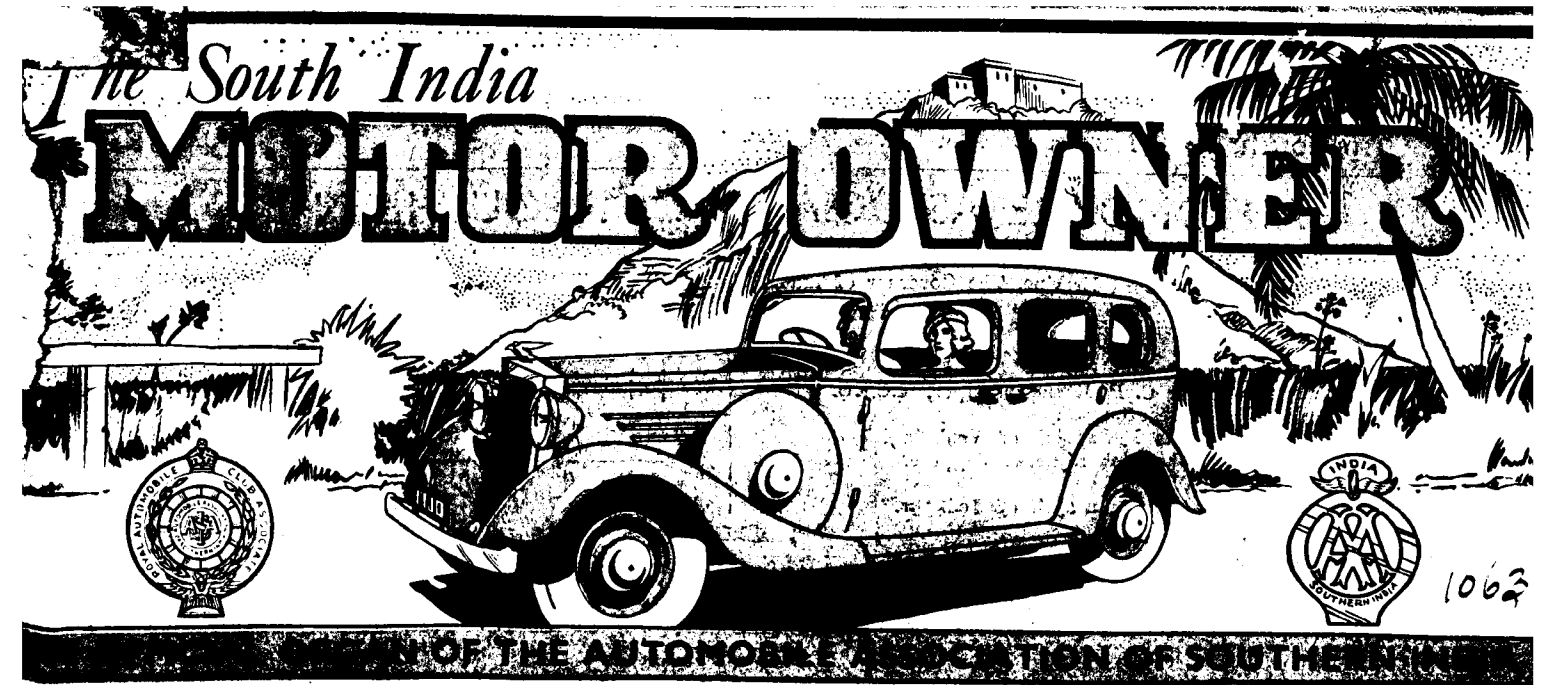




VII. No. 1.

JANUARY, 1935

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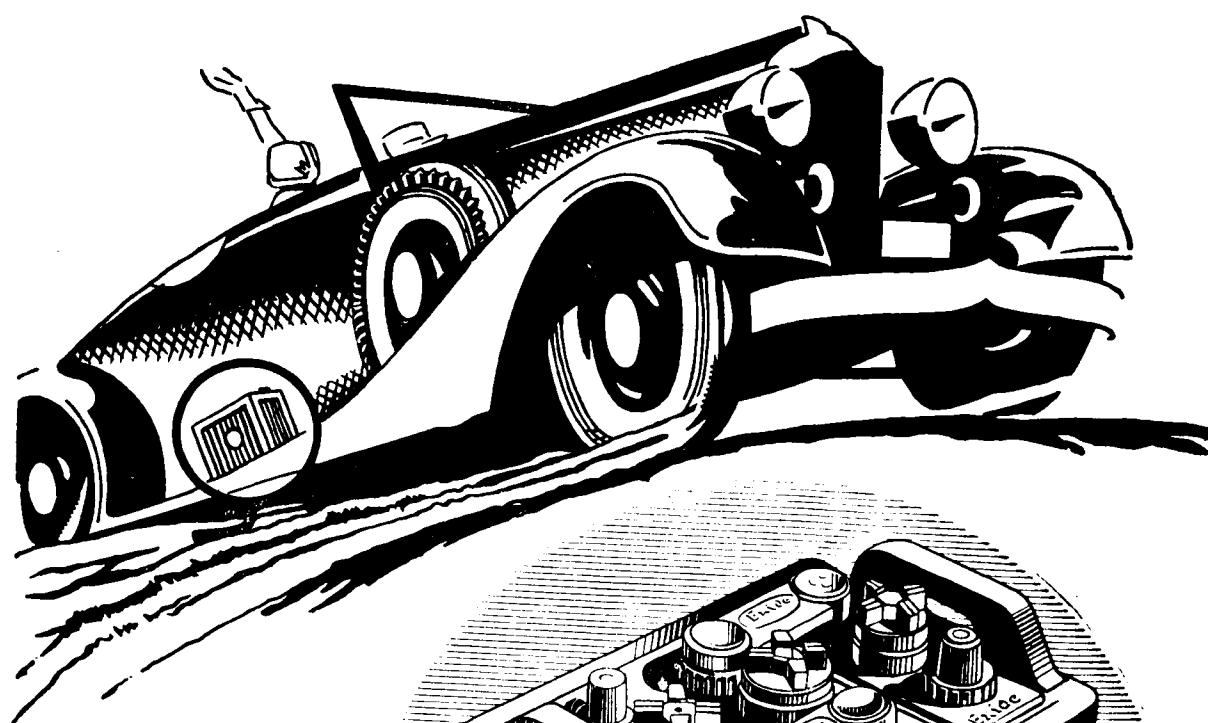
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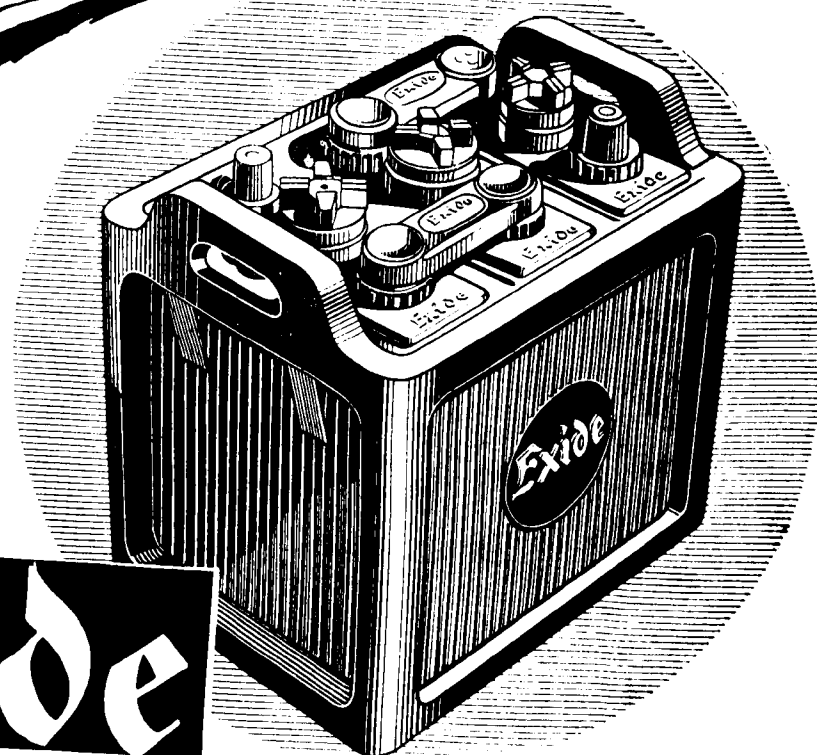
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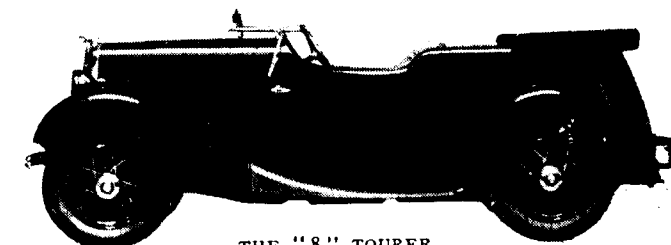
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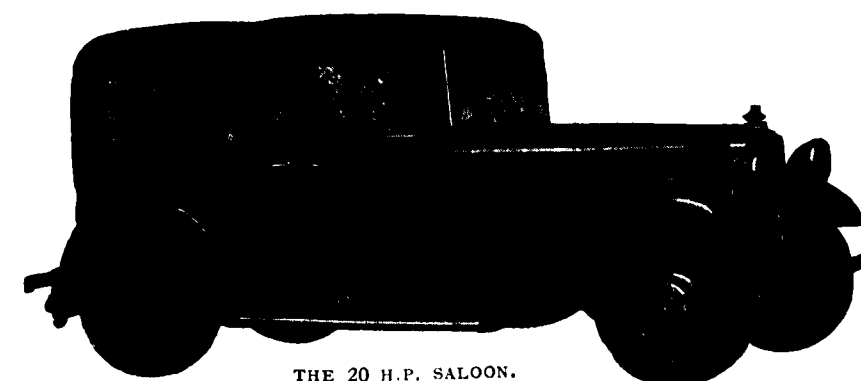
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CONTENTS

	PAGE.		PAGE.
Notes and News for A.A.S.I. Members	7	News and Miscellany—	
List of A.A.S.I. Members	15	Motoring on Top of the world	27
The Practical Side—		A New Home Leave Car Plan	28
Where to look for faults when buying a used car	19	Capabilities of British Cars	28
News and Miscellany—		Driving Tests are soon coming	30
To Sneak or not to Sneak	21	10,000,000th Chevrolet	31
General Motors Motor Show	24	Total Abstinence	32
Belicons	26	Plain Clothes Police	32
Praise for the Morris "Eight"	27	Stanex Caravan	35
		This Motoring	37
		Particulars of Motor Vehicles Imported into India	iii

INDEX TO ADVERTISERS

	PAGE.		PAGE.
A.A.S.I.	18	Govan Brothers, Ltd.	12
Addison & Co., Ltd.	3	Madras Publishing House Ltd.	41
"Auckland House"	42	Madras Races	36
Burmah-Shell Oil Storage & Distributing Co. of India Ltd.	29	Milton & Co., Ltd.	38
Chrome Leather Co.	31	Norridge & Co., J. N.	24, 35
Continental Tyre & Rubber Co.	Front Cover.	Richardson & Cruddas	33
Ford Motor Co. of India Ltd.	Inset.	Simpson & Co., Ltd.	Back Cover.
Ford Motor Co. of India Ltd.	17, 22 & 23	Standard-Vacuum Oil Company	40
General Electric Co. (India) Ltd.	2	Wakefield & Co., Ltd., C.C.	6
General Motors India Ltd.	9 & 10		
Goodyear Tyre & Rubber Co., Ltd.	39	Miscellaneous Advertisements	42
		Sales and Service Guide	4

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Southern
India

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

Road Information

The failure of the N. E. Monsoon has left road conditions practically the same as during the dry season. Consequently with the exception of damage to a couple of small bridges on minor roads of only local importance there is little to be said under this heading.

Mattanur-Cannanore Road

Information has been received from the President, District Board, Malabar, that a portion of the Mattanur-Cannanore Road (between miles 7/5 and 13/3 from the latter place) has been closed to traffic from 15th December 1934 to 31st March 1935 while a bridge at mile 9/7 is under repair.

Motorists approaching or leaving Cannanore from or in the direction of Mysore or Mercara should either do so *via* Tellicherry, or take a diversion by an earthen road southward *via* Ancharakandi, which joins the main road at Chalot and Echchur distant from Cannanore respectively 13 and 8 miles. This diversion road is 11 miles in length, and is likely to cut up quickly during wet weather.

Bezwada-Hyderabad Road

A member who recently motored along this road reports that the crossing of the unbridged Paleru River, which forms a boundary between the Madras Presidency and Hyderabad State, is some-

what difficult. Enquiries have elicited the fact that, although H. E. H. The Nizam's Government had appropriated funds for the construction of a causeway across the Paleru, work has been held up owing to difficulty in arranging for a distribution of the cost of upkeep with the authorities on the British India side of the river.

An article in a recent issue of this Journal commented on the fact that H. E. H. The Nizam's Dominions are bounded on practically all sides, by fairly large rivers, and that these rivers are absolutely devoid of road bridges. Having in view the fact that the Road Development Fund has now been in existence for over five years, and that during that time it has financed the construction of many important bridges throughout India, including Hyderabad State, it is most surprising that no provision has been made for bridging the boundary rivers of that state. A study of the Map of India will clearly indicate that without arterial roads crossing Hyderabad State from North to South and from East to West, no scheme of All India road development would be complete. It is known that H. E. H. The Nizam's Government has been working for the past three or four years on a comprehensive scheme of road development within the Dominions, but there appears to be no provision for linking the road system of the State with those of neighbouring Provinces and States. It is also known that the Madras

Government is at present engaged on the preparation of a road development programme for the Madras Presidency and as this action is in accordance with Resolution No. 7 of the Road/Rail Conference, it is presumed that similar action is being taken in other Provinces and States. However, unless there is some central co-ordination and linking up of Provincial and State Programmes of Road Development, there is a danger of All India arterial roads being overlooked, if not entirely disregarded owing to difficulty in mutually arranging the distribution of expenditure on bridge works that will be sited partly in one Province or State and partly in another.

It is reasonable to suppose that an "All India" Arterial Road Development Programme should form the framework into which Provincial and State programmes should be fitted, but so far as is known, no such programme has yet been officially prepared. The road map of India clearly indicates the arterial roads that should be developed, as the majority of them have long been in existence though several to a great extent have been neglected owing to the presence of a parallel railway line.

Considering the fact that the Road Development Fund is derived from an additional tax on petrol which was imposed solely for road development as a result of recommendations from public bodies interested in the development of road (motor) transport, including the thousands of private motor car owners, it seems incredible that the provision of good continuous arterial roads should be so long delayed. It is to be hoped that the Transport Advisory Council which will be sitting at Delhi about the time this article appears in print, will pay due regard to the claims and need of the motoring public in regard to arterial road development on an All India basis.

Conversion of Railway Bridges

The Indian Roads and Transport Development Association in co-operation with the Automobile Association of Southern India has had under consideration the possibility of adapting railway bridges to accommodate road transport, but has been able to make no headway chiefly owing to railway opposition. While the views of railway administrations in this connection are fully appreciated, one cannot fail to

observe beneath them what one may term "a dog in the manger" attitude. It is a fact that most of the unbridged river crossings on our main roads are within a few hundred yards of a perfectly good railway bridge which cost several lakhs of rupees to construct and maintain; but are these bridges worked to anything like full capacity? Statistics most probably would show that many of the bridges actually carry railway traffic for little more than two hours each day. Why then, the objection to adopting them for road traffic which is not an uncommon practice in other parts of India?

It is suggested that a considerable saving of road development money could be effected if railways were subsidised by the Road Development Fund to adapt as many such bridges as possible for road traffic, and the railways authorised to levy a fee or toll from every road vehicle using such a bridge. By this means the railways would gradually recoup a large portion of the cost of each such bridge and at the same time recover a portion of the revenue lost owing to "road competition".

It is realised that the adaptation of a railway bridge for road traffic would necessitate a fairly large initial outlay, but it is most unlikely that this would total to more than a small fraction of the cost of constructing a new road bridge, and should be met from road development funds.

It is also understood that road traffic using a railway bridge must do so under railway control, but this should not be an insuperable difficulty. It is overcome in the case of several bridges in various parts of India.

It is hoped that this matter will be revived in due course with better results than recorded at present.

Carriage of Motor Vehicles by Rail

Several months ago it was announced that efforts were being made to obtain an amendment of the railway regulation which requires the emptying of the fuel tanks of motor vehicles prior to acceptance by the railway authorities for conveyance by rail. Information has just been received that this matter is still under consideration by the Railway Conference Committee and it is hoped that the final decision will be favourable. Many touring motorists have experienced the

"Let's all go in one car - there's plenty of room in the **CHEVROLET!***"*



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W. 8021	Sedan	Messrs. Bank	R. 413081	XTDA 258	J. E. Joshi	23.4
W. 9114	Tourer	M. Mahabhar	R.M. 65014	XTDC 612	A. Sahu	26.9

*Straight run test 1. r. r. The car was driven at a uniform speed over a flat road.
All cars tested and found before road.*

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on several Chevrolet
cars by the W.I.A.A.

Drive it only 5 miles and you'll never be satisfied with any other low-priced car

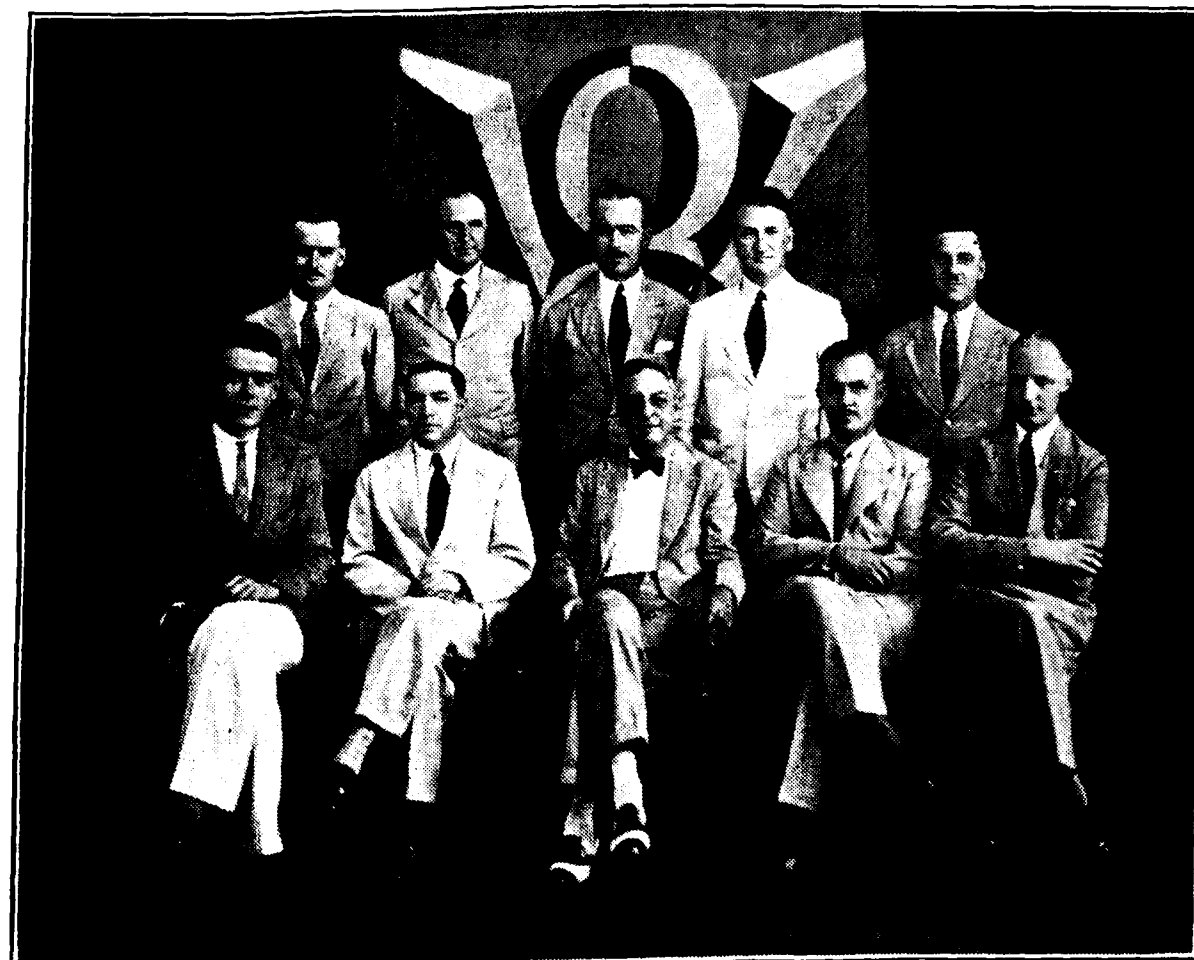
delay and inconvenience of arriving at a distant railway station with an empty petrol tank and no source of petrol supply within several miles of the station, after having wasted several gallons of petrol at the entraining station; they will be pleased to know that the amendment of the regulation is being pressed.

Petrol Supplies

It may not be generally known that the vendors of petrol at Kerbside pumps are forbidden by the terms of their licences, to supply petrol in excess of three gallons to any but the holder of a licence to possess dangerous petroleum, and then only in containers which are clamped or otherwise fitted to motor vehicles. Every motor vehicle owner is automatically granted a free licence to possess and transport dangerous petroleum up to a

limit of 20 gallons, with the registration certificate issued in respect of his motor vehicle(s). The effect of the regulation referred to above is to prevent the owner of a motor vehicle from filling a spare petrol tin which he may carry loose in the body of his car on tour for use, when he runs out of petrol at some distance from a petrol pump, when he wishes to act the Good Samaritan and a drop of petrol for a brother motorist who is stranded owing to lack of petrol.

Incidentally it may be mentioned that, outside the City of Madras, though rarely at petrol pumps in that City, "packed petrol" (*i.e.*, two-gallon sea cans) are usually available, the price being one anna per gallon more than petrol drawn from the pump plus Re. 1 for the can if an empty one is not available for, or is refused, in exchange.



FORD HEAD OFFICE AND BRANCH EXECUTIVES.

Of particular interest in view of the recent new record established by Fords, is this picture of the Head Office and Branch Executives of the Ford Motor Co. of India, Ltd., the men who were responsible for establishing the new record.

Standing are the five Branch Managers who are in charge of Ford Branches in Madras, Bombay, Colombo, Calcutta and the North respectively; those seated being the Head Office Executives in Bombay.

The A.A.S.I. Committee will be glad to receive information from any motorists who have experienced difficulty in obtaining petrol in cans, or in the exchange of petrol cans either in the City or elsewhere, to enable them to decide what action (if any) should be taken to obtain an amendment of the regulations.

Motor Vehicle Taxation

The oppressive burden that is imposed on motor owners by the combined effect of high rates of import and excise duties on motor vehicles, spare parts, accessories, tyres, petrol and oil, and the various fees and taxes levied by local governing bodies (which are frequently duplicated) has been engaging the attention of the Committee of the Automobile Association of Southern India and other interested bodies in Southern India. A Sub-Committee has been appointed to draw up a memorandum urging the Government of India to take early action to reduce the incidence of taxation by reducing import and excise duties, and by establishing some form of co-ordinated taxation which will prevent duplicated levies and thereby permit the normal expansion of the motor transport industry which is so essential to the social and economic development of India in general and Southern India in particular.

The memorandum, when ready, will be presented over the signature of representatives of The United Planters' Association, the Madras Chamber of Commerce, the Madras Motor Vehicles Importers and Allied Merchants Association and all other important public bodies in Southern India.

It is understood that similar action is being taken by interested bodies in other parts of India.

Madras Motor Vehicles Taxation Act

Frequent applications for information regarding Motor Vehicle Taxation in the Madras Presidency indicate that the existence of a booklet dealing with this subject, compiled and published by the Automobile Association of Southern India, has been overlooked. Copies of the booklet are still available and can be obtained free on application by members of the A.A.S.I. and by non-members on payment of annas four plus postage.

Municipal Tolls in Mysore State

A statement published recently in this Journal intimating that Municipal Tolls levied on "through traffic" are refunded if the vehicle clears the "Out"

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gate within half an hour of passing the "In" gate, is only partially correct. The rule in question does not apply to Tolls levied by the Mysore City Municipal Council.

Federation with the Automobile Association of Great Britain

The federal agreement with the A. A. of Great Britain, entered into provisionally for one year, by the A. A. S. I. Committee in November 1933, has now been confirmed and made permanent.

Members of the A.A.S.I. who have recently returned from home leave have spoken most highly of the attention and service rendered to them by representatives of the A.A. The federal agreement provides for full membership of the A.A. to A.A.S.I. members when on leave, on payment of a reduced subscription of one guinea, entrance fee being waived.

Patrons of A.A.S.I.

The Committee of the A.A.S.I. have much pleasure in announcing that His Excellency Lord Erskine, Governor of Madras, has most graciously consented to become a patron of the Association.

A.A.S.I. Committee

It is with much regret that we announce the resignation from the A.A.S.I. Committee of Rao Bahadur K. Govindachari, on the eve of his departure to England.

Registered Repairers

In the November issue of this Journal members of the A.A.S.I. were requested to assist the Committee in the compilation of a register of recommended repair workshops. A few additions to the register have been made, but there are still many large towns for which no repair workshop has been registered. The Committee will welcome recommendations for the inclusion of the names and addresses of reliable repair workshops.

Registered Hotels

The Committee of the A.A.S.I. is most anxious to compile a register of recommended hotels in Southern India, for the information of touring motorists, and while they are able to compile a list of hotels existing in the larger towns, it is

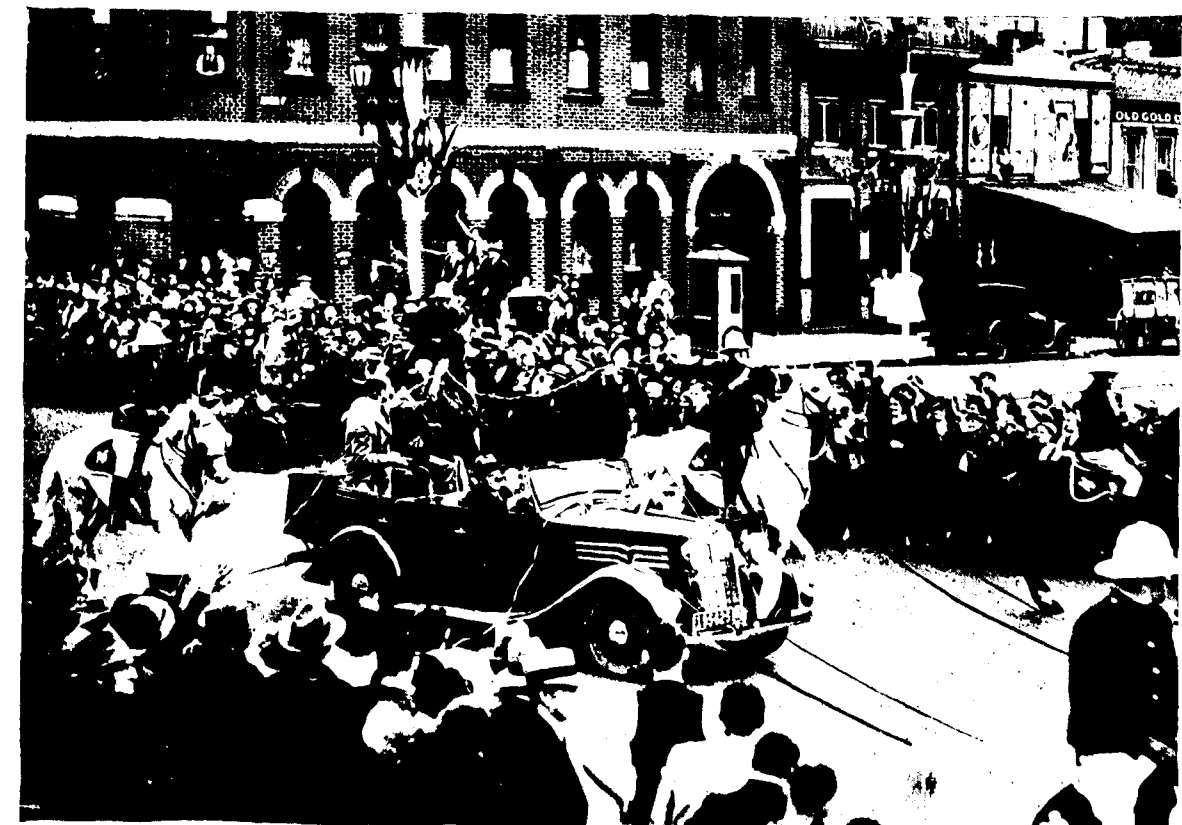
thought that a number of respectable residential hotels exist in mofussil towns which do not advertise and which are not mentioned in any directory.

The assistance of readers of this Journal is earnestly solicited in order that the register may be as complete as possible.

When forwarding the names and addresses of recommended hotels readers should please say whether they are maintained for any particular class (*i.e.*, European, Hindu, Mahomedan, etc.), and if possible quote the daily tariff.

