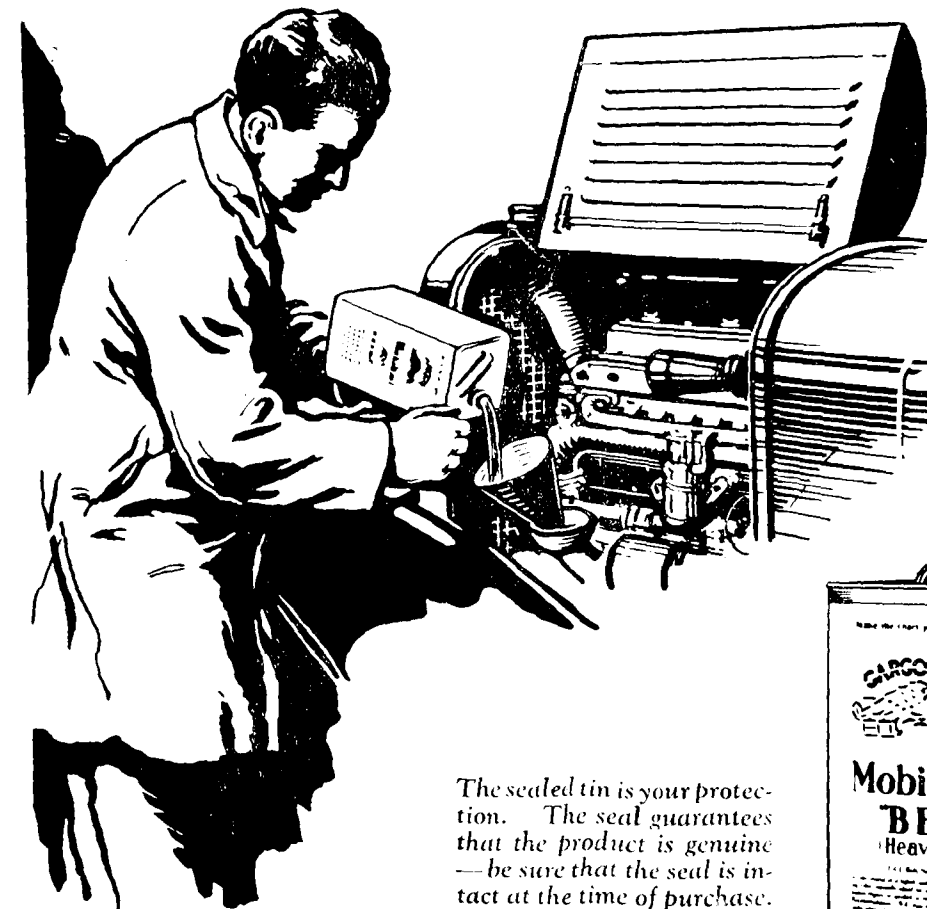
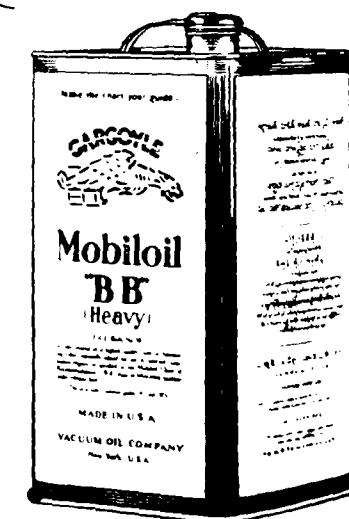


**Only the best oil
ensures long life
to your engine!**



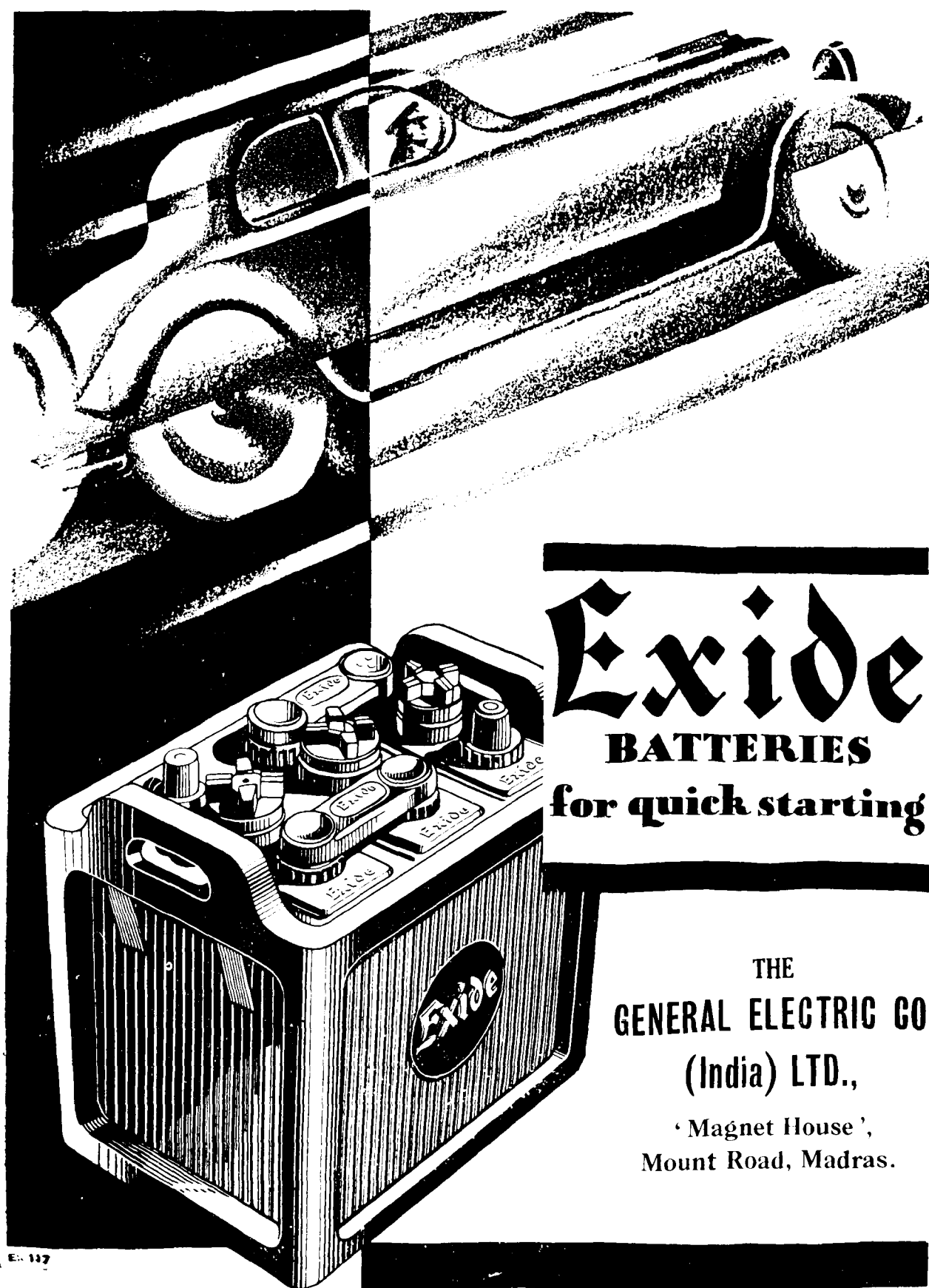
The sealed tin is your protection. The seal guarantees that the product is genuine — be sure that the seal is intact at the time of purchase.



Consult the Mobiloil Chart to see which grade is recommended for your car.

Use
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prolongs the life of your engine

JL
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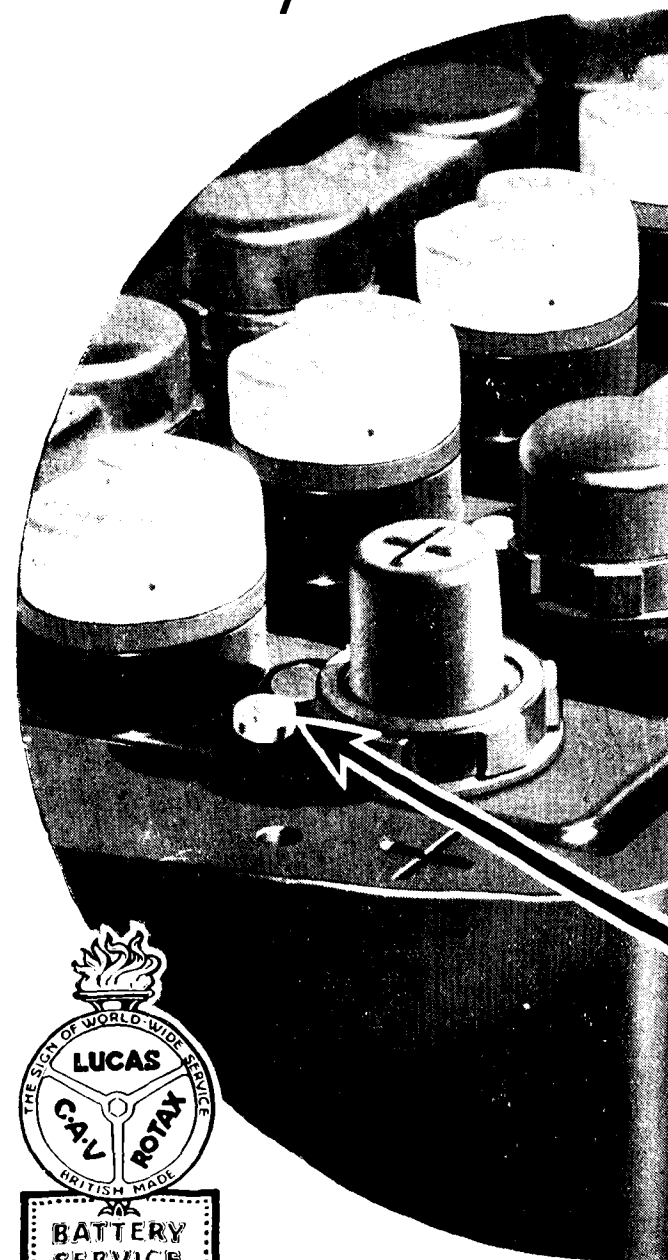


Exide
BATTERIES
for quick starting

THE
GENERAL ELECTRIC CO.
(India) LTD.,
'Magnet House',
Mount Road, Madras.

New LUCAS PATENTED PRISMATIC ACID-LEVEL INDICATOR

Simplifies Battery Maintenance!



An ingenious new indicating device, EXCLUSIVE TO LUCAS REPLACEMENT BATTERIES the patented Lucas "Prismatic" Acid Level Indicator. Gives a constant, unmistakable reminder, and therefore leads to increased efficiency and longer plate life.

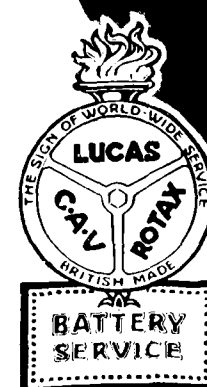
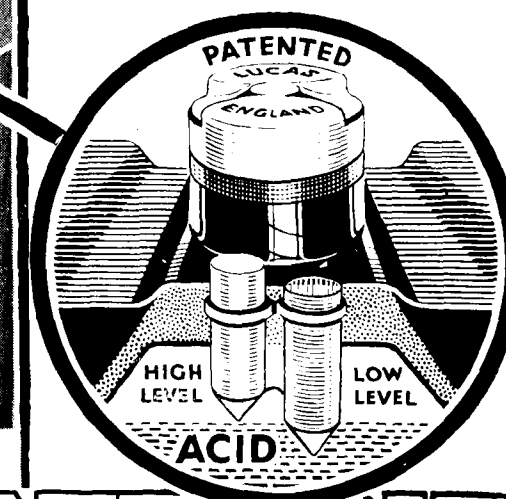
Simple and straightforward in operation, it not only indicates when the acid in each cell is beneath the safe minimum level but also shows when the maximum level is reached on "topping up," and so safeguards against overfilling.

When you need a replacement battery, make a point of seeing this new and helpful device.

ADDISON & CO., LTD.

MADRAS & BRANCHES.

Note: When higher indicator is light and the lower is dark, the acid level is normal. When both are light, it is time to top up with Distilled water. You top-up until both go dark.



LUCAS BATTERIES

SALES AND SERVICE GUIDE

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OOTACAMUND—Simpson & Co., Ltd.

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Stewart Trucks

MADRAS—Rajagopal Motors, Ltd.

Studebaker Cars and Trucks

MADRAS (and Branches)—A. Milton & Co., Ltd.

Vauxhall Cars

BANGALORE—Nankervis, Ltd.
COIMBATORE (& Branches)—Stanes Motors (S.I.) Ltd.
MADRAS—Simpson & Co., Ltd.
OOTACAMUND—Simpson & Co., Ltd.

Wolseley Cars

MADRAS—Union Co.

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PUBLISHERS' NOTICES

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The Proprietors of this journal do not hold themselves responsible for the opinions expressed or statements made by its contributors.

Advertisers :—Copy to be supplied without application from the Publishers by the 20th. of the month preceding that in which the advertisement is to appear, failing which current copy will be repeated or where no current copy is available, space booked will be reserved and the advertiser will be held responsible for the cost.

**FASTER THAN A
REVOLVER BULLET**

**440 M.P.H.
OVER HALF AS
FAST AS SOUND**

Castrol
WAKEFIELD
THE WORLD'S FASTEST
MOTOR OIL

On the 23rd October Sub-Lieut. Francesco Agello, flying a Macchi Castoldi Fiat, again broke the World's Air Speed Record, using Wakefield Castrol the world's fastest motor oil.



DECEMBER, 1934.

463

THE SOUTH INDIA MOTOR OWNER



Correspondence
on all
subjects will
be welcomed
from readers

The SOUTH INDIA Motor Owner

A MONTHLY JOURNAL DEVOTED
TO THE INTERESTS OF THE SOUTH
INDIA MOTOR VEHICLE OWNER

Proprietors:

Eastern Technical Publications

"Bharat Buildings," Post Box No. 358,
1/18, MOUNT ROAD, MADRAS.

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The
Official Organ
of the
Automobile
Association of
Southern
India

Vol. VI. No. 12

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Annual Subscription Rs. 3, Post Free
Single Copy As. 8.

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

Road Information.

During the month the new bridges which carry the Great Northern Trunk Road over the Manneru and Paleru Rivers were formally opened by the Chief Minister, who made reference to one other bridge that was essential in Nellore District, *i.e.*, across the Penner River near Nellore Town. At this point the Great Northern Trunk Road at present is carried across the Penner River by an Anicut Road which is not passable for road traffic on a few days in each year when the Penner River is in flood. Undoubtedly it is a great convenience to road traffic to be able to cross swollen rivers "dry shod" at all times of the year, but what appears to be a more important point for consideration is the practicability of such crossings for all classes of road traffic during the flood season whether "dry shod" over a bridge or through a foot of water. If a submersible bridge, causeway, or anicut road meets all reasonable requirements, enormous additional expense on a bridge is not really justified. Road development funds are limited, and there are many places where the only means of crossing a river is through a wide sandy bed, difficult enough in dry weather, but practically impossible when water is flowing in the river. There are a few rivers in Southern India which completely break the continuity of important trunk roads, where the only means of getting from one bank to the other for the greater portion of the year is by the railway; *e.g.*, The Godavery, Kistna

and Mahanadi Rivers, which break the Great Northern or Madras/Calcutta (?) Trunk Road into three or four isolated sections for the greater portion of the year; and the Tungabhadra and Kistna Rivers which isolate Secunderabad (and Hyderabad) from Kurnool throughout the year. These places appear to be deserving of prior consideration when the allotment of funds for road development is in hand. Granted, they are all big rivers and the cost of constructing bridges across them will be very heavy, but this in itself should not be allowed to outweigh the need for the bridges if such need is established.

Whether such bridges will be included in the programme of road development which is now being drawn up by the Madras Government remains to be seen. The A.A.S.I. Committee is in close touch with the P.W.D. Officer engaged on the compilation of the programme and will use its influence to effect the inclusion of these and similar bridge works.

Indian Customs Duty.

The Government of India has sanctioned the adoption of a triptyque system for covering the entry into India of the motor vehicles of *bona fide* motor-ing visitors. Hitherto, the motoring visitor had to pay full duty leviable on his motor vehicle at the point of entry and was able to claim a refund of

7/8ths of the duty so paid when the vehicle was exported, provided such exportation was completed within two years (three years in special cases) from date of importation. This system, in addition to entailing the loss of 1/8 of the amount of duty paid, entailed considerable delay and inconvenience both at the time of entry and in obtaining payment of the refund after departure.

