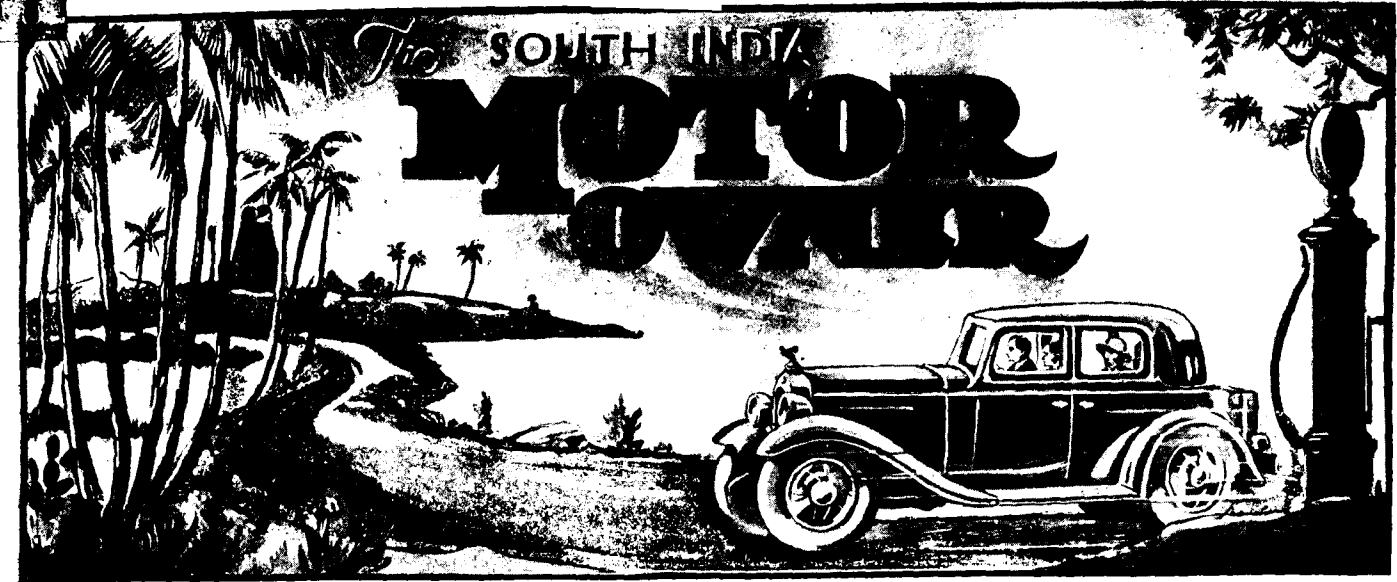


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Vol. VI. No. 4.

APRIL, 1934

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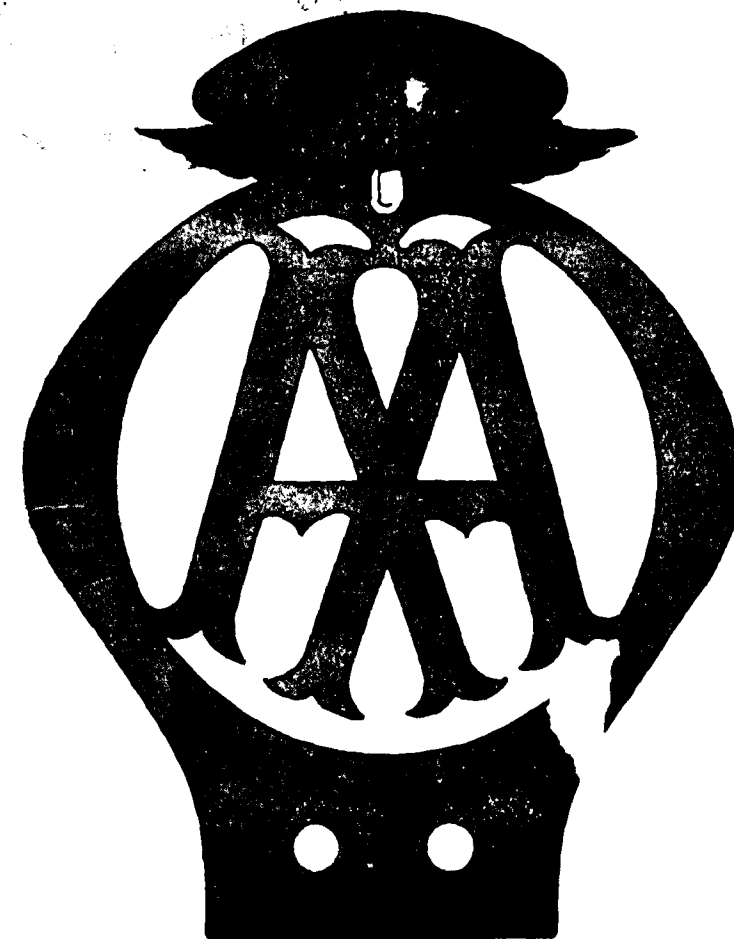
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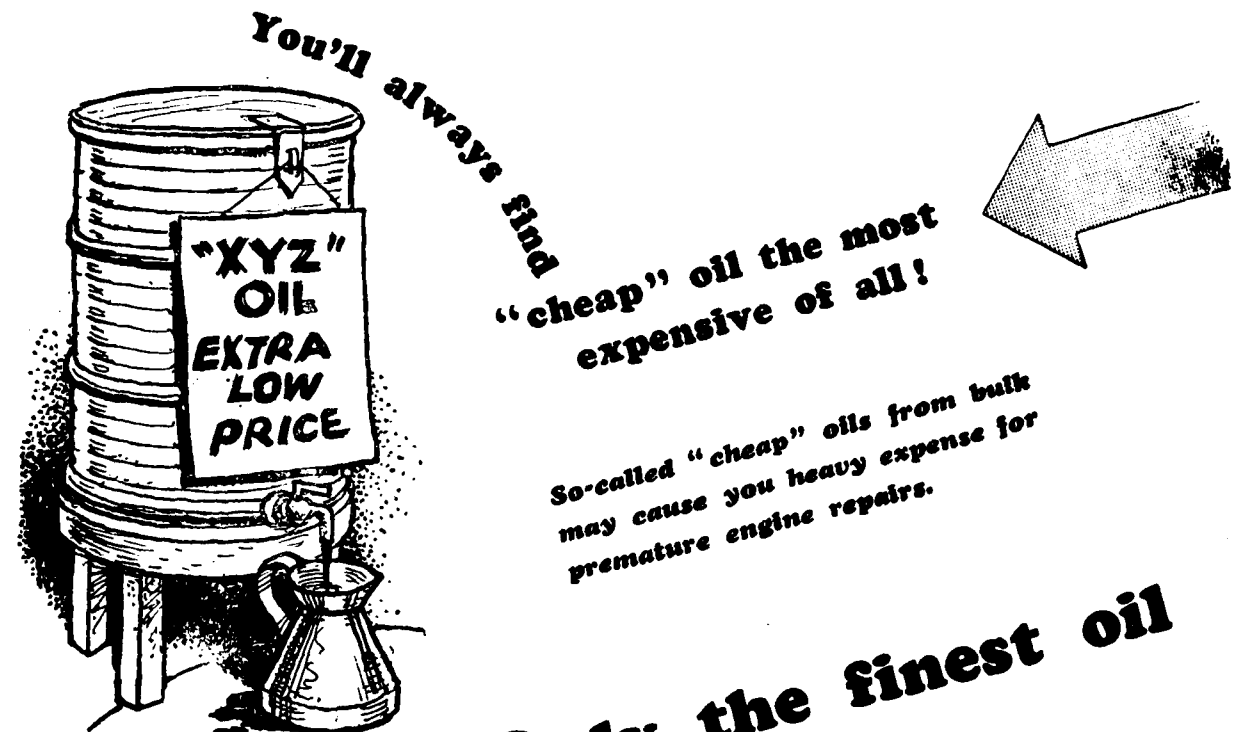
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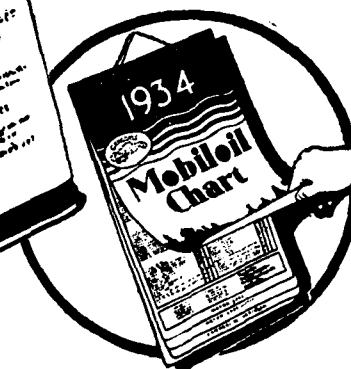
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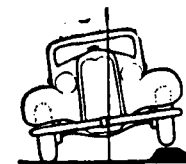
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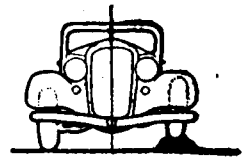
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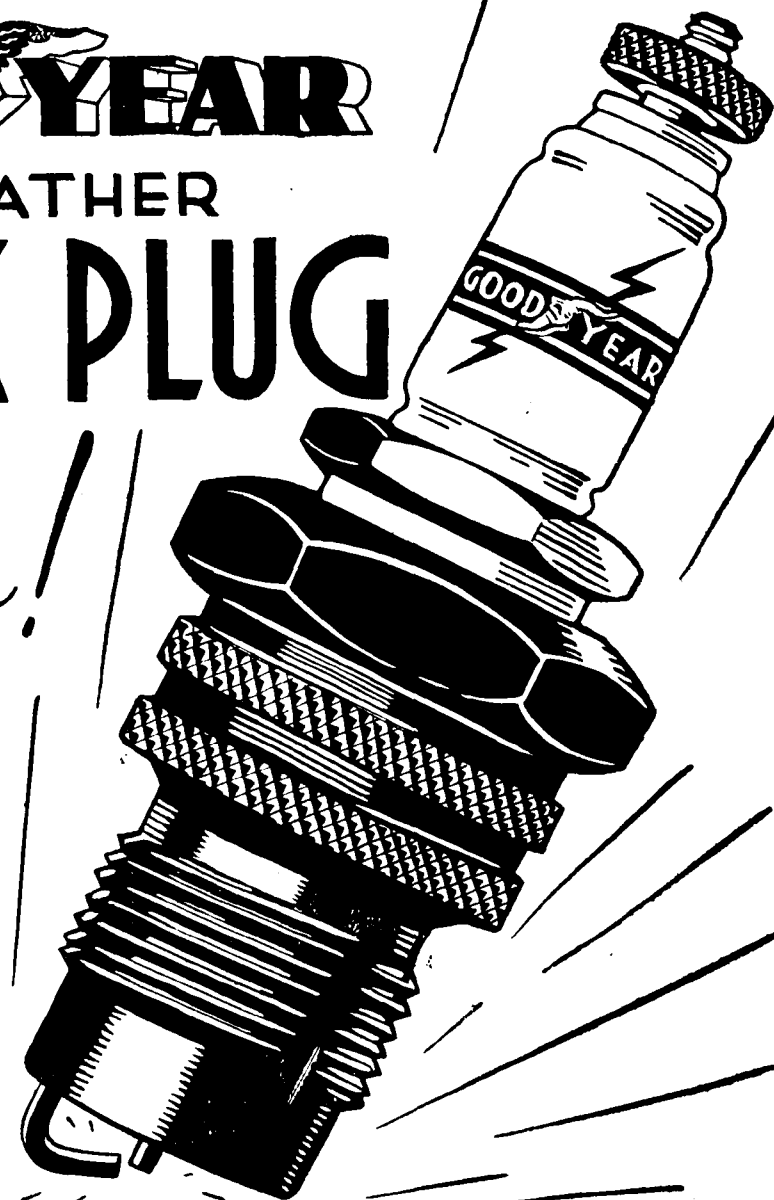
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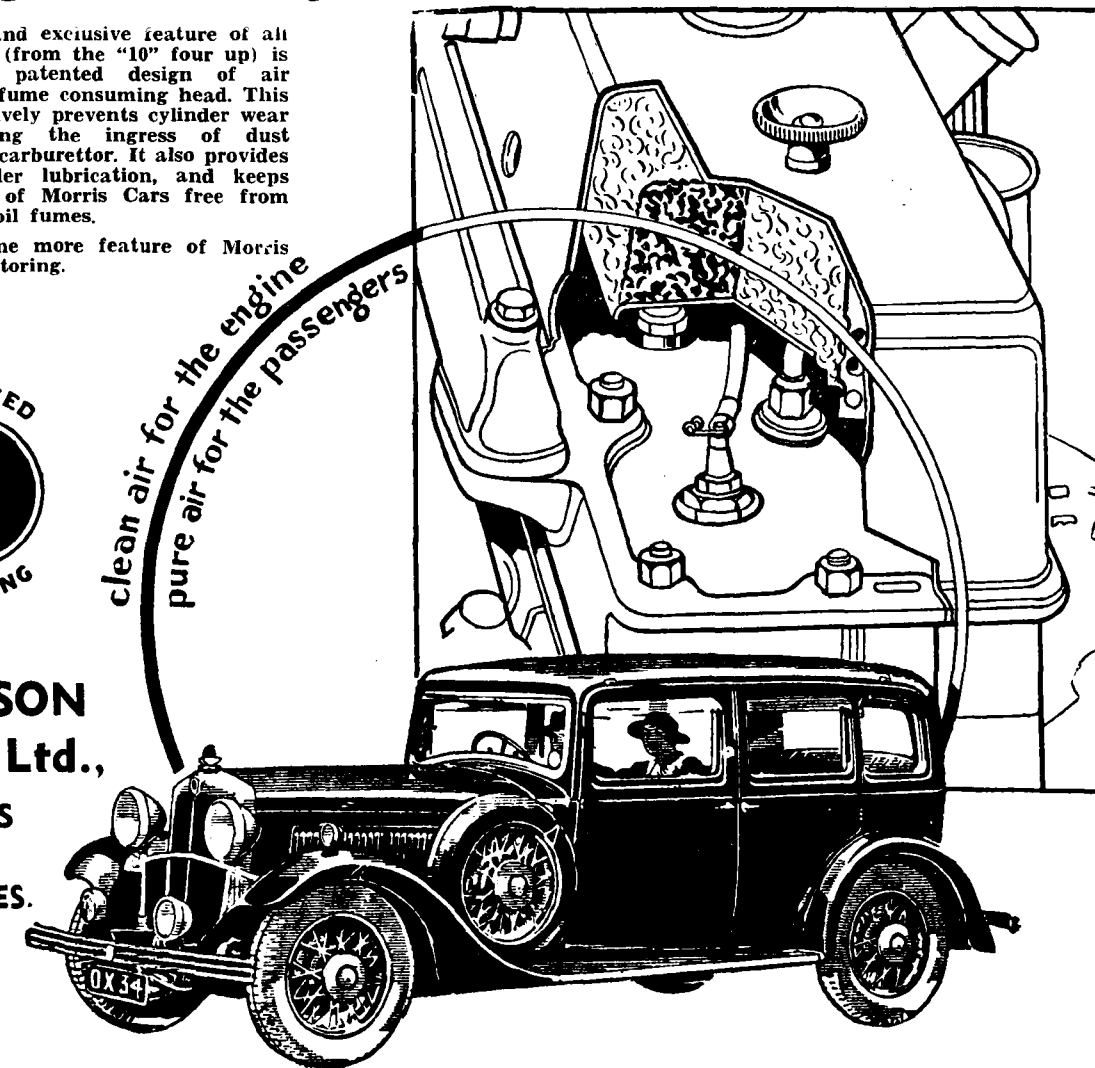
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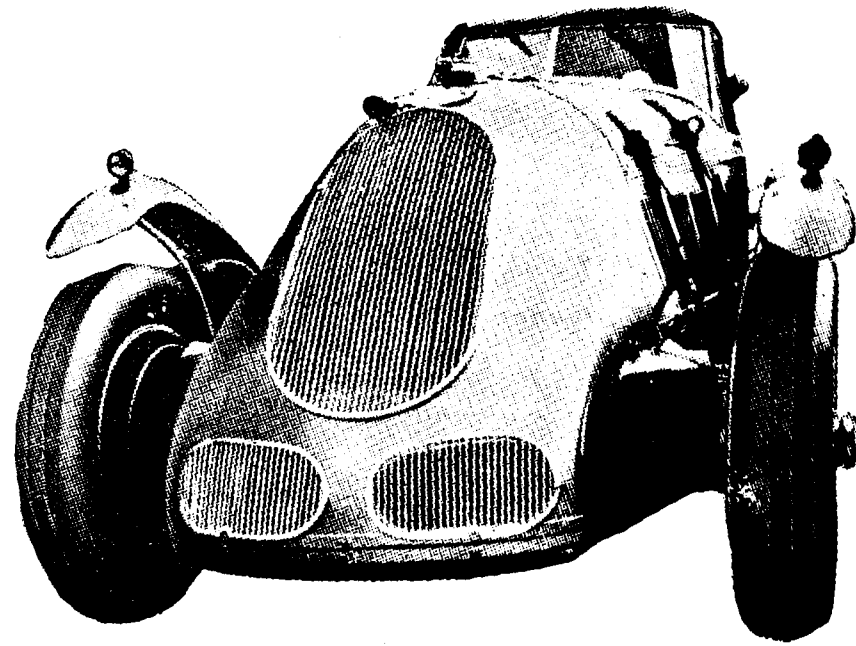
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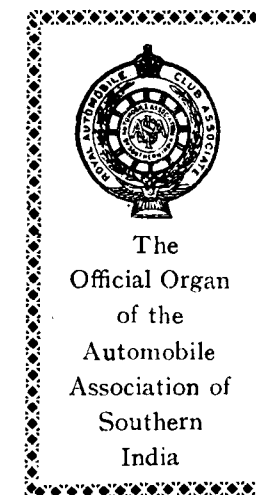
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Vol. VI, No. 4