Touring

With the approach of the Xmas vacation, came the usual flood of applications for itineraries, tours, etc. Seventy-three itineraries covering over 53,000 miles and including several for extensive tours to Northern India, were prepared and issued during the month. The fine weather which prevailed during the Xmas week and the absence of any considerable rainfall during the preceding week or so, no doubt encouraged many motorists to spend



Leading the procession of Centenary Air Race crews through the streets of Melbourne on October 31st, Messrs. Scott and Black, pilots of the winning D. H. Gomet plane, are seen in a Vauxhall car driven by Mr. S. A. Cheney, the Melbourne Vauxhall distributor. All the cars used in the procession were Vauxhalls. The Vauxhall is one of the most popular cars in Australia.

the vacation away from home. We trust that they obtained the fullest possible enjoyment and experienced a minimum of difficulty during their tours.

Madras M. V. Taxation-Court Fee on Claims for Refund

The A.A.S.I. having ascertained that, in some districts of the Madras Presidency, though not in all districts, a Court Fee of twelve Annas was being levied on claims for refund of Madras M. V. Tax, the matter was taken up with Government by whom orders have now been issued (G.O. No. P. 1 L & M. dated 3-1-35) notifying that "applications for refund of Tax paid to Government under the Motor Vehicles Taxation Act, 1931, in cases where the parties are entitled to the refund under the rules, fall within the scope of section 19 (xx) of the Court Fees Act, 1870, and are consequently exempt from payment of Court Fee. Where refund is applied for as a matter of grace, no such exemption is admissible."

Membership

During the month of December, 17 names were added to the membership register. During the same period 7 names were removed from the register leaving the total effective membership on 31st December 1934 at 1,043, of whom 82 were motor cycle or non-motor owners.

The new members were introduced by the following:—

- C. J. Berry, Esq., by Mr. G. Cornet.
 - P. K. Appa Rao Sahib, Esq., by Mr. A. Rajakumar.
 - P. Thomas, Esq., by Mr. C. C. R. Reynolds.
 - K. Srinivasa Iyengar, Esq., by Mr. S. R. Srinivasa Thatham.
 - P. Sarvothum Nayak, Esq., by Mr. A. V. Pai.
- the remainder were enrolled by the Secretary.

The Yule-tide Gift custom gave the Committee of the A.A.S.I. an opportunity of combining with a seasonal greeting to members, an appeal for a gift to the Association in the shape of a new member. The time of writing is too near to the issue of the appeal to be able to judge its results; several new members have been proposed and it is hoped that many more proposals will arrive before this appears

in print. If you, Dear Reader, have not yet located your victim, please endeavour to do so soon. There are over 10,000 private motor owners in Southern India who have not yet joined the A.A.S.I. so the search should not prove a difficult one. A form of proposal will be found elsewhere in this Journal if you have already made use of the one sent through the post.

New Members

- P. Sarvothum, Esq.,
"Rai Bhag" Bandoor,
Kankanady P.O.,
South Kanara.
- Major D. Stuart-Shepherd,
Lavenders' Hotel, Bangalore.
- Col. E. W. Slayter,
"Beaulieu", Coonoor, Nilgiris.
- Rev. R. M. Clarke,
Garrison Chaplain, Fort St. George,
Madras.
- Capt. H. G. P. Williams,
Hebbal, Bangalore.
- K. Srinivasa Iyengar, Esq.,
381, North Chittra Street, Srirangam,
Trichinopoly District.
- H. M. White, Esq.,
Champion Reef P.O., S. India.
- J. V. Everitt, Esq.,
Oorgaum P.O., S. India.
- P. Thomas, Esq.,
Strauss & Co., Ltd., Madras.
- A. W. Wood, Esq.,
Club Mansions, Club House Road, Madras.
- R. K. Apparao Sahib, Esq.,
Zamindar of Ammapalaem, Kalahasti,
Chittoor District.
- Major R. L. Roper,
12, M. T. Coy., Bangalore.
- J. C. Berry, Esq.,
Rodier Mills, Pondicherry.
- M. K. Srinivasachari, Esq.,
Padma Vilas, Lloyd's Road, Royapattah.
- T. Heyes, Esq.,
Oorgaum, K.G.F., Mysore State.
- Lt.-Col. F. H. Witts,
1st Bn. King's Own Regiment,
Wellington, Nilgiris.
- C. M. Bonnett, Esq.,
Executive Engineer, Korapet, Vizagapatam.

SPECIAL BENEFITS TO
MEMBERS OF A. A. S. I.

N. E. M.
POLICIES



GIVE
MAXIMUM PROTECTION
AT
MINIMUM COST.

Our Careful Drivers Policy is the most
comprehensive in the East.

FREE

The following additional benefits
now included free:

Personal Accident to Insured and Wife
of Rs. 10,000. Loss of, and Damage
to, Rugs, Coats and Luggage.

Damage to Private Garage by Fire.

Damage to Tyres assessed on condition
at time of any accident.

ECONOMICAL INSURANCE

Medical Expenses, Benefits to Passengers
increased from Rs. 350 to Rs. 500 per person.

IDEAL HOME LEAVE CONDITIONS

Write for quotations and obtain the most
economical Motor Policy ever issued.

SERVICE AND ITS RESULTS. PREMIUM.

	Income.	Assets.
1927	£322,114	£ 373,064
1930	£595,555	£ 693,122
1933	£817,599	£ 1,071,154

Figures speak for themselves

1933 *Balance-sheet on application.*

THE NATIONAL EMPLOYERS' MUTUAL
GENERAL INSURANCE ASSOCIATION, LTD.

(INCORPORATED IN ENGLAND.)

Chief Agents for Madras Presidency:

ADDISON & CO., LTD.
Mount Road, MADRAS.

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.
548	2576	Fletcher, H. G. F.	Marine House, Calicut.	574	630	Agar, G. W. S.	Highfield Estate, Springfield P.O., Coonoor R.S.
549	2484	Govinda Menon, P.	Extra Asst. Conservator of Forest, Nilambur.	575	725	Abdul Sattar Sahib, G. M.	Crown Bakery, Mount Road, Coonoor.
550	900	Hajee Jal. Frameroz	Merchant, Calicut.	576	2169	Archard, G. A.	Devarashola Tea Co., Ltd., Devarashola P.O.
551	2388	Holingworth, T. V.	Talapoya Estate, Talapoya P.O.	577	2216	Anantan, Capt. K. M.	Medical Officer, Kotagiri.
552	2485	Hall, A.	Cotengady Estate, Silttearkonda P.O., Kollengode.	578	293	Brock, Lt.-Col. C. H.	Glenview, Coonoor.
553	899	Isaacs, J. A.	Inspector of Motor Vehicles, Calicut.	579	589	Baskitt, L. C.	Fern Cottage, Ootacamund.
554	2530	Jackson, Rev. L. S.	Chaplain's House, Calicut.	580	598	Boyle, R. H.	The Earl of Shannon, Coonoor.
555	449	Kuty Hassan Kuty, M.	Ponani, P.O.	581	633	Singh, B. J.	Dy. Conservator of Forests, Ooty.
556	790	Kunhipacki	Landlord, Tellicherry.	582	793	Bisset, J. E.	Mayfield Estate, Nellakotta P.O.
557	2522	King, Capt. F.	British Military Hospital, Malappuram.	583	1031	Bull, H. S.	c/o Imperial Bank of India, Ooty.
558	2059	King, R. G.	Port Officer, Calicut.	584	2296	Burgess, C. W.	Devarashola Estate, Devarashola P.O.
559	2594	Krishnan, E. K.	Dt. Forest Officer, Edathil House, Tellicherry.	585	2461	Benson, J. L.	Do.
560	74	Lescher, R.	Eddivanna Estate, Nilambur P.O.	586	2580	Berlie, P.	"Overdene," Coonoor R. S.
561	507	Mugaseth, Dr. Kobad D.	Padakal House, Calicut.	587	708	Cameron, H. S.	Inkerman, Coonoor R. S.
562	587	Martin, A. C.	D. S. P., Calicut.	588	820	Congreve, C. R. T.	Ouchterlony House, Naduvattam P. O.
563	2153	Middleton, W. F.	Indian Police, Malappuram.	589	829	Connor, E. S.	Caroline Estate, Mango Range P.O.
564	115	Palat, R. M.	President, Dist. Board, Calicut.	590	918	Cooke, W. F. H.	Coonoor Club, Coonoor.
565	928	Peachy, E. R.	Aviappetta Estate, Meppadi P.O.	591	2103	Carroll, Dr. C. R.	Sunbeam Cottage, Quail Hill, Coonoor.
566	137	Rajulu, V. C.	Rajulu & Co., Calicut.	592	2451	Crump, Rev. E. W. E.	Dawescroft, Coonoor.
567	521	Ryan, T.	Rippon Estate, Meppadi P.O.	593	2444	Day, B. W.	Sub-Collector, Coonoor.
568	2287	Rowe, K. W.	Rippon Estate, Meppadi P.O.	594	798	Egan, C. L.	The Homestead, Kotagiri
569	386	Tippetts, H. H.	Rasselas Estate, Manantoddy P.O.	595	903	Elkington, L. G.	Kodanaad Estate, Kotagiri P.O.
570	2214	Thompson, S. P., I.C.S.	Collector, Palghat.	596	2262	Ellis, P. F.	Devarashola Estate, Devarashola P.O.
571	2559	Timms, F. W.	E. & S. J. C. W. S. Ltd., Calicut.	597	2373	Edmonds, Rev. Canon H. J.	Claramont, Ooty.
572	2038	Venkateswara Iyer, T. V.	Asst. Conservator of Forest, Kalpatti, Palghat.	598	2503	Grove, W. R.	Mango Range P.O.
573	2109	Venkatachalla Iyer, Dr. K. S.	Government Hospital, Manantoddy P.O.	599	843	Horrocks, Dr. O.	Chief Medical Officer, Milford, Coonoor.

(Continued over.)

SERIAL No.	MEMBER-SHIP No.	NAMES OF MEMBERS.	ADDRESS.	SERIAL No.	MEMBER-SHIP No.	NAMES OF MEMBERS.	ADDRESS.
600	877	Harris, Mrs. G. J.	The Gables, Coonoor.	644	349	Weld-Downing, A. N.	Frith Hall Estate.
601	2035	Hector Moore, W.	Hector Ville, Coonoor.				Hulical P.O.
602	2250	Harris, Miss H. C.	Sunnechyn, Kotagiri.	645	1016	Wilson, C. C.	Conservator of Forests.
603	2344	Hay, G. E.	Mango Range P.O.				Ooty.
604	2434	Hunter, Capt. W.	Union Church House, Ooty.	646	1073	Wood, E.	Concord House, Martimund Road, Ooty.
605	2491	Heath, E. F.	Terrace Estate, Naduvattam P.O.				
606	2308	Huddart, R.	Cordite Factory, Aruvankadu.				
607	823	Jones, K. B. W.	U. P. A. S. I., Experimental Station, Devarashola P.O.				
608	2516	Jefford, Mrs. D.	Firgrove, Coonoor.				
609	2577	James, J. R.	"Detroit," Wellington Market P.O.				
610	937	Lang, A. L.	Attikannu Estate, Mango Range P.O.				
611	2233	Lavender, G. A.	Percy Lodge, Ooty.				
612	334	Meenakshisundaram, M.	Single Cottage, Mount Road, Coonoor R. S.				
613	1047	Mumford, F. W. J.	The Brewery House, Kaity P.O.				
614	2166	Mackenzie, K. J. H.	Sholarock Estate, Katary P.O.				
615	2173	Marshall, R. S.	Devarashola Estate, Devarashola P.O.				
616	2529	Merson, D. T.	Attikannu Estate, Mango Range P.O.				
617	665	Nicolls, R. M.	Devarashola Estate, Devarashola P.O.				
618	833	Nicolls, J. C.	Rousedon Mullai Estate, Devala P.O.				
619	100	Oakes, G.	The Garage, Ooty.				
620	2294	Osborne, J. C.	Devarashola Estate, Devarashola P.O.				
621	4	Phythian Adams, Major E. G.	Winchcombe, Kalhathi P.O.				
622	794	Page, W. B.	Terrace Estate, Naduvattam P.O.				
623	2025	Padmanabar, O. C.	Coonoor Municipality, Coonoor.				
624	2440	Pott, Lt.-Col. H. P.	Holly Mount, Wellington Market P.O.				
625	130	Roberts, W. P.	"Mevston," Grays Hill, Coonoor.				
626	1058	Russell, L. W.	Caroline Estate, Mango Range P.O.				
627	2079	Rolfe, R. H.	Martyn Abbots, Ooty.				
628	142	Sylvester, E. C.	Frith Hall Estate, Hulical P.O.				
630	145	Stoney, R. F.	"Fire Grove," Ooty.				
631	151	Swainson, Lt.-Col. E.	"Winstanston," Ooty.				
632	567	Shaw, W.	Shawlands, Kotagiri.				
633	795	Scovell, G. F.	Luddelsdale Estate, Naduvattam P.O.				
634	951	Scott Hart, A. N.	Devarashola Estate, Devarashola P.O.				
635	2091	Shortlands, A. V. N.	Belvedere, Kotagiri P.O.				
636	2283	Stisted, J. L. H.	Burnside, Kotagiri P.O.				
637	2316	Sanderson, Commander L.	Kerala, Coonoor.				
638	2561	Scott, E. A.	C/o Burmah-Shell, Bruton, Ooty.				
639	2585	Scott, F. C.	Seaforth Estate, New Hope P.O.				
640	989	Taylor, L. M.	King & Patridge, Ooty.				
641	421	Vernede, C. B.	Adderly Estate, Coonoor P.O.				
642	176	Wapshare, J. H.	Hope Estate, New Hope P.O.				
643	181	Wynyard-Wright, Major V. L.	Guynd Estate, New Hope P.O.				

(To be continued)



Ford Motor Company of India, Limited

wish all Ford Owners and prospective Ford Owners a Prosperous New Year...and take this opportunity of thanking those Ford Owners who made the following results possible in 1934.....

August 1934. Deliveries to Dealers highest on record for 3½ years.

October 1934. Deliveries even higher than those in August.

November 1934. New all time record of Deliveries to Dealers; beating previous record (established in January 1929) by

26%

and being equivalent to an increase of

156%

over the monthly average for the last two years.

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,
I forward herewith my application for membership of the Automobile Association of Southern India and enclose Rs. 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)
To THE SECRETARY,
A.A.S.I., P.O. Box 352,
Mount Road, MADRAS.

(Signature.)

For Office use only.

Date	Ackd.
Name of Member	Entd.
Address	Cheque/Cash/M.O.
Member proposing	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.

Special fittings can be supplied, if required, as follows:—

No. 1 for Radiator cap or any vertical bolt	Annas 12 each.
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.



supplement to :
THE SOUTH INDIA MOTOR OWNER,
January 1935.

1. The Ford V-8 Engine.

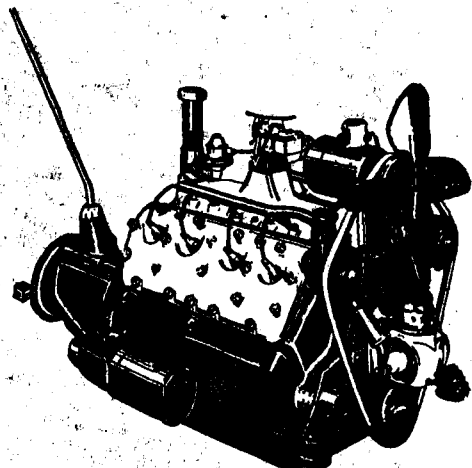
SAFETY
a Basic Principle
of FORD V-8 Design

THE FORD V-8 ENGINE

Quick Acceleration-Reserve Power

● **H**ERE is an engine that has stood the tests of time in the hands of 700,000 users. And, in the Ford, it reaches a perfection of detail that has never previously been equalled. Its outstanding characteristics are smoothness and dependability, and these are big factors of safety.

● The most apparent factor of safety offered by this engine is its tremendous reserve power. Probably you have heard it said that this car develops 85 full horsepower, and will do an honest 80 miles an hour at top speed. Translated into things that will be important

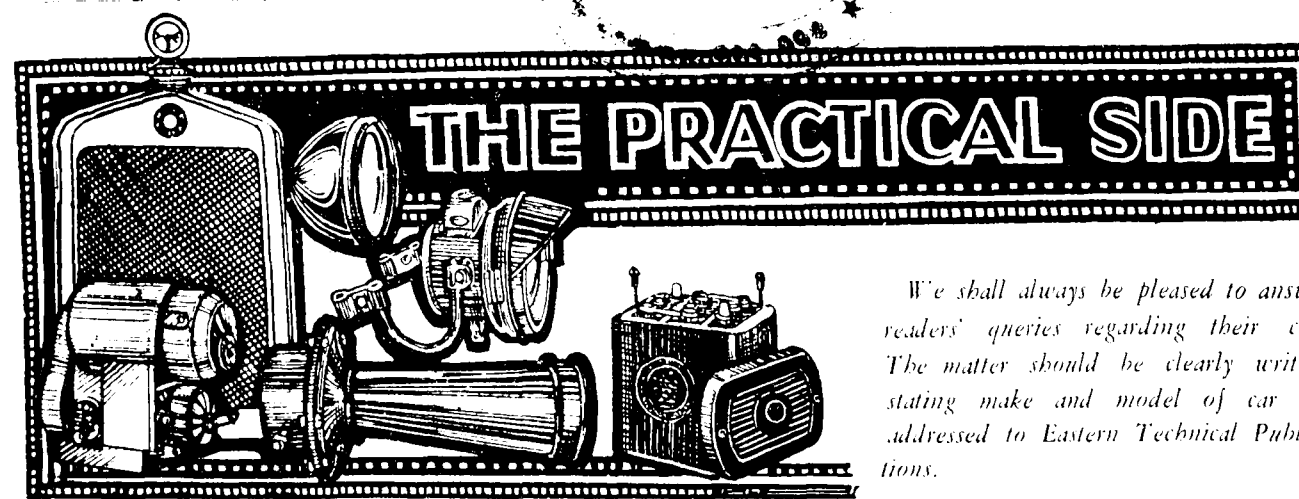


The V-8 engine—Has stood the Tests of Time and Use.

to average drivers, who seldom exceed 50 miles an hour, this means that such an engine is only loafing at ordinary road speeds—"running

light" as the engineers say . . . that the Ford V-8 engine responds to its throttle at 50 or 60, the way many cars do at 35 or 40. This is important to safety, for you can get away from danger, or out of a traffic tangle, at a touch of the throttle.

And, because of its ruggedness and durability, the Ford V-8 will continue to give exactly this kind of unvarying, instant response for many thousands of miles.



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.

Where to Look for Faults when Buying a Used Car

(By J. N. N.)

Two comprehensive tests should be made when about to purchase a secondhand car.

- (1) Road Test.
- (2) Stationary Inspection.

Road Test

Fill in a measured quantity of petrol into the Tank. If a Vacuum tank is fitted this will be easy. Drain off any petrol already in the vacuum tank, disconnect the main supply pipe so that no petrol can be drawn during the trial run. Measure say $\frac{1}{4}$ gallon petrol into the vacuum tank, set the speedometer to zero on the trip register, or if one is not provided, take a reading from the dial and then proceed on the road test, taking care to note how many miles have been covered when the engine stops for lack of fuel. Multiply by four and you have a reasonably accurate mileage consumption per gallon. The main pipe can now be fitted. It is advisable to take a little spare petrol in a tin so that the vacuum tank can be quickly filled after the test, as some vacuum tanks need a lot of persuasion before filling from the main tank after running out of petrol. In the case of cars with fuel pumps it will be found that as a rule these will suck the petrol through from the main tank quickly, unless of course there is a leak of some kind. A petrol consumption test is one of the most important points to remember, for although a particular type of car may be generally known to give a certain petrol consumption there is always the possibility of incorrect setting of the carburettor, or one of many faults that may be the reason for a serious drop in mileage per gallon.

Clutch

A slipping Clutch, or worn clutch plates is a common fault and can be checked quite easily. Also there is of course the opposite kind, known as a fierce clutch.

If the clutch is too fierce the car will start with a jerk even if the pedal is released quite slowly, and clutch spin will be noticed by failure of the transmission to take up and move the car forward at a normal speed even when the engine is running slowly.

Brakes

These are of course very easily tested, it should not be necessary to exert full force to bring the car to a standstill even from a very high speed. Four-wheel brakes have made for greater safety with very much easier braking.

Steering Wheel Wobble

This is often the result of excessive wear on the steering gear, especially the king pins and bushes. Another reason for wheel wobble is due to faulty tyres. A bumpy patch on one of the front tyres will often result in wheel wobble.

Gears

These should run silently in top gear but in intermediate gears a hum will often be noticed. If a gear lever has a penchant for jumping into neutral from top, this is a sign of badly worn parts.

Rear Axle

Worn gears will produce a slight hum but this is not serious. Strained shafts and worn or broken ball bearings will be noticed by grating and harshness. Check the brake drums for any excessive heat generated by tight brake bands. The Radiator should not be overlooked for patches, leaks and cement filling. Check the water prior to the test and again at the end of the trial.

Stationary Inspection

Squeaks, rattles, etc., can be located by jumping on the running boards and rocking the car, or bouncing the car front and rear.

Road Wheels

Jack up each wheel in turn and test for worn bearings. Grip the wheel top and bottom and see if there is any play when each wheel is rocked. If play is noticed it may be due to worn bearings or if in the front wheels, it may be due to worn king pins and bushes. A suspected buckled wheel may be checked by holding a piece of chalk almost touching the rim and then spinning the wheel. If the wheel is buckled it will touch the chalk at a particular spot. Rear wheels are more difficult to check but the same process may be carried out, but if the rear wheel bearings are suspected push the wheel inwards and lift. This will show if there is any play on the bearings and if there is, it is rather serious and should be remedied.

Universal Joints

These can be checked by jacking up the near side rear road wheel, slip the gear lever into top and try to rotate the wheel to and fro, or sufficient either way to take up play in universal joints or transmission. If the play is excessive it shews considerable wear.

Brakes and Brake Linings

The procedure for testing these is rather

tedious and it is a matter that may best be decided by running the car on the road.

Electrical Equipment

Apart from checking the horn, lights, and other electrically driven gear, it is advisable to put on all the lights and press the self-starter. If the battery is in good order the lights will dim during the time the starter is being used and then regain their brightness when the starter button is released.

If the lights go down, and stay down, then the battery is weak and should be thoroughly checked with a voltmeter and hydrometer to see if charging will be necessary or whether the battery should be renewed. Try each connection such as light wires, see that the battery is actually being charged when the engine is running, *i.e.*, see if the ampere meter reading is correct. Test for slow running and acceleration. Petrol and oil pipes, etc., should also be inspected for leaks.

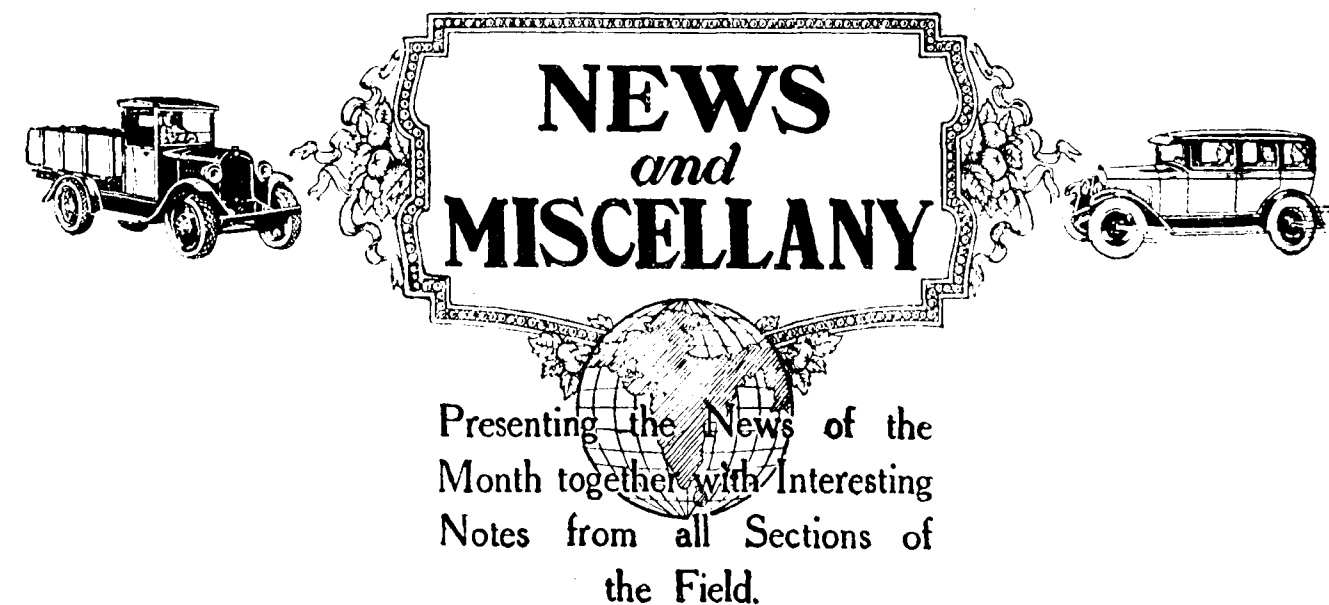
Engine

This is the most important, and the following should be checked. Valve tappets for excessive noise, knock due to worn pistons or piston pins. Big end main bearings knocks. Excessive vibration, intermittent firing probably due to incorrect carburettor adjustment. Check the oil pressure gauge and be sure the pump is working.

If the foregoing points are carefully noted the would-be buyer of a secondhand car will be less likely to find he has purchased a 'dud'.



AIR RACE WINNERS AT COLOMBO. Messrs. Scott and Black, winners of the Melbourne air race, are here seen at Colombo, with the Vauxhall cars which they used during their stay. Between the famous airmen is Mr. Scott's fiancée, who came all the way from England to meet him. Mr. Scott (on the right).

**To Sneak or not to Sneak**

In England the other day a titled lady reported a fellow motorist for dangerous driving. Eventually the case reached the courts and the man was heavily penalised. At the moment precise particulars do not come to mind.

But that incident has given rise to quite a lot of spilled newspaper ink—a controversy which might be summed up easily—"To Sneak or not to Sneak".

Here is an example from the *Manchester Guardian*:—

" Unsuccessful Informing "

"It was with some amusement that I read in "Miscellany" about the common informer and road hogs of the eighteenth century (writes an obviously conscientious correspondent). I don't know whether I am the "complete sneak", but I have twice tried, without any hope of personal gain, of course, and with conspicuous lack of success, to act the common informer against "rascals of the road" in this year of grace, 1934. The first time I reported a particularly dangerous piece of "cutting in", the only result being that I was served with a notice that if my driving licence was again found not to bear my signature proceedings would be taken against me.

"On the next occasion I witnessed a case of deliberate crossing against a red light, noted the offender's number, and, remembering my previous experience, asked the next policeman whether and to whom I should report this "sin against the light".

"Was there any danger involved?" he asked. I had to admit that there was not. "Of course", he continued, "it might have been a doctor in a hurry to reach a patient". I suggested that though possible, was not particularly likely. "Well", he continued, "supposing you say he did it and he says he didn't?" This time I took the hint and went on my way, wiser but a little sadder".

We believe we are right in saying that so great a woman as the late Mrs. Annie Besant wrote somewhere that it was the duty of anyone to go out of his way to report the law-breaker and to help to bring him to justice. And to that principle of ethics we have never been able to bring ourselves—despite the great authority.

We are in somewhat of a similar predicament at the moment. A silly fellow and obviously a novice the other day driving a large covered lorry in the West-end of London backed his vehicle into our stationary motor-car.

Up came a policeman, took particulars and said he would be charged with dangerous driving and that the writer would be asked to give evidence accordingly. Since then the police document requesting attendance at the court has been served.

Previously interviewed by the police we declined to support the dangerous driving suggestion and it was amended to one of driving without due care.

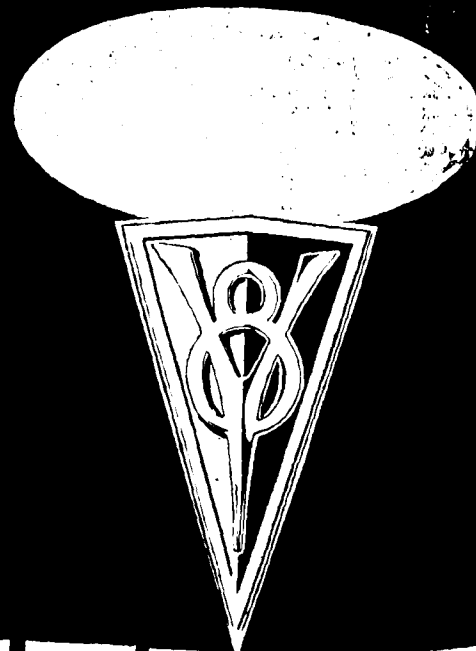
An interesting point arises. No driver of a large covered lorry can properly see behind, in his

Certificate					
Certified that					
in the course of Official Independent Petrol Consumption Tests					
conducted in Madras by					
The Automobile Association of Southern India					
the Petrol Consumption recorded					
on V-8 Cars was as follows:					
Engine No.	Registered Name	Type of Body	Driver's Name	Petrol Consumption	
C 18EF 3598	NEW CAR	SALOON	Mr. J. J. P. P.	19.80 M.P.G.	
C 18PF 1715	NEW CAR	TOURER	Mr. J. J. P. P.	20.60 M.P.G.	
C 18EF 3597	NEW CAR	TOURER	Mr. J. J. P. P.	20.90 M.P.G.	
C 18AF 490	MCP 7481	SALOON	Mr. J. J. P. P.	21.40 M.P.G.	
C 18AF 687	NEW CAR	TOURER	Mr. J. J. P. P.	21.50 M.P.G.	
C 18PF 1688	NEW CAR	TOURER	Mr. J. J. P. P.	21.70 M.P.G.	
C 18PF 1692	MCP 7811	SALOON	Mr. J. J. P. P.	22.80 M.P.G.	
C 18AF 427	MCP 7552	SALOON	Mr. J. J. P. P.	23.20 M.P.G.	
C 18PF 1707	MCP 7825	SALOON	Mr. J. J. P. P.	23.40 M.P.G.	
C 18AF 818	MCP 7472	SALOON	Mr. J. J. P. P.	23.40 M.P.G.	