Under the new (triptyque) regime, the visiting motorist can arrange with his home Automobile Association (or similar organisation) for the issue of a Customs document that will pass his motor vehicle into India without payment of duty at the point of entry, with the briefest of formalities and with no restrictions as to the route by which he must leave India at the end of his visit. Visitors arriving in India without this Customs document may, under certain circumstances, obtain a triptyque from the A.A. at the port of entry.

The triptyque can be obtained in return for a cash deposit, or other approved security from a recognised Automobile Association. It is current for 12 months from date of issue.

The triptyque covers only Customs duty. The owner must still meet all charges for port trust dues, incidental landing expenses, taxes, &c., &c.

Motor Vehicle Taxation.

In a recent issue of this Journal it was stated that the Madras Government had under consideration the introduction of a system of short period M. V. Licences for the benefit of motoring visitors to the Presidency. No information has yet been received as to the stage negotiations have reached, although it is believed that, owing to inherent difficulties in the method proposed for the collection of taxes and issue of the short period licences, it is possible that the proposal will fall through. In view of this possibility the A.A.S.I. Committee has put forward for consideration an alternative proposal involving the issue, to *bona fide* visiting motorists, of a free permit for an initial limited period (one month is suggested) within which period the visitor intending to remain in the Presidency for a period longer than the free permit covers, must pay the normal tax due on his vehicle and obtain a normal licence.

A further communication will be published when Government's decision is made known.

Registered Repairers.

A.A.S.I. Members have, from time to time, suggested that it would be a great convenience to touring motorists to have with them information as to the location of reliable motor repair workshops and service stations in the mofussil. The Committee, in consequence, have decided that, while conditions obtaining in the mofussil to-day positively preclude the possibility of appointing "official" or "approved" repairers (for reasons which will be patent to most members), there can be no objection to the preparation of a register of mofussil repair workshops, and including a list of registered repairers with all itineraries issued.

The Committee is anxious that this list shall be as complete as possible and will be pleased to include in it the names and addresses of any workshops or service stations that may be recommended. Will mofussil members and other readers please assist in the compilation of this List of Registered Repairers by forwarding the names and addresses of mofussil workshops to the Secretary, A.A.S.I., 1/18, Mount Road, Madras.

WILL
YOU NEED A
CAR
AT HOME
LET US ASSIST YOU

You can now obtain ANY make of CAR for delivery in England and Shipment to India when your leave expires without disturbing your capital.

Comprehensive Payment Terms to suit your convenience can be arranged.

WRITE OR CALL

GOVAN BROTHERS, LTD.

3, St. James's Sq., London,

or at Mount Road—Madras, Delhi, Calcutta, Bombay, Lucknow, Lahore, Rawalpindi, Peshawar.

Madras Motor Vehicles Rules.

A Committee has been appointed by the Government of Madras to undertake a revision of the Motor Vehicles Rules. The A.A.S.I. Committee has been requested to nominate a representative to serve on the Committee. The exact scope of the Revision Committee has not yet been communicated; however, the A.A.S.I. Committee will welcome, and give due consideration to the views of any member who may have suggestions to offer for the improvement of the motor vehicles rules, particularly as applicable to mofussil towns and country areas.

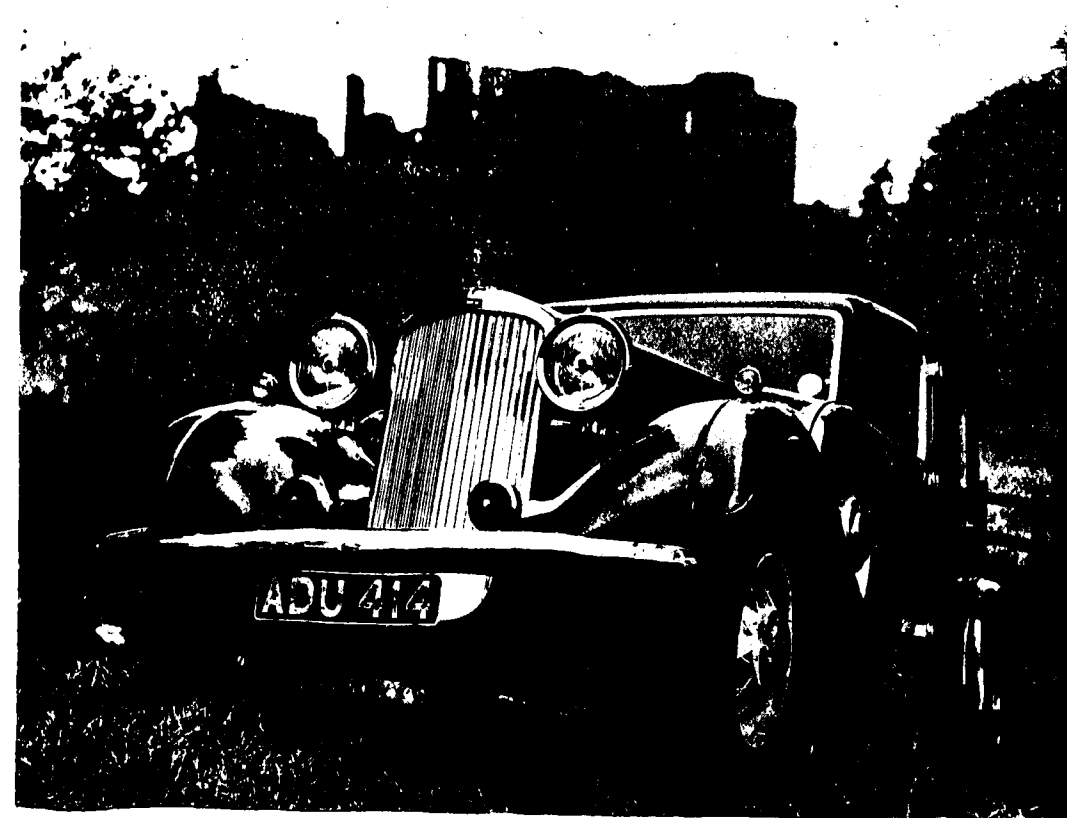
Motor Car Insurance.

The Official Insurers of the A.A.S.I. have announced two important changes in their terms of business.

The first is one of considerable importance to A.A.S.I. members since it enhances considerably the benefits granted to those insuring their motor vehicles with the Official Insurers.

The additional benefits are:—

- (1) Free personal Accident Cover (Rs. 10,000) to the wife of an insured owner, as well as similar cover to the insured owner himself;
 - (2) Free cover against loss of rugs, coats and luggage up to a limit of Rs. 250;
 - (3) Free cover against damage of private garage by fire, to a limit of Rs. 1,000; and
 - (4) Damage to tyres will be assessed on their condition at time of any accident.
- Adding the above new benefits to those formerly granted, i.e.
- (5) Free personal accident cover (Rs. 10,000) to owner;
 - (6) 33 1/3 % No Claims Bonus at first renewal, or on transfer of insurance if a bonus has been earned on a former policy; and



The Six-cylinder Humber cars just announced for 1935 carry on the traditions for which this make have long been famed. Here is one of the latest "Snipe" saloons which combines good looks with good road performance. In the background is Kenilworth Castle.

(7) Arbitration of disputes by the Committee of A.A.S.I.

and it will be seen that membership of the A.A.S.I. carries with it considerable financial advantages where motor car insurance is concerned. In practically every case the saving on the insurance premium will more than cover the annual subscription of Rs. 15 incurred by membership of the A.A.S.I. while the full benefits of membership and the services of that Association are at the insured's disposal.

A word of warning to those who have not yet insured their cars may not be out of place. Insurance of motor cars is not compulsory in India today, but there are indications that the introduction of compulsory 3rd Party Insurance in the near future is probable.

A form of application for membership of the A.A.S.I. will be found elsewhere in this Journal.

The second change is in the procedure for adjusting difference of premium between full comprehensive cover and cover against fire and theft risks only when a car is taken off the road and stored in a garage for a period not being less than one calendar month, as when an owner proceeds on long leave.

The new procedure will be as follows:—

A refund on the basis of half the pro-rata premium for the period during which the car is laid up may be held to the credit of the insured and the same will be deducted from the next renewal premium or from any fresh motor insurance effected with the Association.

Example.

A policy is issued at a premium of Rs. 100 net.

The car is laid up for six months.

The amount that will be held in credit will be Rs. 25, i.e., half of the pro-rata premium for six months.

Members proceeding on leave and proposing to lay up their cars should please note the above procedure; also that eligibility for the refund is dependent on giving previous notice to the insurers of the intention to store the car, with the actual date of storing; and subsequently intimating the date on which the car is again taken into use.

Motor Vehicle Taxation.

Motor owners are reminded of the necessity for taking out licences for the quarter commencing on 1st January 1935. Actually the new licence should be displayed on every motor vehicle which uses public roads in the Madras Presidency on 1st January 1935, but in theory no liability will be incurred provided tax is paid and a licence obtained on or before 6th January 1935. This grave concession is of general application, but there are many circumstances in which the application of the rule may miscarry. Every motor owner, especially those projecting a tour during Xmas, is recommended to obtain the licence for the new quarter before the 1st of January and so ensure that risk of a prosecution is avoided.

From 22nd December to 2nd January the only M. V. Licensing Office that will be open for business will be that of the Commissioner of Police, Madras. The Secretary, A.A.S.I., will be able to help members to obtain licences during this period.

Cards of Introduction for International Tourists.

The Alliance Internationale de Tourisme, at its 1934 General Assembly, which took place in London in June last, decided to introduce a "Carte de Presentation" or identity card for issue to members of affiliated organisations who propose touring abroad. No other form of introduction will be recognised.

Members of the A.A.S.I. can obtain the identity card from their Secretary.

Traffic Control Signals.

Although control of traffic by light signal is not yet common in Southern India, this system of control is being introduced gradually in the larger Cities of India and are general in England and Western countries. In view of this the following notes circulated by the A.A., London, may be of interest. It should be explained that the lights are in three colours, i.e.,

1. RED—meaning Stop and wait behind stop line on carriage way.
2. AMBER under RED—meaning Stop, but be prepared to go when GREEN shows.
3. GREEN—meaning Go ahead if road is clear but with particular care if turning to Right or Left.

THE CAR WITHOUT A PRICE CLASS

4. AMBER — meaning Stop at the stop line unless the AMBER signal appears when you are so close to the line that to pull up might cause an accident.

The sequence in which the lights appear is RED—RED with AMBER—GREEN—AMBER and finally RED.

AMBER alone is always followed by RED.

The amber light continues to claim its quota of victims. During September the number of prosecutions for traffic light offences defended by the Automobile Association on behalf of its members showed an increase of over 100% compared with September 1933. Figures for the first three weeks of this month indicate that a similar comparison with October 1933 will in all probability reveal a 200% increase.

The vast majority of these prosecutions—over 90%—arise from the amber light.

There is practically no evidence that motorists deliberately disregard the signals.

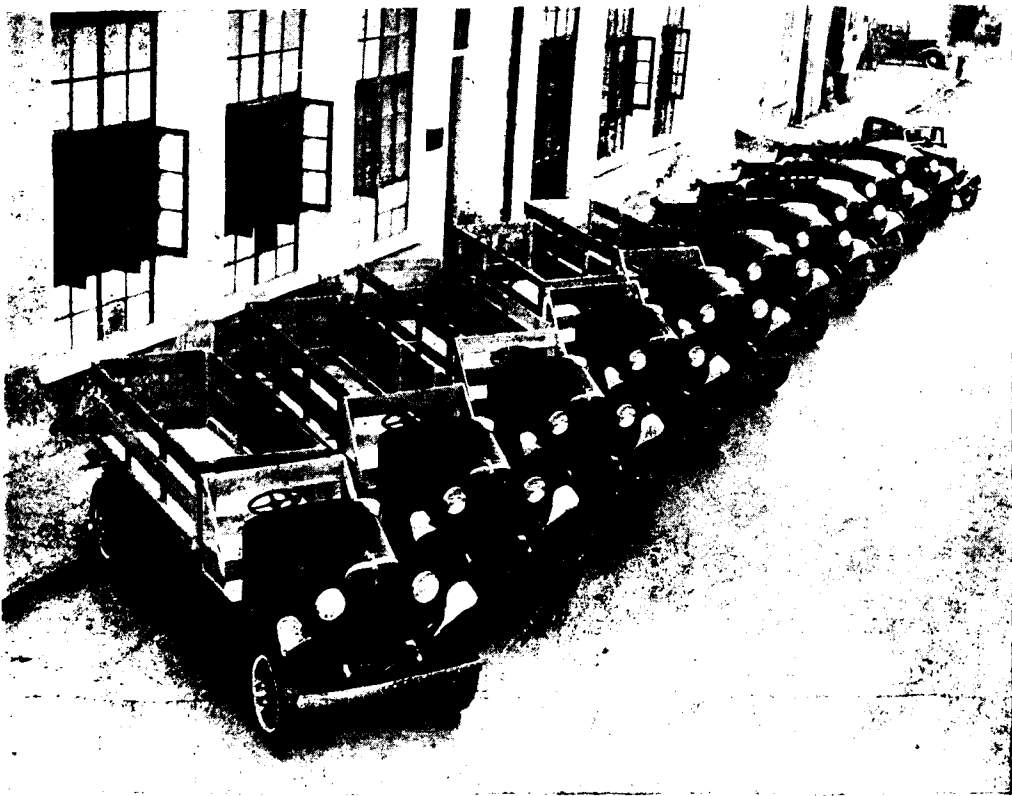
To clarify the position the A.A. has prepared a leaflet in four colours with diagrams of the signals and explanatory notes describing simply the sequence of the lights and their significance. Any motorist may obtain a free copy of this leaflet on application to the Association's London Headquarters, or to any A.A. office.

Motoring from India to London or the Continent.

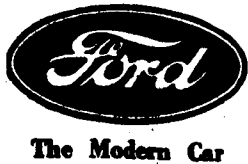
A book entitled "The Motorist's Vade Mecum" has recently been published by Lt.-Col. C. A. Boyle, D.S.O., Probyn's Horse.

It is of special interest to motorists who may be projecting a trip from India to the Continent of Europe by motor; it includes much useful information regarding the formalities to be gone through at the various places *en route*.

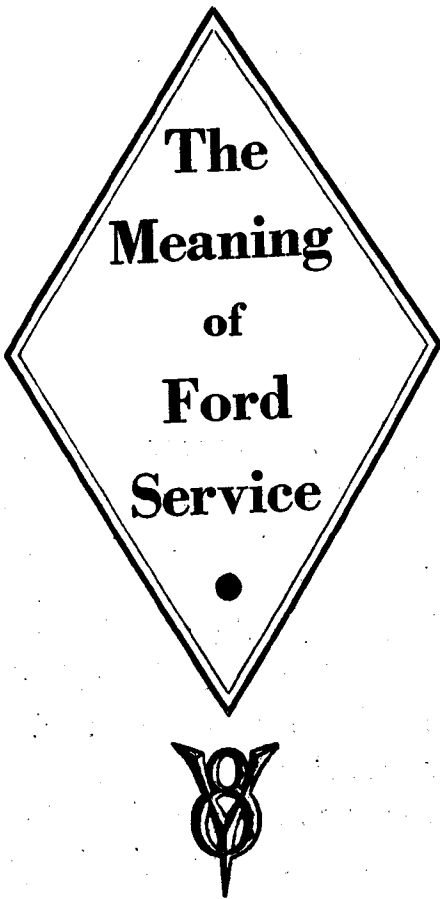
The price is Rs. 8 per copy (postage extra) and copies can be obtained from the Secretary, Northern India Automobile Association, The Mall, Lahore.



The ever increasing tendency to change over from old and conventional forms of transport in India to the more modern forms in use in other countries is in no way better evidenced than by the numerous up-to-date motor vehicles purchased for purposes of transportation. Here is shown a fleet of ten Ford V-8 Trucks recently purchased by the Jaora Sugar Mills, Jaora State, for haulage of cane to the Mills and for transportation of the finished product.



Supplement to :
THE SOUTH INDIA MOTOR OWNER.



Number Twelve in a Series of
Messages from Henry Ford.

Touring.

During November 53 itineraries, covering upward of 35,000 miles, were issued to members, while a number of telegraphic warnings of flooded causeways were despatched.

Membership.

A total of 24 new names were inserted in the A.A.S.I. Membership Register during November, but, unfortunately, for various reasons, 8 names were removed from the register, leaving total membership on 30th November 1934 at 1,035, of whom 83 were cyclists or non-owners.

