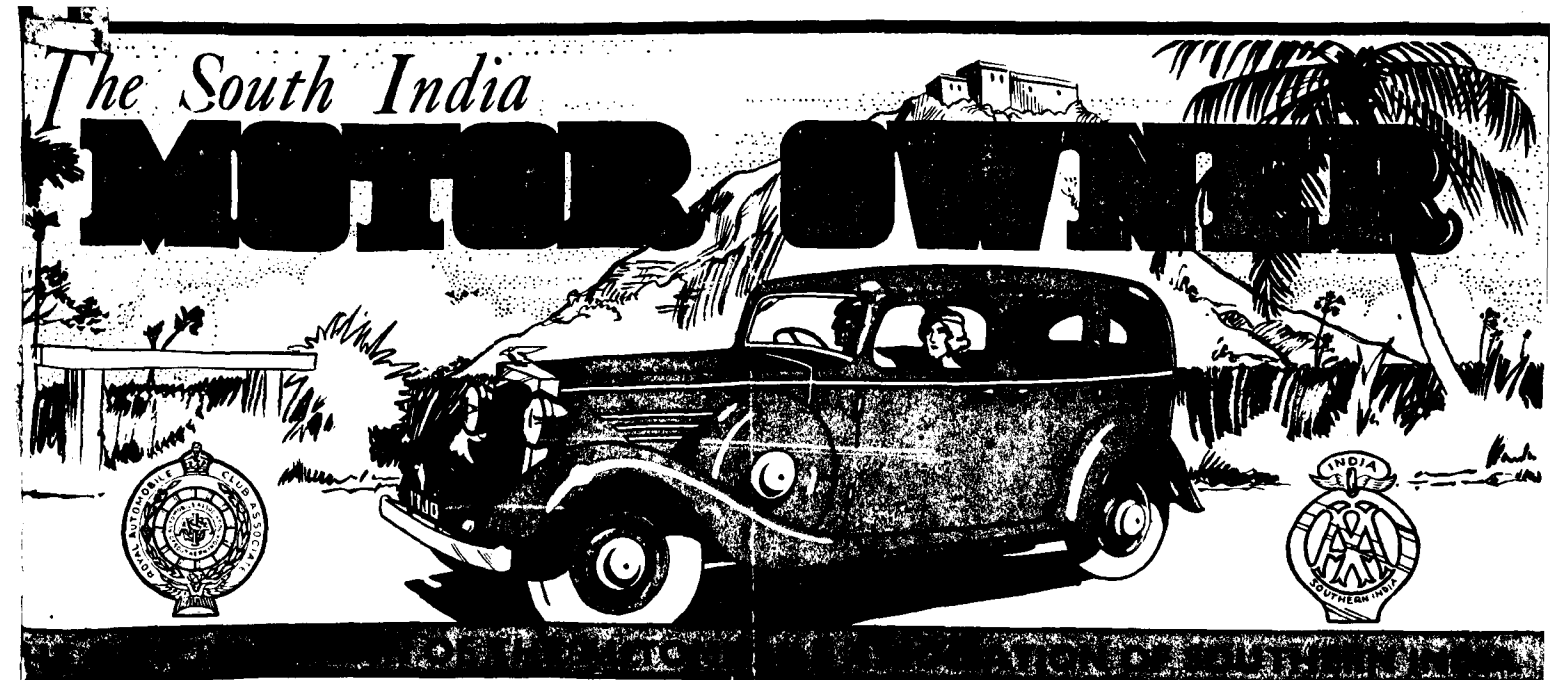




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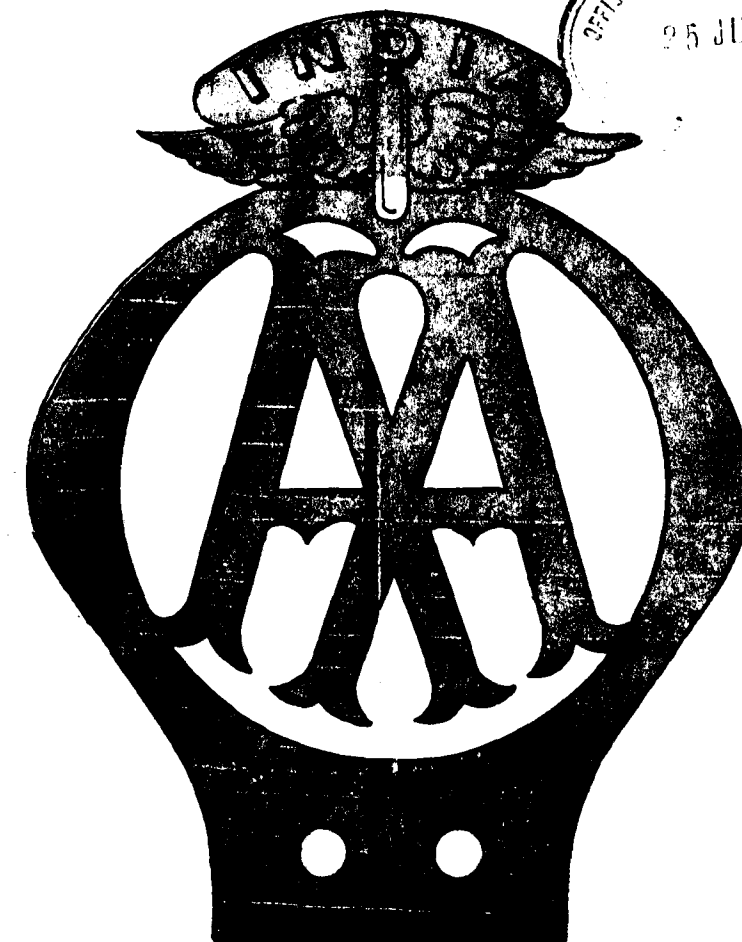
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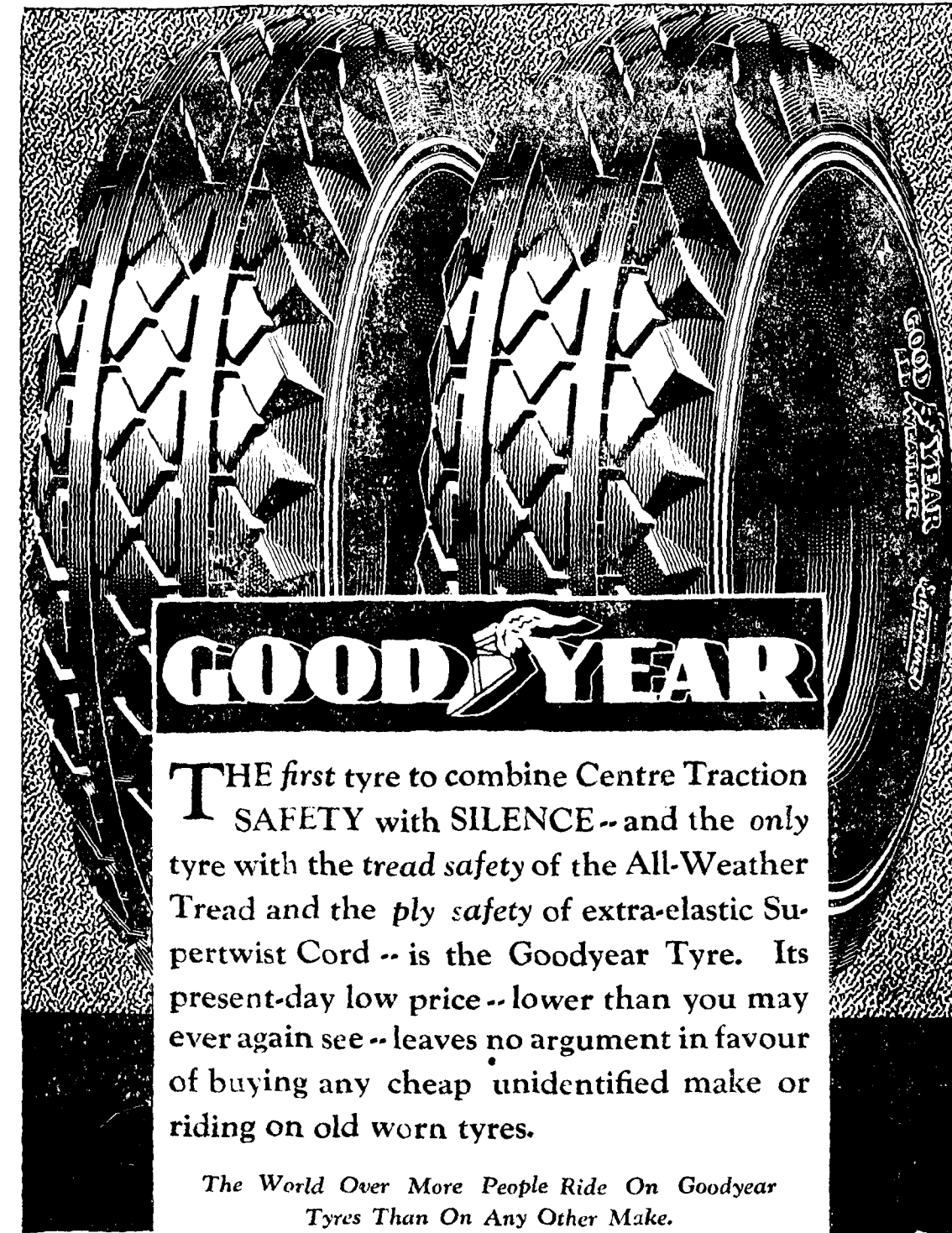
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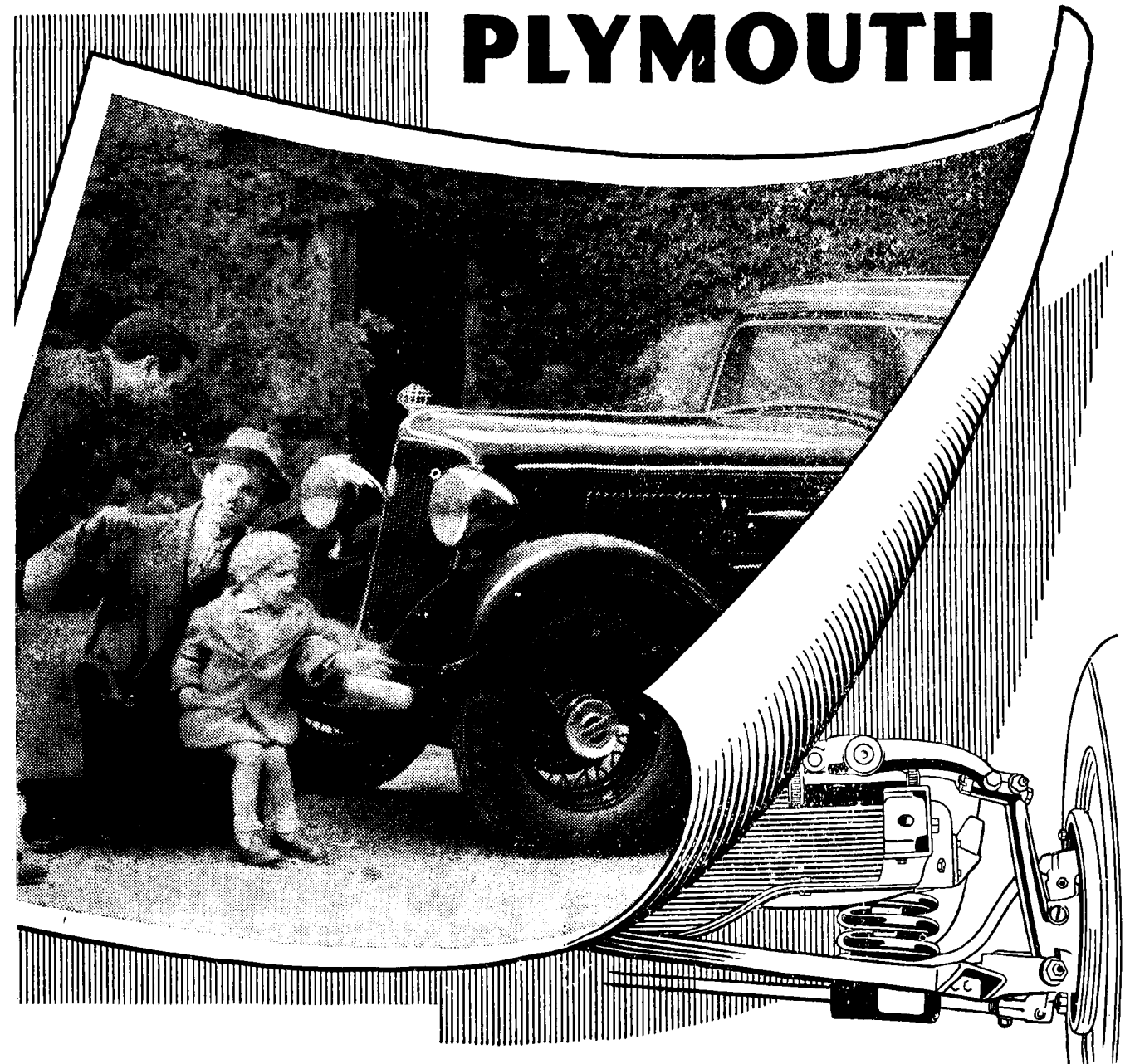
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3. Because no man is infallible, and you are likely to be involved in an accident or dispute, requiring legal advice or assistance to obviate the necessity for attendance at a Police Court, perhaps hundreds of miles from your home.

4. Because you are bound to travel at some time or other and will want to enjoy the benefits of affiliation with Automobile Associations in England, in India, Burma or Ceylon, or in the various colonies and countries Overseas.

5. Because you will inevitably go touring and will require route itineraries for your business or pleasure trips.

6. Because, unless you do join, you will be regarded by Legislative Councils, District Boards and similar bodies as opposing
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7. Because you can make a substantial saving on your annual insurance premium and obtain better benefits.

8. Because you are a motorist and wish to add strength to the arm of the A.A.S.I. when fighting for just motoring laws; roads fit for motoring; equitable taxation; and all the amenities which Government is so loath to grant or recognise the necessity for.

9. Because you appreciate all that the A.A.S.I. and similar motoring bodies are doing to improve motoring conditions in India, and will desire to share in the expense that their activities occasion.

10. Because you will receive, free of cost, a copy of this Journal (The South India Motor Owner) every month and so be kept in touch with current and topical motoring news and what is being done by the A.A.S.I. in the interests of motorists.