Certificate					
Certified that					
in the course of Official Independent Petrol Consumption Tests					
conducted in Calcutta by					
The Automobile Association of Bengal					
the Petrol Consumption recorded					
on V-8 Cars was as follows:					
Engine No.	Registered Name	Type of Body	Driver's Name	Petrol Consumption	
C 18AF 3122	NEW CAR	TOURER	Mr. J. J. P. P.	19.82 M.P.G.	
C 18EF 3455	NEW CAR	TOURER	Mr. J. J. P. P.	20.29 M.P.G.	
C 18EF 3211	NEW CAR	TOURER	Mr. J. J. P. P.	20.29 M.P.G.	
C 18EF 3158	NEW CAR	SALOON	Mr. J. J. P. P.	20.54 M.P.G.	
C 18EF 2556	NEW CAR	TOURER	Mr. J. J. P. P.	21.33 M.P.G.	
C 18AF 248	NEW CAR	TOURER	Mr. J. J. P. P.	21.60 M.P.G.	
C 18EF 3121	NEW CAR	SALOON	Mr. J. J. P. P.	22.49 M.P.G.	
C 18EF 2970	NEW CAR	TOURER	Mr. J. J. P. P.	22.78 M.P.G.	
C 18EF 220	NEW CAR	SALOON	Mr. J. J. P. P.	23.76 M.P.G.	
C 18AF 3007	NEW CAR	SALOON	Mr. J. J. P. P.	23.94 M.P.G.	

Certificate					
Certified that					
in the course of Official Independent Petrol Consumption Tests					
conducted in Bombay by					
The Western India Automobile Association					
the Petrol Consumption recorded					
on V-8 Cars was as follows:					
Engine No.	Registered Name	Type of Body	Driver's Name	Petrol Consumption	
C 18EF 3248	NEW CAR	TOURER	Mr. J. J. P. P.	20.58 M.P.G.	
C 18PF 1838	NEW CAR	SALOON	Mr. J. J. P. P.	20.84 M.P.G.	
C 18PF 3520	NEW CAR	SALOON	Mr. J. J. P. P.	21.30 M.P.G.	
C 18AF 2934	W 7568	SALOON	Mr. J. J. P. P.	21.32 M.P.G.	
C 18PF 1525	NEW CAR	SALOON	Mr. J. J. P. P.	21.34 M.P.G.	
C 18EF 3510	NEW CAR	TOURER	Mr. J. J. P. P.	21.60 M.P.G.	
C 18EF 3557	W 7654	ROADSTER	Mr. J. J. P. P.	21.60 M.P.G.	
C 18PF 3518	W 5800	SALOON	Mr. J. J. P. P.	22.40 M.P.G.	
C 18EF 78	W 7576	SALOON	Mr. J. J. P. P.	23.00 M.P.G.	
C 18PF 240	W 7980	TOURER	Mr. J. J. P. P.	23.00 M.P.G.	

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Certificate					
Certified that					
in the course of Official Independent Petrol Consumption Tests					
conducted in Colombo by					
The Automobile Association of Ceylon					
the Petrol Consumption recorded					
on V-8 Cars was as follows:					
Engine No.	Registered Name	Type of Body	Driver's Name	Petrol Consumption	
C 18EF 1810	X 4554	SALOON	Mr. J. J. P. P.	20.50 M.P.G.	
C 18AF 855	X 4781	TOURER	Mr. J. J. P. P.	20.41 M.P.G.	
C 18PF 1840	NEW CAR	ROADSTER	Mr. J. J. P. P.	21.10 M.P.G.	
C 18AF 108	NEW CAR	TOURER	Mr. J. J. P. P.	21.10 M.P.G.	
C 18EF 1810	NEW CAR	SALOON	Mr. J. J. P. P.	21.50 M.P.G.	
C 18EF 1810	NEW CAR	SALOON	Mr. J. J. P. P.	22.30 M.P.G.	
C 18AF 2045	NEW CAR	TOURER	Mr. J. J. P. P.	22.50 M.P.G.	
C 18AF 1821	X 4107	SALOON	Mr. J. J. P. P.	22.67 M.P.G.	
C 18AF 840	X 4784	TOURER	Mr. J. J. P. P.	23.00 M.P.G.	
C 18EF 2118	F 1850	SALOON	Mr. J. J. P. P.	25.10 M.P.G.	

BUT IT MUST be heavy on petrol." How often has this been said when eight cylinder cars are discussed. And how many motorists have deprived themselves of the superior performance of eight cylinders, the smooth, silent flow of power derived from the overlapping impulses of eight cylinders, because of fear of high petrol consumption.

AN "EIGHT" can be heavy on petrol—but not when it is a V-Eight and made by FORD. The Automobile Associations of the Country have settled any question of what an "eight," when it is a V-8 and when it is made by Ford, can, will and does do to the gallon. Their findings, in the course of Independent Petrol Consumption Tests, are given on this page.

V-TYPE ENGINES hold every record for speed on Land, Air and Water.

mirror, when reversing especially if the car behind is a small one and standing well in to the left kerb—as we were on this occasion.

Therefore, the regulation mirror in its prescribed position is largely useless and this accident was due more to the faulty regulations than to the driver's carelessness.—(Reuter.)

General Motors Motor Show

Unique Exhibition of Cars.

On December 6th the motoring and non-motoring public of Bombay had an opportunity of witnessing the Motor Show run by General Motors India Limited. It was held on the lawn of the Taj Mahal Hotel and it certainly proved to be the most impressive display of its kind ever held in India and it set a standard which it will be difficult to emulate for a long time to come.

The motor cars on display comprised the whole range of General Motors products—Chevrolet, Buick, Pontiac, Oldsmobile, Vauxhall, Opel, Cadillac and La Salle. This exhibition of the latest models of General Motors car-lines, displayed together for the first time on such a large scale,

formed a unique spectacle which was worth going a long way to see. Apparently, the public seems to have viewed the Motor Show from this aspect, judging from the hundreds of people who crowded the Taj lawn every evening during the Show.

The Show ground was brilliantly lit up—flood-lights, coloured lights and Neon lighting effects being skilfully employed to produce a tasteful and colourful setting, thereby enhancing the beauty and dignity of the cars. A centrally-placed obelisk, picked out by blue Neon lines and surmounted by a winged car, stood out conspicuously as a striking land-mark.

A feature of the Show which attracted considerable attention was the Knee-Action Display, a "side-show" demonstrating the principle of the knee-action type of front wheel suspension and, incidentally, making it clear how this mode of springing got its name.

Another display of particular interest to owners of General Motors cars was the Parts Display Board illustrating "genuine parts" and showing that Rupees Five Lakhs of spare parts are constantly maintained at General Motors Depot in Bombay for

distribution to their dealers throughout India, Burma and Ceylon.

What surprised many visitors was that no attempt was made to clinch sales on the spot or to secure the names and addresses of people, even though it was observed that a large number of them evinced keen interest in some of the cars. This puzzling aspect of the Motor Show is easily explained by the fact that General Motors' idea in holding this Show was merely to display before the public their latest models and so provide an unprecedented opportunity to all classes of people to inspect their very wide range of cars which embody the most modern improvements and refinements of to-day.

However, as four of the eleven days that the Motor Show was on were taken up by General Motors distributors in Bombay, namely The Bombay Garage, Metro Motors and Triangular Motors, the public were afforded an opportunity of buying cars outright during those days if they so desired.

Throughout the display, which was open to the public from 6 p.m. to 1 a.m., music was relayed from

the Hotel while on the 12th and 16th Jos Ghisleri and his Symphonians played on the lawn. On the 8th and 14th there were special General Motors Programmes in the Taj Mahal Hotel ball-room when attractive prizes were presented by General Motors.

Another noteworthy feature of the Motor Show was that the cars displayed on the first night did not represent the entire range of General Motors products, but these were substituted by new models several times during the course of the exhibition.

All in all, the G. M. Motor Show was an outstanding success and doubtless this new chapter in the history of the motor industry in India will lead to a pucca Olympia being organized in the near future when all car-manufacturers could pool their resources together to place India in the vanguard of motordom.

Our congratulations to General Motors for their initiative and enterprize in providing Bombay with this unusual and unprecedented display.

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Self-Priming Centrifugal

"ZELARCO"
Turbine.

"HELARCO"
Rotary Shuttle.

Centrifugal, Turbine, Centripetal and Rotary Pumps for all purposes, for use with Tube-Wells, Open Wells, Tanks or for House Service.

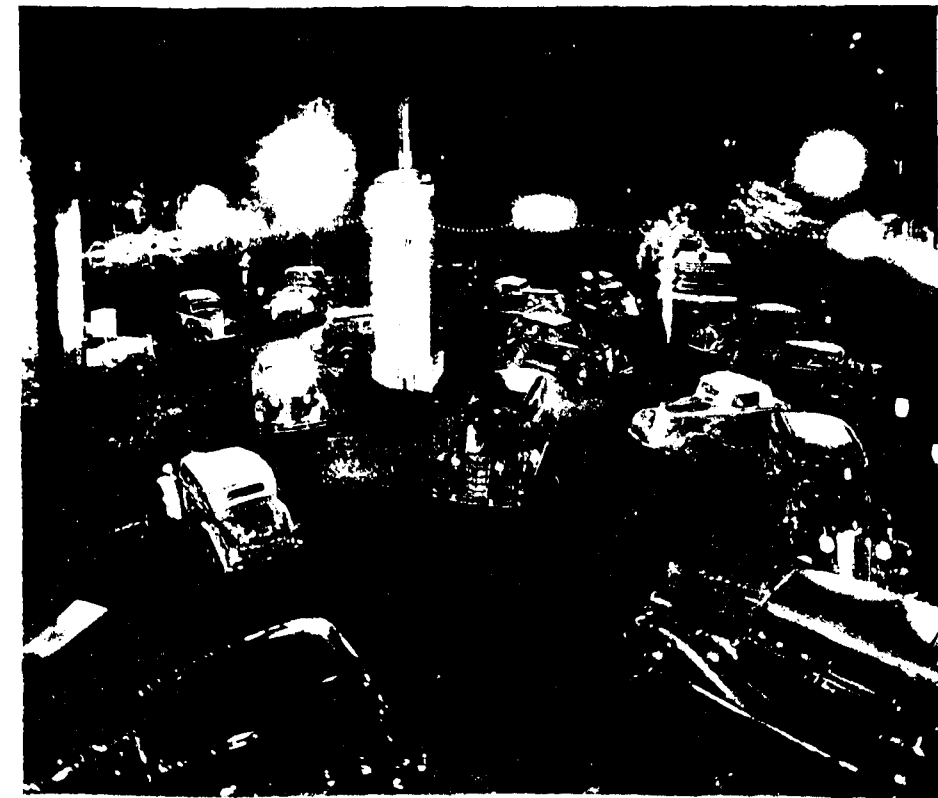
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MADRAS



A flashlight photograph. At night the Motor Show presented a singularly attractive scene. Brilliant Neon lights and coloured bulbs added to the general air of brightness and distinction.

Belicons

Mr. Lloyd George and Mr. Winston Churchill, as representing the older generation of statesmen, chaffed Mr. Hore-Belisha, the representative of the younger generation at the 107th anniversary dinner of the Printers' Pensions Almshouse and Orphan Asylum Corporation in London last night.

Mr. Lloyd George, who proposed the toast of "Literature and the Press", referred to the presence of Mr. Hore-Belisha, and said:

"Like most of us, he is having a mixed Press; but in regard to that, like a mixed plate of food, you can eat what you like and leave the rest.

"I don't think Mr. Hore-Belisha has any right to complain. He has had wonderful publicity.

"By a reasonable development of our roads he will save lives and facilitate business. He possesses courage, imagination and capacity. Let him use them fully and fearlessly and he will win through".

Only Things That Last

Mr. Churchill, who responded for Literature, revealed that on one occasion he was "confronted by a hideous and ugly word" and thereupon invented the term "seaplane".

"I will therefore", he continued, "make the suggestion to Mr. Hore-Belisha in regard to the Belisha beacons, that he should coin a new port-manteau word and call them 'belicons'. Words are the only things which last for ever".

According to the *Daily Express* a tremendous scheme to solve the traffic problem in London is to be considered by the Government.

The idea is to build arterial roads deep down underneath London at a cost of £400 million pounds.

It is said that the scheme has the backing of a group of influential industrialists and that the money would be raised by Government loans.

From a central position in the City main roads would take a direct line out to the suburbs, emerging at points clear of traffic congestion.

Circular Roads

Three circular roads, it is proposed, should be constructed for inter-communication with the West-End and other points in the inner circle of London.

These circular roads would be equipped with parking bays, garages, and service stations.

Motorists would be expected to leave their motor-cars underground and emerge into upper London by means of lifts.

Entrances and exits for cars to and from lower London would be placed only on the outskirts of London.

The suburban motorist would drive underground at, say, Barnes Common, and if he were going right into the City he would leave his car in a bay or garage near the Bank.

If he were going shopping in the West-End he would drive along the arterial road, proceed as far as one of the circular roads, and take this road until he reached a point nearest the place where he wished to shop.

Easy Parking

This vast new underground London would not only relieve the traffic problem, but would, the experts say, also solve the parking problem.

They say that the time has arrived when it is no longer of any use tinkering with the traffic problem in London.

The surface of London is occupied to its utmost limit.

We must either build underground or over-ground.

It is estimated that the underground roads, with their parking bays, their shelters, and their garages would provide too, bomb-proof shelter for the entire population of London.

The new underground city would be adequately ventilated.

Ten Years' Work

Machinery would be installed to suck out the dangerous carbon-monoxide fumes and pump in fresh air.

If sufficient labour were provided it would take some ten years to complete the scheme.

For the first five years it is suggested that 250,000 men should be employed.

The underground arterial roads would be limited to private motor-cars and fast goods traffic. They would not be for the use of omnibuses. But they would help to speed up considerably all forms of public transport.

They would also make the roads of London much safer as they would relieve congestion.

There would be a certain amount of financial return in charges for garaging, parking, and servicing. The possibility of charging a toll for the use of the roads is being considered.—(*Reuter*.)

Praise For The Morris "Eight"

The new Morris Eight is having an extremely good reception in all parts of the world, and there appears little doubt that this car with its lively yet economical performance, combined with unusual body space, is fulfilling a genuine demand on the part of overseas motorists.

The following extracts, typical of the comments passed upon the car in many countries, are taken from the *Cape Argus*, South Africa:—"The Morris Eight two-seater is the first British 1935 model I have driven. If the improvement in it is followed in the other Morris models, then I think I can predict a good time for Morris dealers during the next twelve months. The Morris Eight two-



The Morris Eight two-seater—an outstanding 1935 production—snapped in attractive company and surroundings. With its petrol consumption of approximately 45 miles to the gallon, it is an ideal "second car" for town or country families desiring an economical runabout for purposes such as shopping. At the same time the Morris Eight is equally suited to touring work, having ample luggage room behind the seats and a comfortable cruising speed of 50 m.p.h.

seater, to my mind, is a very much better car than the 1934 model. Some of its features are definitely big car ones—for instance, there is an electric wind-screen wiper and an electric petrol gauge, hydraulic brakes and hydraulic shock absorbers.

"Mr. A. McGee, of Victor Brink (Pty.) Ltd., the Capetown Morris dealers, invited me to drive a model which had done 900 miles, and most of them during the storm-ridden trip to Port Elizabeth. This car is easy to drive. It has three gears and a sweet clutch, and the air cushions are comfortable. One can snuggle comfortably into the driving seat and feel that the car is at one with you. When I pulled the starting lever I was prepared for a smooth-sounding engine, but I must admit I was surprised at its crisp bark. There is a distinction about it which hinted to me that this car would perform well on the road. It did. Acceleration is good and effortless."

Smooth Speed

After describing a spell of good hill-climbing, the writer concludes: "On the level the car cruises deftly at 40 to 45, and acceleration up to 50 is easy. I touched 55 nearly 'all out,' but I judged that it had a few more miles in it. I have mentioned these speeds particularly, not only because the car is capable of them but because I liked the way it attained them. There was no jarring vibration; merely a more deeply intoned crisp bark.

"The car is remarkably light to handle, and yet holds the road splendidly at speed or in cornering, while on rough stuff it is stable. I like this car, and should not be surprised if it proves to be one of the most popular models Morris has turned out."

Motoring on Top of the World

North of the Arctic Circle there are at least seven flourishing motor firms, and they all sell Ford cars. In the frozen north of Norway the value of motor transport has in recent years become greatly pronounced, and the Ford Motor Company Limited of Dagenham, are continually extending their efforts even to satisfy such unusual requirements.

At Hammerfest, the most northerly town in the world, Mr. D. Engstad does a thriving trade in Fords, which are outstripping the usefulness of the sleigh. Within the same zone there are also prosperous Ford businesses at Kvalsund, Bodd, Harstad, Narvik, Tromso and Kirkenes. Vadso, not far

from the Circle, has two Dealers, and there is another in the north of Finland at Rovaniemi. North of the Arctic Circle in Norway alone there are no fewer than 2,60,000 inhabitants.

A New Home Leave Car Plan

Paying for a Leave Car after Return to India

The lucky ones of 1935—those who are booked to go on leave—are offered food for considerable thought in the facilities which Messrs. Govan Bros. Ltd. are offering through their London Office and extensive branch organization in India.

Experience shows that it pays to buy a *new* car for use on leave and bring it back to India for use during the next tour of duty in this country. A secondhand car might seem a good bargain in England but when one considers the fact that the ocean freight is the same as for a new car and that the Customs duty into India on a new car used in England compares favourably with that on a secondhand car it will be appreciated that prime cost is not the only factor. In addition, with a new car one can count on comfortable care-free motoring at Home—a freedom from repair charges and finally a better resale value when the time comes to think of another car.

The expenses of initial outlay, freight to India and duty is often a stumbling block; here Messrs. Govan Bros. Ltd. have smoothed the way and against a small down payment will take care of the cost of the car, shipping and freight charges back to India and Customs Duty into India. The client pays for his car out of income by monthly instalments, spread over one or two years, without disturbing capital.

The facilities offered are sufficiently elastic to meet individual attention but one variation of their plan might well be mentioned as appealing to those whose leave is on half or reduced pay or who anticipate extra heavy expenses. Two-fifths of the new price of the car can be paid on taking it over in England; it can be used during leave, subject to a maximum of five months, *without any further payment*, until return to India when the car is handed over in India, duty, freight and all charges paid and payments continued over a liberal period.

The facilities offered by this firm are fully comprehensive and bring a new car within the scope of all those proceeding on leave.

In order that their clients may be relieved of all worry and inconvenience, Messrs. Govan Bros. undertake all arrangements in connection with licensing, insuring, shipping, landing, driving licences, triptyque arrangements, Automobile Association memberships and the convenient delivery of cars. In all such matters Messrs. Govan Bros., Ltd. offer their services and advice to all motorists.

Their London Office is conveniently situated and here all matters connected with motoring can be discussed impartially with Directors who have had extensive and practical experience of Indian conditions.

Capabilities of British Cars

Severe Road Test

Adventurous Journey by Motorists

After nearly two-and-a-half months on the road and having covered over 8,000 miles in two Hillman 20/70 H.P. model motor cars, a party consisting of Capt. and Mrs. E. O. Kellett, Col. A. P. Drayson and Capt. C. H. Atkins arrived in Calcutta from London yesterday.

Capt. Kellett, the leader of the party, was very enthusiastic about the performance of the two Hillman cars which, he said, had not given them the slightest trouble on the whole journey which was made over some of the worst roads in the world.

He told a representative of the *Statesman* yesterday that the trip had been undertaken, firstly, in a spirit of adventure and, secondly, to prove to people the capabilities of British cars and also to remove the widespread misconception that they were unsuitable for Colonial conditions.

Leaving London on October 4, the party travelled through France, Germany, Austria, Hungary, Yugoslavia, Bulgaria and Turkey to Constantinople. Crossing the Bosphorus, they passed through Anatolia and the new Turkish capital, Angora, and thence through Syria, Palestine, Transjordan, Iraq, Persia and Afghanistan to Peshawar, from where they came on to Delhi and Calcutta.

Desert Stretches

Capt. Kellett said that everything went quite well until they reached Turkey where conditions were very uncomfortable for travellers, owing to the lack of accommodation and the appalling condition of the roads.



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He added that the most entertaining and difficult part of the journey was over the desert stretches of Transjordan. To obviate this difficulty he had petrol tanks built on to special trailers which were shipped from London to Haifa. These tanks which held 100 gallons of petrol and weighed about 1,000 lbs. each, were filled at Jerusalem and were towed to the northern frontier of Transjordan and then across the desert to Baghdad, over rough rocky country without any difficulty.

The journey through Afghanistan, said Capt. Kellett, was most interesting and the roads, although far from perfect, were very much better than reported to be, the roughest part of the route being from Kabul to the Khyber.

Reliability Trial

Thirteen months ago Capt. and Mrs. Kellett accomplished the journey between London and Capetown in two 10 H.P. Hillman Minx cars without having any mishaps.

On arrival at Capetown one of the cars took part in the Light Car Reliability Trial of 1,000 miles, which it won without the loss of a single point, and this was accomplished without the car being overhauled after arrival at Capetown. The other car was shipped back to England where it is on use now.

Encouraged by these performances and desirous of seeing various countries in Asia, Capt. Kellett undertook the present journey.

In thirteen months they have motored over 21,000 miles of roads and tracks, deserts and swamps, and not once, except for very minor mishaps, have the cars failed them. The cars, tyres and all accessories were British. (*The Statesman.*)

Driving Tests are soon Coming

Scrapping Old Cars

Undeterred by the refusal of the police and the two big motoring organisations, the A.A. and the R.A.C., to co-operate in the matter of driving tests, the Ministry of Transport is now proceeding to mobilise a new body of competent examiners in conjunction with motor agents.

The idea is that some two hundred examiners on a part-time employment basis are needed; and the Ministry has already begun to recruit the force.

Seeing that motorists as a body are vitally concerned in the question of the competence of all

drivers of motor vehicles, it is singular that there is so much organised opposition to the driving tests.

It is to the advantage of all road users that inefficiency should not be at the wheel of high-powered cars. The driving tests are only to be compulsory for all new applicants for driving licences after January 1, 1935. Surely it is a pity that all drivers cannot be brought under the compulsory tests.

A driving test undertaken by a competent examiner should without fail reveal the skilled and the safe driver and also the unskilled and the unsafe driver. The French authorities are satisfied that driving tests are an important factor in road safety and despite the fact that nearly forty per cent. of applicants are rejected on the first examination the authorities are now proposing to make the tests stiffer than ever.

The Motoring Correspondent of the *Daily Telegraph* tells an interesting story about the testing out of applicants for the post of examiner. The other day he saw a number of applicants put through tests similar to those suggested to be made compulsory next year. Nearly fifty per cent—38 out of 80—were ploughed; and these were not novices but picked men.

Their average driving experience was 15½ years and their average annual mileage over 13,000 miles; they were applicants for posts as motoring instructors, claiming as such to be good drivers themselves, and, of course, on their best behaviour as Mr. Hore-Belisha's applicants would be.

Appreciation of Risks

The examiner was strict but reasonable. The test course was a run through South London traffic (not the worst of it) with many right-hand turns across main roads, a stop and re-start on a hill and a test of changing down while descending a hill. What the examiner demanded was reasonable, not expert, control of the car, enough to be sure that the driver would pay undivided attention to the road, ability to maintain a reasonable pace and complete appreciation of risks, obvious and latent.

Only four of the 80 came through without a single black mark. Even some of the 38 passed, were noted with "road education poor," or "unable to double declutch, reversing poor." The 38 who failed were often really bad. "Dangerous on corners, unable to change gear on hills, general car

control bad" was the report of a man who had done 15,000 miles a year for 18 years, and there were worse than he.

If more or less picked men drivers are shown up so badly, how very much worse must be the average driver who is allowed on the roads, in charge of potentially dangerous machines.

Majority Unsafe

The main trouble is lack of training or inability to realise the risks inherent in driving and be prepared for them in advance. The properly-trained driver instinctively takes the safe course, gives the proper signals, responds properly to the situation. A few, very few, drivers acquire safe habits without teaching; the great majority for lack of proper training go through life as unsafe, and in emergency, dangerous drivers.

The Ministry's difficulty will be to get competent examiners. About 300,000 new applicants for licences appear each year, most of them in the early months of the year, so that examiners, of whom about 200 will apparently be needed, will be only intermittently employed. The fees, 7s. 6d. per test (as at present proposed) are expected to cover a substantial part of the cost of the examining organisation.—(*Reuter.*)

10,000,000th Chevrolet

Celebration of 23rd Anniversary

The ten millionth Chevrolet car came off the assembly line at Flint, U.S.A., on November 13th as Chevrolet workers all over the United States joined in a celebration marking the twenty-third anniversary of the founding of the Chevrolet Motor Car Company.

At ceremonies held at each of the nine Chevrolet Assembly Plants throughout the country, company officials were hosts to civic leaders and persons prominent in State and local government.

Car No. 10,000,000, a Standard Four-Door Sedan, after being displayed in the lobby of the General Motors Building at Detroit, was subsequently equipped with radio and loud-speaker systems and presented to the City of Flint for use as a safety petrol car.

Giant Birthday Cake

Following the ceremonies at Flint, the car and the official party travelled to the General Motors Building, Detroit, where a huge birthday cake was displayed in the Chevrolet retail store. The cake, more than seven feet high, was made in ten layers, each representing 1,000,000 Chevrolets, and was crowned with 23 candles one for each year in Chevrolet history. It took 3,600 eggs, 500 lbs. of sugar and 300 lbs. of flour to make this giant cake and six pastry cooks laboured thirty hours to produce it.

Chevrolet - World's Most Popular Car

A significant point in Chevrolet history is the fact that it required 11 years to build the first 1,000,000 cars, and only 12 years to build the subsequent 9,000,000. According to registration figures approximately 5,000,000 Chevrolets—50% of the total output in the company's history—are licensed and in operation to-day.

Incidentally, registration figures show Chevrolet to have registered more cars and trucks this year

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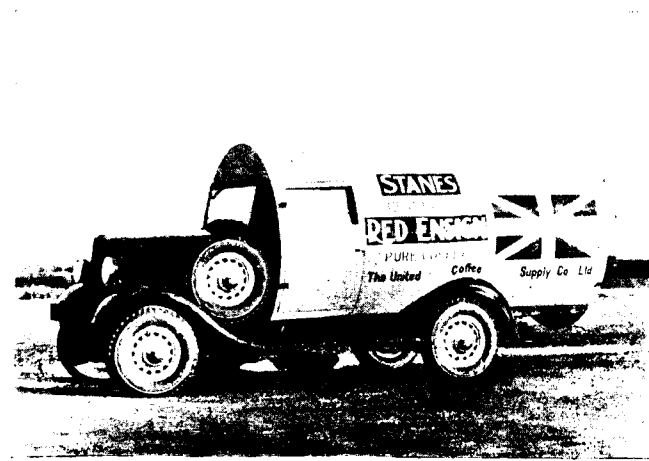
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Show Rooms at:

BOMBAY: 262, CARNAC ROAD. **CALCUTTA:** 54, BENTINCK ST.

MADRAS:
2-4 A, MOUNT ROAD.

RANGOON: 409, DALHOUSIE ST. **COLOMBO:** 57, CHATHAM ST.



A Delivery Van constructed by Messrs. Simpson & Co., Ltd., for The United Coffee Supply Co., Ltd., Coimbatore on a 1934 Chevrolet Commercial Chassis. The body is in exact proportions to Messrs. Stanes & Co.'s coffee tin and the colouring and lettering is in accordance with their new labels which are coming into use shortly. The vehicle is fitted with Goodyear Air-wheels.

than any other manufacturer. This marks the sixth year in the last eight in which Chevrolet had led the motor car industry in U.S.A.

The Chevrolet Motor Co., of Michigan was organised in November, 1911, and a factory was acquired shortly afterward at West Grand Boulevard and the viaduct, in Detroit. During the first full year of operation, the output totalled 2,999 cars, a heavy output for those days. The 1912 model was a 6-cylinder 5-passenger touring car known as the "Classie 6" listing at \$2,150.

The 6-cylinder car gave way to a 4-cylinder model in 1914, and the 4-cylinder line was continued until November, 1928.

Total Abstinence

Some little time ago there was occasion in this letter to say something about the increasing number of alcoholic cases in the courts. And we expressed the view that the ideal was to divorce the two modern hobbies—driving and drink.

One drink makes a man or woman a potential danger on the road. If it is to be a drinking party then leave the car at home.