The new members were introduced by the following:—

- K. S. Narayanaswami Iyer, Esq., by Mr. A. A. O'Connor.
- C. Srinivasa Rao Sahib, Esq., by R. Krishnan.
- G. G. Smyth, Esq., by Mr. J. W. Pritchard.
- N. Vaidyanatha Aiyer, Esq., by Messrs. Addison & Co.
- J. E. Mitchell, Esq., by Mr. T. Clear.
- The Western India Match Co., by R. K. Stanford, Esq.
- The remainder were enrolled by the Secretary.

New Members.

- A. A. Connor, Esq.,
Asst. Commissioner of Excise, Cannanore.
- V. K. Menon, Esq.,
C/o Great Eastern Life Assurance Co., Ltd.,
23 18, Mount Road, Madras.
- L. C. Filmer, Esq.,
Sheikalmudi Estate, Hardypet P.O.,
Via Pollachi.
- Rev. R. E. Gullison,
Missionary, Bimlipatam.
- Dr. R. Wittwer,
C/o Haverb Trading Co. Ltd., Madras.
- H. A. Pippard, Esq.,
Asst. to H. J. Foster & Co. Ltd.,
P. O. Box No. 108, Madras.
- E. Woods Esq.,
C/o H. J. Foster & Co. Ltd.,
P. O. Box No. 108, Madras.

- Western India Match Co. Ltd. (Rep. H. Hybbinette),
Post Box No. 1157, Washermanpet, Madras.
- J. E. M. Mitchell, Esq.,
Chief Forest Officer,
The Knoll, Coorg.
- N. Vaidyanatha Aiyar Esq.,
King George Hospital, Vizagapatam.
- A. A. Smyth Esq.,
Executive Engineer, P.W.D., Madnapalle,
Chittoor District.
- C. Srinivasa Rao Sahib Esq.,
West Bungalow, Maninagaram, Madura.
- R. K. Deo Esq.,
Mandasa Estate, Mandasa P.O.,
Ganjam District.
- D. M. Currie Esq.,
C/o Conservator of Forests,
Coimbatore Circle, Coimbatore.
- P. S. Nayak Esq.,
C/o Kanara Bank Ltd., Mangalore.
- A. J. Upton Esq.,
C/o Huntley Palmer Ltd., P. O. Box No. 366,
Madras.
- The Kaiser-i-Hind Woollen, Cotton and Silk Mills
Ltd.,
(Rep. J. H. Taylor),
Hebbal, Bangalore.
- K. S. Narayanasamy Iyer Esq.,
Inspector of Excise, Gobichettipalayam,
Coimbatore District.
- L. French Esq.,
C/o Associated Electrical Industries Ltd.,
Coimbatore.
- A. J. Platt Esq.,
Sub-Collector, Calicut, Malabar.
- E. J. M. Skipp Esq.,
C/o Mrs. Gordon, Podanur.
- L. Y. Thomas Esq.,
Beach Road, Alleppey, South India.
- Major D Mc. K. Kennelly,
5th Royal Mahrattas, Cannanore, Malabar.
- P. J. Crowle Esq.,
Oorgaum, Kolar Gold Fields, Kolar District.

Service

IN the Ford Motor Company we emphasize Service equally with Sales. ¶ It has always been our belief that a sale does not complete the transaction between us and the buyer, but establishes a new obligation on us to see that his car gives him Service. ¶ We are as much interested in his economical operation of the car as he is in our economical manufacture of it. ¶ This is only good business on our part. ¶ If our car gives Service, Sales will take care of themselves. ¶ For that reason we have installed a system of controlled Service to take care of all Ford car needs in an economical and improved manner. ¶ We wish all users of Ford cars to know what they are entitled to in this respect, so that they may readily avail themselves of this Service.

Kenny Ford

FULLY supervised and Authorised Ford Service is available throughout India, Burma and Ceylon. Genuine Ford Spare Parts to the value of many lakhs of rupees are distributed throughout the Territory and carried not only by Ford Dealers but all reliable Parts Stockists. Think of the enormous advantage that Ford Owners thus enjoy. Rapid, reliable, courteous Service is near wherever you may happen to be; no danger of your Ford being laid up for days whilst Parts are being sent for. Genuine Ford Spare Parts and labour charges and the lowest in the industry and adequate stocks throughout the Territory ensure immediate attention to every possible requirement.

FORD SERVICE IS AS HARD TO DUPLICATE AS THE VALUE OF THE CAR ITSELF.

Late Road News.

The Secretary of the Automobile Association of Southern India sends us the following road information:—

1. A bridge at mile 20/2 on Satyamangalam Mettupalayam direct Road (about 2 miles from Sirumugai village) was washed away by floods on the 29th October 1934. No diversion is possible as the approaches are steep and the stream is in floods, subject also to the backing of waters by the Bhavani River. Motorists proceeding from either side are

advised to take the longer route *via* Annur and Puliampatty.

2. There were flood damages in mile 12/1 of Dindigul Natham Road, on account of a breach in an adjacent tank bund, and the road has been since rendered passable for cart traffic only.

3. Owing to a breach in a culvert in mile 18/8 of the road between Sriperumbudur and Manimangalam, just to the west of Manimangalam village, the road from Vandalur to Sriperumbudur will not be fit for traffic till the culvert is repaired.



This concrete tyre, which has been recently erected at Worli, Bombay, is a landmark to motorists coming into and leaving Bombay. It was designed to the order of The Goodyear Tyre & Rubber Co. (India), Ltd., by their Advertising Agents Messrs. L. A. Stronach & Co. (India), Ltd., and was built and erected by The Simplex Concrete Works of Bombay.

LIST OF A. A. S. I. MEMBERS.—(Contd.)

(Compiled by District areas.)

SERL. No.	MEM-BER-SHIP No.	NAMES OF MEMBERS.	ADDRESS.	SERL. No.	MEM-BER-SHIP No.	NAMES OF MEMBERS.	ADDRESS.
398	769	Kuppusamy Iyer, Dr. M. S.	Government Hospital, Sri Rangam.	431	2378	Thomas, A.	"Hermosa," Kodaikanal.
399	336	Lightbody, E. C.	c/o The Chief Engineer, S.I.Ry. Co. Ltd., Trichinopoly.	432	2381	Venkatarama Iyer, K. R.	Advocate, Madura.
400	109	Pitcher, W. C.	Cantonment, Trichinopoly.	433	2000	Ziauddin, M.	Dist. Supdt. of Police, Ramnad, Madura.
401	686	Rajan, Dr. T. S. S.	Rajan's Clinic, Trichinopoly.	434	2475	Ross-Clark, W.	"Ingleby", Kodaikanal.
402	2005	Rajan, C. V.	Supdt. of Post Offices, Trichinopoly.	435	893	Thomas, Dr. H. S.	Albert Victoria Hospital, Madura.
403	2424	Ranga Rao, R. V.	Amma Mantapam, Sri Rangam.	436	2574	Elayalwar Naidu, C.	Dy. Superintendent of Police, Sivaganga, Ramnad District.
404	2537	Rowbotham, S. L.	Electrical Engineer, S.I.Ry. Co. Ltd., Trichinopoly.	437	2489	Krishnamachari, M.	Sub-Judge, Devakottai.
405	299	Thatham, S. R. S.	Mudhal Tirumaligai, Sri Rangam.	438	559	Latchmana Chettiar, A. R. M. V.	Banker, Karaikudi.
406	297	Wigfall, Major R. H.	Chief Auditor, S.I.Ry. Co. Ltd., Trichinopoly.	439	2382	Meyyappa Chettiar, O. R. M. M. S. P. S. V.	Banker, Devakottai.
407	907	Wallis, A. P. E.	Wesleyan Mission, Karur.	440	2367	Narayanaswami, S.	Asst. Engineer, District Board, Paramakudi.
408	2371	White, A. H.	Inspector of Motor Vehicles, Trichinopoly.	441	754	Ranganathan Chettiar, C. V. C. T.	Banker, Kanadukathan.
409	660	Baker, Miss A. D.	"Shoebury", Kodaikanal.	442	825	Somanathan Chettiar, A. L. A. R.	Lakshmi Vilas Palace, Devakottai.
410	2476	Barker, I. A.	Gandamanayakam Zamindary, Gandamanayakam P.O., Cloudland Estate, Uthamapalayam P.O., Thirumangalam.	443	979	Solayappa Chettiar, S. M. R. M.	Banker, Pallatur.
411	501	Cantlay, J. H.	Cloudland Estate, Uthamapalayam P.O., Thirumangalam.	444	755	Venkatachallam Chettiar, C. V. C. T.	Banker, Kanadukathan.
412	1099	Chidambara Nadar, P. P. P.	President, Union Board, Thirumangalam.	445	2031	Azariah, V. A.	Income-Tax Officer, Tuticorin, Tinnevely District.
413	676	Ganapathi Pillai, N.	Executive Engineer, Madura.	446	2417	Bremer, W.	Volkart Bros., Tuticorin.
414	802	Gopal Menon, K. P.	Bar-at-law, Gopi Vilas, Tallakulam.	447	2583	Corera, F.	"Cross Theresa House", Emperor St., Tuticorin.
415	533	Krishna Iyer, R.	Advocate, Madura.	448	2562	Ettappan, Rajah of Ettiyapuram.	Palace, Ettiyapuram.
416	675	King, E. O.	"Milhurst", Kodaikanal.	449	493	Francis, Wm. J.	C/o Madura Mills Co., Ltd., Tuticorin.
417	968	Kelley, C. J.	"Sinclair House", Kodaikanal.	450	2322	Gamper, H.	Volkart Bros., Tuticorin.
418	2380	Krishnamurthy, N. M. R.	191, East Veli Street, Madura.	451	340	Janakiram Chetty, A.	1, North Raja Street, Tuticorin.
419	75	Leech, A. J.	"Abernyte", Kodaikanal.	452	2032	Kandaya Pillai, P. S.	North Car Street, Tuticorin.
420	2365	Ley, L. H.	Jacob Motor Works, Kodaikanal.	453	1055	Muthia Reddiar, A. C. S.	North Raja Street, Tuticorin.
421	512	Narayana Iyer, T. D.	Supdt. of Post Offices, Tallakulam.	454	315	Nambiah Pillai, T. S. V.	The Selvan Automobiles, Tinnevely.
422	1096	Pai, M. P.	City Magistrate, Madura.	455	2255	Price, M.	Port Officer, Tuticorin.
423	128	Ramaswami Iyer, T.	4, Goods Shed Street, Madura.	456	119	Roche-Victoria, J. L. P.	"Sukastan", Tuticorin.
424	480	Rajam, T. S.	C/o T. V. Sundaram Iyengar & Sons Ltd., 21, Goods Shed St., Madura.	457	442	Srinivasa Iyengar, P. T.	Agent, Burmah-Shell, Virudunagar.
425	519	Ramaswami Iyer, Dr. M. K.	Assistant Surgeon, Palani.	458	1022	Shanmugakumarasamy Mudaliar, M. D.	Dalavoy Hall, Tinnevely Town.
426	2197	Royds, Dr. T.	The Observatory, Kodaikanal.	459	1064	Subbiah Iyer, A. R.	Ex. Government Inspector of Motor Vehicles, Ravanasamudram.
427	801	Scot, H. R.	"Pine Hill", Kodaikanal.	460	2439	Sundaravelu Nadar, M. V. S.	Banker, Tuticorin.
428	2377	Subbaram, S. V. S.	South Masi Street, Madura.	461	2560	Allen, R. H. C.	Selaliparai Estate, Valparai P.O., via Pollachi.
429	2465	Seshadri Iyengar, T. R.	Sri Rama Vilas Motor Service, Madura.	462	453	Beadnell, C. B.	Dy. Commissioner of Excise, Coimbatore.
430	2534	Sambasiva Mudaliar, C.	Madura Mills Co., Ltd., Madura.	463	628	Biggs, H. A.	Peirce Leslie & Co., Ltd., Coimbatore.
				464	2229	Bolt, H. S.	Mudis P.O., via Pollachi.
				465	2387	Bridge, M. F.	Dist. Forest Officer, S. Coimbatore.
				466	25	Campbell, W. J.	Peirce Leslie & Co., Ltd., Coimbatore.
				467	537	Campbell, A. J. B.	Peirce Leslie & Co., Ltd., Coimbatore.

(Continued over.)

SERIAL No.	MEMBER SHIP No.	NAMES OF MEMBERS.	ADDRESS.	SERIAL No.	MEMBER SHIP No.	NAMES OF MEMBERS.	ADDRESS.
468	1003	Champion Jones, R. N.	Nadur Estate, Valparai P.O., via Pollachi.	503	967	Scott, H.	Velonic Estate, Valparai P.O., via Pollachi.
469	2125	Collet, Capt. H. C.	Akkamalai Estate, Valparai P.O.	504	2053	Sewell, V. E.	Murgalli Estate, Hardy-pet P.O.
470	2134	Cotton, A. C.	Sholayar Estate, Sholayar P.O., Pollachi.	505	2181	Simmons, W.	Annamalai Ropeway Co. Ltd., Attakalli P.O., Pollachi.
471	277	Doraisamy Naidu, G.	United Motors, Coimbatore.	506	2506	Stone, E. A.	Mudis P.O., via Pollachi.
472	826	Dupen, V. C.	T. Stanes & Co. Ltd., Coimbatore.	507	2310	Srinivasa Rao, A. H.	Lakshmi Vilas, Race Course Road, Coimbatore.
473	840	Dee, L. J.	Motor Works Manager, Race Course Road, Coimbatore.	508	2040	Wrench, J. C.	Indian Forest Service, Coimbatore.
474	2248	Diaper, F. J. B.	Lower Sheikalamudi Estate, Hardypet P.O., via Pollachi.	509	2535	Walker, R.	Kadalaparai Estate, Mudis P.O.
475	960	Govindarajulu Naidu, L. K.	Landlord, Salur P.O., Palladam Taluq.	510	21	Butler, F. G., I.C.S.	Salem.
476	2161	Gurunathan Chettiar, E. R.	Zamindar of Flamballi, Zamin Elamballi P.O.	511	354	Balaji Rao, K. R.	Sub-Inspector of Police, Veppanapalli P.O.
477	732	Hardy, E.	Hardypet P.O., via Pollachi.	512	2349	Chari, S. R.	79, First Agraharam, Salem.
478	861	Heron, W. S.	Iyerpadi Estate, Valparai P.O., via Pollachi.	513	2441	Cayley, H. E.	Clifton House, Yercaud.
479	2427	Hutton, H. W.	Upper Poralai Estate, Valparai P.O., Pollachi.	514	29	Dickens, H. S.	Tipperary Estate, Yercaud.
480	2598	Hewett, N. B. S.	Mudis P.O., Pollachi.	515	2361	Bal, Lt.-Col. N. K.	District Medical Officer, Salem.
481	2313	Iyer, V. A. N.	Imperial Bank of India, Erode.	516	376	Foulkes, G. F. F.	Manor House, Salem.
482	2474	Ireland-Jones, J. H.	Stanmore Group, Valparai P.O.	517	2433	Gollan, Mrs. L.	Mettur P.O., Salem.
483	2318	Jack, A. R.	Kadalaparai Estate, Mudis P.O.	518	60	Hight, C. L.	Cauvery Peak, Nagalur P.O.
484	583	Kilgour, W. W.	Peirce Leslie & Co. Ltd., Coimbatore.	519	61	Hight, N. M.	Moganaad Peak, Nagalur P.O.
485	1093	Lowe, Miss I. H.	Inspectress of School, Coimbatore.	520	2457	Harris, Dr. Miss R. M.	Strict Baptist Mission, Sendamangalam.
486	2281	Longhurst, H. K.	Police Training School, Pollachi.	521	2240	Jackson, H. Guy	Executive Engineer, Mettur, Salem.
487	664	Levett, R. W.	Tea Estates Ltd., Coimbatore.	522	2589	Kuppannan, K. N.	Contractor, Sivasami-puram, Salem P.O.
488	2087	Martin, W. H.	Vellamalai Estate, Valparai P.O., Pollachi.	523	563	Lechler, Mrs. V. A.	Brooklyn, Yercaud.
489	2241	Mills, A. W. F.	Karamalai, Valparai P.O., Pollachi.	524	2523	Lakshminarasimha	Motor Stores, Salem.
490	2432	Meshan, I. E.	Valparai P.O., Pollachi.	525	2293	Learmonth, F.	Mettur Dam, Mettur.
491	2544	McCosh, T.	Akkamalai Estate, Valparai P.O.	526	718	Madhavan, Dr. O. C.	Asst. D. M. O., Salem.
492	746	Mackenzie, W.	Talhar Estate, Talhar P.O., via Udumalpet.	527	1041	Mahadeva Raja, R.	Zamindar of Sulagiri, Salem.
493	538	Northey, H. S.	Supdt. Engineer, Coimbatore.	528	2401	Natasa Chettiar, M. G.	Zamindar, Dharmapuri, Salem.
494	2115	Napier, C. L.	Nadur Estate, Valparai P.O.	529	107	Poyser, E. L.	Mountain View, Yercaud.
495	2464	Natchimuthu Gownder	General Manager, A. B. T. Ltd., Pollachi.	530	953	Pai, A. V., I.C.S.	Hosur, Salem.
496	2490	Oliver, W. B.	Group Medical Officer, Hardypet P.O., via Pollachi.	531	127	Raham, Chas.	Rocklands, Yercaud.
497	2396	Pritchard, J. W., I.C.S.	Sub-Collector, Pollachi.	532	133	Ryle, C. D.	Stanmore, Nagalur P.O.
498	2364	Rourke, S. P. O.	Murgalli Estate, Hardy-pet P.O., via Pollachi.	533	595	Ramasamy Naidu, K. V.	Morappur P.O.
499	2539	Reade, G. B.	Nallacathu Estate, Valparai P.O., Pollachi.	534	935	Rangasamy, S.	Forest Ranger, Denkanikota.
500	2569	Ramakrishna, R. K.	Race Course Road, Coimbatore.	535	213	Short, L. E. T.	Scotforth, Nagalur P.O.
501	516	Subramaniam Chetty, T. S. T.	Burmah-Shell Agent, Tiruppur.	536	715	Savur, R. R. M.	Dist. Educational Officer, Salem.
502	912	Stanes, F. J.	T. Stanes & Co. Ltd., Coimbatore.	537	2500	Watts, P. J.	Eachenkadu, Yercaud.
				538	464	Adi-Raja Hussain of Arakkal.	Noormahal, Cannanore.
				539	699	Ardeshir & Co., C.	Merchants, Calicut.
				540	1053	Angus, A. R. H.	Putumalla Estate, Putumalla P.O.
				541	11	Barber, Sir E. F.	Calicut.
				542	294	Boulbee, B., St. J.	Kardoora Estate, Meppadi P.O.
				543	436	Burton, J. C.	Peirce Leslie & Co., Ltd., Tellicherry.
				544	845	Burrel, O. L.	Indian Police, Malappuram.
				545	411	Broadhurst, W. T.	Tatamala Estate, Manantoddy P.O.
				546	2419	Evans, Lt.-Col. D. M.	Cokes Rifles, Cannanor.
				547	2496	Fernandez, S. L.	Chundale Estate, Chundale P.O.