APRIL, 1934

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

Road Information

Weather conditions remaining generally dry, there is no important news under this particular heading, beyond the perennial complaint of bad road surfaces on a number of roads in the Kadur District of Mysore State, and of a bad stretch of about 15 miles of the Dindigul-Pollachi Road between Palni and Udamalpet.

The section of the Mysore-Ootacamund Road between the Mysore State Boundary and Gudalur which formerly was in a very bad condition, has recently been patched up and is now in fairly good motoring condition. However, there is little doubt that the earth surface will deteriorate rapidly when the rains again set in.

Work on the improvement of culverts and bridges on the Ootacamund-Mysore Road continues and motorists should keep a sharp look out for the diversions, particularly if travelling by night.

Water Gauges at unbridged rivers, streams, &c.

The Government of India has in hand the standardisation of water gauges at fords, causeways, irish bridges, &c., a measure that will receive the approval of all touring motorists. Several different

types have been suggested, e.g., gauges with the upright standard painted in different colours to indicate whether the water is deep (red) moderately deep (green) or shallow (white) or alternately, white up to fourteen inches (the maximum depth of water which the average motor vehicle can negotiate and red above that level). However, there are indications that the design which will be favoured is a simple one consisting of an upright standard with a cross bar at the three feet level. It is claimed that this type will be most easily seen, and that when the cross bar is above water, motorists will be able to judge for themselves the distance between the cross bar and the water level and so determine the actual depth of water to be negotiated. If the cross bar cannot be seen it will instantly be realised that the water is more than three feet deep. This type of gauge has the advantage of not being dependent on the durability of the paint used to indicate the actual depth in feet and inches, a most important factor with the normal type of gauge seen.

Traffic Control in Madras City.

In the March issue of this Journal it was indicated that with a view to procuring better traffic conditions in Madras City endeavours were being made to enrol A.A.S.I. Members to form a panel of Honorary Presidency Magistrates for the purpose

of hearing minor traffic cases. Twenty-five members have kindly consented to join this panel and their names have been submitted to the authorities for consideration. In forwarding the list, the A.A.S.I. Committee has recommended that:—

- (a) This panel should be employed only for hearing traffic cases.
- (b) Traffic cases be heard in only one Court and on one day in each week between the hours of 7-0 a.m. and 10 a.m.; also that only traffic cases be heard in the selected court on the appointed day; and
- (c) the panel be operated through the Secretary, A.A.S.I. who will keep a roster of the members of the panel and detail them in rotation.

The object of the above suggestions is to ensure that service on the panel shall not become a burden to the members who are mostly business men who cannot afford time to attend court frequently and for long hours.

The result of the recommendation will be notified in these columns in due course.

Production of Registration Certificates of Motor Vehicles.

As the law stands at present, the driver of a motor vehicle is expected to be able to produce the Registration "C" Certificate of the vehicle he is driving, when required to do so by a police officer not below the rank of sub-inspector, *at all reasonable times*.

The A.A.S.I. Committee protested against the adoption of this rule when it was under consideration in 1932, urging as their reason the following facts:—

- (a) The form of registration certificate then in use (plain foolscap form) was not sufficiently durable to be constantly handled (This has since been remedied by the introduction of a book form).
- (b) The certificate contained the only legal record of payment of tax and conse-

quently should not be taken out of the custody of the owner of vehicle to which it relates;

- (c) the carrying of a current licence on every motor vehicle was compulsory as a licence could not be obtained without prepayment of tax, this licence should be sufficient proof of payment of tax.

Since the rule in question became law, the Madras Motor Vehicles Taxation Act has been amended in two important details, *i.e.*

1. The criterion has been changed from *possession* of a motor vehicle, to *user of public roads*.
2. The display of a current licence on every motor vehicle using public roads has been made obligatory, and failure to correctly exhibit a current licence has become a definite offence (it was not so formerly).
3. The check on payment of tax (when due) has been shifted from the office to the road.

These changes have, it is claimed, rendered the presence of the registration certificate with the vehicle at all times unnecessary, and Government was approached with a view to repealing the rule, as it has occasioned considerable hardship to a number of motor owners who have been prosecuted for failing to produce the certificate "*on demand*". However, Government had declined to consider the repeal of the rule unless it can be proven that real hardship has been occasioned by it.

Will any members who have been called upon by the police to produce their registration certificates kindly communicate details to the Secretary, A.A.S.I. and so assist in compiling a definite case for the repeal of an irksome rule which now appears to serve no useful purpose.

Compounding of Motoring Offences.

Readers will, no doubt, be pleased to learn that, at long last, the Government of India is seriously contemplating legislation to render possible the compounding of the majority of the minor technical

offences which to-day strew the path of the unfortunate motor owner and incidentally waste much of the time of the Magistrates' Courts.

It has long been a matter of wonderment that an unfortunate motorist resident in (say) Travancore should have to travel to (say) Mercara, to answer a charge of having driven over a stretch of lonely country road at fifteen miles an hour when the local authorities had ordained, for some reason or other that the speed limit should be five miles per hour and moreover, to be hauled into the prisoner's box of a criminal court recently occupied perhaps by a criminal of the lowest type. Mark the word "*criminal*".

However, there is now every possibility that, in the near future, the motoring "*criminal*", will be served with a summons which, while directing his attendance at a specified court on a certain date, will inform him that, if he does not wish to contest the case, he may avoid actual attendance by remitting a specified sum to the court as a "*fine*". It is most probable that the "*finer*", or compounding fees, will be something less than the fines that would normally be inflicted if the cases were contested and lost; a result which unfortunately, is the lot of most offenders in motoring cases. However, while one deprecates the general policy to take the line of least resistance and let motoring cases go undefended, one must admit that it will usually be cheaper and less inconvenient, to pay the compounding fee than to go to the expense of time and money necessary in order to put in an appearance and contest a charge the ultimate result of which is almost a foregone conclusion.

It is to be hoped that, if and when the Government of India decide that "compounding" is desirable in cases under the Motor Vehicles Act, Local Governments will quickly come into line with their respective Motor Vehicles Taxation Acts.

Bridging the Ponnai River near the Rice Causeway (Madras-Bangalore Road).