It is now learned from an authoritative quarter in Berlin that the German authorities have under consideration a law forbidding the consumption of all alcoholic drinks by motor car drivers. Both professional and owner-drivers, it is said, would be affected.

Now if it is the official point of view in Germany where practically nothing but the lightest larger beers and light wines are consumed, how much more important it is to have a similar enactment in this and other countries where motorists seem to take in the main double scotches.

—(Reuter.)

Plain Clothes Police

Sir John Gilmour, the Home Secretary, stated in the House of Commons that more rigorous action is to be taken against motorists who disregard the pedestrians' right of way at uncontrolled crossing places. Plain clothes officers, in addition to uniform police, would be employed as well as others.

The Metropolitan Police had received full instructions about enforcement. There had been some thousands of cases of infringement in which warnings had been given.

Lord Trenchard, Commissioner of Police, thought more active measures, by way of prosecution, must now be taken to secure compliance with the regulations. Plan had been prepared.

Action Against Pedestrians

Captain W. F. Strickland emphasised that pedestrians should also have to obey regulations. Would the Home Secretary prosecute pedestrians who wilfully held up traffic? Sir John Gilmour said he would make no difference between motorists and pedestrians.

Mr. Hore-Belisha, Minister of Transport, said that he proposed not only to conduct a detailed analysis of fatal road accidents next year, but to ask local authorities to complete a week-to-week return.

From July 9 and until November 24, the period during which the uncontrolled crossings had been in existence there had been 11 persons killed and 298 injured on them. In the rest of the Metropolitan area 550 people had been killed in road accidents and 23,400 injured.

(Pedestrians and motorists can be fined £2 in respect of uncontrolled pedestrian (Beacon) crossing—of which there are now about 8,000 in London. A pedestrian can be fined for loitering when using the crossing. A motorist can be fined for attempting to pass over a crossing while it is being used.)

Old motor cars may have to be scrapped in future if they cannot pass serviceability tests, a Ministry of Transport official declares.

"It is a choice," said the official, "between destroying cars no longer fit for the road and which the owners do not consider worth repairing, and allowing people to be destroyed by them."

It might be necessary to set up regulations dealing with the condition of private motorcars similar to those now in force affecting commercial vehicles.

Safety Investigation

"Private cars are free from examination at present.

"Any one can buy an old car for a few pounds and run it even if its brakes, tyres and steering gear are in a dangerous state of repair.

"The advisability of making various tests for private cars compulsory will be considered by the

Committee on Road Safety, and the Minister will consider any recommendations they may make."

The Minister's hint of these regulations was contained in his speech at the first meeting of the Safety Committee at the Ministry of Transport.

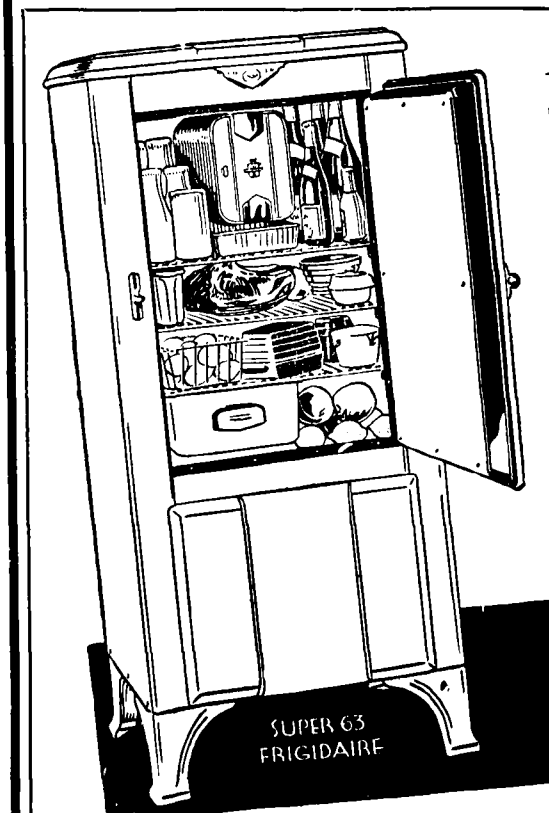
He said he hoped to present to Parliament a new Highway Code before Christmas to replace the last one issued in 1931.

Silence Rules

Questions to be considered were included in passages relating to giving audible warning of approach and whether motorists entering a major road should be made to stop instead of as at present going slower.

He suggested that stricter regulations would be necessary regarding pedestrian crossings and added:—

"A new batch of regulations is ready for issue at the first appropriate moment."—(Reuter.)



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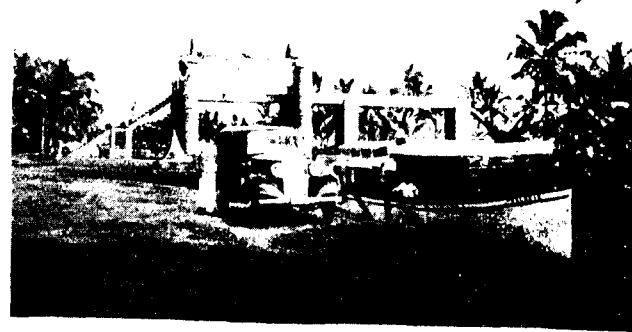
"It costs less to own a Frigidaire than to
be without one!"

**RICHARDSON and
CRUDDAS**

FIRST LINE BEACH, MADRAS



The convoy of cars ready to start off grouped outside the show-room of Messrs. Stanes Motors (S.L.) Ltd., Coimbatore.



A Vauxhall ASX stops near a motor boat anchored on the banks of a back water near Alleppey.



A view of the 25 mile ghat road leading to the Anamallais Tea Plantation, there being 36 hair-pin bends in 15 miles. 36 Chevrolet Buses of various vintages ply for hire up and down this section every day.



The convoy held up at a ferry crossing many of which are met with when travelling over the West Coast. This is tedious work, at times each crossing taking as much as 15 minutes.



A view of the manner in which the cars were displayed at Munnar, in the High Range.



Overhead ropeway at Munnar. Note cradle in middle of picture.

Stanes Caravan

Messrs. Stanes Motors (S. I.) Ltd., General Motors distributors for the West Coast, representing Chevrolet, Buick, Pontiac and Vauxhall, also Cadillac, recognising the difficulty experienced by a number of car owners in the scattered areas of their territory, who for various reasons seldom have the opportunity of inspecting or trying out latest models of cars, hit on a very bright idea during November of giving these people the opportunity by organizing a Caravan of the complete range of cars, visiting over twenty of the main centres.

Before starting out invitation cards were despatched to all owners and customers of Messrs. Stanes intimating them of the date of the arrival of the Caravan and where the cars could be inspected. This information was augmented by posters being displayed in the various centres and distribution of pamphlets to members of the public well in advance of the arrival of the Caravan.

Considerable response was received and many remarks of appreciation made as to this unique method of actually bringing a show room of a complete range of cars practically to interested persons' very doors.

A number of units were delivered and booked

en route which gave a satisfactory return for this endeavour apart from the valuable publicity resulting in a convoy of this description passing through the entire territory.

The Caravan was comprised of one Buick, two Chevrolets, two Pontiacs, one Vauxhall, one La Salle and one Service Van.

Representatives of General Motors India Ltd., and Messrs. Stanes accompanied the Caravan throughout. Service to owners of General Motors products was extended en route and this feature was a much added attraction to the Caravan, bearing out the claim that Service *is* actually extended after purchase. And in this instance it might be of interest to note that a General Motors Service Van in charge of a European is constantly touring the South to offer any service facilities required by owners.

A Caravan as described above is a costly undertaking, and it goes to prove that there are firms to-day who are not only interested in the sale of a new car, but still retain that interest in previous owners or customers by the extension of service facilities in scattered areas, Messrs. Stanes themselves maintaining an up-to-date equipped service lorry for this function.

MOTOR CAR REPAIRS

If your Car requires Overhauling, Painting, re-upholstering, or repairs of any kind we shall be pleased to quote you.

Prompt Service and Personal Attention given to any work entrusted to us.

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MADRAS

Mount Road

(Formerly Madras Motor Sales Co.)

MADRAS RACES

SEASON 1935

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

FIXTURES.

SECOND SPRING MEETING (Five Days)

First Day	Saturday	19th Jan. 1935
(The Nizam's Cup)		
Second Day	Saturday	26th Jan. ..
(The Bobbili Cup)		
Third Day	Wednesday	30th Jan. ..
Fourth Day	Saturday	2nd Feb. ..
(The Merchants' Cup)		
Fifth Day	Saturday	9th Feb. ..
(The Ramnad Cup and The Maharani of Venkatagiri Cup)		

SUMMER MEETING (Five Days)

First Day	Wednesday	13th Feb. 1935
Second Day	Saturday	16th Feb. ..
Third Day	Saturday	23rd Feb. ..
Fourth Day	Wednesday	27th Feb. ..
Fifth Day	Saturday	2nd March ..

Note. - There may be one or two Extra Days' Racing and a Hunt Gymkhana Meeting.

The following Cup Races are proposed to be run at the "Summer" Meeting :—
The Ceylon Cup, The Willingdon Plate, The Cochin 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			
I Encl : Day Tickets :—Gentlemen ... Rs. 5 Ladies ... Rs. 3					
II Encl. Re. 1 .. As. 8					

This Motoring
by Stenson Cooke

THE ROMANTIC STORY OF THE



CHAPTER XIII—(Contd.)

AMALGAMATION

The new Authority was to be called the Road Board, with a paid Chairman and Secretary, and half a dozen unpaid members, all gentlemen of standing and wide experience in road and motoring problems.

The Chairman was appointed first.

He was a railway man.

"He is a splendid fellow, and all that," said one of those keenly interested; "but why do they pick upon a railway man, however good? Surely this is a motoring matter?"

"Anyway, we must see to it that the Secretary's post is filled by one of us," said another. "Let us do something before it is too late."

Luckily it was not too late. The Press proved a friend indeed. Inspired by a trenchant article in a leading British daily, written by one of motoring's brightest literary men, the daily, provincial and technical journals roused public opinion and kept it awake to the fact that the Road Board secretaryship called for a man with highway and motoring knowledge of the highest order, and no one else would do.

"And what is more," declared the bolder writers, "we know the very man."

But much was to happen before the journalistic tipsters could claim to have spotted a winner, and no one can guess how events would have shaped had the Good Fairy of the A.A. been temporarily indisposed.

One day the Bright Young General Manager of This Motoring's Insurance Company came for a bite of food and a bit of business to follow. Prolific of ideas, he had hailed with satisfaction the friendly relations that had followed the fuss with the Motor Union. As its official company he now hoped he might serve the A.A. Hence the luncheon.

The A.A. staff liked his cheery optimism and breadth of idea, his rather taking lisp and responsiveness. He breathed progress.

Recollection of their own struggles impelled a fellow-feeling for this David-like concern, whose puny strength was being pitted against the wealth and power of mighty Insurance Corporations, "Established A.D. 1814—reserve capital umpteen millions sterling," and all that. No doubt, some of these were saying, "Give it six months, or a year at latest. The thing can't succeed—it must fail." Quite a lot of clever people had said the same when the first thin line of A.A. patrols stretched out along the Brighton road. Very well, then.

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1935**



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MILTON'S

(Proprietors: Fiat Motors Eastern India Agency).

Madras, Coimbatore and Trivandrum.

With the coffee came the business—and the happy smile of the B.Y.G.M. became rather faint. "It isn't your fault," he was being told, "but, all the same, our people are very angry with your people, and that is bad for everybody."

"What have they done now?"

"They have copied our Free Legal Defence scheme. It's disgraceful. First the A.A. Badge copied; then the road scouts copied. One is modified and the other withdrawn after a regular row. Peace is achieved, everyone nice and friendly, and then your people copy us again, put the clock back—and spoil everything."

"I know!" said he, rather dolefully. "It's disheartening. Never mind who is to blame—it wouldn't be fair to say—the mischief is done, and I suppose there will be another awful row."

"No! The A.A. won't start one. We shall sit tight and let others judge the case on its merits."

"There's only one way to stop this nonsense," said the B.Y.G.M.

"And that is?"

"Amalgamation!"

"Oho! 'Old Moore's Almanack' again!"

"What do you mean?"

"On the A.A. Committee we have a lovable chap who belongs to both the M.U. and the A.A. Over two years ago, when the row was on, he prophesied amalgamation, and his colleagues rather chipped him. He was wonderfully patient under the chipping, but he stood—and still stands—firm. 'It must and will come,' he says."

"Good chap! If only he were right. What can we do to give Fate a gentle push?"

"Not a thing, only carry on and hope that something will turn up."

"Afraid you are right," said the B.Y.G.M. as he rose to leave. "By the way, concerning the Road Board Secretaryship; did you notice that some of the leading papers hint that they can name the very man for the job?"

"Yes—and it sets me wondering if——"

"Me too, because if they mean the man I mean——"

"And I also!"

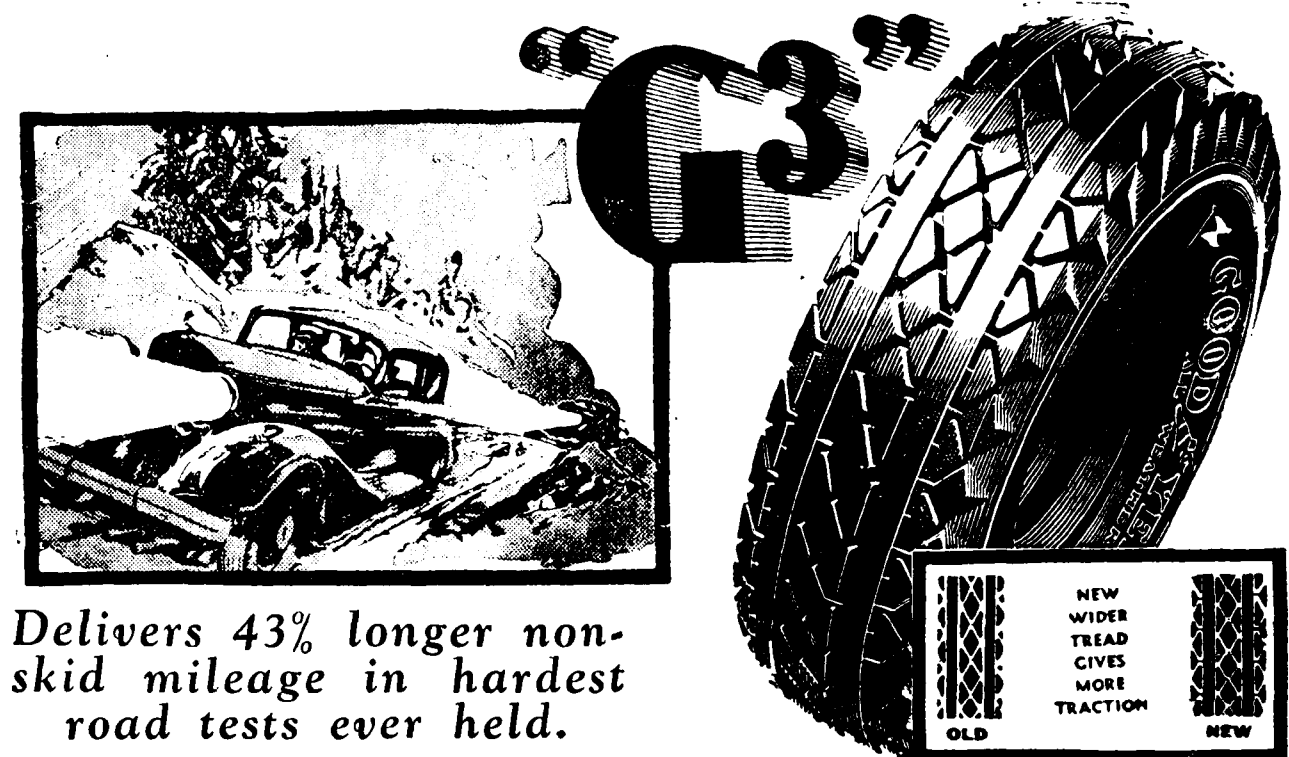
"That would ease things considerably, eh?"

"It would!"

This talk was rather cryptic, but it meant quite a lot.

(To be continued.)

Here's the Tyre that solved the TREAD WEAR MYSTERY



Delivers 43% longer non-skid mileage in hardest road tests ever held.

Treads on ALL MAKES of tyres were wearing out too fast. It was a mystery—because tyres were being made better than ever. Finally Goodyear engineers discovered the reason. The new higher-powered automobiles imposed greater demands on tyres—AND NO EXISTING TREAD could stand the strain!

"G-3" was one of many, many treads built by Goodyear engineers to end the trouble. In brutal "grindstone" tests—in gruelling day-and-night road tests that wore out brakes every 8 hours—IT LONG OUTLASTED ALL OTHER TYRES!

It's a different tyre with a wider, flatter, huskier tread that gives more road contact. It retains the famous All-Weather Tread—but it has more non-skid blocks in the tread centre for extra safety. Even the bead is stronger. THE RESULT IS 43% LONGER NON-SKID MILEAGE!

And you get burst protection in every ply with Goodyear's exclusive extra-resilient, extra-durable Supertwist Cord construction that easily absorbs the extra strain of the heavier tread.

See this amazing tyre at your Goodyear dealer's. You pay nothing extra for its many extra advantages.

WARNING!

Remember, you have to have "non-skid" before you can have "non-skid mileage." And to have "non-skid," you have to have GRIP where you see it here—Grip in the centre of the tread—the place where it counts, because it's the spot where tyre contacts the road. Look at the grip of this Goodyear Tyre and ask yourself why buy any tyre that lacks this safety? And keep in mind that you cannot successfully build this type of non-skid tyre without the extra-durability of Supertwist Cords.

GOOD YEAR

Think a moment . . .

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now, you risk heavy repair
bills a few months hence:
that's why experienced
motorists know that only
correct lubrication is cheap.



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Quan- tity	Quan- tity	Quan- tity	Value Rs.	Quan- tity	Value Rs.	Quan- tity	Value Rs.
344	7,10,953	386	7,30,670	800	16,21,207	1,226	24,59,040
24	31,210	7	11,119	85	1,20,187	87	1,14,702
6	14,551	3	6,365	41	1,10,366	35	91,090
17	53,319	16	30,322	81	1,81,394	120	2,43,161
49	92,993	170	2,72,242	162	3,22,863	776	11,86,751
97	2,25,888	382	5,63,890	627	15,41,679	1,406	22,77,106
70	99,087	5	7,828	23	33,263	34	53,548
607	12,27,981	969	16,42,466	1,454	28,00,612	5,077	90,98,276
159	3,19,238	209	3,75,771	569	11,53,698	1,136	21,04,570
289	5,92,474	578	9,35,860	1,013	21,42,427	2,616	44,60,106
18	49,304	50	1,01,775	217	4,97,811	385	7,82,485
99	1,83,169	94	1,57,057	428	8,46,232	710	12,92,806
42	83,796	38	72,003	147	3,02,612	230	4,58,309
607	12,27,981	969	16,42,466	1,454	28,00,612	5,077	90,98,276
43	21,737	35	16,474	49	25,001	389	1,49,557
...	...	1	1,046	10	17,387	5	5,077
...	...	6	1,012	30	8,705	48	9,883
43	21,737	42	18,532	60	42,661	362	1,64,517
...	...	...	...	...	...	...	...
5	16,946	35	52,887	39	90,404	283	5,15,267
298	4,05,247	508	5,04,058	1,196	13,74,843	2,328	30,41,026
25	37,720	16	42,424	172	3,38,376	464	10,50,591
68	1,15,222	76	89,482	274	3,68,090	620	8,94,416
208	2,62,516	446	4,20,100	789	7,57,781	1,504	15,84,781
2	6,735	5	4,939	...	...	23	26,505
303	4,22,193	543	5,56,345	1,235	14,65,247	2,611	35,56,293
7,30,454	...	6,31,947	...	38,33,720	...	40,36,755	...

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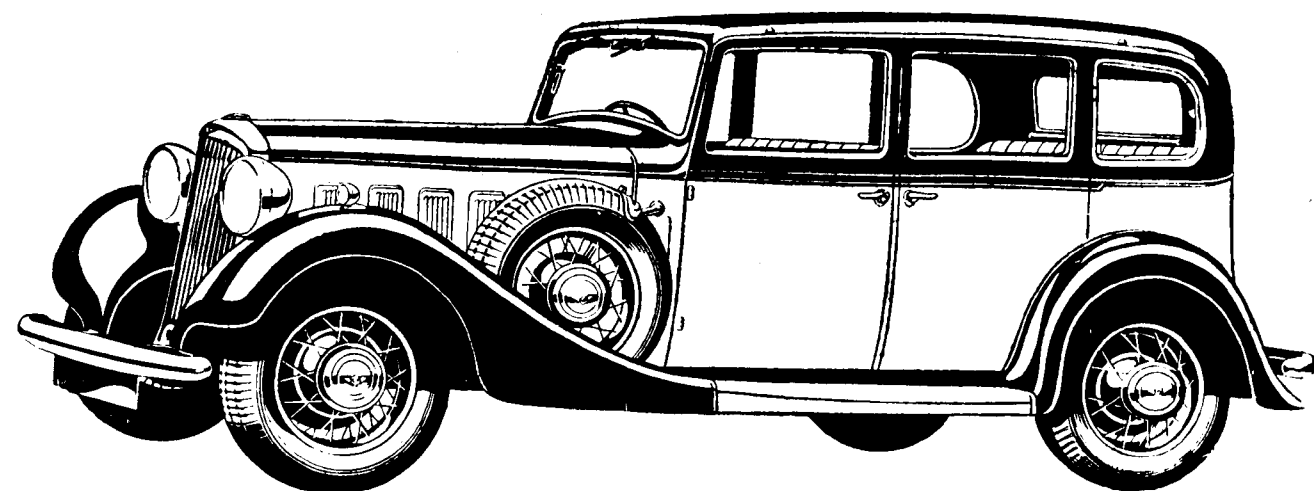
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" Canada ...	...
" United States of America ...	...
" Other Countries ...	...
TOTAL ...	...
Share of Bengal ...	...
" Bombay ...	...
" Sind ...	...
" Madras ...	...
" Burma ...	...
TOTAL ...	...
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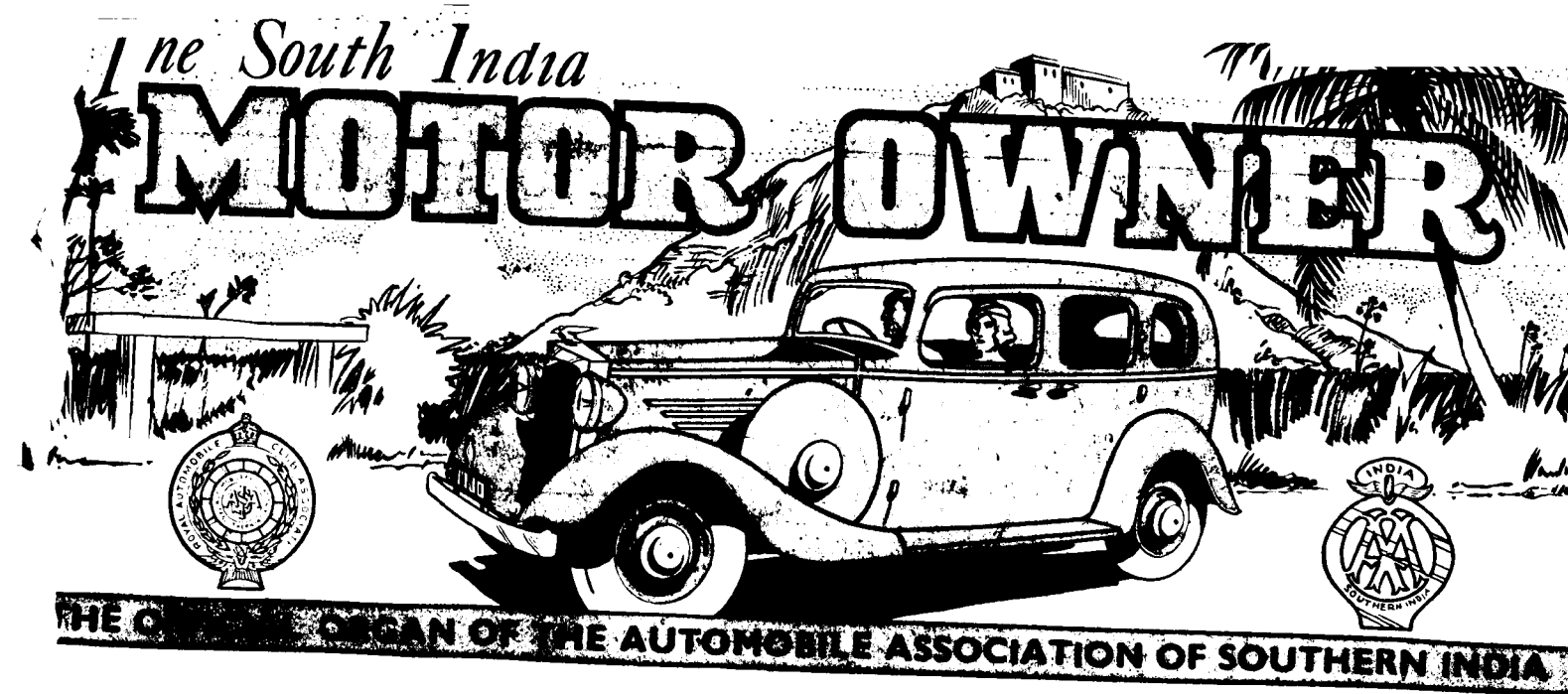
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Vol. VII. No. 2.