(To be continued)

Why you should join

THE AUTOMOBILE ASSOCIATION OF SOUTHERN INDIA.

1. Because you require somebody to see that your rights and privileges as a Motorist are watched, protected and extended.

2. Because you are bound, at some time or other, to require information and advice on matters pertaining to automobilism, condition of roads; bridges; unbridged streams; motor vehicles law; motor vehicles taxation; etc., etc.

3. Because no man is infallible, and you are likely to be involved in an accident or dispute, requiring legal advice or assistance to obviate the necessity for 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
- the policy and principles of the A.A.S.I. and thereby passively registering a vote against any representation it may put forward.

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.

DEAR SIR,

Rs. I forward herewith my application for membership of the Automobile Association of Southern India and enclose being my annual subscription for one year from this date, the badge fee and cost of fitting (see below).

Please send me a copy of the rules and a badge with a fitting suitable for (see below)

(Signature.)

To THE SECRETARY,
A.A.S.I., P.O. Box 352,
Mount Road, MADRAS.

Date.....

Name of Member.....

Address.....

Member proposing.....

Ackd.....

Entd.....

Cheque/Cash/M.O.....

Badge No..... Fitting No.....

Elected.....

Annual Subscription.

Motor Car Owner	Rs. 15.
Motor Cycle Owner or non-Motorist	Rs. 5.
There is no entrance fee and subscriptions are current for 12 months from date of signing application form.	
Non-returnable fee for a badge is Rs. 10. Badge includes two small bolts with double nuts.	
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No. 2. „ Any horizontal bolt	do
No. 3. „ Any round bar (state diameter)	Re. 1-4-0.
No. 4. „ Any flat bar or plate	Re. 1-8-0.

G

Across Germany in a Motor Car Points and Places of Interest for Foreign Motorists

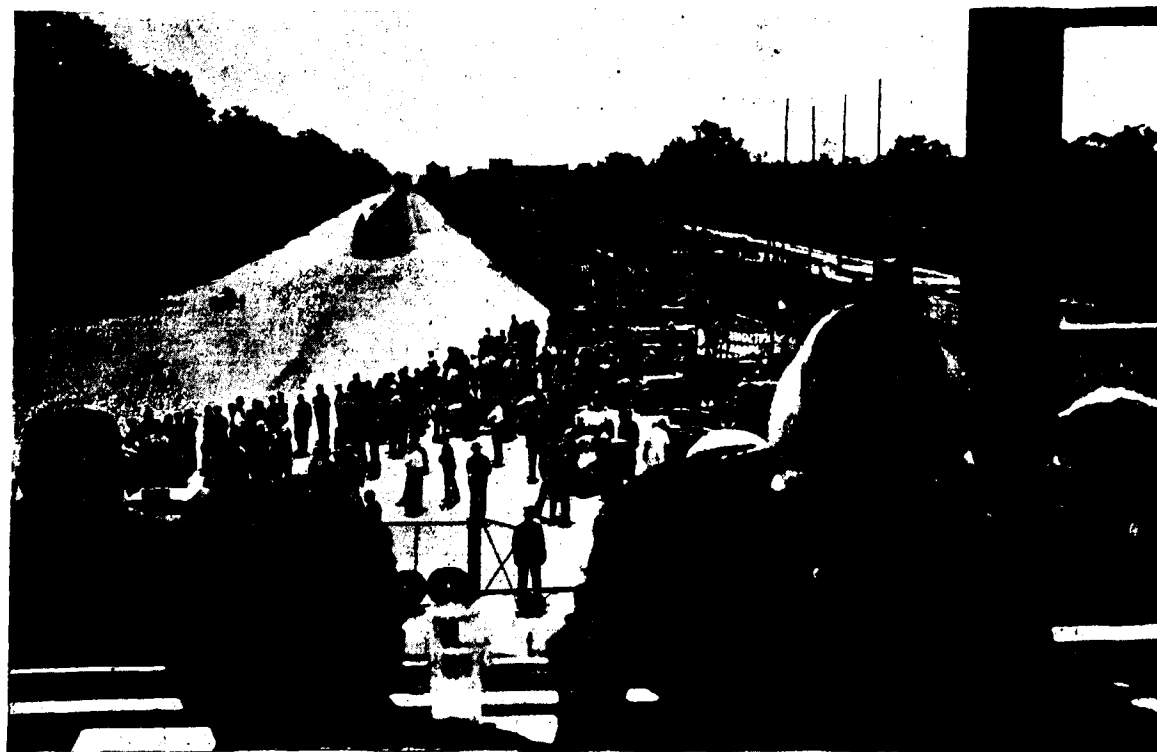
By St. M. Zentzytzki.

Exclusive to "The South India Motor Owner."

Friends abroad are always asking the difficult question as to what preparations should be made in order to gain an impression of the country on a more or less hurried journey through Germany, and what technical driving points have to be considered.

If one wishes to preserve the memory of a trip through Germany, and not recall it as a confused series of pictures, one must at least make certain plans. Nowadays it is in no way necessary to carefully select the traversable roads: but although it is true that tarred and cement roads are not to be found all over Germany, much has been done in recent years to improve the system of highways, and the main roads especially, are everywhere up to the international standard. On entering Germany certain simple formalities have to be attended to. Members of foreign automobile and touring clubs can obtain from the latter the so-called triptyque or carnet, which are valid for a year from the day of issue. Besides this triptyque the international driving licence (permits international de conduire),

the international automobile certificate (Certificate international pour automobile) and the "Nationale Erkunngszeichen" are necessary. If one wishes to enter without triptyque or carnet, one must leave the import duty with the Customs officers at the border (cars with a deadweight of up to 2,200 kgs. M. 75.—2,201—3,200 kgs. M. 40—, more than 3,200 kgs. M. 30.—, all per 100 kgs; further, 2% of the value of the automobile. If the car leaves Germany within 12 months any Custom Office at the border will return this sum without deduction. Not only is the international driving licence recognised in Germany, but also the foreign driving licence if it is endorsed by the German consul in the native country. With this driving licence it is possible for foreigners to obtain the international driving licence also in Germany. Foreigners who have no international driving licence can—providing they possess an old foreign driving licence (without endorsement of the German consul) of more than a year's duration—obtain from a recognised official in Germany a certificate testifying that they are



THE "ADAC" MOTOR TRACK: Our photo shows a view of the Berlin's great motor racing track "ADAC" Avus from the terrace of the start during race. (N. I. A.)

well acquainted with the most important traffic regulations. This certificate, together with the foreign driving licence, is sufficient to procure a German driving licence.

When entering, all vehicles must pay at the Customs a tax which is determined by the intended period of stay. (At present, cars Mk. 1. per day; motor cycles with or without sidecar Mk. 0.50; but in both cases a minimum of Mk. 3.—). For a stay of more than 60 successive days the vehicle is subjected to the German scale of taxation. Motorists from Switzerland, Holland, Luxemburg, Denmark, Belgium and the Saar and Memel Territories need not pay the visit tax at all if they do not stay in Germany with their vehicle for more than 14 successive days (motorists from Danzig 4 weeks, Austria 3 days). After the termination of this period, however, the visit tax, starting from the day of entrance, must be paid. The above exemption from taxation can be claimed again within a year.

In Germany the rule is to drive on the right and overtake on the left; on open roads the speed is unrestricted, but in villages and towns the limit is generally 40 k.p.h. (25 m.p.h.). Variations are

indicated by means of signs. Apart from this regulation the law requires that the driver so control his speed that he can fulfil his responsibilities. Petrol stations with all proprietary fuels and repair workshops are to be found in all the larger places, and in the big towns there are special service depots for certain makes of foreign cars. It is almost everywhere possible to telephone from the hotel for the car to be fetched, and to have it washed, fuelled and lubricated by a certain time: the price for this has to be settled. All the large hotels have their own lock-up garages and, nearly always, also a staff which understands how to wash a car and prepare it for a journey; in this respect the hotels under agreement with the driving organisations are best equipped.

It is advisable to have the Continental Handbook for Germany, which can best be obtained after crossing the border; it contains a map, the main roads of which are provided with numbers identical with those on the large signs erected by the Continental Company, and which are to be found at the entrance and exit of nearly all large towns. The Continental Atlas and Iro Road Atlas are also very useful, and it is impossible to make a

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mistake with them. (Besides these atlases there are the club maps and books of Automobile Club.) The "Autofuhrer durch Deutschland" (Motorist through Germany) by Ravenstein not only explains the roads but also the places of interest *en route*; there is also an excellent selection of the "Deutsche Verkehrsbucher" (German Travel Books) issued by the Railway Administration for German Travel, containing a collection of the places of interest to be found in the various districts.

Furthermore, in the large towns there is always the opportunity to take part in coach trips to see all the places of interest, of which a great many exist owing to the great age of most of the towns and their stirring past, and on account of the special love of the Germans for architecture, music and art; information regarding these matters can be obtained at the hotel, a travel bureau or the municipal traffic office.

The police officers indicate "Go" by waving in the driving direction, "Caution! Stop!" by raising an arm, and "Stop" by stretching one or both arms sideways; the corresponding signs of the traffic lights are green, yellow and red. Yellow signs with two black spots and white signs with red borders and three black spots mean that the respective road is closed for motor vehicle traffic, the other signs being internationally known.

It is naturally impossible to give in the restricted space even an only slight idea of the great number of possibilities and places of interest which the journey through Germany offers. Experience shows, however, that by far the greatest majority of foreign motorists, like birds of passage, follow a definite route, and therefore here is an attempt to give the majority of travellers some advice in order to make their visit as enjoyable as possible, and to so perhaps arouse the desire for a further and longer stay.

For example, one can drive from Bremen or Hamburg to Berlin. If one experiences here the population of the new Germany, the journey can be continued—after a deviation to Dresden to Raphael's Sixtine Madonna—*via* Brunswick through the Harz with its thousand year old towns and Imperial Palatinates, and then on to Cologne, the most important town on the Rhine, with its wonderful cathedral. From Cologne there is the opportunity of a journey through the romantic valley of the Rhine. This river with its ancient towns, cathedrals and castles is already so well known

throughout the world that it is not necessary to enlarge upon its beauties. Leaving the Rhine, the journey continues through Frankfurt-on-Main, the birthplace of Goethe, past the beautiful Bergstrasse and on to Heidelberg. From here we reach the sunny Neckar valley through Heilbronn towards Rothenburg-on-Tauber, which is still completely maintained as a medieval town. We also pay a visit to Dinkelsbühl, which can look back on a past of 1,000 years. Then we turn towards Munich, the artistic capital of Bavaria, from where it is possible to make daily excursions into the Alpine districts. Leaving Munich by way of the ancient town of Ulm, whose Gothic cathedral carries the highest church steeple in the world, one can arrive at Friedrichshafen, where the airship construction is carried on. This tour touches nearly all the interesting parts of Germany, and also offers the opportunity of making worth-while excursions into the surrounding districts of the mentioned places: for instance, in the Main valley from Frankfurt-on-Main, or from Heidelberg into the Black Forest with the world-famous spa of Baden-Baden.

—(*The News Illustrated Agency of India.*)

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

The ultimate objective of all improvements to the motor is the latter. For the last quarter of a century the efficiency of the motor has been concentrated on and raised to make it speedy. Later it was found that speed was not everything; the "flexible" engine capable of quick acceleration, great speed and hill-climbing capacity was developed. True, much was gained in the cause of quick transport from these improvements, but there still remained the greatest drawback of all in regard to the motor vehicle, its dependence on road surface condition; the constant change from good to bad stretches spells discomfort to the passengers and damage to the motor as a whole. Be the engine ever so speedy, flexible and powerful, road surface still dictates the speed at which the miles can be covered.

Motor manufacturers have within the past two years concentrated on the solution of this urgent problem, to improve the suspension of the vehicle, and so overcome the tyranny of road surface. Herein truly lies the secret of both comfort and rapid transport.

The fruits of these efforts are now beginning to ripen. The first of these objects, universally striven for, was the idea of throwing the centre of gravity of the car lower, which at the present time has been accomplished through use of the low-lying chassis, but more generally through the smaller wheels employed. Also the difficult field of aerodynamic resistance is being carefully studied, and valuable progress has been made. Everywhere a keen search for new ideas.

As things stood it was impossible for the tyre industry to stand still and look on. Has not this always been her undisputed territory, on which she has time and again helped the mechanically propelled vehicle of every description onwards? The improvements in the pneumatic tyre which have taken place within the last few years have helped materially in this direction and pointed out new possibilities which are by no means exhausted. Having succeeded in making the Balloon tyre so resilient, that even the heaviest lorries can to-day be run on low pressure tyres, the next step was to try to still further reduce pressure for passenger

cars. The ideal is the soft pneumatic tyre, as it absorbs all shock at its source before reaching the springing system.

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

When the Continental in the year 1924 first placed the Balloon tyre on the market, the conditions existing then were similar to those of the present day. In order to prevent this valuable novelty being restricted to the lucky few, blessed with this world's goods, who at that time could afford a new Balloon tyred car, the Continental Company made a "Type Balloon" which did not necessitate new (smaller) wheels, and could be fitted to the rims of the existing model.

The success of the venture was complete. The low pressure tyre even in those difficult times was taken up with enthusiasm; so the Continental "Balloon" tyre has done valiant service in the cause of progress.

Now to-day the wonderfully soft Continental Aero tyre for special wheels appears and at the same time a tyre with a larger air chamber, which can be used on existing models without changing the size of the wheels. This new Continental "Type Aero" is used with greater air pressure than the All' Aero but yet sufficiently low enough to improve shock absorption to a marvellous degree.

With regard to the exact dimension for the Type Aero tyre for existing rims, every technical detail of the motor and chassis must be taken into consideration. Even the least deviation on the generous side, may lead to undesired complications.

For instance—if one wished, as is very often tried—to fit on to the present rims a tyre, whose volume approximates very closely that of the All' Aero tyre, the wheel might be too high and the tyre itself too broad. Changes in the working of the car would be the result, trouble owing to too little clearance and narrowing of the lock, would in a great many cases, be unavoidable. In others a great many other technical drawbacks would manifest themselves.

The exact gearing thought out by the manufacturer would, through any increase in the size of the driving wheels, be immediately altered.

