glass is remarkably strong and flexible, and will resist wide extremes of climate. It is not harmed by sudden changes in the weather, and the sun's rays will not affect either its appearance or its physical qualities. In view of the fact that it consists of one pane of glass only, and is not laminated, it can be permanently guaranteed against discolouration, blisters and other defects which may arise in laminated types of glass when used in hot countries.

This new glass will bear a dead load three or four times as great as that needed to break ordinary glass of the same thickness, and in actual tests a pane measuring 45 ins. by 10 ins. and only one-quarter of an inch thick supported the weight of five girls.—(Reuter.)

(Continued from page 360.)

However, should the party find the run to Thandipandal too long, or presenting too many difficulties, many spots suitable for a picnic meal will be found *en route*, and the journey can be cut short by turning to the right at either Uttukottai, Sattayavedu or near Kadur, and thus reaching the Nellore Trunk Road at either Puduvayal, Kaveripettai or Tada, respectively.

Although petrol may be obtained in sealed tins at some of the villages passed *en route*, it is better that one leaves Madras with sufficient petrol in the tank to complete the round trip—or say for 150 miles. There is very little hill-climbing to be done, but there may be some work on bottom gear.

(Continued from page 358.)

Before concluding this article I would like to show how motor vehicle taxation is operating to the detriment of persons having no interest in motor vehicles. On the West Coast of India there are a number of small towns which owe their existence, more or less, to their proximity to the sea on one side and to extensive planting districts on the other. These towns used to be very popular resorts for the planting community living in the uplands, who used to foregather there in large numbers for Week-ends, Holidays, etc., and consequently spent a considerable portion of their money in those towns. This is not the case to-day as the planter has to think twice before he leaves his estate owing to the necessity for paying Motor Vehicles Taxes to two different Provinces and possibly tolls in addition. Consequently their money no longer finds its way to the coastal towns, where hotels remain empty and the local tradesmen have a very small turn-over—as compared with pre-M. V. Taxation days.

This would all be avoided if only the Central Government would take a hand in the Motor Vehicles Taxation game and formulate model laws for Provinces and States to adopt, with complete reciprocity as a basis.

Will it ever be accomplished? We wonder.

—SIMU.

WRONG LABEL.

"A spoonful of water contains 270,000 potential horse-power," says a scientist. That isn't water.

BEGINNINGS

Don't worry if your job is small,

And your rewards are few;

Remember that the mighty oak

Was once a nut like you.

SPEED AND ACCURACY

Head of Business College: "In teaching shorthand and typewriting we are strong on accuracy."

Inquirer: "How are you on speed?"

"Well, of last year's class, six married their employers within six months."

SENSITIVE

"I hear your brother has the hay fever pretty badly," said one man to another.

"He has. He even sneezes every time he passes a grass widow."

LICKING THE IRISH

"It's all wrong about those Irish being good fighters."

"Yeh?"

"Yeh. Last night me and my brother Gus and two other fellows licked one."

MOTORING SPORTFOLIO

World's Fastest Diesel Engined Car Speed.

ON Friday, October the 23rd, 1933, Capt. G. E. T. Eyston exceeded the World's Record Speed for Diesel Engined Cars (previously held by America) by travelling at 104 Miles Per Hour in his saloon racing car fitted with an A.E.C. 6-cylinder Heavy Oil Engine. The engine unit develops 130 B.H.P.

Capt. Eyston who is already extremely well-known on account of the many records he has broken whilst driving his M.G. Midget and M.G. Magna cars, used Wakefield Castrol "AA" Motor Oil in his Diesel engined car when making the above record. Capt. Eyston, to quote his own phrase, used this World Famous Motor Oil because "If there were a better oil than Wakefield Castrol, I should use it."

Fifth Annual International Trial Results.

Six Ford V-8 Cars piloted by Dutch drivers triumphed conclusively over five European and two American entrants in the fifth annual running of the gruelling 5-day International Alpine Trial, according to official reports of the race. Open only to stock cars as sold to the public, this annual Alpine race is run over 1,165 miles of Swiss, Italian and French mountain roads.

Attracting dozens of entrants, as a supreme test of car and driver, the competitors are divided into five classes, according to engine rating, each class competing within itself. Rated in the highest, most powerful class, three of the winning Ford V-8's, forming a team captained by Mr. J. J. Sprenger Van Eyck, captured the coveted Coupe des Alpes, the highly valued team prize. The other three Fords won the first three places in the individual competition for the Coupes des Glaciers, the first two tying for first places.

The annual Alpine contest is probably the most severe test of motor car endurance and performance conducted in Europe. Certain sections of the route are "observed" by contest officials, along which a pre-arranged speed must be averaged. Time checks are another feature, where contestants must check in at their stipulated times along the route. Penalties are imposed for degrees of lateness in making time checks or other stipulations. The route from Merano, via St. Moritz, Turin and Grenoble, to Nice, includes the ascent and descent of 12 major passes, with steep, winding roads, scores of dangerous "hairpin" turns and a never-ending variety of road surfaces and temperatures, from the heat of the valleys to the bitter cold of the snow-capped mountain tops.

In the first day's run, the timed section was over the Pordoi Pass in the Dolomites, 6,000 feet above

sea-level. Here Mr. Van der Meulen, in his Ford V-8, was the only individual entrant in his classification to average the required speed.

Most difficult of all the passes is the Stelvio, in the Ortler Alps between Italy and Switzerland, encountered on the second day. It rises to an altitude of 9,150 feet, the highway leading to it being the highest automobile road in the world. In the course of the 18-mile climb from the valley, the drivers were forced to negotiate innumerable dangerous hairpin bends before reaching the snow-covered mountain top. 49 of these acute turns occur in the last 12 miles, the loose surface of the road providing a spectacular skid on every corner.

This also was a timed section, the Fords and other competitors in the unlimited class were required to make the 18-mile ascent of this severe pass at an average of 28 miles per hour. This hard pace forced many cars to boil violently, necessitating frequent stops to replenish the water in their steaming radiators. The Fords however came up the pass in order, without a halt, and continued their journey without adding a drop of water.