FEBRUARY 1935

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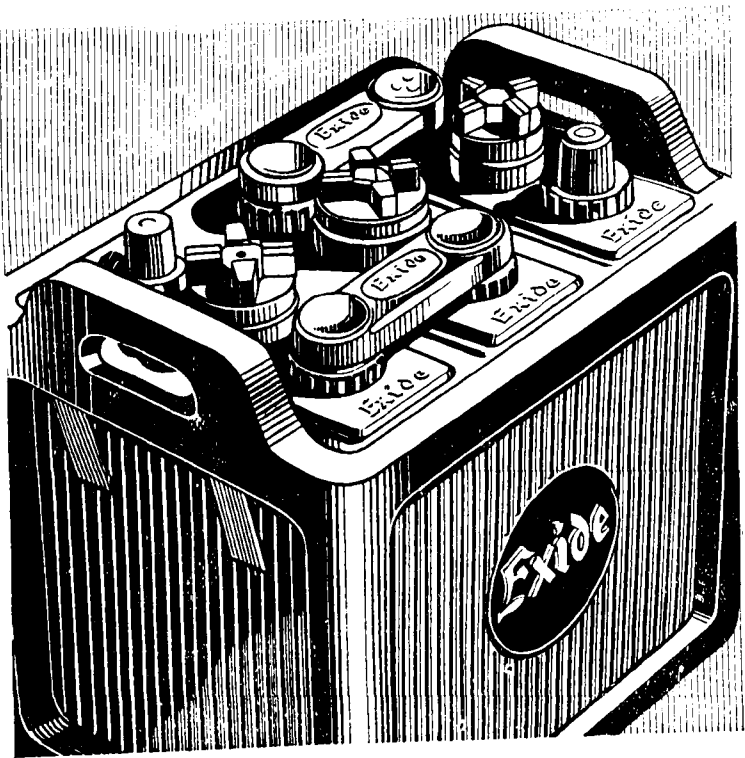
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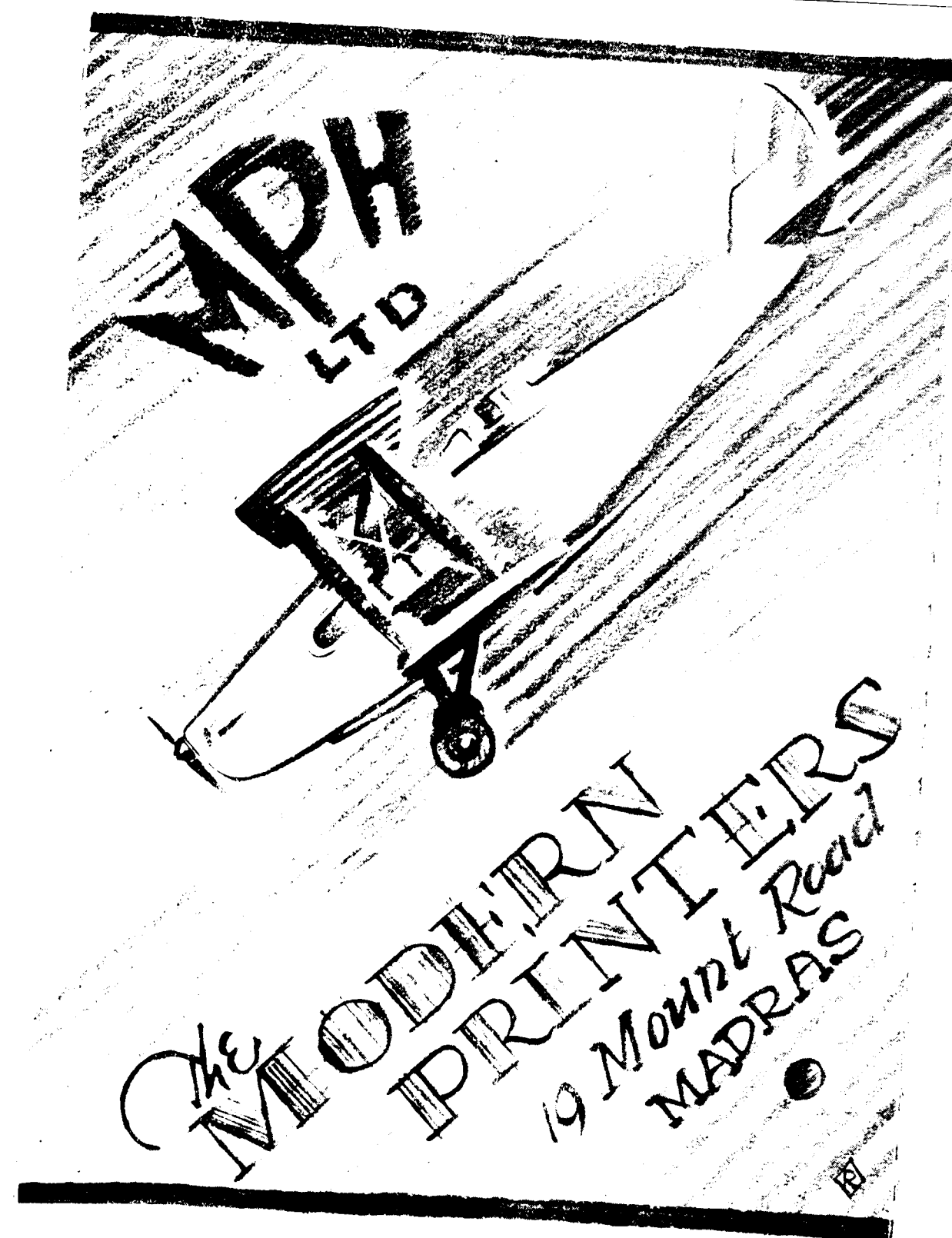
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CONTENTS

	PAGE.		PAGE.
Notes and News for A.A.S.I. Members	49	The Practical Side—	
List of A.A.S.I. Members	57	Wheel Wobble	66
Sportfolio—		Tyres	68
British Drivers Lose International Record	59	Rims	68
New Bluebird	59	Causes of Rapid Tread Wear	68
Experts' Club	59	Repairs	68
British Women Drivers	59	A. A. Recommendations for Driving in Fog	69
Australia's Grand Prix Marred by Tragedy	61	News and Miscellany—	
The London-Exeter	61	New Driving Tests More Severe	70
Whitney Straight in South Africa	64	Other Old Cocks	71
Sir Malcolm Campbell Sails	65	British Successes in South Africa	71
The Practical Side—		Touring Abroad	72
Wheels	66	Rich Mixture	78
Checking Wheel Alignment	66	This Motoring	80
		Particulars of New Motor Vehicles Imported	
		Into India	iii

INDEX TO ADVERTISERS

	PAGE.		PAGE.
A.A.S.I.	51, 56 & 68	Letoille, J. F.	50
Addison & Co., Ltd.	84	Madras Publishing House Ltd.	45
Burmah-Shell Oil Storage & Distributing Co. of India Ltd.	60	Madras Races	77
Chrome Leather Co.	71	Norrledge & Co., J. N.	75 & 82
Continental Tyre & Rubber Co.	From Cover.	Pereira, Wilfred	68
Fiat Motors Eastern India Agency	64	Richardson & Cruddas	53
Ford Motor Co. of India Ltd.	67	Sheldrick Bros.	76
General Electric Co. (India) Ltd.	43	Simpson & Co., Ltd.	Back Cover.
General Motors India Ltd.	62 & 63	Standard-Vacuum Oil Company	79
Glenfield & Kennedy Ltd.	69	Texas Company (India) Ltd.	44
Goodyear Tyre & Rubber Co., Ltd.	83	Wakefield & Co., Ltd., C. C.	48
Govan Brothers, Ltd.	54	Sales and Service Guide	46

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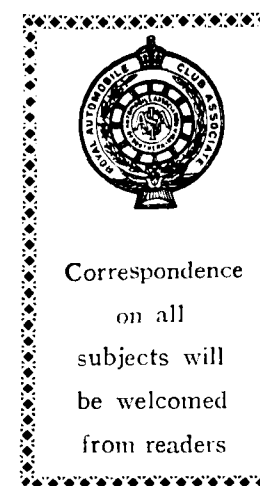
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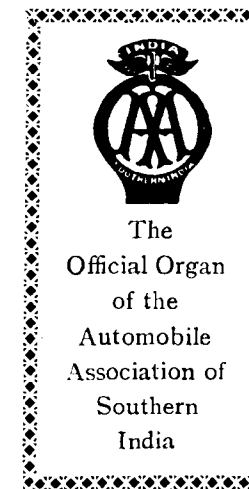
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Notes and News for A. A. S. I. Members

Road Information

As was to be expected, there was the usual "after Xmas" fall off in the number of applications for tour itineraries and road information, but a fairly large number of requests for itineraries for extended business tours amply made up the total mileage to well over 50,000 miles.

Weather conditions having remained favourable, motorists this season, have not experienced the thrills of crossing flooded causeways on the roads leading out of Madras City. However, it will be well to warn new arrivals in Southern India that this has been an abnormal "Winter" and that they may look forward to vastly different weather and road conditions next winter. In one respect failure of the N. E. Monsoon has operated against the interests of motorists, in that lack of water has definitely held up the repair of roads in many areas in Southern India.

Kodaikanal Ghat Road

One important road that is seriously affected by lack of rainfall is the Kodaikanal Ghat Road on which the local engineer has not been able to consolidate repairs commenced in anticipation of the monsoon. Visitors to Kodaikanal this year might bear this in mind before complaining too bitterly of the condition of the Ghat Road.

Great Southern Trunk Road

The Great Southern Trunk Road has also suffered from lack of rain, in that a number of culverts on which improvements have been in progress have rough surfaces owing to difficulty in completing the consolidation. In this connection it will interest motorists about to tour by this road between Madras and Trichinopoly, that eleven culverts are about to be opened up for improvement in Trichinopoly District. Diversion roads, and the usual danger signs will be provided, and motorists should be on the look out for these temporary danger spots.

Great Northern Trunk Road

During the past year several new bridges were completed and opened to traffic on the Madras-Bezawada section of this road, i.e., Musi River, Manneru River and Palleru River Bridges. As a result, this section of the Trunk Road is now normally motorable throughout. One cannot say that it will be motorable at all seasons, because the Penner River, which crosses the road just north of Nellore, is not yet bridged. It has a fine anicut road, but this is liable to be under water on a few occasions during the last five months of the year. Fortunately these occasions are rare, and the flood conditions last only for a day or two at the most.

The Kistna River which crosses the trunk road just south of Bezvada and which has been closed to road traffic since 1st June 1934 was again thrown open to traffic on 1st February 1935. These are the normal dates for closing and opening this anicut road, but since funds have been granted for the improvement of the anicut, it is hoped that the "closed" period will be shortened considerably in future.

The most serious obstacle on the Northern Trunk Road is the Godavery River which crosses the road about five miles South of Rajahmundry and which, normally, can only be crossed by railway (Kovvuru Railway Station on the South (right) bank and Rajahmundry Railway Station on the north (left) bank. A ferry steamer plies across the Godavery, but when the river is low it is much hampered by sand-banks. The Anicut at Dowleswaram (about 5 miles below Rajahmundry) can be negotiated by small motor cars with considerable difficulty when water in the river is low (May and June). Special and prior sanction to use the anicut must be obtained from the Executive Engineer in charge. This is very sparingly granted and cannot be relied upon by touring motorists.

The only other obstacle to the free movement of motors along the Northern Trunk Road in the Madras Presidency, is the Nathavalsa River, between Chittavalsa and Chicacole, which is unbridged. It has a wide sandy bed but rarely carries deep water.

The continuation of this road beyond the Madras Presidency boundary near Chattrapur is of doubtful advantage to motorists owing to several large unbridged streams in addition to the Mahanadi River near Cuttack. The A. A. of Bengal invariably recommends motorists to rail their cars between Cuttack and Calcutta in the dry season and between Khurda Road and Calcutta in the Wet Season (June to December).

Arterial Road

In the January issue of this Journal, in an article regarding the bridging of the boundary rivers of Hyderabad State (Deccan) it was suggested that an "All-India Arterial Road Development programme" should form the framework into which Provincial Road Development Programmes should fit. It

is interesting to note that at the meeting of the Transport Advisory Council at Delhi, early in January, it was decided that a skeleton plan of arterial roads should be drawn up by the Central Government in communication with Provinces, etc., and that in future, proposals for development work on an approved Arterial road would not normally be opposed by the Central Government. It is not yet known whether the Bangalore, Kurnool, Secunderabad, Nagpur Road will find a place in the "Skeleton" but if it does not there will certainly be some very cogent reason for omitting it. A study of the Map of India clearly indicates that this route presents the shortest line of communication; and laying, as it does, along the centre of the Peninsular and high lying, but fairly flat country, far from the mouths of the large rivers that cross the Peninsular from West to East, the cost of bridge works should be considerably less than would be, the case on the East coast road. The three rivers that at present break the continuity of this route, (*i.e.*, Tungabhadra, Kistna and Penganga) all lay in or on the boundaries of Hyderabad State and it is understood that H. E. H. The Nizam's Government has already prepared both plans and funds for the bridging of two, if not all of these rivers, in anticipation of the approval of the Government of India.

Ghat Roads in Southern India

With the kind assistance of engineers in charge of the various roads, the preparation of a detail of Ghat (Hill) Roads in Southern India is in course of compilation. It is hoped to be able to publish full information concerning these Ghat Roads in the columns of this Journal in the near future.

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Road Development

Arrangements have been made to place mofussil representatives of the A.A.S.I. in touch with the Special P.W.D. Engineer who has been deputed to draw up a road development programme for the Madras Presidency, and discuss with him the subject of roads from the local motorists' point of view during his tours. At the time of writing the Officer is touring in the districts of the North Madras Coast. During February and early March he will be visiting the south eastern districts of the Presidency.

Direction Signs

Members who tour extensively, frequently complain of the difficulty they experience in finding their way through mofussil cities and towns, a difficulty which is largely due to the almost entire absence of direction signs in municipal areas. To mitigate this difficulty, the A.A.S.I. is taking steps to prepare a series of skeleton town plans, which will be issued with route itineraries to members. However, this effort on the part of the A.A.S.I. should not absolve the various municipal committees from providing, in

their own town, those amenities which they look for when visiting other towns. It may be argued that direction signs are not a necessity in the municipal life of any community and consequently their provision should not fall against municipal funds. However, it must be recognised that such signs are as necessary as the roads on which they are erected and a highly valued convenience to visitors. Consequently they should be considered from the point of view of reciprocity, each municipality considering and providing for the needs of other municipalities in this respect in much the same way as provision is made for pilgrims.

It is hoped that this article will be read and appreciated by a number of municipal commissioners and that they will duly use their influence to bring about a much needed improvement.

Route Itineraries

The A.A.S.I. Committee is greatly indebted to a number of members for some very useful road reports and notes on route itineraries issued for their use. They are also grateful for some very interesting notes on and photographs depicting popular places of public resort such as The Jog Falls, Nandi Hill Station, etc., which they propose to publish in this Journal as opportunity offers. The Committee is always pleased to receive communications from members criticising or correcting itineraries supplied, and notes (illustrated where possible) of places of interest visited, as these form almost the sole source of up to date information whereby Association records are maintained and will always prove interesting if not actually useful to other members.

The A.A.S.I. Committee take this opportunity of publicly thanking the large number of engineers in charge of roads who have so kindly promised assistance in the provision of reliable road information.

Motor Vehicle Taxation

Although the Government of Madras have not yet arrived at any decision on the subject of the introduction of a short period licence (or permit) for visitors to the Presidency, it has been learned that the matter is still under consideration and not definitely shelved. The difficulties connected with the proposal are fully realised, but they would not exist if it was decided to allow a short period of

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exemption from taxation, an alternative measure that has been suggested by the A.A.S.I. Committee for consideration. This latter proposal might result in a small loss of revenue, but it would certainly simplify the administration of the Act and should effect a saving in the cost of administration.

Roadside Payment of Tax

Several cases have come to notice recently where motoring visitors to the Madras Presidency have paid motor vehicle tax to police officers who have challenged them on the road side. So far as the writer is aware there is no authority for this procedure, although it is quite possible that the police officers concerned are trying to be helpful. Members are advised to communicate with the Secretary, A.A.S.I. should they have a similar experience in order to ensure that any payment so made is duly brought to account and the possibility of a duplicate claim avoided.

M. V. Taxation in Coorg

The frequency of enquiries regarding the levy of Motor Vehicles Tax in Coorg (Mercara) indicates that it is not generally known that the small province of Coorg, which is sandwiched between Mysore State and the two west coast districts of Malabar and South Kanara, has its own Provincial M. V. Taxation Act. This Act and the rules framed under it are practically identical with the corresponding Madras Act and rules. The criterion governing liability for payment of the tax is "use of public roads in Coorg." There is no initial period of exemption (or grace) and a vehicle which crossed the Coorg boundary immediately incurs liability, even though the period spent in Coorg does not exceed a few minutes.

The rates at which the Coorg Tax is levied are slightly lower than those in the Madras Presidency, (e.g., the equivalent quarterly tax of Rs. 25 in Madras is Rs. 22 in Coorg). The tax may be paid at the Mercara Treasury or at certain sub-treasuries on the main approaches, (e.g., Virajpet, Somvarpet, Ponnampet). The police usually record the passage of visiting motor vehicles, and if the tax is not paid before departure, a demand for payment of tax for one month (two-fifths of a full quarter's tax) follows the owner to his home address. It is

advisable to promptly comply with such demands if correct, so as to avoid prosecution and further inconvenience.

A reciprocal measure has been arranged mutually by the Coorg and Madras Governments in regard to M. V. Tax, whereby a reduction of one-third of each tax is allowed if both Coorg and Madras Taxes are paid simultaneously. Similarly refunds can be obtained, if both licences are surrendered simultaneously, for periods (not less than one calendar month) for which taxes have been paid but where the licences are not used. To claim a refund the licences must be surrendered on or before the first day of the month(s) for which the refund is claimed.

Reduction of M. V. Duties and Taxation

A Sub-Committee of the A.A.S.I. is engaged on drafting a representation to Government urging the necessity for relieving motor transport of a portion of the oppressively high incidence of taxation (including import and excise duties) at present obtaining. It is maintained that the combined effect of "luxury" rates of import duty on motor vehicles and accessories, excise duty on petrol and the unco-ordinated taxation of motor transport by Provincial Governments and local governing bodies is slowly, but surely strangling the motor transport industry in all its branches and unduly retarding the general social and economic development of the Country which finds in motor transport the most economical and elastic form of communication, particularly in the vast areas which are not served by a railway. The text of the representation, which is to be jointly signed by all interested bodies in Southern India, will be published in this Journal in due course.

Motor Vehicles Rules—Madras Revision

A Committee convened by the Government of Madras is about to commence the work of revising and bringing up to date the Madras Motor Vehicles Rules. The A.A.S.I. is represented on this Committee. So far as is known at present, the scope of the Committee will be confined to the Motor Vehicles Rules, but endeavours are being made by the A.A.S.I. Committee to induce Government to combine in one set of rules, if possible, those governing

the use and circulation of motor vehicles and those relating to motor vehicles taxation, the two being so closely related as to be, in their opinion, inseparable.

Mr. M. Kirwan,
Planter, Mangalore,
South Kanara.

District Representatives

The following members have very kindly consented to act as Honorary District Representatives of the A.A.S.I. in the areas indicated and the Committee has been pleased to accept the offer:—

Mr. G. G. Gill,
C/o Parry & Co., Cuddalore,
South Arcot District.

Mr. L. Dee,
C/o Stanes Motor Ltd.,
South Coimbatore.

Mr. A. H. Harper,
Excise Commissioner, Bellary,
Bellary District.

A. A. S. I. Badges

In case the existence of the new A.A.S.I. motor car (A. A. type) badges and the conditions of issue have been overlooked by members who are not yet sporting a badge, or who have got one of the old (R. A. C. type) badges, it is notified that badges are available for issue on application. The non-returnable badge fee is Rs. 10, while a return valuation, not exceeding Rs. 5 will be placed on every R. A. C. type badge returned for exchange. These badges may only be displayed on vehicles used solely for private and professional purposes and only during paid up membership of the A.A.S.I. The badges remain the property of the A.A.S.I. to whom they must be returned when membership ceases.



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Incidentally members desirous of transferring from one Automobile Association to another in India, Burmah or Ceylon can do so without any additional expense. They become honorary members of the new Association until the next annual subscription becomes due, when they join the new Association and pay their subscription to it. Entrance fee in this case is waived.

Motor Gymkhana

At its meeting in January 1935, the Committee of the A.A.S.I. decided to organise a Motor Gymkhana, to be held in March 1935, in Madras City, with a view to stimulating interest in the Automobile Association of Southern India and its activities, in the hope that a large number of the non-member motorists at present resident in Madras City and its environs will be induced to join. It is proposed to open all or most of the events to all-comers, and to make no charge for spectators. The cost will, it is hoped, be met entirely from voluntary donations from interested Patrons, Members and Firms. A number of donations have already been promised and it is hoped that City Members will lend the Committee their support, if not by donation, by entering for the various events (which will be announced shortly) offering their services as judges, marshals, etc., or by inducing their motoring friends to enter or attend.

Mofussil members who may, owing to distance, be unable to attend, may rest assured that their interests have not been overlooked; more members means more money with which to extend the activities of the Association, at present restricted owing to lack of funds; and if the Gymkhana results in an appreciable increase in the membership of the Association the decision to organise it will be amply justified.

The Gymkhana will most probably, be held on "The Island" near Fort St. George, Madras, on Saturday 23rd March 1935. A definite announcement will appear in the daily press in due course.

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Seasonal Greetings

It will interest A.A.S.I. members to learn that cards conveying seasonal greetings were received from some 56 sister A.A.'s in India and Overseas. An A.A.S.I. greeting card was not designed and issued this year, but the necessity for this amenity will be kept in view for the coming Xmas and New Year.

Publications

The following publications have been received from London and copies can be obtained free on application to the Secretary, A.A.S.I. by those members about to proceed on leave.

On Leave with a Car, 1935—

Mam Egerton & Co.,
New Bond Street, London.

Your Car in England 1935—Indian & Eastern
Car Agency, Old Bond Street,
London.

A. A. Calendar of Events 1935—A. A. of Great
Britain.

Membership

During January 1935 the names of 25 new members were added to the membership register. These new members were introduced by the following:—

Major D. Mc. K. Kennelly by Major E. J. Pythian
Adams.

Mr. H. Krishna Rao by Mr. J. C. Hunter.

.. Geo. Bywaters by Mr. J. C. Hunter.

.. W. Grant by Mr. D. Kelson Ford.

.. C. M. Bennett by Mr. J. K. Kerr.

.. C. H. Doveton by Mr. A. Thomas.

.. K. Sadagopan by Major R. H. Wigfall.

.. M. S. Mandanna and Mr. K. J. Chengappa by
Mr. A. B. Madappa.

.. C. F. Redmond by Mr. C. L. Egan.

.. T. V. Rickie by Mr. A. Samba Moorthy.

.. T. Sivasanker by Mr. T. Sundaram Iyer.

.. Col. R. Bryson by Mr. F. H. Wilson.

The United Coffee Supply Co. Ltd., by Mr. L. Dee.

Mr. W. R. S. Santhianathan by Messrs. Addison & Co.

.. G. G. Hasting by Mr. P. E. Pitcher.

.. D. M. Luttman-Johnson by Mr. R. Brown.

.. H. C. Dean by Mr. A. R. Jack.

.. J. Howley by Mr. A. J. B. Campbell.

the remainder were enrolled by the Secretary.

New Members

W. Grant, Esq.,

College Bridge House, Egmore.

Geo. Bywater, Esq.,

Burmah-Shell Co. Ltd., Madras.

H. Ramakrishna Rao, Esq.,

Burmah-Shell House, Esplanade, Madras.

C. H. Doveton, Esq.,

"Kerala", Kodaikanal, Madura District.

K. Sadagopan, Esq.,

Asst. Auditor, S. I. R. Co. Ltd., Trichinopoly.

C. Jinarajadasa, Esq.,

Theosophical Society, Adyar, Madras.

J. Howley, Esq.,

Combodia Mills, Bungalow, Ondipattur,
(Via) Podanur, S. India.

H. C. Dean, Esq.,

Pannimade Estate, Hardypet P.O., *viz* Pollachi.

V. K. Srinivasan, Esq.,

Inamdar, "Raghavan Sadana,"

Rama Vilas Road, Mysore.

D. M. Luttman-Johnson, Esq.,

Messrs. Pierce Leslie & Co., Ltd., Cochin.

W. M. Muzumdar, Esq.,

C/o Scindia Steam Navigation Co. Ltd.,
Napier Road, Karachi.

Major F. M. Collins,

District Medical Officer, Guntur.

G. G. Hastings, Esq.,

C/o Imperial Bank of India, Trivandrum.

M. S. Mandanna, Esq.,

District Magistrate of Coorg, Mercara.

M. L. Narayanaswamy, Esq.,

Distiller, Tadpatri.

Col. R. Byrson,

Megan House, Greames Road, Nungambakkam.

A. K. Halder, Esq.,

S. I. R. Co. Ltd., Quilon, Travancore.

T. Sivasanker, Esq.,

Dy. Commissioner of Excise, Waltair.

J. W. Rickie, Esq.,

Proprietor, S. R. & S. Mills, Bannur.

Stanley E. Jenkins, Esq.,

Oorgaum P.O., S. India.

W. R. S. Sathianathan, Esq.,

Board of Revenue, Chepauk, Madras.

United Coffee Supply Co. Ltd.,

Coimbatore.

K. J. Chengappa, Esq.,

Dy. Director of Agriculture, Mercara, N. Coorg.

R. Velayutham Pillai, Esq.,

Proprietor, Saraswathi Motor Service, Nanguneri,
Tinnevely District.

C. F. Redmond, Esq.,

Shrinagara Cottage, Kotagiri, Nilgiris.



Each Christmastide hundreds of telegrams and greeting cards are showered on the Automobile Association from officials of motoring organisations the world over. Grouped in the windows at Fanum House, the London Headquarters, these have proved a great attraction to the crowds of passers-by, to whom they are an eloquent testimony of the goodwill existing amongst the world's motorists.

Why you should join
THE AUTOMOBILE ASSOCIATION OF SOUTHERN INDIA

Have you realised what you spend in Motor Taxation in the course of a year? The average motorist certainly has not, and the following figures will probably be a revelation.

The medium priced car costs, in the open market, about Rs. 4,000, new, and on that figure the following calculations are based. It is further usual to "write off" the value of a car in five years.

Here are a few figures:—

	Total cost Per	Taxation Annum.
	Rs. A. P.	Rs. A. P.
Initial cost of car Rs. 4,000 to be written off in five years.	800 0 0	205 0 0
Duty at Rs. 1.025	3 3 0	3 3 0
Registration at Rs. 16 on purchase	100 0 0	100 0 0
Provincial Tax under Madras Motor Vehicles Act, 1931		
500 gallons of petrol per annum, with tax at ten annas per gallon	804 11 0	312 0 0
Oil	60 0 0	1 9 0
4 new tyres and tubes	180 0 0	32 0 0
Spare Parts	300 0 0	55 0 0
Wages	250 0 0	
Insurance	140 0 0	
Total	2,537 14 0	708 12 0

So, it appears that over one quarter of one's total expenditure on the car is spent in taxes, in other words, the motor car is still regarded as a luxury, and taxed accordingly.

This is one of the abuses that the Automobile Association of Southern India is trying to combat, in common with its sister Associations in other provinces. But a successful representation cannot be made to those in authority without the support of the greater majority of the motoring public, and the Association cannot know that it has this support unless it has this majority on its books. The original Automobile Association in Great Britain has, through having an overwhelmingly strong membership, succeeded in removing many similar abuses, and we wish to do likewise.

Use the above argument to induce your motoring friends to join the A.A.S.I. An application form is subjoined.

DEAR SIR,

I forward herewith my application for membership of the Automobile Association of Southern India and enclose being my annual subscription for one year from this date, 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.

For Office use only.

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.

Special fittings can be supplied, if required, as follows:—

No. 1 for Radiator cap or any vertical bolt Annas 12 each.
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.

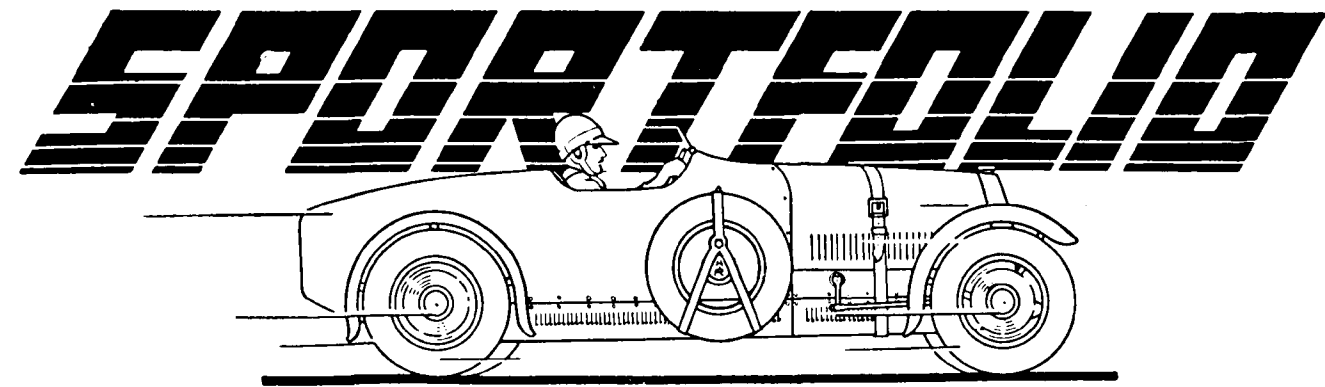
LIST OF A. A. S. I. MEMBERS.—(Contd.)
(Compiled by District areas.)

SERIAL No.	MEMBER-SHIP No.	NAMES OF MEMBERS.	ADDRESS.	SERIAL No.	MEMBER-SHIP No.	NAMES OF MEMBERS.	ADDRESS.
Mysore Contd.				716	2208	Her Highness The Maharani of Bajang	Jaya Bhavam, Bangalore.
682	62	Hamilton, E. A.	10, Miller's Road, Bangalore.	717	2228	Munivenkatappa, B.	Lakshmipuram, Mysore.
683	1039	Hamid Khan, M. A.	Landlord and Magistrate, 179, Narrain Pillai St., Bangalore.	718	2261	Marulasiddiah, M. V.	C/o Burma-Shell, Shimoga
684	2121	Hakim, A. D.	13, Benson, Rd., Bangalore	719	2266	Moffat, Dr. A.	9, Miller's Rd., Bangalore.
685	2207	Hills, J. M.	The Bangalore Battalion, A. E. (I) Bangalore.	720	2336	Milner, W. E. B.	Balehonour P.O., Kadur District.
686	2279	Hill, A. L.	Biccode Estate, Belur, Hassan P. O.	721	2463	Mahomad Mustafa Saheb	Kolar Town, Mysore.
687	2333	Harrison, Lt.-Col. C. H.	41, South Parade, Bangalore.	722	2488	Mallappa, K. M.	Ganganatha Motor Service, Mysore.
688	524	Ingram-Cotton, Dr. G. J.	"The Mansion" 38, Trinity Road, Bangalore.	723	1033	Naidu, B. D.	"Abshot", High Grounds, Bangalore.
689	751	Jewell, Rev. C.	Methodist Mission, Bangalore.	724	417	Narayanasaamy, V. D.	Sub-Agent, Burma-Shell, Mysore.
690	952	Jeakes, Major M. M.	Royal Engineer, Madras Sappers and Miners, Bangalore.	725	2258	Natarajan, C. V.	Chemical Examiner to Government of Mysore, Bangalore.
691	2446	Jory, Rev. J. N.	Kolar Gold Fields, Oorgaum.	726	2298	Newton, J. J.	34, Davis Road Extension, Richmond Town, Bangalore.
692	69	Krishna Iyengar, Dharmaprakasa, B. V.	"Manorama", Bangalore City.	727	2328	Nabikhan, Capt. M.	Kishmurt, Mysore.
693	70	Keays, Lt.-Col. R. W.	16, Cunningham Road, Bangalore.	728	103	Oakes, Lt.-Col. G. R.	Lavender's Hotel, Bangalore.
694	955	Kuppusamy Iyengar, C. S.	Dy. Commissioner and Dist. Magistrate, Bangalore.	729	552	Oliver, R. O.	Santaveri P.O., Kadur Dt.
695	2177	Kapedia, Dr. T. P.	46A, Trinity Road, Bangalore.	730	2290	Price, Major B. R.	3, Brunton Rd., Bangalore.
696	2270	Krumbegal	Residency Road, Bangalore.	731	2507	Powne Jones, A. R.	Coromandel P.O., Kolar Gold Fields.
697	2400	Kemmis, T. S.	United Service Club, Bangalore.	732	2453	Penning, C. J. H.	Mysore Sugar Co. Ltd., Mandya, P. O.
698	2059	Langhorne, F. J.	"Bridgeton," Residency Road, Bangalore.	733	120	Rutherford, E. W.	Urban Estate, Ballupete P.O., Hassan Dist.
699	2221	Lawes, Capt. O. F.	4, Brunton Rd., Bangalore	734	129	Rajakumar, A.	Cavalry Rd., Bangalore.
700	2267	Lindley, Mrs., M.	Marikuppam P.O.	735	469	Ray, Capt. H. M.	Mining Engineer, Champion Reefs, P.O.
701	2339	Laughton, G. C.	B. U. S. Club, Bangalore.	736	561	Reed, W. H.	Mayinkere Estate, Kalasa P. O., Kadur Dist.
702	2415	Lyons, Major P.	28, Cubbon Road, Bangalore.	737	639	Rollo, J. C.	The University, Mysore.
703	2528	Leverett, G.	19, Cunningham Road, Bangalore.	738	724	Ramaswami Iyer, M. S.	Star Home, Basavangudy, Bangalore.
704	940	Lee, J.	Binnynston Gardens, Bangalore.	739	1017	Russell, Major J. B.	Aglatti Estate, Saklespur P.O.
705	87	Morgan, T. C.	Binnynston Gardens, Bangalore.	740	1034	Rajagopalan, P.	Asst. Engineer, Hole Narasipur, Hassan Dist.
706	97	Metcalfe, Dr. E. P.	The University, Mysore.	741	2080	Robinson, Dr. J. F.	Durbar Surgeon, Mysore, Bangalore.
707	233	Morris, R. C.	Honnamatti Estate, Attikan P. O.	742	2117	The Hon'ble The Resident in Mysore	
708	236	Manjappa, M.	T. S. Motor Service, Mysore.	743	2138	Ramamurthy, A. M.	"Maigandal," 2, Central Street, Bangalore.
709	580	Morris, C. W. G.	"Garstead", Attikan P.O.	744	2315	Richards, Lt. G. P.	The Residency, Bangalore
710	782	McAlphine, Lt.-Col. E. G.	Central College House, Bangalore.	745	2509	Ratchiffe, E. A. G.	Hosergoode Estate, Saklespur P.O., Hassan District.
711	970	Moudawalla, F. N.	Indian Institute of Science Bangalore.	746	2558	Rangiah, Y. V.	The States Engineering Co., Cottonpet, Bangalore
712	2068	Miller, R.	7, Residency Road, Bangalore.	747	2575	Ramachandra Rao, R.	Electrical Engineer, C. P. S. Transformer House, Champion Reefs P.O., Kolar Gold Fields.
713	2096	Matthan, R. M. P. K.	Grace Home, Basavangudi, Bangalore.	748	153	Sanders, Capt. G. A. I.	34, South Parade, Bangalore.
714	2147	McDonald, D. H. S.	Imperial Bank of India, Bangalore.	749	154	Sawday, Rev. George W.	Wesleyan Mission, Mysore, City.
715	2193	Megann, Lt.-Col. H. H.	High View, Mysore.	750	174	Subba Rao, Vittal Rao.	Sub Agent, Burma-Shell, Mysore.
				751	1075	Sastry, S. G.	Government Soapfactory, Bangalore.
				752	2172	Stonehouse, W. G.	Balehonour P.O. Kadur District.