Motorists in Southern India will be interested to learn that the possibility of the construction of a bridge across the Ponnai River to replace the Rice Causeway is becoming something more than a suggestion. It has been learned from reliable source that

the question of finding money for improving the roads which lead up to the proposed site of the bridge is receiving active consideration, so it is assumed that the funding of the bridge project itself has already been settled. We hope so, for the closing, by flooded rivers, of all roads leading to and within a hundred miles of Madras City, whenever there is a generous rainfall, is becoming far too common an event.

Notification of changes in Motor Vehicle and Motor Taxation Laws.

As intimated in a recent issue of this journal, the Committee of the A.A.S.I. has been endeavouring to move Government to adopt a more comprehensive method of giving publicity to changes in the laws governing the use of motor vehicles, than is followed at present, *i.e.*, by publication in the *Port St. George Gazette* (sometimes supplemented by the issue of a Press communique). However, for the present one has to record a failure, since Government has decided that wider publicity is not necessary. To be just to Government, one must record a concession in the case of changes in M. V. Taxation Law, *i.e.*, to print sufficient copies of important notifications to admit of a copy being given to each motor vehicle owner when he next applies for a licence. But of what value is this concession when it is possible that every motor vehicle owner may have already infringed a newly published rule *and been prosecuted for it*, before he next applies for a licence? Take, for instance, the amendment of the Madras M. V. Taxation Act in 1932, when Government decided that, no longer would fourteen days exemption from taxation at the beginning or end of a quarter be admissible. How many motor vehicle owners were prosecuted for not having paid the tax due, on their vehicles for the quarter commencing 1st October 1932, before that date? The writer believes there were hundreds; and even to-day cases are occurring where ignorance of the change is pleaded.

Another instance is the recent concession of seven days grace within which to pay tax due, after liability for payment has been incurred. How many motor owners know that, having been challenged by a police officer for not displaying a current M. V. Licence, prosecution will follow (even though tax is

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paid immediately afterward) unless the challenged owner reports to the District Superintendent of Police of the district in which he was challenged, and within seven days, the place and date on which the tax was paid and the number of the licence obtained?

These are only two instances in the past; many similar ones may occur in the future, so why not prepare for them?

It is a well known fact that "Ignorance of the law is no excuse". Surely then, it is the duty of Government to ensure that the possibility of ignorance of the law shall be reduced to an absolute minimum. Does publication in the *Fort St. George Gazette* constitute the maximum publicity, even when supplemented by a press communique in one or two local newspapers. The writer maintains that it does not, and considers that changes in motor vehicle law deserves as much publicity as does the grant of a reward for the apprehension of an offender.

The A.A.S.I. Committee is continuing its effort to procure the necessary wider publicity by the posting of notices outside public offices, police stations, post offices, railway stations, and at bus stands, etc., etc.

Taxing of Carts and other Non-Motor Vehicles.

One supposes that one should not be surprised at the fate of the proposed Bill to so amend Local Boards Acts as to permit District Boards to levy a toll on non-motor vehicles. However with Local Board Funds in the precarious state that is indicated by articles in the Press from time to time, and with roads steadily but surely deteriorating to such an extent that eventually complete reconstruction may become necessary at enormous expense, it is surprising that Government should allow the political aims of any party to over-ride their decision that it was expedient to require all users of roads to contribute to their up-keep. Yet we learn that the proposal to levy a toll on cars, the class of road user that does most damage to our roads, yet pays not one red cent toward their up-keep, has been shelved if not definitely abandoned.

The writer does not pose as a politician, or as an administrator but he can quite see the view that

must certainly be taken by elected Members of the Legislative Council (a large majority of whom are also members of local boards), i.e., that while Government realised that the additional revenue was essential, they preferred to leave the onus of levying it (or not levying it) on the Local Boards.

The local boards were thus faced with a two edged sword—if they imposed the toll they would incur the displeasure of their electorates; if they did not levy it, their local funds would continue to suffer.

That the additional revenue is necessary there can be no gainsaying; then why not a firm stand by Government and the introduction of a bill to levy a tax on carts, &c.? Surely such a measure would have received the fullest support of the elected members who have the welfare of their local boards at heart.

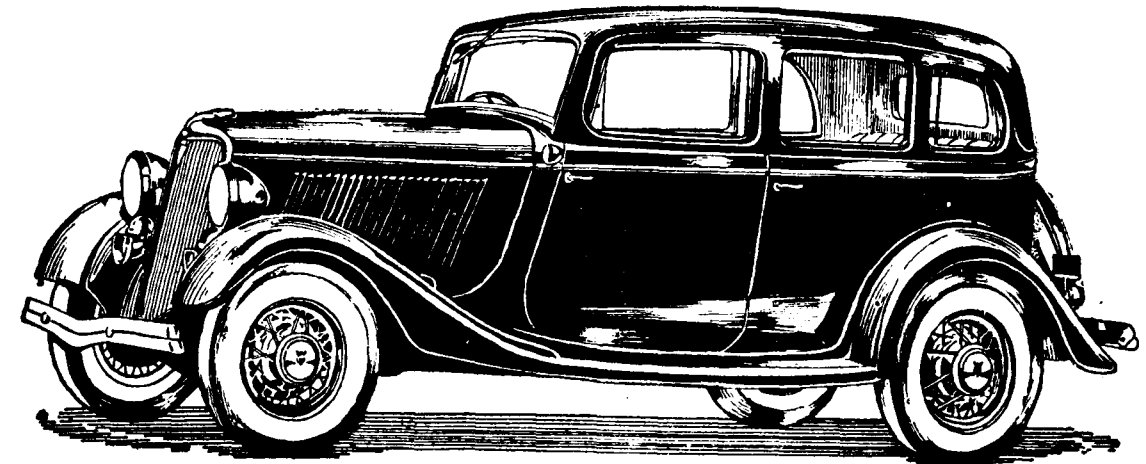
We sincerely trust that it will not be long before we again hear of "a tax on all road users in the Madras Presidency" as elsewhere.

Road Accidents.

At present time much is heard in the English Press of a campaign to reduce road accidents. The consensus of opinion appears to be that while the motor driver cannot be absolved from responsibility—all road users must accept a due share of the blame. It appears that what is most necessary is the education of the public generally in what may be called "Road Sense", and it has been asserted that responsibility for this education must lie with the Government.

In the Madras Presidency Government has recently taken up this question and as a result has issued a pamphlet for use in Elementary Schools, Training Schools and Colleges. This pamphlet was recently republished in a number of daily newspapers, both English and Vernacular. At that time a similar pamphlet for the benefit of motor drivers was promised and opportunity has now been taken of publishing the pamphlet. It will be found as a loose insert in this journal, and has been so printed that it may be folded and carried in a driving licence, for ready reference.

A Real Advance in Motor Car Engineering



De Luxe Fordor Sedan. One of several handsome new body types available with V-8 or 4-cylinder motors.

NEW DUAL CARBURETION AND DUAL INTAKE MANIFOLD ADD TO POWER AND ECONOMY OF THE NEW FORD V-8 FOR 1934

LIKE a pair of lungs for this powerful motor, this new system of carburetion and intake supplies vaporized petrol evenly to all eight cylinders. Two distinct advantages result from it:

1. More even compression of fuel, giving still greater power, faster acceleration, quicker starting and smoother performance in cold weather.

2. More complete utilization of fuel, more miles to the gallon of petrol, with consequent economy. Crankcase dilution is reduced to a minimum, thereby conserving oil with still further economy in operation.

Increased efficiency at less cost is a notable achievement. Yet it is only one of many improvements which distinguish this new and greater Ford V-8 for 1934.

Clear-vision Ventilation. Constant Supply of Fresh Air without Drafts or Obstruction to View

As perfected in the New Ford, this system of ventilation operates efficiently at all speeds winter or summer.

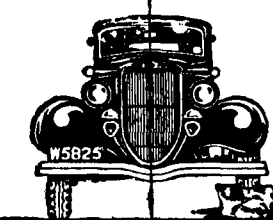
In cold or stormy weather, the new adjustable window ventilators can be opened the desired amount to provide fresh air.

In warm weather, the windshield—which opens—and the cowl ventilator provide additional fresh air.

Individual control on front door and rearquarter windows enables passengers to obtain desired ventilation without causing discomfort to others. Windshield and windows do not fog when ventilators are opened.

THREE POINT SUSPENSION.

With ordinary springing, a wheel rising or falling makes the entire body and chassis tilt. Riding comfort is visibly affected.

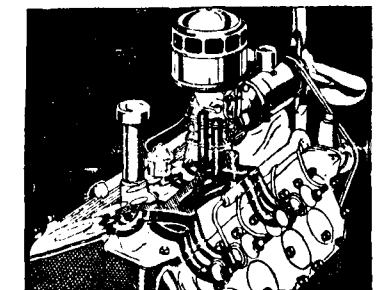


With THREE POINT SUSPENSION, THIS CANNOT POSSIBLY HAPPEN. Position of the body is in no way affected by up or down action of wheels, and body is always parallel to the road. This ensures both COMFORT and SAFETY of passengers.

NOW ON DISPLAY AT ALL FORD DEALERS



The Car Without a Price Class



Dual Carburetion gives smoother operation in all driving ranges from idling to highest top speed.



To open ventilators, give handle half-turn after window is raised to the top. Simple. Easy. Efficient.

NEW FORD V-8 for 1934

FORD MOTOR COMPANY OF INDIA, LIMITED.

ASSEMBLY PLANTS

BOMBAY,

CALCUTTA,

MADRAS,

COLOMBO.

New Membership Cards.

In view of the number of members who are projecting motor tours during the summer months this opportunity is taken of reminding them that, in order to make use of P.W.D. Inspection Bungalows under the terms of the concession recently granted to A.A.S.I. Members by Government they must be able to show an up to date membership card. These cards are slightly larger than the old form of membership card and have the terms of the concession printed on the reverse.

Any member whose subscriptions have been paid up to date and who have not received a revised membership card, should please apply to the Secretary for one.

Ootacamund to Kotagiri via Dodabetta.

Visitors to the Nilgiris may hear of a delightful road which goes from Ootacamund over Dodabetta direct to Kotagiri (18 miles), and gives one an impression of a nice circular trip via Coonoor. The writer recently motored over this road for the sole purpose of estimating its suitability for motors. He came to the conclusion that, while the road is actually motorable, he would not recommend it for large cars, or for inexperienced drivers. It is very narrow and except at a few prepared places, two cars cannot pass. The bends are somewhat sharp and narrow and it would be impossible to turn a car throughout the greater portion of its length.

International Customs Documents.

The A.A. having reduced from £50 to £30 the cash deposit required when issuing International Customs Documents (Carnets de passages en douanes and triptyques) it has been decided to reduce the corresponding Indian Deposit from Rs. 700 to Rs. 300. This will necessitate a corresponding increase in the value of the Banker's Guarantee or the Insurance policy, whichever system of indemnity is adopted, and in the case of an Insurance Policy, a slight increase in the premium.

This concession will materially reduce the initial cash outlay when arranging a foreign tour.

The cash deposit for a Ceylon Triptyque will be 50% of the total duty, subject to a maximum of Rs. 300.

New A. A. S. I. Badge.

A consignment of the new type of A.A. Empire Badge, referred to in the last issue of this Journal, has now been received, but only one type of fitting has been sent, i.e., two small bolts with double nuts. Arrangements are being made for the manufacture, locally of a supply of four different types of fitting, i.e., bar type (of varying diameters), radiator thermometer type, radiator type and bumper bar type. As soon as these fittings are available a form of application will be prepared and circulated to all members with this Journal.

Itineraries.

During the month of March 52 itineraries were issued covering upward of 50,000 miles. Applications for International Touring Documents are coming in more frequently while applications for landing and shipping cars is again on the increase, showing that the long distance touring habit is becoming more wide-spread.

Membership.

During March the names of 27 new members were added to the Register, while there were 7 resignations. The membership on 31st March 1934 totalled 1,019 of whom 97 were motor cycle, or non-motoring members.