A most dangerous pass is the Galibier Pass, met on the fourth day's run. Hewn and blasted out of solid rock on the mountain side, the edge of the road is not marked and a slight misjudgment would result in a sheer precipitous drop to the valley below.

After the ending of the fifth day's run at Nice, the dozens of cars in the five classes competing were carefully inspected by the race officials and further penalties imposed for faults in condition. The Ford cars were passed without penalty and the drivers complimented upon the fine mechanical condition.

Two More Records

Mr. John Cobb, missed disaster by a few inches when he captured the standing mile and the standing kilometre records at Brooklands.

He was driving his 500 H.P. Napier-Railton racing car.

The timing officials stated the speeds to be—

For the mile, 102.52 miles an hour.

For the kilometre, 88.14 miles an hour.

Mr. Cobb made several attempts, all of which were unsuccessful, and then he changed his wheels for smaller ones.

When driving at a speed of more than 100 miles an hour in the reverse way of the track he shot up the home banking and for a second it seemed that he would shoot right over the top.

The tail of the car seemed to slide sideways as if going over the edge. Spectators among the trees scattered.

The car continued to travel less than a foot from the edge of the bank, and Mr. Cobb could be seen holding the wheel, hugging the banking camber, and eventually he was able to pull the car back from the danger line. (Continued on page 370.)



Calicut Resident wins New Chevrolet Car.

DR. C. G. Rodrigues of Calicut is the lucky winner of a new 1933 model Chevrolet De Luxe Touring Car in the Lucky Winner Contest held by Messrs. Simpson & Co., Ltd., Madras, on the 2nd December. Dr. Rodrigues will receive the prize of a Rs. 3,200 car in exchange for his present car, an Austin 7-H.P. saloon valued at Rs. 500.

Three prizes were offered—first, the car; second, a set of tyres and third, the payment of a year's car tax. The following is the result of the draw:—

1st Prize: No. 1204; Dr. C. G. Rodrigues, Calicut.

2nd Prize: No. 115; Mr. Muthiah Chettiar, Pudukottah.

3rd Prize: No. 430; Mr. J. G. Lord, Deputy Traffic Manager, Madras Port Trust, Madras.

The conditions of the draw were simplicity itself—any motorist was eligible, provided his car was valued at a minimum of Rs. 500. He had only to take his car to the nearest dealer authorised to receive entries and have his car valued, whereupon he was given a number which was included in the draw.

This unique method of publicity organized by the Chevrolet Distributors of Southern India, viz.:—Messrs. Simpson & Co., Ltd.; Messrs. Stanes Motors (South India), Ltd., and Messrs. T. V. Sundaram Iyengar & Sons, Ltd., met with the encouragement it deserved, there being 800 entries throughout the Presidency. From Coimbatore and Madras 180 and 176 entries respectively were received, whilst next in order came Madura and Ootacamund.

The draw was held in the Showrooms of Messrs. Simpson & Co., Ltd., which were gaily decorated for the occasion. A large gathering attended, the distinguished guests being Kumararajah M. A. Muthiah Chettiar of Chettinad and Mr. Adam Hajee Mahomed Sait, Sheriff of Madras.

After being entertained to tea and music, the guests witnessed the draw.

Sir Alexander MacDougall who presided said that the idea of the competition was not philanthropic, but to advertise the Chevrolet car which was as much Indian-manufactured as was possible to-day. The car was assembled in Bombay from parts imported from Canada and America. The General Motors Corporation of New York, who have several plants distributed throughout the world, recently offered a Gold Cup to the Overseas plant producing the best car. Fully assembled cars from each Overseas plant were sent to New York where they were examined by a Committee of Specialists appointed by the Corporation. The fact that the Gold Cup was awarded to the Bombay plant in a field of so many competitors is significant of the high quality of their products and it was at this Indian plant in Bombay that the Chevrolet car to be presented to the lucky winner was made.

The presence, added Sir Alexander, of Kumararajah M. A. Muthiah Chettiar of Chettinad, ex-Mayor of Madras and Mr. Adam Hajee Mahomed Sait, Sheriff, who would assist in the draw, was a guarantee of its genuine conduct.

Every entry was printed on a slip and placed in a barrel which was thoroughly shuffled by Mr. T. Pryke and other members of Messrs. Simpson & Company's staff. Beside the barrel, a box was placed in which there were 20 tickets, 17 blanks and 3 prizes.

Mr. Adam Hajee Mahomed Sait drew a slip at a time from the barrel and Margaret Ladden the three-year-old daughter of Mr. W. W. Ladden (Mayor of Madras and a Managing Director of Messrs. Simpson & Co., Ltd.) simultaneously drew a ticket from the box. The results were announced by Kumararajah M. A. Muthiah Chettiar of Chettinad.

The second slip No. 115 draw the second prize of a set of tyres, a succession of seven blanks

followed, after which lucky No. 1204 drew the first prize—the car. The announcement of the winner's name was followed by cheers despite the disappointment of those present. After a few more blanks, the third prize was drawn by Mr. J. G. Lord. He was the only prize winner present at the draw and was congratulated by the gathering.

Lord Ratendone's Eastern Tour.

Lord Ratendone, a Director of The Humber-Hillman-Commer Combine is making a business tour of The Near East and India. Lord Ratendone who arrived in Delhi by Indian National Airways on Friday, the 17th of November will be in India over Christmas and will inspect the Showrooms and Works of Messrs. Simpson & Co., Ltd., on the 18th December.

Insurance of Open Cars to be More.

Of great interest to Overseas motorists is the new spirit of uncertainty which seems to be spreading in motor car insurance circles. Simultaneously with the R.A.C. announcement of reduced rates for motorcycle insurance comes news that many insurance companies are increasing considerably their rates for open cars and the sports models.