The Automobile Association of Southern India is enrolling more members each month, but more and still more are necessary. Cannot we determine to reach 2000 by the end of the year. You for one, would appreciate any additional services—Road patrols—Free Legal defence—Roadside telephone boxes—Get you home—and similar services, all of which are held up for want of money to finance them. More members means more money. Surely you can induce a motoring non-member friend to join, using the above points to convince him that he should do so. Get him to fill in the sub-joined form and post it to the Secretary who will then do all that is necessary.

Your assistance in this matter will be highly appreciated, and will go a long way toward producing better motoring conditions.

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(Signature.)

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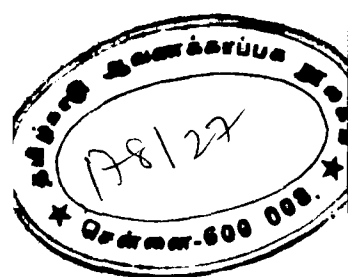
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Vol. VI. No. 7

JULY, 1934

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

Road Information.

The end of June found the South West Monsoon well established and producing its usual heavy quota of rain in the regions of the West Coast, and on the Deccan, with the result that the short West Coast Rivers have filled up and in many places flooded the surrounding country, while heavy seas and high winds render difficult the handling of the ferries which normally ply across the mouths of these rivers, and across back-waters which intersect many West Coast Roads. In fact, it is not uncommon for the ferries to cease to ply for several days at a time on this account, a point deserving of notice by motorists projecting a trip between Calicut and Cannanore or along the coastal road northward from Mangalore, and Southward from Cochin.

In Travancore floods have occurred in many places, particularly in the valley of the Periyar River, and interruption of road traffic may be anticipated in many places.

On the East Coast, although no serious floods have been reported, weather conditions have been somewhat abnormal, and certain small rivers have been in flood for short periods which is somewhat unusual at this season of the year. The Kistna and Godavery Rivers are now in flood and cannot be crossed by motors except by railway, a condition which will continue until early in the new year.

In the districts of the North Madras (East) Coast heavy rain may be expected shortly and motor-

ing conditions will suffer in consequence, while a similar condition may be expected in the Districts of Bellary and Kurnool and in Hyderabad.

The A. A. S. I. river report service is once again in operation, and fairly reliable information as to the state of unbridged river crossings throughout its territory is always available; while the charting of weather reports and forecasts renders possible a fairly accurate estimate of the probable state of these unbridged crossings a few days ahead.

Members projecting tours are invited to communicate with the A. A. S. I. office for information on these points before commencing a tour as available information may avoid delays while on the road. In this connection the existence of facilities for trunk telephone calls deserves special mention as being a much more reliable and prompt method of obtaining road information.

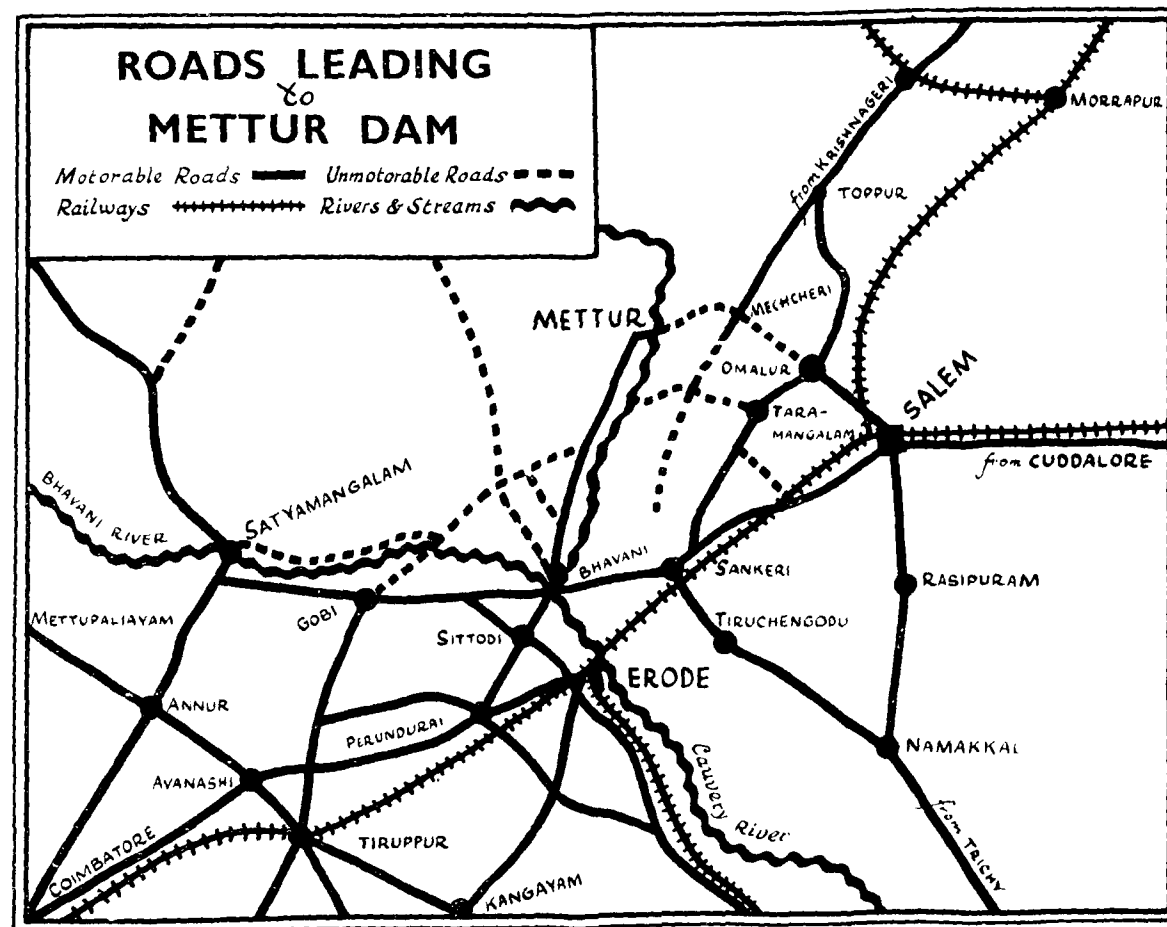
Roads to Mettur.

In view of the ceremonial opening of the Great Mettur Dam which is fixed for some date in August, and the large number of motor owners who may endeavour to reach the Dam by road, it is advisable to repeat a warning that was published in a recent issue of this Journal; i.e., that *there is no motorable road by which the dam can be reached from the main roads eastward from the River Cauvery in this vicinity, although some current road maps appear to indicate the reverse.*

The attached sketch map has been prepared for the guidance of A. A. S. I. members who desire to visit Mettur. On this map roads which are fit for motors are shown by continuous lines, while those not fit for motors are shown by dotted lines. Thus it will be seen that, although the Cauvery River can be crossed at the Dam, there is only one motorable

From Trichinopoly and places to the south-east of Salem Town:—via Namakkal, Sankeri and Bhavani.

From Kangayam and places to the south of that place, i.e., Kodaikanal, Dharpuram, Dindigul, etc.:—via Kangayam, Erode and Bhavani.



road leading to the Dam, and that is from Bhavani 28 miles to the south. At Bhavani is the only bridge by which the Cauvery can be crossed between Mettur and Trichinopoly.

A motorable road is being constructed from Toppur (on the Madras-Calicut Trunk Road) to Mettur, but the Engineer-in-charge of the work has notified that it will not be open until 1935.

The following are the routes recommended for motorists proceeding to the Dam:—

From Madras, Bangalore and places to the north and north-east of Mettur:—via Toppur, Omalur, Sankeri and Bhavani.

From Salem and places to the Eastward of that Town:—via Salem, Sankeri and Bhavani.

From Coimbatore and places to the south and west of that Town:—via Avanashi, Perundurai and Bhavani.

From the Nilgiris and places to the north of that place, i.e., Coorg, Mysore, Kanara, etc.:—via Mettupalaiyam, Annur, Avanashi, Perundurai and Bhavani.

In this latter connection it may be noted that, although a road exists from Mysore to Satyamangalam via the Hassanur Ghat, it is undergoing extensive repairs at present and the ghat section is a very difficult one to negotiate, it being necessary to reverse a car in order to negotiate a number of the hairpin bends. It is not recommended in consequence.

IMPORTANT

ROAD INFORMATION—OPENING OF METTUR DAM

Just as we were about to post this (July) issue of the Journal news arrived from the Engineer-in-charge of the work of constructing the new Toppur-Mettur Road, which necessitates a revision of the Article already printed on page 245 under the caption "Roads to Mettur".

The latest information indicates that the new motorable road from Mechcheri to Mettur will be opened for public traffic on the morning of 20th August 1934. The section from Toppur to Mechcheri will still be under reconstruction after that date, and as it includes a number of culverts under construction, with difficult diversion roads, will not be fit for motors till some later date.

Motorists proceeding to Mettur from the direction of Bangalore, Madras, etc., through Dharampuri or from Salem and places eastward should proceed via Omalur and Mechcheri. The sketch on page 246 should be amended as follows:—

- (i) The continuous line from Toppur to Mechcheri should be a dotted line.
- (ii) The dotted line connecting Omalur and Mechcheri should be a continuous line and should join the continuous line Omalur-Taramangalam a little beyond Omalur.
- (iii) The dotted line Mechcheri-Mettur should be a continuous line.

Motor Vehicle Taxation.

The Government of Madras has recently published an order (G.O. No. 2564 L. & M. of 28th May 1931) making quite clear the position as regards days of grace within which Motor Vehicle tax must be paid after liability for payment has been incurred by using a motor vehicle on public roads in the Madras Presidency.

The order deals with motorists in two different categories;

(i) Those who ordinarily reside in the Madras Presidency and

(ii) Motoring Visitors who enter the Madras Presidency from neighbouring Provinces or Indian States.

(i) *Motor Owners ordinarily residing in the Madras Presidency:—*

These owners are expected to pay M. V. Tax on or before the first day of each quarter. No warning notice will be given, but as an act of grace a prosecution normally will not be launched provided the tax is paid within the first seven days of a quarter.

Persons who purchase motor vehicles, or who commence using their vehicles on public roads after the first seven days of a quarter should pay tax and obtain licences in advance, as no period of grace will be allowed in this case.

(ii) *Motoring Visitors entering the Madras Presidency from other Provinces or Indian States.*

These will be allowed a period of seven days within which to pay tax irrespective of whether they enter the Presidency at the beginning of a quarter or at a later stage in the course of a quarter.

Visiting motorists detected without a current Madras M. V. Licence, near the boundaries of the Presidency, will usually be given a written notice to pay the tax due within seven days, and to report the date and place of payment and number of licence obtained, also the registered number of the vehicle, to the District Superintendent of Police of the District in which so detected. If this report of payment of tax is not received by the D. S. Police within seven days, or does not prove correct on verification, a prosecution will forthwith be instituted.

Although Government has ruled that prosecutions should not be launched provided M. V. Tax is paid, within the first seven days of a quarter, by motor owners ordinarily resident in the Madras Presidency, in practice this does not always follow; the reason being that, while a motor vehicle may

be detected without a current licence in one district the tax is paid in another and the detecting police cannot verify payment.

In view of this it is advisable for every motor owner, who has reason to think that his vehicle has been detected without a current licence at any time between the first day of a quarter and the date of payment of tax, to inform the District Superintendent of Police of the District (Commissioner of Police in Madras City) in which so detected, that the tax has been paid; in the same manner as is required from visiting motorists. This action will frequently obviate the issue of a summons to appear in court. In this connection motorists who usually pay tax to the Commissioner of Police, Madras, should note that the following popular places of resort are in Chingleput District and are favourite checking places for the Chingleput Police, i.e., Elliott's Beach, Adyar, St. Thomas' Mount, Madras Flying Club, Guindy Race Course, Perambur and Ennore.

Another point that is not so well-known as it should be is that failure to pay M. V. Tax and failure to display a current licence in the correct place on a motor vehicle are entirely separate offences, and proof of payment of tax will not necessarily procure acquittal in a charge of failing to display a licence. Have your new licence affixed to your car immediately you obtain it, if it happens to be after the commencement of the quarter to which it applies. Having the licence in your pocket is not sufficient to satisfy the law.

Motor Vehicles Rules.

One important change has been made to the Madras M. V. Rules, but fortunately it does not materially affect private motor car owners since it bears mainly on vehicles plying for hire. In future, in addition to registering all motor vehicles, District Superintendent of Police will issue "G" Permits for buses, taxis, etc., a function which has hitherto devolved on District Magistrates; while under the revised rule District Magistrates become the officers to whom appeals against the decisions of District Superintendent of Police may be made by aggrieved parties in so far as "G" Permits are concerned.

This certainly seems a step in the right direction for hitherto the prospective operator of a taxi or bus had to

- (i) get the vehicle registered by the D. S. Police.

- (ii) get a "G" Permit from the District Magistrate.
- (iii) get a District Board Licence from the District Board President.

Under the new regime the applicant will not be able to get a "G" Permit until he has obtained a District Board Licence and a Provincial M. V. Tax Licence; while control of the running of the vehicle in accordance with the rules of the "G" Permit, as well as under the Motor Vehicles Rules generally, will be vested in only one authority, i.e., the D. S. Police, and not two as hertofore.

Lights on Carts.

In a recent issue of this Journal the latest Madras City rule for the lighting of vehicles, other than motor vehicles, was published *in extenso*, and it was stated that Government has been approached with a view to extending the application of this rule to the mofussil. However, members of the Association have pointed out that the provision of three lamps on every country cart seems unnecessary, particularly as the rule seems to require three red lights to be visible to road users overtaking a country cart. Further, the affixing of a lamp on each side of a country cart will only mean increasing the width of the roadspace occupied by the cart, and at the same time place the lamps in a position where they would be more open to damage by passing vehicles.

As a result, it has been suggested to Government that, so far as country carts and hand carts are concerned two lights should be sufficient one showing a white light (hurricane lamp) slung below the yoke or axle of the cart, and one showing a red light to the rear, fixed to the rear end of the cart or its load. The substitution of a red reflex disc for the red rear lamp is suggested as an alternative.

It is claimed that, if lighted in the manner now described, cart owners would be put to very little expense in providing the lights while the lighting would be sufficient to indicate to approaching traffic the direction in which the cart is moving, a difficult matter when only one white light is visible below the cart, as at present.

Lighting of Bicycles.

The question of lighting bicycles was also mentioned in our last issue, and it is understood that the provision of red reflex discs on the rear mudguard of every bicycle is already the rule in Madras City. Its application in the mofussil has been referred to Government.

