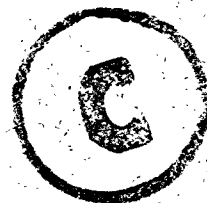


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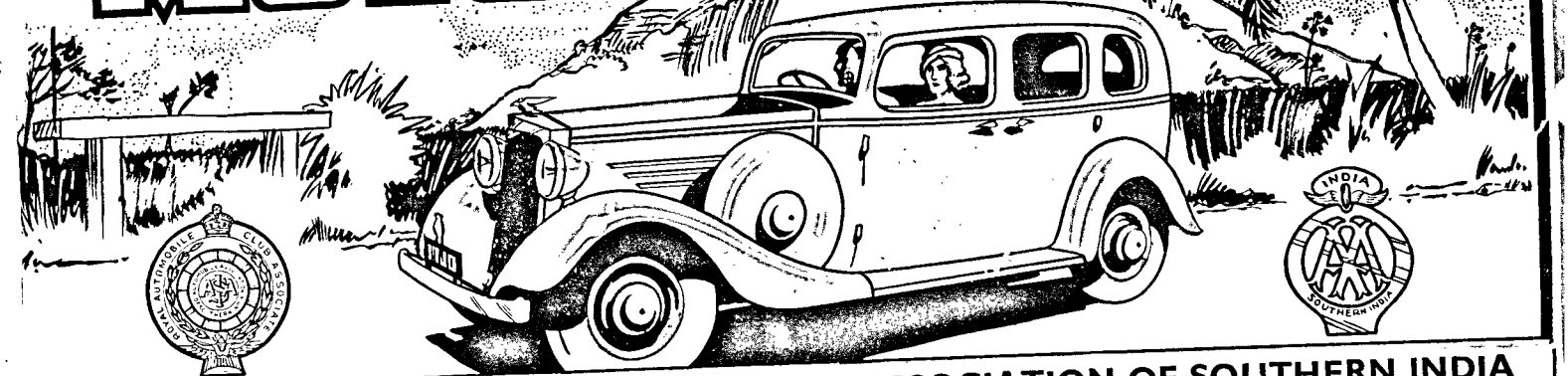


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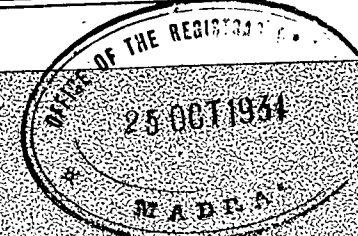
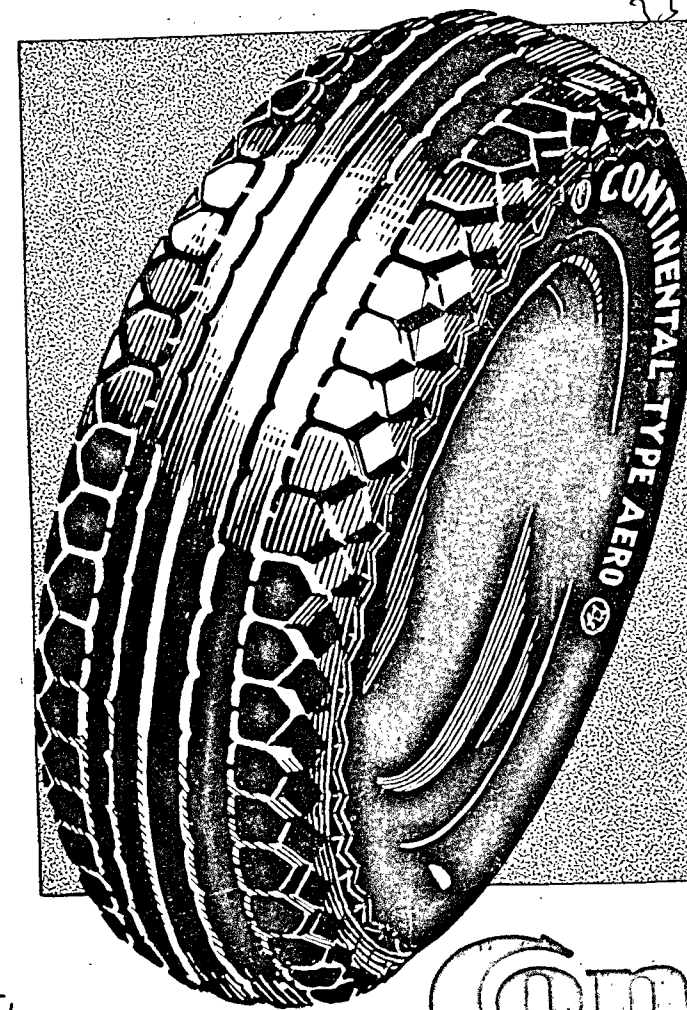


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Vol. VI. No. 9.

SEPTEMBER, 1934

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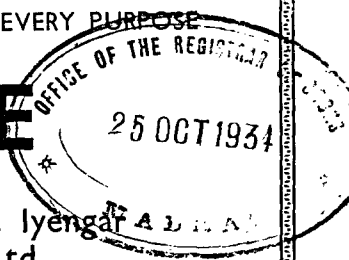
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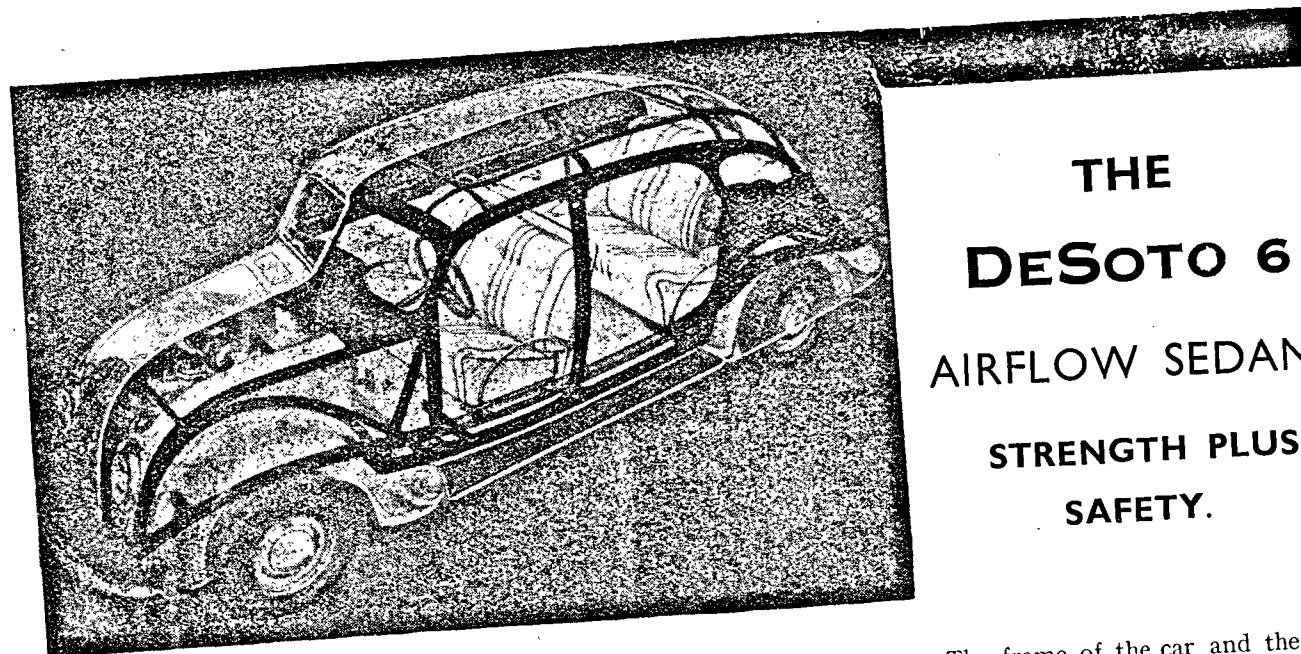
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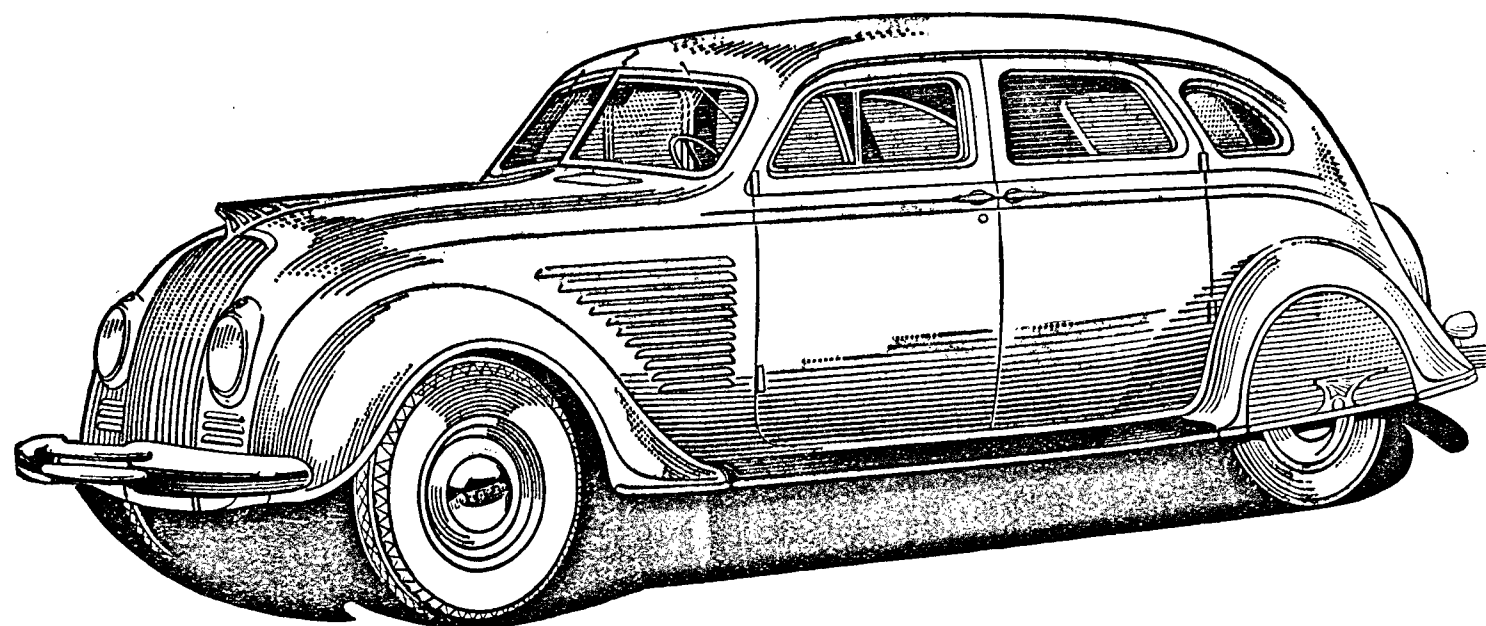


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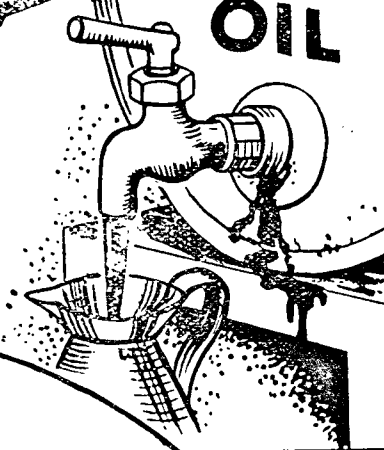
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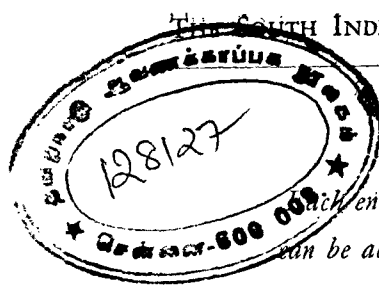
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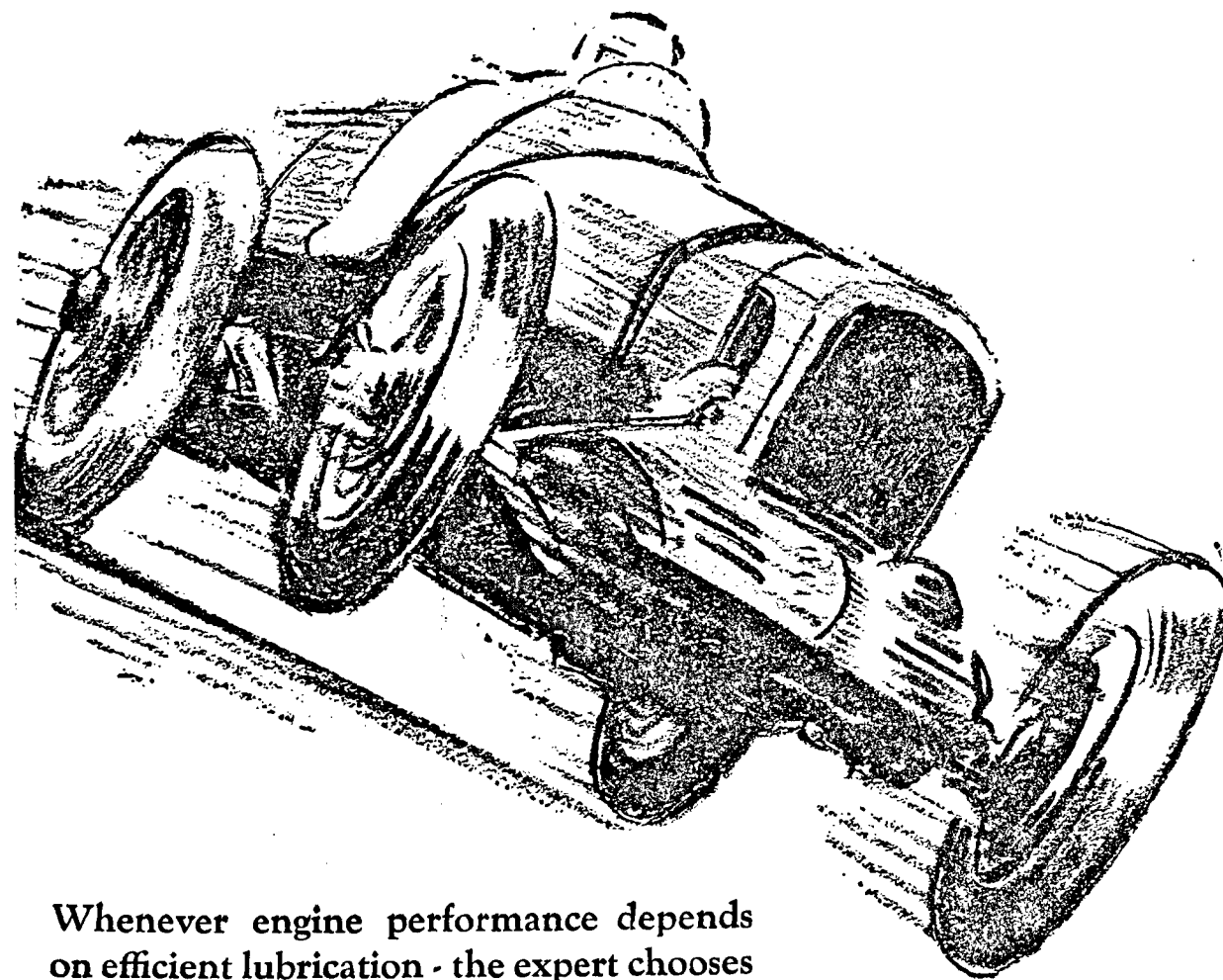
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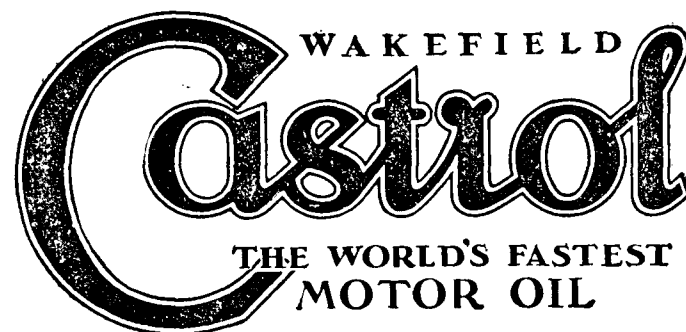
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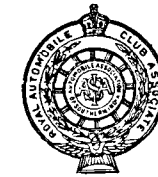
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Southern
India

Vol. VI. No. 9

SEPTEMBER 1934

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

Road Information

Great Northern Trunk Road.

The month has been fairly uneventful as regards interruption of road traffic, in spite of the fact that the South-West Monsoon appears to have gone somewhat out of its way this year; producing a somewhat reduced rainfall on the West Coast and intermittent, though very welcome, showers on the East Coast where rain in August is not a normal feature of the year.

The result has been a series of "freshes" in the short rivers of the East Coast that cross the Northern Trunk Road between Nellore and Guntur. However, bridges are nearing completion over the Manneru and Paleru Rivers while one has just been opened across the Musi River. It is hoped that the bridges will all be completed before the advent of the North-East Monsoon in October, thus rendering the Madras-Guntur Section of the G. N. T. Road an all-weather one, which it has not been hitherto.

Unfortunately the Kistna and Godavari Rivers will still remain unbridged so far as road traffic is concerned; although a considerable sum of money has been allotted for the improvement of the Kistna Anicut Road, which, when completed, may enable the Anicut Road to remain open for a longer period each year than has been the case heretofore.

Madras-Calicut Trunk Road.

It is not generally known that a feature of the work on the Cauvery-Mettur Project is the realignment of the Madras-Calicut Trunk Road between Toppur (mile 204 from Madras) and Bhavani (mile 266 from Madras), which will eventually cut out Salem, and the Omalur-Sanker short cut in the case of motor traffic desirous of proceeding direct to the country west of the Cauvery River; i.e., West Coast, Coimbatore, Travancore and the Nilgiris.

The arrangement is certainly an excellent one, for it will ensure that the wonderful dam is continually in the public eye, being located actually on a well-used trunk road instead of being tucked away in an obscure and rarely-visited corner of Salem District.