Are these increases justified? The R.A.C. in disclosing the reduced rates which they have been able to secure declare that the Club has for long regarded the old terms as excessive. The reductions are substantial.

For example, third-party cover on the 250 c.c. machine is reduced from 30s. to 22s. 6d., and full cover from £5 to £4. The no-claim bonus is increased, and there are other concessions to the owner.

A motorist who recently changed over from a saloon model to an open car got a considerable surprise from his Insurance Company. Although he had made no claim during the previous twelve months the Company announced that they would have to add 50 per cent. to his premium because of his change over to an open car.

The explanation advanced was that, owing to recent experience of sports and open cars, they had found it necessary to charge substantially higher premiums on all cars of those classes.

It is disclosed that this, while not as yet the general practice, is fairly common, both among tariff and non-tariff companies, and Lloyd's underwriters. Some companies, indeed refuse to insure sports cars. Others grade the extra premiums according to the alleged liability to accident of particular makes.

The tendency has existed for some time past. It has been greatly accentuated by the experience of the past Summer.

100 P.C. Increase Possible.

One well-known company which does a vast amount of motor business has just issued a new prospectus, which, while allowing specially favourable rates for some makes, sets out a list of others,

mainly of the sports and high-powered type, on which extra premiums are charged. These range from 10 to 50 per cent. above the standard rate per h.p.

The manager of another concern has declared that, as a result of the experience of the past Summer, he believed all insurance companies would be compelled to charge every sports car driver more for cover. In some cases the premium would have to be 100 per cent. higher.

It should, however, be pointed out that the best companies treat each case, as far as possible, on its merits. Buying an open car does not inevitably mean a higher premium. But that is the tendency, and it is rapidly spreading.

In another respect motorists have some complaints to make about the methods of some insurance companies and the following example shows how careful a motorist must be in accepting verbal assurances from an agent when taking out a policy.

Some little time ago a motorist decided to change his company to another offering a big rebate to drivers who had made no claim during the previous year.

The procedure is this. A representative of the Insurance company calls; outlines the benefits that he can give, and gets the motorist to fill in a form then and there and write out the cheque. A temporary insurance cover docket is supplied immediately. But the actual policy does not come along for another two or three weeks.

It may then be found that some clauses in the policy do not tally with the verbal assurances given. But the company has got the cheque and there would seem to be no appeal.

In this particular case the motorist declares he was assured that the no-claims benefits would not be annulled in the event of a claim arising out of any damage when the car was standing stationary.

Later some damage was done to his car when parked. He submitted a claim for an amount between three and four pounds, expressing the hope that it would not invalidate his no-claims benefits as advised when he took out the policy.

His attention was then drawn to an ambiguously worded clause which the company held did not support the agent's statement when the business was transacted—(*Reuter.*)

Viceroyal Visit to H.E.H. The Nizam's Dominions.

The Ford Motor Company of India, Limited, have recently delivered 14 of their latest Model 112" wheelbase Cars to H.E.H. The Nizam's Government for the particular purpose of providing transport during the visit of His Excellency the Viceroy. The following Models have been purchased:—

Model "40" V-8 De Luxe Phaetons ...	4
Do. V-8 " Fordors ...	3

Model "40" 4-Cylinder Fordors ...	3
Do. "40" " Phaetons ...	4

This is a good argument in favour of the appearance, riding comfort, dependability and value to be found in Ford Products.

Bus Service operated by H.E.H. The Nizam's State Railway.

H.E.H. The Nizam's State Railway have inaugurated a plan for the co-ordination of Road-Rail transport and have recently extended their passenger Bus service in Hyderabad and Secunderabad Cities to include the rural areas. The latter services are run to act as feeder lines from outside centres to various rail-heads and to institute the commencement of these services a fleet of 12 Ford Buses has been put into operation. These buses have a very attractive appearance and are extremely comfortable and undoubtedly the economical upkeep and maintenance charges as well as the efficient Ford Indian Service Organisation have caused H.E.H. The Nizam's State Railway to decide upon Ford.

Law and Repairs.

A decision of wide interest to the motor trade and the public has just been officially reported.

The owner of an X car entrusted it to a firm of motor repairers to execute such repairs as were necessary to cure a "knock" in the engine, and to renew any parts, which, in their opinion, required replacements.

The repairers found that several new connecting rods were required, and obtained them from the manufacturers of the X car. One of the connecting rods broke after the car had been repaired and delivered to the owner. Damage was caused to the engine and the repairers were sued.

It was proved that the work had not been done negligently or improperly, and it was also proved that the repairers had supplied the correct type of connecting rod.

The Judge found that the breaking of the rod was due to an undiscoverable latent defect which the repairers could not have ascertained with any amount of reasonable care.

A Queer Case.

The County Court Judge held that in these circumstances the repairers could not be found liable.

The Divisional Court, however, reversed this, with the result that a repairer who obtains the correct part for a car from the manufacturer of it may be liable in heavy damages to a customer if that part is defective from something which he could not discover.

The reason for this burden is an application of the rule which is statutory in the sale of goods. When one man engages with another to supply him with a particular article or thing to be applied to a certain use and purpose, in consideration of a money payment, he guarantees

that the article or thing shall be reasonably fit for the purpose for which it is to be used.

The Court accepted this as a general principle and took the view that when a repairer supplies goods in the course of doing repairs his liability is not less than the liability of a person selling goods. That is, unless the implied guarantee is excluded the repairer guarantees the sufficiency of parts supplied by him.

It is no answer to say that he got them from the makers of the car, and that, so far as reasonable care could find out, they were in good order.

An Alternative.

The Court, at the same time, showed how the warranty might be excluded. Thus, if the owner of the car said, "Repair this car, get the parts from the makers of the car and fit them," his directions to the repairer would limit the latter as to where he was to get the parts.

There would be no warranty against latent defects; merely an obligation to get the proper parts from the makers and to use reasonable care in fitting them.