(Continued over.)

SERIAL No.	MEMBER-SHIP No.	NAMES OF MEMBERS.	ADDRESS.	SERIAL No.	MEMBER-SHIP No.	NAMES OF MEMBERS.	ADDRESS.
753	2189	Srinivasa Iyengar, K.	Jaya Vilas, Basavangudi, Bangalore.	790	774	Clarke, H.	Wallardie Estate, Vandiperiyar P.O.
754	2337	Stevens, F. V.	Champion Reefs P.O., Kolar Gold Fields.	791	281	Duncan, R. I. M.	Lower Vagavari Estate, Telhar P.O.
755	2405	Sadasivan, A.	404, Rly. Quarters, Vontikoppal P. O.	792	1088	Davey, G. H.	Rockey Ridge, Kottayam
756	2437	Sambamurthy, A.	Section Officer, Bannur, Via Narasipur.	793	468	Francis, E. H.	Kanniar Bungalow, Munnar P.O.
757	2454	Smith, W. G.	Champion Reefs, P.O., Kolar Gold Fields.	794	267	Grant, C. A. V.	Transport Engineer, K. D. H. P. Co. Ltd., Munnar P.O.
758	2511	Short, Rev. G. J.	St. Andrews Church, Bangalore.	795	268	Grandage, F. G.	Kundaly Estate, Ellapatti P.O.
759	433	Thiruvangadasamy Mudaliar, V. S.	Lakshmi Vilas, High Grounds, Bangalore.	796	496	Gordon-Graham, A. B. G.	Inji Kadu Mount, Vandiperiyar P.O.
760	2114	Toomy-Wilson, D. W.	Military Engineer, Richmond Rd., Bangalore.	797	745	Holden, G. A.	Nyania Kad Estate, Munnar P.O.
761	2188	Thullier, Capt. H. S.	6 Cambridge Rd., Bangalore.	798	762	Hall, C. J.	Planter and Visiting Agent, Qarlon.
762	2311	Thirumal Rao, A. H.	40, Infantry Road, Bangalore.	799	2485	Hall, A.	Cotengady Estate, Sittar Konde P.O., Kollengode.
763	615	Venkatasubba Sastry, T.	Advocate, Shimoga.	800	446	Inman, W. E.	Grady Goody Estate, Vandiperiyar P.O.
764	2348	Viyas Rao, R.	99, IV Road, Chamara-jendrapet, Bangalore.	801	572	Ian Mc Tear	Nadian, Munnar P.O.
765	2390	Venugopal, R.	V. R. Bros., Main Guard Cross Road, Bangalore.	802	2050	Imray, R. S.	Periakanal Estate, Suranalle P.O.
766	956	Waters, Major A. W.	10, Infantry Road, Bangalore.	803	65	Jacob, L. H.	Acting Chief Engineer, Trivandrum.
767	1035	Williams, T.	Mining Engineer, Mysore Gold Mines, Marikuppam	804	255	John, C. H.	Kadalar Estate, Munnar P.O.
768	2168	Wadia, A. R.	The University, Mysore.	805	256	John, A. W.	Chittavara Estate, Ellapatti P.O.
769	2186	Westrap, A. T.	General Supdt., Generating Station, Sivasamudram	806	447	Horrocks, O. W.	Glenmary Estate, Peermade P.O.
770	2187	Watson, H.	Mylemoney, Joladhu P. O., Kadur Dist.	807	339	Kurian John, P.	Mana Kara Buildings, Kottayam.
771	2478	Whistance, W. S.	Oorgaum P.O., Kolar Gold Fields.	808	2012	Krishnaswamy Iyer, T. S.	Bottom Station, Bodinayakanur.
772	546	Young, E. H.	Osson Estate, Hassan P.O.	809	2358	Knos, L. S.	Lockhart Estate, Devikolan P.O.
Coorg.				810	848	Lewis, T. M.	Injikadu Estate, Vandiperiyar P.O.
773	629	Cheesley, H. J.	Home Bungalow, Pollibetta P.O.	811	88	Milner, W. A. J.	Twyford Estate, Fairfield P.O.
774	94	Madapa, A. B.	Kathelkad Estate, Mercara P.O.	812	89	Murphy, J. J.	Vendayar Estate, Mundakayam P.O.
775	784	Morgan, E. C. H.	Chinchona Estate, Mercara P.O.	813	93	Marsden, G. H.	Scott Christian College, Nagercoil.
776	2630	Mitchell, J. E. M.	Chief Forest Officer, The Knoll, Coorg.	814	229	McMullins, R. J.	Amakal Estate, Vandiperiyar P.O.
777	388	Pitcairn, Major D. N.	Narikallu Estate Kutta P. O.	815	239	Macpherson, H. B.	Eldorado Group, Mundakayam P. O.
778	1028	Parsons, W. G. L.	Chethalli P.O.	816	490	MacKay, W. S.	Kanniamallay Estate, Munnar P.O.
779	216	Raitt, C.	Faith Estate, Kutta P.O.	817	746	Mackenzie, W.	Talliar Estate, Talliar P.O.
780	146	Schofield, N. M.	"The Eliza", Pollibetta P.O.	818	773	Macgregor, A. G.	Periakanal Estate, Suranalle P.O.
781	994	Tippetts-Aylmer, G. A.	Huvinakadu Estate, Kutta P.O.	819	2404	Madden, C. J.	Woodlands Estate, Peermade P.O.
782	2227	Walker, E. R. W.	Margally, Pollibetta P.O.	820	363	Nicholson, J. S.	Pullivassal, Munnar P.O.
Travancore.				821	2398	Narayana Chetty, N. A.	Pankayam House, Bodinayakanur.
783	508	Brooke, G. A.	Vendayar Estate, Mundakayam P.O.	822	2403	Newton, G.	Pandervamedu, Vandiperiyar P.O.
784	653	Bridgeman, J. M.	Nullatanni Estate, Munnar P.O.	823	226	Olney, C. K.	Upper Surianalle Estate, Suranalle P.O.
785	808	Boulbee, W. D. M.	Majamally Estate, Kalthuritty P.O.	824	2386	O'Hara, E. C.	Lechmu Estate, Munnar P.O.
786	810	Bryson, D.	Chenakara Estate, Vandiperiyar P.O.	825	1050	Preston, E. A. G. M. H.	Peramad Estate, Vadaserikara P.O.
787	2162	Bingham, G. H.	Cheentbalaar Estate, Fairfield P.O.	826	2621	Pillai, Dr. B. T.	Landlord, Banker and Physician, Shencottah
788	350	Coleridge, R. H.	Thenmally, Madupatti P.O.	827	650	Ragg, H. A.	Kanniamallay Estate, Munnar P.O.
789	492	Cullen, R. B.	Devikolan Estate, Munnar P.O.				

(To be continued)



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

(By special arrangement with Reuter.)

British Drivers Lose International Record

Two International Class H Records, set up by G. E. T. Eyston, A. Denly and T. H. Wisdom in an M. G. in December 1932, have been broken by two French drivers, Maillard-Brune and Druck, at Monthlery, driving a 750 CC M.G.

The records broken were the 2,000 kilometres and 24 hours. The Frenchmen covered the 2,000 kilometres in 16 hours 18 minutes 48 91/100 secs. at an average speed of 122.597 K.P.H. The record set up in 1932 was 17 hours 45 minutes 56 93/100 seconds at an average speed of 112.576 K.P.H.

In twenty-four hours Maillard-Brune and Druck covered a distance of 2,947 kilometres at an average speed of 122.794 K.P.H. the previous average speed was 113.633 K.P.H.

New Bluebird

The new Bluebird, the racing motor-car with which Sir Malcolm Campbell hopes to beat his land-speed record of 272 m.p.h., at Daytona Beach, Florida, in February, will, it is hoped, be capable of travelling at 300 miles an hour.

The engine develops 2,350 h.p. with ordinary petrol, but with alcohol fuel an additional 100 h.p. can be obtained.

Directly in front of the engine there is an extra water tank coupled up to the radiator to ensure adequate cooling.

In Sir Malcolm's private workshop men are now fitting the specially designed streamlined body, which will give the motor-car a revolutionary appearance.

It is hoped that the Bluebird will be ready by January 10 and that it will be shipped in the Cunard-White Star liner *Berengaria* for the United States on January 16.

Sir Malcolm hopes to sail on January 23.

Experts' Club

Motor-car drivers with ten years' experience and unblemished licences have formed a society for their benefit.

It is the National Society of Expert Motor Drivers.

The society has been established to obtain recognition of the good driver, explains the founder.

Already there are 300 members. Earl Howe has agreed to be a vice-president.

The society's official badge—hall-mark of safe driving—will be carried on members' motor-cars.

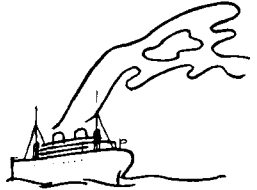
Two classes are catered for—the owner-driver, 5s. annual subscription; the employed driver, 2s. 6d. annual subscription.

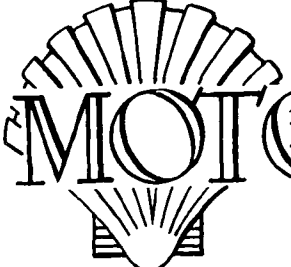
Membership enables substantial saving to be made in insurance premiums.

The society has headquarters in Henrietta-street, W.C.

British Women Drivers

A team of British racing cars driven by women is to compete this year in the most famous of all long-distance Continental road races, the Le Mans Grand Prix d' Endurance.

Perfect lubrication 
 Is a complicated thing 
 which 
 if you spend your
 next vacation 
 Investigating—would not
 reveal its secrets, so
 why waste so much toil?
 You'll soon know its value, if
 you use SHELL OIL

SHELL MOTOR OIL 

The drivers will be :

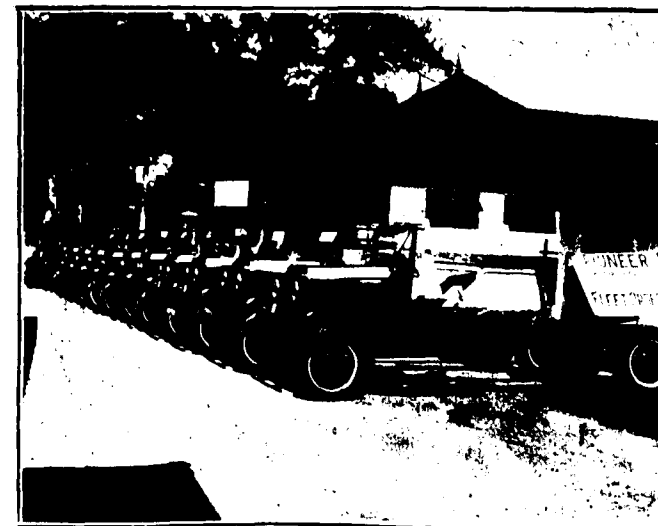
Miss Barbara Skinner.
 Miss Margaret Allan.
 Miss Joan Richmond.
 Miss E. M. Ellison.
 Mrs. Hugh Eaton.
 Miss Doreen Evans.

The Le Mans Grand Prix is a 24-hours' contest over a circuit 10 1-3 miles in length. Though justly regarded as amongst the sternest of all tests of driver and car, it is almost the only "classic" motor race in which women are able to compete among the pick of European drivers.

There have been several instances in the past of cars with feminine crews, both French and English, but this will be the first time that a complete team of three, each with its pair of women drivers, will be seen on the famous circuit where British Bentleys have triumphed for four successive years.

The team has been entered by Captain G. E. T. Eyston, himself a great driver and record-breaker. The cars will be the latest pattern M.G.'s, which, though nominally of 8 h.p., are capable of over 100 m.p.h.

The six drivers are all well known in the motor competition field. The race takes place next June at Le Mans.



Fleet of Chevrolet truck supplied to Messrs. Pioneer Motor Service, Trivandrum and Nagercoil by Messrs. Stanes Motors, Distributors for the West Coast. Apart from individual unit orders, close on 100 Chevrolets have been supplied to various fleet users during 1934.

Australia's Grand Prix Marred By Tragedy

Getting into a speed wobble while travelling at more than a hundred miles an hour, which resulted in their car turning a somersault, a driver and his mechanic were killed during the Australian Grand Prix.

The driver was G. Graham and the mechanic J. Peters. They were driving an M.G.

The race which is over a 300 mile course at Cowes was won by Murphy driving an M.G. The race was of especial importance this year as it was run in connection with the Melbourne Centenary Celebrations.

The London-Exeter

There were remarkable scenes on a Devon hill during the 20th London-Exeter motor trial, which concluded at Blandford yesterday. Cars, some of them bearing the names of the world's most famous manufacturers, failed ignominiously on Simms Hill, a short but steep ascent rising from the valley of Bovey to Dartmoor.

For every single car which scaled the hill more than 10 did not. Out of the 300 and odd competitors only about a score arrived at the top under their own power.

There was only one way to make a successful climb, and that was to rush the hill, with full throttle. But to do this meant a "power slide" round a sharp corner and those daring drivers who attempted it had to risk disaster.

Hauled Up By Cable

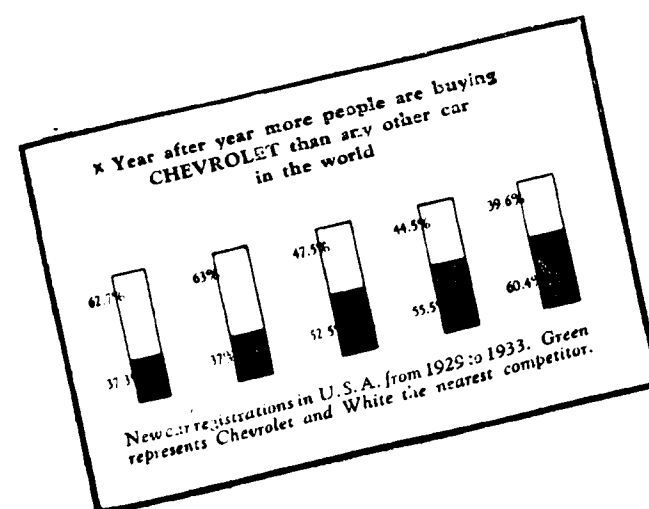
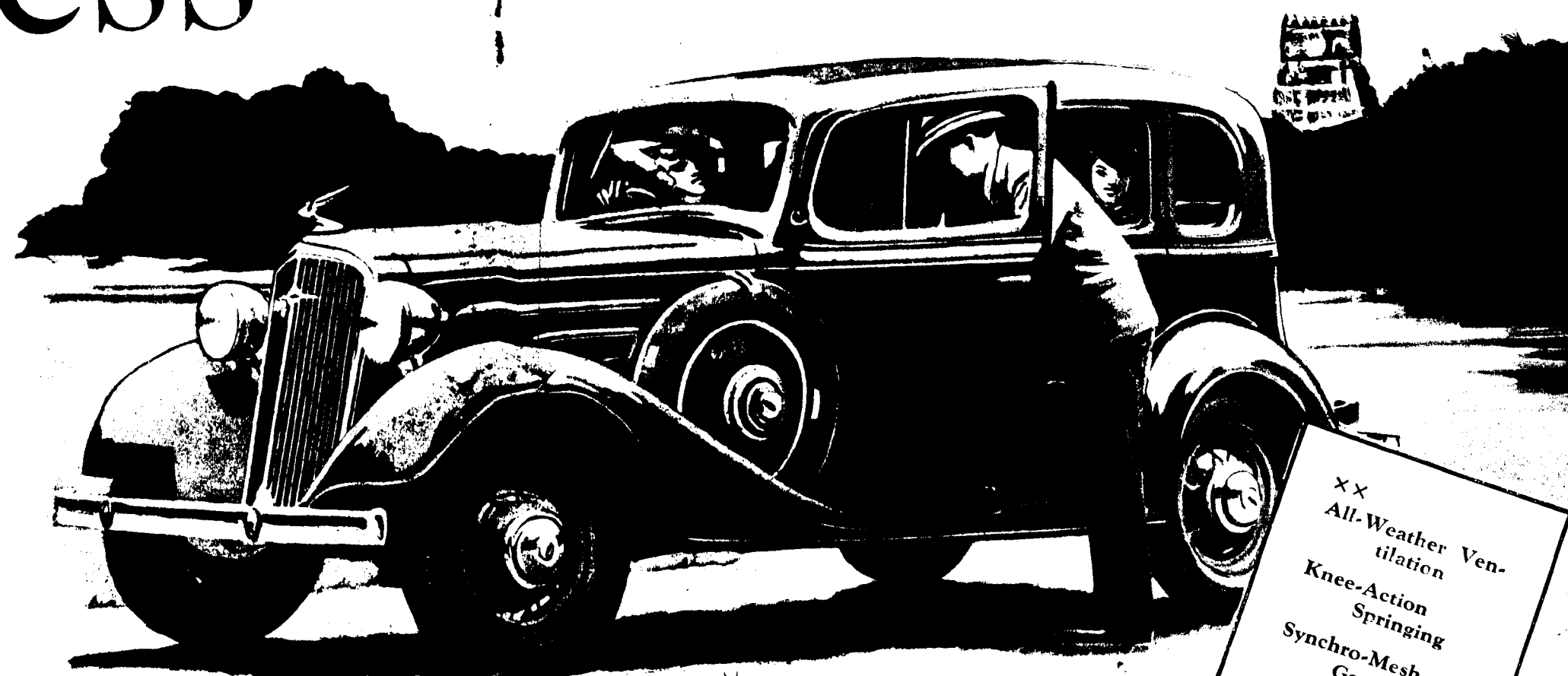
A few managed to storm the ascent, but the rest were hauled to the top at the end of a wire cable pulled by a steam tractor stationed at the summit.

On occasions the spectators had to leap away from the cars which were out of control. G. W. Marston, on a three-wheeled cycle-car, ran backwards and scattered a group of people from a bank, at which it nearly overturned. A few minutes later L. E. Hall lost control, and narrowly missed pinning another group of spectators to the rocky bank.



Progress ON A SOUND AND PERMANENT BASIS

THE best way to judge the worth of a motor car is to look into the history of the organisation that builds it. Study its sales records. Notice particularly how many of the improvements sponsored by the builder have become a permanent part of motoring. Once you know these things you can predict with accuracy how deep will be the satisfaction to be gained from the car you finally buy. Chevrolet welcomes such a scrutiny of its past, because Chevrolet sponsors only those advancements that constitute a real step forward. And these must be proved definitely sound before they are presented to you. That is why so many of the real advancements in motoring have come from Chevrolet. That is why Chevrolet's innovations eventually become standard practice with the industry. And that, too, is why you can buy the Chevrolet with perfect confidence that it embodies the best of the modern features, in their finest form.



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- xx All-Weather Ventilation
 - Knee-Action Springing
 - Synchro-Mesh Gears
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 - Automatic ignition
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- These are a few of the better known features, sponsored by CHEVROLET, which have become a permanent part of motoring.

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For Everybody

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MADRAS COIMBATORE — TRIVANDRUM

Other cars, coming to a stop with engines screaming and wheels spinning, mounted the emergency chocks and ran down the hill before the hawser could be fixed.

Simms Hill was but one of the obstacles in the trial. Fingle Bridge, a twisting hill a few miles before, caused nearly half the drivers to fail, and one of them, G. H. Goodall, wrecked his car at a bend.

Flooded Roads

The Devon Hills, followed an all-night run from London, which was undertaken in pouring rain and over partially flooded roads. Near Yeovil the motor-cyclists, who formed the vanguard of the 150 miles long procession, charged into two feet of water, and road scouts were hurried to the spot to warn the following competitors.

The home run could not be made according to schedule owing to more floods, and the officials had to alter the course.

At the finish, at Blandford, many cars bore the marks of distress. There were crumpled mudguards, bent dumbirons and other indications of minor crashes.

Nearly 300 completed the course, but not 10 per cent. of them qualified for premier awards. It was the most difficult London-Exeter in the long history of the trial.

Whitney Straight in South Africa

Whitney Straight, the young American racing motorist, ex-Cambridge undergraduate and millionaire, won the South African Grand Prix, at East London.

Driving his single-seater Maserati, he averaged 95.43 miles an hour for the six laps of the 16-mile circuit.

J. H. Case, South African driver of a Ford V8, was second, and Michael Straight, Whitney Straight's brother, driving in his first road-race, was third. He drove a Railton-Terraplane.

Straight started off the scratch mark, 22 minutes 24 seconds behind the limit man. He went into the lead on the fifth lap, on which he raised the lap record to 98 miles an hour.

The South African Grand Prix was the last motor race of 1934—it was also the third fastest road race of the season.

Straight and his brother, with the £250 prize money, and the gold cup, are flying back to England.

Sir Malcolm Campbell Sails

Out for 300 M.P.H.

Sir Malcolm Campbell who holds the world's land speed record of 272 miles per hour with his five-ton Blue Bird sailed from England aboard the "Aquitania" on January 23, for New York, *en route* for Daytona where about February 19 he is to make a bid to reach 300 miles an hour.

Accompanying him were Lady Malcolm and their eleven year old daughter Jean. That was an eleventh hour decision. The other day Lady Malcolm told Reuter that she was in a dilemma. She was torn two ways—whether to be at Daytona at her husband's side or stay at home with her two children. Their son Donald is at school so Lady Malcolm solved the difficulty with a compromise, leaving her son at school and taking Jean with her.

Can the Blue Bird do that 300? Quite frankly Sir Malcolm does not know. He just hopes so. But from his stable Reuter learned that some of those who have been working on the reconditioned car said that they expected the speed record would be increased to about 289 m.p.h. Campbell would just miss the three-hundred mark.

Much, however, depends upon the condition of the sands around about the February full moon.

With Campbell sailed two close friends Major Goldie Gardener and the Hon. Robin Grosvenor.

Here are a few particulars of the remodelled Blue Bird.

Length overall 28 ft. 3 ins.
Wheelbase—13 ft. 8 ins.
Track—5 feet (approx.).
Weight—5 tons (approx.).

Engine—Supercharged 12 cyl. Rolls-Royce.
36,582 c.c. capacity, R.A.C. Rating
174 h.p., developing 2,500 Brake Horse
Power.

Engine Weight—14½ cwt.

Fuel Capacity—40 galls. (Engine consumes
2.9 galls. per minute).

Engine Speed—Approx. 3,200 r.p.m. at
300 m.p.h.

Brakes—Air brakes have been fitted for
the first time, to operate simultaneously
with the internal-expanding four-wheel
brakes.

World's Land Speed Records.

Set up by Sir Malcolm Campbell in 'Blue Bird.'

1931	..	245.7 m.p.h.
1932	..	253.9 m.p.h.
1933	..	272.1 m.p.h.
1935	..	?

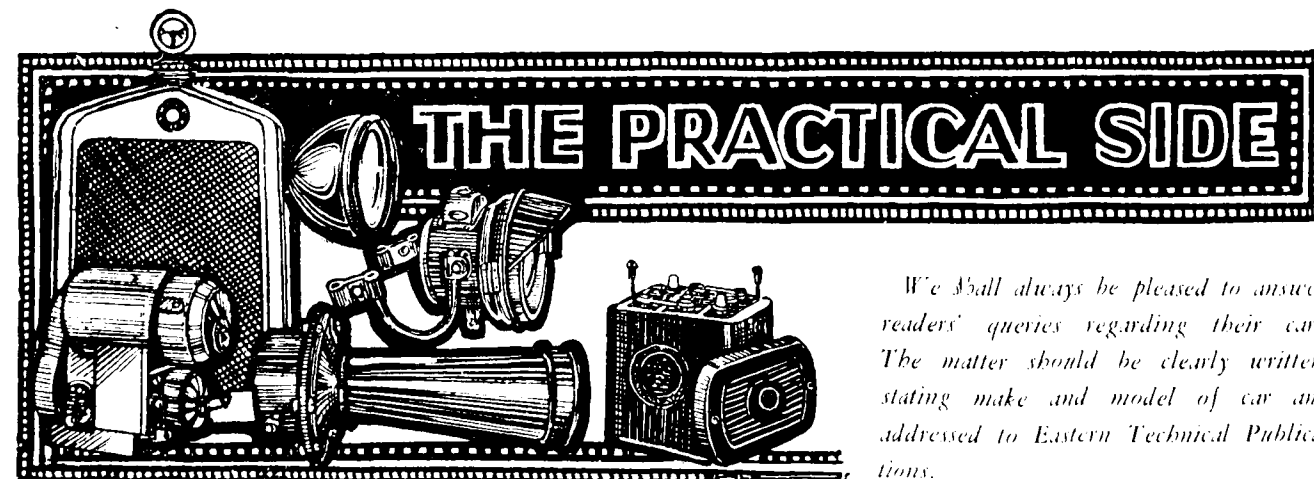
The car is travelling aboard the "Aquitania" housed in a special crate 35 feet long. It is stowed carefully on one of the lower decks.

Nearly two years have been spent in research work by engineers and aerodynamic experts to increase her speed. The engine remains unaltered but radical changes have been made in the streamlining of the body.

Five models were tested exhaustively in wind tunnels to determine the perfect shape and twin back wheels have been fitted to diminish wheel spin and improve the car's ground holding qualities.

Two special flaps just behind the driver's seat—one each side—have been fitted to give additional breaking power. They are operated by the brake pedal.

And remember that what Sir Malcolm is attempting is to put his Blue Bird over the Daytona Sands at a speed far greater than most modern aeroplanes can achieve. And the driver has just celebrated his fiftieth birthday.



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.

Wheels

There are several types of wheels but as a rule the average car to-day is fitted with one of the five following:—

The Steel Disc, wood artillery, steel artillery, cast steel spoked and wire wheels.

The Disc wheel is more popular with manufacturers of heavy vehicles, being comparatively light and inexpensive to manufacture and the risk of breakdown negligible. The disc wheel was for sometime tried out in America and made standard on certain makes of car, but the wire wheel seems to have come into its own, and is undoubtedly the most popular. The wood wheel fixed at the hub and provided with a detachable rim still persists on a few makes.

Checking Wheel Alignment

Correct wheel alignment means that when the 4 wheels are running they are pointing in the same direction, or perhaps it would be advisable to say parallel with the line of motion of the car. If they are not, then one or more of the wheels are pointing in one direction, but being made to run in another. The result is rapid wear on that particular tyre.

To check alignment correctly a special gauge is required, and of course most garages can produce one to test out the steering, but a rough and ready check can be made with a thin piece of planking.