The Committee again earnestly requests all members to actively interest themselves in the welfare of the A.A.S.I. by endeavouring to enroll more members. The field is very large there being over 45,000 motor owners in the Presidency and the neighbouring States who are not yet members of the A.A.S.I. A brief word of praise for the work of the Association will go a long way toward inducing non-members to join.

Elsewhere in this Journal will be found a form of application for membership, with some cogent reasons why every motor owner should join. Please endeavour to prevent it from being wasted.

Members to be elected on 13th April 1934.

Name.	Address.	Occupation.
1. T. R. Seshu Ayyengar, Esq.,	Sri Rama Vilas Motor Service, Madura.	Proprietor.
2. B. W. Waddington, Esq.,	20, Buckingham Gardens Perambur, Madras.	...
3. Capt. M. G. Saincher,	25/A, St. John's Road, Secunderabad.	I.M.S.
4. E. B. Elphick, Esq.,	"Hadley", Kilpauk Garden Road, Madras.	Engineer.
5. A. E. Passmore, Esq.,	C/o Higginbothams, Mount Road, Madras.	Bookseller.
6. Miss G. N. Latimour,	5, Naval Hospital Road, Madras.	...
7. A. R. J. Runacres, Esq.,	General Service Company, Radio House, 31, Mount Road, Madras.	Partner.
8. J. H. Chegurdden, Esq.,	Mysore Gold Mines, Marrikuppam, Mysore State.	Engineer.
9. J. H. Ireland-Jones, Esq.,	Stanmore Group, Valparai P. O.	...
10. W. Ross Clark, Esq.,	Inglebji, Kodaikanal.	...
11. G. A. Barker, Esq.,	Gandamaniayakam P. O. Zamindary, Madura District.	...
12. Dr. M. Narayana Pai,	48, Harris Road, Mount Road, Madras	Civil Assistant Surgeon.
13. W. S. Whistance, Esq.,	Oorgaum P. O., Kolar Gold Field.	...
14. H. Grubb, Esq.,	Gec Brunton & Co., Cochin.	...
15. Dr. K. Venkata Rau,	C/o The Research Laboratory, Harris Road, Mount Road, Madras.	Medical Practitioner.
16. S. Ramaniyacheri, Esq.,	Nandyal.	Assistant Engineer, P.W.D.
17. G. P. Cooper, Esq.,	Madras Publishing House Ltd., Mount Road, Madras.	...
18. T. H. Charlwood, Esq.,	Supply Army, Fort St. George, Madras.	I.A.S.C.
19. P. Govinda Menon, Esq.,	Nilambur.	Conservator of Forests.
20. A. Hall, Esq.	Cotengady Estate, Sittiarkonda P. O., Kollengode.	Planter.
21. Major G. L. Bunbury,	B. U. S. Club, Bangalore.	

How, When, Where and Why? Conundrums by the Score

If half a million motorists decided each to make one really baffling request to The Automobile Association, the annual stock of "problems" would not be much larger than it is already.

Thousands of these conundrums are, of course, directly connected with touring, road and legal matters. But thousands are anything but "normal questions"—yet the A. A. in the case of something like 98% of these brain-twisters, is able to satisfy the enquirer.

Information is not enough in many cases. The A.A. is asked to do all manner of queer things.

A foreign visitor, for instance, applied to the A.A. for the necessary documents to enable him to tour with a limousine car fitted up to carry performing dogs, cats and monkeys. In view of the quarantine regulations affecting animals, this request proved an awkward one.

Rather similar was the problem of a lady who contemplated a summer tour by horsedrawn caravan, with a donkey-cart as luggage tender, through France and Central Europe. Police and licence regulations and Customs difficulties formed, of course, an important consideration, and the member wished to have all available information about camping sites in the countries toured.

Yet another "animal problem"—in this case entirely unconnected with motoring or touring—was that of a member who wanted the A.A. to buy a Dartmoor pony for her at a stock sale. Unfortunately a band of gipsies got in first and bought up all the available ponies. This was one of the A.A.'s failures.

People often ask the Association to buy things for them. A Tipperary member enquired for a

reliable florist in Lossiemouth to enable him to send flowers to a lady friend in Scotland without having to pay duty on them.

A visitor from the Soudan called at Fanum House and staggered a reception clerk by asking where he could buy some baby clothes! Yet a very natural request by a stranger—and the A.A. saw him through.

Requests for unusual touring information are common. The Captain of a Cricket Club asked the Association to plan a cricket tour for the coming summer. Another member wanted to know of a site for a summer camp for 100 boys. Through the A.A.'s patrol organisation eight suitable sites were found, and the member was left to make his final choice.

Nobody would imagine that balloon races were very common, yet The Automobile Association is often asked by enthusiasts for distances as the crew flies and advance reports on weather conditions. The longest route for a balloon race yet planned is from Tooting to Genoa—660 miles.

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AUTOMOBILE ENGINEERS,

25, South Parade, BANGALORE.

—
VAUXHALL CARS

HILLMAN-HUMBER CARS

CHEVROLET CARS AND TRUCKS

BEDFORD TRUCKS

COMMER TRUCKS

—
SALES AND SERVICE.

The Motor Manufacturers' and Importers' Association Ltd.

Chairman's Report for the Year 1933-34.

The report for the year 1932-33 was inordinately delayed and could not be presented till October 1933. It was then felt that the next annual report should be expedited so that it should come up soon after the expiry of the official year. That is why this report for 1933-34 is being submitted so close upon the last and I think it would be a good practice to have the Annual Report presented in March every year.

I wish to take this opportunity to express my warm thanks to you all for electing me your Chairman for another year and I only hope I have deserved the confidence you have so kindly reposed in me.

It is much to be regretted that our ranks have not gained additional strength during the year that has just passed. On the contrary, there has been a decline in our membership which is really deplorable. The total number of our members now stands at 11 as against 13 for the preceding year. However, we are making strenuous endeavours to enlist the support of new members and it is hoped that before long there will be a substantial addition to our lists. I think I can state without fear of contradiction that the influence of our Association is being increasingly felt in outside circles and if this fact receives the recognition it deserves, members in the Motor Trade will do well to join the Association and further strengthen its hands in order that it may be able to extend its useful influence for the benefit of the entire Trade. In this connection, the special resolution passed by the Association permitting members who have resigned to join the Association without payment of a fresh entrance fee is of great significance and I earnestly appeal to all such members as also those members of the Trade, who have for certain reasons thought fit to remain aloof, to join our Association at the earliest possible opportunity.

The recent Budget as presented to the Legislative Council has not realised our hopes of an immediate abolition of tolls. However, as the subjects of Tolls and Standardisation of Taxation of

Motor Vehicles are still under consideration we can only look forward to the introduction of these much needed reforms at an early date. These subjects were discussed at the Conference which was convened by Government of Bombay in October 1933 and at which I had the honour of being present as a representative of this Association. Owing to conflicting views which found expression at this Conference no decisions were reached but it is satisfactory to note that Government are closely studying the situation and have recently appointed a Committee to consider the subject. The name of our Association has been included in the list of non-officials and the date and place of the meeting will soon be notified by Government. Let us hope that the considered opinion of our Association which coincides with the opinion of our sister Associations will receive due recognition in the counsels of Government.

Another event of great importance during the period under review was an invitation from the G. I. P. Railway to send a representative of this Association to attend a general meeting convened with a view to establishing better contact between Railways and Trade interests. To my mind, this was a welcome move on the part of the Railways and I think that improved contact between the Railways and this Association will eventually be beneficial to both parties.

As you are aware, our attention has been recently drawn to the fact that spurious automobile parts were being imported into this Country from Japan. This is going to have very deleterious effect on the trade. However, the situation is being watched with great care and our Association may soon be called upon to take active measures for the prevention of further mischief from this quarter.

Gentlemen, I do not think there is any other outstanding event to which I need draw your attention in this report. Before concluding, however, I wish to record our appreciation of the splendid services rendered by the Secretaries to the Association.

NURMAHOMED N. CHINYOY,
Chairman.

CORRESPONDENCE

The Editor does not hold himself responsible for the opinions of correspondents. All letters to the Editor should be accompanied by the writer's signature and clear name and address not necessarily for publication.



SIR,

Motor Accidents

While I must agree with "V.G.", whose letter under the above caption appeared in the *Madras Mail* of 17th March 1934, that car and bus accidents are becoming very common, and that drastic measures are necessary to check them, I certainly do not agree that "most of the accidents are due to incompetence or carelessness or negligence of drivers". May I ask "V.G." for the statistics on which he bases this sweeping assertion. Has he available authentic figures to support his statement? I think not, for so far as I can ascertain no street accident statistics are compiled by the police in the Madras Presidency, or if statistics are compiled, they do not appear in the public press. Perhaps, since "V.G." accuses the Police (who alone are charged with the testing of applicants for driving licenses) of either incompetence or something more serious, that Department may think it desirable to defend their testing system and publish official statistics of street accident cases in support.

However, if statistics published in Western Countries may be taken as a guide, there is ample evidence to show that every class of road user bears a proportionate responsibility for the casualties in which motor vehicles are involved.

While the motor driver cannot be absolved from blame in some cases other classes of road users are equally responsible for acts of carelessness and for negligence.

It is the considered view of all motoring organisations that, in the main, the way to the reduction of accidents lies in the development of a proper spirit of give and take—with more give than take—between all classes of road users, and the acquirement of the necessary road sense by every user of the highway. This can only be achieved by Government action. The whole community must be made to realise the urgent need for united action.

The present Motor Vehicles Act needs amplification, and its designation altered, so as to provide a law which will govern the use of public roads by all classes. The present M. V. Act is one-sided and the police have no power to act in the case of negligence and carelessness on the part of other road users.

Government should arrange for the education of the masses in that important subject "Road Sense". Talks on the subject should be broadcasted by wireless; safety propaganda should be disseminated through the press; cinemas should be induced to co-operate by displaying short hints on road safety, while propaganda slides and films might be prepared and displayed; well designed posters with a distinct appeal to the road user should be displayed outside public buildings; the Educational Authorities ensure that instruction in the prevention of accidents is imparted in all schools; and even in Churches and other religious institutions it might be possible for short addresses to be given.

Further, roads should be developed on lines which will aid in the prevention of accidents, e.g.

Roads should be made with non-skid surfaces and should be better lighted in built up areas; adequate and smooth footpaths provided for pedestrians wherever the road width renders this possible; blind corners should be eliminated; railway level crossings should be eliminated in congested areas; special crossing places should be provided for pedestrians and adequate road refuges should be constructed where they are to the best advantage of pedestrians crossing the road.

Finally the question of compulsory third party insurance of motor vehicles is a matter which appears deserving of consideration by Government.

In conclusion I would remark that while motoring organisations are doing all in their power to ensure that motorists receive instruction in their responsibilities as road users they cannot reasonably



*In answer
to a lady's letter*



Supplement to:
THE SOUTH INDIA MOTOR OWNER,
April 1934.

Number Four in a Series of
Messages from Henry Ford.

be regarded as liable for the instruction classes of road users. This is obviously a matter for which Government is responsible, and the public should insist that Government performs its duty to the public in this most important direction.

MADRAS,
22nd March 1934.

F. CHURCH,
Secretary A.A.S.I.

Apropos of the abandoned A.A.S.I. Reliability Trials, we publish below a letter from a member and invite further correspondence on the subject.

Sir,—Reference "The South India Motor Owner", March 1934, page 96—Lack of support in the Reliability Trials Competition—I give below a few reasons which might explain the failure of the Competition. Perhaps they may help you to modify future trials, if any:—

First reason is want of experience. Most people like to wait and see the first trials undertaken by "somebody else".

Second reason is real lack of interest in "trials" of any kind. The average owner is not scientifically inclined, nor is he keen on competitions. He keeps his car for business purposes and often his driver alone looks after it. He will not feel confident of taking the car himself into new surroundings and unknown roads.

Third reason is that the average owner does not know what he gains by it. He certainly must spend a day out and buy so much petrol and pay a decent fee too.

Fourth reason is that though open to non-A.A.S.I. members, it would be regarded as an A.A.S.I. show and few non-members would join. The choice from among members is limited.