But if the owner merely says, "Do the repairs, and get any parts you may think necessary," the repairer might not be limited to getting the parts from any particular source. If so, he would be liable if there was any defect in the material supplied, even though he got them from the usual quarter, and the defect was one beyond his power to find out.

Owner and repairer should therefore consider the form or orders when repairs are put in hand. Both should be clear, in view of this decision, whether or not new parts are to be of a specified kind, so that the owner takes the risk of latent defects.

If the repairer accepts an order leaving the source of supply entirely in his discretion, he may find himself subject to surprising demands. Recent developments in the doctrine of remoteness of damage make it impossible to forecast with certainty the limits of amount to which an innocent repairer of a car may become liable—(*Reuter.*)

Taxi-boats for the Thames.

A fast, cheap motor-launch passenger service on the Thames is projected for the New Year.

Five vessels, each costing £4,500, have been ordered at Olympia by Thames Taxis (1933), Ltd., and it is anticipated that a fleet of six launches will be on the river by the end of January.

It is proposed to run these taxi-boats from Hammersmith to Greenwich and back, with intermediate stopping places. The single journey should take no longer than twenty-four minutes, and the launches will run every eight minutes, stopping at Putney, Chelsea, Lambeth, Westminster and Tower Pier.

The fares are not yet fixed, but they will be cheaper per mile than any form of London transport except the twopenny midday tram.

Use in War-time.

Existing piers will be used, and, where necessary, other landing accommodation will be built. The launches are 65 feet long, with armchair seating accommodation, and carrying round about 100 passengers. A fully equipped saloon, where drinks will be served *en route*, will be a feature of their construction.

The launches will be almost silent, and with very little wash. Their speed will be about 18 knots.

These motor launches, declared a Director of the new Company, have been designed in such a way that in time of national emergency they could be equipped with very powerful engines, and guns, or coastal patrol purposes. The Navy at present possesses no vessels like them, and the Admiralty has expressed interest in the project—(Reuter.)

Stop that Dazzle.

After three years' consideration, the Ministry of Transport is expected shortly to issue an order regarding powerful head and side lights on cars.

Two years ago, in conference with the car makers, it was agreed that no headlamp bulb should be more than 36 watts and no side lamp more than 6 watts.

This agreement was never acted upon by the Ministry.

Information, however, has now been received by one of the biggest makers of electric light bulbs that it is to come into force.

A number of factories have already stopped making 48 and 60 watt bulbs for car headlamps.

The banning of big watt bulbs will do much to lessen the dangers of night dazzle on the roads. It is not rare to meet a car with two headlamps and two driving spotlights fixed at a slightly lower level, all with 60 watt bulbs, completely blinding every user of the road.

Some car owners have even had bulbs of higher wattage still made specially for them.

We publish elsewhere in this issue under the heading "Dazzle Correction," hints on the correct adjustment of headlamps—(Reuter.)

(Continued from page 366.)

After he had changed his wheels he made two runs over the mile in each direction, and one run over the kilometre.

The kilometre record has stood at Brooklands since May, 1926, when the late Mr. Parry Thomas, driving a Leyland special, covered the distance at 16.90 miles an hour.

The mile record has stood since July, 1929, when Mr. Kaye Don, driving a Sunbeam, covered the distance at 100.77 miles an hour.

Mr. Cobb also holds the standing lap record at Brooklands at a speed of 120.54 miles per hour

—(Reuter.)

• **A.A.S.I.**

1933-34.

RELIABILITY TRIAL

A Test for Owner-Drivers

DURING

PONGAL HOLIDAYS.

Communicate with Secretary for details.

SCOTT'S PRIVATE HOTEL,

Hall's Road, Egmore,
MADRAS.

Under experienced European management. Centrally situated and in close proximity to both Stations. Excellent cuisine. Kellinator. Tennis.

Terms moderate.

Phone 3843.

This Motoring

by *Stenison Cooke*

THE ROMANTIC STORY OF THE

CHAPTER V—(contd.)

ROAD SERVICE.

IN view of—of—oh, well! everything, it may not be unfitting to record a certain regrettable incident of very early days of This Motoring.

A member of the staff (at that time numbering four in all) of the Youngest Organization—defaulted.

The Committee received the Secretary's report with gravity proportionate to the disaster.

The monocle of the gallant Chairman seemed to reflect menace. The distressed Secretary wished people would not wear monocles.

"I blame myself entirely," said he. "The boy came to us with quite good references, and worked hard. I suppose I shouldn't have trusted him, but you know how one gets inclined to leave a bit more and yet a bit more to willing people. It does them good—and—it seemed reasonable to let him fetch the money orders from the post office for the scouts' weekly pay, and then to let him make up the pay-roll and address the envelopes and—and—complete the job."

"All went well until last week, when letters arrived from the scouts asking for their pay, which hadn't arrived. And that very morning—last Wednesday—when I called for an explanation, the wretched fellow who *could* explain, smelling trouble as I suppose, slipped out of the office and hasn't been seen since."

"What did you do then?" menaced the Monocle.

"I went round to his home directly we had finished work, and his father said he hadn't turned up and that he was worried, too. And on Thursday

I got a letter—here it is—expressing all kinds of sorrow and shame, and saying he had got first into bad company and then into debt, and the temptation was too great to be resisted, and—he had joined a cavalry regiment, and would we please not prosecute him."

"Um—hah," said the gallant Chairman. "Joined the Army, eh?" and the menace in his monocle seemed changed into something resembling a twinkle. "What do you say, gentlemen? Will you leave it to me, an old soldier?"

"Certainly—we leave it to you, Colonel!"

"Well! It looks as though we have lost a servant whom we shall not miss, and the Army may have gained a promising recruit. He won't go wrong again. The Army will knock a lot of nonsense out of him. Shall we do the gracious thing and leave it at that?"

"Agreed! Agreed!"

"Before we leave this matter, Mr. Chairman, may I ask how much money was involved?"

"Quite right, Walter," said a member, "you always think of everything. How much was it, Mr. Secretary?"