For the next few months, until the Toppur-Mechcheri Section of the new road is completed, a slight diversion is necessary in order to reach the dam on the way from Madras to the West Coast; this diversion *via* Omalur and Mechcheri is over only 10 miles of fairly good district road and adds only some five miles to the total distance by the Omalur-Sanker short cut road. It should certainly be followed by all motorists who are making for places beyond Bhavani. The additional five miles or so will be amply compensated for by the better speed that can be obtained on the Mechcheri-Mettur-Bhavani Section of the new road; besides furnishing an

opportunity to view the world's second biggest dam, and enjoy the beautiful scenery which the country near the dam affords.

The Cauvery River is crossed by a bridge a little down stream from the dam, and is approached by a miniature ghat road with four hairpin bends where cautious driving is necessary.

The A. A. S. I. has placed direction signs "To Mettur" at each of the road junctions where turns have to be made in order to reach Mettur from Toppur. The sign at Toppur is at the point where the new road joins the present trunk road, and indicates the road to Omalur and Salem as being the one to follow. Eventually (early in 1935, it is hoped) the Toppur-Mechcheri Section will be completed when the A. A. S. I. sign-boards will be unnecessary, and will be removed.

For the benefit of motorists who may be approaching Madras from the country west of the Cauvery River at Bhavani, it may be mentioned that the road to Mettur runs almost due north through Bhavani Town, and is suitably sign-posted at the place where it joins the existing trunk road. Just north of the town the road bifurcates, the right hand branch being the one to follow. Onward to the Mettur Bridge the road is practically straight and being well sign-posted the traveller will have no difficulty in following it to Mechcheri and Omalur.

There are Indian and European Rest Houses at Mettur, to use which the prior permission of the Executive Engineer is necessary, particularly in view of the fact that they are usually in great demand.

Coimbatore-Hassanur Ghat-Mysore Trunk Road.

The Hassanur Ghat between miles 52 and 60 of the above road will not be completely opened for vehicular traffic before 31st December, 1934.

For the present private motor cars and carts will be permitted to pass along this section of the road during the hours of daylight, hairpin bend No. 20 being covered unladen entirely at owner's risk.

Lorries and buses plying for hire will not be permitted to pass along this section of the ghat road.

The Development of Touring Instinct.

Elsewhere in this journal will be found a short article regarding some short, conducted motor tours,

that have been arranged, mainly for the benefit of senior students at local colleges and schools, during the past year.

These tours, though carried out by motor bus, indicate clearly the interest displayed in travel by motor by those who are not fortunate enough to own motor cars, and being organised by educational establishments, show that a distinct educational value is placed on travel by road.

There is no reason why the idea should not be adopted by "grown-ups" who are seeking a pleasant means of spending a holiday of several days. A bus can be chartered by a group of friends and the cost thus distributed prove little, if any, more than the equivalent railway fares; while the possession of the bus gives entire freedom to view places *en route* at leisure.

The A. A. S. I. is in touch with a member who is prepared to organise conducted motor bus tours.

Touring in Europe.

Members considering the possibility of taking a motor vehicle from India to England or to any Continental Country, would do well to obtain a copy of a booklet on this subject recently issued by the A. A. A copy can be obtained, on loan, from the Secretary, A. A. S. I.

Municipal Tolls in Mysore.

Information has been received from the Mysore Government that a uniform period of half an hour has been fixed to govern liability for payment of Municipal tolls in that State. Thus, a motorist, who takes longer than half an hour to cover the distance between an "in" barrier and an "out" barrier, will not be entitled to a refund of toll paid on entry.

Production of Registration Certificates.

After considerable correspondence it has been decided by the I.-G. of Police, Madras, that Rule 2-A of the Madras M. V. Rules does not render it necessary for the Registration (C) Certificates of a motor vehicle always to be with the vehicle to which it pertains. However, the Rule gives the police the right to demand the certificate for inspection whenever considered necessary, and owners of vehicles are advised to ensure that the certificate can be produced within (say) 24 hours from time of demand. In effect, this means that the certificate should

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C. 18KF. 1819	X. 4654	SALOON	Consulting Engineer of the A. A. of Ceylon	20.30 m. p. g.
C. 18AF. 663	X. 4763	TOURER	"	20.40 m. p. g.
C. 18PF. 1840	NEW CAR	ROADSTER	"	21.10 m. p. g.
C. 18KF. 566	NEW CAR	TOURER	"	21.90 m. p. g.
C. 18KF. 1820	NEW CAR	SALOON	"	21.90 m. p. g.
C. 18EF. 3193	NEW CAR	SALOON	"	22.30 m. p. g.
C. 18AF. 2955	NEW CAR	TOURER	"	22.50 m. p. g.
C. 18KF. 1821	X. 4617	SALOON	"	22.67 m. p. g.
C. 18AF. 869	X. 4764	TOURER	"	23.00 m. p. g.
C. 18HF. 2318	F. 1859	SALOON	"	25.20 m. p. g.

Results count! The Motoring Public are the Judges!

GET THE FACTS AND You'll GET A



invariably be taken with the car whenever proceeding on tour, or leaving its home town for a lengthy period.

Periodical Checking of Motor Driving Licences.

At a recent check of motor driving licences by the Madras City Police, over sixty drivers, many of them owner-drivers, were unable to produce a driving licence for inspection. Of these sixty, all of whom were given the opportunity of producing their licences for inspection the following day, eighteen ignored the warning and no doubt, feel that they are being harshly dealt with if they were prosecuted.

At the same check seven owner-drivers were detected with time-expired licences.

Similar checks were held in the mofussil about the same time; although the result of these checks is not yet known, it has come to notice that certain city motorists are regretting that they did not have their licences with them.

Section 8 of the Indian Motor Vehicles Act, 1914 (VIII of 1914) clearly lays down "The driver of a motor vehicle shall produce his licence upon demand by any police officer," and distinctly implies that the driver of a motor car must have his driving licence either on his person or in his vehicle, whenever he (or she) is actually engaged in driving the vehicle. Further, the section quoted above distinctly says "any police officer", so no question of rank arises. A driving licence must be produced even if demanded by a Police Constable.

Motorists of Madras cannot complain of very frequent checking of driving licences, with attendant inconvenience and delay; however, there is a possibility of more frequent checks being instituted in order to enforce the closer observance of the law quoted above.

It may be added that, while the law requires the production of the driving licence "on demand", in practice, the police usually concede a point and will not take any action provided the licence is produced for inspection the following day. It naturally follows that this inspection must be made and recorded at the headquarters of the police officer who demanded the licence, and this may be many miles from the home of the delinquent, so it follows that the best and obvious course to follow is NEVER DRIVE A MOTOR UNLESS YOU HAVE

YOUR DRIVING LICENCE WITH YOU, and SEE THAT IT IS STILL CURRENT.

Glaring Headlights.

Judging from the number of notices served on members recently, it would appear that the police are fully alive to the necessity for mitigating what the public are pleased to style "The Glaring Headlight Nuisance".

That glaring or dazzling headlights can be a decided nuisance cannot be denied, particularly when the driver of a vehicle with powerful headlights, and the means of dimming, dipping or swivelling them, makes use of this device as a demand for another driver to dim his headlights. The Commissioner of Police, about a year ago, promulgated a regulation detailing a number of methods by which headlamps should be treated in order to prevent "glare", he also indicated that serious notice would be taken of cases of alternately dimming and brightening headlights, by those drivers whose cars are fitted with modern dimming devices. Every motor driver must agree that an approaching steady, powerful light causes much less inconvenience than does one which is alternately dimmed and brightened, and it should be a point of honour with drivers of cars fitted with these modern devices, not to use them to the annoyance of other road-users.

Generally speaking, the light given by a dimmed, dipped or swivelled headlight is sufficient to ensure safety on all city roads; and if the happy possessors of modern headlamps wish to avoid the compulsory adoption of the more primitive regulation means of reducing glare (*i.e.* by painting, frosting or papering lamp bulbs, reflectors or lenses) it behoves them to rigidly avoid the use of the full headlight within City limits. Failure to do so will surely lead to conflict with the police and an order to remedy the glare by one of the primitive measures, which, though it may satisfy the police, will render the headlamp inefficient for use on unlighted district roads.

Motorists may rightly contend that if city roads were properly lighted there would be no necessity for the use of headlamps of any description, parking or sidelamps sufficing. In this contention, even the police agree, but the question of street lighting is not within police control. Every effort is being made to improve street lighting in the City, but until it materialises, the use and power of headlamps must be controlled, and every motor driver

can help to render this control less irksome by being considerate. Remember! Every motor vehicle is not fitted with a dimming device, so it is frequently futile to try to make an oncoming driver dim his lights by blinding him with your own powerful ones. Such a practice is dangerous to both vehicles and is as much "road-hogging" as is holding the crown of a road.

Anti-dazzle devices.

While on the subject of "Dazzle" it may not be out of place to mention two fairly modern devices designed to reduce glare in headlamps. They are "The Green Eye" and "Phillips' Duple Lamp-Bulbs". Both are obtainable locally at a fairly cheap price and each is efficient in that it definitely reduces glare without impairing the illuminating efficiency of the headlamp. Both can be fitted by the owner or driver.

"The Green Eye" is a shield which fits onto the normal lamp bulb and, when correctly adjusted, reflects the downward rays of the light through a green crystal onto the lower part of the reflector, thus modifying the intensity of the rays of light reflected upward through the lens, without diminishing the downward rays which illuminate the roadway. This device can be fitted to a single or a double filament bulb as it is in constant operation whichever filament is alight.

"The Duple Lamp" is a double filament bulb, of which the lower filament is fitted into a small metal bowl. Thus, when the lower filament (dim) is in operation, downward rays do not reach the reflector, so no upward rays pass through the lens. The rays which are reflected from the top of the reflector to the roadway are unimpaired. The top filament (full-light) is not affected by the bowl, so full light efficiency is obtained when required by the use of a switch.

Pilot Ray Headlamps.

As stated in a recent issue of this journal, the attitude of the Police with regard to the use of the Pilot Ray Headlamp in Madras City was under reference.

The Commissioner of Police has decided that lamps of the Pilot Ray type are not necessary within City limits and their use will be discouraged; for the present, however, no definite regulation prohibiting the fitting of this type of headlamp to motor vehicle will be issued.

Members who have Pilot Ray headlamps fitted to their vehicles are requested to refrain from making use of them within town areas.

Petrol Economisers.

Samples of two so-called petrol economisers have been tried by officials of the Automobile Association of Southern India recently; *i.e.*, "Tetrine" and "UZM Tablets". Both of these chemicals (one is a fluid and the other a tablet) are claimed to improve carburation and to effect a reduced petrol consumption of from 10 to 25 per cent. Experiments have shown that the claim for a reduced petrol consumption is warranted, though perhaps not to the extent claimed.

Whether or not the use of these petrol economisers has a deleterious effect on the mechanism, the duration of the tests was not sufficient to disclose. Certainly the UZM produced a deposit in the carburettor inlet filter, but whether this alone was the cause of a stoppage on a long hill climb, the writer is unable to state definitely.

The one point which strikes the writer is, if these economisers are really efficient, why are they not adopted by petrol manufacturers, who have every facility for making exhaustive tests both for results and for their effect on mechanism?

Motor Accessories.

Several enquiries have been received for the name of the distributors of Clupet Piston Rings in Madras. It has been ascertained that the present distributors are:—

Green's Electrical Works,
28, General Patter's Road,
Mount Road, MADRAS.

Road Development.

Enquiries have elicited the information that the Madras Government is seriously considering the reconstitution of its Provincial Road Board; which, incidentally has not been convened for nearly two years.

It is also understood that an Engineer of the P. W. D. has been placed on special duty to draw up a programme of Road Development for the Province.

These measures are, no doubt, the first efforts toward implementing the recommendations of the Road-Rail Conference convened by the Central Government in 1933.

Co-ordination of Transport.

Sir Joseph Bhole, Member for Commerce, speaking at the Indian Railway Conference in October 1933, said: "I believe that co-ordination of transport services is absolutely essential, especially in a poor country like India, if development is not to be unduly or improperly delayed".

He went on to say that it is not on co-ordination alone that railways must rely to improve their condition but also on increasing the efficiency of the railways on technical and administrative side combined with utmost economy in working. They must, in fact, offer something more attractive to the public than that which their rivals can give.

Since then, the recommendations of the Pope Committee on Indian Railways have emphasised the need for economy and have also indicated directions in which this may be effected.

The English railways have not relied on the new Traffic Act only to improve their condition but they have also increased their technical and administrative efficiency and, still more important, have realised that now that competition has come, they must adjust their methods to new conditions. It is to be hoped that Indian Railways will put their own house in order and seek to improve their service to public before they attempt to suppress motor transport.

Legislation in Favour of Pneumatic Tyres.

In the same way that preferential treatment in taxation is given to motor vehicles with pneumatic tyres as compared to those equipped with the solid tyres, so shall we see the growth of the same practice in connection with the bullock-cart equipped with pneumatic tyres. The advantages to the authorities in economy in maintenance of the road system if carts are equipped with pneumatic tyres are gradually becoming more apparent and as this type of vehicle becomes more generally used the greatest problem with which our road Engineers are confronted in India to-day will have been removed.

Motor Car Insurance.

Earlier in the year an article appeared in this journal touching on the extent to which the Insurance Company would be liable in the event of an accident to an insured motor vehicle while it was being driven by an unlicensed person "without the knowledge of

the owner," but "with the connivance of the owner's paid driver." At that time it was stated that the Insurers would accept no liability, and legal advice obtained subsequently indicated that this was legally correct. However, the matter has since been under reference to our official insurers in the hope that, if they maintained that their liability was *nil* on a comprehensive policy, they would agree to providing cover against such a contingency on payment of a small additional premium.

Our official insurers have now stated that, in the circumstances mentioned, *the damage to the car would be covered*, provided it was being used *without the insured's knowledge and consent*. However, legally, the insurer would have a right of action for trespass against the driver for damages, but, in practice, this right would be of little or no value as a driver is usually without means.

If the accident should result in Third-Party damage, the policy would still protect the insured, but would not indemnify the driver in respect of his wrongful act; the insurance company would certainly repudiate liability.

From the above it will be seen that an insured motor vehicle owner faced with a bill for damages brought about by a deliberately wrongful act by his paid driver, though covered by his insurance policy, should take legal action against his driver in the interest of the motoring public generally.

A. A. London Annual Meeting—Presidential Address.

At the Twenty-ninth Annual Meeting of the Automobile Association, held at the Savoy Hotel, London, on 18th July 1934, Mr. Charles McWhirter, Chairman of the Association, who presided, prior to dealing with the Report and Accounts, announced that a telegram had been sent to His Majesty the King on behalf of the members of the Association, numbering more than half a million, on the occasion of the opening of the Mersey Tunnel. The announcement was received with applause.

Reviewing the past year's work, Mr. McWhirter remarked that the most noteworthy feature was the continued growth of the Association's membership. The half-million figure was reached in August last and during the financial year the actual increase was 44,391 members. That morning, added the Chairman, the membership totalled 537,339.

He went on to say that it was a matter for unqualified gratification that the Chancellor of the Exchequer had responded to the Association's joint memorandum asking for a reduction in the horsepower tax. The A. A. had waged a campaign for relief in this direction over a period of many years. The reduction of 25 per cent. as from January 1st,

of the Bill. Primarily with this object in view, the Committee of the A. A. voted £1,000 to the National Road Safety Campaign over and above its already fairly substantial annual contributions, since the National 'Safety First' Association was founded.

The A. A. had also submitted a Memorandum on the subject of road accidents to the Minister of

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Woman's Contribution to the Motor Car



"The Modern Car"



Supplement to

THE SOUTH INDIA MOTOR OWNER,

September 1934.

Number Nine in a Series of
Messages from Henry Ford.

principle of common law, and that it ought not to be extended. That being so, why was the principle ever accepted?

The Association had been active with other constituent bodies of the Motor Legislation Committee—of which he (Mr. McWhirter) had the honour to be Chairman—in placing the facts of the problem before Parliament during the various stages

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Reciprocal Agreement.

A reciprocal agreement has been entered into by all A. A.'s in India, Burma and Ceylon, whereby each Association undertakes to assist with road information, etc., members of a sister association temporarily residing within its territory.

The agreement also provides that a member of one Association taking up permanent (or semi-

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miles a gallon. Of course, car economy is not only a matter of fuel. Ford V-8 has that, too, but it is also economical in the complete sense—initial cost, operation, maintenance.

APPEARANCE.

This is woman's contribution. The motor car must not only be useful, but also good-looking. View the Ford V-8 and you will not need our comment on its fine appearance.

COMFORT.

This also is woman's concern. In 30 years she changed the motor car from a wagon to a coach. Comfort is a quality made up of numerous ingredients. There is no comfort without a quiet, smooth-running engine. We have all the other ingredients too,—colour, good taste, quality, ease, safety, roominess and convenience.

Everything must be up to the 80-miles-an-hour standard to give you superlative performance at the lesser speeds.

Henry Ford

This message from Henry Ford covers an interesting subject so adequately that it is here reproduced by the Ford Motor Company of India, Limited.

of the opening of the Mersey Tunnel. The announcement was received with applause.

Reviewing the past year's work, Mr. McWhirter remarked that the most noteworthy feature was the continued growth of the Association's membership. The half-million figure was reached in August last and during the financial year the actual increase was 44,391 members. That morning, added the Chairman, the membership totalled 537,339.

He went on to say that it was a matter for unqualified gratification that the Chancellor of the Exchequer had responded to the Association's joint memorandum asking for a reduction in the horsepower tax. The A. A. had waged a campaign for relief in this direction over a period of many years. The reduction of 25 per cent. as from January 1st, 1935, applied, of course, to motor-cycles as well as cars.

Referring to the Road Traffic Bill, which he described as the Government's principal contribution towards the road accident problem, Mr. McWhirter emphasised the fact that the A. A. was second to none in regretting the appalling number of accidents on the roads, and he added that the Minister of Transport had the Association's sympathy in his efforts to improve the present position.

The Association could not agree, however, with some of the methods proposed for the reduction of such accidents. The 30 m.p.h. speed limit, for example, could only be regarded as a doubtful experiment in this direction, in fact, its most enthusiastic advocates did not regard it as anything more than an experiment.