The question has now been raised. Is the red mudguard the best place for the red reflex disc? One member has shown sufficient interest in the matter as to make observations and experiments, the result of which appears to show that unless the disc is fitted to the mudguard in a true perpendicular plane, it is practically useless, since it does not reflect the light of a following car back to the driver of the car, but up into the air or down to the ground. It has been suggested that the reflector should be fitted to the back of the saddle, but here it would frequently be masked by the clothing of the rider. A better alternative would be to hang the disc from the rear end of the mudguard in such a manner that it would swing backward and forward with the movement of the cycle. Opinions on this matter are invited.

Pilot Ray Lamps.

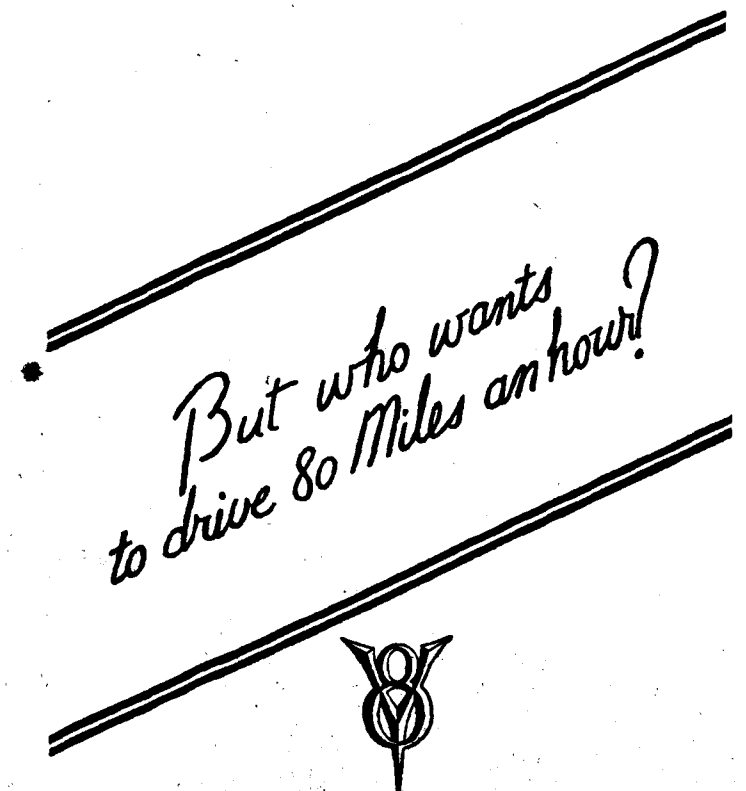
While on the subject of lights it may not be out of place to mention a new lamp which has recently reached the Madras Motor Car Accessory market. It is styled "The Pilot Ray" and is so designed that, while fitted low down on the front of a car (usually to the bumper bar) it swivels to the right or left with the movement of the steering wheel and so lights up the actual path of the car as it makes a turn; a result which the normal fixed headlamp does not effect.

No doubt this accessory is a useful asset on any car, but there is some doubt as to how its advent will be viewed by the authorities. So far as the writer can see, the Pilot Ray does not infringe any portion of Rule 16 of the Madras M. V. Rules which governs the question of lights generally. However clauses (b) (i) & (ii) of those rules give the Commissioner of Police power to forbid the use of any powerful or intense light unless it is hooded or screened to his satisfaction.

It is known that individual police officers in Madras City have raised objection to the use of the Pilot Ray Lamp, but so far as the writer is aware, their use has not yet been forbidden. The Commissioner of Police has been addressed with a view to ascertaining what action, if any, will be taken in the matter.

Glaring Cases of Disregard of the Rules of the Road.

The Committee of the Automobile Association of Southern India has been in communication with the Commissioner of Police with a view to arranging



Supplement to

THE SOUTH INDIA MOTOR OWNER.

July 1934.

Number Seven in a Series of
Messages from Henry Ford.

THE Ford V-8 will go 80 miles an hour. But how many people wish to drive 80 miles an hour?

Hardly any. The speed is there for another purpose. If a car is to be alert and comfortable and economical at 50 or 60 miles an hour, it should be capable of going faster than that.

A car, like a man or a horse, should have reserve power to do ordinary things well, without showing strain or effort.

When you drive at your usual moderate rate, and yet, to keep up that rate, your car runs at nearly its top speed, you are not getting an easy ride and your engine is not doing an easy job. It is wearing itself out.

That is why the Ford V-8 is built to precision standards and engineered to do 80 honest road miles (not speedometer miles) an hour—so that it might go 60 or 70 miles an hour all day with the utmost ease, and with no strain on car or driver. Let us add, and without excessive use of petrol and oil.

It is the margin between what you have and what you use in an engine that makes for comfort, longevity and economy.

It is much safer and far more economical to run 60 or 65 miles an hour in a car built to do 80, than it is to run at the same speed in a car built to do 65 or 70.

There will be no excess noise—no over-heating—no heavy labouring—no straining mechanism—because there is power in reserve.

The benefits to the customer of having a Ford V-8 able to do 80 miles an hour, are numerous. In the first place, such a car must be extra strongly built. It must have a better steering gear. It must be perfectly poised and balanced. Its wheels, springs, axles, frame and brakes must be of the finest strength and design.

In the second place, a car thus built for the higher speed ranges proves most alert in the lower speed ranges. In traffic it is not speed you want so much as quickness. You want instant response and quick acceleration. The high speed reserve of the Ford V-8 gives you that.

The advantages of the high speed car are not in the speed alone. You may never drive at high speed. Few people do. But, to make speed possible, the car must be built to last longer, to run smoother, and to use less fuel.

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 the speed question so adequately that it is here reproduced by the Ford Motor Company of India, Limited.

some system whereby the public generally may assist in the effort to procure better motor vehicle driving, a higher degree of road courtesy and a reduction of the number of road accidents.

It is a well-known fact that many a case of disregard of the rules of the road go unpunished, even uninvestigated, merely because it is not observed by a police officer; and though frequently observed by other motor drivers or members of the public, these witnesses refrain from reporting the accident for fear of being required to waste time and obtain rotoriety, by appearing in a magistrate's court to give evidence; perhaps at some distant place.

To overcome this difficulty it has been suggested that members of the public should be permitted to report to the police, in writing, any case of glaring disregard of the rules of the road that may be committed by a motor driver in their presence, and that where such a report is corroborated by a second witness, the police should take suitable action.

The Commissioner of Police has responded that, while it is practically impossible to visit any punishment on a delinquent motor driver other than by charging him before a magistrate, the Police will welcome reports of such occurrences as are indicated above, and will undertake to fully investigate them with a view to taking such further action as the circumstances of the case demands.

Reports should be addressed to the Deputy Commissioner of Police (Traffic and Licensing) Madras, or to the District Superintendent of Police concerned in the mofussil.

Petrol Rates.

Anent the article under this heading which appeared in the last issue of this Journal, we are pleased to say that Messrs. Burmah-Shell very promptly furnished some facts and figures which amply defend their present retail petrol rates. These facts and figures have been published as a special supplement to this issue, which we trust will enable our readers to fairly accurately appreciate the conditions under which competition is being carried on in the petrol market in India today.

A.A.S.I. Posters.

An attractive propaganda poster has recently been produced by the Committee, depicting, in correct colouring, an A.A.S.I. Car Park attendant. Copies have been distributed to all Clubs and Motor Dealers in Southern India with a view to attracting

more members. The Committee will be pleased to supply a copy to any member who will undertake to exhibit it in his business premises, and hold a small stock of forms of application for membership for use by prospective members.

Applications for copies of the Poster and application forms should be sent to the Secretary, A.A.S.I., P.O., Box 352, Mount Road.

Road Signs.

The Government of Madras has recently issued (G.O. No. 2000 L. & M., dated 27th April 1934) to all district boards, municipal councils and the Corporation of Madras, copies of a series of letters connected with, also diagrams of a series of road signs which have been standardised for use in India. These signs are commended for adoption as and when funds admit, for future replacements and new provision of road signs in lieu of those now in use.

With the diagrams has also been issued a copy of a letter addressed to Government by the A.A.S.I. urging the necessity for uniform standing orders on the subject of marking roads or portions of roads closed for repair, particularly at places where culverts, bridges, etc., are under repair or construction, and of diversion roads in connection therewith.

Arrangements are being made for a reprint of the new series of signs to appear in the next issue of this Journal.

New Bridges.

Mention was made in our June issue of the steps that were being taken with a view to moving the Governments concerned to hasten the bridging of the Tungabhadra and Kistna Rivers between Kurnool and Hyderabad, and the Penganga between Hyderabad and Nagpur. We are now able to state that H. E. H. The Nizam's Government have already approved projects for bridging the Tungabhadra River near Madhavaram in the North-East corner of Bellary District, and the Kistna River near Kistna Bridge Railway Station, and are considering a project for bridging the Penganga (or Wardha) River near Adilabad.

Whether the approval of the Madras Government has been accorded to the Tungabhadra Bridge site is not known, but as the adoption of this site would necessitate a realignment of the northern section of the Bangalore-Kurnool Trunk Road, *i.e.*,

from Gooty through Pattikonda and Adoni to Madhavaram, instead of direct to Kurnool as at present, Government has been asked to give the matter early attention with a view to the improvement of existing direct roads in the new alignment to the standard of a trunk road.

Otomatic.

A new tyre service which should be of considerable interest to motor owners has just been established in Madras. It deals with a preparation which, when inserted in the inner tube (or air-container) of a tyre, effectively seals any small puncture due to nails and similar articles which are so destructive to tyres and the patience of motor owners. The preparation unfortunately will not seal a large cut such as is commonly caused by a derelict bullock shoe, that bug-bear to South Indian motorists.

The writer has had two of his tyres treated by Otomatic and is satisfied that the preparation actually operates in the manner that the dealers claim.

A visit to the "Otomatic" service station on Mount Road, where a treated tube will be deliberately punctured for demonstration purposes, will be worth while.

The preparation and instructions for its use can be obtained by mofussil members, but the best results are ensured if the preparation is inserted into the tube by the Company's own trained men. It is understood that similar service stations will be established in the mofussil shortly.

Membership.

During the month of June 20 new names were added to the membership register of the A.A.S.I., but unfortunately 14 names were removed for various reasons. The total number of members on 30th June 1934 was 986 of whom 82 were cycles or non-owner members.

The 20 new members, of whom a list is appended, were introduced:—

by Capt. Shanker Rao	1
Major R. H. Wigfall	1
Mr. R. M. Nicolls	1
Mr. A. R. Jack	1
Mr. G. P. Cooper	1
Mr. A. L. Lang	1
Mr. P. E. Pitcher	2

and the rest were introduced by Major F. Church.

List of Members joined during June 1934.

C. St. L. Weldon, Esq., Imperial Tobacco Co., Ltd., Madras.	
F. King, Esq., Fort St. George, Madras.	
J. R. Pierce, Esq., Imperial Bank of India, Madras.	
Major T. Young, Esq., H. Q. Deccan District, Bolarum.	
G. V. Roge, Esq., No. 3, General Collins Road, Vepery, Madras.	
B. Rolfe, Esq., P. & O. Banking Corporation, Madras.	
G. Leverett, Esq., 19, Cunningham Road, Bangalore.	
D. T. Merson, Esq., Attukannu Estate, Mango Range P.O., Nilgiris.	
Rev. L. S. Jackson, Chaplains House, Calicut.	
A. Blair Hill, Esq., Kanan Devan Hills Produce Co., Trichinopoly.	
Khan Bahadur B. Mustafa Ali Khan, 45, S. No. 1 Street, Seppings Road, Bangalore.	
N. Apparao, Esq., Palakonda, Vizagapatam.	
C. Sambasiva Mudaliar, Esq., Madura Mills Co., Ltd., Madura.	
R. Walker, Esq., Kadalaparai Estate, Mudis P.O.	

N. Narayana Nambiar, Esq., Inspector of Excise, Udipi Circle, Udipi, S. Kanara.	
S. L. Rowbotham, Esq., Electrical Engineer, S.I.R., Golden Rock, Trichinopoly.	
J. F. Hall, Esq., Board of Revenue, Chepauk.	
G. B. Reade, Esq., Nuthalacathu Estate, Valaparai P.O., Pollachi.	
M. Sanjiva Rao, Esq., "Casurina", Spur Tank Road, Kilpauk.	

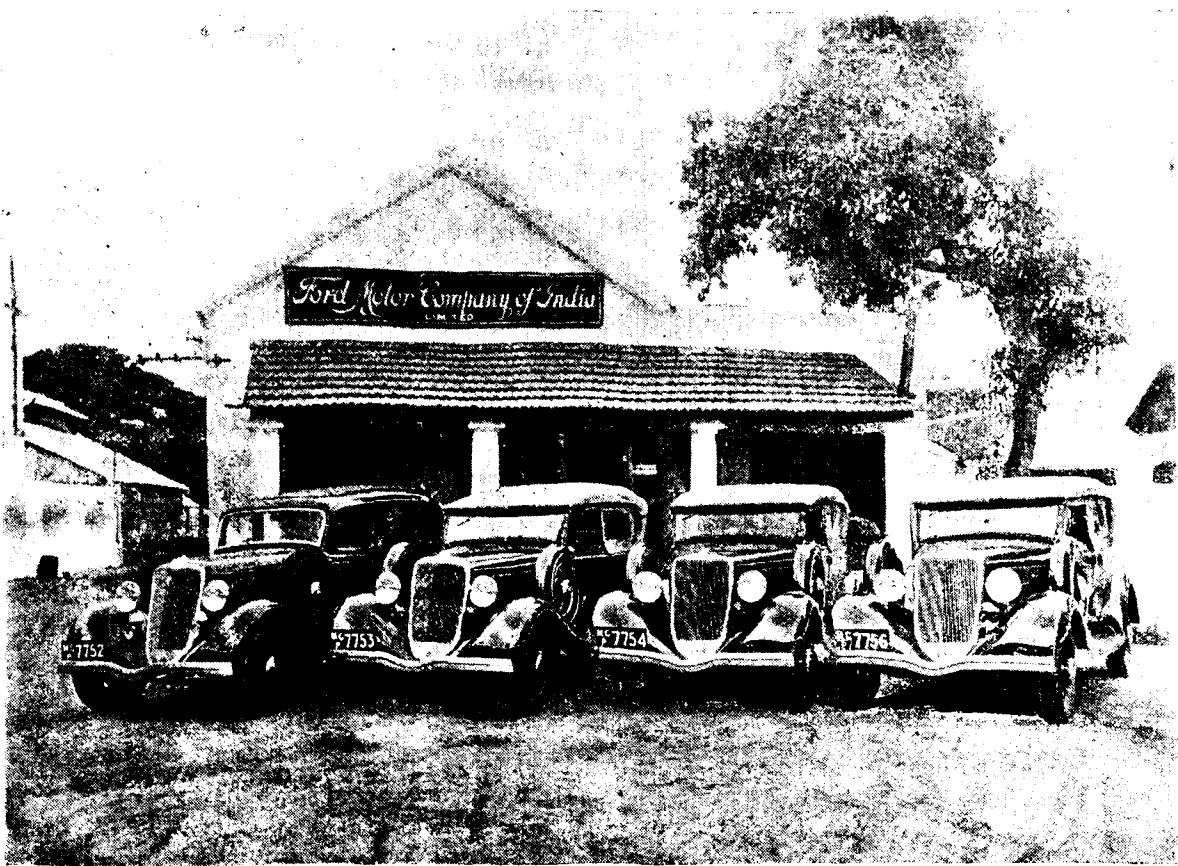
K. Muhiudeen, Esq., Valoothoor, Ayyampet, Tanjore.
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Late News.