"The week's pay roll for our scouts, sir," replied the worried one, "at present amounts to EIGHT POUNDS, TWELVE AND SIX."

The Youngest Organization was going ahead "like one o'clock," whatever that may mean; and a happy Committee, not very long after, hailed the Treasurer's report with joy.

"We can now afford to put the Brighton road and the Portsmouth road scouts on full time, gentlemen," beamed the Chairman. "Isn't that splendid?"

And better still, a great idea has been submitted to me, for your approval. We can afford that, too! Now wait for it! Wait for it! as my Sergeant-Major used to say. Let us put our men in uniform—"

"Ooh!"

"Khaki—"

"Ooh—that's fine!"

"I thought you would like it, gentlemen. After all, our men, good though they are, every one of them, do look rather rag-tag and bob-tail in their civilian kit with only an armlet and badge. Now, with a tunic and breeches, and leggings, and cap complete with badge—how's that?"

"And we'll have one of our smartest men photographed!" said a member.

"And get plenty of pictures into the papers," said Charles One. "Nothing like publicity, you know!"

"Splendid!" came from the Chair. "This is, if I may say so, an epoch—another epoch in our history. We—er—are now acquiring a status—a—an atmosphere, if I may say so, which will—er—"

"Let me finish it for you, Colonel," broke in Charles Two. "It isn't my joke—I saw it in *Punch*, and it's this: 'Uniform will give tone to what otherwise might be regarded as a mere vulgar brawl.' Ha! Ha! That's a good one, eh, Walter?"

Joking apart, the effect on all concerned was excellent. The A.A. men acquired a new dignity. The members conceived an increased respect; the salute gave an additional value.

The military touch to a hitherto somewhat irregular—or even guerilla—force, led the minds of those who ran it to other bright ideas.

"What about when it rains?"

"Oilskins! Let us issue our men with oilskin coats, and overalls," suggested one.

"And cap-covers to match," said another.

"And let 'em be yellow, to go with the khaki," said a third.

"Splendid!" said all—and it was done.

The military touch was not yet finished.

"What does a sentry do when it rains? Where does he go?"

"Into his sentry-box, of course."

"Happy thought. Why shouldn't we put up sentry-boxes for our men? Just a few to start. You know what I mean, Mr. Chairman," said the author of the suggestion. "Paint them black with large yellow A.A. badges. There's publicity for you—all day and every day."

"Jolly good! But we shall have to get permission, and we are not very popular."

"We must do a bit of wangling, sir. Pull a few strings," said a member. "I'm on our local Council, and I will influence permission for one or two in my district. It's not so difficult as it looks."

"Yes!" said another, "and there is still such a thing as private property. I will gladly have the hedge cut in a corner of my land on the main Banstead-Reigate road, to make room for one. Authority can't stop me."

"Splendid!" cried all—and that was done.

Authority was rather surprisingly sympathetic to the new development, and A.A. sentry-boxes were graciously permitted, to the credit of Authority and, as it proved, to the public interest.

The best idea of all came from the young and fertile brain of the Assistant Secretary, who broached the subject to his Chief.

"I say, sir, about these sentry-boxes. Do you think you could get the Committee to spring some money for a brain-wave?"

"Yes, of course—whose is it—and what is it?"

"It's mine," said the younger one, "and it's this. Why shouldn't we link up our sentry-boxes by telephone? What do you think?"

"I think it's wonderful," said his Chief. "A pat on the back for you—but, frankly, the possible outlay frightens me. Let us get estimates and work it out."

This was done, in accordance with the best traditions of This Motoring, which meant "immediately, if not sooner."

The Committee acclaimed the idea with loud and prolonged applause—and that was done.

It took time, naturally, but His Majesty's Postmaster-General and staff behaved admirably. At first amused, as they were, at the very impudence of it, they drowned official reticence in a sea of enthusiasm, and got on with the job. All credit to a far-too-often and unjustly maligned Government Department.

The sun smiled broadly when, for the first time, an A.A. sentry-box proudly displayed a sign—A.A. TELEPHONE.

"Here, Mary," cried John whose Badge numbered merely one hundred something. "The jolly old A.A. is at it again. Telephone! Let's pull up and have twopennyworth."

"Yes, sir," said the beaming khaki-clad patrol. "It's *ours*—beg pardon, sir, I mean it's yours. Only connected up this morning. What number do you want?"

"What numbers have you," grinned one of his umteen hundred employers. "Sorry, that joke is worn out. Just for fun give me my home—Ripley 313, and how much is it?"

"No charge for local calls, sir—you're only five miles out, so you pay nothing."

"Nothing?"

WHAT!!!! Your Car Not Insured.

Why take unnecessary risks
when Insurance is so cheap.

Join the Automobile Association of Southern India (see page 376) and obtain—

10% Reduction of premium.

33 $\frac{1}{3}$ % No Claims Bonus
for one year clear of claims.

FREE personal accident cover **Rs. 10,000**
and other benefits not granted by other Insurance Companies.

NATIONAL EMPLOYERS' MUTUAL
General Insurance Association, Limited.
(INCORPORATED IN ENGLAND.)

Messrs. ADDISON & CO., Ltd., Chief Agents.

The saving on your Motor car insurance premium will more than cover your annual A.A.S.I. subscription.

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?.....
If so, to what extent?.....
4. Do you desire Personal Accident Insurance }
of 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.....
IMPORTANT.
8. Have you earned a No Claims Bonus }
under an existing Policy? }
9. When does your existing Policy expire.....

(Sgd.).....

NO OBLIGATION INCURRED.

Address.....

A LITTLE TRUMPET BLOWING

Far from being an object for derision, the modern blower of a trumpet achieves much more than did his forbears with the blare of trumpet and clash of cymbal. A little trumpet blowing—or, its modern equivalent, publicity—is essential under present day marketing conditions, and all who are endeavouring to sell cars and accessories to Southern India motorists can obtain no greater effective broadcasting than that offered every month through the pages of THE SOUTH INDIA MOTOR OWNER.