The Committee viewed the establishment of 30 m.p.h. as a maximum speed for a motor car in a so-called built-up area as a serious and vital mistake. There was no fixed rate of speed which would be a safe speed on any road under any conditions, and the speed for safe driving must vary with the volume of traffic, the design and conditions of the vehicle, the time of day, the character of the road and state of its surface, and the weather. These varying factors made a general speed limit of 30 m.p.h. dangerously fast in some circumstances and needlessly slow in others.

The Chairman described as a particularly grave injustice that part of the Bill which would compel a motorist to pay the cost of emergency treatment arising out of road accident, whether negligent, or not. It was admitted on behalf of the Government that this was a complete perversion of a fundamental principle of common law, and that it ought not to be extended. That being so, why was the principle ever accepted?

The Association had been active with other constituent bodies of the Motor Legislation Committee—of which he (Mr. McWhirter) had the honour to be Chairman—in placing the facts of the problem before Parliament during the various stages

of the Bill. Primarily with this object in view, the Committee of the A. A. voted £1,000 to the National Road Safety Campaign over and above its already fairly substantial annual contributions, since the National 'Safety First' Association was founded.

The A. A. had also submitted a Memorandum on the subject of road accidents to the Minister of Transport.

Mr. McWhirter deplored the fact that the weekly figures relating to road accidents, which were broadcast by the B. B. C., did not show how large a proportion was due to the carelessness of road-users other than motorists.

In conclusion, Mr. McWhirter referred briefly to the highly satisfactory financial position of the Association.

Safety First Association of India.

A Safety First Association was first formed in India, at Bombay, in 1933, and endeavours are now being made to form a branch in Madras.

The Association does not confine its activities to road safety, but deals with safety in every branch of life and industry. Safety in the home, safety in the factory, on the railway, on the river, in fact, in every conceivable direction.

Any reader who may be interested in the Safety First movement is earnestly requested to get into touch with the Secretary, A. A. S. I., who will be pleased to furnish further details.

Honorary District Representatives.

The Committee of the A. A. S. I. has been pleased to accept the generous offer of the following members to act as honorary district representatives in the areas indicated, and take this opportunity of tendering their appreciation and thanks:—

R. C. Morris of Honnametti Estate, Attikan P.O., via Mysore—South Mysore and North Coimbatore.

Miss A. Barber of the English Motor Co., Calicut—Malabar District.

Reciprocal Agreement.

A reciprocal agreement has been entered into by all A. A.'s in India, Burma and Ceylon, whereby each Association undertakes to assist with road information, etc., members of a sister association temporarily residing within its territory.

The agreement also provides that a member of one Association taking up permanent (or semi-

permanent) residence in the territory of another Association shall be regarded as a honorary member of that Association until his next annual subscription becomes due, when he will normally join the local Association and pay the subscription due to that Association, but be exempt from payment of any Entrance Fee.

A member thus transferring from one Association to another in India, Burma or Ceylon will be supplied with a motor car badge of the local Association, free of charge, when he joins that Association, provided he returns to the former Association in a serviceable condition the badge obtained from it and produces a certificate that this has been done.

The object of this agreement is to obviate the necessity for extra expense to A. A. members who may be transferred from one A. A. to another as a result of the exigencies of their business life.

How Motorists can help to minimise noise.

Much has been said about needless noise in our City Streets but little seems to have been done to reduce it, beyond the addition to our Motor Vehicle Rules (Madras) in 1931 of a rule which reads.

"The driver of a motor vehicle shall not sound his horn, or where their use is not prohibited, his siren or whistle, for any purpose other than that of ensuring safety in traffic".

Undoubtedly this rule was aimed at the prowling taxi driver and energetic motor bus driver who could frequently be seen (or heard) moving slowly along a practically empty roadway, and endeavouring to attract the attention of chance pedestrians or likely fares. There is certainly less of this class of nuisance to-day, but how frequently does one see the owner or driver of a new car blasting his way through some of our busiest streets, sounding his horn almost continuously.

The authors of our local Motor Vehicles Rules are to a large extent responsible for a lot of the horn blowing in the Madras Presidency, for those rules require a motor driver to sound his horn whenever he is making a turn or approaching a cross road. Moreover one of the first questions asked after an accident, however slight, by the magistrates, police and others is "Did you sound your horn?" This gives rise to the erroneous impression that the mere sounding of the horn can to some extent relieve the driver of responsibility.

The Highway Code, in England, reminds all motor drivers that the horn is intended to be used as a warning, and an indication if needed of our presence on the road and that it should never be used as a threat to other road users.

The Highway Code may apply only to Great Britain, but the section of it quoted about could, with much advantage, be applied in Madras.

The use of the horn can be and should be diminished. The tendency so noticeable in Madras to-day is to drive by sound rather than by sight, whereas it should actually be the reverse. It is the duty of every motor driver to so drive his vehicle as to avoid contact with other road users who have an equal right to use the road. The horn might be used to indicate the presence of the vehicle to persons who obviously are not able to see it, but certainly not as a demand that the way should be cleared for it.

The good and experienced driver sounds his horn very rarely as he knows that he has his vehicle well in hand and can avoid an accident by applying his brakes. This means that he is not travelling at a speed faster than one at which he knows he can bring his car to rest within the distance that is clear of all traffic.

A few evenings ago the writer had occasion to engage a taxi. The taxi driver sounded his horn no fewer than 132 times while covering a distance of 2½ miles in a matter of seven minutes and this in spite of frequent requests to leave his horn alone.

The movement of motor vehicles alone is responsible for much of our city noise and this will be difficult to overcome. However, the raceous howls of electric horns and violent double hoots from bulb horns, is certainly susceptible of reduction and it remains for the police to enforce the Rule quoted at the beginning of this article.

Separate Pathways for Cyclists.

At a time when the question of the safety of public roadways and the control of pedestrian traffic is receiving so much attention, it is interesting to note that the provision of separate paths for cyclists is also receiving close consideration, in Europe. It may be opportune to raise a similar question in India.

That there is real necessity for some measure of control over pedestrians and cyclists is clearly evi-

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denced by the following figures which are taken from the first Annual Analysis of Fatal Accidents issued by the Ministry of Transport in England.

The total of fatal accidents in Great Britain is given as 7,945, classified as follows:—

Pedestrians	..	..	..	3,517
Pedal Cyclists	..	..	..	1,324
Motor Cyclists	..	..	..	1,308
Passengers	..	..	..	474
Motor Vehicles Drivers	..	..	..	219
Pillion riders	..	..	..	203

Thus it will be seen that the chief sufferers were Pedestrians, Pedal Cyclists and Motor Cyclists.

In so far as Pedestrians are concerned the provision of a special footpath has long been a measure of precaution, even in pre-motor vehicle days.

As regards cyclists, there are many continental countries in which cycle paths were a definite feature of most busy roads. It is interesting to note that these cycle paths date back some thirty years, when the carriage ways of most roads were paved with cobble stones on which it was hardly possible to drive a cycle, or even to walk with comfort. Hence the advent of cycle paths, to which both the cyclist and pedestrian adhered on account of the increased comfort obtained.

Then came motor traffic with the demand for better road surfaces, with the result that pathways were often neglected and frequently encumbered with obstructions such as petrol pumps. The effect was to divert cyclists onto the new and smoother carriage way, much to the increased danger of both cyclist and motorist.

The Alliance Internationale de Tourisme has recently obtained the views of the Cycling Clubs associated with that body.

The result shows that on the Continent of Europe there is a consensus of opinion in favour of the provision of cycle paths, which, it is maintained, would decrease the incidence of accident to the ever increasing number of cyclists, particularly in every city and within a radius of fourteen miles outside each city. However, in England, presumably on account of the specially favourable conditions prevailing in that country, the Cyclists Touring Club is strongly opposed the provision of cycle paths with a view to their use by cyclists being made compulsory.

In India, where footpaths are few and far between, and the number of cyclists is increasing by

leaps and bounds, it may be found advisable to provide combined cycle and foot-paths as a preliminary step toward reducing the number of road accidents in and near large towns and villages.

Before closing this article it may be mentioned that where the provision of cycle paths is advocated, it is decided that cyclists moving from one side of the road to the other must do so on foot, pushing their cycles; in short, becoming pedestrians for the time being.

Road Sense and Accidents.

The Ministry of Transport (England) Report on Fatal Road Accidents during 1933, furnishes the following important data on road accidents in which cyclists were involved.

Cycles were involved in 1,625 accidents, as a result of which 1,324 cyclists lost their lives.

Motor vehicles were involved in 5,862 accidents, resulting in the death of 219 drivers.

The cyclists killed by running down from behind numbered 221 of these cases, 101 occurred in daylight or in well-lit streets, 11 in dusk or semi-darkness and 109 in the dark.

Of the cyclists killed by running down in the dark from behind, 98 had reflectors, 1 a rear lamp, and 5 neither reflector nor rear lamp (5 more being unaccounted for).

In only 24 cases out of the 1,625, cyclists were said to be infringing the regulations as to rear warning (8 with no reflector, 16 with an ineffective reflector).

Over 80 per cent. of the cyclists killed met their death as a result of a collision with a mechanically-propelled vehicle.

Two hundred and forty cyclists were killed in circumstances where no motor vehicle was concerned.

Excessive speed was the greatest sin attributed to motor drivers (greater than any other two faults combined), and loss of control was said to be the greatest failing of cyclists.

Only 13 cyclists killed during the hours of dusk or darkness were not carrying red rear lights or reflectors, and of these 8 were killed in circumstances where the question of rear warnings did not arise (e.g., head-on collisions).

Thirty-eight cyclists were killed by colliding with pedestrians, horse-drawn vehicles accounting for 6 and animals for 7. Collisions between cyclists cost 18 lives.

Nearly one-third of the cyclists involved in accidents were under 18 the actual number being 488; and 104 were 61 or over. Of the 1,324 cyclists killed, 526 were under 21.

Touching on the connection of speed with road accidents, the same report makes the following comment.

Attention was drawn in the preliminary report to the difficulty of obtaining trustworthy evidence as to the speed of a vehicle immediately before an accident, and when the emergency first arose. This, rather than the speed at the moment of the collision, is the crucial factor. Usually the driver himself can only give an estimate, and he is not likely to err on the side of excess. The opinions of witnesses, if there are any, frequently conflict. The opinion recorded by the police must necessarily follow such evidence as they have, and it is often limited to the uncorroborated statement of the driver concerned.

The present analysis is confined to fatal accidents, and in nearly 68 per cent. of the total cases analysed the pedestrian or pedal cyclist is dead or fatally injured and, therefore, unable to give his version. Taking the figures as they stand, the table would suggest that in the 6,657 cases where an estimate of speed was given, 1,300 of the motor vehicles involved in fatal accidents were proceeding at speeds not exceeding 10 miles an hour, and 2,818 more at speeds not exceeding 20 miles an hour. Thus, if the figures were correct nearly 62 per cent. of fatal accidents would have occurred when the vehicle involved was travelling at not more than 20 miles an hour, while even in areas which are not built-up the corresponding figure would not be far short of 50 per cent. Such a result is alone sufficient to indicate the greatest need for caution in interpreting these figures.

In view of the speed limit controversy which is occupying the attention of Parliament and the leading motoring organisations in England to-day the above items are most interesting and it will not be out of place to say that Cycling and Pedestrian Organisations are also using them in support of their claims.

Whatever the outcome may be there can be no doubt that the main cause of most road accidents is lack of consideration by persons concerned, sometimes by those on both sides but more frequently by one side or the other. It is obvious that the real solution lies in a wider and more sympathetic fellowship of the road, with a display of the fullest mutual consideration between all road users, no matter what their means of progress, human effort or mechanical power.

Membership.

During August 1934, 19 new names were added to the Membership Register, but unfortunately 12 names were removed for various reasons. The total membership on 31-8-34 was 999, of whom 82 were either motor-cycle owners or non-motor owners.

The new members were introduced by the following gentlemen:—

Mr. L. S. Jackson, Mr. W. S. Whistance, Mr. K. S. Mohideen, Mr. A. T. Westrap, Mr. J. L. P. Roche Victoria, Mr. E. J. P. Greenwood and Messrs. Addison and Co., one each; the remainder by Major F. Church.

New Members.

N. Kirwan, Esq.,
Planter,
Mangalore.

C. D. Chapman, Esq.,
The P. & O. Banking Corporation Ltd.,
Madras.

J. Douglas Dixon, Esq.,
Marikuppam P. O.,
S. India.

W. J. K. Stark, Esq.,
Malayan Emigration Dept.,
Negapatam.

M. Hussain, Esq.,
43, 44, Strahams Road,
Perambur Barracks,
Madras.

A. Balakrishnan, Esq.,
Dy. Govt. Examiner of Accounts,
S. I. Ry.,
Trichinopoly.

R. K. Ramakrishnan, Esq.,
Race Course,
Coimbatore.

K. R. Karant, Esq.,
Vakil,
Kodialbail,
Mangalore.

M. Abdul Hamid, Esq.,
Government Mohamedan College,
Madras.

K. S. Santhanakrishna Mudaliar, Esq.,
"Chempaka Villa",
Mannargudi,
Tanjore District.

Major M. S. Gupta,
Penitentiary,
Madras.

C. Elayalwar Naidu, Esq.,
Dy. Superintendent of Police,
Sivaganga,
Ramanad District.

R. Ramachandra Rao, Esq.,
Electrical Engineer,
C. P. S. Transformer House,
Champion Reefs, K. G. F.

H. G. F. Fletcher, Esq.,
Port Officer, Tuticorin.

J. R. James, Esq.,
Bimlipatam,
Ganjam District.

J. N. Goodwyn, Esq.,
Flagstaff House, Bangalore.

P. V. Chari, Esq.,
P. W. D., Chempauk.

P. Berlie, Esq.,
"Overdene",
Coonoor R. S.

Dr. G. Dinker Rau,
Medical College,
Vizagapatam.

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LIST OF A. A. S. I. MEMBERS.

SERL. No.	MEM-BER-SHIP No.	NAMES OF MEMBERS.	ADDRESS.	SERL. No.	MEM-BER-SHIP No.	NAMES OF MEMBERS.	ADDRESS.
1	1	Addison & Co., Ltd.	Mount Road, Madras.	33	2002	Brown, A.	1st Bn. M. & S. M. Ry.
2	116	Asbestos Cement (India) Ltd.	Second Line Beach, Madras.				Rifles, Perambur, Madras.
3	497	Alwar Chetty, C. T., Rao Bahadur.	5, Stringers Street, Madras.	34	2041	Bracken, G. T. H., I.C.S.	Board of Revenue, Madras.
4	649	Adlard, F. A.	South Indian Export Co., Ltd., Madras.	35	2107	Booth, A. C. T.	C/o Presidency Port Office, Madras.
5	734	Albuquerque, A. P. C.	Asst. Official Assignee, High Court, Madras.	36	2176	Buckland, C. E.	C/o Messrs. Gordon Woodroffe & Co., Ltd., Madras.
6	743	Annamalai Chettiar, S. A. A.	23, San Thome High Road, Mylapore, Madras.	37	2194	Benjamin, G. I., Dr.	Thacker's Street, Vepery, Madras.
7	834	Alexander, E. G.	Post Box No. 51, Madras.	38	2203	Browne, W. O.	D. T. S., M. & S. M. Ry., Royapuram, Madras.
8	889	Ames, D. M.	C/o Standard-Vacuum Oil Co., Ltd., Madras.	39	2254	Brown, R.	Imperial Chemical Industries, Ltd., Madras.
9	998	Andrews, H.	C/o Addison & Co., Ltd., Mount Road, Madras.	40	2271	Barrie, M. W., Miss	Olcott Gardens, Adyar, Madras.
10	2001	Achutha Menon, P., I.C.S.	Fort St. George, Madras.	41	2458	Bulow, V. A. M.	Chesney Hall, Egmore, Madras.
11	2030	Aravamudha Iyengar, S., Dewan Bahadur.	25, Elliot's Road, Mylapore, Madras.	42	2508	Brown, J. B., I.C.S.	C/o Commissioner of Labour, Chempauk, Madras.
12	2105	Andrews, F. P.	C/o Spencer & Co., Ltd., Mount Road, Madras.	43	352	Chari & Chari, Ltd.	Poonamallee High Rd., Madras.
13	2295	Adam, A. P.	Carnatic House, Perambur Barracks, Madras.	44	430	Chengappah, K. A.	24, Lloyd's Road, Royapettah, Madras.
14	2304	Achuthan Nair, P.	Dist. Board Overseer, Ponneri.	45	488	Chidambaram Chettiar, M. C. T. M.	"Bedford House" Vepery, Madras.
15	2347	Angus, M. A.	C/o Spencer & Co., Ltd., Mount Road, Madras.	46	582	Chakko, K. C.	College of Engineering, Guindy, Saidapet.
16	2375	Alexander, R. D., Capt.	Blacker's Gardens, Teynampet, Madras.	47	654	Curgenvin, A. J., I.C.S., Hon. Justice.	"Weston" Haddow's Road, Nungambauk, Madras.
17	2518	Atwood, G. R.	Imperial Bank of India, Madras.	48	703	Church, F., Major.	C/o A. A. S. I., Mount Road, Madras.
18	2519	Alexander, G. P.	C/O Port Trust, Madras.	49	749	Campbell Gray, T.	11, Monteith Road, Egmore, Madras.
19	5	Burmah-Shell Oil Storage & Distributing Co., Ltd.	Burmah-Shell Buildings, Madras.	50	932	Cumming, J. E.	C/o Messrs. Binny & Co. Ltd., Madras.
20	10	Boag, G. T., I.C.S.	Chingleput Collector's Office, Saidapet.	51	934	Chandavarker, P. N.,	Customs House, Madras.
21	15	Browning, W. M.	C/o Burmah-Shell Oil Storage & Distributing Co., Ltd., Madras.	52	944	Sir Campbell, Archibald.	Fort St. George, Madras.
22	16	Burn, Sidney.	"Blenheim", Haddow's Road, Nungambauk, Madras.	53	1013	Cutler Palmer, Messrs.	34, 35, Moore Street, Madras.
23	17	Boulton, D. H., I.C.S.	"Eastborough", San Thome, Mylapore, Madras.	54	1098	Chapman, H. H.,	C/o Messrs. Simpson & Co., Mount Road, Madras.
24	292	Bosotto, A.	C/o Messrs. Bosotto Bros., Mount Road, Madras.	55	2095	Chambers, G. A.,	Crompton P.O.
25	307	Byramshaw & Co.	General Patters Road, Madras.	56	2175	Cress, H.,	31, Mount Road, Madras.
26	312	Bowers, E. G., Capt.	C/o Port Trust, Madras.	57	2231	Champion, H.,	Teacher's College, Saidapet.
27	389	Barrington Smythe, E.,	C/o The South Indian Export Co., Ltd., Madras	58	2275	Charlesworth, F. H.,	Chesney Hall, Egmore, Madras.
28	518	Balakrishna Mehta & Sons, T.	453, Mint Street, Madras	59	2340	Cruttenden, L. L.	C/o Madras Mail, Mount Road, Madras.
29	948	Burke, J. E.	C/o Port Trust, Madras.	60	2341	Concrete Association of India.	Mount Road, Madras.
30	1024	Brakenridge, W. D.	C/o General Electric Co., Ltd., Mount Road, Madras.	61	2351	Chari, V. D.,	2/64, North Tank Square, Triplicane, Madras.
31	1074	Bhimasena Rao, H.	Bhimasena Gardens, Mylapore, Madras.	62	2368	Coultish, W.,	C/o Richardson Cruddas, Madras.
32	1097	Burgess, H.	Messrs. Simpson & Co., Ltd., Mount Road, Madras.	63	2425	Curtis, A. G. N., Capt.	H. E. The Governor's Body Guard, Madras.
				64	2423	Clark, W. W.,	National Bank of India, Madras.