See that the front wheels are set so that they point directly ahead and are perfectly straight, and in line with the rear wheels. Also see that the car is on level ground.

(1) Take the gauge and measure from the inside rim edge of one front wheel to the other. The measurement should be taken on a level with the hubs.

(2) With the markings on the gauge or piece of timber clearly defined and without altering in any way the reading, place the gauge at the same height at the rear of the front wheels. The markings should correspond to those taken on the front and if so the wheels are parallel.

With most cars, however, a 'toe-in' of about 1/8" is allowed in which case the measurement behind the axle will be greater by 1/8".

If the measurement of the rear of the front wheels is more than 1/8" or if the measurement in front of the axle is greater than behind, the wheels must be adjusted immediately.

Rear wheels seldom go out of alignment except in cases of excessive wear on axle shafts and bearings, or where the car has been involved in an accident. The rear wheels may be tested in the same way but there should be no difference in the space between the front of the rear wheels and the rear, or in other words they should be parallel.

Wheel Wobble

Wheel wobble can become very disconcerting and dangerous. It is a complaint that may arise for many reasons such as incorrect tyre inflation, incorrect wheel balance, a badly vulcanized tyre, a broken spring, slack wheel bearings and king pins, or worn bushes. If these are checked the trouble can usually be marked down.

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1/18, Mount Road, MADRAS.**

Tyres

For the owner of a car proceeding on long leave and wishing to store his car, it is advisable to jack up the vehicle and either remove the tyres and wrap them in paper or gunny and keep in a store-room, or wrap paper or some other material round the whole wheel in order to exclude light.

Heat, damp, light and oil are very harmful to tyres, and if a car is standing for a considerable time in one position, it is quite possible that when again put into service and subjected to the stress and strain of road traction, the tyre may burst, and as they are rather expensive replacements the foregoing suggestion for preserving them should be tried out.

Rims

Most cars have well base rims fitted to the wheels and this facilitates tyre removal. It is of course claimed that tyres may be fitted or removed without the use of a lever, but in practice this is somewhat difficult. The tyres used on well base rims are of the wire edged type and when levers are used great care must be exercised so that the wire edges are not damaged. The tyre should be pushed right down into the well base and it will be found that the opposite side will then very easily slip over the rim. If a

tyre is forced into position without taking advantage of the well base, the edges of the tyre may be damaged and the life of the cover seriously impaired.

Causes of Rapid Tread Wear

High speeds produce rapid wear, also sharp braking, rapid acceleration and constant stopping and starting. On long journeys the tyres get hot and the heat generated is also a destructive factor.

Under inflation and wrongly aligned wheels produce rapid tread wear; loose stones, and gritty roads produce a very marked abrasive action.

It will be seen therefore that many factors produce rapid tyre wear and many of them can hardly be remedied. It says much for the modern tyre that so little inconvenience on the road is found, for blow outs are becoming less and less frequent.

Repairs

When a tyre 'sits down' it is advisable to first of all check the small valve before deciding to remove the tyre for puncture repairs. Very often it will be found that the leak is due to the valve rubber being worn and a careful motorist always carries a spare box of these 'valve insides'. A good way of checking is to pump up the tyre (having replaced the old valve with a new one) and then hold the valve in water. If bubbles appear the valve is still leaking, but if the valve is in good order then the tube must be removed for examination.

Sometimes the punctured spot can be found by the fact that the very article which caused the trouble is still sticking into the tread of the tyre, and it is not then necessary to remove the whole tube. When the puncture is found, thoroughly clean the surmounting portion with petrol. Patches are now sold which can be used with or without solution and these are very handy as no extra outfit is required, except perhaps one's handkerchief to dip into

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petrol to clean the tube and to moisten the specially prepared patch.

Always inflate a tube slightly before refitting to the tyre, as otherwise a 'pinch' might result through the tube being trapped under the edge of the cover.

When pumping up the tyre after repair, make sure the edges are bedding down into the rim before completely inflating.—(J. N. N.)

A. A. Recommendations for Driving in Fog

Driving in fog or mist can be rendered much less trying if recommendations by the Technical Department of the Automobile Association are followed.

They are as follows:—

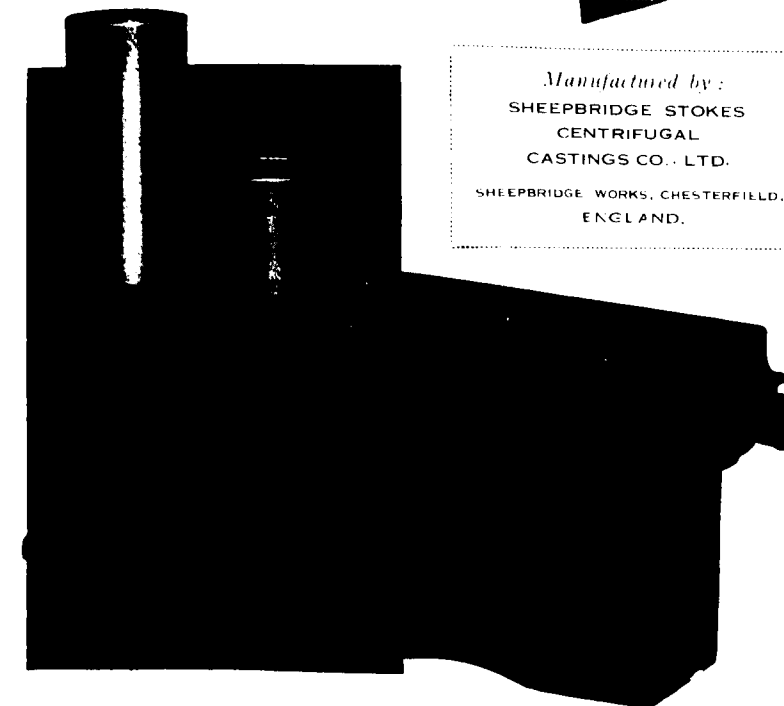
Direct a fairly intense, concentrated beam to the nearside of the road, either from a fog lamp on the nearside, or a spot light attached to the nearside pillar of the windscreen. Thus the driver is able to look either over or under the beam.

If special fog lamps are not available extinguish the offside headlamp and direct the other headlamp beam on the nearside of the road. This method necessitates driving close to the nearside kerb.

Again, tissue paper of one or more thicknesses attached to the outside of the headlamp glasses, or whitening mixed with water, will be found helpful. If the driver has a preference for any colour which suits his sight, tinted tissue paper, or dry colour mixed with the whitening, will produce the desired effect. Either paper or colour is easily removed and does not involve exposing the lamp reflector which is undesirable.

The A. A. points out that as water is a constituent of fog or mist powerful illumination merely intensifies the reflection. It has been proved that the use of yellow or any other coloured light has no penetrative advantages and merely reduces the intensity of the light and back glare.

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CASTINGS CO., LTD.
SHEEPBRIDGE WORKS, CHESTERFIELD,
ENGLAND.

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Efficiently reduce oil consumption when fitted, the

Necessity for any further engine take downs is practically dispensed with.

Their high wear-resisting qualities make them more durable than the original bore surface. Moreover they are

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Into worn or scored engine cylinders they bring the bores back to their original size.

Compression is maintained efficient because of their resistance to wear and

A single damaged bore can be rectified by fitting a liner to the same size as the undamaged bores. Another point worth noting: they

Save the use of oversize pistons.

There are stocks held in India by Messrs. GLENFIELD & KENNEDY, LTD., P. O. Box No. 443, Bombay and P. O. Box No. 2115 Calcutta, from whom all particulars can be obtained.



New Driving Tests More Severe

"L" Is For Learner

Would-be motorists may experience some difficulty in obtaining an English driving licence as the result of the revised regulations issued by the Ministry of Transport.

Starting early in 1935, all applicants must show that they are fully conversant with the Highway Code and that they are able to pass the following nine practical tests in driving:—

- Start the engine;
- Move away straight ahead or at an angle;
- Overtake, meet or cross the path of other vehicles and take an appropriate course;
- Turn right-hand and left-hand corners correctly;
- Stop in an emergency or normally, in the latter case in an appropriate manner;
- Reverse into a limited opening either to right or left;
- Turn round by use of forward and reverse gears;
- Give by hand and by mechanical means (if fitted) appropriate signals at appropriate times;
- Act promptly on all signals given by traffic signs, traffic controllers, and other road users.

The right to be examined at all is denied to anyone suffering from:

- Mental disorder,
- Epilepsy,

- Liability to giddiness,
- Fainting fits,
- Inability to read a number plate at 25 yds.

Tests may be conducted:

(1) by Supervising Examiners appointed by the Minister;

(2) by the Board of Admiralty, the Army Council, the Air Council, or the Postmaster-General in so far as concerns the testing of persons in the service of the Crown under their respective Departments, and

(3) by any person appointed for the purpose by the Minister under the provisions of Regulation 8 of these Regulations.

Regulation 8 permits firms employing more than 250 drivers, the Post Office and the services to examine their own drivers.

Exemption of foreign visitors from the test is limited to the visitor who holds an International Driving Permit or a driving licence issued in his own country.

Provisional or learners' licenses will cost 5s. and will be valid for three months. Holders may be examined at any time within that period. The fee for examination is 7s. 6d. Provisional licenses are to be issued subject to the conditions that the holder shall always be under the supervision of a person who has held a licence for at least two years and that the vehicle shall carry at front and rear a large letter "L" in red on a white ground, the letter to be four inches high and 3½ inches wide.

Those who fail to pass the test the first time may come up for a further test at the end of a month instead of two months as originally stated.

(Reuter.)

Other Old Cocks

Scotland Yard is to attempt in 1935 to remove some of the more antiquated taxicabs from the English roads.

All cabs more than 10 years old will be specially examined at the Public Carriage Office, Lambeth, before applications can be made for a renewal of licence to ply for hire.

Owners of cabs which fail to fulfil the official requirements will be advised that it is no use spending money on conditioning their cabs. An official of the drivers' union states that many owners of old cabs spent £40 or £50 on furbishing the vehicles before the normal annual application for a licence.

Congested Traffic

Two years ago an order was given that taxicabs more than 15 years old were to be subject to a special examination.

At that time no fewer than 557 cabs came under this order, of which only 24 were found fit for a renewal of licence.

Not half enough "old cocks", however, have been removed.

There are at present 8,150 taxicabs plying for hire in the London Metropolitan Police area, and about 11,550 licensed drivers.

Last year 940 new cabs were licensed, the average price of each being about £570.

The owners of the newer and efficient taxicabs share with the public the resentment and inconvenience caused by the continued presence of antiquated cabs.

They lose trade, because passengers who have had the misfortune to hire one of the "won't go" taxicabs decide another time that it is quicker to travel by tube or omnibus.

The older cabs also add greatly to the congestion of the streets. (Reuter.)

British Successes in South Africa

While the Maserati with which Whitney Straight won the South African Grand Prix is of Italian origin, yet it was fitted by the Armstrong

Siddeley company with their pre-selective self-change gear. Recently Mr. Straight wrote to the manufacturers saying:—

"I find that the self-change is a very definite asset, not only because a great deal of time is saved in changing speeds compared to the normal type of gear box, but because it relieves the driver of a great deal of trouble and physical strain. It really does appear to me that any car without a self-changing gear-box is obsolete."

Another success, which shows that the British car is perfectly suited to colonial conditions, in South Africa was Mr. Norman Siddeley's remarkable win in the C.P.M.C.C. Saldana Bay all night trial run, in the big car class driving a twenty horse-power Armstrong Siddeley there were sixteen controls and Mr. Siddeley lost only two points. The day when it is said that British cars do not meet the trying conditions of colonial roads is definitely past and the number of British cars now being exported to every corner of the world is evidence of the success they are scoring in the world's outpost markets.

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Touring Abroad

An Address to the Rotary Club of Bombay on December 18th

BY ROTARIAN A. H. C. SYKES, B.A.

Secretary of the Western India Automobile Association

The great expansion of motoring since the War and the simultaneous rise of the small car to unimagined heights of popularity have effected a revolution in foreign touring. Not so many years ago only the wealthiest of motorists could afford to take their vehicles abroad. In consequence the great majority of cars which undertook foreign tours were of the high-priced "luxury" type. Today, thanks largely to the efforts of the Automobile Association and other bodies constituting the Alliance Internationale de Tourisme, a foreign tour is within the scope of every motorist, one major reason for this change being the progressive simplification of the regulations and especially the circumvention of the prohibitive scales of Customs duties which were a heritage of the Great War.

In the early days of motoring it was necessary for anyone who wished to tour abroad to carry with him sufficient cash in local currency to be able to deposit the full duty on his car at the port of entry.



Picture shows some of the delegates who attended the first District Conference of the Rotary International which was held at Green's Restaurant, Bombay, on January 17th, 18th and 19th. A fleet of Chevrolet touring cars was placed at their disposal by the Bombay Garage, local Chevrolet distributors.

On leaving the country he had either to wait patiently while the duty was recovered through the devious channels of touring diplomacy of those days, or content himself with making a similar large deposit, of course in a different currency, at the point of entry into any other country he wished to tour.

In addition to these complicated and very costly duty formalities the tourist had to have local registration plates made and obtain a driving license of the country he was entering. It was almost unknown for a license to be issued in France in less than 5 days and before it could be obtained at all, the applicant had to undergo a severe driving test which was arranged leisurely by special appointment. If the examining official was unable to grant any appointment the period of waiting was naturally increased.

All this was revolutionised by two occurrences—the introduction of the triptyque system followed by the International Convention of 1909, which enabled cars to circulate in other countries on their home registration numbers but with the addition of a nationality plate indicating the country of registration. Under the terms of the Convention, an International Travelling Pass combining international registration for the car with a driving permit, also became necessary. Shortly after the International Convention the Ligue Internationale des Associations Touristes was formed as the result of A.A. initiative and diplomacy. The outbreak of War in 1914 necessarily suspended the activities of the Ligue, and brought about the complete cessation of foreign touring. The L.I.A.T.—as it was called—went into cold storage and was only revived when the unsettled state of the Continent of Europe, as the result of the War, had to some extent improved. Thus in 1919 the L.I.A.T. was resuscitated as the A.I.T.—the Alliance Internationale de Tourisme—with the A.A. as a founder member; today it is the most important touring organisation in the world,

directly representing more than eight million members.

The War brought in its train very high duties on all motor vehicles circulating between European countries and this vital setback to the revival of the touring industry obliged the A.A. to look round for some means of relieving its members of the need for depositing duties on their vehicles in cash. The A.A.'s banker's indemnity system was the result and is still in force today although with a view to giving its members further facilities for inexpensive foreign touring an alternative scheme—that of the Customs Guarantee—was evolved. This is an Insurance Bond and is, in effect, a variant of the Bank Indemnity.

Before the War, motorists taking their vehicles abroad also had to pay huge freight charges, and the A.A. found it necessary to negotiate continually with shippers before succeeding in obtaining reductions in freight costs. Those of us who take our cars from India to Europe still have to pay heavy freight costs and although the W.I.A.A. has made representations to the principal shipping companies, we have so far been unable to convince them that reduced freight charges would bring increased traffic. It seems absurd too that one should have to pay considerably more to bring out a car from England than one does to take it Home. I am aware of only one Shipping Company which supplies a reduced rate return ticket for your car but I hope other Companies will soon follow its laudable example.

Out of the triptyque system, which permits the importation of a vehicle only into the one country named in the triptyque, grew the customs carnet which is a multiple "Triptyque" available for many countries. In 1914 the carnet was valid for only eight countries; today its scope is almost worldwide and the A. I. T. carnet can provide a motorist with facilities for entering 50 countries. A few countries which are not yet covered by the carnet can usually be entered on a triptyque or under a recognised bonding system.

And now for a few notes on present-day facilities, which it must be remembered, have not just come along automatically but in nearly every instance have only been won at the end of a strenuous fight by the motoring organisations. The motorist intending to tour abroad needs an International Certificate for Motor Vehicles as well as an Inter-

national Driving Permit, and these are only granted after an examination of vehicle and driver by the W.I.A.A. An oval nationality plate must, of course, be attached to the rear of every car touring outside its country of registration. The W.I.A.A. now accepts a cash deposit of Rs. 300 in respect of a car and—to cover the balance of the duty required before a triptyque or carnet can be issued—either a guarantee arranged with an Insurance Company or a Bank Indemnity. The cash deposit is returned and the guarantee or indemnity cancelled as soon as the counterfoil of the triptyque or carnet is returned to the Association duly discharged.

The shipment of a car may be arranged through the W.I.A.A. Insurance can also be effected on cars in transit and against loss of customs deposits. At the Ballard Pier or the Alexandra Docks an experienced representative of the W.I.A.A. is always present on the arrival or departure of liners. At ports all round the coasts of Britain trained uniformed A.A. port representatives are installed for the assistance of members and the Association's shipping agents meet steamers at the principal foreign ports, deal with all customs matters and relieve members of every difficulty.

By the courtesy of the A.A., the W.I.A.A. is enabled to issue to its members free foreign itineraries, plan tours of any duration, give particulars of hotel and garage accommodation on the route and supply all the necessary maps and guide books to simplify touring. The A.A.'s Foreign Touring Guide provides an invaluable summary of regulations, taxes, foreign customs, hotel particulars and charges, descriptions of the most popular countries for touring and touring formalities.

In short, it is possible for a motorist, through his membership of the W.I.A.A., to obtain under one roof almost every necessity—excepting actual equipment—for a foreign tour. It is almost an axiom today that no foreign tour should be attempted by an "unattached" motorist. The preliminaries are most complicated and the documents granting facilities for international circulation are issued only through the motoring organisations, so that it would be a very short-sighted and expensive policy to forego their assistance.

A few years ago it was a hazardous adventure to drive from India to England, but in the past

three years a comparatively large number of members have successfully undertaken the journey and, with the exception of one member who had the misfortune to smash up his gear-box in the middle of Persia, all have got through without serious mishap. In some places the roads are very bad and in others there is no road at all but provided that reasonable precautions are taken, the journey presents no insuperable difficulty. Last year an American missionary took his wife and five children in a caravan which was built in Bombay on a Bedford chassis, from Bombay to London, his only sea journeys being the crossing of the Bosphorus and the English Channel. When I handed him his International Documents and Routes and wished him good luck, I frankly never expected him to reach his destination on four wheels. But he succeeded and he wrote me a most interesting letter which I hope will some time be published in the W.I.A.A. Magazine.

The idea of an International Highway from London to Calcutta originated in the brain of my friend Arthur Allen of the A.A. and as a result of the efforts of the A.A., the A.I.T., and the various Associations in Europe, the section from London to Istanbul is rapidly nearing completion. It is still a long way from Istanbul across Asia Minor, Syria, Iraq, Persia and Baluchistan to India, but I feel almost sure that that road will be ready by the time we have a proper surface on the road from Bombay to Dhulia!

Residents of India have, for some years, been able to take advantage of all the Customs and Touring facilities to which I have referred but it was only a few weeks ago that we were empowered to return the compliment to our friends from abroad by offering them an Indian Triptyque.

It was at the end of March 1932, that the W.I.A.A. addressed a letter to the Government of Bombay suggesting that arrangements might be made for a simplification of the Customs regulations in so far as they applied to motor cars belonging to visitors to this country.

That letter was forwarded in due course to the Government of India and towards the end of July we received intimation that since there was no duty payable on cars entering India by way of the external land frontiers the question did not arise, and

regarding cars imported by sea, the matter was not considered to have reached such practical importance as to justify the introduction of regulations of a general character. In January 1933 we wrote again to the Government of India asking that the subject might be given further consideration and pointing out that it was only just and right that India should offer to her visitors similar facilities to those offered to residents of India when they toured abroad, by other countries. In return for being allowed to issue a Triptyque, the W.I.A.A. offered to give any guarantee which might be required.

About two months later a letter was received stating that whilst it was admitted that it would be a courtesy to offer triptyque facilities to visitors, the visitors were so few in number that Government were reluctant to complicate the Customs administration in any way and in any case the triptyque would be of no practical advantage to those members of the W.I.A.A. who were ordinarily residents of India.

Two more months went by and we wrote again stressing the importance of encouraging visitors to come to the country. The fewer the visitors, the greater should be the encouragement so that their numbers might increase. The triptyque would not complicate the Customs regulations; on the contrary, it would simplify them. If we withheld trip-



H. R. H. The Prince of Wales visiting Works, etc., during his recent tour through the country of Durham. The car in the foreground is a Humber Pullman Limousine.

tyque facilities from our friends overseas, we could not expect them indefinitely to continue giving something to us and receiving nothing in return. Another two months and no reply had been received, so we wrote again, this time with the news that the Government of Ceylon had authorised the A.A. of Ceylon to issue a triptyque thus extending a welcome to the visitor from India only to be penalised in return! Again we emphasised the importance of encouraging visitors not only because they made for the prosperity of a country but also because travel tends to solve international difficulties by bringing people of different nations into personal contact with one another. In the name of the seven million members of the A.I.T. we begged for sympathetic consideration of our proposals.

It was in the month of August that H. E. the Viceroy visited Bombay and I felt that if I could only talk to him, he would understand and help. I therefore called at the Viceroy's Camp but I was unable to see His Excellency personally. The Private Secretary received me very kindly, we had a long talk and I now have reason to believe that that interview was not without result.

Beyond a brief acknowledgment from Central Government of our last letter nothing more was heard and after waiting for five months we sent a reminder and also took the opportunity of saying that Triptyques were available in North African territories, with their nomadic and wild tribes, the Belgian Congo, with its vast hinterland, the Union of South Africa, Tanganyika Territory, Malta, Egypt, Eritrea, Palestine, Iraq, Dutch East Indies and Siam and it was difficult to understand why the Government of India should have any hesitation about granting similar facilities to visitors to India.

That letter also was briefly acknowledged and we wrote again in March. In April, at the Association's Annual Dinner reference was made to this subject and in the same month a number of letters appeared in the daily Press. In May, June, July and August there were still more references in the Press, and, to make sure that these did not escape the eyes of those in authority, I cut them out and sent them along at regular intervals. Then things began to happen and moved with an astonishing rapidity. There was voluminous correspondence with Simla and though I am not

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aware of what happened behind the scenes, I should like to express my keen appreciation of the valuable advice and assistance which were given by Mr. Kirke-Smith of the Legislative Department who, incidentally, is one of the oldest members of the W.I.A.A.

Mr. Raisman and Mr. Nind are deserving of our grateful thanks for the help they gave when they were convinced that the triptyque was a good thing. Mr. Karaka of the Bombay Customs must be given a "pat on the back." He and I argued for hours, and when he put forward his recommendations to the Government of India he also added the points upon which we held a different opinion, and when the Government of India accepted our view he took it like the true sportsman that he is.

The real credit for the successful outcome of these prolonged negotiations must go to Sir Stenson Cooke whose name is so well-known throughout the motoring world and to Arthur Allen the head of the A.A.'s Touring Department. Without them and their wonderful support we should have got nowhere.

It was on the 27th October, 1934, that the Triptyque regime was instituted under the guarantee of the W.I.A.A.

Indian Triptyques are now scattered far and wide across the face of the globe and the W.I.A.A. may justly be proud of having turned what was previously a rebuff into a welcome to our visitors. Incidentally we have the most comprehensive Triptyque in the world since it not only applies to motor vehicles but also to Trailers, Caravans and built-in Wireless Sets. In sponsoring the Triptyque and the Carnet de Passages, the W.I.A.A. has incurred obligations which make the Association a body of international importance. No longer is the W.I.A.A. merely a handful of motorists banded together for their own good but it is an organisation striving to benefit, in addition to its own members, all the people of India by helping to bring prosperity to the country.

Further than this, I believe that by encouraging motor touring we are helping on a higher cause,—I refer to the better understanding between nation and nation. If people would only travel amongst the people of other lands, they would realise that we are all so very much alike that there should never be any real reason for resorting to hostilities. When one has seen the horrors of war, the cruelty, the

squalor and the needless destruction of life, one realises that anything which can be done to promote a better understanding between one's fellow men is well worth the doing.

Members of the A.A.S.I. no doubt will be pleased to learn that Capt. A. H. C. Sykes, the Secretary of the W.I.A.A., who delivered the above address, has since requested us to publish the following paragraph:—

"With reference to my talk on 'Touring 'Abroad' given to the Rotary Club of Bombay 'on the 18th of December, I should like to point out that matter of a triptyque for British India was taken up by the A. A. of Southern India as long ago as 1930 and it is only fair that that Association should be given due credit for their action in pressing for facilities for visiting motorists.

"The triptyque is a national document and in our negotiations to obtain it, we received the active co-operation of all the Associations in India, Burma and Ceylon as well as that of the Automobile Association in Great Britain."

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SUMMER MEETING (Five Days)

Second Day	Saturday	16th Feb. 1935
(The Willingdon Plate)		
Third Day	Saturday	23rd Feb. ..
(The Ceylon Cup)		
Fourth Day	Wednesday	27th Feb. ..
Fifth Day	Saturday	2nd March ..
(The Cochin Cup)		

FIRST EXTRA MEETING (Two Days)

First Day	Wednesday	6th March 1935
Second Day	Saturday	9th March ..

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A rookie in the cavalry was told to report to the lieutenant.

“Private Rooney,” said the officer, “take my horse down and have him shod.”

For three hours the lieutenant waited for his horse. Then, impatiently, he sent for Rooney.

“Private Rooney,” he said, “where is that horse I told you to have shod?”

“Omigosh!” gasped the private, growing pale around the gills. “Omigosh! Did you say shod?”

The Ranger

There was serious rioting in a certain Texas town, and the mayor wired to the governor for Texas rangers to quell the disturbance. When the next train arrived from the capital, one ranger stepped off.

“Where is the rest of your outfit?” demanded the mayor.

“The rest,” replied the ranger, “you ain’t got but one riot have you?”

Depression By-Products

Mrs. Brown—“I saw Mary kissing the milk-man this morning.”

Mr. Brown—“Good heavens! Wasting time on him when we owe the grocer \$50.”

The Ruling Passion

Abraham was passing away, and around him the members of the family were grouped, weeping and praying.

His lips were seen to move, and Rachel, his dutiful wife, bent forward to catch his words.

“Wife,” he whispered, “is everybody present?”

“Yes, dear,” sobbed Rachel, “we are all here.”

“Are you quite sure, wife? Is Moses here? And Reuben and Rebecca, and little Ike?”

“Yes, father,” sobbed Rachel, “we are all here, all listening.”

“Just as I thought,” moaned the old Hebrew as he turned his face to the wall. I am not dead yet and already they have begun to neglect the store.”

Prohibition Note

A shipwrecked mariner had just arrived on the cannibal island of Oomph, and was making some rather nervous inquiries.

“Was the last missionary you had here a good man?” he asked.

“Pretty good,” replied the chief, picking his teeth reflectively, “but the last time I saw him he was stewed.”

A Tale of Two Patches

A woman advertised for a man to work in her garden. Two men applied for the job. While she was interviewing them she noticed that her mother was making signs to her to choose the smaller. When the women were alone the daughter said: “Why did you signal me to choose the little man, mother? The other had a much better face.”

“Face!” exclaimed the other. “When you pick a man to work in your garden you want to go by his trousers. If they’re patched on the knees, you want him; if they’re patched on the seat, you don’t.”

Foolish Questions

“Yes,” said the dark man, “my name is Isaac Abraham Jacob Cohen, but I don’t like it. It cost me 20 dollars the other day.”

“How on earth was that?” asked his friend.

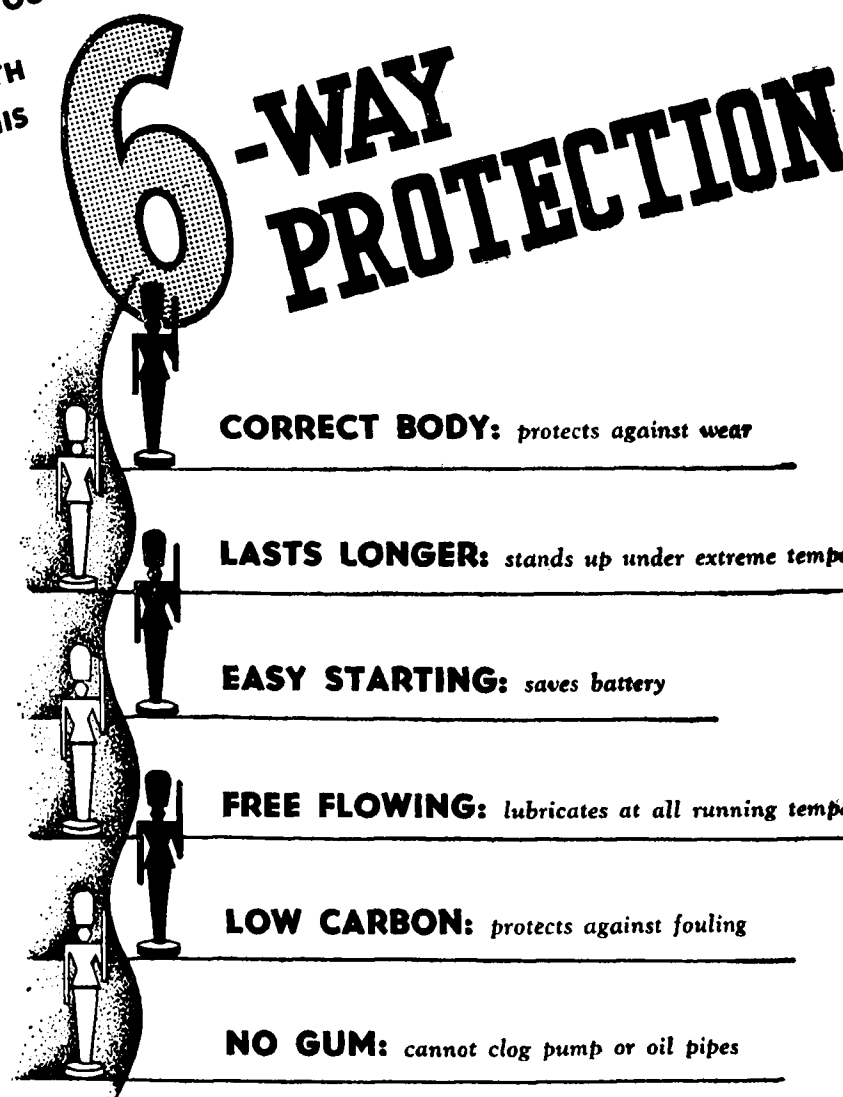
“Vy, it was this vay. I was in court, and the judge said to me, ‘Vat is your name?’ and I said ‘Isaac Abraham Jacob Cohen,’ and he said, ‘Are you a Jew?’ and I said, ‘Don’t be a—fool!’ and he fined me 20 dollars.”