The latter would for a complete turn of the wheel have to cover a considerably greater amount of ground, without at the same time increasing the number of revolutions of the motor, so that the car on the same road would receive fewer power impulses. The great susceptibility and sensitiveness of the motor even to the slightest change in gear is well known. The car would in the abovementioned case lose its pulling and acceleration powers; just the points we value most in the modern motor.

Even if the larger wheel were not heavier, the smaller one by reason of its reduced radius lends itself to a freer and quicker acceleration and pull, as its resistance is shorter.

In the Continental "Type Aero" on the other hand, in spite of the increased tyre volume, a change of the working radius is not perceptible, as owing to the softness of the low pressure, the tyre flattens out with the weight of the vehicle; the increased radius is thereby reduced to normal.

Any increase in the size of the tyred wheel as is unavoidable in any exaggerated increase in the tyre volume on unchanged rims, causes the centre of

gravity of the car to be raised, whereas at the present day the general trend is to place the centre of gravity as low as possible.

As long as one is forced to use a specific rim, it is essential to restrict the volume of the tyre. Great care is therefore taken in the dimension of all "Type Aero" tyres, so that there is a healthy relationship between the tyre width and rim width. Should one place too wide an air cushion on the existing rim, one would discover that the enlarged tyre does not find a proper basis; the stability of the sides of the wheels, and of the whole car is adversely affected, which may be observed particularly when cornering.

In the construction of the Continental "Type Aero" every care is taken to observe all the abovementioned points, the enlargement of the air cushion and the internal air pressure keep within their given bounds.

As the "Type Balloon" was literally an "auxiliary tyre" for the older cars, in the transition period, so is the "Type Aero" to the All' Aero, in other words, the "Type Aero" is a modern low-pressure tyre which can be fitted to existing rims, affording almost the same comfort and speed as the All' Aero with no adverse mechanical effects—and last but not least at a lower cost.

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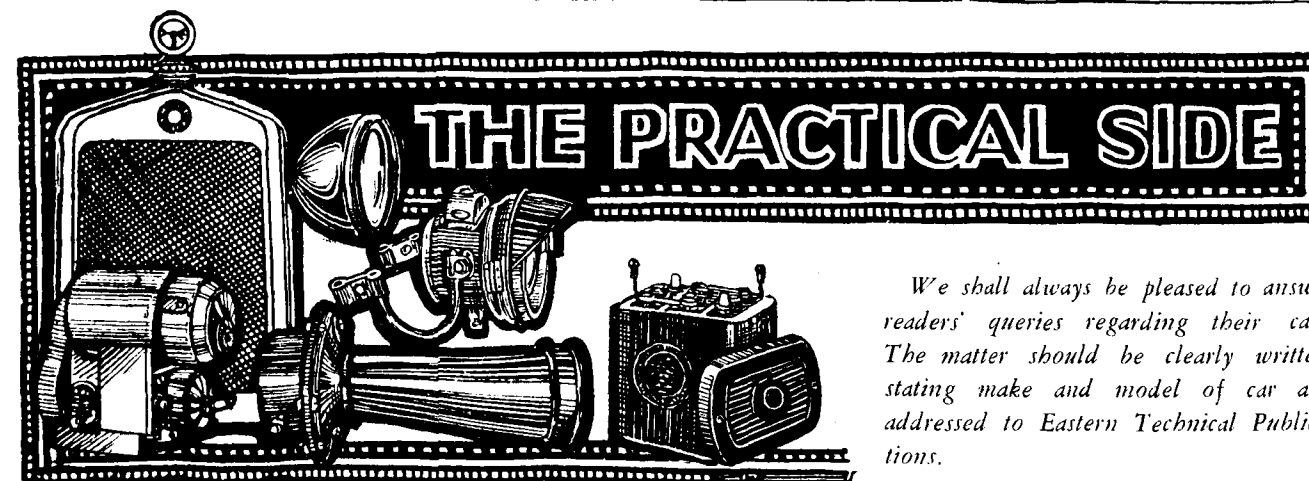
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The
Committee of the
A. A. S. I. takes
this opportunity of
wishing all members
the very best for
Christmas
and the
New Year



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.

Tuning A Motor Car Engine.

In order to thoroughly tune up a Motor Car engine a certain knowledge of the functions of the various components is necessary, but the owner driver can do much to improve the running of his Car even though he may not be familiar with the "Innards" of an internal combustion engine.

Many cars suffer from an occasional misfire at slow speeds, and this may be due to one of many faults. Usually misfiring and bad pulling is to be found through one of the following causes. A broken or dirty sparking plug. A broken, or semi-broken lead from the distributor to the sparking plug. A slack terminal. A weak or broken valve spring, a wrongly adjusted tappet, or a sticky valve—this latter is usually due to a wrong grade of oil being used or the engine is choked with Carbon. The Carburettor may require adjustment, or worn piston rings may be allowing oil to pump up past the top of the piston and fouling the plug.

Any of the above reasons may be the cause of that annoying misfire or jerky engine and lack of power.

To find out which cylinder is causing the trouble allow the engine to idle and then short each plug in turn with a screw-driver or some other tool. A hammer will do. Short the top of the plug to the cylinder by holding the hammer or screw-driver lightly against the top of the cylinder and against the plug where the terminal fits. Take each plug in turn and notice carefully if any difference in running is noticed. If one cylinder is not firing no difference will be noticed when it is cut out, and that will be the one on which to concentrate.

First of all take out the sparking plug and inspect for damaged or cracked porcelain, or see if it is choked with carbon or is wet with oil. If the plug appears to be alright a good way of testing it is to replace the lead and instead of inserting the plug leave it on top of the cylinder and start the engine. If no spark jumps across the electrodes, and to all intents and purposes the plug looks alright, take out another plug from a different cylinder and see if it still misfires when placed in the position of the other plug. Another way of testing a suspected plug is to disconnect the lead from the top and run the engine holding the wire within a short distance, say an eighth of an inch from the plug, if a good spark is noticed then you may be sure that your ignition is quite in order up to the end of the distributor lead.

In the event of weak compression being the cause of misfiring or wrongly adjusted tappets, it is advisable to have a good technical man to adjust, or if necessary grind in the valves. A good many owners are capable of doing this job but very few have the patience which is required to adjust tappets. The Manufacturer of your car has given certain technical details for adjustments that are necessary from time to time, and the clearance between tappets is of considerable importance for many reasons. Providing that the Piston rings are in good condition, the cylinder walls are not scored, and the valves making a good seating, there is no reason why you should be bothered with a misfire in your engine, but many people do not pay sufficient attention to the adjustment between tappets and valves, and without correct adjustment the finest engine will not give good results. Actually it is

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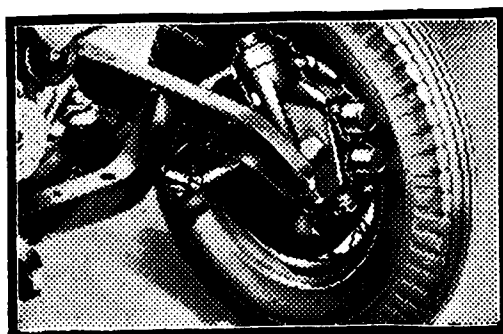
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**FULLY-ENCLOSED KNEE-
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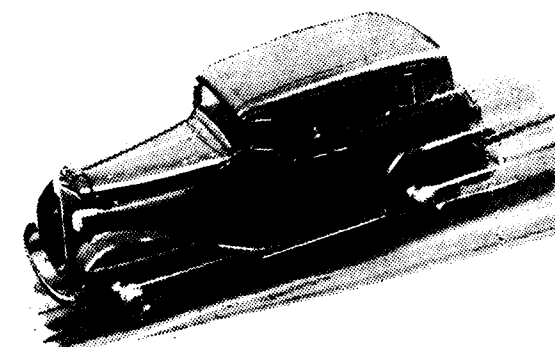
Pontiac's front springs are fully enclosed and operate in a bath of shock absorber fluid. They flex in unison with the leaf springs at the rear—assure a gentle, gliding ride on all roads. Pontiac leads the field in riding smoothness and in ease of handling, too!

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FAST!



**85 SMOOTH, THRILLING
MILES AN HOUR**

You can hardly believe your eyes when you glance at the Pontiac speedometer. Before you know it you are up to 50, 60, 70 — Pontiac is so smooth! You can do 85, or even more, if you care to. And the marvel of it is, you are free from all worry and driving fatigue.

better to have a wider clearance than specified by the Makers if tappet gauges are not available. This will make your engine a little noisier but it is safer than having the tappets too thinly adjusted at the risk of burning out a valve. In the old days the thickness of a visiting card was the "rule of thumb" and the average garage hands' idea of setting valve clearances. It was a fairly safe way of 'making shift' but by no means a technical feat. Even today many garages are minus a 'feeler gauge' for tappet adjustment, and it is really amazing how a mechanic can obtain the reasonably good results he does without this inexpensive tool.

Most manufacturers give the correct tappet adjustment in the handbook given with the Car, and a general rule cannot be given to apply to all makes as some engines require a different setting for the exhaust valves and a different setting for the inlet valves. Some settings are given when the engine is cold and others when the engine is hot, and where one tappet clearance will be three-thousandths another will be ten-thousandths.

Therefore, it is vitally necessary to obtain the correct clearance if economical running and good pulling power is required.

There are some engines made without adjustable tappets and these are to a certain extent fool-proof. After several valve grindings, however, it becomes necessary to correct the clearance, but that is a very skilled mechanic's job. Carburettor adjustments are rather difficult and unless the owner has the service manual in detail dealing with the particular type of unit fitted to his car, it is not wise to interfere with the setting.

Changing Oil.

Many owners take great care to see that the correct grade of oil is used in the Engine and also to see that at reasonable intervals the old oil is drained from the crankcase and fresh oil is filled in. On the other hand, quite a few owners of even expensive cars simply top up the crankcase with new oil as required. This mixes up with the dirty oil and soon loses its lubricating qualities and becomes full of carbon.

It is highly essential to clean out the oil from the crankcase about every 1,000 miles. In general a car which does an average mileage should have

the oil changed about every 1,000 miles, but a car that only does short runs and is started very many times a day requires even more frequent attention.

A very good method to adopt and one which will allow most of the old oil to thoroughly drain is to remove the crankcase plug after garaging the car for the night and allow the old oil to run into a container of some kind. Allow the oil to drip all night and then in the morning screw in the crankcase plug and refill with fresh oil. However, there is the human element to consider and one might possibly forget that overnight the plug was removed and perhaps the car would be started without oil, having disastrous results to bearings and pistons. Perhaps the better plan is to drain out the oil as far as possible and then fill up with a good quality flushing oil. In using a recommended flushing oil the engine may be run for a few minutes and this will clean out the whole system, especially on engines where an oil pump is used. If the engine is extra dirty or has not been cleaned or flushed for a long time, it is advisable to repeat the process.

When petroleum oil strongly heated with sufficient oxygen is present, it will burn completely and leave practically no residue. However, if the oil is heated with a deficiency of oxygen or air, it will decompose before it burns, depositing a mass of solid black carbon. If there are sufficient resins or waxes present, or tarry matter, then these substances will bind the carbon together like a cement and produce a hard scale like that found in cylinders of many engines. Therefore, the lighter and more volatile the oil, the less will be the carbon deposit, hence a slight degree of volatility is an asset if all other factors remain constant.

It is a recognised fact that a light oil will produce less carbon than a heavy running oil.

Spare Fuses No Longer Necessary.

On the rear cover of this publication is an advertisement dealing with a new Patent Fuse. As is mentioned, this must not be regarded as "another Gadget" or a novelty, but is a further definite move in the interests of perfecting the automobile.

Every motorist of experience knows the inconvenience and delay that can be caused by the light or dynamo fuses becoming "blown" during the evening or night time. A spare fuse is rarely

available, and, if one is to continue driving, one's ingenuity is taxed, sometimes not always successfully.

With the 'Pol' Fuse spare fuses are no longer necessary. The peculiar patent construction of the fuse, after overloading, makes it possible to re-"make" same by sharp tap of one end of the fuse on a hard surface.

We trust that we will be permitted withholding our sympathy towards any motorist, who, after reading this article, is, one night, caught with no lights or dynamo.

Why are Yellow Car-Lights Used?

Many motor-cars nowadays are fitted with yellow lamps that give a bright golden yellow light. As a rule this kind of car-lighting is produced by lamps with a special kind of glass known as "Selectiva" and in view of the common opinion that this is ordinary yellow glass serving to gratify a freak of fashion, we will now give a few technical purposes concerning its use.

"Selectiva" glass is of a composition based on scientific principles, and its adoption for car-lights was the outcome of experiments conducted in Philips' Laboratories. This special grade of glass absorbs the blue, indigo and violet light of the spectrum, thus causing a shortening of the spectrum. The result of this is that, although luminous intensity is somewhat diminished by the use of this glass, the degree of *visual* acuity is decidedly as good. This is due to the above mentioned shortening of the spectrum, for at night the pupil of the eye is distended to the maximum extent, with the result that chromatic deviation also assumes a maximum value and hence images tend to become blurred. The elimination of the violet and blue part of the spectrum obviates this chromatic aberration thus giving a sharper visual image by light of the same intensity.

There is another respect in which blue and violet rays are troublesome at night: Under very faint illumination, surfaces receiving blue and violet light seem brighter than they really are because of a certain optical effect known as the "Purkyne effect", so that twigs, stones, etc., when viewed by white light, contrast far less conspicuously against the bright road-surface than is the case when using "Selectiva" glass. So the contrast-effect, too, is

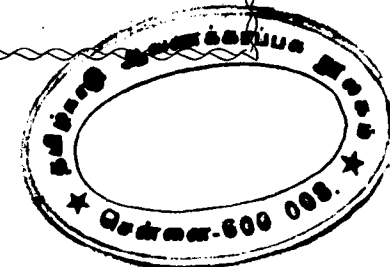
greatly enhanced by this glass, as will be found by every motorist who makes a test for the sake of comparison.

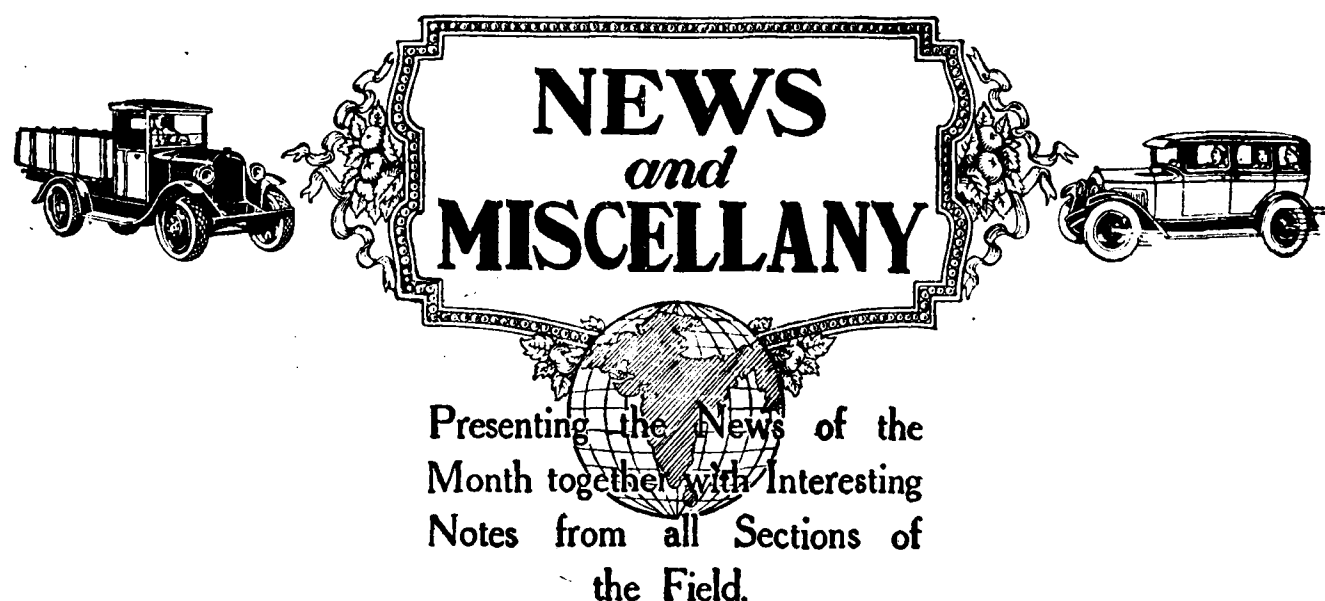
Last but not least, the blue and violet rays of the spectrum make a very strong impression on the retina of the eye in its nocturnal state of accommodation, so it is obvious that when these rays are absorbed by "Selectiva" glass the resulting light will be far less glaring than otherwise. This is a great advantage not only to road-users approaching a car in the opposite direction but also to the motorist himself, because when using "Selectiva" glass, he need not change over so often or so quickly to the downward beam of his "Super-Duplo" lamps.