X. Y. Z.

SAIDAPET,
21st March 1934.

ALADY writes to say that she does not understand why an 8-cylinder car does not cost more to run than a car with fewer cylinders. She refers to my statement that our Ford V-8 develops more power on a gallon of gas than any car we have made.

The use of 8 cylinders does not mean the addition of two or four extra fuel consumers. It is not, for example, a 4-cylinder engine multiplied by two. Our 8-cylinder engine takes the fuel supply of an ordinary 4-cylinder engine and divides it eight ways. And why?

By reducing four larger explosions into eight smaller ones, we get engine smoothness and quietness. Eight cylinders indicate the way the gas is used, not the amount. It is just the difference between going upstairs in four long jumps or in eight ordinary steps.

Two things use up gas—bad engine design and useless car weight. Besides having an engine that gets a high percentage of power out of the fuel, the Ford V-8 has a light, strong body and chassis so that no power is wasted in moving excess weight.

The only extravagance about the new Ford V-8 engine is in the building of it. The extravagance is ours—the economy is yours.

The whole question of car economy needs clearing up. An economical car gives economy all round. Price, operation, upkeep, all play their part. If what you save on gas you lose elsewhere, that is not economy.

As to upkeep, our dealers say that in recent years the improved quality of Ford cars has cut down their repair business 50 per cent.

As to price with quality—judge for yourself.

As to economy, here is the record of a stock car three weeks out of the factory:

On a run of 10,054 miles at the rate of 1,000 miles a day—the Ford V-8 gave 22½ miles per Imperial gallon of gas. Not a drop of water was added to the radiator. The oil was changed once in 1,000 miles.

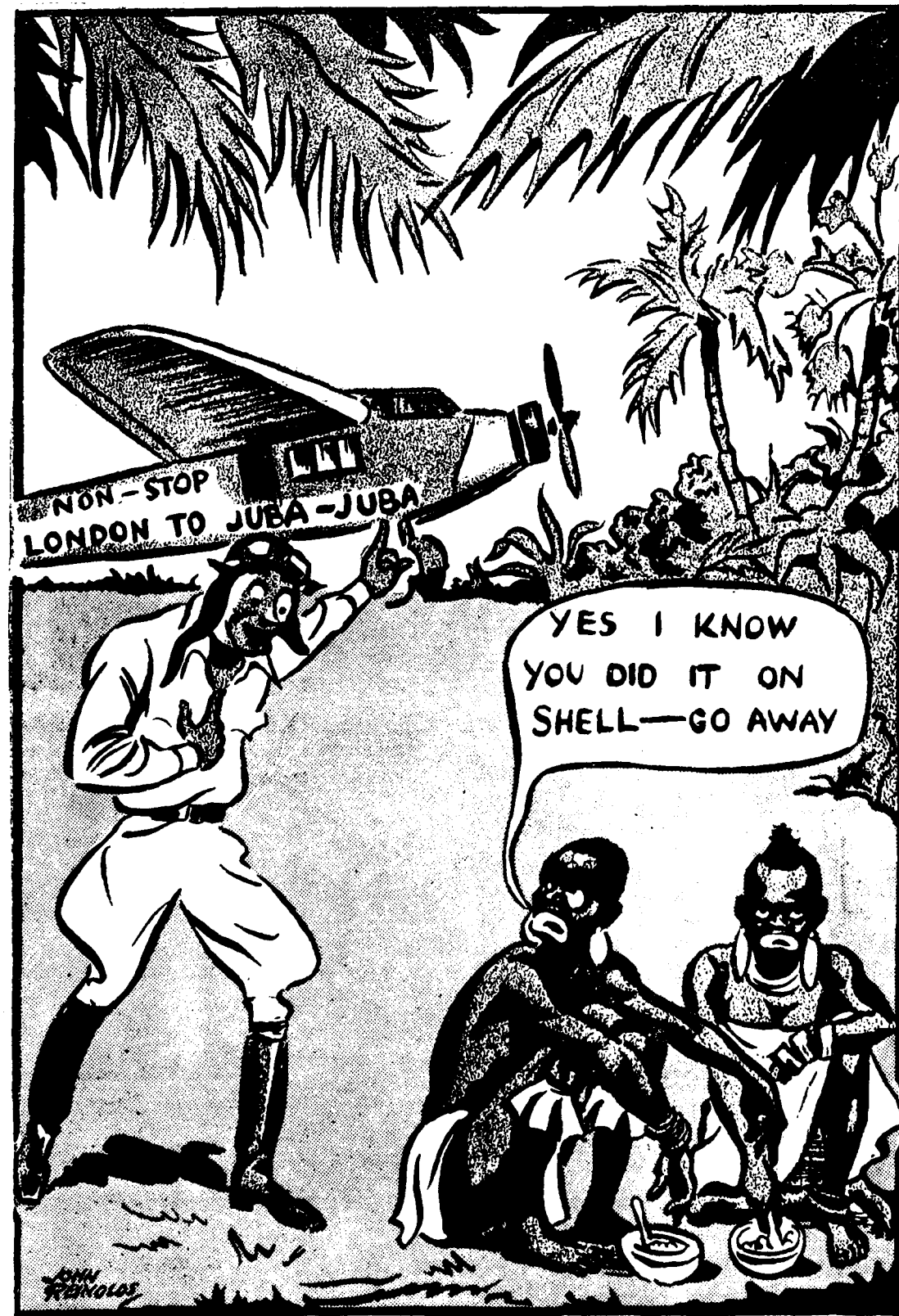
This should answer a lot of questions.

Henry Ford

This message from Henry Ford describes so clearly and simply the reasons for the remarkable economy of the Ford V-8 that it is reprinted here by the Ford Motor Company of India, Limited.



The Humber exhibit at Olympia, October 12th-21st, 1933. In the foreground is a Snipe "80" Sports Saloon, while other models included the "Vogue" Saloon and representative examples of the Twelve, 16/60 and Pullman range.



BURMAH-SHELL OIL STORAGE & DISTRIBUTING CO. OF INDIA LTD.
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The Queen in Road Adventure

There comes from Cambridge a story of how the Queen recently accepted a lift on the road in a Morris Ten when the Royal motor-car broke down.

A woman's quick eyesight saved the Queen from what might have been an embarrassingly long wait when the royal car broke down on the way from Sandringham to Cambridge.

The Queen was being driven to Cambridge to visit some antique shops when the car failed about two miles from the town.

Going in the opposite direction were Mr. Percy Titmous, district manager of a brewery firm, and his wife, of Hartington-grove, Cambridge, and it was Mrs. Titmous who noticed the Queen, sitting with two ladies-in-waiting—Lady Desborough and Lady Cynthia Colville—in the car, while two chauffeurs attempted to repair the breakdown.

Mrs. Titmous and her husband offered to drive the Queen to Cambridge and their offer was accepted.

When the Queen and Lady Desborough arrived at Cambridge a large crowd was waiting outside the shop which they were visiting, and it was with some astonishment that the people saw the Queen alight from the small ten h.p. Morris four-seater saloon car.

"There's The Queen"

The story of her ride with the Queen was told by Mrs. Titmous, who said she was driving her husband to Ely.

"On the way I noticed a stationary car and someone inside, and I said to my husband: 'Why! There's the Queen!' He replied: 'Nonsense', and then, when we had driven on a few yards, added: 'Anyway, there is a breakdown, and we had better see if we can do anything.'

"We turned round and on reaching the car I found I was right. Lady Desborough got out of the car and said there had been a breakdown. My husband then said: 'If it is of any use we shall be delighted to drive Her Majesty to Cambridge.'

"Lady Desborough spoke to the Queen, who replied: 'That is very kind. I shall be glad.' The Queen alighted from the car, and there was a joking discussion as to where the Queen and Lady Desborough should sit.

"I Felt Shy"

"Finally, on the Queen's own suggestion, it was arranged that Lady Desborough should sit in front with my husband, while I sat in one of the two rear seats with the Queen.

New roads are opened, traffic density changes. Every new development in the nation's traffic scheme must be studied and watched with the utmost vigilance in the interest of the A.A.'s half million members.

The erection of the familiar A.A. Loopway signs is a vitally important service and the diversion of traffic by this means forms a subject for separate study. An intensive campaign will be carried out in the coming months to ensure that these Loopway signs are erected immediately the need arises.—(Reuter.)

1934 Buick Models

Again Buick Builds an Outstanding Car This Year.

To mark its fine career of 30 years' progress in motor car building, the Buick Factory has produced this year an outstanding car with many desirable features. From every standpoint the new models carry the impress of Buick quality so well-established all over the world, and embody engineering advances making for riding ease, operation and control.

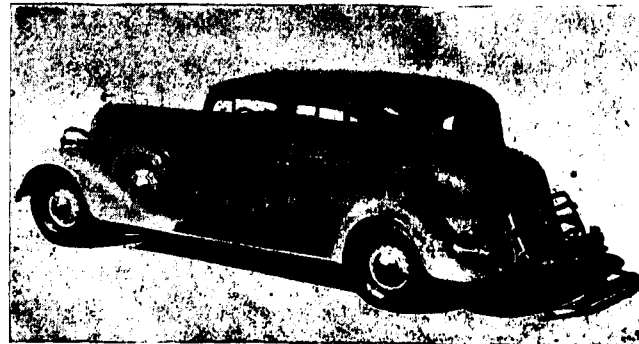
What are "Knee-Action" Wheels?

Buick engineers have given a new significance to the word "riding comfort". By entirely redesigning the front wheel axle, pitching and side-sway of the car have been eliminated and the front seat ride



In the foreground is a Buick 1934 model 57 Four-Door Sedan now is as comfortable as that in the rear. Each front wheel is independently carried on an individual, frictional coil spring. The conventional front axle

and stiff leaf springs are absent, the former being replaced by a special front cross member, the latter by the coil springs and the "V" shaped arms that are carried above and below them and from which



A Buick 1934 model 61 Club Sedan with built-in trunk.

the wheels are suspended, each as a unit in meeting and cushioning any possible shock. When one front wheel meets an obstacle, a knee-action develops, which is confined to the wheel affected and is not communicated to the other or to the frame and body as a whole.

Automatic Controls

Among the many outstanding Buick improvements this year is the new powerbrake which adds to the sense of safety, since the car can be controlled at any speed by only a slight pressure of the foot. The starting system is automatic with dual control and includes an automatic choke, automatic heat control, automatic spark advance and automatic idle control. After the ignition switch is turned on, either the foot throttle or the petrol lever on the steering wheel will start the engine. Safety devices ensure that the starting gear will not engage at any time while the engine is running.

All Buick models have an increased streamline effect, with every line in perfect harmony. The wider and deeper fenders emerge from the radiator, extend well down over the front of the tyres and conceal all chassis parts.

The new Buicks are definitely the finest products of Buick's long successful history and a worthy representative of this famous company's thirtieth year.

Paris Without Taxicabs

For exactly one month Paris has been without taxicabs.

The Minister of Labour, has made unavailing attempts to end the dispute between the chauffeurs and owners which has arisen out of the petrol tax imposed by a former Government.

The drivers allege that, having to pay more for their petrol, they cannot earn a living wage.

There are normally 25,000 taxicabs in the Paris streets and they have therefore often to ply for hire a long time before the drivers can earn a day's wage.

So easy to Cross

One of the strangest sights, of course, has been a taxiless Paris. The streets seem so strangely free from traffic, and it is so easy to cross the road.

How do those people who used to employ taxicabs now get about?

One Frenchman confessed that he had lost 1 st. 10 lb. in weight since the beginning of the strike.

"I always walk now from the railway station to my office," he said. "I walk to luncheon and back again. In the evening I have to walk back to the station. The exercise is excellent, and when the strike is over I think I shall continue to walk."

Other Frenchmen have made tardy acquaintance with the motor omnibuss and the underground railway system. But many more are now driving their own cars into Paris. There is plenty of parking room, and thousands of driver-owners come from the suburbs every day, many bringing their friends with them.