(Continued over.)

SERIAL No.	MEMBER-SHIP No.	NAMES OF MEMBERS.	ADDRESS.	SERIAL No.	MEMBER-SHIP No.	NAMES OF MEMBERS.	ADDRESS.
65	2426	Cross, P. S.,	M. & S. M. Ry. Co., Ltd., Park Town, Madras.	98	49	Gompertz, G. H. M.,	Chamber of Commerce, Madras.
66	2442	Sir Connor, O. F., Col.	Surgeon General's Office, Teynampet, Madras.	99	50	Goodyear Tyre & Rubber Co. (India) Ltd.	159, Mount Road, Madras.
67	2456	Continental Tyre & Rubber Co., Ltd.	17, Mount Road, Madras.	100	52	Gopala Menon, C., Rao Bahadur.	Pantheon Road, Egmore, Madras.
68	2482	Cooper, G. P.,	Madras Publishing House, Ltd., Mount Road, Madras.	101	272	Gopalakrishna Rowth, M.A.,	5, Srinivasa Pillai Street, Egmore, Madras.
69	2483	Charlwood, T. H.,	Supply Army Cathedral, Madras.	102	555	Greenwood, E. J. B.,	"Riverside" Spur Tank Road, Egmore, Madras.
70	2512	Catley, H. E. B.,	C/o Madras Mail, Mount Road, Madras.	103	624	Gopalakrishnan, K.,	Messrs. Union & Co., Co., Mount Road, Madras.
71	2563	Chapman, C. D.,	C/o P. & O. Banking Corporation, Ltd., Madras.	104	697	Greg, L. H.,	Wallajah Bagh, Poona-mallee High Road, Kilpauk, Madras.
72	284	Doraisamy Iyer, S.,	"Palm Grove" Mylapore, Madras.	105	723	Grant, Nugent,	Bar-at-Law, Adyar, Madras.
73	855	Doraisamy, V.,	C/o Addison & Co., Ltd., Mount Road, Madras.	106	726	Gannon Dunkerley & Co.	Linghi Chetty Street, Madras.
74	2043	Dawes, J. W. T.,	C/o Higginbothams, Ltd Mount Road, Madras.	107	858	Grant, Thomas.	P. W. D., San Thome, Mylapore, Madras.
75	2049	David, J. C., Dr.	Medical College, Madras.	108	1089	General Motors India, Ltd.	Post Box No. 356, Madras.
76	2063	Dunlop Rubber Co. (India) Ltd.	Mount Road, Madras.	109	2128	Greene, E. E.,	"Riversdale", Harrington Road, Madras.
77	2182	Dann, R.,	"Riverside" Spur Tank Road, Egmore, Madras.	110	2137	Gerrard, J. M., Miss	The Willingdon, Commander-in-Chief Rd., Madras.
78	2225	Dhareshwarkar, K. M.,	Neo Komala Vilas, 15, 16, Francis Joseph Street, Madras.	111	2143	Gordon, B.,	5, Olivers' Road, Mylapore, Madras.
79	2264	Duncan, S.,	Old High Court Buildings, Madras.	112	2201	Gill, C.	C/o Fraser & Ross, Armenian St., Madras.
80	2393	Dalal, R. A.,	C/o Binny & Co., Ltd., Madras.	113	2204	Graham, J. M., Major.	Race Club, Guindy, Saidapet.
81	2397	Diggleman, H.,	Chesney Hall, Egmore, Madras.	114	2272	Ghaneshamdoss Girdhardoss, Esq.	459, Mint Street, Madras.
82	506	Ellermans Arracan Rice & Trading Co., Ltd.	25, Errabalu Chetty St., Madras.	115	2352	Gangadharam Chetty, S.,	118, Audiappa Naick St., Madras.
83	2243	Elliott, S. S.,	"Craneleigh" Sterling Road, Nungambakkam, Madras.	116	2355	Girsperger, F.,	C/o Volkart Bros., Madras.
84	2373	Edmonds, H. J., Rev.	"Cloisters," Teynampet, Madras.	117	2413	Gopal, C. M.,	The Cottage, Gopalapuram, Teynampet, Madras.
85	2468	Elphick, E. B.,	"Hadely," Kilpauk Garden Road, Madras.	118	55	Hooper, F. E.,	Messrs. MacDowell & Co., Madras.
86	33	Sir Fraser Gordon.	C/o Messrs. Best & Co., Ltd., Madras.	119	57	Hayles, A. A.,	Madras Mail, Mount Rd., Madras.
87	37	Freeman, M. L., Dr.	Bharat Buildings, Mount Road, Madras.	120	260	Horton, W. H.,	Richardson & Cruddas, Madras.
88	274	Fiat Motor Eastern India Agency.	Mount Road, Madras.	121	262	Howard, H. G., Major.	P. W. D., Chepauk, Madras.
89	707	Fyfe, W.,	"Nutford," Harrington Road, Chetput.	122	368	Hussain, M. M.,	The South Indian Motor Co., Mount Road, Madras.
90	758	Foot, A. W.,	C/o Burmah-Shell, Madras.	123	393	Hajee Ebrahim Sait, Salay Md.	249, Esplanade, Madras.
91	791	Fletcher, J. W.,	C/o Shaw Wallace & Co., Madras.	124	621	Hunter, J. C.,	C/o Burmah-Shell Oil Storage & Distributing Co., Ltd., Madras.
92	1008	Ferguson, J.,	Remington Typewriter Co., Madras.	125	625	Hussain Ghulam,	12, Peter's Road, Royapettah, Madras.
93	1071	Frei, H.,	Theosophical Society, Adyar, Madras.	126	753	Harley, N.,	C/o Burmah-Shell, Madras.
94	1077	Fowler, C.,	Eastern Technical Publications, Mount Road, Madras.	127	789	Havero Trading Co., Ltd.	1st Line Beach, Madras.
95	2224	Ford Motor Co., of India	Mount Road, Madras.	128	870	Hildebrand, H. A., Major.	Secretary, Madras Race Club, Guindy, Saidapet.
96	45	Govindachari, K., Rao Bahadur.	C/o Burmah-Shell, Madras.	129	884	Harris, F. S.,	Madras Club, Madras.
97	46	Govindoss Chaturbaudoss, Dewan Bahadur.	Mint Street, Madras.	130	895	Hodgson, G. H.,	Messrs. Parry & Co., Ltd., Madras.
				131	972	Hale, D. D. Major.	Madras Race Club, Guindy, Saidapet.

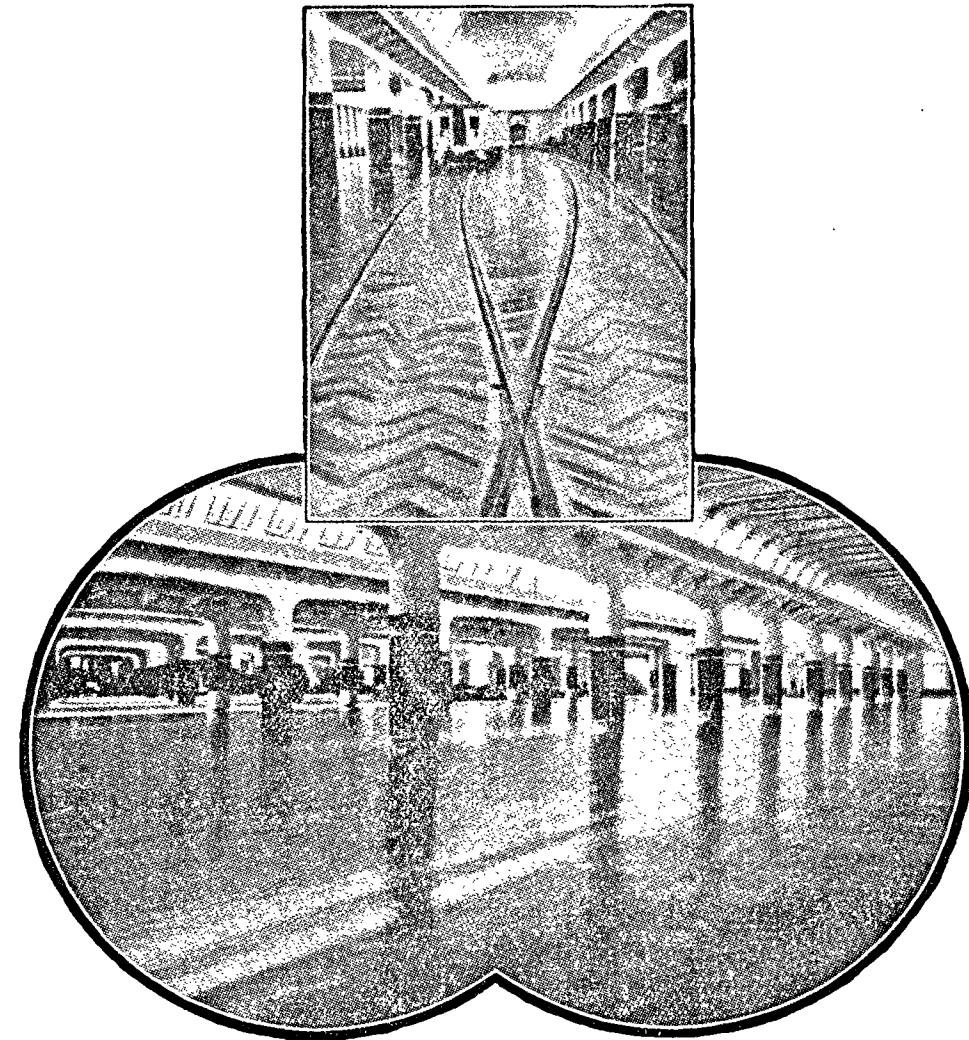
(To be continued.)

Largest Single Expanse of Teakwood Flooring in the World

Laid down by Henry Ford.

2,70,000 square feet of flooring is an enormous single expanse of flooring, but when laid in solid teak it becomes stupendous. This area of teakwood flooring, however, is what has just been laid down by

Henry Ford's appreciation of the reception accorded to Ford Cars in India, Burma and Ceylon, where Fords sell in greater numbers than any other make, is reflected in the fact that, although teak is



Henry Ford in the Main Exhibition Room of his Edison Institute Museum.

Larger than a full-sized polo field, this enormous teakwood floor is of the conventional herring-bone design, made up of boards eighteen inches long by three inches wide, dove-tailed together and cemented in place. It is sanded, oiled and waxed.

H

available from Siam and Java, the enormous order for 2,70,000 square feet of teakwood was for woods from India and Burma.

All the Indian and Burmese teakwood in the United States at the time of placing the order was only sufficient to fill one-third of the order and further supplies had to be requisitioned for in haste.

Teakwood interests profited considerably from Henry Ford's gesture.

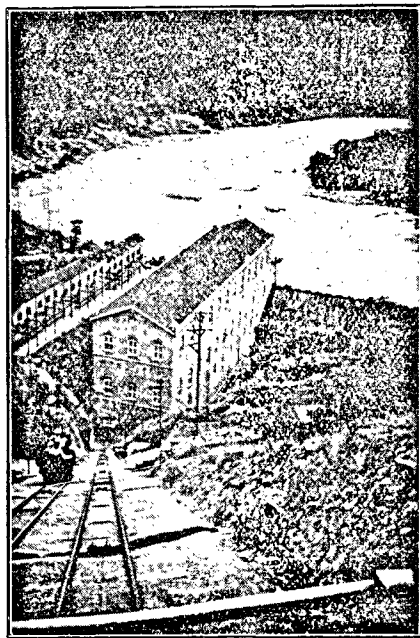
Conducted Tours.

Another Instance of the Development of the Desire for Travel by Motor Vehicles in the Youth of to-day.

Parents of children nearing school-leaving age will be interested to learn that lengthy school holidays can be rendered less irksome to the parents and more profitable to the children if advantage is taken of cheap travel by conducted tours which can now be organised and carried out in perfect comfort and safety.

As an experiment in 1933 teachers and students of the Madras Seva Sadan enjoyed a successful excursion by motor bus from Madras to Mysore and back. It was a seven days' outing and covered more than 900 miles.

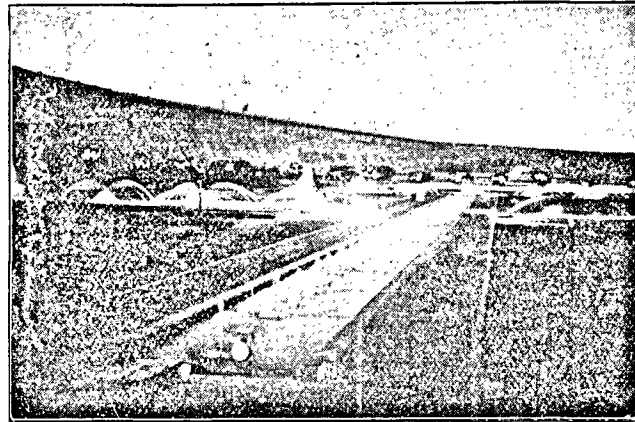
The places visited were Bangalore (City and Cantonment), Chennapatna (silk-rearing farm),



The Power House, Sivasamudram.

Sivasamudram Water Falls and the Electric Power Generating Station, Seringapatam, Mysore City, Krishnaraja Sagara Dam and Kolar Gold Fields.

The forward journey to Bangalore was made *via* Vellore, Krishnagiri and Hosur, a road which is quite a picturesque one with a number of hills and groves, and a river running almost parallel to it beyond Ranipet. The return journey was made *via* Kolar, Palmanar and Ranipet, so that much of the country and the land-formations could be observed and many types of people studied on the way.

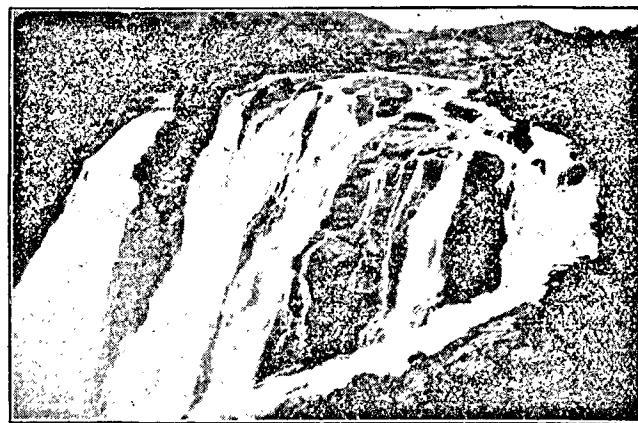


The Garden and Floral Fountains at Krishnarajasagara Dam.

The road-journey from Bangalore to Sivasamudram, and then on to Mysore is enchanting with a thrill every yard of it. Once on the 'bus, time and space lost all value. The roads have beautiful bends and being full of different gradients, one cannot have the least idea of where they lead to, or what will confront the next minute.

The journey was performed during the day-time and in easy stages, so nothing that is worth seeing was missed.

Taking a 'bus from Madras saves one the trouble of hunting after local conveyances which, during the season, have heavy traffic and, besides

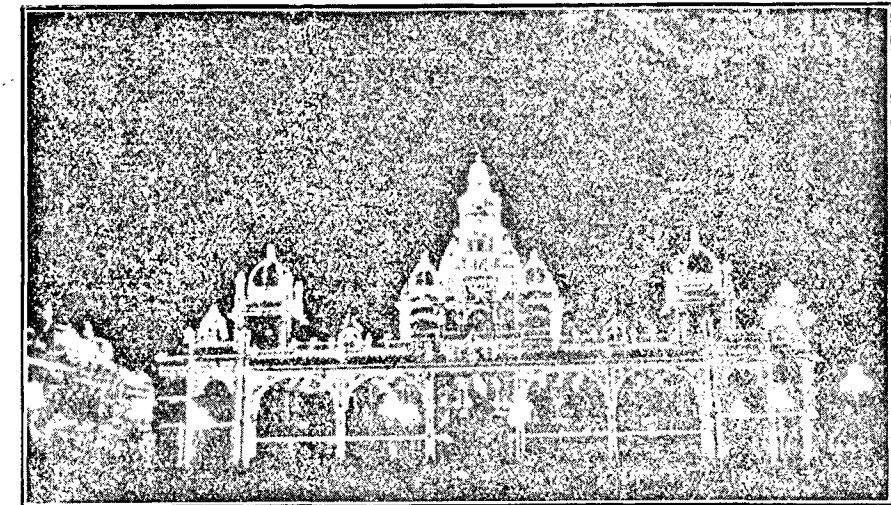


The Falls at Sivasamudram.

being more costly, cannot be depended upon for time or comfort. An evening drive up the Chamundi

Hill with its steep gradients and graceful curves to enjoy the panoramic view of the City with its lighted palaces and roads; or a moonlight casting weird shadows on the road and the moon herself

An inclusive charge was made per head for bus-hire, boarding and lodging expenses, and any admission fees for places of interest. In spite of all the facilities offered and the absolute safety guaran-



The Palace, Mysore.

playing hide-and-seek behind some passing fleecy clouds and the low rumbling on the hills far and near and the flashes of lightning lighting up the roads and hills; or an evening drive to the Krishna-raja Sagara Dam: to sit for a while and watch the playing of the floral fountains after the lights are put up; these one cannot do unless one has one's own car or 'bus.

teed, this charge was found to be cheaper than the ordinary railway fare *plus* the cost of conveyance engaged locally in various places and feeding costs.