RATES ON APPLICATION TO

EASTERN TECHNICAL PUBLICATIONS, Post Box No. 758, Egmore, Madras.

"That's right, sir, and soon we will be on trunks—long-distance as they call 'em in America—and then you will be able to 'phone as far as to York if you like, or Inverness if we can."

"But what about the cost of a trunk call? How shall we pay?"

"Don't know, sir," replied the patrol. "Head Office will settle that—like it does most things."

There was another difficulty to be settled by Head Office.

A.A. men were on duty all day—night-service was not then possible. Night-driving was. So, another happy thought came. The doors on the roadside telephone-boxes were cut into two—borrowing an idea from horse-boxes. A specially-cut key was issued to every member, with directions to the effect that the telephone-box could be opened and the telephone used at any hour of the day and night—for local calls, *free!*

In the case of trunk or long-distance calls, a notice was posted under the eye of the member, asking her or him—when no patrol was in attendance—kindly to enter name, membership number, etc., also the exchange and number called, in the book provided, and to place the fee for the call in the box fixed to the table. This for the purpose of checking the Post Office accounts.

It was left to the honour of the member. Let it, then, be recorded to the credit of This Motoring that in any year since this benefit of membership of the A.A. was introduced, the debit incurred by error, omission, or commission, has never amounted to more than two or three pounds for the whole service.

Over a chop one day a friend said, "Take it from me, old man; the show can't always be run from London. If you mean to grow you must branch out. You know the saying—old as the hills, 'What Lancashire thinks to-day England will think to-morrow.' My advice is, open a branch office in Manchester—never mind how small. It will soon grow, and it's the first step to becoming National instead of Metropolitan. Those hard-headed, warm-hearted folk will like it, something belonging to them, serving them where they live."

"Thank you, George. We could just about manage it on our funds. We could put a North-countryman in charge, and get a small Patrol Committee to advise and—you know—take an interest and talk about it, and make the thing go."

"Rather! And after a bit have a dinner there, and fix up a show afterwards, and cut the speeches short, and get 'em all cheerful and enthusiastic and—and—oh! it's easy. There's the idea. Get on with it, and good luck to you."

Committee's approval unanimous. Chairman's offer, to run down in his car and help to select the office, accepted with thanks. Welcome from those who counted for much, cordial and sincere.

"Come right in, we've been waiting for you" said the hard-headed, warm-hearted folk of Manchester. "We thought you'd soon find that London isn't the only place under the sun. Help? Of course we'll help. Lend you a car to get round the district, give you names of customers to circularize, make our friends join—we'll show you, lad! When it comes to work, London isn't in it with Manchester!"

Hard-headed and warm-hearted, oh, yes! Slow perhaps to make friends, but sure when it came to keeping them. Everyone was as good as his word, and within a few breathless weeks the Northern Area Office was going full steam ahead, never to look back.

And at the Motor Show, Olympia, that very Autumn the five thousandth member was enrolled, and he a Peer of the Realm.

Old lady, to the clerk in the drugstore: "What have you got for gray hair, young man?"

Clerk: "Only the greatest respect, madam."

A DISTINCTION

When they found Rastus working with the road crew and told him that he was wanted on a charge of wife desertion, he replied:

"All right, boss; I'll go along with you; but you don't know that woman. I'se not a deserter; I'se a refugee."

HABIT

It was lunch-time, and Pat and Mike were indulging in a little game of cards.

"Was that last card I dealt ye a spade?" asked Mike, picking up his "hand."

"Yes, it was a spade," returned Pat suspiciously.

"Oi thought it was," smiled Mike.

"How did ye know?" inquired the other Irishman.

"'Twas easy, Pat lad," explained Mike. "Ye spat on your hands before you picked it up."

DID YOU SAY ONE HUNDRED?

Abe was at a dance and lost a wallet containing \$600. He got up on a chair and announced: "Gentlemen, I lost my pocket-book with \$600 in it. To the man that finds it, I will give \$50."

Voice from the rear—"I'll give \$75."

"Do you drink?" asked the prosecuting counsel.

"That's my business," answered the indignant witness.

"Any other?" asked the counsel.

Oshkosh—Why don't you like girls?

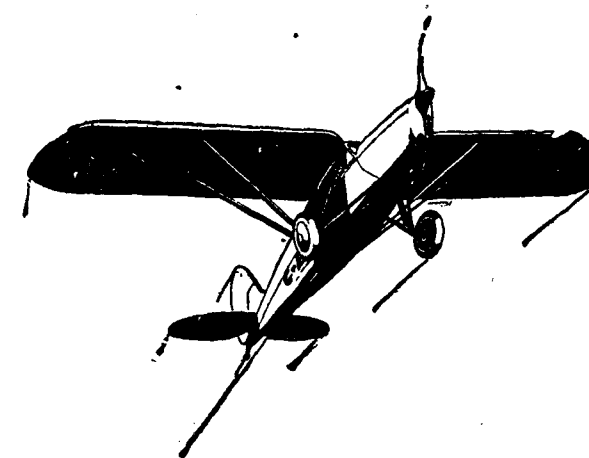
Kennebunk—They're too biased.

Oshkosh—Biased?

Kennebunk—Yes—bias this, and bias that, until I'm broke.

LOCAL FLYING NEWS.

(CONTRIBUTED BY THE MADRAS FLYING CLUB, LTD.)



November, 1933.

The following members took Dual instruction during the month:—

Europeans—

Mr. T. P. M. Alexander ...	Qualified Dual.
" H. M. Gordon ...	"
Dr. R. J. Dyson ...	"
Mr. L. de Laubenque ...	"
" C. Hitchen ...	"
" H. F. Prynne ...	"
" W. W. Matthews ...	"
" H. P. Williams ...	Qualified Dual.
" H. B. Walford ...	"

New Member.

Mr. H. Foote Carey.