Recently there have been more taxicabs in the streets but most of them have taken their meters off so as not to be recognised by the strikers.

The latter have frequently been violent, and scores of cabs have been overturned or have had their tyres slashed, and even shots have been fired at the occupants.

One empty taxicab was run down to the Seine quayside and tipped into the river.—(Reuter.)

The New Commer 2-Ton "Pug"

A most interesting addition to the Commer range is the new 2-ton "Pug" chassis. This is a short wheelbase model designed expressly for the local

delivery work in congested areas yet giving maximum loading space. It has a turning circle of only 33 ft.

The power unit is amidships thus permitting the construction of a Forward Control Driver's compartment on a one-piece dropped front frame providing uninterrupted entrance and exit for driver and mate. The steering wheel is mounted in a horizontal plane and with the Gear and Brake levers in convenient positions, the driver is always able to avoid stepping out of the vehicle into the stream of traffic. The design is in every way practical and has its advantages over the more usual form of Forward Control models where the location of the engine prevents the driver from alighting from the near side of the vehicle.

Ease of Maintenance and outstanding Economy in operation are two further features of this interesting Chassis. The engine, clutch and gearbox unit is so mounted that it can be easily and rapidly detached intact with radiator and all accessories.

The "Pug", like every other Commer, represents the finest possible value for money. Its price is attractive in itself, but it is only after point by point comparison that its full value can be appreciated—that true value which lies not so much in paying less but in getting more for the money.

The New Oil Engined Commers

The Commer Centurion Type B. 50 and Type B. 3 Normal Control chassis are now available with the 4-cylinder 3-litre Dorman Compression Ignition Engine, Type 4 D.S., which is interchangeable with the 6-cylinder 3-litre Petrol Engine.

These two models have been scientifically designed to curtail weight without sacrificing the traditional Commer sturdiness and strength, thus bringing them into the lowest taxation class for Oil Engines.

Astounding Economy—Not Due Merely to the Low Tax on Fuel Oil

Everyone knows that the greatest value of the Oil Engine is its fuel economy. With the low price of fuel oil compared with that of petrol the saving in fuel cost is immediately apparent.

There is an idea current that this advantage will disappear with the general introduction of the Oil Engine and the consequent taxation of fuel oil.

This is not so. If fuel oil and petrol are equally taxed the Oil Engine will travel twice as far as the Petrol Engine for the same amount of fuel.

At the present time this new Commer Type B. 3 operating in Great Britain shows an actual saving in fuel costs alone of £100 in 20,000 miles as compared with the corresponding Petrol Engined Vehicle.

The new Dorman Type 4 D.S. Engine is the result of many years of careful experimental work, and is similar in design to the hundreds of other Dorman Oil Engines at present giving excellent service in road vehicles.

P. W. D. Inspection Bungalows—Important.

Members of the A.A.S.I. are informed that P.W.D. Inspection Bungalows at Coonoor, Ootacamund and Gudalur may not be used by A.A.S.I. Members other than for partaking a meal which will not involve their remaining in the bungalows for any length of time.

This order should not involve any great hardship as there are plenty of hotels at Ootacamund and Coonoor and there is a good travellers' bungalow at Gudalur.

Sir Malcolm Campbell and the Ford V-8

Sir Malcolm Campbell gives a very good description of the V-8 Ford in an article of his appearing in the "FIELD". Amongst other things he states the following:—

"If any Motorist, however experienced he may be, does not get a positive thrill when he first takes over the wheel of one of the new Ford V-8 Cars he must be blasé in the extreme."

"Out in the open country the car positively glides over the roads 40, 50, 60 m.p.h., or far more if desired, with only the slightest depression on the accelerator pedal, no effort, no fuss, no noise whatever; and, in London traffic, the amazing acceleration is possibly an even greater asset."

"I have recently acquired a V-8 Ford Cabriolet and must say that I am positively delighted with it."

The Ford V-8 must be an excellent piece of engineering to merit such praises from such an experienced Motorist.

Motor Vehicles Taxation

Motor owners and drivers will be interested to learn that, in future, when the police detect a motor vehicle using public roads in the Madras Presidency without displaying a current Madras Presidency License, they are to issue to the driver a written notice informing him that he must take out a license at once and inform the Superintendent of Police of the particular district in which so detected as to the number and date of the license obtained and the place at which tax is paid.

Seven days are allowed in which to comply with the notice; failure to do so will be followed by prosecution under section 6 of the Madras Motor Vehicles Taxation Act.

The New Ford V-8 for 1934

The new 1934 FORD Cars have been made available for the Public for some little time, and already large quantities of them are to be seen in the hands of owners.

One of the outstanding improvements in the new 8-Cylinder Ford is a re-designed Carburettor and Intake Manifold. The new Carburettor is of the Dual Type which gives quicker acceleration, more power and better petrol mileage. A combination of this new Carburettor with the new Intake system allows better vapourisation and more equal distribution of the fuel mixture to all the 8 Cylinders.

The Ford V-8 has been noted for its Power and Acceleration since it was first introduced, but even better results are obtainable with these new improvements.

Ford has also introduced on the 1934 Closed Models a system of Clear-Vision Ventilation by means of special controls on the front door windows and the windows in the rear quarter panel. In hot weather the Adjustable Windshield and Cowl Ventilator gives plenty of air and in cold weather or during the rains the interior of the Car can be kept fresh even though the windscreen and the door glasses have to be closed. This Body refinement, together with new Colours makes the **Ford V-8 an exceptionally attractive proposition.**

Motoring Sportfolio

Road Racer's Test at 150 M. P. H.

A test of the new Maserati car, which will be raced by the syndicate of racing motorists formed by the young American driver, Mr. Whitney Straight, took place at Brooklands on February 14.

The car arrived from Italy the day before, and Mr. Straight drove it, despite the mist which shrouded the track, on the Mountain course, the record for which he holds.

He was delighted with the performance of the car, which he proved capable of exceeding 150 miles an hour, writes Mr. T. H. Wisdom, who was co-driver with Donald Healey in the Monte Carlo Rally.

Certain improvements to the cars—there are four in the team—have been decided on. British self-changing gear-boxes, and a new type of radiator are to be fitted, and various improvements to the engine are to be made.

When the cars appear in their first event, the Grand Prix de Monaco, in April, they will be the fastest, road-racing cars ever built.

With the straight-eight 3-litre engine, developing more than 240 horse-power, and the complete car weighing less than 15 cwt., nothing like it has ever been seen before.

Straight has not yet decided who will be his second and third drivers.

Cyril Paul and Charles Brackenbury, the two Brooklands drivers, will not, as was announced, be members of the team, but Mr. "Tim" Rose-Richards, the young London stock-broker, will drive Straight's second car in both the Monte Carlo event and the Grand Prix de Tripoli, the race on which the Italians held the "Irish" sweep.—(Reuter).

Sir Malcolm Campbell's New Activities

Another Gold Search

Daytona Beach, the famous stretch of sand on the holiday coast of Florida, which has been the

cockpit of the World's land speed records for many years has shed its glory.

A quarter of a century ago, Henry Ford established a world's speed record there, and since then it has been regarded as the pre-eminent track by speed kings.

But modern speed has outgrown the sands. The disadvantages which are inseparable from inconsistent surface and sea spray on wind-screens has spelt the doom of Daytona.

Sir Malcolm Campbell is to make his next attempt on the new found track at Salt Lake, Utah, where he hopes to achieve a speed of 300 miles an hour.

He may be joined by John Cobb, whose immediate objective is the 24 hours record.

Cobb is to attempt this record at Montlhery, the track outside Paris, or at the new Avus track, but if he is unsuccessful he plans to take his huge car to Utah.

It will be recalled that Sir Malcolm Campbell, not entirely satisfied with Daytona, some six or seven years ago attempted the record on the mud track at Verneuk Pan, South Africa.

His next venture will be on a track of sunbaked salt about next July.

Meanwhile, Sir Malcolm has gone off to Cape-town on an adventurous search for gold. He has taken with him a pilot with aeroplane, and a geologist.

Off to the Kalahari

His objective is a secret area in the Kalahari Desert, where there is said to be a fabulously rich gold reef, a plan of which has been in his possession for some time.

It was sent to him by an elderly woman after hearing his broadcast talk of his treasure-seeking expedition to the Cocos Island, and she said it had been left her by her father, who was a great traveller.

Although this venture is in the nature of a holiday in between further attempts on the motor-car speed record, which he already holds, it will be no joy ride for the territory is waterless and intensely hot.

Base on the Coast

Originally he had planned to camp on the site, using his aeroplane as a means of transport between the camp and civilisation, but now he may make his base on the coast and fly each day to the place where he is to prospect.

"We are going about the job in a businesslike way," Sir Malcolm declared before sailing, "and the geologist is taking with him the latest scientific instruments for prospecting, including a magnetic apparatus that will indicate the presence of gold quartz.

"I have no idea how long we shall be away; it rather depends on the success of our venture.

"I am determined to be back in plenty of time to make another attempt on the speed record next July at Salduro Lake, near Salt Lake City".

One of the persons most interested in the expedition is Sir Malcolm Campbell's daughter Jean, and she, with Lady Campbell and Major and Mrs. Whittall, Lady Campbell's parents, saw him off from Southampton.

Sir Alan Cobham originally intended to accompany Sir Malcolm, but he found it impossible to leave England and will make the journey later by air.—(Reuter).

British Prestige Abroad

Earl Howe presiding at the British Racing Drivers' Club annual dinner, referred to the prestige of the British car abroad and again voiced the unanimous wish of all British drivers that a manufacturer would take his courage in both hands and build a car with which they could compete on level terms with the best of the Continent.

Our international status, both for speed cars and for those meant for more ordinary uses, is curious. At either end of the motor car range we are practically supreme. The Rolls-Royce is still, as for years past, universally looked upon as the

finest in what the racing people call the "unlimited class", and in the last year or eighteen months, when circumstances have thrust economy of maintenance into the forefront of car virtues, the British light car has taught Europe, to its astonishment, that modest horse-power and many miles to the gallon do not necessarily demand the sacrifice of speed, comfort and reliability.

The two Extremes of Power

In that other world where speed is God the complete list of International records in class II, that for cars between 750 and 1100 c.c. capacity, is held by British M.G. cars and at the other end of the scale the three fastest cars in the world—Sir Malcolm Campbell's Blue Bird, Kaye Don's Silver Bullet, and John Cobb's Napier-Railton—are British.

This year's French Grand Prix is going to be a tremendous race, reminiscent of the greatest battles of the past. Entries have been limited to three cars of any one make, with the result that five teams of three have been entered, each with the manufacturers' backing and support and with picked drivers. Alfa Romeo, Maserati, Bugatti, Mercedes and Porsche—Italy, France and Germany each represented by their champions, man and machine.

Germany's Return to Racing

Britain will be there only as spectator.

We have no machines equal to the task, and such of our drivers as would have liked to compete with foreign machines—Lord Howe, and George Eyston and Whitney Straight—have had their entries declined.

Germany returns to racing this year, after a long absence and will make a strong bid to win glory for the new regime. We are still waiting for successors to the Bentleys, Sunbeams and Talbots of old.

That manufacturers are reluctant to embark on a gamble of designing and building racing cars is no matter for wonder. The formula laid down for Grand Prix racing cars this year says that engine and chassis, without wheels, shall not weigh more than 750 kilogrammes, or about 14 cwt, and the cars, with the engines of about 2500 c.c. capacity already developed, are expected to be capable of 150 m.p.h.

It is being freely asserted that only a handful of living drivers will be equal to the task of keeping these enormously fast, ultra-light cars on the road at top speed.

Meanwhile, our record-breakers are all showing signs of activity. Sir Malcolm Campbell has announced that he is going this summer to a dried-up lake-bed in the State of Utah with a new Blue Bird to reach the 300 m.p.h. on which he has set his heart. By the way, his existing record of 272 m.p.h. at Daytona is exactly one year old.—(Reuter).