Provided there is a sufficient demand, it is proposed to repeat the experiment during the coming Michaelmas and Dasara Holidays. Details can be obtained by those interested through the office of the A. A. S. I., 1/18, Mount Road, Madras.

To Ensure Rapid Transit to Heaven (or the other place)

Always drive fast out of the alleys. You might hit a policeman. There's no telling.

Always race with locomotives to crossings. Engineers like it. It breaks the monotony of their jobs.

Always pass car ahead on curves or turns. Don't use the horn, because it might unnerve the other fellow and cause him to turn out too far.

Demand half the road—the middle half. Insist on your rights.

Always lock your brakes when skidding. It makes the job more artistic. Often you can turn clean around.

Always drive close to pedestrians in wet weather. Dry cleaners will erect a monument to your memory.

Always try to pass cars on a hill when it is possible. It shows your bus has more power and

you can turn somewhere surely if you meet another car at the top.

Never look around when you back up. There is never anything behind your automobile.

Drive as fast as you can on wet pavements. There is always something to stop you if you lose control—often a heavy truck or a plate glass window.

New drivers should be shown how to drive fast in heavy traffic. It gives them the experience every motorist should have.

Always speed. It looks as though you were a man of "pep" even though an amateur driver.

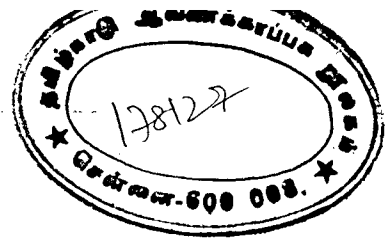
Never stop, look or listen at railroad crossings. It consumes valuable time, besides nobody believes in signs.

In wet weather always drive in tramway tracks. It is smoother going.

—(Culled from the *Tide Water World*.)

A Car for Every PURSE & PURPOSE

—BY GENERAL MOTORS



ONLY General Motors Cars can have GM VENTILATION—it's patented. It permits you to drive through the rain with your windows open, while in hot weather it scoops in a blast of cooling air. Get acquainted with this luxury before you buy your next car—then you will buy General Motors.

Any General Motors Car is PRICED LOWER than the corresponding car of any other make.

The reason is *Volume of Sales*.

In 1933—33% of all motor vehicles registered in India were General Motors. In 1934—the proportion of General Motors Cars will be still higher. That's why they are less expensive.



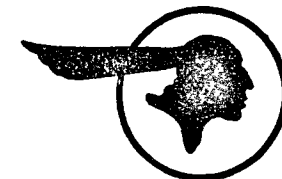
CHEVROLET

The World's most popular car.



BUICK

The best Buick ever built,—not too expensive either.



PONTIAC

A straight eight. A fine car at an amazingly low price.



VAUXHALL

100 per cent British. The most popular car in England today.



CADILLAC

Today as ever, the world's finest motor car.



LA SALLE

A Cadillac-built car of flashing beauty, exhilarating performance.



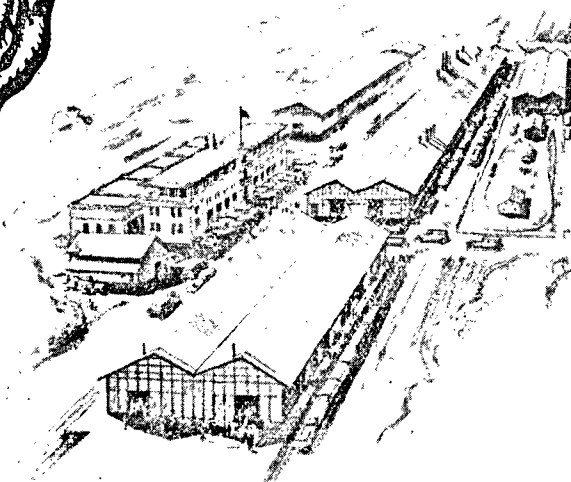
OLDSMOBILE

The Year-Ahead car. An 84 h.p. Six and a 90 h.p. Eight.



OPEL

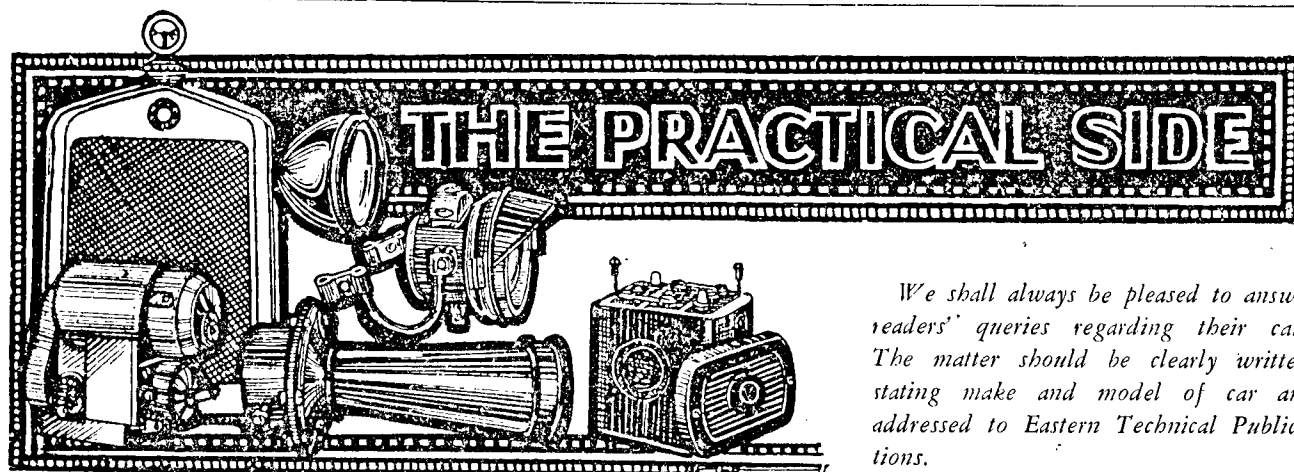
A small car. The Style Leader of Continental Europe.



FRIGIDAIRE
is a General Motors product, too

Convenient G. M. A. C. hire purchase terms, available through any General Motors dealer, enable you to purchase your car without disturbing capital

G E N E R A L M O T O R S I N D I A L I M I T E D



We shall always be pleased to answer readers' queries regarding their cars. The matter should be clearly written, stating make and model of car and addressed to Eastern Technical Publications.

Squeaks, Rattles & Vibrations.

How often does that beautifully polished, smart-looking Saloon irritate you by emitting a squeak and a rattle either at certain speeds or over a certain type of road. Squeaks are most irritating and one spends much time trying to locate them by holding the rear vision mirror or the windscreen wiper and other parts of the car easy to hand, and often without finding the cause. Sometimes the squeak is only apparent on a rough road and then again often enough it is when the speedometer needle turns the 40 mark.

Rattles may be from any part of the chassis but squeaks usually emanate from the body or wings and running boards. It is not easy to locate a body rattle, but quite often the cure may be just a matter of tightening up a body to chassis bolt, especially when a car is brand new. The bolts sink into the wood, or the packing shrinks slightly, for obviously a new car takes a little time to settle down. However, much can be done to ensure freedom from those nerve-racking squeaks. If a pit is available the work will be easily accomplished, but otherwise it means a little "get out and get under" contortion. Usually spanners suitable for tightening body bolts are supplied with the car but it is quite a good thing to have a neat set of socket wrenches. These can be purchased from any motor accessory dealer at very little cost, or say within 2 or 3 rupees. They will fit most of the nuts on the car apart from body bolts and are a useful accessory to carry in the tool boot.

Having checked the body holding down bolts, attention should be given to attachments such as luggage carriers, mudguard bolts, windscreen screws, running board shields, etc. Once these have

been thoroughly tightened it should not be necessary to have to again get under the car for months, for the purpose of tightening up the various bolts and nuts holding on these parts to the chassis or body.

Dry shackle bolts can create a terrific squeaking and even when one has lubricated these parts the same squeak may appear. This is usually due to the shackle bolts becoming dry through a clogged nipple. As a rule if the nipple is removable this can be cleaned out with kerosene.

Two other very common squeaks are from the dash board (not the facial board) and the joints of running board shields to front wings. If these nuts or screws are tight, a film of thin oil should be run between the crevices which will lubricate the strips of packing in between the two faces. Springs also provide a very common form of squeaking. These can be traced by standing on the foot-board and swaying the car from side to side. This also applies to the shackle bolts. To lubricate springs correctly is rather a tedious and messy job except where spring gaiters are used. A suggested method is to rub each spring over with a fairly thick oil and let the springs gradually absorb the lubricant between the leaves by the springs' normal action on the road.

Vibration at certain speeds may be due to the spare wheel brackets or mudguard brackets being loose, or through these touching another portion of the body. Again it may be through the screws in the footboard having been taken out to get at the battery and then not screwed down fast.

Tools can also create a most annoying chatter if casually placed in the tool boot. Most modern cars have the tools either distributed in convenient spots by clips or in a felt lined box, but older cars

rely on the usual cavity under the front or rear seat. Actually tools are so seldom required in these days of trouble-free motoring, that it is worth while wrapping up the various assortment of spanners, etc., in gunny, for it will probably be weeks before they will be required. The grease gun, starting handle, wheel wrench, and pump are about the only tools likely to be required in a hurry. But even so to cure the annoyance caused by rattling tools it is well worth a little extra care when stowing them away.

Another common squeak but one which at first seems difficult to find, is what one could term the 'turning corner squeak'. This usually occurs on cars fitted with detachable rims and the trouble is to be traced to the slack bolts between rim and wheel. When the car turns a corner the rim 'creeps' slightly and the constant nibbling or 'creeping' between a rim produces that most unpleasant squeak.

Generally speaking, if all the available nuts and bolts have been tightened up, a generous application of lubricant from your oil can between joints will usually stop those noises which mar the pleasure of driving your car.

Trafficators.

Although electrically operated and illuminated direction indicators of the semaphore type are by no means a novelty, the built-in variety, known as the trafficator, is a new version that has been adopted for a great many 1934 models of British cars, writes the Motoring Correspondent of the *The Glasgow Herald*.

On four-door saloon bodies the arm is usually accommodated when out of use in a recess in the central pillar at each side. Within the arm is a small electric bulb, which lights as the arm extends by the operation of the finger-control.

These bulbs are subject to a rather severe shock each time the arm returns to its recess, and as they are also subject to road vibration it is not to be expected that they will have a very long life. So, the wise owner will carry a couple of spares, and also find out by personal test, before a renewal must be fitted in a hurry, just how the old one can be removed and the new one put in its place.

To remove a bulb, the trafficator should first be switched on to bring the arm out of its recess and horizontal. Then, with one hand—or another person—supporting the arm, the control should be

moved to the "off" position. Next, a small trigger projecting from the underside of the arm must be moved towards the hinge, which will allow the cap of the bulb-holder to spring open.

The old bulb is thus removed and the new one can then be fitted, after which the cap must be replaced and secured by the trigger.

Periodically a little pure vaseline should be applied by means of a wooden match or feather between the brass cam and the small copper-leaf spring near the hinge of each arm. These items are made accessible by causing the arm to be extended, and they should be lubricated thus after each 1,000–2,000 miles, according to how frequently the trafficators have been used. Ordinary grease or oil is inadvisable in order to avoid corrosion of the spring.

Synchromesh Gear Oil.

Motorists who have been in the habit of using the same grade of gear oil for the gear-box as for the rear axle should refrain from doing so when they acquire a car with a synchromesh gear-box. A thinner oil is needed for the latter, otherwise, the synchromesh mechanism will not operate as intended and noisy gear changes will be encouraged.

The grade of oil recommended by the car manufacturer should invariably be used; if information from this source be lacking, it may generally be assumed that a good engine oil of summer grade will serve, without risk of harm or loss of gear-changing ease.

Hydraulic shock absorbers should also be replenished with an oil specially prepared for them; to be on the safe side in this case a service station should be allowed to attend to replenishment, for, besides the special oil, a point of importance is that the recuperator chamber should not be overfilled; on the other hand, if it does not contain sufficient oil, air will enter the working chamber and impair the action of the shock-absorber.

Hydraulic brakes require another special oil to ensure their satisfactory operation. It must be an oil that does not lose its viscosity—does not become thin—when the brakes become hot during the descent of a long hill, and it must be harmless to the various rubber parts of the system. None other than the oil prepared to the brake manufacturers' specification should be used.

Co-ordination of Motor Vehicle Rules & Taxation throughout India.

Concerted Action by Motorists the only course.

An Editorial published in *The Motor Bulletin* (the official organ of the A. A. N. I.) of 15th August, 1934, appears of sufficient importance to bear repetition and wide publicity.

In a letter to the *Civil and Military Gazette*, Mr. J. M. Ewart, C.I.E., I.P., Vice-Chairman of the N. I. A. A., points out that the ideal solution to the present chaos in regard to Motor Vehicle Rules and Taxation in India would appear to be the vesting in the Central Government of the power to make uniform registration, taxation and general rules to be enforced in the various provincial areas throughout British India at the discretion of the Local Governments concerned, who would, as at present, retain all receipts from registration fees and taxation. The present Government of India Act confers on Local Government the power to make rules for the control of motor vehicles subject to legislation by the Central Legislature as regards licences valid throughout India, and ordinarily it would be found a practical impossibility to introduce a change in this Act. Now, however, with the probability of far-reaching changes in the constitution facing us, concerted action by the Automobile and other similar Associations in India would go a long way towards producing the desired effect.

Another problem is now presented—the lack of any centralised organisation for the effective co-ordination and subsequent representation of the views of the Automobile Associations. On such an important matter as All-India Motor Vehicles Rules and Taxation, there would be far more attention paid to the clearly set out view, of a central organisation representing the considered opinion of motorists throughout India, than would be given to individual Associations whose views would possibly conflict in certain directions. It must be clearly understood, however, that we do not refer to affiliation or federation with a Central Automobile Association, or the amalgamation of the Associations as an All-India body with provincial, or multi-provincial branches. It is hoped that action in that direction will be found possible at a later date, but for the present, it is essential that some sort of machinery be evolved for the effective presentation of matters affecting motorists which must be dealt with by the Central authorities.

Another matter which must be considered with the question of all-India Taxation and Rules is the imposition of motor vehicles' taxation by Municipal and other local bodies. If it is conceded that our aim must be simplification of the taxation, and other rules binding motorists, it will at once be apparent that we must seek to reduce the sources of taxation. The Scheduled Taxes Rules provide for the imposition of taxes by both Provincial Governments and local bodies and there is no doubt that, in the light of modern motoring development, the principle of taxation at every turn has long outlived any virtue it may have had.

The average motorist can but agree with all that Mr. Ewart has said, but has the average motorist taken any step toward identifying himself with any organisation pledged to watch and further the interest of motorists generally in his particular province or State? Figures indicating the number of privately-owned motor vehicles in the Madras Presidency and the neighbouring Indian States compared with the membership of the A. A. of Southern India shows that he has not, and until he does so he cannot possibly hope for any consideration from District Boards, State or Provincial Governments. Registration figures show that, at the end of the financial year 1933-34, there were upward of 10,000 privately-owned motor cars and motor cycles using public roads in Southern India. Against this, the total membership of the A. A. S. I. on the same date was only 999. It follows, therefore, that 9,000 private motor vehicle owners in Southern India alone have not seriously considered the necessity for adding their moral and financial support to an organisation which exists solely to watch, protect and extend the interests of private motor owners; or if they have seriously considered the matter, they are content to stand aside and enjoy any benefits that the A. A. S. I. may procure at the expense of its 999 members.

A fundamental issue which the A. A. S. I. has long been bringing before the public is that it is an elementary duty of every private motorist to give this financial support to the Association which represents the interests of motorists. In Great Britain practically every motorist recognises this duty with the result that the A. A. of Great Britain now numbers

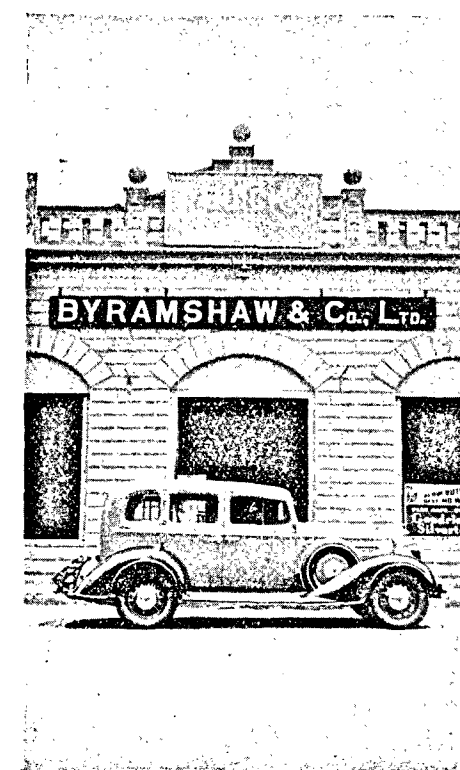
over 550,000 members. In India at present, this duty is recognised by relatively few. This cannot continue indefinitely. 9,000 public-spirited persons cannot for ever carry the burden of the whole motoring community, and an Association of only 999 members cannot effectively claim to represent the views of the whole motoring public. Unless and until the Association can boast at least members, it cannot hope to be able to induce Government to deal more reasonably with motorists as a body.