Indians—

Mr. P. S. Warriar ...	Qualified Dual.
" A. S. Rathnam ...	"
" M. Gopalan ...	"

Mr. W. W. Matthews flew first Solo during the month.

Members qualified for "A" licence during the month:—

Mr. A. W. Estey.

Messrs. H. B. Walford and H. P. Williams renewed their "A" licences during the month.

TRICHINOPOLY BRANCH.

November, 1933.

Dual instruction to members under training:—	HRS.
Advanced Dual to "A" licenced pilots ...	0-55
Solo flights by members under training.	
" " "A" licenced pilots ...	0-40
Joy rides ...	2-30
Cross country trips in Club machines	
piloted by the Club pilot ...	7-0
Test flight ...	0-10

HRS. ... 11-15

November 1933.

The following members took advanced Dual instruction during the month:—

Mr. G. A. Barron-Boshell.

" R. Seshasayee.

November, 1933.	HRS.
Dual instruction to members under training	4-35
Advanced Dual to "A" licenced pilots ...	8-50
Solo flights by members under training ...	0-25
" " "A" and "A-1" pilots ...	30-25
Polit with passengers ...	38-25
Joy rides ...	7-15
Cross-country trips in Club machines	
piloted by the Club pilots ...	12-0
Test flight ...	1-0
HRS. ...	102-55

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, in 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 Council, 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.

The Automobile Association of Southern India must enroll more members or, for lack of the funds necessary to continue, curtail its existing services to members. You, for one, would deprecate any curtailment of service and are looking forward to additional services—Road patrols—Free Legal defence—Roadside telephone boxes—Get you home—and similar services, all of which are in hand, but held up for want of money to finance them. Additional money can only be obtained by one of two courses; *i.e.*, more members or increased subscriptions. Your Committee deprecates any increase of subscriptions, so the only alternative is additional members. Can you induce a motoring non-member friend to join using the above points to prove your case? Get him to fill in the sub-joined form and post it to the Secretary who will then do all that is necessary.

Your assistance in this matter will be highly appreciated, and will go a long way toward producing better motoring conditions.

DEAR SIR,

I forward herewith my application for membership of the Automobile Association of Southern India and enclose being my annual subscription for one year from this date.

Please send me a copy of the rules and a form of application for an Association Motor Badge.

(Signature)

For Office use only.

Date.....	Ackd.
Name of Member.....	Entd.....
Address.....	Cheque/Cash/M.O.
Member proposing.....	Badge No.
	Elected.....

Annual Subscription.

Motor Car Owner	Rs. 15
Motorcycle	5

There is no entrance fee and subscriptions are for 12 months from date of signing application form.

TOLLS IN MADRAS PRESIDENCY.

Most of our readers will be aware that until 1st April, 1931, tolls on all road users formed one of the main sources of revenue to Local Boards and Councils, and toll barriers were the bug-bears of motorists.

Tolls, as a source of revenue were not favoured by the public as they were a most uneconomical method of collecting revenue; it being estimated that of the total sum paid as tolls annually, something like 30 per cent. went into the pockets of the "toll farmers" who bought at auction the right to collect tolls at specified toll-gates or groups of toll-gates. Thus only 70 per cent. reached public coffers.

But the main complaint against tolls was the inconvenience, delay and frequently danger, caused by the toll-gates or barriers, erected at frequent intervals along all public roads, to fast-moving traffic; also to a minor extent the doubt which always existed as to whether every toll barrier was a legal one or not.

After some years of agitation, tolls were abolished in the Madras Presidency as from 1st April, 1931, and in their stead a Provincial Motor Vehicles Tax was imposed on all motor vehicles "kept or used" in the Madras Presidency.

The Act which abolished Tolls was designated "The Madras Motor Vehicles Taxation Act" so it is very easy to realise that while it abolished tolls on every type of road user, it did not impose a tax on any type other than Motor Vehicles—and herein has been found its main flaw. It has not brought in the revenue that its promoters estimated it would, and as a result Local Boards have not received the compensation for loss of tolls that the Act promised them.

Government is now searching for a means of making good the lost revenue, and a proposal to levy a toll on animal and man draught vehicles is believed to be under consideration. There can be no doubt in the minds of all level-thinking motorists, that some such measure is needed, for while animal and man draught vehicles pay nothing toward the cost of maintaining the roads that they use, it is clearly established that they do more damage to those roads in proportion than do motor vehicles who alone pay for the maintenance. However, while motorists generally will favour the imposition of tolls on vehicles other than motor

vehicles, they will certainly not favour the re-installation of the Toll-Gates or Barriers which represented the main objection to the original Toll system. On this point we think motorists as a body are agreed.

But while the proposal believed to be under consideration at present is to impose a toll (without toll barriers) on slow-moving traffic only, there is a strong element in favour of repealing the Madras Motor Vehicles Taxation Act and going back to the old Toll System in its entirety; consequently a distinct danger that this element will try to force its views on Government; using the partial reimposition of tolls (on animal and man draught vehicles) as "the thin end of the wedge."

The Committee of the Automobile Association of Southern India has recently had the existing situation under review, and at its last meeting unanimously passed a Resolution declaring as a fixed policy, its intention to oppose any proposal to go back to the old Toll system, in so far as Motor Vehicles are concerned, but at the same time to press for the imposition of a tax (or alternately tolls) on all road-using vehicles other than motor vehicles.

The A.A.S.I. Committee has also passed a Resolution, which has been submitted to the Central and Provincial Governments, urging the necessity for the Standardisation of Motor Vehicle Taxation throughout India, with complete reciprocity as its basis, at least in so far as taxation principles and rules are concerned. Whether the rates at which tax is to be levied should be fixed by the Central Government, or left for Provincial and State Governments to fix within specified limits, is left for the Central Government to decide, provided only one tax be leviable on any one motor vehicle for any one period, irrespective of the Province or State in which that tax is paid.

Realising that the views of the Committee will not necessarily coincide with the views of all members of the A.A.S.I. it is particularly requested that any member who does not agree with the Resolution detailed above, will please submit his views in writing to the Secretary, so as to reach him by 28th January, 1934, at latest.