The British Mile Record

The Silver Bullet is even now being got ready (not without vicissitudes) for an attack on the British mile record at Southport. It now stands to the credit of Campbell at 217.5 m.p.h., the figure attained by him at Verneuk Pah., South Africa, when he and Seagrave were simultaneously record-hunting in 1929, and Field, who is driving Kaye Don's car, will do well if he beats Campbell's Pendine Sands record of 174 m.p.h.

John Cobb's ambition is the twenty-four hours record. Last year's trial showed him that the Napier-Railton 500 h.p. car was fast enough for the job, but the tyres foiled him at Montlhery. Now he is confident that Dunlop's have solved this problem too, and before long he will set out to recapture the record now held by the United States.

The scene will be either Montlhery or the Avus track at Berlin. Should he fail there, he too will make the long journey to the dry lake of Utah, where, by marking out a circle or oval of great size, excessive tyre strain is eliminated.

New Diesel Car Speed Record

Captain George Eyston, Britain's breaker of speed records, has done it again.

Some months back it may be remembered he set up a world record at Brooklands by driving the famous A.E.C. Diesel-engined racing car at 104.86 miles an hour.

Now he has advanced the oil-engine speed record to 115.41 miles an hour.

The new records were made at the Montlhery track, near Paris.

Captain Eyston recorded 118.41 miles an hour both for the mile and the kilometre. He also established a new record for the 10 kilometre distance at a speed of 115.07 m.p.h.

And the cost of fuel for the whole attempt was less than sixpence! Actually the car was driven from London to Paris at a cost for fuel of 2s.

It is of interest to note that the engine was lubricated with Wakefield Castrol A.A. on this occasion as well as on the previous one.

Captain Eyston, talking on the 'phone immediately after the attempt told *Reuter* that the car had run perfectly and had done a great deal for British prestige.

High officials of the French Government and Army were present to see the attempt and so were all the chief motor-manufacturers and designers.

"The engine of the car has not been altered since the Brooklands attempt," Captain Eyston said.

"It is a standard A.E.C. high-speed six-cylinder oil engine identical with that used in London buses.

"This body is a super-streamlined saloon and is extraordinarily comfortable to drive at high speeds."

Remarkable Forecast

"This experience with a private saloon car running on heavy oil definitely shows that in from four or five years time all private motor cars will be driven by heavy oil engines."

"This fuel has many advantages. Carburettors and magnetos are dispensed with and thus two sources of prolific trouble for the private motorist will be abolished."

"These heavy oil engines are in general use in all countries for lorries but," explained Captain Eyston, "considerable research work has been conducted secretly in Great Britain during the past two years on the extension of their use to the smaller motor-car."

"Further experiments are necessary to obtain the complete combustion of oil in small cylinders. But I have proved on the Montlhery track that we are well on the way to developing an ordinary oil-driven touring car which will supplant the present petrol-driven engines."

This Motoring

by Stenson Cooke

THE ROMANTIC STORY OF THE



CHAPTER VII—(Contd.)

SCOTLAND CALLING.

His quiet smile, while saying this, belied the spoken boast, and, seeing that smile and behind it, the English-born, who might have felt annoyed, said to himself: "Bless his heart, he doesn't really mean to be insulting," and let it go at that.

Charles Two was duly talked with. He proved a sterling advocate. His colleagues got quite excited, and before the lovable German-born—more British than many British—Honorary Treasurer could attract the Committee's attention to the question, "What is it going to cost?" it was proposed, seconded and carried unanimously—that an office be opened in Glasgow—and—hang the expense.

The last bit of advice from Scotland had been, "Whatever happens, the man placed in charge must be of our race—none other will do. Our people are very particular."

Very fortunately, the chief clerk at Fannum, Manchester, was a Scot. He had ventured south from Edinburgh to seek his fortune, and was making the most of his chances. When offered this new one, he chuckled.

"Where is the joke, please?" asked his chief.

"I was thinking," he replied, "that it's funny for a Scotsman to go back when he has once left his native country, unless it's to fetch his brother! It's not done. Anyway, sir, I'm deeply grateful, and if I can keep quiet the fact that I'm an Edinboro' man, maybe I'll get along all right."

Everyone was kind. The traditional gap between Scotland's capital and the Empire's second City was gently bridged. The national motor paper welcomed the invading organization in the cause of road freedom, and many warm and lasting friendships were formed, notably with Jimmy, the Editor, whose personal charm was great, and knowledge infinite.

The Club, too, already firmly established as the national motoring institution in Scotland, with headquarters in Glasgow, was not unfriendly. With characteristic honesty its chief executive official allayed the fears of his Committee with the broad-minded argument that "Somebody has got to do this trap-fighting work; we don't feel inclined—therefore, why play dog in the manger?"

That view was statesmanlike. It found its reaction in the exercise of meticulous care by the new-comers to stick to their job of serving, and leaving the Club to govern.

In due time, by a friendly and economical agreement, the complete A.A. patrol organization in Scotland was made available to members of the Club—the R.S.A.C., and that famous and most competent organizer of motor car trials and tests, who was known through This Motoring as "R.J.," quoted with a smile one line from the "Jackdaw of Rheims":

"Nobody seemed a penny the worse."

Scotland had called for motor scouts. She got them.

CHAPTER VIII.

THE CHANNEL CROSSING.

With a lull on the Home Front, there was time to look around—to look abroad, to indulge in a mental flight from Glasgow to Paris. Here the Others had still a decided pull. They could supply Foreign Touring facilities; not so the A.A.—yet. A year or so of establishment had made all the difference. They were, so to speak, in on the ground floor. "Stay at home and join what you will," ran their fiat, "but if you want to go abroad on most-favoured-nation terms you must belong to US. We have a monopoly. We're Federated and Recognized." Thus said the Other Organizations with pardonable pride and conviction—so long as it might last.

Here was a problem, what to do about it? Members were friendly but candid. As one put it: "You see, old man, I'm getting splendid value for my sub. and your show is perfectly topping and all that, and I don't want to belong to anything else—but what am I to do? I promised the Missis to take her to France in the car, and give her a run into Belgium and so on. You know what women are. It's got to be done, and I want those jolly old triptyque papers that pass you through the Customs without having to plank down a bunch of money at the port and then hang about for hours on some beastly frontier trying to get it back. Surely you can fix it up for me? There can't be any blessed patent about a simple thing like that!"

"Er—yes, that is—No! of course not. What you don't see in the window just ask for, and we'll get it. When do you propose to leave?"

"Oh, not for a month. Summer holiday, you know."

"Very well! We're grateful for the idea really. Jolly sporting of you to come so frankly to us; add too that kindness by sitting tight for a week or two, and give us a chance to get something done—eh?"

"Certainly".

"Thank you."

Lucky chap that Aladdin! Only had to rub a lamp for the genie to appear, and then order him to get things done. Not much good rubbing the telephone-receiver! Efficient but unresponsive. Unresp—"What? Someone calling. Goodness, that's funny—hallo, hallo? Yes—oh, very well, thanks; how are you? Got an idea? Why, certainly, come right along now; we're simply gasping for ideas."

"Curiously enough this idea has to do with Foreign Touring," said the man who was invited to come along.

He was quite a character. Tall, dark, cosmopolitan—salesman, dealer, diplomat, everything by turns and nothing for long.

"Look here!" said he. "You want the triptyque. The Other Organizations have got it, and your crowd haven't."

"You're a thought-reader. Well?"

"If I put you in the way of getting all you need, what's it worth?"

"Do you really mean that you can?"

"I do! I can put you in the way."

"Goodness, the telephone *was* an Aladdin's lamp, after all."

"Speak in a whisper, please; our bargain mustn't get into print."

"Agreed! Right; now speak up!"

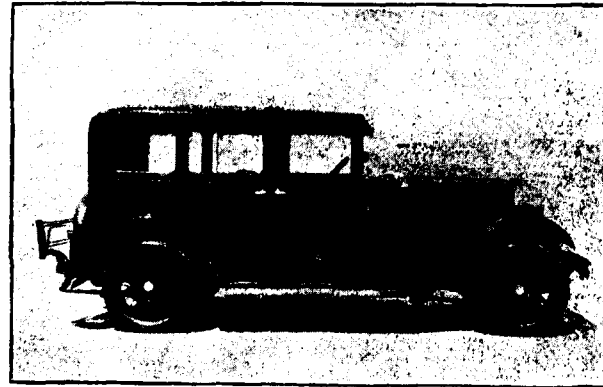
"It is as simple as falling off a log. The Other Organizations think they've got a monopoly; but they're *wrong*, my boy, they're *wrong*. They've forgotten——"

"What?"

"The Touring Club of France! of Belgium! of Holland, Switzerland, Germany, and of sometimes X and Y, as we used to say at school. Twig?"

THIS MONTH'S PICK OF USED CAR — BARGAINS —

DODGE STANDARD SEDAN 1929 MODEL.



All tyres practically as good as new, painted maroon; engine, gear-box and back axle in very good condition; complete with new set of khaki cushion covers and new battery. Price Rs. 1,900.

ADDISON & Co., Ltd.,

Used Car Dept.

MADRAS.

MOTORISTS!

With what

Do you clean your Cars?

USE

"CHROME CO"

Chamois Leathers

They Cost you less

and

give you better service

Prices Re. 1 to Rs. 4 per skin

(according to Size and Selection)

Send us a remittance and we will send you full value.

THE CHROME LEATHER CO.,

CHROMEPET P.O.,

(S. India).

(Continued from previous page.)

"Yes, but where can we come in?"

"It's easy! These Clubs exchange triptyques between themselves, following on the bicycle permits. You are not in their ring yet, but—here's my big idea. Off with you to Paris. I'll fix the appointment. I know everybody—it's my business to know everybody. There is nothing to prevent the Touring Club of France making members in any country. They want them, and the sub. is trifling; six francs a year—five bob in English money—nothing. The T.C.F. is a great concern. It is democratic, so are we. It moves with the times, as we do. The idea of a British contingent of members will 'flame.' France wants foreign visitors, the more the merrier. Off with you to Paris."

"Right! It shall be—next week-end. It must be a week-end because the office can't be left too long. Get busy with the introductions, and many thanks for everything."

The Headquarters of the Touring Club de France in the Avenue de la Grande Armée are majestic. They caused the Pilgrim from A.A. London, on a cold grey Saturday morning, to shiver slightly.

He asked himself how would the bearded patriarchs in this palace of granite, with floors of polished teak, regard the proposition? The T.C.F. boasted ninety thousand members, as against the A.A.'s eight. It seemed such awful cheek.

But, once inside a well-warmed room, talking to portly genial gentlemen, the atmosphere materially improved. Wonderful T.C.F., to grasp the idea so quickly. Clever, to see the possibilities—more members for them, more visitors, more business, more and more money for France. Shrewd! Oh, yes, very, to ask for a substantial deposit, even from respected Britain, "only as a matter of prudence, you know, just in case there might be trouble"—a British car allowed in on a triptyque as a touring car, but sold there instead of being taken out again. Triptyques were for tourists, not for traders, and one never knew!

"How much? Oh, say, fifty thousand francs! It would be just as safe with the T.C.F. as with the Bank of England."

"Of course it would—yes!" and so on.

But "Ooh," thought the Pilgrim, "here's a how-d'you-do. Where are we going to find such a colossal sum. Anyway, buck up! Smile! Don't let them see the difficulty."

"Very well, gentlemen, you shall hear from our Committee in due course."

Now for details, supplies of membership cards on sale or return, supplies of triptyques printed by T.C.F., rubber-stamped A.A., a simply-drawn agreement, invitations to lunch. All smiles and friendly compliments which good Frenchmen pay so well, and then—the sun shone out its blessing on the *entente cordiale*. Back to London "with the goods"

Then followed an incursion into the realm of finance. The deposit of £2,000 was "wangled" through the bank with the help of kind Committee members, without whose backing it could not have been done. Then the shipping problem loomed. Until that time the South Eastern Railway of England, which owned the Channel services between Folkestone and Boulogne, Dover and Calais, had no motor-car traffic. Mainly, the few hundred motoring tourists crossed from Southampton to Havre, on the South Western Railway service.