It will be seen that there is a large field of potential new members in which existing members can operate and it is earnestly hoped that, in their

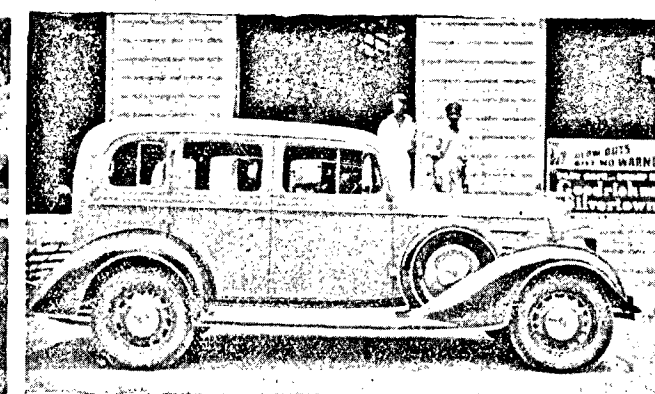
own interests, every existing A. A. S. I. member will evince a true spirit of loyal co-operation and use every endeavour to induce other motorists to extend their moral and financial support to the Association.

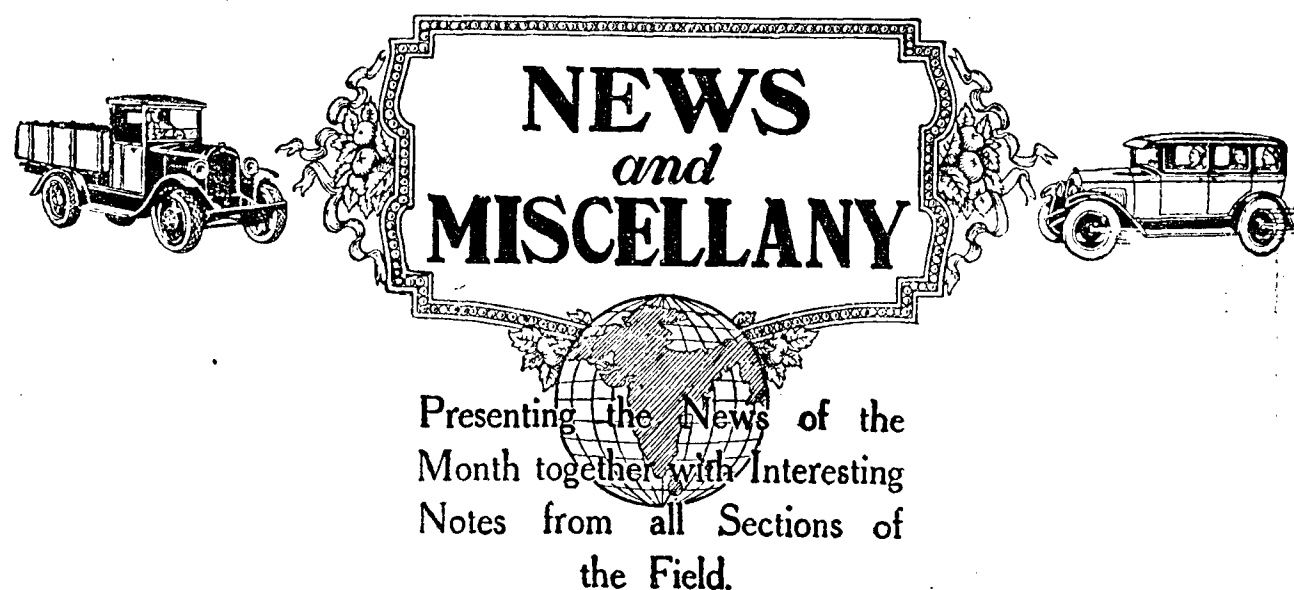
It is further hoped that this article will be read by many of the 9,000 motorists who have not yet joined an Indian A. A. and that it will convince them that their only hope for reasonable treatment from Governing Bodies—Municipal, District, Provincial or State, and the Central Government—lays in combination and that unity of effort which a wide-spread membership of each local Automobile Association in India alone can provide.

SOME
VIEWS
OF THE
ATTRACTIVE



1934
6 CYLINDER
OLDSMOBILE





Sir Malcolm Campbell on Road Safety.

In a "Message to Motorists" commending the National Road Safety Campaign, organised by the National Safety First Association, Sir Malcolm Campbell writes:—

"Constant attention, alertness and anticipation are the essentials of safe driving. Never allow your attention to be distracted for a moment. Watch the road. To the skilled driver, there are many signs that instinctively suggest danger. A ball rolling across the road suggests a child, as yet invisible, chasing it into the roadway. A pair of feet seen under a stationary vehicle may mean the sudden emergence of a careless pedestrian. There are dozens of such signs which, to the eye of the experienced, suggest possible danger. Never ignore such signs, but always think that the other fellow is bound to do the wrong thing! He won't—always, but if you assume that he will, then you will keep your record clean."—(*Reuter.*)

Exclusive Interview with the New Minister of Transport.

Mr. Hore-Belisha Hits Out

Some days ago, Mr. Hore-Belisha became the new Minister of Transport, *vice* Mr. Oliver Stanley, and *Reuter's* Motoring Correspondent has obtained the first exclusive interview with him personally on the question of the road casualties.

The week after he took office, the weekly road deaths mounted from 150 to 180, an increase of about twenty per cent., and the injuries from approximately 5,000 to 6,000 per week.

Those figures came to the new Minister as a ghastly shock. And he expressed his horror in these words to *Reuter*:

"I will stop this mass murder on the roads."

Following on this interview, the whole London Press has taken up these words and it has provided the first concentrated effort to be made to awaken the public conscience.

Mr. Hore-Belisha is a real live wire; things will now begin to move at his Ministry.

We were on the 'phone requesting a personal interview and in 30 seconds there came the answer that the Minister would see *Reuter* personally in an hour's time.

"The only way I can put over my job, which is to stop this mass murder on the roads, is to have the support of every man and woman in the country. I can get that only through the newspapers," he said.

Therefore, Mr. Hore-Belisha had sufficient horse-sense to realise he can best get on with the job only by a policy of accessibility. How few Ministers realise this!

In point of fact, we happened to have worked side by side with the new Minister only a few years back on the staff of the *Daily Express*. Our man was sure.

The new Minister is a real live wire. Over this week-end with that interview he has aroused the country as never before. Every paper has followed it up.

Mr. Leslie Hore-Belisha is a barrister. He wrote the political notes for the *Daily Express* a few years back. In 1919 he was President of the Oxford Union Society. He reached the rank of Major in the War and was mentioned in dispatches.

Remembering the sad disclosures which got Mr. Oliver Stanley such a thin Press when he admitted that he did not drive a car, the first question we asked Mr. Hore-Belisha was whether he was a regular car driver.

He is. And of course no one is competent to tackle the road problems unless he is a regular user of the roads—both at the wheel of a car and as a pedestrian.

Next we suggested a point which seemed to be rather a novel one to him. He gasped.

"Million of pounds are spent on preventing accidents in industry and factories generally; road dangers are surely comparable. Yet relatively nothing is spent on preventing road deaths.

"Have you ever thought, Mr. Hore-Belisha, of comparing these millions spent on life-saving in factories with the paltry sums spent on reducing road accidents?"

The Minister would not answer that query and we emphasised that the fact was one of paramount importance.

He did say this, however, in reply to another pushful query.

"I am going ahead with a constructive and progressive road policy which definitely shall stop this road mass murder."

We believe he will make a genuine stab at the question. But how far the Treasury will baulk him is another story.

We impressed upon the Minister that motorists generally wanted:

- (1) Widened roadways in many parts of the country;

- (2) The provision of proper footpaths which pedestrians must by law be compelled to use.

- (3) Non-skid road surfaces.

- (4) Abolition of dangerous corners.

- (5) Banking at the bends.

- (6) Abolition of level-crossings.

- (7) Prevention of huge buses and coaches stopping at street and road corners.

- (8) Abolition of advertising lights.

That motorists wanted vehicle actuated light signals whereas 75% of light signals were the old-fixed time cycle—obsolete in other countries several years before they were put up in Great Britain.

We drew attention to the fact that in the past ten years motorists had paid £326,000,000 in special road taxation whereof £100,000,000 had been diverted to purposes other than roads.

We said that accidents were obviously due to the inter-mingling of all units of traffic moving at varying speeds from 40 m.p.h. to 3 miles an hour for the walker.

That consequently there was no solution to the problem which failed to provide for pedestrian control; and that all road users must yield to some kind of control.

The only unit we added that was not controlled in Britain to-day was the jay-walker. No cure could miss including the pedestrian.

And we began to talk about centralisation of power for the roads. That one of the root causes of the present confusion was that every few miles of roadway furnished some new authority with different ideas about signals and lights and surfaces and police methods.

And that finally brought about our exit!

"Heavens", cried Mr. Hore-Belisha, "You are probing me to the very depths. On most of these vastly important questions which you have put before me I have not had a moment's chance of giving to them a thought.

"Of course, I agree they touch the very roots of the question and will have to be answered in the most serious fashion.

"Come along in two months time and I will furnish you with the details of a policy which I shall then have worked out."

Meanwhile, it is certain that Mr. Hore-Belisha is preparing an atmosphere to permit him soon to put over a drastic plan to end jay-walking and to confine pedestrians to the proper safety lanes.

In a word pedestrian control through the country is now in sight, definitely.—(Reuter).

The King at Liverpool.

Official Opening of New Mersey Tunnel A Great Engineering Feat

We have grown so used to the scientific achievements of the present day that we have come to look upon them as a matter of course.

The King's words, therefore, at the opening of the new Mersey Tunnel, will make us pause and reflect on the greatness that is ours and the comforts that we enjoy through the efforts of our scientists.

The King said:—

"In some other seaports, channels and estuaries have been bridged in the structures which rank among the wonders of the world. Such bridges stand in the light to be marvelled at by all. The wonder of your tunnel will only come into the mind after reflection. Who can reflect without awe that the will and power of men, which in our times have created the noble bridges of the Thames, the Forth, the Hudson and Sydney Harbour can drive also tunnels such as this, wherein many strains of wheeled traffic may run in light and safety below the depths and turbulence of tidal water bearing the ships of the world?"

This tunnel under the Mersey connecting Liverpool and Birkenhead has cost nearly £8,000,000 and took nine years all but four months to build.

The main tunnel is 44 feet in diameter and holds four lines of traffic, one in each direction for slow moving traffic and two centre lanes for fast vehicles.

At each side of the road is a pathway, not for pedestrians but for workmen and officials. The distance from one entrance to the other is a little over two miles.

Though not the longest tunnel in the world it is the world's biggest. It can deal with no fewer than 4,000 cars per hour travelling in four lanes at an average speed of 20 miles an hour. At this speed it takes only 6½ minutes from entry to exit. At its deepest point it is 170 feet below high water.

A chain of six ventilating stations housing 30 fans have been built. They are capable of delivering five million cubic feet of fresh air every minute and expels an equal volume of foul air from the fumes of motorcars.

For the present, a system of toll charges has been introduced.

Not over 8 h.p.	..	..	..	1s.
Over 8 h.p. but not over 12 h.p.	..	..	..	1s. 6d.
Over 12 h.p.	..	..	..	2s.
Motor cycles	..	..	..	6d.
Motor cycles with sidecars	..	..	..	9d.
Three-wheeled motorcars	..	..	..	1s.
Bicycles	..	..	..	3d.
Each adult passenger	..	..	..	2d.
Each child	..	..	..	1d.

Royalty have been closely associated with the building of the tunnel. When the work on the canal was first begun in December 1925, the Princess Royal (Princess Mary as she then was) started the pneumatic drills on the bed of the old and disused George's docks. Since then the work has gone on night and day. Last week's ceremony when the King officially opened the tunnel brought to a fitting end an undertaking begun nine years ago.

The tunnel will now be known as Queensway.—(Reuter.)

Every Town its Pedestrian Crossings.

The success of the new Minister of Transport's "uncontrolled" crossings, although in existence only two weeks, has been so marked that it is now proposed to extend them to other parts of the country. At present they are in existence only in certain highways in Poplar, Stepney and St. Pancras.

In the first week of its existence despite pessimism in some quarters only one accident was report-

ed at these crossings. In the second week the Ministry announced that not a single accident had occurred.

Mr. Hore-Belisha now proposes that beginning must be made with pedestrian crossings on main arteries out of London. Their number will depend on traffic conditions but an average of twenty, perhaps ten, per mile is envisaged.

Three routes, the Uxbridge, Purley and Bath roads, have been selected for a "try-out".

If the experiment succeeds it will lay the bogey of the 30-mile speed limit which has been haunting motorists since the introduction of the Road Traffic Bill.

That Bill, by the way, is now reaching its final stages in the House of Lords. The Upper House has proved itself more zealous in looking after the interests of pedestrians by re-imposing the 30 miles speed limit which the Commons thought fit to delete.

It is now revealed, however, that the power to impose this speed limit will be vested in the Ministry of Transport and Mr. Hore-Belisha has so far shown no tendency which would indicate that the limit would be imposed.

He is, on the other hand, pinning his faith on the successful working of his pet scheme, the uncontrolled crossings, which he will extend to every town in the country. His answer to motorists is:

"Work the uncontrolled crossings to a success and there will be no speed limit. Ignore them and I will introduce the 30 m.p.h. limit."

He has also secured from Parliament powers which will virtually make him traffic 'Dictator' of the whole country. An amendment just accepted empowers him to compel local authorities to submit schemes for their respective areas and these schemes as approved can be put into operation piecemeal.—(Reuter.)

Studebaker Exports for 7 Months Set New 1934 Record.

South Bend, Ind., August 1.—Studebaker exports this year already exceed the totals for each of the entire years of 1930, 1931, 1932 and 1933, according to a statement issued here today by Arvid L. Frank, Vice-President and General Manager of The Studebaker Pierce-Arrow Export Corporation.

"A substantial volume in July brought our business for 1934 well ahead of the yearly totals for each of the past four years," he said. "One of the most promising features of this record is the

improvement being recorded month after month by each passenger car and truck line in the Studebaker export group.

"The gains to date by the Studebaker lines are as follows:—

"Studebaker passenger car sales now are ahead of the 12-month totals for 1930, 1931, 1932 and 1933.

"Studebaker truck shipments already exceed the total for every other entire year in the company's history.

"Pierce-Arrow car exports have passed the totals for each of the entire years of 1932 and 1933.

"White truck and bus sales now surpass the yearly totals for 1931, 1932 and 1933.

"A continuation of our present volume of business for the remainder of the year will bring our total close to 1929 performance," he stated, "and present indications are extremely encouraging."

1934 Oldsmobile

General Motors have again come to the fore with the introduction of the 6-cylinder medium-priced Oldsmobile, which has all the economy of the 6-cylinder with a definite performance bordering on the higher-priced 8's.

For those who require a car in the latter range there is also an 8-cylinder Oldsmobile available in this market.

Some of the most outstanding features of this 1934 6-cylinder Oldsmobile are:—

Extraordinary and sensitive acceleration.

Economic petrol consumption coupled with excellent performance.



Individual front wheel suspension, giving a positive comfortable ride.

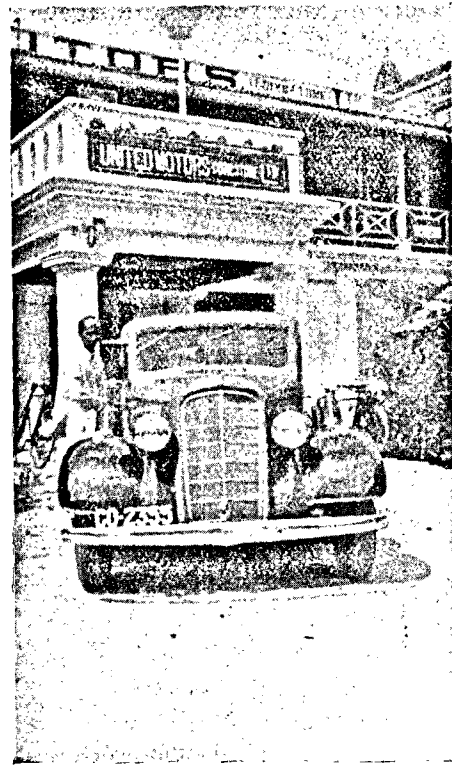
Self-centering steering of the finger-control type.

Absence of fatigue on long runs.

Hydraulic brakes, making it possible to pull up at high speeds in a matter of a few yards.

General appearance, interior appointments, although a medium-priced car, are equal to the more expensive type.

Fisher No-Draft ventilation.
All closed cars fitted for radio.



General Motors claim this car to be "the style leader for 1934," and have appointed dealers in most centres of South India.

Madras.—Messrs. Byramshaw, Ltd.

Coimbatore.—Messrs. United Motors, Ltd.

Malabar.—Messrs. The English Motor Company.

The photographs show Mr. D. S. Naidu, Managing Agent, Messrs. U. M. S., Coimbatore, standing with a 1934 6-cylinder Oldsmobile outside his premises.

For those who are interested in the Bedford chassis, the above dealers also represent this product in their respective territories.

Further information on either of the two products above-mentioned will be gladly furnished on application.

Studebaker's 30,000 Mile Record Unbroken after Six Years

South Bend, Ind., U. S. A.—August 8 was the sixth anniversary of Studebaker's famous 30,000 mile-in-26,326 minutes stock car endurance run—and the remarkable record still stands. No strictly stock automobile has ever approached the record, nor even attempted to go so far, so swiftly, in spite of six years of automotive engineering advancements.

Studebaker's 30,000-mile run will always be one of the great epics of transportation. Its successful culmination on August 8, 1928, brought cheers from the entire automotive industry and served to focus the attention of the motoring public throughout the world upon Studebaker automobiles.