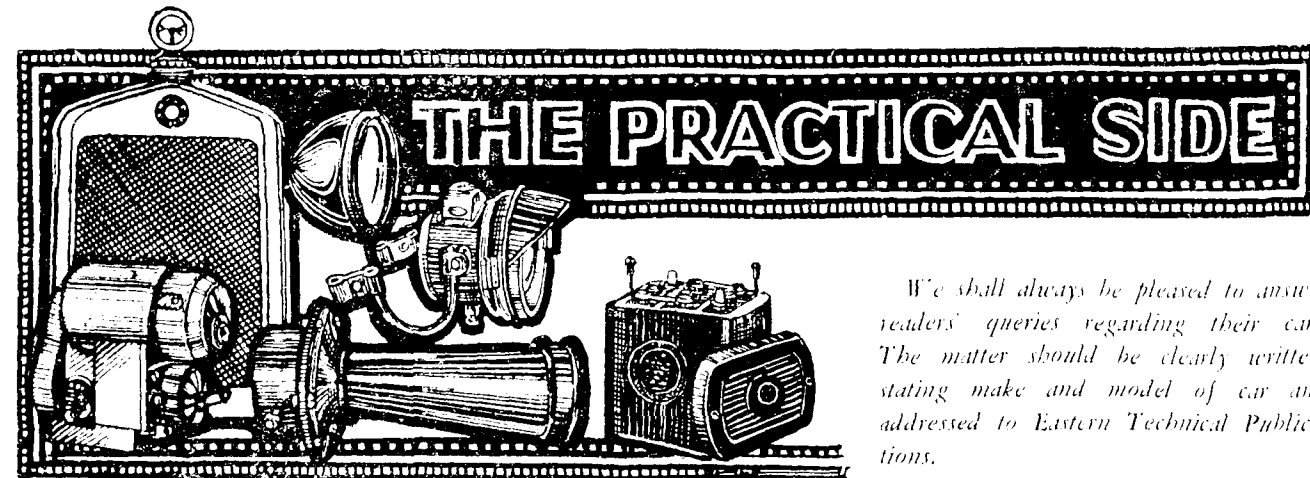
Ootacamund-Gudalur Road.

Motorists projecting tours to or from the Nilgiris are warned that during periods of heavy rain, landslides are not infrequent on the Ghat roads, particularly those leading from the West Coast through Gudalur (Nilambur and Vayittri Roads).

A serious landslide has just (4th July 1934) occurred between Gudalur and Naduvattam on the main Mysore-Ootacamund Road, in mile 23 from the latter place. This landslide has been anticipated for some time and will take a few days to clear.



One Ford V-8 DeLuxe Fordor Sedan and three 4-Cylinder Ford Touring Cars recently delivered to the Indian Leaf Tobacco Development Co., Ltd., Chirala. This Company now operates altogether a fleet of 10 Ford vehicles.



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.

Upkeep of the 1934 Innovations.

Automatic Distributor

Automatic control of the ignition timing—sometimes styled automatic control of the spark—is a new feature on a great many cars of all sizes for 1934 writes the Motoring Correspondent of "The Glasgow Herald"; it has appeared previously on some earlier models, admittedly, though usually these have been larger and more expensive types. It is new, therefore, to a considerable proportion of buyers of 1934 models, and to these the following hints are proffered.

On the majority of British cars the automatic distributor of the centrifugal type is a Lucas accessory, and has a small oil cup or greaser to facilitate lubrication of the distributor spindle; after each 1,000 miles a few drops of oil should be put into the cup (or the greaser given a turn) and the contact breaker can be smeared lightly with vaseline.

Less frequently—say, after each 2,000–3,000 miles—though of no less importance the moulded rotating arm inside the distributor casing should be withdrawn and a few drops of oil applied into its recess. But the screw thus exposed to view should not be disturbed; the oil should be dropped on top of the screw, for there is a clearance to enable it to run down to the automatic timing control.

It is important, however, that thin machine oil, such as that supplied for sewing machines and typewriters, should be used for this part, not ordinary engine oil, which is generally too thick, and may prevent the centrifugal device from being so responsive to speed variations as is desirable.

These automatic timing controls rarely fail to function, and even if they should operate sluggishly, or not at all, the deficiency will not prevent the car from being driven.

Two signs of irresponsiveness that should be corrected at a service station as soon as possible are as follows:—

If there is reduction of maximum engine speed under both favourable and unfavourable conditions, without actual misfiring and without evident loss of power at low speeds, there is cause for suspecting that the centrifugal device is keeping the ignition more or less retarded when full advance should be given.

If, on the other hand, there is pinking or other sign of too much "advance" at low and moderate speeds, but not at high speed, there is a possibility that the device in question is holding the timing advanced when it should be retarded.

By-pass Oil Cleaners

Another accessory of many 1934 models that will be new to buyers of the latter is a by-pass oil cleaner. It consists of a sheet-metal casing that contains a closely packed and folded cloth bag, with pipes leading to and from the main oil circuit. Pressure of oil in the latter arising from the pump causes from 10 to 20 per cent. of the oil in circulation at any moment to pass through the cloth bag, the fabric holding back particles of foreign matter too minute to be dealt with by the wire gauze of the oil filter in the main circuit.

In due course all the oil passes through the cleaner bag, but at no time is there sufficient going through to fulfil the lubrication requirements of the



● 29th March 1934

Course de Cote Internationale de la Turbie

3 litre Class

1st. Zanelli driving a Pescara

2nd. Count Trossi driving an Alfa Romeo

● 2nd April 1934

Grand Prix de Monaco

1st. Moll 4th. Lehoux

2nd. Chiron 6th. Varzi

all driving ALFA ROMEO

● 8th April 1934

Italian One Thousand Miles Race General Classification

1st. Varzi and Bignami driving an Alfa Romeo

3rd. Chiron and Rosa driving an Alfa Romeo

5th. Taruffi and Bertocchi driving a Maserati

1100 c. c. Class

1st. Taruffi and Bertocchi driving a Maserati

2nd. C. Penn-Hughes and Count Lurani driving an M.G. Magnette

● 22nd April 1934

Grand Prix de Bordino

1st. Varzi 3rd. Tadini

2nd. Chiron 4th. Comotti
all driving ALFA ROMEO

● 6th May 1934

Grand Prix de Tripoli

1st. Varzi 2nd. Moll

3rd. Chiron

all driving ALFA ROMEO

● 20th May 1934

Targa Florio—Sicily

1st. Varzi 2nd. Barbieri

both driving ALFA ROMEO

● 20th May 1934

Grand Prix de Casablanca, Morocco

1st. Chiron 2nd. Lehoux

both driving ALFA ROMEO

● 20th May 1934

Grand Prix des Frontieres, Belgium

1100 c.c. Class

1st. Rouleau driving an Amilcar

THEY ALL USED SHELL OIL AND PETROL

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

INCORPORATED IN ENGLAND.

CALCUTTA

BOMBAY

MADRAS

KARACHI

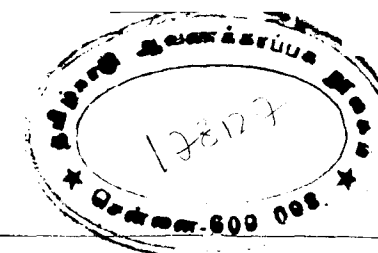
NEW DELHI

(AGENTS)



**DRIVE THROUGH THE RAIN
WITH YOUR WINDOWS**

JULY, 1934



THE SOUTH INDIA MOTOR OWNER

The South India Motor Owner

Special Supplement, July, 1934.

With reference to the paragraph headed "Petrol Rates" which appeared on pages 213 and 214 of our June issue, data has now become available to the writer which shows that the assumptions stated therein are totally incorrect. The article queried that a selling price of Re. 1 per gallon in Bombay really shows Burmah-Shell a loss. The new data shows that the fixed charges in respect of petrol at Bombay total to twelve and a half annas, *i.e.*, Excise Duty As. 10 per gallon, Dealers' Commission As. 2 per gallon and Bombay Wharfage 6 pies per gallon. This leaves only As. 3-6 per gallon to cover cost of production, refining, shipping, discharging, storage, transport and distribution with their attendant wastages which are necessarily high with such a volatile spirit. In view of this it is obvious that a price of Re. 1 per gallon at Bombay, or elsewhere in India must be far below economic levels, and it certainly cannot pay Burmah-Shell, or any other Company to sell petrol at such a price.

A serious mis-statement of fact was made when it was stated that motorists in Southern India have had to pay more for their petrol "presumably to make good the loss sustained by Burmah-Shell in Bombay." There has been no increase whatsoever in Burmah-Shell rates *since* the arrival of Russian or other foreign petrol into this country. The increase referred to in our original article took place before the arrival of foreign petrol into this country and we understand, was due to an increase in the parity of world prices.

Our original article (third paragraph) suggested that a statement from petrol importers on the subject of "costs" would clear the air. We have now received an extract from "Capitol", dated 26th January 1933, reporting a speech entitled "The Indigenous Oil Industry" delivered by Mr. John Tait of the Burma Chamber of Commerce at the Annual Meeting of the Associated Chambers of Commerce held at Calcutta in January 1933. This statement was given considerable publicity in the Press at that time and it is unfortunate that the writer of our article was unaware of the position.

This speech contains various facts and figures that should be known and appreciated by all petrol consumers in India, since they state a very definite case for the preservation of Indian (and Burman) Oil producing concerns, and amply justify existing petrol prices. We republish herewith an extract from Mr. Tait's address in the hope that the facts stated therein will correct any false impression that may have been conveyed by the article which appeared in our June issue.

This opportunity is taken to acknowledge our indebtedness to Messrs. Burmah-Shell for the information we are now able to republish and our appreciation of their courtesy in furnishing it. We also very much regret the previous incorrect, and obviously unfair statements, which we made regarding their business.

The Indigenous Oil Industry

Onslaught of Foreign Competition.

Some Facts and Figures.

*Reprinted from "Capitol", dated the
26th January 1933.*

In seeking support for his resolution at the recent Conference of the Associated Chambers of Commerce, Mr. John Tait, of the Burma Chamber of Commerce, had some interesting details to give of the past and the future of the indigenous oil industry. He said:

"The oil companies are accused of being (a) monopolists, (b) exclusively non-Indian, (c) rapacious both in regard to prices and dividends.

Dealing with these accusations separately, it would seem unnecessary in the first place to remind the Indian politician or Indian businessmen that the exploration of the country for oil deposits is open,

as it is for iron, ore or coal; to all British subjects, Indian and European alike and that the only reason that Indians have not participated in the search for oils or are not involved in the development of known deposits more than is the case to-day, is the indisputable fact that Indian capitalists have not been prepared hitherto to risk their money in the oil venture, the precariousness of which bears no degree of comparison to that in any other commercial enterprise in this or any other country. And quite apart from this purely local position the indigenous Indian production is, of course, a drop in the bucket of the world's oil supplies and there cannot be and is not any possible question of monopoly in the petroleum industry; indeed, the Indian market to-day is in danger of being flooded with foreign oil, apparently securable without any difficulty by anyone who cares to take the marketing risk of its importation.

From records available or within our knowledge, out of some 40 Companies that have been formed to prospect and develop petroleum in India and Burma 30 have closed down after losing all or most of their capital. And a computation of the amount of capital lost in this way would amount to several crores of rupees. But apart from these and dealing with that of which we have definite knowledge ourselves, the expenditure on fruitless prospecting and on test wells put down to prove areas with only negative results by 6 of the existing Oil Companies, reaches the amazing aggregate of Rs. 6,08,87,801. These illuminating figures represent the extent to which investors have lost their money in the gamble in oil prospecting in this country. So that, so far from being monopolists, the existing oil industry of India and Burma merely represents the survivors of those who, after risking much, have been more fortunate, if in varying degrees, than the great majority of their fellow prospectors. The field is still open to all who care to take the risks and with India still dependent on the outside world for part of her essential petroleum requirements, Government is and must continue to be anxious to welcome anyone who is prepared to spend money to search for and discover and develop such further deposits as there may be still undiscovered.

As regards the second criticism; that the oil industry in Burma and India is on the production side exclusively non-Indian, I need only reply that out of the four major producing Companies in Burma, one is wholly Indian; in another out of a total 1,098 shareholders on the register 708 are Indians and in a directorate of three, one is an Indian. In the third, out of approximately 11,020 shareholders in all registers, no less than 9,440 are Indians. And if in the case of the largest Sterling Company a preponderant proportion of the share Capital is held in European hands, the remedy surely rests entirely with Indians themselves, for the shares are always available in the market which is open to all who wish to invest and there are Agencies in plenty in India to assist the prospective buyer. And then the dividends:—While the dividends of one successful Company drawn from many other sources than either the market in India or indeed indigenous petroleum at all are repeatedly attacked, no mention is made of the others who have paid smaller or no dividend or those to whom I have already referred who have lost the whole of their capital. Nor have the earnings of the Jute Industry or the Tea Industry or of the Cotton Mill Industry or of others, before the present slump ever been the subject of complaint in the Legislature, and the oil investors, with very good reason I think ask why they alone are to be grudged the fruits of their endeavours. And if the prizes when they are won, as they are certainly not being won to-day, are not adequate to compensate for the very heavy odds against success, where, let the critics tell me, will be found the investor willing to risk his money in such ventures as oils?

But what doubtless is of more public interest at the present time is the price problem, especially the petrol price—and here it is necessary first to show how the price structure is built up to arrive at the rate now being charged in the main ports in India, with the exception of Bombay, where wholly abnormal conditions prevail.

In normal times and under normal conditions of supply and demand, petrol prices throughout the World have been determined by the cost of laying down petrol shipped from the Gulf ports of the United States of America. This system developed from the economic circumstance and the geograph-

ical distribution of petroleum supplies which left the U.S.A. enormously the greater producer, and consequently the dominating factor in the World's Oil Markets.