Here was a chance not to be missed. Rivalry was keen; each of these Companies, now grouped together in the Southern Railway, was then going "all out" to get business against the other.

Nice people, the South Eastern, steeped in steam and rails and refreshment rooms. Oh, yes, and rather dubious about This Motoring, what it all meant and might mean—more rivalry perhaps. But still, they were nice people and quite ready to listen.

The Continental Traffic Manager played absently with his paper-weight, a model engine, while he listened to the proposals. "But," he said, "you don't seriously suggest we should carry your members' cars on our passenger-boats? Whatever would the passengers say, let alone our Directors?"

"It's the only way to encourage the new traffic," was the reply. "Our people drive their own machines, and won't be parted from them. Treat 'em as baggage, like bassinets; there's big business in it."

Oh, very nice people, the South Eastern, in all directions giving help which was so much needed. Transshipment of motor cars, with all its complications, was a problem to which the slender A.A. staff had not up to that time been introduced.

"Don't get nervous, it will pan out all right," said the good railway folk. "We know our business. Our agents shall be your agents, and our staff your staff. If the A.A. can boom our Folkestone-Boulogne crossing, we will do the rest."

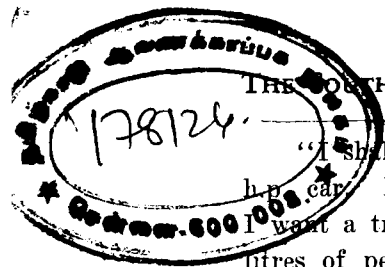
Boom it! There was an idea. Sweet indeed are the uses of—advertisement. "Suppose, when everything is tuned up and running, we work what the newspapers call a 'scoop'—that is, 'wangle' a car through the French Customs in record time, and take a few Press men over to see it done—you know the method, free passes, train and boat, costing your Company nothing much, and a bite of lunch over there in the Gare Maritime Restaurant—we'll pay for that. How about it?"

"Excellent idea—certainly! You find the car and people while we pull the wires at Folkestone and Boulogne. We're beginning to like this motor-car stuff," said the railway folk.

Everything went gaily according to plan, and the scoop duly came off. How it happened can best be gathered from the following very slightly expurgated account that appeared in the motor papers, early in 1908, from the pen of the present writer.

The Motorist's Gate to the Continent Through Boulogne Customs with Motor Car in Four Minutes

"Hello! He-e-l-l-o! That the A.A.? That the Secretary?—Mr. X, a member, speaking! Say, you're shouting a good deal about this Touring Department of yours, and I am inclined to see what it really can do. This is Tuesday morning—I leave the Motor Club, London, on Thursday morning after breakfast, catch the midday boat from Folkestone, cross to Boulogne, and reach the Franco-Italian frontier at—never mind."



"I shall drive a four-cylinder dual ignition, 40 h.p. car. For further particulars see small bills. I want a triptyque, a *permis de circulation*, eighty litres of petrol, tickets, a deck-cabin facing south, and twenty pounds in French money. And I want a hole cut in the tariff wall of France big enough for me to drive through with a maximum of ease and a minimum of delay. Now if the A.A. Touring Department is all you say, let it establish a record, let it spread itself! I send you a cheque to cover deposits of duty, etc., and you do the rest. Now make things hum! Good-bye."

The A.A. Chaperons the Tourist

Be it explained here, for the edification of those who do not go down to the sea in motors, that foreign countries abound in tariffs. This is to say that you cannot sell an English or other strange motor car in France without first paying a duty of about a sovereign sterling per hundredweight "all in."

And in order that the tourist shall not go behind this protection by means of specious explanations, every car, good, bad or indifferent, is mulet in certain deposits, not necessarily for publication, but as a guarantee of good faith, the said deposits being returnable as, and when, the car shall leave the shores of France.

The principle is not combated, but the practice is so intricate, so strangled with red tape, that one may, with reason, put the number of unattached touring motorists, *i.e.*, those who do not seek the assistance of such societies as the A.A. nor subscribe to its funds—at a decimal point per centum.

The motoring societies make motoring and touring easy. Instead of shivering in a cold bleak *douane*, signing mysterious papers, and paying over mystical amounts in French coinage, with an irritating impression of having been "had" over the rate of exchange, to say nothing of the haunting fear that some breach of circumlocutory law may involve entire loss of the money, the A.A. member in search of sun-shine finds every difficulty smoothed.

He wants to go to Bordeaux, and Biarritz, via Boulogne? Very well. Forms, printed in plain simple language, are ready for him to sign. Deposits are taken at the offices in Coventry Street, tickets

issued, seats engaged, petrol commandeered; in fact he and his car are carried about with every possible directness, and without the unpleasant "school treat" feeling engendered by the ordinary touring bureau. He waves his A.A. permits in the face of humbleb frontiers officials, and goes on his way rejoicing.

How a Record was Achieved

The system being almost perfect, all that remained was to beat every other system in the way of application; in short, to add to the million and one odd records, for everything under the sun, that of "clearing" a motor car through Boulogne, timed by a stop-watch, and this is how it was done.

Copy of telegram from the Secretary of the Automobile Association to the Marine Superintendent, South-Eastern and Chatham Railway Company Folkestone:

"Reserve space Mr. X car A.A. 6000 first service Boulogne April 2nd. Arrives 11.30 leaves 11.55 deck cabin south aspect self and friends. Move."

Reply to "Fanum," London:

"Right."

From Secretary, Automobile Association to Captain de la Gare Maritime, Boulogne:

"Mr. X and car A.A. 6000 arrive Boulogne first service April 2 en route Italy wants clearan permis circulation but no licence, make violent lo French customs, establish record, want eighty lit essence."

Reply to "Fanum," London:

"Right."

Frills, Flounces, and Gold Lace

Thus did it come to pass that on Thursday shortly after noon, as the S.E. and C.R. turbine steamer *Queen* rocked lazily by Folkestone Quay within twenty minutes of her scheduled starting time, Mr. X's "Forty" drifted quietly between coal trucks and empty baskets on to a neat contrivance called a "stage." She was attacked by four deck hands, who lashed the wheels to corner rings, while two others drained the petrol tank by means of rather incongruous wash-hand basins. A derrick then neatly swung the car aboard.

(To be continued.)

PARTICULARS OF MOTOR VEHICLES IMPORTED INTO INDIA.

MONTH OF JANUARY.												TEN MONTHS, 1ST APRIL TO 31ST JANUARY.					
1932				1933				1934				1931-32		1932-33		1933-34	
Quan- tity.	Value Rs.	Quan- tity.	Value Rs.	Quan- tity.	Value Rs.	Quan- tity.	Value Rs.	Quan- tity.	Value Rs.	Quan- tity.	Value Rs.	Quan- tity.	Value Rs.	Quan- tity.	Value Rs.	Quan- tity.	Value Rs.
267	6,40,797	609	12,24,391	525	11,25,485	1,804	42,12,663	2,922	59,19,324	4,549	89,33,905						
146	2,14,923	31	39,048	5	12,096	197	3,92,452	121	1,79,164	106	1,50,721						
9	58,104	3	17,451	5	9,838	152	4,57,453	67	1,88,676	47	1,16,506						
52	92,009	15	42,428	11	35,366	485	9,94,038	166	3,52,645	174	3,75,933						
2	5,743	16	31,224	123	1,75,477	672	10,22,044	296	6,15,770	1,222	18,66,139						
94	1,52,461	98	2,54,864	73	1,51,880	3,100	59,99,468	952	23,04,245	1,926	30,59,079						
10	38,862	31	71,674	11	11,942	99	2,11,532	240	3,88,693	64	99,372						
580	12,02,899	803	16,81,080	753	15,22,084	6,509	1,32,87,650	4,764	59,47,917	8,088	1,46,01,655						
118	2,74,829	214	4,40,172	190	3,66,426	1,638	34,94,316	1,287	25,97,214	1,983	36,22,432						
351	7,07,143	329	7,62,728	301	6,51,127	2,942	59,05,283	1,897	41,05,058	3,881	67,64,878						
51	1,09,420	96	1,80,429	77	1,49,342	751	15,68,664	504	11,65,418	677	13,34,010						
34	66,137	117	2,09,973	124	2,32,754	798	15,33,822	769	14,84,213	1,105	20,15,035						
26	45,370	47	87,778	61	1,22,235	380	7,87,565	307	5,96,014	442	8,65,280						
580	12,02,899	803	16,81,080	753	15,22,084	6,509	1,32,87,650	4,764	59,47,917	8,088	1,46,01,655						
57	28,599	91	49,130	81	40,497	683	3,42,318	570	2,64,389	490	2,35,618						
1	250	9	1,905	2	1,421	8	5,603	1	1,620	10	7,923						
58	28,849	100	51,035	91	42,927	790	3,70,992	637	2,85,138	555	2,57,228						
1	3,855	61	78,396	20	46,159	1,543	18,67,644	140	2,08,045	398	6,94,818						
230	4,56,042	185	2,74,552	337	3,58,653	2,186	35,46,811	1,926	30,67,340	3,568	42,95,760						
82	2,03,827	82	1,03,072	9	25,661	247	7,67,831	437	8,41,808	504	11,51,117						
10	21,961	28	44,633	88	1,01,122	546	7,98,371	302	5,21,985	937	12,66,539						
138	2,21,426	136	1,99,243	260	2,78,029	2,903	37,70,243	1,301	18,67,205	2,493	25,22,032						
1	12,683	...	...	...	...	33	78,010	26	46,387	32	50,920						
231	4,59,897	246	3,52,948	357	4,04,812	3,729	54,14,455	2,066	32,77,385	3,966	49,90,578						
TOTAL				6,85,948				6,96,936				62,59,010		53,14,931		57,96,406	
Parts and Accessories (excluding Rubber Tyres)												TOTAL VALUE					
TOTAL												TOTAL					
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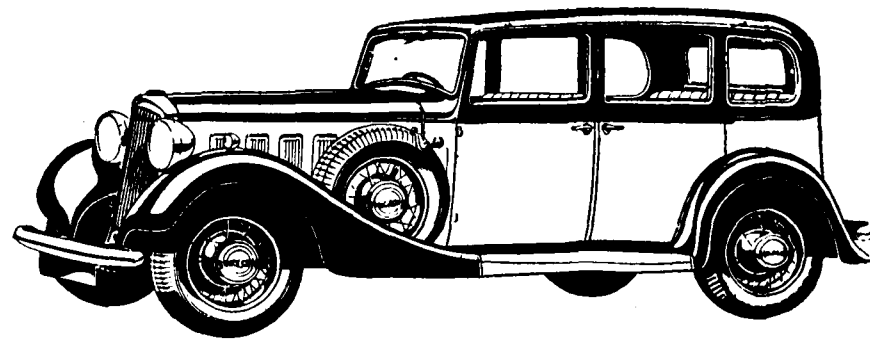
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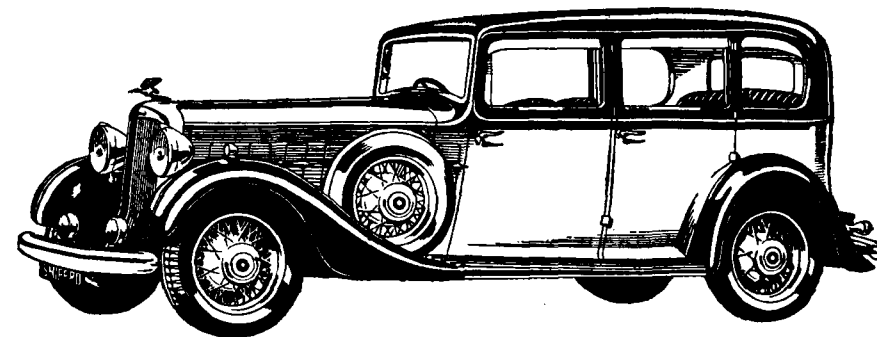
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