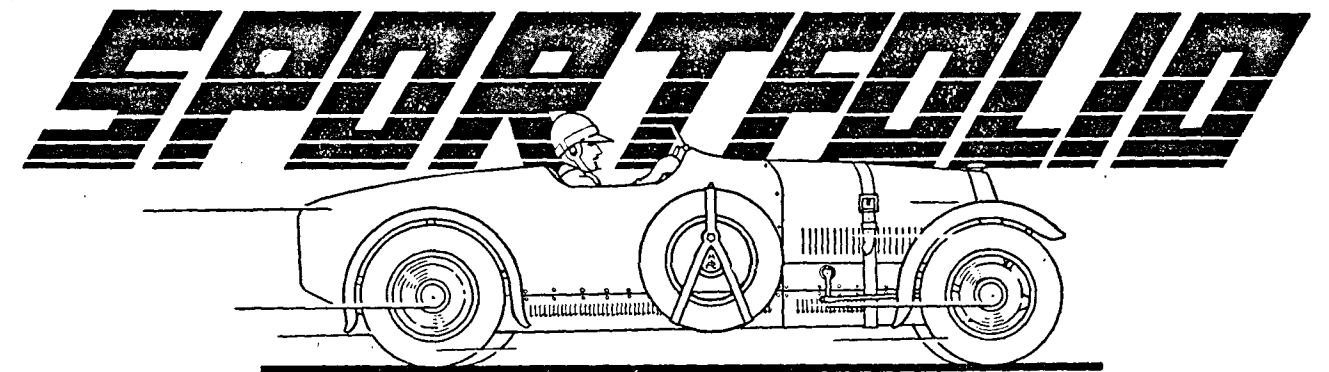
The run was made on the Atlantic City, Speedway, under the strict supervision of the American Automobile Association. Four Studebaker Presidents, two roadsters and two sedans, participated. The cars and their motors were strictly stock, having been chosen from Studebaker assembly lines at random by A. A. A. officials.

The start was made on July 21. For the next 30,000 minutes sixteen A. A. A. executives watched the race drivers push the cars around the track in rain storms, terrific heat, day and night. On August 8, at 4-27 o'clock in the afternoon, the first President Roadster, No. 1, roared over the finish line. Exactly 26,326 minutes had elapsed. Each of the other cars finished before 30,000 minutes had passed. Each averaged better than 60 miles per hour for the entire distance.

President Roadster No. 1 averaged more than 68 miles per hour for nineteen days and eighteen nights. The second President Roadster also averaged more than 68 miles per hour; it finished three minutes after Roadster No. 1.

When the run was over, the A. A. A. officials were given possession of the two Roadsters. Six seals had been placed on each car at the start of the test. When it was over, all the seals were intact—after 60,000 miles of breathless driving.

It is interesting to know that President Roadster No. 1 is still in operation. President Roadster No. 2 is on exhibit in Studebaker's Museum of Transportation in South Bend.



Furnishing details of current sporting events from all centres of the Motoring World.

(By special arrangement with Reuter.)

The Grand Prix de La Marne.

Louis Chiron, the famous French "Ace" secured a great double victory when he won the Grand Prix de La Marne, which followed quickly on his success last week in the French Automobile Grand Prix.

Lord Howe (Bugatti) and H. C. Hamilton (Maserati) were the only English drivers competing. Hamilton was placed fourth and Lord Howe fifth. Whitney Straight, the young American, was forced to give up at the fifth lap owing to a burst piston. He was, at that stage, far behind the leaders.

Only seven of the fourteen starters finished, the remainder gave up.

The race developed into a terrific duel between Varzi and Chiron.

Varzi, who in a trial run bettered Moll's lap record with an average speed of 167.30 k.p.h. (about 104.56 m.p.h.) started favourite.

First one led, then the other. It was not until the forty-second lap that Chiron definitely gained the supremacy, which he held to the end.

At the forty-seventh lap, Varzi handed the wheel over to Marinono, the Alfa Romeo, chief mechanic.

The best lap was Varzi's with an average speed of 152.951 k.p.h. (about 95 m.p.h.).

There were no accidents during the race which was watched by a crowd of about forty thousand under a burning sun.

Results:—

1. Louis Chiron (Alfa Romeo)—Time 3 hrs. 25 mins. 51 4/10 secs. Average speed 146.984 k.p.h.

2. Guy Moll (Alfa Romeo)
3. Marinono (Alfa Romeo)
4. H. C. Hamilton (Maserati)
5. Lord Howe (Bugatti)
6. Soffietti (Alfa Romeo)
7. Balestrero (Alfa Romeo)

Motor Racing on the Continent.

A monopoly of racing events has diverted interest in motoring to fields where the speed limit is unknown.

At the Dieppe Motoring Grand Prix which was won by the Frenchman Philippe Etancelin driving a Maserati, English drivers managed to secure the third, fourth, and fifth places.

They were: Lord Howe (Maserati), T. Rose Richards (Bugatti) and C. Penn Hughes (Alfa Romeo) in that order.

The race was decided in two heats and a final.

In the first heat the English driver, Eccles, came to grief at a sharp bend. Eccles fortunately was not seriously hurt. He was picked off the field and had to retire. It was a miraculous escape from death.

It was a race run to a variable course. Each competitor in the heats ran for an hour and those who covered the largest distances qualified for the final.

Etancelin, who won the first heat by covering 80 miles, travelled approximately 150 1/2 miles in the two hours in the final.

Earl Howe covered 147 1/2 miles at an average speed of 74 miles an hour. He was 200 yards in front of Rose Richards and about 440 yards in front of Penn Hughes.

A 10,000 miles endurance record held by the English pair, Mr. and Mrs. Bruce, on an A.C. machine, which had been unbroken for seven years, went by the board recently in France.

It was broken by "Rosalie VII," a 1,500 c.c. Citroen Yacco car, driven by a team of four Frenchmen.

They covered the distance in 144 hours 43 minutes and 14.9 seconds, at an average speed of 69½ miles. The time taken by the Bruces in December 1927 was 150 hours 30 minutes and 15.12 seconds.

Brooklands Fastest Race.

New Record of 140.91 m.p.h.

Numerous records went by the board at the Bank Holiday's meeting at Brooklands.

For some of these John Cobb, already the acknowledged but unofficial champion of Brooklands, was responsible.

In the 1934 Brooklands Championship race, his speed of 131.53 made the race the fastest in the twenty-seven years' history of the track.

Besides, by completing a lap in 70.69 secs., he achieved a new lap record of 140.91 miles an hour, beating his own previous record of 139.71 miles an hour.

The fastest speed set up for the race was Kaye Don's in June 1928, when he reached a speed of 128.53 in his 12-cylinder Sunbeam.

Cobb now becomes the official champion.

Four started: Cobb, on his Napier-Railton, Dudley Froy with Kaye Don's Bugatti, Olive Bertram with the 12-cylinder Delage which Cobb used to drive, and Fotheringham with his smaller Bugatti.

Cobb won easily from the other three. It was a magnificent performance, a feast for the eye as the huge holiday crowd watched the big car sweep round the banking and rush down the straight at nearly 150 miles an hour.

There was a second race in which Cobb drove. This was the Lightning Short Handicap won by Olive Bertram on his Delage. Bertram had to give Cobb a 12-sec. start over the 6½-mile course. Cobb, who was driving an Alfa Romeo, fought all the way and Bertram only just got home a length in front of Cobb.

H. W. Cook won the Second Esher Mountain Handicap on the one of the new E.R.A. cars. This was the first race in Brooklands in which these cars had taken part. It showed such excellent acceleration that it took the lead from the limit cars on the first round, and held its position throughout the whole race, winning by about 100 yards from Sir H. Austin's Austin Seven, driven by L. P. Driscoll.

In the Esher Junior Handicap, L. Levy and W. E. Humphreys monopolised the race till the end. Eventually, Humphreys won by 50 yards.

Results :

Junior Short Handicap (about 6½ miles).—Thirteen started,—A. Ashton-Rigby (1087 M.G.), 21 sec. start 1; C. T. Delaney (driving L. T. Delaney's 1496 Lea Francis), 9 sec., 2; G. L. Green (driving L. Levy's 747 M.G.), 51 sec., 3. Won by 25 yards, 300 yards. Speed 90.46 m.p.h.

Senior Short Handicap (about 6½ miles).—Thirteen started,—W. G. Everitt (747 M.G.), 25 sec., 1; H. T. H. Clayton (1093 Clayton-Amilcar), 14 sec., 2; Major A. T. G. Gardner, M.C. (1087 M.G.), 14 sec., 3. Won by 600 yards, 5 yards. Speed 104.47 m.p.h.

Lightning Short Handicap (about 6½ miles).—Eight started,—O. Bertram (10688 Delage), scratch, 1; J. R. Cobb (2336 Alfa Romeo), 12 sec., 2; P. L. Donkin (1087 M.G.), 34 sec., 3. Won by a length; half a length. Speed 121.70 m.p.h.

First Mountain Handicap (about 6 miles).—Fifteen started,—D. N. Letts (747 M.G.), scratch 1; R. J. W. Appleton (1089 Appleton Special), 19 sec., 2; Dr. R. A. Beaver (4234 Vauxhall), 23 sec., 3. Won by 25 yards, 300 yards. Speed 66.65 m.p.h.

Second Mountain Handicap (about 6 miles).—Fifteen started,—H. W. Cook (1090 E.R.A.), 40 sec., 1; L. P. Driscoll (driving Sir Herbert Austin's 747 Austin), 33 sec., 2; P. L. Donkin (1087 M.G.), 40 sec., 3. Won by 200 yards, 250 yards. Speed 69.05 m.p.h.

The 1934 Brooklands Championship Race (about 11¾ miles).—Four started,—J. R. Cobb (23890 Napier-Railton), 1; D. Froy (driving K. Don's 4975 Bugatti), 2; O. Bertram (10688 Delage), 3. Won by half a mile, eight yards. Speed 131.53 m.p.h.

Junior Long Handicap (about 9 miles).—Seventeen started,—W. E. Humphreys (driving C. Follett's 1496 Alvis), 49 sec., 1; L. Levy (747 M.G.), 1 min. 19 sec., 2; W. L. Thompson, jr. (747 Austin), 7 sec., 3. Won by 50 yards, 6 yards. Speed 87.20 m.p.h.

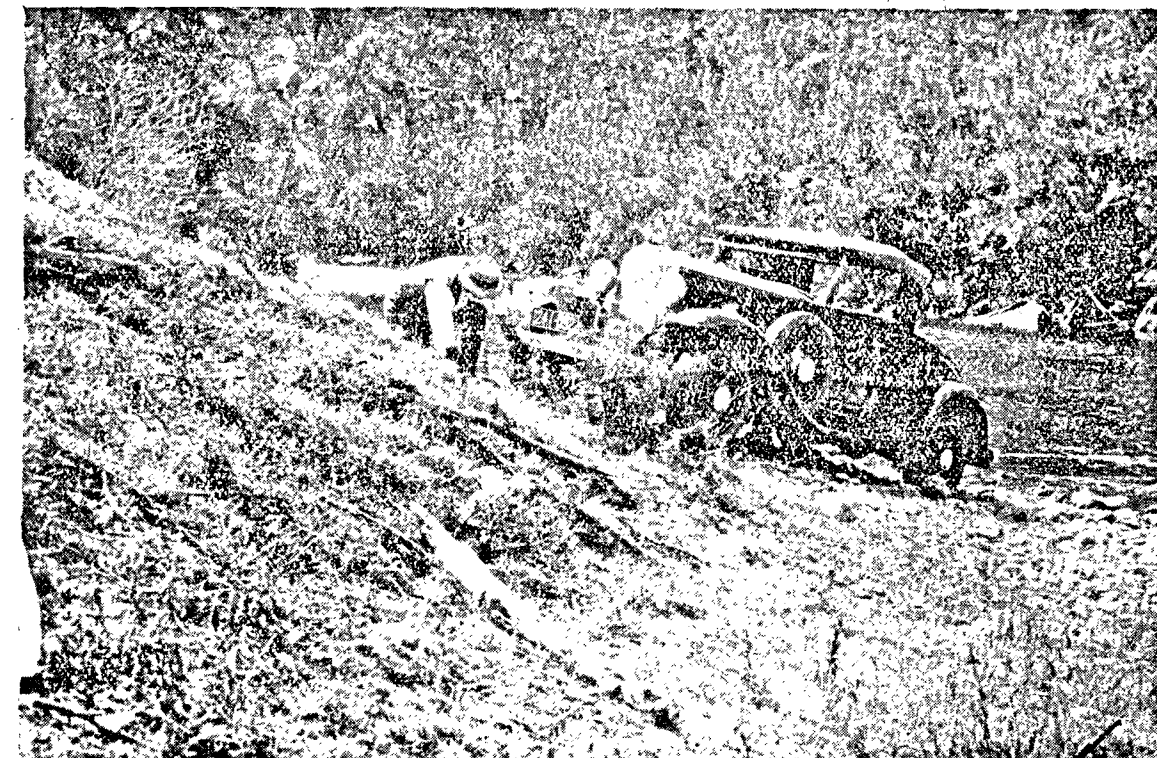
Senior Long Handicap (about 9 miles).—Fourteen started,—R. J. Munday (7266 Leyland Thomas), 24 sec., 1; H. T. H. Clayton (1093 Clayton-Amilcar), 30 sec., 2; T. V. G. Selby (1990 Bugatti), 45 sec., 3. Won by 200 yards, 75 yards. Speed 103.6 m.p.h.

Lightning Long Handicap (about 9 miles).—Eight started,—T. S. Fotheringham (2263 Bugatti), 37 sec., 1; O. Bertram (10688 Delage), 8 sec., 2;

T. V. G. Selby (1990 Bugatti), 1 min. 10 sec., 3. Won by 350 yards, 8 yards. Speed 116.73 m.p.h.

Third Mountain Handicap (about 6 miles).—Thirteen started,—A. Esson Scott (1990 Bugatti), 30 sec., 1; R. Mays (1486 E.R.A.), 8 sec., 2; C. S. Staniland (driving T. A. S. O. Mathieson's 2263 Bugatti), scratch, 3. Won by 150 yards, 100 yards. Speed 69.05 m.p.h.

Fourth Mountain Handicap (about 6 miles).—Eleven started,—E. K. Rayson (1089 Riley), 16 sec., 1; W. Wilkinson (driving P. L. Donkin's 1087 M.G.), 10 sec., 2; A. R. Samuel (747 M.G.), 21 sec., 3. Won by 75 yards, 30 yards. Speed 67.60 m.p.h.



VAUXHALLS IN AUSTRALIA.

In reaching and crossing Storey's crossing of the Cox, this Vauxhall has created a record for itself, for no car has ever reached this part of the district. The Ranger removes an outsize boulder from the under-carriage before the car moves on.

Racing Driver Killed at 150 M.P.H.

Tragedy mars the Coppa Acerbo in Italy.

Fresh from his brilliant performance in the Targa Abrizza (Pescara, Italy), Lord Howe later participated in the famous race for the Coppa Acerbo over the same course.

Luck was against him and he was soon seen returning to the pits with engine trouble.

Tragedy marred the race from the beginning.

It began with Moll, the young, energetic devil-may-care Frenchman, who had brilliantly won in the Monaco Grand Prix and was hailed as the most brilliant of the young coming generation of continental speed aces.

As the race developed, Moll was seen speeding magnificently behind Varzi and Fagioli in the first half of the race. Varzi dropped out and Nuvolari took his place. Moll was still third.

Spasmodic showers had made the course treacherous and positively dangerous. But Moll was set on overtaking his two opponents in front. Far from slowing down while going over such a slippery course, he drove faster and faster.

At this stage his speed was nearer a hundred and fifty miles an hour than a hundred. Then his car skidded.

A skid at a hundred and fifty miles an hour on a slippery road! No driver could dare to keep control of his car at that speed.

The car left the road and at the same instant Moll was thrown out—normally a lucky happening for a driver under such circumstances.

But he had the misfortune to hit a small bridge, head first, as he fell and was killed on the spot. As it was, his fate could not have been more merciful for his car was, at the same time, smashed to pieces.

Three other drivers had narrow escapes from death. They were Louis Chiron, the famous Monegasque driver, Rudolf Carrachiola, the crack Ger-

man ace who had just returned to the track after a bad smash two years ago, and Corsi.

Chiron's car, an Alfa Romeo, caught fire in front of the pits as it was being refuelled. It was only the prompt action of the police who ran and dragged him, wrapped in flames, from the blazing car, and Chiron's action in covering his face with his hands and thereby protecting his eyes that saved him from a terrible fate. As it was, he was burnt too badly to continue, not that he would have been able to do so as his car was soon a blazing wreck.

Carraciola (Mercedes Benz) also had a miraculous escape. As with Moll, it was a skid that sent his car hurtling off the road. But the German apparently bore a charmed life. Although his car was completely smashed, he escaped without a scratch.

Capri, driving a Maserati, turned turtle. But he also escaped injury.

Nearly a quarter of a million spectators watched the racing.

H. C. Hamilton, the British driver, in an M. G. gained a splendid victory in the junior event, winning at an average speed of 118.16 kilometres per hour (approximately 74 m.p.h.). He covered the course of 65 miles in 52 minutes and 24 1/5 seconds.

M. G. cars also occupied the next two places of the junior event. Cecchini, an Italian driver, was second in 53 minutes 22 3/5th seconds and the British driver, Seaman, was third in 54 minutes 34 3/5 seconds. Furmanik, of Italy, driving a Maserati, finished fourth.

Hamilton (Maserati), Penn Hughes (Alfa Romeo) and Whitney Straight (Maserati) failed to complete the course.

Fagioli, who was driving a Mercedes Benz, overhauled Vazi and went on to win comfortably to retain the trophy. Tazio Nuvolari in a Maserati finished second, Brivio in a Bugatti third, and Chersi (Alfa Romeo) was fourth.



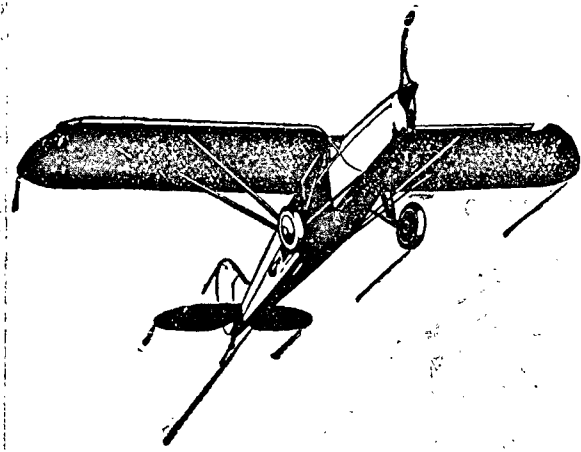
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AVIATION NOTES



Madras Flying Club News

It is very satisfactory that the club records the flying time for this month at 254 hours. Charter and taxi cross-country flying top the list with 92 hrs. 45 mins. and dual instruction to *ab initio* members comes second with 50 hrs. 55 mins.