The f.o.b. U.S.A. Gulf price for Petrol in bulk is to-day in the neighbourhood of 4.38 cents, per American gallon. And allowing Ocean freight from America to Calcutta based on 4s. per deadweight ton per month, which incidentally is below actual cost, freight itself costs £2-0-11 per ton bringing the c. and f. cost in Calcutta to 5 annas per gallon reckoning on 1 £ exchange at \$3.17 and the Rs./£ exchange at 1s. 6 3/16d. Duty, as you know, is 10 annas per gallon; dealers commission is 2 annas and the charge, to cover Ocean Insurance, wharfage, tankage, installation storage, leakage and evaporation in transit and in storage, handling, delivery and for overheads, aggregate at least some As. 3-9 per gallon. Adding all these together, we find the cost of U.S.A. petrol ex-pump in Calcutta to be Rs. 1-4-9 per gallon against the current rate charged of Rs. 1-5-6. There is left therefore 9 pies per gallon to cover interest and provide the profit, if any.

It will be interesting to note the present-day prices of petrol in other parts of the world for comparison with the Calcutta rate.

Reducing all the various currencies to sterling and deducting State duty which varies in each country, we find the rates to be as follows:—

U. K.	..	11 1/4d	per gallon
France	..	12 1/2d	” ”
Germany	..	14 1/2d	” ”
Italy	..	9 d	” ”
Egypt	..	8 d	” ”
Ceylon	..	14 3/4d	” ”
Singapore	..	14 1/4d	” ”
Bangkok	..	15 3/4d	” ”
Saigon	..	22 1/4d	” ”
Hongkong	..	16 3/4d	” ”
Calcutta	..	12.95d	” ” say 13d.

Prices in different parts of the world vary normally in relation to the different Ocean transit cost of varying distances from U.S.A. but to-day other influences operate as well, namely, surplus or flood production which frequently must be sold at distress rates to recover charges incurred on stocks in storage, and more important, the wholly abnormal returns which Russia meantime is prepared to accept for oil, as for lumber and other commodities, to

secure money or foreign credits necessary to enable their 5 years plan to function in other directions. Russian Oil is produced and sold under conditions and terms which have no relation to normal economic or accepted social standards.

I trust you will agree with me therefore that the present Calcutta petrol price is not out of parity with the prices ruling in other parts of the world; in point of fact except in markets where abnormal uneconomic dumping of Soviet or Roumanian or American Oil is taking place, the Calcutta price is lower than elsewhere. But the Up-country motorists complain not so much against the Calcutta price as against the much higher rate of, say Rs. 1-10-6 which he is called upon to pay in Cawnpore. But let him add to the Calcutta rate of Rs. 1-5-6 per gallon, railway freight at As. 3-7 per gallon and As. 1-6 for charges on storage facilities at Cawnpore Station and evaporation losses therefrom, interest and other charges on the numerous Kerbside pumps in and round Cawnpore, the service delivery lorries, etc., and the large organisation necessary to ensure that a motorist can always fill up his tank, not some miles away, but round the corner from wherever he may be and he will agree I think that the price in Up-country, if higher than he likes, is the result of conditions beyond the Companies' control, occasioned by out-of pocket charges incurred to others, and the standard of service the motorist himself demands. And not to any excessive demand by or profit to the Oil Companies. But the Upper India Chamber report why, if the rate in Northern India is justified, can the Companies sell petrol in Bombay at Re. 1 per gallon. The reply to that is that the Bombay rate is a special uneconomic and unprofitable rate, fixed at a predetermined low level to defend the outlet there for indigenous production against imports from foreign sources.

The indigenous Oil Companies are losing money in some cases relatively and in others absolutely, at Bombay rates but they are forced to them by the fact that if they allow their Bombay outlet to go to others the whole sale of indigenous petroleum production will require to be reduced with even more disastrous consequences to the local industry and to all that production means to the economic and social well being of both India and Burma.

The general conditions applicable to petrol apply equally to Kerosene prices. At no time have

prices in India been above world parity based on U.S.A. Gulf prices and when world prices have been above the present quite abnormally low level, the prices in India were intentionally systematically kept lower than world parity through the influence on them of indigenous supplies. This over the years has meant a saving to the consuming public of India of many crores of rupees, for there is no doubt whatever that the Oil Companies could have netted that additional profit by maintaining the selling rates at full world parity.

The Oil industry of India and Burma stands in peculiar relation to the industry in other parts of the world. The calibre of the wells here is very low, compared with those of say, Persia, America or indeed most of the important oil-producing countries. And it will be appreciated that the cost of crude oil from a well producing say 50 barrels or less a day, is very materially higher than that of crude from a well drilled at approximately the same capital expenditure or less, producing say 500 to 5,000 barrels or more, each day. India's production say little over 1 million tons per annum or about one-sixth of the Persian production, requires the continued operation of wells, running in number heavily into 4 figures, whereas Persia's production is yielded by possibly less than a dozen wells. That is the position in the oil fields in this country compared with foreign fields generally with this two-fold result.

(1) That oil produced in Burma and India would be seriously handicapped in competition in Export Markets because its well head cost per barrel is out of parity with costs elsewhere and therefore,

(2) Indigenous production must be sold preponderantly, if not entirely in India and Burma.

That is the position in a nut shell; when indigenous oil cannot find a market in India and Burma, it must cease to be produced. And that explains one reason why when Soviet oil or indeed, oil from any other oversea country is imported into India and thrown on to the market which normally takes the whole of the indigenous products there is no alternative open to the established indigenous oil interests but to fight at whatever cost to retain their markets. They cannot send their oil elsewhere.

The other reason perhaps is not so readily understood. It concerns the enormous supplies of oil available within short sea distance of the Indian markets. I refer to Persian and the Dutch East

Indies. The interests which control these fields would normally look to India as geographically the obvious market for their vast supplies and yet they stand out of these markets simply and solely due to the fact that they recognise the prior right to the Indian markets of the oil produced within India and Burma. They most certainly do not and cannot be expected to stand aside for Russian, Roumanian or distress American supplies to come in and so it follows that if for no other reason, the indigenous industry which has been preserved by the recognition of its legitimate prior claims to the Indian market on the part of these friendly neighbours, must, again at whatever cost, retain the market to the fullest extent of the indigenous production and consequently at least to that extent, the exclusion of foreign imports.

But the question might be asked—why should government concern itself in this apparently purely commercial matter? Is it not good that the people in India should get their petrol and their kerosene at the cheapest possible price? This, in turn, opens up other serious avenues of thought. First—what is the oil industry worth in revenue to India and in wages and trade to the Indian people?

It contributed in 1931 to the State Exchequers, Central and Provincial through royalties, License fees, Income-Tax, Customs on Machinery and stores no less than Rs. 1,13,52,048.

It paid in wages to Indian and Burmese Workmen no less than Rs. 2,85,78,887 in one year (1931).

It supported the factories and bazaars of India and Burma in same year by the purchase of local stores to the value of Rs. 84,84,114 and the State takes its toll on much of these through Customs duties—

Secondly—In what way would India suffer if there was a crippled oil industry or no indigenous oil industry at all seeing that there is a plethora of foreign oil anxious to find a home in India?

And in reply to that I say that throughout the civilised nations of the world to-day the predominant endeavour of their statesmen is to secure control over adequate oil supplies and where they are fortunate enough to have it with in their own territory, to keep the indigenous industry healthy, so that their country may be in a position of independence from the favour of disfavour of foreign nations at all times.



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“ALL-WEATHER VENTILATION”

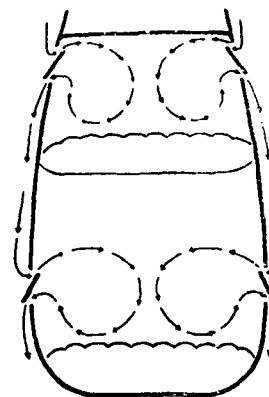
makes Monsoon motoring

really comfortable

HOW IT WORKS

The front door windows and rear quarter windows have a swinging panel pivoted a few inches behind its front edge. Turning a convenient handle adjusts this ventilating panel to any angle. The rush of air past the car causes fresh air to enter at the front edge of each panel and circulate inside the car, while stale air, smoke, etc. is drawn out by the rear edge, as shown. Rain-drops are deflected. Each passenger has individual control.

The windscreen never gets steamy, is always clear.



WHEN the rain comes swishing down . . . which do you do?—keep the windows open and get wet, or shut them and put up with steamy stuffiness?

If your car has GM “All-Weather Ventilation” you’ve no need to worry. A quick adjustment—and the windows are set to SCOOP IN THE AIR—KEEP OUT THE RAIN. All GM closed cars have GM windows, and no other cars CAN have them—they’re patented.

You can own one of these fine cars immediately without disturbing capital, by using the convenient G. M. A. C. Hire Purchase Plan.



CHEVROLET

BUICK - PONTIAC - OLDSMOBILE
VAUXHALL - CADILLAC
LA SALLE - OPEL

GENERAL MOTORS INDIA LIMITED

engine. For that reason alone there must be no neglect in cleaning the main filter periodically, as advised in the instruction manual of the individual car. If the filter gauze should become choked there will be risk of harm to the cylinders and bearings no less than where a by-pass cleaner is not provided—even though there is plenty of oil in the sump and the gauge on the instrument board indicates normal oil pressure.

If there be neglect at all, it had far better apply to the cleaner for the engine will be no worse off

than that of a car without a cleaner assuming a clean main filter in both cases.

The cleaner bag cannot be cleaned effectually; a new one will be required, costing a few pence, after each 10,000 miles or so. But the filter gauze should be cleaned four or five times during that mileage; unless it is cleaned thus frequently more "work" will be thrown upon the cleaner, implying need for a new bag long before 10,000 miles have been covered.



VAUXHALLS IN AUSTRALIA This photograph was taken on a tour sponsored by the Australian National Travel Association and the New South Wales Government Tourist Bureau. The photograph gives an idea of the arduous kind of country which Vauxhall cars have to negotiate in Australia—a part of the world in which this make of car is becoming increasingly popular. With this photograph the following caption was received from the cameraman:—

"The sand patches prove too much for us, and we turn the Vauxhall downstream, and strike trouble in the form of quicksand areas which let the car down on to huge boulders, and much time is spent in building up the wheels in order to get out of the river."

NEWS and MISCELLANY

Presenting the News of the
Month together with Interesting
Notes from all Sections of
the Field.

Police Back at School.

A London police school of motoring is in process of formation.

This step has been taken because of the lack of experienced motor drivers in the Metropolitan Police Force.

A fortnight's instructional course has been arranged, and policemen are receiving tuition from experts. For several hours each day they are instructed on the Great North-road and the North Circular-road in the driving of different makes of cars.

In these days cars are used in practically every branch of police work. There are cars for the flying squads attached to headquarters and operating in the divisions, those for the use of Scotland Yard chiefs and heads of the C.I.D. and uniform departments, wireless vans, "Q" cars, and a number engaged in traffic patrol duties.

Drivers and deputies are required for all these cars, which number nearly 300. In addition prison vans are driven by policemen, and it is necessary to have in reserve at each police station a man who can take out a car in case of emergency.

The shortage of proficient drivers recently led the Commissioner, Lord Trenchard, to call for volunteers from the ranks. The men had to pass a severe test before the examiners at Scotland Yard's garage in Lambeth. Particular attention was paid by the judges to acceleration and the intelligent use

of gears—vital points in driving through London streets. Comparatively few survived the test.

It was then decided that the best of the unsuccessful candidates should be given instruction. Small classes have been held at the Lambeth garage.

But why the best police drivers should not be selected from the results of the admirable tests now available at the Institute of Industrial Psychology is a mystery none can fathom.—(Reuter).

Regulate Your Speed.

The words "carefully regulate your speed" which appear in the Highway Code, mean very much more than even the conclusion of the sentence "at all times to suit the circumstances and weather prevailing" implies, writes Lord Cottenham, the racing driver.

It is understood, for instance, that the driver of a car or rider of motor cycle or cycle, is concentrating upon what he, or she, is doing—to the exclusion of all else. This alas, is not always the case; and many innocent people have lost their lives because someone disobeyed this cardinal rule of road behaviour.

There is no one essential of safe road usage so important as that of concentration. Without it there can be no true security, no reliable standard of skill, no holding to good citizenship as exemplified in consideration towards others.

Concentration means this:—that you know your brakes are adjusted, and you understand the

differences in using them on dry, greasy or wet surfaces in order to pull up short of any expected danger; "expected" in this sense meaning that the unlikely danger is also to be anticipated.

That you know the rate of acceleration of your car in each gear, and admit—if only to yourself—your ability, or inability, to change gear without delay or fault.

That you know you must not skid, because to do so is bad driving—even if you can control what happens; and that if you are such an inefficient driver that you cannot control a skid, it is an added reason for care; in other words, that you must read the changing road surface—as you approach it—like a book: this is vital.

That you must drive dead slow, and sound your horn, at all road junctions which are to any degree obscured; realising, however that sounding the horn does not relieve you of an atom of responsibility: it is simply a courtesy, like shouting "Fore" before you drive off a tee, playing golf.

That, when you are walking—as we all do every day—you should cross the street only when the traffic is held up by a police officer or a traffic signal; that you should use a subway wherever one is provided; and, that on country roads, you should cross only when you will not endanger, by so doing, a cyclist, a motor cyclist, a motor driver, or yourself.

That it is sensible to act on danger signals from members of the public, because they may be right; but that it is sheer foolishness to act on "all clear" signals from them, because they may be wrong; and that, anyway, few people give intelligible signals.—(Reuter).

Women's Adventurous Desert Tour.

Two ladies have just completed a six thousand miles' tour of North African deserts in a 12 h.p. Armstrong Siddeley car. Miss E. F. Smith, the owner, and her friend Mrs. Dabell started from Tangiers and after exploring Morocco returned through Fez into Algeria. Then they turned south for a thousand miles and travelled more or less



Some of the ground transport of the Western Mining Corporation's aerial survey expedition ready to leave Perth for Kalgoorlie. Four Ford 2-ton trucks, a Ford utility tender and two trailers were taken, one of the latter fitted as a dark-room complete with refrigerating plant.

along the coast of Tripoli and on into Egypt. From Tripoli the negotiation of the road eastwards was very difficult owing to the exceptionally heavy rains which had turned the track into a morass. On many occasions the travellers were obliged to spend the night in the car and aeroplanes, whose pilots thought that they had broken down frequently flew low over their heads as if to ask them if they needed help. When the ladies reached Egyptian territory they were offered every assistance. It was on the last section of their journey that they were forced to spend another night in the desert. During this delay a kindly bedouin appeared and insisted on returning to his camp and fetching rugs, blankets and food to make their enforced stop more pleasant. A load of fire wood was actually brought on a donkey and a roaring fire, which the old gentleman started, not only kept out the cold but helped to protect the travellers.