Should the number of dissentients warrant it, the A.A.S.I. Committee will consider the expediency of revising the policy it has recently defined.

Cleanliness Ad Absurdum.

Pa Thompson was the sort Of man
Who liked his car so spick and span.
It gave him quite an ache to note
A single speck upon her coat.
"My car," he used to say, "must be
A credit to my house and me.
And not another car shall shine
Or look as beautiful as mine."
He split his house in three relays
To clean her on successive days,
While loud alarms at six a.m.
Went every day to waken them.
So neighbours heard, while down was grey,
The cleaning squad get under way.
They heard the grind of garage door,
The clang of spanners on the floor,
The alternating squeaks and thumps
That one associates with pumps,
And, as an undertone to these
The muffled sounds of elbow grease,
Which every day was ladled on
To Thompson's motor till it shone.
As time went on his daily cleans
Became the end and not the means;
He multiplied his bill for light
By starting cleaning shifts at night,

And stuffed his motor, front and rear,
With odds and ends of cleaning gear,
Because he liked, about the town,
To draw her up and rub her down.
He rigged and zaggged in sudden tacks
To dodge the puddles in his tracks
And didn't seem at all to mind
What other drivers said behind.
"For puddles," so he argued, "are
A nuisance to a shiny car."

When other cars, as motors must,
Approached in little clouds of dust
He'd scuttle up the nearest lane
Until the air was clear again.
Which made it take a frightful while
For Thompson's car to go a mile.
And now he simply won't go out
With any dust or mud about,
Because it makes his car so slow
For getting where he wants to go.
Now what, oh gentle reader, are
The points in paying for a car
You never use unless you get
A day that's neither dry nor wet?

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 make 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.

PARTICULARS OF MOTOR VEHICLES IMPORTED INTO INDIA.

MONTH OF SEPTEMBER.						SIX MONTHS, 1st April to 30th September.					
1931.	1932.	1933.	1931.	1932.	1933.	1931.	1932.	1933.	1931.	1932.	1933.
Quan- tity.	Quan- tity.	Quan- tity.	Value Rs.	Value Rs.	Value Rs.	Quan- tity.	Quan- tity.	Quan- tity.	Value Rs.	Value Rs.	Value Rs.
93	121	231	2,115,886	2,444,835	4,505,532	717	882	2,233	17,10,621	17,18,087	43,81,218
6	1	8	14,618	1,593	9,688	18	61	80	1,02,768	88,977	1,03,553
14	5	5	31,540	16,463	19,348	115	35	32	2,93,952	95,809	84,725
56	13	11	1,17,974	20,141	18,473	318	64	104	1,28,075	1,28,075	2,12,889
4	68	241	11,200	1,38,187	3,53,117	637	113	606	2,29,870	2,29,870	9,14,509
276	87	275	6,18,895	2,12,480	4,25,773	2,382	530	1,024	13,15,811	13,15,811	17,13,216
13	5	2	18,957	4,774	3,575	58	82	29	1,08,170	1,08,170	45,720
462	300	773	10,24,770	6,38,473	12,88,504	4,245	1,767	4,108	82,70,021	37,14,799	74,55,810
102	89	151	2,30,058	1,71,762	2,77,062	971	410	927	19,15,193	8,34,430	17,28,799
199	127	502	4,39,523	2,99,265	7,84,697	1,969	724	2,038	37,21,034	15,49,953	35,24,216
70	22	19	1,81,683	46,785	35,476	524	199	335	10,89,408	4,48,507	6,80,710
56	48	83	1,05,030	87,568	1,52,830	575	329	616	10,65,844	6,63,063	11,55,749
35	14	18	68,506	30,093	33,439	237	105	192	4,76,842	2,18,816	5,86,306
462	300	773	10,24,770	6,38,473	12,88,504	4,245	1,767	4,108	82,70,021	37,14,799	74,55,810
43	31	25	18,368	14,593	12,971	516	339	274	2,63,850	1,51,515	1,33,083
1	...	...	657	...	...	4	...	4	2,983	...	4,031
9	...	...	2,455	...	...	50	30	42	12,154	8,705	8,871
53	31	28	21,480	14,593	12,971	570	369	320	2,78,987	1,60,250	1,45,985
8	16	114	20,751	21,528	2,82,118	1,118	63	248	12,50,161	91,850	4,62,380
117	179	208	1,82,333	2,57,959	4,10,666	1,511	944	1,820	23,38,884	16,36,350	25,36,968
5	14	72	24,591	40,390	3,76,799	105	233	448	4,15,812	5,45,717	10,08,167
...	12	79	...	20,072	1,49,422	306	154	544	4,12,093	2,71,152	8,04,934
120	168	171	1,88,493	2,17,576	1,66,563	2,193	597	1,058	27,08,552	8,73,239	11,94,681
...	1	...	...	1,447	...	25	23	18	52,588	38,092	21,566
125	195	322	2,13,084	2,79,485	6,92,784	2,629	1,007	2,068	35,89,045	17,28,200	29,99,348
...	...	...	...	5,23,951	5,20,516	...	...	...	...	31,03,266	34,04,808

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

Share of Bengal
" Bombay
" 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 motor 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.

Good oil★

is cheaper than REPAIR BILLS



Mobiloil is retailed in sealed tin only. The Mobiloil Chart shows which grade is best for your engine.

POOR, low grade oils are never an economy. They may save a few annas at the time, but eventually they will cost you dearly.

Every time you fill up with "just any oil" you are shortening the life of your engine, for inefficient oiling means excessive wear of moving parts, and frequent repairs and replacements.

Experienced motorists use Mobiloil and know that their engine is fully protected. For Mobiloil has been designed and made by experts specially to meet the exact requirements of your engine. Consult the Mobiloil Chart and see which grade is best for your particular car.



Use Mobiloil★

Costs little - Saves much!

SOCONY-VACUUM CORPORATION

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