The longest charter flight was from Madras to Calcutta and back to Madras and then on to Karachi *via* Poona, and Ahmedabad. ABU was commissioned for the trip and was piloted by Mr. Mason. The first part of the journey, *i.e.*, to Calcutta, was without any outstanding event and the machine remained the next day in Dum Dum. There had been big changes in the intervening day however, as the landing ground *en route* where petrol was to be taken on board was then completely under water! The ground in question is Vizagapatam and it is worth mentioning that Puri also had a little water but was just serviceable in one place. There was, of course, only one thing to be done and that was to fly on as long as the petrol would last and come down in some suitable field on the way and near some town and then get petrol.

Petrol gave out six miles out of Ellore and the machine landed in a field which happily happened to have a little stretch of smooth surface. As usual the crowds seemed to grow out of every blade of grass and surrounded the machine. The passenger duly went off on a bicycle, then in a jutka into Ellore

and returned about two hours later with several gallons of the precious fluid and the journey to Madras was completed without further event. Karachi was reached on schedule but owing to the thick weather due to the S.-W. Monsoon, the machine was forced to remain at Ahmedabad for several days. ABU is not equipped with blind flying instruments and this flight has demonstrated quite clearly that to accomplish flights to a schedule such instruments are a necessity. The Tata Air Mail machine was able to get through the rain and mist and this is entirely due to the fact that it has these instruments.

Another trip to Karachi to connect with the Imperial Airways Liner was commenced in the middle of the month but the passenger—a lady—had not flown before and the day happened to be a little bumpy and she became very alarmed and half way to Bellary she insisted on returning to Madras. She was quite convinced in her own mind that the machine was unstable. Those readers who are not members and who have not flown before should remember, when they take their first flight, that "bumps" do not endanger the machine in any way. A bump can be either up or down and the feeling in both cases is exactly similar to the feeling one gets in an express electric lift. Down bumps usually alarm the novice most and the feeling is that the seat is falling away from under you. This is due to a current of air travelling downwards and carries the machine with it momentarily as it passes through. The novice should also remember that an aeroplane "banks" when making a turn, *i.e.*, it tilts over to the side in the direction of the turn. This is a natural manoeuvre which birds also do when turning and there is no necessity for alarm.

Fox Moth VT—AEJ has been added to our fleet and with its larger carrying capacity and its speed we are hopeful of securing an increasing amount of charter and taxi flights.

Most people know that Sir Alan Cobham is coming out to India in the beginning of next year with a great Air Display. His advance agent has already been in Madras and the organisation of the whole tour is really remarkable. The display is due

in the Madras Presidency in February and will remain on tour in S. India for two months. The exact dates of the visits to each place will be announced later. The display consists of 12 to 14 machines varying from a large multi-engined air liner to a Gipsy Moth and Autogiros. The latter type of craft will attract great interest here as it will be the first time they will have been seen in this part of the world. In next month's notes a few interesting facts will be given about the latest type. Sir Alan's programme includes a grand formation flight of all the craft, a display of advanced aerobatics, a parachute descent, wing walking, and smoke writing and the public can be assured of full value for their money.

There were two "first soloists" during the month.

Mr. Lavender and Mr. Sitaram and one member—Mr. K. Visvanath—qualified for the "A" licence.

Mention was made in last month's notes that the Rajah of Vizianagram had purchased an Avro Siddely-Lynx Commodore and it was hoped that one of the club's pilots would fly the machine out to Madras. That hope has been realised and Mr. Tyndale-Biscoe is already on his way to Manchester to take delivery of the machine. The route being taken is that chosen by Mr. Gander Dower on his record flight to Madras, *viz.*, across France to Italy, then over the Mediterranean Sea *via* Corsica and Sardinia to Tunis and thence to Cairo. The machine is expected here early in October.

We have heard from Mr. Tyndale-Biscoe and by strange coincidence he is sharing his cabin with Mr. Stone, ground engineer to Bombay Flying Club, who is practically on the same errand. He is to fly back with four Moths of the B. F. C. which recently flew to Britain in formation.

Here are some particulars of the machine Mr. Tyndale-Biscoe is flying out:—

THE AVRO COMMODORE.

215 h.p. Siddeley "Lynx" Engine.

Dimensions.

Length o.a.	..	27 ft. 3 ins.
Height o.a.	..	10 ft. 0 ins.
Wing Span (both)	..	37 ft. 4 ins.
do. Chord (both)	..	4 ft. 9 ins.
Gap	..	5 ft. 3 ins.

Areas.

Wings (inc. ailerons)	..	307.0 sq. ft.
Ailerons (total)	..	31.5 "
Tail Plane & Elevator	..	39.6 "
Rudder	..	12.0 "
Fin	..	3.3 "

Weights.

Tare weight	..	2,225 lbs.
Pilot	..	160 lbs.
3 passengers @ 160 lbs.	..	480 lbs.
Baggage	..	209 lbs.
Fuel (49 gals.)	..	377 lbs.
Oil (5 gals.)	..	49 lbs.
Total disposable load	..	1,275 lbs.
Gross weight	..	3,500 lbs.
Wing loading	..	10.82 lb./sq. ft.
Power do.	..	15.45 lb./h.p.

Performance.

Max. speed at sea level	..	130 m.p.h.
Cruising speed @ 1,000 ft.	..	110 m.p.h.
Landing speed	..	50 m.p.h.
Initial rate of Climb.	..	700 ft./min.
Service ceiling	..	11,500 ft.

The Commodore is a biplane and has a "Lynx" 7-cylinder radio air-cooled engine. The wings are heavily staggered and the machine is of metal construction, in the design of which the aim has been comfort and robustness rather than high performance. The very pronounced wing stagger, which is a familiar feature of other Avro types, makes the view from the cabin exceptionally good.

Petrol is carried in two tanks in the upper plane, one in each side of the fuselage, and each tank has a capacity of nearly 25 gallons. They are so placed that direct gravity feed to the engine is available. A Fairey metal air screw is fitted. The internal arrangements of the cabin have been carefully studied and in front there are two separate seats from either of which the machine can be piloted. At the back of the cabin is a sofa seat running transversely right across the cabin and seats comfortably two people and three at a pinch.

In place of the usual stick control the machine is fitted with one spectacle bracket which, in the standard machine, can be swung over to either of the front seats. The Rajah of Vizianagram, how-

ever, has had two spectacle brackets fitted for dual control. The machine has an electrical starter so that the engine can be started by the pilot himself from the cabin. It has navigation lights for night flying and also carries blind flying equipment so that the Commodore is capable of flying through all kinds of weather. The petrol capacity gives the machine a range at cruising speed of 500 miles in still air conditions.

PILOTS REMEMBER!!!

Land dead into wind and not merely almost. All lines dead into wind are parallel and so never meet.

If you are landing across wind, your machine will drift and landing with drift is hard on the machine.

Providence provides 50 ways of shortening a glide, but not one of stretching it.

It is never safe to assume you are the only pilot flying on a particular route.

August, 1934.

The following members took dual instruction during the month:—

Europeans

Mr. Lavender	..	Unqualified Dual.
Mr. A. P. Hawes	..	Do.
Mr. S. Maritz	..	Qualified Dual
Mr. G. Ingram	..	Unqualified Dual
Major Wigfall	..	Do. (Trichy Branch).
Mrs. Dodge	..	Do. Do.
Mr. J. H. White	..	Do.
Lt. H. E. F. Paine	..	Qualified Dual
Mr. T. P. M. Alexander	..	Do.

Indians

Mr. Ananda Prasad	..	Unqualified Dual
Mr. T. M. Rangachari	..	Do.
Mr. B. S. Ramaswamy Iyer	..	Do.
Mr. R. Rajaram	..	Do.
Mr. R. Sitaram	..	Do.
Mr. K. Visvanath	..	Do.
Mr. V. R. Srinivasan	..	Do.
Mr. R. N. Kapur	..	Do.

Members who flew first solo during the month:

Mr. Lavender.
Mr. R. Sitaram.

Members qualified for "A" licence during the month:

Mr. K. Visvanath.

New members during the month:

Mr. R. N. Kapur.
Mr. J. H. White.

	Hrs. Min.
Dual instruction to members under training	50-55
Advanced Dual to "A" licensed pilots ..	2-55
Solo flights by members under training ..	9-15
Solo flights by "A" pilots ..	32-50
Pilot with passengers "A" pilots ..	37-50
Joy Rides	23-5
Cross-country trip in club machines piloted by the club pilots	92-45
Other flying	3-50
Test flight	1-0
Total Hrs. ..	254-25

Supplementary return for July, 1934.

	Hrs.
Cross-country trip in Club machines piloted by the Club Pilots	9-0

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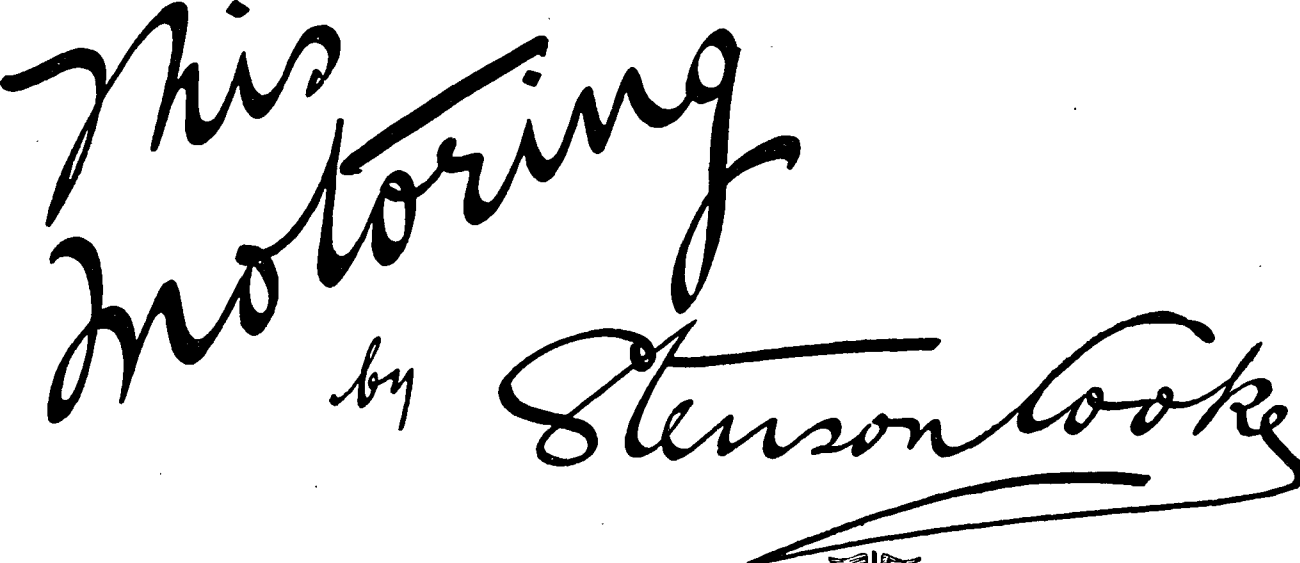
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THE ROMANTIC STORY OF THE



CHAPTER XI

CEAD MILE FAILTE.

The Guards were not to monopolize the Irish Stew. The A. A. was soon to be invited to share that appetizing dish. A beckoning finger was wagged to this effect at an early Olympia Motor Show by a famous Irish motorist, known to favoured intimates as Jimmy, and seconded by his partner Arjay. With names so very similar to those of motoring celebrities in Scotland, it seemed the finger of fate, and yet—why?

"Listen while I tell you," said the famous one. "It cuts me to the heart to have to admit it, but our country is woefully behind the times. In the matter of roads, and signposts, and hotels, and garages, the same sad tale must be told. Just think now," he went on. "We have only now begun to use steam-rollers—there can't be half a dozen between Derry and Killarney; and our signposts—they're a joke! As for tarring, it's unknown! Am I not right, Arjay?"

His partner indicated assent. He didn't talk much.

"But what has all this to do with the A.A.," seemed a reasonable question. "You have your National Club. You own the leading Irish motor

journal. Won't representations by the one and propaganda by the other get things altered?"

"Perhaps," said Jimmy; "but not soon enough. Our people rail at the English as a nation, but they like them personally. We want the English, with their cars, and their custom. It's the truth I'm telling you. We love our beautiful Emerald Isle. We want it to prosper. The Club and our journal are doing all that is possible, but the A.A. is wanted, too. Come over and help us to ginger things up."

They were two good men. Jimmy was an inveterate punster, teller of tales, sportsman, patriot, and a born salesman. He had the features and build of Napoleon, and loved to be told so. Later on, great work in the war earned him a knighthood. Arjay was another fine character, somewhat of a mystic, who always slept out of doors, and had written a book about it. Both have now "passed over."

Without doubt, the invitation was a compliment not to be despised; but the extension could not be expected to pay for many years, and finance was an ever-recurring problem.

When this point was put to them, Jimmy said: "That's the worst of you English, always thinking in pounds, shillings and pence. How much does an A.A. patrol cost?"

"Well over a hundred pounds a year, including his uniform and equipment," was the reply.

"All right, then. If you don't have any patrols—say a hundred for Ireland—that's a saving of over ten thousand pounds a year, for a start! There's finance for you!"

What could be done but laugh, and agree to think it over, and put the idea up to the Committee, and take a chance, in accordance with the light-hearted traditions of the A.A.?

But before that:

"There's one thing, though, where you must help—and now—"

"An' phwhat's that?" asked Jimmy.

"The man to run Ireland for us must be Irish. Your people wouldn't tolerate an Englishman. That much we do know."

Then Arjay, his quiet and deliberate partner, said, "I think I have the very one for you."

"Good! Where?"

"Here! In this very Olympia Show. Irish born, raised in New Zealand. He's going round the stands writing up exhibits for our paper."

"Is he a journalist?"

"Not until yesterday," was the reply. "But he can write, and he can drive a car. He took a sporting chance. Said he'd work for just his expenses to get a start."

"Very well," said the A.A. man; "let's have a look at him. But before that—seriously now—does Ireland *really* want us, the A.A.? Your ideas of finance are like your Irish signposts—a joke. Ours are not. It means a big risk to open another office—in Dublin—and maybe also in Belfast, and later on in Cork. Still! if you can show that it's our duty to do it, we will try."

In reply, the great little Irish counterpart of Napoleon let himself go. With that eloquence which even then had made him a star turn at every public dinner on either side of the Irish Sea, he demonstrated that two plus two would make five. He scouted any idea of a loss. With silver tongue he portrayed his beloved country with good roads conveying the motoring pilgrim from one beauty spot to another—from Derry to Killarney, guided by A.A. signs. He acclaimed the merits of the personal touch which, he said, "has made the A.A. what it is and is going to be."

"Look at our hotels!" he continued. "They're all right for us, because we don't expect too much. We get a hearty welcome from the landlord, a smile

from the waiter, and a twinkle from the chambermaid, and we shut our eyes to such trifles as a mouldy door-mat, or the stains of yesterday's claret on this morning's breakfast-table cloth, or the sheets that should have been changed but were not. Their hearts are warm, and the food is hot, and the wine is good, and that's all we care about. But you English are so exacting.

"Mind! I'm not saying you're wrong. Come to Ireland and help us put all this straight. Writing letters won't do it. Bullying the hotel people won't do it. They're Irish, and they're proud. The personal touch *will* do it. Your bright young Road Managers—I've seen them—who call on the landlord, and handle him gently, get him on the right side, in the right mood, by means of peaceful persuasion instead of dictation; *they* can do it, and work like that will bring its own reward. Good roads! Signs everywhere! Well-run hotels and garages, and an appreciative public giving liberal support! There's a picture for you!"

Arjay indicated assent.

They were right. Their man was the right man, and though it took nearly two decades, the magic was duly wrought, thanks mainly to these two good souls who loved their country.

(To be continued.)

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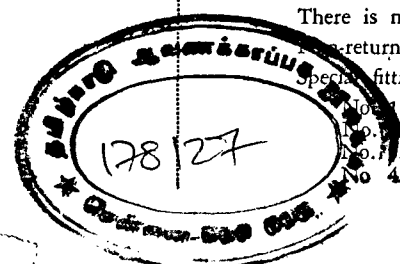
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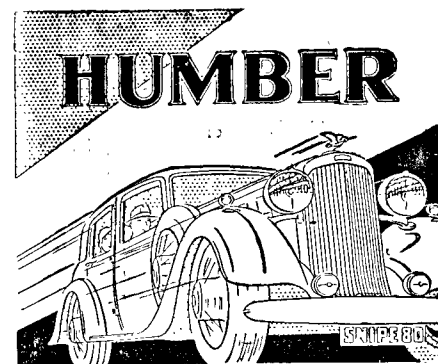
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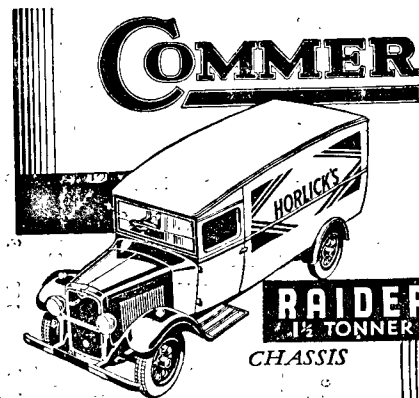


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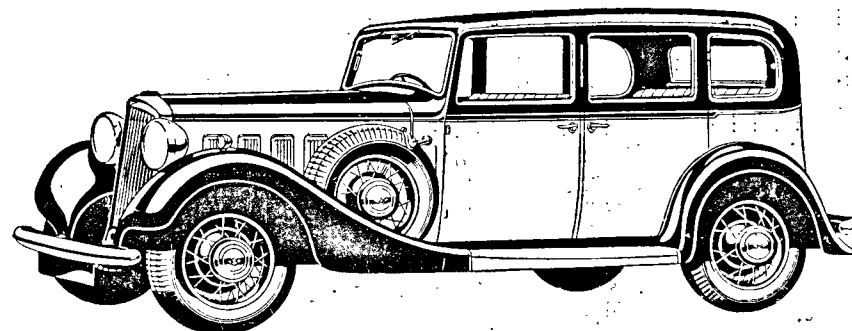
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