At the completion of their tour the ladies said that they did not consider the journey through Tripoli presented very great difficulties especially as in a few months time some of the worst tract would be replaced by a new road. During their travels they came across General Balbo who tried to dissuade them from undertaking the journey but at the same time gave instructions that they were to have every assistance if they proceeded. The ladies spoke very kindly of the assistance and thoughtfulness they encountered at the hands of the Italian authorities. After a short stay in Egypt they propose to undertake a journey to Syria, Damascus and Baalbeck and to return *via* Greece through Europe.

A Story of Stream-Lining.

Some few years ago an American aviation designer had a "hunch" that the lines of the ordinary motor-car were all wrong.

So he took from stock a car capable of just exceeding 70 miles per hour at top speed. He removed the body, replaced it on the chassis backwards and, driving with the same engine was able to increase the speed to over 87 miles an hour.

He then built a trailer and fastened it to the rear of the car. The trailer was stream-lined to eliminate the vacuum at the rear of the coupe. Despite doubling the weight the engine had to pull, the streamlining increased the speed 11 per cent.

Further tests proved that the speed of a car could be increased 20 per cent when going only 25 miles an hour merely by streamlining.

A drop of water falling in still air assumes almost perfect streamline form. The larger and blunt end of the drop is foremost.

Therefore streamlining requires that the broadest part of a car be at the front and that all surfaces and projections, which create eddies, should be eliminated.

Projections Eliminated

Another car has been designed recently by an American designer in which are eliminated all projections as well as flat surfaces normal to the wind, which tend to create resistance. In addition, increased convenience and seating capacity have been provided.

The body tapers off at the rear, allowing the air to slip past with the least disturbance. This eliminates the air pocket which is created at the rear of today's enclosed car.

The bulk of the car is forward. Head lights are inset in the front and shine through a glass.

The two lamps are connected with the steering and turn as the car turns, so that in rounding a curve at night the light is not off to one side.

There are two small lights at each side to mark the dimensions of the car. Mudguards have been eliminated. Wheels are enclosed in the body.

Engine At The Rear

The engine is at the rear. This permits of better insulation against heat, noise, and fumes and simplifies repairs.

Eight passengers may be seated as follows; two in individual front seats (driver and passenger), three in centre chairs; three in the rear lounge.

Complete visibility is provided. Neither engine hood, fenders or head lamps can obstruct it. The windows extend entirely round the car.

Now we come to motor-buses of the future.

The same reasons for streamlining apply to the bus as to the motor car. A stabilising fin, which is essential to prevent the rear from swinging when going at speed, contains the petrol tank.

Instead of two wheels for steering in front there are four. If a forward tyre blows out the car continues to ride on three forward wheels, until it is convenient to replace the damaged wheel.

It accommodates fifty-three persons, including the driver and steward. The lower deck seats thirty-three persons; the upper deck twenty.

There is a buffet equipped with refrigerator, electric range and other facilities. A table can be installed in front of any chair. In the rear is an observation lounge with seats facing the rear.

In manufacture, on mass-production basis, the designs for these cars and buses offer opportunities for economies owing to simplified fabrication, less exterior surface and centralised mechanical design.

We may anticipate that the engine of a car will eventually be detachable. It will then be possible to leave your car for repairs, insert another unit and have the use of your own car while the repair work to the engine is being done.—(Renter).

Record Car Sales.

During the last two months the sale of motor cars has broken all records. Surprisingly enough, despite the reduction in the horse power tax, it is the small cars which are most in demand.

As the result of this some firms are already building 1935 models, which will be ready for delivery in the autumn.

"It is a definite sign of a return to more prosperous times", an official of the A.A. said. "Since Easter our membership has increased at the rate of 350 a week. Never before in the history of the A.A. has there been such a boom."

Further evidence of the return of prosperity to the country is provided by Ministry of Transport returns which show that the number of new motor vehicles registered for the first time in April this year was 30,894, compared with 27,391 in 1933.

The complete figures for the several classes are as follows:—

	April, 1934.	April, 1933.
Cars taxed on horse power ..	19,491	17,420
Cycles	5,203	5,168
Hackney vehicles	281	383
Goods Vehicles	5,305	3,839
Miscellaneous Vehicles ..	614	598
	30,894	27,400

— (Renter).

1,727 Miles for £5-5s.

A Hillman Limousine, fully laden with seven passengers, set out the other day to find exactly how far five guineas, spent on all supplies necessary to keep the car running on the road, would take it.

The trial was officially observed by the Royal Automobile Club, and believe it or not, no less a distance than 1,727 miles was recorded!

The route embraced the South Coast, the West Country, the Midlands, the Lake District, Glasgow, Edinburgh the north-east coast, industrial Yorkshire and the Eastern Counties. The car was driven throughout at normal touring speed and it carried a total weight of 76 stones.

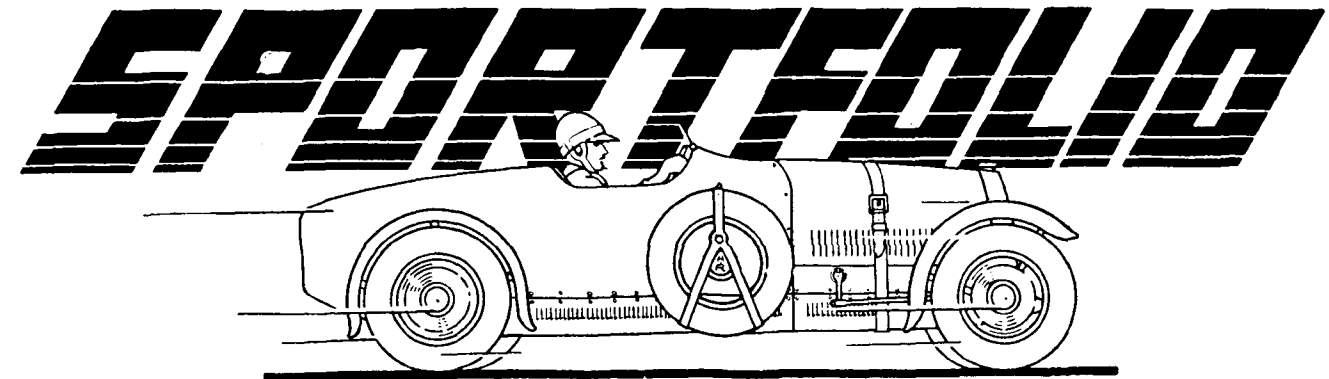
It is a 21 h.p. six-cylinder model and costs £360 all told.

To show how remarkable this tour was it is only necessary to point out that at a penny a mile the cost of transporting seven persons would be no less than £50.

Self-changing Gear Success at Le Mans.

It is of interest to note that the first two British cars (Rileys) to finish in the general classification of the Le Mans twenty-four hour race were fitted with self-changing gear boxes built by Messrs. Armstrong Siddeley Motors Ltd.

These successes follow on the breaking of the Shelsley Walsh record by Mr. Whitney Straight who also used a self-changing gear box built by this concern.



How Varzi Won Tripoli Grand Prix.

Achille Varzi, of Italy, driving an Alfa Romeo, won the Tripoli Grand Prix on May 6, for the second successive year, after a terrific struggle with Guy Moll, of France, and Louis Chiron, of Monaco, both of whom were also driving Alfa Romeo's.

The tenseness of the struggle may be gauged from the fact that after a distance of 350 miles, only one-fifth of a second separated Varzi and Moll. Chiron was only twenty seconds behind Moll.

Varzi's time was 2 hours 48 minutes 53-4/5ths seconds, Moll's 2 hours 48 minutes 54 seconds and Chiron's 2 hours 49 minutes 16 seconds.

Varzi's average of 186.149 k.p.h. approximately 116 miles per hour was a record and easily beat his average last year which was 168.598 approximately 104 m.p.h.

For most of the race Varzi and Chiron led the field but Moll, who recently won the Monaco Grand Prix made a terrific spurt over the last few laps as he had done at Monte Carlo and all but overtook the leader.

Chiron had the distinction of recording the fastest time for a single lap. He covered the eight miles approximately in 3 minutes 55-2/5ths seconds to average 200.339 k.p.h., approximately 125 m.p.h.

Of the two English competitors H. C. Hamilton, driving a Maserati, was with the leaders for the first dozen circuits but owing to engine trouble he was compelled to retire after completing thirty of the forty laps.

G. E. T. Eyston (Alfa Romeo) who races more on tracks where he has established many records this year, than on roads, also experienced engine trouble on the thirty-third lap but he was able to go on to finish ninth of the twenty-seven starters in 3 hours 14 minutes 21-3/5ths seconds.

Whitney Straight, the young American driver, was forced to retire with engine trouble. His

engine began to fade out on the fourth lap and after going along slowly he eventually retired on the eleventh lap.

Interviewed after the race he said the trouble was due to his pistons.

Hamilton and Eyston said they were most disappointed at having experienced engine trouble. Eyston said that he would have finished much higher up than ninth had his engine gone smoothly. They both said they were glad to have taken part in the race.

There were no serious mishaps but Pietro Taruffi, driving a Maserati, one of the favourites in view of his win in the smaller class in the Mille Miglia, was overcome with giddiness early in the race and his car left the road at the dreaded Mallaha curve. He was thrown out and damaged his leg, although not very badly.

The Tripoli Grand Prix is known as "The Race of Millions," since a gigantic sweepstake is run in connection with it.

The drawer of Varzi, an Italian named Ricci Raneiro, who lives in Padua, will receive £112,607. Last minute purchasers of tickets brought the prize, which was expected to be less, to this enormous sum.

Comedy and tragedy was enacted in the sweep by the wrong announcement in Italy of the result. It was first announced that Chiron was second and Moll third.

The holder of the ticket of Chiron, delighted at winning £50,000 as he thought, was dismayed to find that he was £25,000 poorer off, when Chiron was relegated to third place.

On the other hand, the drawer of Moll, having thought he had won only £25,000 for the Drawer of the third driver, was delighted to hear that by the alterations of the placings he had won not £25,000 but £50,000.

Both these men were Italians living in the Novara district. In addition to the large prizes

there were twenty-seven consolation prizes of £925 and thirty of £600.

It was while driving in this race last year that the late Sir Henry Birkin burned his arm and received the infection which some weeks later led to his death. He finished third, and had it not been for the delay occasioned by having to refuel, he might have won.

Captain Eyston drove a 3,000 cc. Alfa Romeo and H. C. Hamilton a Maserati 3,000 cc.

The American entries were:

Whitney Straight; 3,000 cc. Maserati;

Lou Moore; 2,000 cc. Miller;

Peter de Paolo; 2,000 cc. Miller.

According to a decision taken by the Italian Automobile Club, all the starters had to be pedigree drivers—namely, they must either have won a European grand prix, finished first, second or third in an international grand prix race, hold a world's record, or have been a national champion since 1927.

The race was forty times round an oblong course slightly over eight miles in length. It is a broad Macadamised road capable of holding six cars abreast. For one entire length the course runs along the seashore, with a picturesque salt lake on the other side. The green of the trees and gardens on the edge of the desert form a beautiful setting.

The Tripoli Automobile Club had erected a special wireless station for the race and hundreds of tents were dotted over the desert bordering the course to accommodate visitors from the liners "Ganges," "Arborea" for whom the hotel accommodation was inadequate.

Europeans and natives alike took an enormous interest in the race.

Recent Races.

The motor racing season is now in full swing; Continental Grand Prix vie with Brooklands for the interest of the young sports driver.

In the Casablanca Grand Prix the only English driver, H. C. Hamilton, was dogged by bad luck from the beginning. Ultimately he had to abandon the race in the 37th lap after covering roughly 140 miles.

Hamilton was driving one of Whitney Straight's team of Maseratis. He was early in difficulties with his shock absorbers and brakes, but he continued until his petrol tank burst.

Whitney Straight driving with confidence over the fairly easy boot-shaped course, covered 57 of

the 60 laps, representing about 228 miles. He was awarded fourth place.

Straight was with the first five from the beginning of the race until the 49th lap and then crept up to third place until the 56th lap. Unfortunately he had to stop and change a rear tyre and this cost him the third place.

The race was won by the well-known Frenchman, Louis Chiron (Monoposto Alfa Romeo) who finished one lap ahead of another French driver, Phillip Etangelin (Monoposto Maserati). Chiron, who was favoured by luck and only had to stop once, covered the distance of about 238 miles in 2 hours 55 minutes 42-2/5 seconds at an average speed of 82 miles per hour.

Etangelin finished in 2 hours 56 minutes 23 seconds at an average speed of 80 m.p.h.

Lehoux (Monoposto Alfa Romeo) was third in 2 hours 58 minutes 7 seconds at an average speed of approximately 79 miles per hour.

Only Etangelin and Lehoux completed 59 laps

Whitney Straight's time up to the 55th lap—206 miles—was 2 hours 44 minutes 36 seconds, and his average speed was 80 m.p.h.

Many thousands of spectators, including the Sultan, watched the race. There was one accident, Menco's 1,900 cc. Maserati, overturning, but the driver escaped uninjured.

The famous Italian driver, Achille Varzi (Alfa Romeo) added to his many triumphs by winning the Targa Florio prize which was run over the Madonie circuit near Palermo.

Varzi covered the 270 miles of the mountain course with its dangerous hair-pin bends and slopes, and which is considered the most dangerous in Europe, in six hours 14 minutes 26 3/5 seconds at an average speed of 69.222 kilometres per hour.

Barbieri (Alfa Romeo) was second in 6 hours 27 minutes 14 1/3 seconds and Magistri (Alfa Romeo) third in 6 hours 30 minutes 2 seconds.

Allaoti overturned in his Bugatti and is suffering from concussion.

There was big crowd at Brooklands on Whit Monday to see the 20-mile race for the Gold Star and £100 presented by "The Star". Twenty thousand were present before racing began, and there was almost a blockade outside the gates.

A strong tip in the paddock was for Earl Howe who had already won a star. Another favourite competitor was Freddy Dixon.

Racing opened with a minor sensation, for Mr. N. S. Embircos, having obtained a lead of nearly half a mile in the first race, "blew up" leaving Aldington to win easily.

Sir Malcolm Campbell's Limp

Sir Malcolm Campbell was seen limping in the paddock. He had badly bruised his ankle by turning it over in his home. In spite of that he was driving in the Tiger in the Mountain Race.