Tests carried out on the road with these lamps have shown that the motorist never for a moment feels his light to be too weak. On the contrary, this yellow filter gives a much steadier view of the lighted road and is therefore less fatiguing to the eye.

A special test was conducted in which two cars, each fitted with the new lamps, were driven past each other in the opposite directions with lights full on. Neither of the two drivers experienced such glare as to necessitate slowing-down of the car.

To all our Readers
and Advertisers
A Very Happy
Christmas
and
New Year





Kaye Don's Ordeal.

It has been remarked in the London Daily Press that never in the height of his great racing days was Kaye Don more popular and possessed so many friends as to-day. We think it is probably true.

He is serving a sentence of four months' imprisonment in the Douglas Prison following upon a fatal accident.

Don was testing a car for a road race in the Isle of Man when rounding a corner his car struck the wheel cap of another car. Don's car overturned; his mechanic Frank Taylor was killed and Don himself badly injured.

In July Don was tried for manslaughter convicted and sentenced. Pending his appeal he was allowed bail.

Two Judges.

The hearing by two judges, Mr. Harold Derbyshire, K.C., and Mr. R. K. Chappell, K.C., lasted three and a half days.

Immediately the two Judges of Appeal had taken their seats Mr. Chappell said:

"It is the judgment of this court that the appeal against the conviction be dismissed.

"There have, in my view, been wrong decisions on questions of law, and these may or may not have amounted to miscarriages of justice.

"But further than that, we have to consider a proviso of the Island's Criminal Code Amend-

ment Act that an appeal may be dismissed notwithstanding such matters, if the court considers no substantial miscarriage of justice has occurred."

Don's Remorse.

Mr. Kneen, who appeared for Kaye Don, asked that the sentence should be reduced to a fine. He said that Don had suffered "immeasurable remorse, serious injury, suspense, and considerable expense."

He had to meet the claim of the widow out of his own pocket. "He deserves more sympathy than a reckless fool," Mr. Kneen said.

It was desirable that Don, with his spinal injuries, should be able to consult specialists.

The appeal against sentence was dismissed.

Sentence was ordered to run from the start of the appeal.

The prison which is in Victoria-road, Douglas, is a red-brick building where each prisoner has a separate cell with a window.

There is a governor and a staff of six—four men and two women.

The prison holds thirty men and twelve women, but at present there are only six others besides Kaye Don.

The work is chiefly light, and consists of making mats, cleaning the prison and chopping firewood.

Brakes Burned Out — *but THIS* Tyre Kept Right on Rolling



Test cars burned out brakes in 72 hours

How "third degree" methods developed an astonishing new tyre

THE Goodyear test cars were "trying out" a new tyre. Start—run to 50—stop. Start—run to 50—stop. Hard, quick, emergency-like stops, jamming on the brakes.

The strain was terrific! Brakes had to be adjusted every 8 hours, completely relined every 72.

But when that battle was over, we knew we had a better tyre than ever before. We wanted a tyre to match the new cars, for these high-powered, faster-sprinting, quicker-stopping cars were putting new burdens on tyres—demanding longer wear, more grip—and the "G-3" All-Weather certainly was that tyre!

How it Started

Treads were wearing out too fast. Not only competing tyres but even ours. And because leadership is a tradition at Goodyear this order came from the executive offices: "Find out what's wrong and lick it! Pour all of our experience, resources and skill into building a tyre that can

stand the gaff!"

Today—that tyre is ready for you. It is called "G-3" because that was the simple symbol which identified it in all of the research tests. It needs no fancy name, for in the plain, honest facts are reasons enough for any sensible man or woman to buy it.

Put "G-3" All-Weather tyres under you and you will get greater non-skid mileage than you ever got before. And that's important, on today's smooth highways if you want to stop.

Here are the facts:

43% longer non-skid tread-wear
16% more non-skid blocks
5½% wider tread; more road contact
11½% wider ribs; narrower grooves
100% guarantee that it is the best All-Weather that Goodyear ever built. It costs more to build—because there's more rubber in the tread—an average of 2 lb. more per tyre.



That husky, non-skid tread puts grip where the tyre meets the road

Smooth highways invite you to drive at higher speeds. You need grip on your tyres more than ever—and "G-3" keeps its grip 43 per cent longer

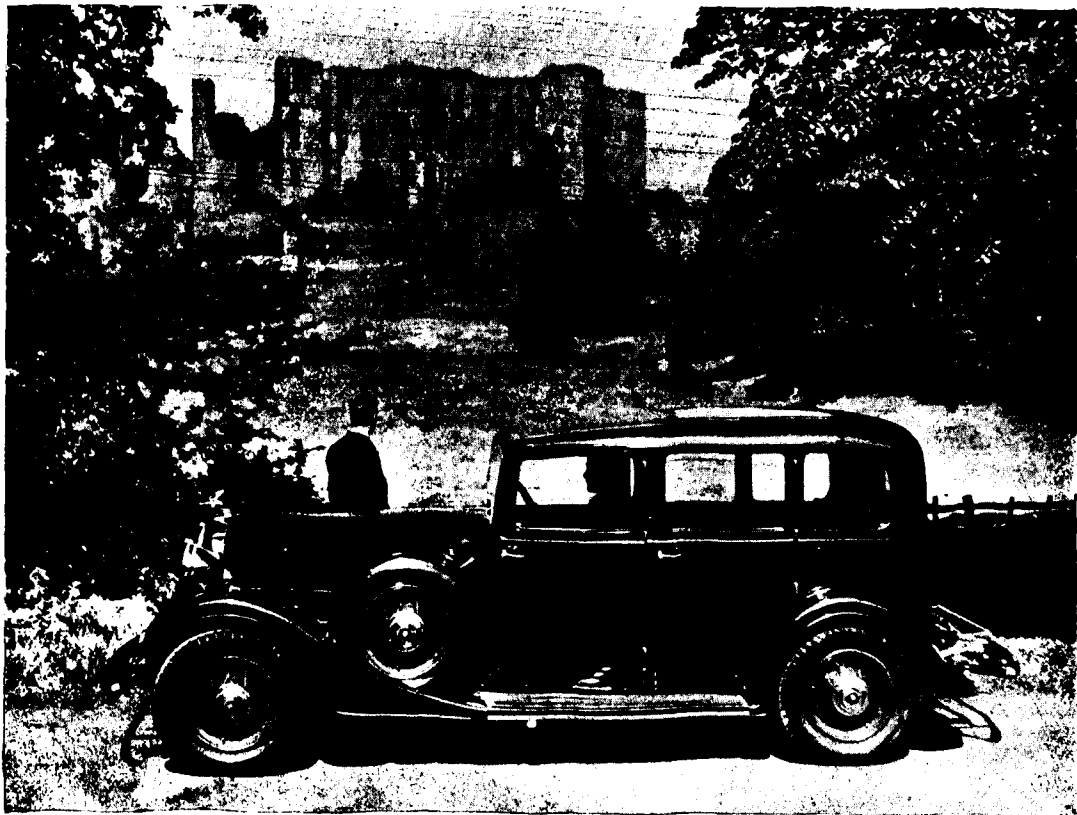
You may ask: "If the tread is heavier, does that increase sidewall strain?" The answer is yes. But, here is why Goodyear can pile on that added strain and stand it—Supertwist!

For only Goodyear has the right to build tyres with Supertwist, that marvelous, extra-durable, extra-elastic cord fabric which enables the carcass of "G-3" to accept an increase in strain with no effort at all.

See "G-3" Goodyear All-Weathers in your size. See how the closer-nested pattern of diamond blocks and ribs makes a more compact pattern, one that reduces "squirming" of the tread under pressure. And "squirming," you know, is responsible for much tread-wear.

If you have tyres to buy, buy "G-3" tyres now. They cost more to build, but you can buy them at no extra cost.

GOOD YEAR



Another Humber "Snipe" Saloon with Kenilworth Castle in the background. (See illustration on page 465.)

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Join the Automobile Association of Southern India
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ARMSTRONG SIDDELEY
FOR LONDON DELIVERY THROUGH
MILTON'S
Madras, Coimbatore and Trivandrum.**

There is no second division, but Kaye Don's duties will be lighter than those of a prisoner sentenced to hard labour.

Owing to the spinal injuries he received in the crash, he may spend a time in the hospital.

No remission is granted, however, on short sentences.

The governor said that:

"The food is good, and the library, in which Kaye Don will probably work when he is fit enough, has 500 books."

Fabulous stories are told about this prison.

It is said that the prisoners form bridge parties on the long winter nights, and that once a week they go to the pictures in the town of Douglas.

These stories are far from the truth. Unless Kaye Don, on the certificate of the prison doctor, remains in hospital during his sentence he will live much the life of a prisoner in an English prison.

To a man sensitive by temperament, who has lived for many years in the public limelight, it will be four months of humiliation.

The island prison differs from other prisons only in its exterior.

It is situated in the best residential part of Douglas. From the outside it looks like the home of a well-to-do resident.

It is the long hours in these cells in solitary confinement that form the hardest part of the punishment.

Douglas gaol has one possible advantage over other prisons. It is sparsely populated.

Unless he remains in hospital Kaye Don will be treated like other prisoners.

His sentence is without hard labour.

This means that the work given him will be lighter.

Prisoners rise at 6-30 a.m. Exercises for an hour in the prison yard follow.

At 7-30 there is breakfast, usually a bowl of porridge and bread and water.

The next meal at noon, may consist of a sort of stew and bread and water. The diet varies slightly.

The prison uniform is a fustian, a drab chocolate-coloured cloth.

Visitors are allowed once a week and letters are received once a week.

It is doubtful if Kaye Don will receive any visitors other than his legal advisers. He will not let his young wife see him in prison.

"It is not the prison hardships that are worrying Kaye Don.

"But what afterwards?

"These have been his dominating thoughts" says Harold Pemberton in the *Daily Express*.

"They are exaggerated in the mind of a man who from time to time had heard the cheers of the multitude on the occasion when he has achieved motoring and motor-boating records for his country.

"But he need have no anxiety on this score. Kaye Don has more friends to-day than he had in the height of his fame."

Later.

According to a London newspaper report Mr. Kaye Don had at the time of writing completed the first week of his sentence in the Douglas prison as a first-class prisoner.

Regulations allowing prisoners to be filed as first-class and enabling them to claim special concessions were introduced only last month.

Mr. Don made his claim. It was allowed.

And, so, instead of sleeping in a hard prison bed he settles down for the night in a bed which he has been permitted to take into the gaol.

He is allowed half a pint of stout every night before retiring.

He does not eat the prison fare. His meals are brought into the gaol from an hotel.

He does not wear the prison clothing. He has his own suit of navy blue.—(*Reuter*.)

Centralisation is Minister's New Plan.

There is being prepared for submission to the Government by Mr. Hore-Belisha, Minister of Transport a revolutionary scheme to bring all main and secondary roads in Great Britain under the direction of the central authority. The powers of local authorities are to be abolished.

That plan is yet another move on the part of the Ministry which was recommended by *Reuter's*

Motoring Correspondent to the Minister in our interview nearly three months' back.

In one of our July letters reporting that interview we wrote:

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

'Heavens', cried Mr. Hore-Belisha, 'you are probing me to the very depths'."

But the hint has been taken. The Minister proposes to supersede the County Councils and other smaller authorities. To-day road transport is a national concern; and a national authority is visualised to control the thoroughfares.

The proposed step will make one of the most sweeping changes in local government this country has known for many years.

If the scheme matures in an Act of Parliament the Ministry of Transport will be responsible for the making and upkeep of the chief roads throughout Britain, for their widening and surfacing and for traffic lights and pedestrian crossings.

Cars for 1935.

The Paris motor salon week has provided a new impetus to the movement for the front wheel drive.

It is said that three out of four of the French manufacturers have adopted the front wheel drive. Every car in the 1935 Citroen range will be driven by the front wheels.

All the "works" are in front. By undoing four nuts and bolts the front axle, wheels, engine, transmission and gear box come away in one unit, leaving the body and rear wheels as a separate part.

And, certainly, judging by the big crowd which surrounded the Citroen stand, the motoring public approves of this rather revolutionary change.

The front-wheel drive system, which, incidentally, has the advantage of reducing production costs as well as making for a much lower car, since there is no propeller shaft or back axle proper, has independent suspension of all four wheels which is another great feature of the 1935 Continental cars.

It is said that the chief feature of the 1935 Olympia Show will be streamlining in one form or another.

Almost every manufacturer has made some effort to achieve cleaner lines; some have gone the whole hog in the direction of aero-dynamic efficiency which has completely revolutionised the appearance of their cars.

A Studebaker Proves its Stamina in Canadian Bush.

An unusual example of the stamina of Studebaker automobiles was brought to light recently in a letter received at the Studebaker factory in South Bend, Indiana.

The letter was written by Gilbert S. Wright, executive of The Shaw-Wright Gold Syndicate, which has gold mining operations in Northern Ontario, Canada. The car described by Mr. Wright was a Studebaker "Big Six" produced in 1922 and after many ordinary adventures, finally arrived in a used car merchant's stock early this year. There Mr. Wright purchased it for a special task. He paid \$10 for it and made a few slight repairs, such

as grinding the valves and replacing the piston rings.

"After driving five hundred miles into the bush country, our route took us off the highway and right into the bush where no automobile had ever been before," writes Mr. Wright. "This was a virgin forest. Rocks had to be gone over, bush cut out, creeks bridged. Prior to having the automobile our supplies had to be taken into the camp only by back pack and it was an extremely difficult and lengthy operation. The car now carries our supplies in half the time it used to take for six men to bring in the same amount.

"To many people this may not seem a very great feat, but to anyone who knows the Northern Ontario bush it is instantly remarkable. It is a task that is a real undertaking, even now when we have a rough road cut through the bush, but it was extraordinary on that first trip when there was nothing more than a foot-path and we had to cut and build a 'road'."

A New Disease.

Motor back-ache seems to be the latest disease attributable to the motor-car.

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MADRAS

If you get a pain in the back when driving your car, it's the car seat that is to blame.

That is the view a medical man, signing himself "G.H.A." expresses in the "British Medical Journal".

He thus supports the contention of a Harley-street woman doctor, expressed in a Sunday newspaper some months ago.

"About six months ago," writes "G.H.A.," "I developed an unpleasant pain across the lower part of the back, especially on the left side, and realised that this was induced by motoring."

"It was increased by any attempt to bend the spine, especially the lower part."

The writer describes the development of his affliction at length, and comes to a time when he became a cripple. Walking was reduced to a limp, and work had to be abandoned.

Standing Up To Eat

The victim was obliged to take his meals standing, and write letters while lying on his face.

A well-known medical man, himself a motorist, said:

"I doubt if motoring alone was the origin of "G.H.A.'s" trouble.

"I think it likely that it arose from a sciatic affection, probably caused by a displacement of the sacro-iliac joint of the spine and the ilium or large bone which supports the thigh bone.

"No doubt the conditions would be gravely aggravated by constant motoring. And, by the way, it is well to note that only constant motorists are likely to be affected."

3. L-Shaped Seat's Drawbacks.

Another doctor, who is attached to a rheumatic clinic numbering among its patients a great many motor drivers, declared that he had frequently cases of back-ache.

The sufferers often attribute the trouble to their occupation and the character of the seat.

"I think it is high time for the subject to be investigated in a scientific manner," he said. "This has never been done. The difficulty of the L-shaped seat, whether the back slopes or not, is that the



Geraldo, leader of the famous Gaucho Tango Orchestra which plays at the London Savoy Hotel, with his Thrupp & Maberly Humber Sedanca de Ville with special colour finish.

lower part of the back does not receive adequate support.

"I do not see why the seat should not be rounded, and the angle cut out. I think, also, that draughts aggravate the trouble, and are a frequent cause of rheumatic affections."

A representative of a famous firm of car manufacturers said—"It seems a good idea to get advice from an orthopaedic surgeon, but the difficulty is that people do not all agree as to what is a comfortable seat. We adopt a more or less standard seat, but customers often want it altered.

"In our latest large models by turning a small handle the angle of the back squab and the tilt of the seat can be adjusted at will."—(Reuter.)

Ford World Output Double that of 1933.

First 8 months Production Increased 97.5%; Gains in Foreign Countries 68%.

Figures on Ford world production show that the Company's output of cars, trucks and commercial vehicles for the first eight months of 1934 was practically twice that of the same period last year.

The figures are: total world production for the first eight months of 1934, 6,96,070 vehicles; for the first eight months of 1933, 3,52,405 vehicles—an increase of 3,43,665 or 97.5 per cent.

Production in every foreign country where Ford has Plants so far this year has shown very substantial increases over that for the same period a year ago. In some countries production trebled. The increase in production for all countries outside the United States was 68 per cent.

Skidding Death Traps on Main Roads.

It is possible that nothing could better dramatise the present foul state of thousands of miles of English roads than a general mix-up which occurred on one of our main roads the other day.

It was just sheer luck that twenty lives were not lost in the amazing melee when twelve motor-cars were in collision on the main Portsmouth road near the Officers' Club at Aldershot.

There was no question of bad driving on anyone's part. Drizzling rain on a greasy sloping surface was the cause.

A small baby car started the affray by braking

and then getting into a bad skid finally over-turning.

Another car tried to avoid a collision and breaking, suddenly started going round in circles. One after another followed until there were no fewer than twelve cars badly smashed up in a confused heap.

It was not until a cart load of grit was spread across the road that the much battered vehicles could be dragged apart.

Imagine that on one of England's greatest trunk roads in the year 1934 when the government is taking £70,000,000 direct taxation, from the motorists' pocket in order to provide modern road-ways.

Instead of drivable roads with a non-skid surface which nowadays can be put down as cheaply as the present day ice-rink surfaces which abound, we are making London and other towns look like a Chinese tournament with an uncountable array of the Belisha beacons.—(Reuter.)

Coachbuilding Awards.

Coachbuilders' Silver Cup in Section 2 of the Owner Drivers' Class at the Olympia Show was awarded to the elegant continental saloon by Thrupp and Maberley, Ltd., on the 40-50 Rolls-Royce chassis. The same exhibitor carried off the Institute Bronze Medal for the Humber Sedan de Ville in Section 1, Large Closed Bodies. The Silver Medal in Section 4 was awarded to Humber, Ltd., for the luxurious coachwork on their Pullman Limousine.—(Motor Digest.)

Testing 33,000 Horse-Power.

A huge new test shop has just been completed within the Austin factory at Longbridge to cope with the entire production of Austin engines, aggregating in power output to over 33,000, brake horse-power per week, or sufficient to provide all the electrical power and lighting required by a city of the size of Cardiff.

In this new shop no fewer than seventy-four power units can be tested at once, representing over 1,800 simultaneous b.h.p. output, and a staff of sixty highly skilled testers is constantly employed in verifying the performance of anything up to 2,000 Austin engines in a normal week.



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

With its long lines of beds for testing either by electric or hydraulic means, most of which can be instantly adapted to suit different engines, this new test shop is a marvel of organising efficiency.

Handling is minimised by twenty-three electric elevators which serve the electrically operated conveyors, over a quarter of a mile in total length, on which all engines arrive and depart.

Petrol and oil are fed to the engines on test from a central supply; there are five special generators to provide ignition current; and the cooling water, maintained at normal working temperature, is circulated by pump from the main reservoirs to all seventy-four test beds.

In this test, which consumes 3,000 Gallons of petrol each week, each engine is run for two hours under a gradually increasing load before being subjected to its trial for power output.

As an instance of the exacting standard of performance to be complied with, a 10 h.p. unit is required to develop fully 20 b.h.p. before it can be passed, after a rigorous examination, for assembling in the Austin Ten-Four chassis.

Incidentally, this power, when absorbed by the electrical testing equipment, is converted by a 500 h.p. motor-generator set to assist in driving the plant in the machine shops.—(Reuter.)

Chain of Driving Schools.

One result of the Transport Ministry's proposals for driving tests for new motorists has been the formation of a chain of motoring schools all over the British Isles.

Three hundred schools are in course of being equipped with dual-control cars, and their skilled instructors will be able to earn from £6 to £15 per week.

A prominent London motoring organisation is behind the scheme, and men are now being interviewed in London and undergoing tests with a view to their appointment as instructors.

"We are equipping a school in practically every town of 25,000 population or over," one of the sponsors of the scheme has said.

"Our difficulty has been the selection of men fitted to be instructors, for less than two out of every ten applicants can pass the R.A.C. driving test."—(Reuter.)

Better Business Prevails.

Ford Executive's View

An all round improvement in Trade conditions generally was the reason advanced by Mr. E. A. Sully, Director, Ford Motor Company of India, Ltd., to account for the remarkable increase in Ford business during the month of November.

Confirming that Ford deliveries to Dealers during November constituted an entirely new record for deliveries in any one month, Mr. Sully, interviewed, threw some illuminating sidelights on business conditions in India, Burma and Ceylon.

"The establishing of an entirely new record," stated Mr. Sully, "came rather as a surprise, although the general trend of business during the last few months gave every indication that November would be a peak month."

Ford deliveries during August of this year were, Mr. Sully confirmed, the highest recorded for three and a half years and deliveries during October exceeded even those of August. The November business, which constitutes the new record, was equivalent to an increase of more than 156% over the monthly average for the last two years.

"The most gratifying feature of our own excellent results," Mr. Sully added, "is that same can to a large extent be attributed to improved business conditions in India, Burma and Ceylon to-day and give an indication of what may be expected during 1935. I have just returned from an extended tour around the Country and everywhere I found a new spirit of confidence. People are doing more buying now than for a long time past and every indication points to increased trade and greater prosperity in the near future."

"My views are borne out by the fact that every territory in India, Burma and Ceylon contributed to our November results and it is not as if merely one or two territories showed big increases or that any unusually large fleet orders were obtained during the month."

"To those who, like myself, are engaged in and interested in the Indian Market," concluded Mr. Sully, "the most gratifying angle on the improvement in trade conditions in India, Burma and Ceylon, is that it proves to the world that India is heading out of the depression and that, now, our faces are to a future that even the most pessimistic have to admit is bright. 1935 should prove a good

year for all those with sufficient vision and courage to go out aggressively after business which Trade Reports from almost every line of Industry show to exist. If leaders of industry as well as leaders of thought can forget what we have been through in the last few years and remember only the lessons learned during the time of the depression, then India can confidently look forward to a period of prosperity."

The previous record for deliveries in any one month, it was divulged, was established in January 1929, and the November returns, which constitute the new record, show an increase of 26% over the number of deliveries made at that time.

Nearly A Record

Death almost established a new record for itself on the roads of Great Britain last week.

The number of people killed in road accidents was 169—sixteen more than the week before and the second highest on record.

This disturbing fact was shewn in the weekly report of the Ministry of Transport on road accidents.

The number of people injured also increased last week after showing a decline for five consecutive weeks. It was 4,611 compared with 4,444 the previous week.

In the metropolitan area last week road accidents caused thirty-six deaths, the highest number in the area with the exception of the week ended April 28, when there were thirty-seven.

The number of injured increased by 82 to 1,255.

An official of the Ministry of Transport explained that not one of the fatal accidents occurred on any of the 5,000 pedestrian crossings in the metropolitan area although they are placed at the most dangerous spots where previously accidents were frequent.—(Reuter.)

To the Editor of "The Daily Mail".

Sir,—The rules given below were issued a few years ago, by the police in Yokohama, to British and American Motorists.

1. At the rise of the hand policemen stop rapidly.

2. Do not pass him by or disrespect him.
3. When a passenger of the foot have a sight, tootle the horn. Trumpet at him. Melodiously at first, but if he still obstacles your passage tootle him with vigour, and express by word and mouth the warning, "Hi! Hi!"
4. Beware the wandering horse that he might take fright as you pass him by. Do not explode the exhaust box at him as you pass him by. Go soothingly by.
5. Give big space to the festive dog that shall sport in the roadway.
6. Go soothingly in the grease mud, for there lurks the skid demon.
7. Avoid tanglement of dog with your wheel spokes.
8. Press the brakes of the foot as you roll round the corner to save collapse and tie up.

Possibly the above might furnish suggestions to Mr. Hore-Belisha?

Lord Nuffield Against Horse-Power Tax.

Lord Nuffield has set out on a new campaign for the abolition of horse-power tax. The motor-car people to-day are paying £70,000,000 a year in direct taxation.

The abolition of the vehicle tax in certain European countries has led to an expansion of their motor-car industry. Its most important effect, however, would be to remove artificial restrictions upon the design and types of cars.

It may be remembered that as from January 1 next the horse-power tax will be reduced by 25 per cent.—(Reuter.)

A Night in the Nile

Further proof of the sturdy construction of Morris cars is provided by an experience on the part of Mr. E. J. B. Gahan, a District Engineer, residing in East Africa, and the owner of a 1928 model Morris Cowley Tourer.

One evening, Mr. Gahan and a party of friends visited the Owen Falls, at the source of the River Nile, a well-known beauty spot. A stranger to the locality, Mr. Gahan left his Morris near the water and without the brakes on, failing to notice that the ground sloped slightly towards the river. A

minute or two later, to the consternation of the owner and his companions, the Cowley swept past "like a grey ghost," reached the escarpment, and plunged into the water some 100 ft. below. Despite the general feeling that the car was "a gonner," Mr. Gahan and others climbed down the bank, and, much to their surprise, discovered the "gallant Morris" standing on all wheels in four feet of water, the only outward signs of damage being a broken top leaf of the windscreen and a broken steering wheel—the latter having been hit by the back of the front seat.

Next morning the car was rescued from the attentions of crocodiles, and carried 100 yards to a landing place. Further examination revealed only a bent front axle and broken track rod, and in a fortnight's time, all parts having been dried out, the Morris was on the road again, its extraordinary adventure having cost the owner less than five pounds.

"Excellent Service"

Mr. J. St. J. Coleman, writing from Trichinopoly, South India, has praised the performance of his 15 h.p. six-cylinder Morris over local roads. The car is often loaded with 250-300 lbs. of luggage, in addition to passengers totalling 33 stone, and Mr. Coleman reports that the Morris sits down very evenly on its springs, and runs very smoothly.

"The car," writes its owner, "has given excellent service out here, climbing the Kodaikanal Ghat of 7,500 ft. height in 32 miles. Also the Ootacamund ghat, which is similar, climbing 7,500 ft. in 30 miles, but the first 11 miles have 13 hair-pins in them and have an average grade of 1-15. During both these climbs the engine did not boil, and in the case of the Ootacamund ghat cooled down a little as we neared the top. The S. U. petrol lift and carburettor worked excellently in the rarified air."



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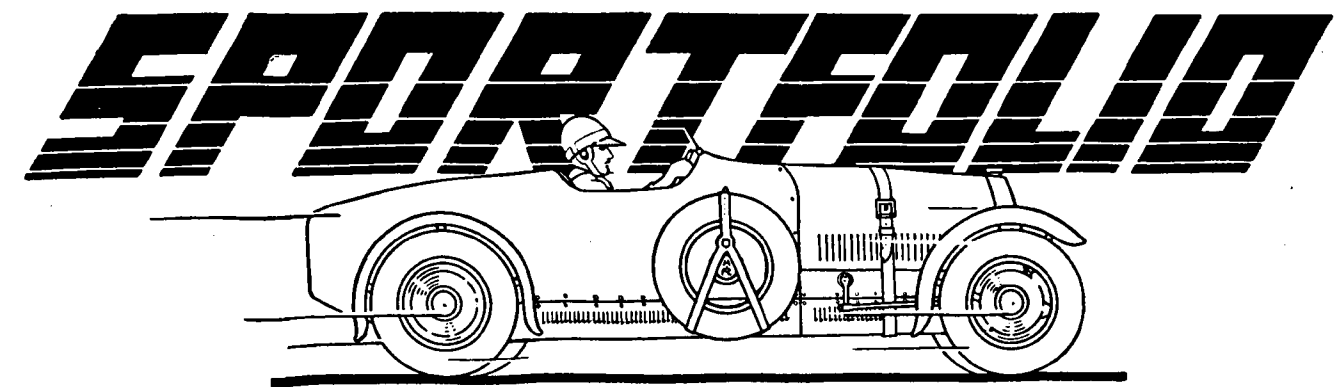
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Furnishing details of current sporting events from all centres of the Motoring World.

(By special arrangement with Reuter.)

Shelsley Walsh Hill Climb.

Outstanding features of the hill-climb at Shelsley Walsh was a three-cornered fight between British, French and Italian cars for the fastest time of the day.

Britain was triumphant for Raymond Mays, driving a new 2-litre six-cylinder E.R.A., beat Whitney Straight and his 3-litre Maserati by one-fifth of a second—44 seconds against 44-1/5 seconds.

Third fastest was C. S. Staniland with T.A.S.O. Mathieson's 2.3-litre Bugatti, whose time was 45-1/5th seconds.

Mays' time for the 1,000 yards ascent represents an average speed of 46.48 m.p.h. and was 4 secs. under Whitney Straight's record established earlier in the year.

E. R. Hall also put up a magnificent performance with his M. G. Magnette and 3-1/2-litre Bentley, in 46 secs. and 48 secs. respectively, the Bentley making the fastest climb by a non-super-charged car.

No records were broken, and small wonder, for it was one of the wettest Shelsleys ever experienced, and that is saying a lot.

A Woman's Record.

Miss Fay Taylour, a former motor-cyclist and dirt track rider has beaten achievements of the finest British drivers in a "mountain" race at Brooklands.

Starting from scratch, Miss Taylour, driving an Italian Alfa Romeo in an all-women's handicap, averaged a speed of 76.86 m.p.h., to get second place and beat the record of Raymond Mays by half a mile an hour.

She smashed all achievements by such drivers as Sir Malcolm Campbell, the American Whitney Straight, Flight-Lieut. C. S. Staniland and J. P. Driscoll.

Later Whitney Straight, in an Italian Maserati, got back the record with an average of 81 m.p.h. and retained the title. Raymond Mays also beat Miss Taylour's time on his 1,500 c.c. E.R.A. by averaging 78.88 m.p.h., but Miss Taylour's driving establishes her as the finest British woman driver in England.

Miss Taylour, in her elation at beating the record, did two extra laps after the race had finished. For this offence the stewards fined her £3.

Fined For Going Wide.

In another race Miss Paddy Naismith was fined £2 and reprimanded for going "wide" into a part of the track reserved for the fastest cars, but as neither she nor Miss Taylour had entered for any other race the sentences of exclusion were not serious.

The most dismal failure of the afternoon was the much-boosted All-American attempt by Whitney Straight and his Deussenberg monster car to beat the All-British lap record of 140.93 m.p.h. held by John Cobb with his Napier-Railton car.

Straight was 2 1/2 miles slower than Cobb and never looked like getting near the record. His fastest average speed was 138.15 m.p.h.

World's Motor Records for Germany.

Henne Does 154 M.P.H.

Several world's motorcycling and motoring records are claimed for Germany as the result of speed trials held over the Gyon course near Budapest.

The motorcycling records were established by Ernest Henne, and H. Agnee and the car records by Rudolf Carraciola.

Henne, on a 750 c.c. BMW, broke his own world's records for the Flying Kilometre and Flying Mile which stood at 244.4 and 237.054 k.p.h. respectively. He covered the kilometre at an average speed of 246.238 k.p.h. (about 154 m.p.h.) and the mile at an average speed of 246.013 k.p.h. (about 153½ m.p.h.).

The kilometre was covered in 14.62 seconds and the mile in 23.55 seconds.

He also made world's records for 1,000 c.c. machines with sidecars. He covered the kilometre (flying start) at an average speed of 207.852 k.p.h. (about 130 m.p.h.) in 17.32 seconds. The mile (flying start) was covered at an average speed of 207.395 k.p.h. (about 130 m.p.h.) in 27.94 seconds.

Agnee on a 500 c.c. BMW covered the flying kilometre at an average speed of 227.560 k.p.h. (about 142 m.p.h.) and the mile at an average speed of 223.089 (about 139½ m.p.h.)

Carraciola claimed three records with his 5,000 c.c. Mercedes Benz car.

He covered the kilometre (flying start) at an average speed of 317.460 k.p.h. (about 198½ m.p.h.), in 11.34 seconds. The mile (flying start) was covered at an average speed of 316.591 k.p.h. (about 198 m.p.h.) in 18.30 seconds and the mile (standing start) was covered at an average speed of 188.166 k.p.h. (about 118 m.p.h.). His time was 30.71 seconds.

German Drivers for German Cars.

The German Automobile Association has decided that the Mercedes and Auto-Union racing cars which have been so remarkably successful in International Contests this year must in future be driven only by native Germans and that foreign drivers shall be barred.

This means that Luigi Fagioli, the Italian ace, who is a member of the Mercedes team, will be unable to continue his contract. Hans von Stuck, who drives for Auto-Union, may also come under the ban as he is an Austrian.

To help fill the vacancies in German teams which will ensue, a special training centre is to be erected at Nuerburg Ring where young drivers can be trained and where they will have an opportunity of matching their skill with experts.