Sir Malcolm was disappointed that he was unable to compete in the Gold Star. He entered his new Jamieson Special, but the stewards, unaware of its capabilities, could not accept the entry because it had not been timed to lap at 100 m.p.h.

Sir Malcolm's Skill

There was a great race between Sir Malcolm Campbell and Raymond Mays for second place in the Mountain handicap.

Mays led him for three laps, after which Campbell cleverly overhauled him on the Members' Corner to beat him by a few yards.

Results:

1-0—Morrow Junior Short Handicap, About 6 1/2 Miles.
 Frazer-Nash (Mr. D. A. Aldington) Entrant 1.
 M. G. (Mr. F. Allen) Entrant 2.
 Alvis (Mr. Charles Follett) W. E. Humphreys 3.
 10 runners. Won at 93.69 m.p.h.
 Betting: 8—1, 8—1, 3—1.

1-30—Morrow Senior Short Handicap, About 6 1/2 Miles.
 Bugatti (Mrs. K. Potri) Entrant 1.
 Bugatti (Mr. T. A. S. O. Mathieson) C. S. Stainland 2.
 Riley (Mr. E. K. Rayson) Entrant 3.
 12 runners. Won at 100.04 m.p.h.
 Betting: 4—1, 4—1, 3—1.

2-0—First Morrow Mountain Handicap.
 Alta (Mr. A. J. Cormack) Entrant 1.
 Vauxhall (Dr. R. A. Beaver) Entrant 2.
 Bentley (Mr. C. T. Baker-Carr) Entrant 3.
 13 runners. Won at 66.02 m.p.h.
 Betting: 2—1, 6—1, 4—1.



Mount Egmont, "Tower of Taranaki", rising in perfect symmetry from the undulating plains below, is considered by open-minded world travellers to be supreme to Fujiyama of Japan. This photo forms a pleasing frame for the fine looking Vauxhall car seen in the foreground.

2-25—Second Merrow Mountain Handicap.		
Harker Special (Mr. W. E. Harker)	Entrant 1.	
Sunbeam (Sir Malcolm Campbell)	Entrant 2.	
Riley (Mr. Raymond Mays)	Entrant 3.	
18 runners. Speed 67.5 m.p.h.		
Betting: 4—1, 5—1, 4—1.		
2-50—Merrow Lightning Short Handicap About 6½ Miles.		
M. G. (Mr. R. T. Horton)	Entrant 1.	
Bugatti (Mr. A. H. L. Eccles)	Entrant 2.	
Alfa-Romeo (Mr. C. R. A. Grant)	Entrant 3.	
9 runners. Won at 110.2 m.p.h.		
Betting: 2—1, 4—1, 10—1.		

—(Reuter.)

Four Big Races.

Several big motor racing events have made the last fortnight a time of unusual interest in the racing world.

At Berlin there has been the Avus Grand Prix, at Rome the finish of the Littorio Gold Cup, the 4,000 miles race round Italy, at Montreux the Grand Prix de Montreux, Switzerland's premier road race and at Cologne the race for the Nuerberg Ring.

Avus Grand Prix.

Terrific interest was taken in the Avus Grand Prix owing to the fact that several new German racing cars were making their first appearance in International contests. Unfortunately the Mercedes Benz team did not turn out and the only new entry that went to the starting line was the team of the "P" or Auto Union Porsche cars.

This was in the chief event, which was run over a course of 184 miles for cars over 1,500 c.c. The winner was the young French driver Guy Moll, who drove a monoposto Alfa Romeo. Moll who had already won the Monaco Grand Prix and finished second in the Tripoli Grand Prix, beat his Italian rival Achille Varzi, the winner of the race last year, by nearly one and half minutes. August Momberger (Porsche) was third only eighteen seconds behind Varzi.

Earl Howe, the only Englishman driving a Maserati, was fourth.

The times and average speeds of the first four were:—

Moll—Time 1 hr. 26 mins. 3 secs.	Average 205.29 k.p.h. Approximately 128 m.p.h.
Varzi—Time 1 hr. 27 mins. 30 secs.	Average 201.86 k.p.h.
Momberger—Time 1 hr. 27 min. 48 secs.	Average 201.15 k.p.h.
Howe—Time 1 hr. 35 mins.	Average 185.34 k.p.h.

Littorio Gold Cup.

The Littorio Gold Cup, the four Thousand mile race round Italy, resulted in a great victory for the Lancia cars, who finished first and second. Both were in the class for cars of 3,000 c.c.

Before the last stage from Milan was started Rosa and Comotti driving an Alfa Romeo in the same class were nearly an hour ahead but over the last stage of 1,250 miles the Lancia's brilliantly driven by Pintacuda and Mardilli and Farina and Onetto, gradually caught up and gained an unexpected victory. Rosa and Comotti were third.

The winners, Pintacuda and Mardilli, took 19 hours 41 minutes 12 seconds for the 1,250 miles from Milan to average 101.743 k.p.h. (Approximately 63 miles per hour).

Montreux Grand Prix.

H. C. Hamilton, the English driver, finished fifth and Whitney Straight, the American millionaire, fourth in the Grand Prix de Montreux, Switzerland's premier road race, which was decided at Montreux.

Both were driving Maserati cars.

Count Trossi, of Italy, won the race in an Alfa Romeo with P. Etangelin (France) in a Maserati second.

Achille Varzi, winner of the Mille Miglia and the Tripoli Grand Prix was third.

Result:

- (1) Count Trossi (Alfa Romeo) Time: 2 hrs. 57 mins. 25-3/5 secs.
- (2) P. Etangelin (Maserati) 2 hrs. 57 mins. 33 secs.
- (3) A. Varzi (Alfa Romeo) 2 hrs. 57 mins. 18-1/5 secs. (89 laps).
- (4) Whitney Straight (Maserati) 2 hrs. 58 mins. 46 secs. (89 laps).
- (5) H. C. Hamilton (Maserati) 2 hrs. 58 mins. 47-1/5 secs. (88 laps).

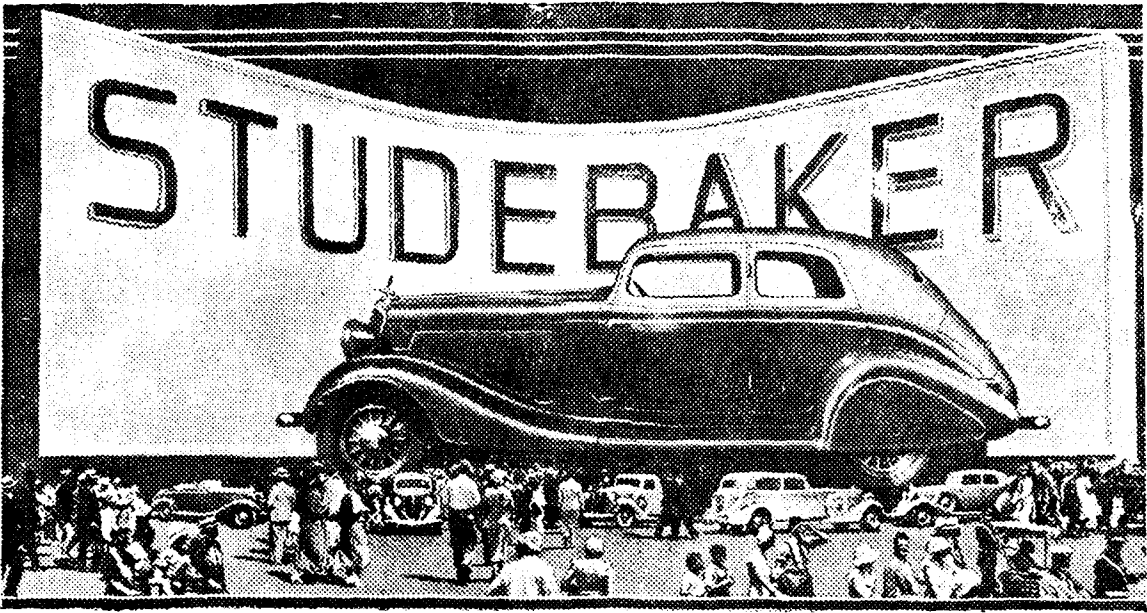
Nuerburg Motor Race.

Penn Hughes, the British driver, failed to get among the first three in the race for cars of 1,500 c.c. or over at the Nuerburg Ring.

Lord Howe won the race last year.

There was a bad smash just after the start. The brakes of Herr Frankel's Bugatti went wrong, the rear wheels came off and the car ran over the track, turned a somersault and was smashed.

Frankel was very badly hurt about the head and taken off in an ambulance. He died shortly afterwards.



The "little cars" you see above are really full-sized models that are simply dwarfed by the gargantuan size of the Studebaker "Land Cruiser"—the feature of Studebaker's exhibit in Chicago's 1934 Century of Progress. The colossal model which follows faithfully the lines of Studebaker's "hit car of the year", is more than eighty feet long, twenty-eight feet high and thirty feet wide.

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Type of Body?.....Value.....Reg. No.....
1. Do you always drive yourself?.....
2. If more than one car insured, state number }
and the number in use at any one time. }
3. Do you desire to bear the first part of each claim?.....
If so, to what extent?.....
4. Do you desire Personal Accident Insurance }
of Owner or named Persons? }
5. Do you desire Personal Accident Insurance }
of Paid Driver or Attendant? }
6. Do you desire to insure Rugs, Coats or Luggage?.....
7. Are you a Member of the A. A. S. I.?.....

IMPORTANT.

8. Have you earned a No Claims Bonus }
under an existing Policy? }
9. When does your existing Policy expire?.....
(Sgd.).....

NO OBLIGATION INCURRED.

To The Secretary, A.A.S.I., P.O. Box 352, Mount Road, Madras.

A record crowd of 300,000 saw the German "Ace" Manfred von Brauchitsch win the race in a Mercedes. Hansstuck was second in an Autom Union, 2 minutes 17 seconds behind and Louis Chiron, the famous French driver, was third in an Alfa Romeo. Brauchitsch's time for the hilly course of 215 miles containing many hair-pin bends and steep slopes was 2 hours, 36 minutes, and his average speed 122.5 k.p.h.

M.G. Wins Race For Small Cars.

An M.G. car won the race for small cars (up to 800 c.c.). It was driven by Adolf Brudgen whose time for a course of 170 miles was 2 hours, 50 minutes, and average speed 96.5 k.p.h.

M. Castelbarca (Maserati) won the race for cars between 800 and 1,500 c.c., with a time of 2 hours, 50 minutes, and average speed of 104.9 k.p.h. —(Reuter).

Britain's Greatest Hill Climb.

Shelsey Wash hill-climb, the greatest event of its kind staged in Britain, was remarkable this year for two fine achievements, the one by a male driver and the other by a woman.

The masculine performance was put up by Whitney Straight, the young millionaire racing

driver, who broke his last year's record of 41 1/5 sec. for the climb, covering the stretch in 40 secs. dead. Over a distance of 1,000 yards, the average gradient of which is 1 in 8.9 this was equivalent to a speed of 51.14 m.p.h. He is thus the first driver to attain an average speed of more than 50 m.p.h. for the ascent.

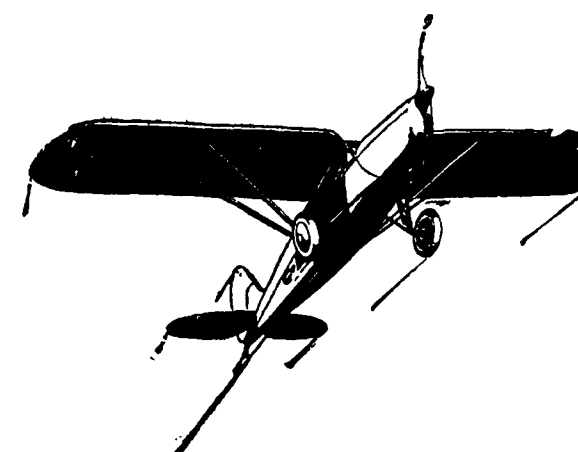
Straight's performance was deceptive in the extreme, owing to the silence of his car (a monoposto Maserati) and the steadiness in the bends. At one time he seemed to be taking things quite comfortably and looked like having very little chance of even equalising much less breaking his own record. It speaks much for his driving skill, therefore that he succeeded as he did.

The women's record for the ascent was broken by Miss Barbara Skinner, who driving a low-built super-charged Morris Minor, covered the distance in 46 3/5 secs., which beat by 1 2/5 secs. the time put up last year by Miss Cynthia Sedgewick with a Fraser-Nash.

Miss Skinner's effort was a magnificent one. She broadsided at the S bend, but held the car splendidly and went on to finish in great style.

Miss Sedgewick did the ascent in 48 4/5 secs., a good performance but not good enough to regain her record.—(Reuter.)

AVIATION NOTES



These short flights are often called "joy rides" but one realises that this can be a gross misnomer—usually in the case of an open cockpit machine—as the look of mingled fear and interest on the faces of some "first fliers" hardly indicates joy. The same can be said of passengers on a giant racer at amusement parks—but they still go!

A joy-riding day was arranged in Madras itself on the King's Birthday holiday on the Island ground by kind permission of the Military Authorities and the Gymkhana Club. There was a handsome display of four machines but on the whole the results were disappointing. Mr. Everett thrilled the people with a loop and spinning nose dive and some very crazy flying.

Two machines, a Puss and Gipsy went to Bangalore during race week and some members took the opportunity of having flying practice. Miss Graham, who seems to be enjoying herself in the hills came to Bangalore and demonstrated her enthusiasm in regular visits and made a brilliant landing one day in a heavy rainstorm. We expect great things from her and will be glad to have her with us again at Headquarters.

One-day and week-end trips to the smaller places within about 120 miles radius of Madras are being arranged and a Saturday afternoon visit was paid to Arkonam on the 23rd and it was a very trying time for the pilots. As soon as the machines had landed crowds, which were non-existent during the approach, seemed to grow out of the very earth and became most unruly. They began to climb on the tails of the machines and over the fuselages. It was necessary in the end to beat them back and they promptly encircled the machines and police aid had to be invoked before flying could commence.

Far more Indians have been flying than have Europeans lately, but this month the latter have looked to their laurels and the proportions are equal.

The Rajah of Vizianagaram, who has joined as a life member, has left Madras but has clearly shown his determination and enthusiasm by having a machine up at Waltair in order to be able to continue his instruction there.

Mr. Viswanath and Mr. Ananda Prasad are the new active flying members of the month and the

Local News

[Contributed by the Madras Flying Club, Ltd.]