Sir Malcolm Campbell's Remodelled Bluebird.

Sir Malcolm Campbell, in a letter to Mayor Armstrong, of Daytona, says that he has had his famous car, Bluebird, remodelled and he hopes to make an attempt to beat his own world land speed record on either January 19 or February 18.

These dates have been suggested because they are full moon periods and the tides should leave the beach course in good condition for high speed driving.

Sir Malcolm says that Bluebird has been streamlined to an ultimate degree and is now equipped with a new device "wind brake" which will help to slow down the car after covering the measured mile at a speed of about 300 miles per hour. The device consists of vanes extending like wings from the body of the car.

Under full throttle the car would consume 171 gallons of petrol an hour, says Sir Malcolm. The tank holds 32 gallons, giving a continuous run of eleven minutes at top speed.

The New E.R.A.

A new and specially built racing car is to be made available to approved British drivers for the 1935 season.

This is the E.R.A., Britain's only Grand Prix type car which in its first season has been conspicuously successful at Brooklands, Shelsley Walsh, and Donnington Park.

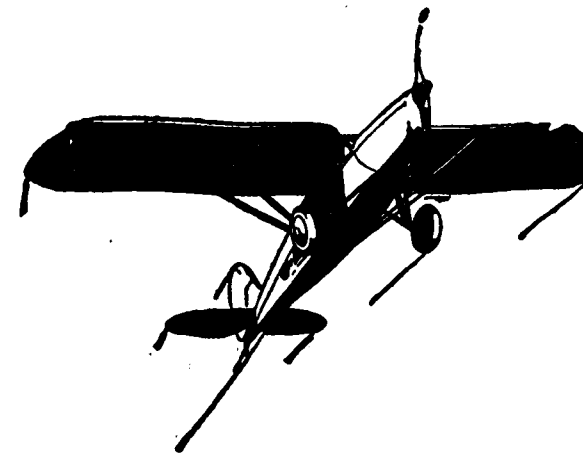
Raymond Mays, who is a director of English Racing Automobiles, Ltd., as well as the first driver of a British machine to beat the latest Continental racers on level terms for many years, declares that a limited number of cars will be built for sale to approved drivers who will race them next year.

Prices have been fixed at £1,500 for the 1,100 c.c. model, £1,700 for the 1½ litre, and £1,850 for the 2 litre model.

The specification in each case includes a single-seater body, a supercharged six-cylinder engine, designed by Peter Berthon, a four-speed Wilson preselective gearbox, and Girling brakes.

The chassis has been designed by Reid Railton, of Bluebird fame, and the cars are well within the international weight limit—14¾ cwt. without tyres, water, oil and fuel.

AVIATION NOTES



Madras Flying Club News

Flying during November was somewhat restricted, particularly regarding cross country flights, due to strong monsoon weather which prevailed for some time. We have, however, to record 3 new solo flights on account of Messrs. Ingram, Harris and Ananda Prasad. Two pilots, Messrs. B. S. Ramaswami Iyer and F. A. Nutter qualified for their "A" licenses and are to be congratulated.

There were only two cross country flights of note during the month, on both of which, the Club's Fox Moth was used and was piloted by Mr. Everett, the Club's Pilot Instructor.

On the first instant, he flew to Puri and returned on the second, in order to render assistance to Rajah I. V. Krishna Rao whose machine had unfortunately crashed there.

On the 3rd instant, Mr. Everett took a machine-load of flowers from Bangalore to Waltair for the Rani of Vizianagram. Sixty thousand roses alone were part of the cargo demonstrating yet a further use to which the speed of present day aviation can be put.

A landing competition was held early in the month and was won by Mr. Rajaram. He is the youngest pilot in the Club and, as a matter of fact, is too young to have a licence, and he is to be congratulated on his fine performance.

The landings were to be made in one of the circles, the first one in a straight glide after shutting off the engine immediately over the circle; the

second approach across wind at 400 ft. and land into wind; the third approach down wind from 400 ft. and land across wind. Aerobatic landings were allowed for the second and third attempts only and marks were given for approach, landing and run. Then Pilot members took part.

Mr. Tyndale-Biscoe has now returned from Gwadur where the Avro Commodore, which he was flying out for the Rajah of Vizianagram, unfortunately crashed, on the 5th of November. The Club extends its very sincere sympathy to the Rajah Sahib for this unfortunate event and hopes that, on examination, the damage will not be found to be too considerable and that he will shortly be in possession of his machine.

On the 30th instant, Mr. Tyndale-Biscoe flew VT-AEC, one of the Club's Gipsy Moth instruction machines, down to Trichinopoly for the weekend. This is the first machine which has visited that centre for some months and it is hoped that a revival of the interest in flying will take place and that it will be possible to make future visits more frequent and more regular.

Due to the action of the monsoon the Club's joy riding programme has been considerably curtailed but it is hoped that with the revival of the fine weather, an extensive tour will shortly be possible, embracing all aerodromes on the Malabar coast.

Mr. J. C. Puri, a "B" license pilot from Delhi, joined the Club as an Assistant Taxi Pilot, during the month.

November, 1934.

The following members took dual instruction during the month:—

Europeans.

Mr. S. Black	..	Advanced Dual.
Mr. F. S. Harris		
Mr. G. Ingram		
Mr. R. M. Morren		
Mr. S. Maritz	..	Advanced Dual.
Mr. F. A. Nutter		
Mr. K. R. Simpson	..	Advanced Dual.
Mr. H. W. Spackman		
Mr. J. H. White		

MADRAS RACES

SEASON 1934-35

(Under R. C. T. C. Rules of Racing.)

FIXTURES.

Winter Meeting (Six Days.)

First Day	... SATURDAY	... 1st Dec. 1934.
Second Day	... SATURDAY	... 8th Dec. 1934.
Third Day	... WEDNESDAY	... 12th Dec. 1934.
Fourth Day	... SATURDAY	... 15th Dec. 1934.
Fifth Day	... SATURDAY	... 22nd Dec. 1934.
Sixth Day	... WEDNESDAY	... 26th Dec. 1934.

First Spring Meeting (Six Days.)

First Day	... SATURDAY	... 29th Dec. 1934.
Second Day	... TUESDAY	... 1st Jan. 1935.
Third Day	... SATURDAY	... 5th Jan. 1935.
Fourth Day	... MONDAY	... 7th Jan. 1935.
Fifth Day	... SATURDAY	... 12th Jan. 1935.
Sixth Day	... MONDAY	... 14th Jan. 1935.

Second Spring Meeting (Five Days.)

First Day	... SATURDAY	... 19th Jan. 1935.
Second Day	... SATURDAY	... 26th Jan. 1935.
Third Day	... WEDNESDAY	... 30th Jan. 1935.
Fourth Day	... SATURDAY	... 2nd Feb. 1935.
Fifth Day	... SATURDAY	... 9th Feb. 1935.

Summer Meeting (Five Days)

First Day	... WEDNESDAY	... 13th Feb. 1935.
Second Day	... SATURDAY	... 16th Feb. 1935.
Third Day	... SATURDAY	... 23rd Feb. 1935.
Fourth Day	... WEDNESDAY	... 27th Feb. 1935.
Fifth Day	... SATURDAY	... 2nd Mar. 1935.

Note.—There may be One or Two Extra Days' Racing after the Summer Meeting.

DATES TO REMEMBER.

12th Nov.,	1st Entries for 1st & 8th Dec. close.
23rd Nov.,	Final Entries for 1st & 8th Dec. close.
1st Dec.,	RACES 1st Day The Griffin Plate.
3rd Dec.,	1st Entries for Races 12th & 15th close.
7th Dec.,	Final Entries for Races 12th & 15th Dec. close.
8th Dec.,	RACES. The Sivaganga Cup.
10th Dec.,	1st Entries for Races 22nd & 26th Dec. close.
12th Dec.,	RACES.
15th Dec.,	RACES.
17th Dec.,	Final Entries for Races, 22nd & 26th Dec. also 1st Entries for 29th Dec. & 1st Jan. close.
22nd Dec.,	RACES. The Stewards & Parlakimedi Cups.
24th Dec.,	Final Entries for 29th Dec. & 1st Jan. also. 1st Entries for 5th & 7th Jan. close.
26th Dec.,	RACES.
29th Dec.,	RACES. The TRAVANCORE & Deomar Cups.
1st Jan.,	Final Entries for Races, 5th and 7th Jan. close.
2nd Jan.,	RACES. The GOVERNOR'S CUP.
5th Jan.,	1st Entries, for Races, 12th & 14th Jan. close.
7th Jan.,	RACES. The Kirlampudi, Trades & Venkatagiri Cups.
8th Jan.,	RACES.
12th Jan.,	Final Entries for Races, 12th & 14th Jan. close.
14th Jan.,	RACES. The R. C. T. C. & Mysore Cups.

The following Cup Races are proposed to be run at the Second Spring and Summer Meetings.

The Nizam's Cup.	The Willingdon Plate.
The Bobbili Cup.	The Merchants' Cup.
The Ceylon Cup.	The Cochin Cup.
The Maharani of Venkata-giri Cup.	The Ramnad Cup.

RATES OF ADMISSION

Grand Stand and Enclosure

Season Tickets (Public Only)

(1st Enclosure only)	Gentlemen.	Ladies.	(1st Enclosure only)	Gentlemen.	Ladies.
	Rs.	Rs.		Rs.	Rs.
Ticket for Season	70	40	2nd Spring Meeting 5 Days	20	12
Winter Meeting 6 Days	25	15	Summer Meeting 5 Days	20	12
1st Spring Meeting 6 Days	25	15			

Day Tickets :—Gentlemen ... Rs. 5 Ladies ... Rs. 3

Indians.

Mr. Ananda Prasad	
Mr. G. Girdhardas	
Mr. J. Dayaram	
Mr. G. Gopakumar	... Advanced Dual.
Mr. R. N. Kapur	
Mr. R. N. Kathju	
Mr. J. Mathai	... Advanced Dual.
Mr. Goswami	... Advanced Dual.
Mr. T. M. Rangachary	
Mr. B. S. Ramaswami Iyer	
Mr. R. Rajaram	
Mr. R. Sitaram	... Advanced Dual.

Members who flew first solo during the month:

Mr. G. Ingram.
Mr. F. S. Harris.
Mr. Ananda Prasad.

Members who qualified for their "A" licenses during the month:
Mr. B. S. Ramaswami Iyer
Mr. F. A. Nutter

Flying Hours. Hr. M.

Dual Instruction to members under training	26-30
Advanced Dual to "A" licensed pilots	4-30
Solo flights by members under training	13- 5
Solo flights by "A" and "B" pilots	29-45
Pilot with Passengers	35-35
Joy rides	1- 0
Cross-country trips in Club machines piloted by the Club pilots	35-10
Other flying	0-25
Test Flight	0-55

Total Hrs. ... 146-55



ANN BOLEYN'S HOUSE. Mr. Henry Ford, the American motor magnate, has purchased this building, at Boreham, near Chelmsford, and intends to restore it at a cost of £3,000.

This Motoring

by Stenson Cooke

THE ROMANTIC STORY OF THE



CHAPTER XII—(Contd.)

IN THE MATTER OF SALUTES.

And now—the Committee Meeting over—all hands to the pump for sticking on penny stamps, and bundling sack after sack to the post.

So did it happen on the morrow that side by side with the morning paper, lying in accordance with tradition exactly one inch to the right of father's table-napkin, there lay also an envelope in flaming yellow, bearing a no-longer strange device, and containing a notice in equally flaming yellow, which read:

To A.A. members when a patrol does not salute STOP and ask the REASON.

"Now what may that mean?" said one to another. "We've lost the Appeal and that should put an end to motor scouting; yet there must be some reason in this notice. Let's give it a trial run next week-end."

Out on the road in due course the new instruction was put to the test. This Motoring was still rather fun, don't you know, and anything new added zest to the day's enjoyment.

Where, hitherto, A.A. Patrols' salutes were looked for, especially by Mrs. Member, here was a new game. "We've passed four of our men, George,

since Kingston, and they all saluted," said the lady passenger. "I want one who doesn't, just to see—Hallo! look out, there's another at the bend. Well, fancy that!—he stood stock still and didn't take the slightest notice of us. And you've gone right by him, silly! Oh, do pull up and let's go back."

"All right, my dear, but mind, leave this to me; I'm the member, not you."

Then: "Good morning!"

"Good morning, sir!"

"Good—er-hm! When a patrol does not salute stop and—that's it—why *didn't* you?"

"It's quite all right, sir. Lucky you did stop, you were doing a comfortable thirty, and"—whispering—"they're at it half a mile ahead, sir."

"They're—"

"Yes, sir, trapping! Caught seven already they have, but none of Ours."

"Ooh! Thanks awfully, jolly fine! Good luck to the A.A. Badge!"

"Yes, sir, but remember, *you must stop*. We can't tell you anything unless you stop—see?"

It stood out plainly that the latest piece of impertinence displayed by "this illegal Association" would not for long go unchallenged.

In the House of Commons about that time a Member's question had drawn from the Home Secretary the reply that "there could be no doubt that the scouts employed by the Automobile Association as road patrols hampered the police in carrying out the duties which Parliament had imposed upon them, and that if the evil continued it might become necessary for Parliament to intervene for their protection."

Commenting upon this, a leading daily newspaper suggested that the Home Secretary "might be well advised to study a list of members of the Automobile Association and see from it the opinion many of his colleagues in the Cabinet and Judges of the High Court hold of its necessity and usefulness by the fact of subscribing to its funds and its tenets. Its roll of members embraces most of the best known names in the country."

"Now for it!" said a bold, bad Committee-man, when this was read at the next Meeting. "I bet an even fiver that we get another summons for obstruction by one of our men before the year's out."

Nobody took the bet, which he would have won with a month to spare, because there we were again with a perfectly good prosecution for obstructing the police in the execution of their duty, and all the rigmarole incidental thereto. Same old labour of getting up the case for the defence, selection of advocate (must be good), preparation of brief. Same old everything, even perhaps the result, but—No! on the contrary, three loud cheers. For the very first time in A.A. history, the case was dismissed.

In this connexion the following comments appeared in *Truth*:

The Automobile Association has scored in its latest scout case, though it is not too clear from the brief published reports exactly how they managed to do it. It appears, however, that in this instance the scout was stationed within a two-mile trap, and the Magistrates seem to have decided in his favour on the ground that the car which he warned was not proved to have been exceeding the limit at the time, although the police contended that if it had not been warned it would have been found to have done so at the end of the two-mile stretch. In the recent case in the Divisional Court, when the decision went against the scout, the Lord Chief Justice laid special stress, it will be remembered, on the fact that the car was, in the opinion of the police, exceeding the limit

before the trap was entered, and presumably the Dartford Magistrates had this point in mind in giving their more recent decision. From this it would seem to follow, therefore, that to get a conviction against a scout for obstructing, in future the police must tell off a man to shadow the enemy in order to be able to testify as to the speed of the car at the moment of warning.

Rather fun This Motoring, eh?

CHAPTER XIII AMALGAMATION

The Chancellor of the Exchequer was busy with his Budget.

The progress of This Motoring could not be overlooked, and drastic changes in the method of taxing motor cars were to be introduced.

The old-time carriage duties of a guinea or two would give place to a scale ranging from two to forty guineas per car per annum, according to horse-power.

This had been decided after having consulted the recognized motoring organizations, with the accent on the word recognized. The horse-power formula had been prepared by an expert Committee of the R. A. C. and—it had stood the test of time.

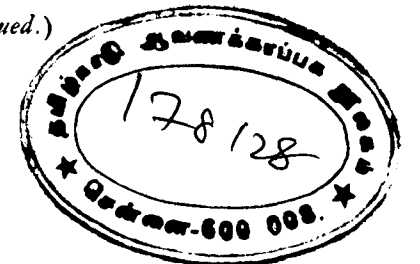
Increased taxation was a bitter pill, however skilfully gilded by Celtic oratory; it would not have been swallowed but for a definite undertaking given by the Government that "the proceeds of this special taxation would be devoted to the work of improving the roads."

"Not a bad idea," said those who bore the burden; "but how is it going to be done? Are we really going to save on the roundabouts—meaning wear and tear of our tyres and springs—what we shall lose on the swings under this new scale of taxation?"

"The Government will create a Central Road Authority," said a Right Honourable Gentleman in reply. "All motor-car taxation revenue shall be passed to IT and spent by IT on the road, for the road, and for *nothing but* the road."

"Not too bad, if we get the right men to handle the money, and get the work done," was the general feeling. "Much depends on that—we want workers rather than politicians." The Government agreed.

(To be continued.)



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