In the history of the Club June has not usually stood out as a month of great activity but June 1934 records a total of 187 hours' flying and there are some items of interest. To the non-flying public 187 hours does not perhaps, at a first glance sound very much but this is an average of 6 hours a day and represents a fair mileage at 100 miles per hour. The analysis of the flying time is quite interesting: the taxi trips represent nearly 5,500 miles which shows that the public is becoming airminded; the joy riding time represents about 800 passengers carried.

One of the main objects of the Club is to popularise flying and create airmindedness in S. India and with this in view a programme of a tour to several of the larger centres was considered some months ago and was put into effect this month. After a survey of possible landing grounds a start was made at Madura with one of the Puss Moths and the public were able to avail themselves of the opportunity of flying by chartering the machine for short flights. It was intended to remain at Madura for about five days but the inhabitants of that town demonstrated quite clearly that they were airminded and by popular demand remained eleven days. On one of these days the crowd demonstrated their enthusiasm forcibly and broke past the police and flying had to stop. The machine proceeded to Pudukkottai after returning to its base for inspection. Tanjore, Salem and Negapatam are on the itinerary.

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" Pads	...	" 6 "
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former shows a very keen interest in flying and has flown to the Bangalore and Mysore races, and each time has returned to Madras having appropriated—legitimately—valuable racing trophies.

For the second month in succession we record only one "A" licence and the qualifying pilot this month is Mr. Jayaram—but four members, detailed in the returns, made their first solos.

An amusing incident occurred when a popular member, well-known for his meticulous attention to details, suddenly turned up shortly after midday on a Sunday and went off to Bangalore in a Gipsy. He was observed by a ryot who was ploughing his field. Shortly after the machine passed over, one of the bullocks is alleged to have trodden on something which exploded and hurt its foot. The machine returned on the same course the next day and the watchful ryot took the registration marks and complained to the police that it had been bomb-dropping! The allegation was investigated with all seriousness!! The meticulous member then discovered that his licence had just expired!!!

It is in the Air Ministry's programme of improvements to the aerodrome to have the Club house and hangars removed from their present site and placed near the road and in line with the wireless masts. The waiting rather retards the progress we might be making but removal or not, an ambitious weekly programme is in view and there is little doubt that it will be popular and attract non-flying members and—in the case of flying events—the public.

We take this opportunity of congratulating the members of the Bombay Flying Club on their performance during their flight in formation to Britain.

PILOTS REMEMBER!

Time spent in learning to inspect an aeroplane may one day save your life. The Ground Engineer does not charge for a few hints and wrinkles.

It's time to fly high—not high time to die.

Your arrival and landing should merely be the finish of your journey, and not the end of everything.

It is very bad form to "shoot up" anything, particularly the aerodrome. Incidentally, it is illegal.

June, 1934.

Dual instruction to members under training.	48—40
Advanced Dual to "A" licenced pilots ..	3—20
Solo flights by members under training ..	6—55
Solo flights by "A" pilots ..	14—10
Pilot with passengers "A" pilots ..	10—5
Joy rides ..	45—30
Cross-country trips in club machines piloted by the Club pilots (Taxi) ..	54—55
Other flying ..	2—30
Test flight ..	1—10
Hrs.	187—15

The following members took dual instruction during the month:—

Europeans.

Mr. F. Black	Qualified Dual
Mr. W. W. Clark	Un-qualified Dual
Mr. Lavender	Do.
Mr. A. P. Hawes	Do.
Miss E. M. Graham	Qualified Dual
Mr. C. Hitchen	Do.
Mr. de Laubenque	Do.

Indians.

Mr. K. Jayaram	Un-qualified Dual
Mr. T. M. Rangachary	Do.
Mr. V. R. Srinivasan	Do.
Mr. N. S. Suryanarayanan	Do.
Rajah of Vizianagaram	Do.
Mr. Ananda Prasad	Do.
Mr. P. S. Warriar	Qualified Dual

Members who flew first solo during the month:

Mr. W. W. Clark.
Mr. V. R. Srinivasan.
Mr. N. S. Suryanarayanan.
Mr. K. Viswanathan.

Members qualified for "A" licence during the month:

Mr. K. Jayaram.

New Members during the month:

Mr. K. Viswanathan.
Mr. Ananda Prasad.

This Motoring

by Stenson Cooke

THE ROMANTIC STORY OF THE



CHAPTER X.

THE GUARDS TO HASTINGS

The editor of Britain's brightest ha'penny paper looked down his well-formed nose, and then said, "No!"

"I'm sorry," he continued; "it's quite a good idea in its way, and it would be a fine scoop for motoring, but there's nothing much in it for my paper, and I must think of that first."

"I know," said the visitor. "But please don't turn us down completely; perhaps there is another way."

"All right! Let us run over your idea again. You propose to demonstrate the potentialities of motoring by conveying one issue of my paper to every important town in Great Britain, in motor cars driven by members of your organization."

"Yes, sir, 'free, gratis, and for nothing.'"

"Quite so, but what does it teach the world? What does it amount to?"

"It amounts to—this. Suppose, one evening, there were declared a transport strike—no trains to run and no vehicles to work. Your paper has been put to bed, the machines are turning copies out by the ten thousand every minute, and there you are—helpless."

"Well?"

"Then, you telephone us—the A.A. We say, 'Certainly!' and get busy with our 'phones.'"

"Yes?"

"Oh! we have it all worked out, it has taken weeks, but everyone would be ready to the last sparking-plug. Twenty powerful cars would parade at your delivery yard within an hour or two. They would take in large stacks of your issue, race through the early morning to twenty centres, where more cars would be waiting to take in their shares and race along to twenty more centres and shed their supplies to others, until—until—well, we have figured it out that Inverness would get its morning paper in the evening of that day, and Penzance before afternoon tea. It would be really a good scoop, now wouldn't it?"

"Yes, my boy," smiled the editor, "a very good scoop—congratulations. But, as I said before, good principally for your bright young Association, and not quite good enough for us. We will deal with transport strikes when they come, but meanwhile we can't monkey with our distribution, even for the benefit of This Motoring. Our special train must leave Euston for Manchester at 2 a.m. until further notice, and that is all about it. Now, let us think of something else—don't be down-hearted."

"Thank you, but it's a disappointment. We had it all planned out so nicely, on the map, like a

splendid tree, out to the tiniest branch—twenty powerful cars in your delivery yard, twenty more at—Ooh!"

The editor looked down his well-shaped nose, heritage of a great tragedian father, and then said—"Yes!"

"Yes! you mean you will?"

"Not quite that, my boy, but I have an idea of something better—for you. Why not troops? Why not move some troops?"

"By jove! sir! That's worth something! Suppose we were to shift a whole battalion, at war strength, from, say, London to the sea, all by ourselves, would you back us up in your paper?"

"Of course we will, and 'other papers please copy,' and pictures, too—and cinemas. Get on with it, and good luck to you, and while you're about it, get a well-known Regiment if you can."

"Thank you very much; we will start at the very top: we'll try to get The Guards!"

The new idea was received and adopted by the Committee with acclamation.

"Now we shan't be long," said the Chairman, quoting a music-hall ditty. "As an old soldier, gentlemen, I—er, ahem! my heart yearns for the fray—I mean the day. The Guards, eh! Walter! think of it—the Youngest Motoring Organization, only four years old, and we're going to give the world a lesson in transport of troops."

"And war material, too! sir; don't let us forget that."

"Quite right, Mr. Secretary! Gentlemen, I was nearly forgetting my early training. Of course—a battalion of Infantry at war strength—what is termed a tactical unit—is, let me see, yes! a thousand and fifty officers and men, complete with machine-guns, small-arm ammunition, entrenching tools, cooking utensils, stretchers, and goodness knows what else."

"That's rather a mouthful, Colonel!" said someone. "We can't very well pack a machine-gun into a thousand-guinea limousine. Our members would object!"

"And I emphatically decline to carry pickaxes and spades," said another.

"Or ambulance stretchers!"

"Or boxes of ammunition!"

"Or shoes and ships and sealing-wax!"

"Or cabbages and Kings!"

This in a chorus.

"May I speak, if you please, Mr. Chairman?"

"Quiet, gentlemen, please! Now Mr. Secretary."

"It seems rather cheek, but, really, these difficulties, although great, are small by comparison with—"

"With what?"

"With getting the Guards! How are we going to get the Guards? You know what the Grenadiers and Scots and Irish and Coldstreams" (there weren't any Welsh in 1909) "think of themselves. Salt of the earth, bless 'em, and quite right too. Machine-guns and stretchers and pickaxes and spades and all that—oh, yes, difficult enough—but when I try to visualise the flower of the British Army, in all its pomp and panoply, crushed like geraniums into five- or four-seater touring cars, I go cold down the back—and yet it must be done, somehow! Think! What a fine lesson to the world."

"Yes, what a lesson!"

"And," said a quiet one, "what a gorgeous advertisement for the A.A."

"Don't be funny, Charles One," said the Chairman. "This is a solemn moment."

"Let us—think!"

A hand shot up. "I've got an idea."

("He's got an idea! He's got an idea! He's —")

"Shut up, sir, and you, too—or I'll put you both under arrest. That is—er—I—forgive me, gentlemen," said the gallant Chairman, polishing his monocle, "I forgot myself, I thought I was back in my orderly-room. Now, gentlemen! please!"

"My idea, sir, is to get hold of an M.P.—a Member of Parliament—interest him in the scheme, pledge him to secrecy, and get him to approach the Secretary of State for War personally, and tell him the tale. You all know him. He has put our Territorial Army on its legs—and wheels—and he isn't strangled by red tape. He is the man for us."

"Splendid idea. Approved and adopted, eh! gentlemen!"

"Agreed! Bravo!"

"Good," said the Chairman; "now for the M.P. Who knows one?"

"What price so-and-so?"

"No takers. His constituency is inland. We want one by the sea—near London preferred."

A hand shot up—again. "Got it, sir—the very one—luck of the A.A. His constituency is Hastings, ideal for us. His Christian name is Arthur—he's a regular Knight of the Round Table, too, because whenever you meet him you meet three or four brothers as well—wonderful family, and—

pioneers of This Motoring, every one of 'em. Cycling, too, but that by the way."

"I back that, Colonel!" said Charles One. "The very man for us. They are all close friends of mine, and two of the boys run London's second largest taxicab company. Who said machine-guns and pickaxes and spades?"

"Bravo, Charles—splendid! And so say all of us, eh, gentlemen?"

"All of us!"

Meeting finished.

(To be continued.)



Members' Cars carrying the Guards to Hastings

PARTICULARS OF MOTOR VEHICLES IMPORTED INTO INDIA.

MONTH OF APRIL						
1932			1933		1934	
	Quan- tity.	Value Rs.	Quan- tity.	Value Rs.	Quan- tity.	Value Rs.
<i>Motor Cars (including Taxicabs)—</i>						
From United Kingdom	174	3,63,690	486	9,88,494	400	8,43,787
.. Germany	6	8,949	16	20,335	...	...
.. France	14	40,977	7	16,228	1	1,816
.. Italy	4	10,924	6	27,199	21	38,394
.. Canada	2	7,519	3	6,303	491	7,08,382
.. United States of America	77	1,39,060	85	1,76,657	243	4,67,785
.. Other Countries	4	4,200	5	8,808	7	11,001
TOTAL	281	5,75,379	608	12,44,024	1,163	20,71,165
<i>Share of Bengal</i>						
.. Bombay	56	1,23,063	110	2,33,266	361	6,09,542
.. Sind	125	2,51,492	294	6,14,467	512	8,87,595
.. Madras	37	75,801	74	1,48,475	68	1,88,314
.. Burma	49	98,332	92	1,74,959	183	3,07,761
TOTAL	14	26,621	38	72,857	39	77,953
<i>Motor Cycles (including Scooters)—</i>						
From United Kingdom	60	26,277	61	32,153	64	30,632
.. United States of America	...	...	...	...	4	3,405
.. Other Countries	1	173	1	94	5	845
TOTAL	61	26,450	62	32,247	7	34,882
<i>Motor Omnibuses, Vans and Lorries—</i>						
Imported with bodies	28	41,974	62	78,067	3	4,386
Chassis	293	5,65,773	379	4,93,423	429	4,80,396
<i>Total of Omnibuses etc.—</i>						
From United Kingdom	173	3,93,582	79	1,18,021	21	49,605
.. Canada	58	1,02,162	12	24,967	38	37,463
.. United States of America	88	1,07,835	350	4,24,502	369	3,90,081
.. Other Countries	2	4,198	...	...	4	7,633
TOTAL	321	6,07,747	441	5,71,490	432	4,84,782
<i>Parts and Accessories (excluding Rubber Tyres)</i>						
TOTAL VALUE	...	4,34,467	...	5,91,724	...	8,71,825

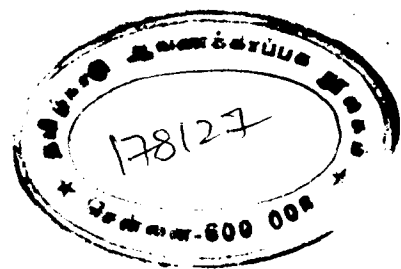
Extracted from the Government Publication,

FORD, RHODES & PARKS,

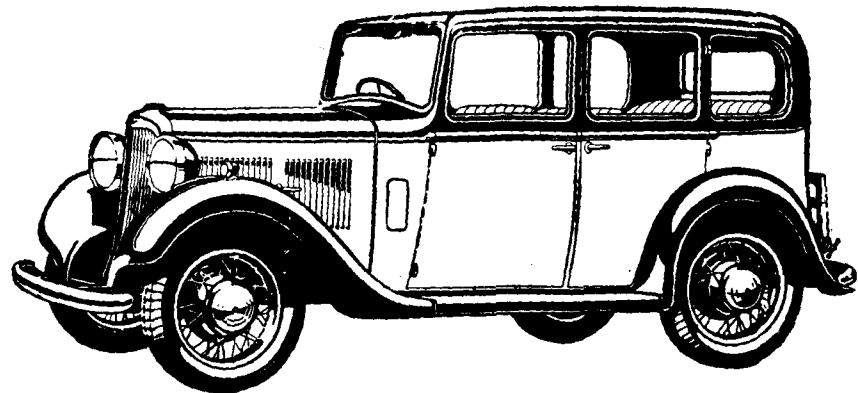
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Still better performance—Infinitely better appearance—A host of new features—and even better value. Steadily developed, item by item, to the highest standard of efficiency, the 1934 **HILLMAN MINX** is more than ever the roomiest, most handsome, and most reliable car at its price. May we take you for a trial run? It will cost you nothing—and it tells you everything.

Call or write for details.

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