His Ways Were Mean

“He’s a membah of de Ways an’ Means Committee.”

“Is he? Den he’s sure in de right place. De niggah knows moah ways ob bein’ mean den any otha culled man I know.”

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CHAPTER XIII—(Contd.)

AMALGAMATION

At the next A. A. Committee meeting there was bad news.

"Gentlemen!" said the Vice-Chairman, "our poor friend, the Colonel, is dreadfully ill, and unlikely ever to be better. He was sitting in this very chair polishing his monocle only last month, and now—it's awful, really—his doctor says we must not expect to see him back."

The members present passed a resolution of heartfelt regret and sympathy, and adjourned as a mark of respect to their friend, a brave and tireless fighter.

The gallant Chairman's place was kept vacant, and a Noble Earl, in deed as well as in name, consented to be elected in his stead. This was duly proposed, seconded and carried with acclamation.

Then Fate gave another spin to her wheel. One morning there appeared headlines rather startling—

ROAD BOARD SECRETARY FAMOUS MOTORING LEADER APPOINTED

The Press campaign had succeeded; the Government had kept faith; the prophets had been

right. Mixed with a pardonable amount of "we told you so's" were compliments to the Right Honourable Gentleman who had piloted the Road Bill through the Commons, and warm praise for the Motor Union, whose executive had "placed patriotism before personal interest, by allowing their gifted chief-paid official to accept the responsible and difficult post of Secretary to the Road Board, without regard to the effect which the loss of a man of his exceptional ability might have upon the welfare and future of their own organization."

"I say!" cried the Assistant Secretary of the A. A. that morning; "of course you have seen the papers?"

"Oh yes!"

"All about the Road Board and your opposite number who has been offered the job. Wonderful, eh? What will the M.U. do now?"

"What the A.A. is going to do is more to the point," was the reply. "First a letter of congratulation to my opposite number, to be sent round by hand. Then—to-day, Friday, is going to be our busy day. Mail-day as they call it in the City. Take it that the mail-day card is hung up in the front office. We are not at home."

"If you would let me in to the big idea, please, I might be more useful!"

"Of course, how silly of me. I beg pardon, and let us have a meeting at once. Race round for the others. Five heads are better than two. We'll imagine we're taking another lot of Guards to Hastings. Meanwhile I'll 'phone to our young Insurance Manager friend, and beg him to drop everything he's doing and come along. He has ideas!"

In less than half an hour six devotees to the cause of This Motoring were gathered together, eager as terriers waiting for the ball to be thrown.

"Gentlemen!" said the Secretary, their senior by a few months. "We are in sight of big developments, and thank you very much, Jack, for answering the wolf-call!" (This to him of the happy smile and taking lisp—the B.Y.G.M.) "It isn't altogether your pigeon, but——"

"That's all right, old chap, very pleased."

"Thank you again! You've seen the papers about the great appointment?"

"Of course!"

"Suppose we could induce *our* Committee to hold out the olive branch to *your* people, and invite them to a friendly exchange of views on the subject of amalgamation; would they accept?"

"Yes, I feel sure they would—and——"

"What then?"

"Take my tip and strike while the iron is hot. Don't lose a day."

"We won't lose an hour. Gentlemen, workers all! This is where we must take risks, even on a Friday. Keep your seats, please. I, who have never before dared to do such a thing, am going to convene a meeting of the A.A. Committee, and—hang the consequences!"

"To-morrow is Saturday. Most of our very sporting Committee-men will be doing something. It must be Sunday."

"Sunday!" gasped one. "Well, of all the cheek! Sorry, sir. How are you going to meet, and where?"

"Somebody's house?" ventured another.

"Bravo! That's a brain-wave. Listen, you fellows! We have many friends, but our best one—my best one—who put up money and lent his typewriter until we could afford to buy one, and backed the A.A. through thick and thin—mostly

thin, bless his heart—lives about fifteen miles out, on the Brighton road. That's an omen! We started our great adventure on the jolly old Brighton road, less than five short years ago, and now! Oh!—I'll ask him to entertain the Committee to tea and—other comforts, and he'll say 'Yes!' He'll say 'Yes' right enough. Get his office on the 'phone, Francis, and then pass it to me."

Telephone instrument duly passed.

"That the——? A.A. Secretary here. Can I speak to——? Oh! is it you, sir? What luck! Look here! Please don't mind. I'm all out of breath! Something big is in the wind, and we want your help. It's like this."

The story was told.

"And, you see!" he concluded, "if only I can tell the Committee that you will be glad to welcome them, they will turn up! You will? Oh, thank you! At four o'clock, then, on Sunday, and you'll put a flag out so that they don't go blinding by your lodge-gates, eh? Thank you again—I can never really——" but the great one had already rung off.

Accordingly, in response to telephone and telegram, the unselfish and rather bewildered Committee turned up to time on the Sunday at their colleague's house, exchanged greetings, and asked, "Without wishing to be inquisitive, you know, what the blazes is up now?"

"Tea, or anything stronger if you like, first," said their host, "and then, the big idea. Take the chair, Archie!" This to the Vice-Chairman.

Chair duly taken.

"Now, Mr. Secretary!"

"It is awful cheek of me, sir and gentlemen, to upset your week-end like this, and I don't know how I had the nerve to do it, but—well, there is a faint chance of this Sunday being historical. It's like this. The Road Board have found the best possible man. The M.U. lose him. We have lost the Colonel, and his noble successor has not yet formally taken his place as Chairman of our Committee. I hope you see where this is leading?"

"Don't we just, eh, Walter? And you, Charles One, and 'Old Moore's Almanack'—why, he's actually blushing!"

"All right!" said the last named, "I won't say I told you so—yet! Ha! Ha!"

"Ha Ha!" That was a good start—whatever the finish might be.

"So I thought," continued the Secretary, "we might strike while the iron is hot, as a good friend of the A.A. suggested, and, more cheek of me—sorry, please—here is a draft letter which you, sir, might sign as Vice-Chairman, when it has been cut about and improved, and we might send it round by hand to the Chairman of the M.U."

"What is the gist of it?"

"Well, first, it congratulates his organization upon the high compliment which the appointment by the Government of their chief-paid official implies; then it sympathizes with him and his committee in their great loss, unselfishly borne in the general interest of motoring; and then—and then—"

"Go on! Let's have it!"

"Then—this is the difficult part—we, in a measure, swallow our past grievances and hope that they will, as we do, consider this a peculiarly appropriate time for both Committees to meet, frankly to discuss the possibilities of closer working. That is as high as it need be put to start, and—that's all, sir."

There was a pause, while the idea was digested.

"First of all," said the host generously, "our Secretary did quite right, I think, to get us here today. It is a big idea and it may make history."

"Agreed! Walter is right," said many of those present; and the Secretary sighed with relief and smiled for the first time that afternoon.

"Shall we send a letter?" asked the Vice-Chairman.

"Agreed! Agreed!"

"Splendid! Very well, then. It isn't much use for sixteen of us to mess about with the wording. Let's leave it to a Sub-Committee of Charles One, Walter, Charles Two, and of course you, Mr. Solicitor, please! with the Secretary. Come on all the rest—let's have a look at Walter's garden while they get on with it. Whistle for us when you're ready," he said. And out they went.

The letter was completed in half an hour, and when the Jury returned—that is, when the Committee re-assembled—it was approved and signed for delivery on the following morning.

(To be continued.)

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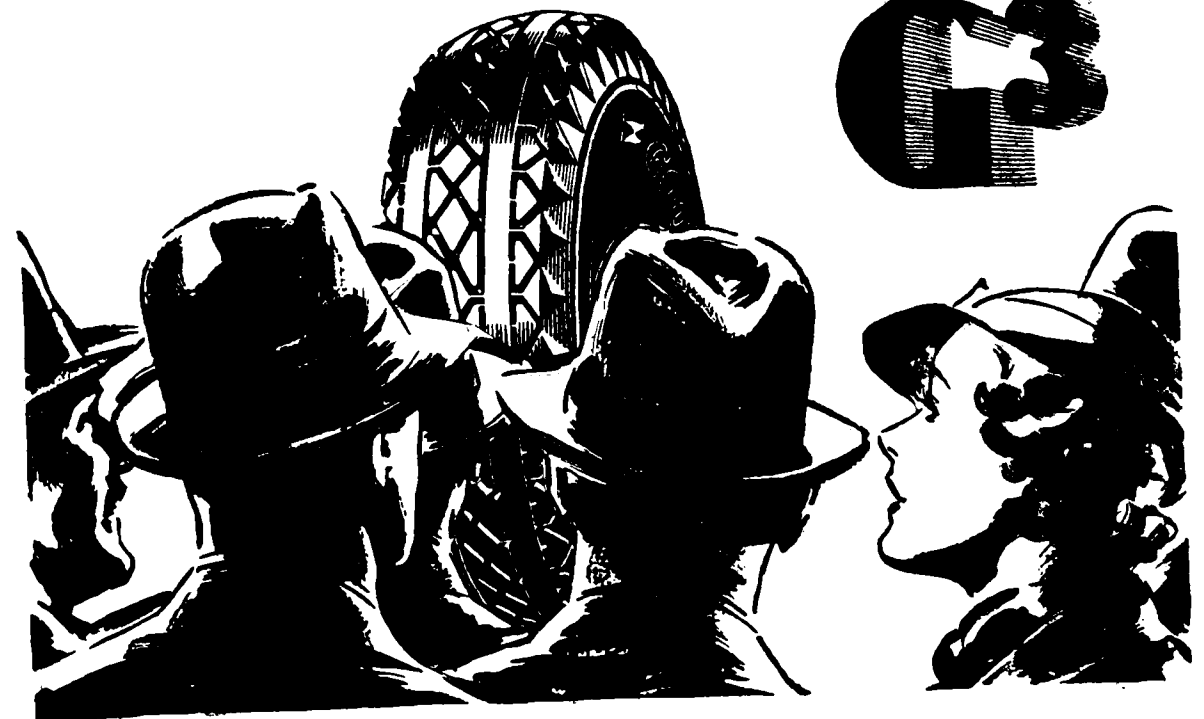
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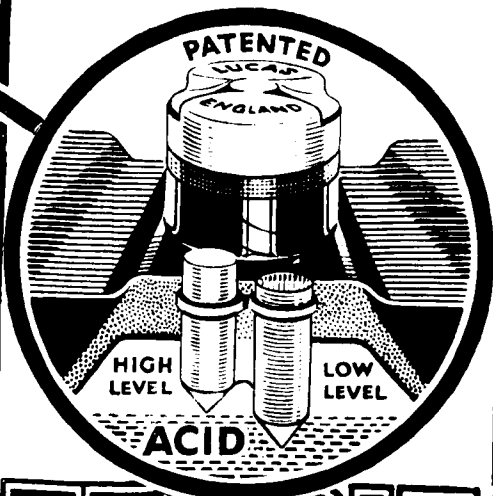
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TOTAL

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...and gives you 43% more non-skid mileage!

YOU might as well have the tyre that car owners are proclaiming the greatest success in tyre history! You might as well have the thicker, wider, flatter G-3 tread that gives you 43% longer non-skid mileage! You might as well have the "Goodyear margin of safety"—the mighty grip that will stop your car quicker than any other tyre and 77% quicker than old smooth rubber!

You might as well have the extra durability, the extra burst protection of Goodyear's exclusive Supertwist Cord in every ply! That is why this sensational new G-3 All-Weather is breaking all sales records—because the public has found it delivers more mileage, more safety, more value! Yet it costs no more to buy—see it today at your Goodyear dealer's.

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MARCH, 1935

87

THE SOUTH INDIA MOTOR OWNER



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AND SAVE ON REPAIR BILLS.

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CONTENTS

	PAGE		PAGE
Notes and News for A.A.S.I. Members	91	Sportfolio—	
List of A.A.S.I. Members	99	Monte Carlo Results	111
The Practical Side—		Correspondence	112
Carbon Deposit	102	The Logic of Motor Laws	113
News and Miscellany—		King George the Fifth	114
If stopped by Police	106	"Rich Mixture"	116
Tests in Malaya	106	The Mystery Unveiled	118
Order of the Road	106	This Motoring	119
Motor Vehicles Increase	109	Particulars of New Motor Vehicles Im-	
Sir Malcolm Campbell's Cars	109	ported into India	iii
The Goddess in the Car	109		

INDEX TO ADVERTISERS

	PAGE		PAGE
A.A.S.I.	101	Govan Brothers, Ltd.	96
Addison & Co., Ltd.	86	Madras Publishing House Ltd.	122
Burmah-Shell Oil Storage & Distributing Co. of India Ltd.	124	NorrIDGE & Co., J. N.	98, 112
Continental Tyre & Rubber Co.	Front Cover.	Pereira, Wilfred	113
Fiat Motors Eastern India Agency	107	Richardson & Cruddas	120
Firestone Tyre & Rubber Co. (India) Ltd.	121	Simpson & Co., Ltd.	Back Cover.
Ford Motor Co. of India Ltd.	95	Standard-Vacuum Oil Company	117
General Electric Co. (India) Ltd.	123	Texas Company (India) Ltd.	87
General Motors India Ltd.	104 & 105	Wakefield & Co., Ltd., C. C.	90
Goodyear Tyre & Rubber Co., Ltd.	85	Sales and Service Guide	88

PUBLISHERS' NOTICES

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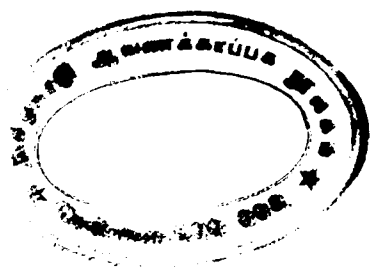
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Alfred Campbell

MARCH, 1935

91

THE SOUTH INDIA MOTOR OWNER



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subjects will
be welcomed
from readers

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

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

Road Information

The weather being most favourable for motor touring, few adverse remarks on road conditions have been received. However, the following items may be of interest to members and non-members alike:—

Coimbatore-Mettupalaiyam Road

The Engineer in charge of this road has furnished a very comprehensive statement in which he expresses the opinion that motorists evidently make a comparison between the Mettupalaiyam-Coimbatore and Ootacamund-Mettupalaiyam Roads. He explains that this comparison is unfair in view of the fact that while the Coimbatore/Mettupalaiyam Road only gets a Government subsidy of Rs. 665 per mile, the Ghat Road has a grant (he understands) of Rs. 3,000 per mile (including Capital and Maintenance) annually. If these figures are correct the comparison is obviously invidious. The Engineer goes on to explain that considerable widening of the road has been carried out and out of five unbridged crossings two have been bridged at a

cost of Rs. 38,000. The most difficult of these crossings was dealt with quite recently the bridge having been opened for traffic on 31-1-'35.

If this road is to be further improved, a substantial grant obviously will be necessary and it is understood that a special grant is being applied for. It appears that, owing to the road not having a proper metalled bed, the surface deteriorates rapidly.

Dindigul-Vattlakundu Road

Motorists who have travelled over this short cut from Dindigul to Kodaikanal *via* Sembatti have reported that it is in good motoring condition and might be followed with safety during the dry season, in preference to the main road *via* Kodaikanal Road Station. It reduces the total distance by about 8 miles.

However, during wet weather motorists will be well advised to keep to the main road as the short cut is crossed by a number of water cuts which are very deceiving when full of water and are liable to cause broken springs if taken at speed.

**YOUR NEXT QUARTER'S M. V. TAX IS DUE ON
1st APRIL 1935**

Toppur-Mechcheri Road

Although much progress has been made in the construction of this section of the new alignment of the Madras-Calicut Trunk Road *via* Mettur and Bhavani, it is far from complete and motorists are warned not to try to follow it until the Engineer in Charge announces it to be open to traffic, as it is practically impossible for cars to negotiate the places where the road is still under construction. The writer learned this by bitter experience during the second week of February when it took him four hours to do the 16 miles between Toppur and Mechcheri, including several long, hair-raising retirements from culvert sites, in reverse gear along the narrow and soft berm of the road embankment to a place where the car could be got down onto the old cart track.

Wynaad Ghat Road

Several members have drawn attention to a rumour that is prevalent on the West Coast, that the Calicut-Gudalur Road which has recently been brought up to the standard of a first class road by the P. W. Department, is about to be handed over to the District Board for maintenance. Up to the time of going to press no confirmation of the rumour has been received. However, the A. A. S. I. Committee supported by the Committee of the Madras Branch of the Indian Roads and Transport Development Association, is making enquiries and will endeavour to prevent such a retrograde step.

Shoranur-Trichur Road

Reports have been received that the combined Road/Rail Bridge near Shoranur, which is no longer conveying trains across the Ponani River (a new broad gauge railway bridge having been taken into use) is getting into a very bad state.

Enquiries are being made with a view to ascertaining the authority responsible for the maintenance of the old combined bridge in order that the necessity for properly maintaining the roadway on the bridge can be taken up in the right quarter.

Direction Signs

Complaints of the inadequacy, or entire absence of direction signs in mofussil towns and large villages continue to be received and are given due consideration. This is a point to which reference has frequently been made in this journal and although the local authorities are very sympathetic when approached they are usually handicapped by lack of

funds. The provision of necessary road signs is a responsibility of the authority responsible for the maintenance of a road, and their provision should not be allowed to stand in abeyance until there is a public demand for them. Members of the A. A. S. I. resident in mofussil towns would do their brother members, and the motoring public generally, a great service if they brought to the notice of the local Municipal Council the necessity for direction signs and pressed a demand for their early provision.

There are many places, also, outside municipal areas where the absence of suitable direction signs at road junctions, frequently cause touring motorists to cover many extra miles before realising that they are on the wrong road. Road maintaining authorities are very helpful and readily comply with requests for direction signs when the necessity for them is brought to notice by the A. A. S. I.

Touring members will afford the Association much assistance by bringing to the notice of the Secretary any road junctions where direction signs appear necessary. In every case it is desirable that a description of the signs considered necessary and the exact location of the road junction concerned (*e.g.*, nearest mile and furlong stone) should be furnished as these are details that cannot always be determined by reference to a map.

Motor Vehicles Taxation

Elsewhere in this Journal will be found a prominent notice calling attention to the fact that the next Quarter's Madras M. V. Tax is due for payment on 1st April, 1935. Motorists are reminded that this is being inserted in all seriousness, and they are warned that failure to comply with the law regarding payment of M. V. Tax by due date is likely to cause them considerable inconvenience and extra expense. It is true that Government has ordered that motor owners should not be prosecuted for failure to pay the tax on or before the seventh day, but this act of grace is not intended to make the day for payment the seventh day of a quarter. The concession is granted to meet those cases where payment of tax cannot conveniently be made on or before the first day of the quarter, and those motor owners who can pay on or just before the first day of the quarter should certainly do so.

It has been learned on good authority that upward of 200 motor owners in Madras City alone, failed to pay the tax until *after* the 7th January 1935, and although prosecutions were launched in

every case, the majority of them were withdrawn when the delinquent represented that he had paid the tax subsequently and pleaded forgetfulness or some equally foolish excuse. The issue and withdrawal of these numerous summons causes the taxation department of the police much unnecessary clerical labour and, further, tends to hold the law up to ridicule. It is not a matter for surprise, therefore, that the police have decided to put an end to this unsatisfactory state of affairs and intend, in future, to refuse withdrawal of any prosecution once launched, unless very extenuating circumstances can be urged. It is hoped that every motor owner, be he a member of the A.A.S.I. or not, will take this warning to heart and pay his tax at the earliest possible date. The writer is moved to repeat the words of a prominent notice which stands at both ends of the Coonoor (Nilgiri) Ghat Road; *i.e.* YOU ARE WARNED.

M. V. Taxation in Bombay Presidency

It is learned that the Bombay Government has under consideration the imposition of a Provincial M. V. Tax in substitution for the tolls and local board taxes at present levied in the Bombay Presidency. It is understood that the new tax will be levied on very similar lines to those obtaining in the Madras Presidency. At first sight it would appear that this information is of very little interest to motorists who are members of the A. A. S. I. In effect, however, this is not so, for the question arises "what will be its effect on motorists who visit the Bombay Presidency or those whose place of residence or business is located close to the mutual boundaries of the Bombay Presidency, the Madras Presidency and the Indian States of Mysore and Hyderabad"? If the Bombay Government follows the example of the Madras Government, and makes no provision for an initial period of exemption for motoring visitors, or for complete or partial reciprocity in the matter of M. V. Taxation with neighbouring Provinces and States, a burden of dual taxation will surely be the lot of many motor owners, a triple taxation in the case of those who are already saddled with the dual taxation of the Madras Presidency and Coorg.

While it must be admitted that the attitude of the Madras Government toward the subjects of other Provinces and States in the matter of Motor Vehicle taxation is such as may lead to reprisals, it is hoped that early action by representative bodies of motorists may result in the inclusion of some alleviating clause in the Bombay Act and with this

end in view the Committee of the A. A. S. I. is going closely into the question in cooperation with its sister body in Bombay, the Western India Automobile Association.

Short Period Madras M. V. Licences

Very closely allied with the subject matter of the preceding article is the matter of a short period of exemption from taxation for motorists visiting the Madras Presidency, to which frequent reference has been made in the columns of this Journal.

Late last year the Madras Government had under consideration the possibility of introducing a short period licence (one month) which could be issued, on payment of the tax fixed, at police outposts near the frontiers of the Presidency. It is understood that this proposal was shelved owing to inherent difficulties in connection with the accounting for the taxes that would be so collected by very junior police officials. The A. A. S. I. Committee recommended that the system of short period licences proposed should be adopted to cover and check an initial period of exemption from payment of tax, as in this case the question of accounting for taxes collected would not arise. The only response from Government was a brief reply that the suggestion would be considered but that there was very little hope of approval. Evidently the Madras Government is not prepared to forego the few thousands of rupees that the adoption of the suggestion would involve and does not appreciate the short period of exemption which its motoring subjects at present enjoy when visiting other Provinces. It is sincerely hoped that other Provinces will not retaliate in order to force the Madras Government to a decision.

Madras Motor Vehicles Rules

During the month under review a Committee assembled by the Madras Government has had under consideration a complete revision of the Madras Motor Vehicles Rules so as to bring them up to date with modern conditions and requirements. The result of the discussions has not yet been made public, but it is known that a new set of rules is being drafted and will be placed before the Committee toward the end of March for final review before being presented to Government with the report of the Committee.

Maladjusted Headlamps often the Cause

Headlight dazzle from which night-driving motorists suffer is usually due, not to faulty lamp design or inefficient anti-dazzle equipment, but to incorrect focussing or adjustment of lamps. In the

interests of road courtesy and safety. The Automobile Association of Great Britain offers the following hints on correct adjustment of headlamps.

Drive the car to face a white wall squarely—about 12 feet from it on a level surface. By means of a straight edge held horizontally across their centre line, make certain both lamps are in line. Then with the lamps trained on the wall, mark a vertical line about 6 feet in length midway between the centres of the circular discs of light. Now measure on the car (1) the height of the lamp centres from the ground (say 36 inches) and (2) the distance between the lamp centres (say 42 inches). On each side of the vertical centre line on the wall measure off half the actual distance between the lamp centres (say 21 inches) and draw two more vertical lines.

Now mark with a horizontal line the distance of the lamp centres from the ground (36 inches). The centres of the lamp beams should strike where the horizontal line cuts the two outer vertical lines. Adjust the lamp brackets to give this coincidence.

The lamp bulbs should be adjusted in their holders or sockets so as to give the most sharply defined disc of light, *i.e.*, devoid of shadows or black patches. Cover one headlamp while adjusting the bulb of the other.

If no provision is made for dipping or cutting out one of the beams to reduce dazzle, the lamps should be set so that the centres of the beams strike an inch or so below the horizontal line. The off-side lamp should be slightly set in so that the centre of the beam strikes two inches to the left of the appropriate vertical line.

For side lamps mounted high up on or near the windscreen pillars, the same procedure should be adopted. Glare from such lamps can be minimised by ground glass, tissue paper or whitening the inner surface of the glass. Wing-mounted side lamps may cause glare through buckling of the wing. In such cases the remedy should be obvious.

After considerable service, sagging of the filament of a lamp bulb may occur, making correct focussing impossible. In this case in the interests of courtesy and the safety of other road users, the bulb should be replaced.

At the moment, Police Regulations in Madras defines various means by which the dazzling effect of powerful headlamps should be reduced, but it is understood that these regulations may shortly be withdrawn or materially altered, and should this

prove to be the case, motor owners will do each other a great service by following the A. A. hints reproduced above.

The King's Silver Jubilee

Information has been received from London that although the actual Jubilee Procession is staged for May 6th, and T. M. the King and Queen will ride in state through London at later dates, this will be followed by the King's Birthday (Trooping the Colour) on June 3rd and excitement is growing everywhere.

The many fixed dates in London will be supplemented by other gaiety and festivities, not to mention that hotels, shops and establishments in general will be decorated, and that everyone will be rejoicing. There is interesting talk of an illuminated pageant on the Thames, searchlights in the Parks, floodlighting effects, music and very many towns have voted money to do their "bit".

A brief but authoritative survey of the Life of His Majesty is published elsewhere in this Journal.

It may be mentioned that the A. A. stands ready to render particular service to any member who decides to visit Great Britain during this year of rejoicing.

A Motor Gymkhana

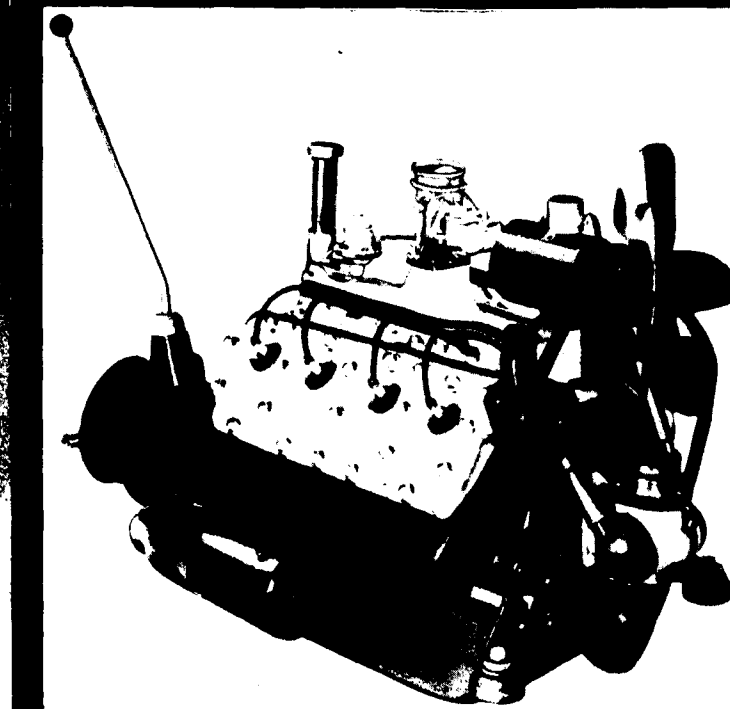
At a meeting of the A. A. S. I. Committee in January it was decided to explore the possibility of holding a Motor Gymkhana in Madras City with the object of stimulating public interest in the existence and activities of the A. A. S. I. and the virtuous hope that, as a result, many of the existing motor owners resident in the City and its environs who have not yet joined the Association will be induced to do so now. A Sub-Committee was appointed and at once got to work on enlisting the sympathy and assistance of the Patrons, Vice-Patrons and leading members in the City with very gratifying results.

The Madras Gymkhana Club Committee, very generously granted permission for the use of a portion of The Island between the Madras Gymkhana Club House and Fort St. George.

A number of Madras business houses promised donations toward prizes and expenses. Details of these will be announced in the programme in due course, in combination with a book of eight or nine popular competitions.

The Motor Gymkhana will be held on The Island commencing at 2-30 p.m. on Saturday 23rd March, 1935.

SAFETY



The V-8 engine—has stood the Tests of Time and Use.

THE FORD V-8 ENGINE QUICK ACCELERATION-RESERVE POWER

- **H**ERE is an engine that has stood the tests of time in the hands of 1,000,000 users. And, in the Ford, it reaches a perfection of detail that has never previously been equalled. Its outstanding characteristics are smoothness and dependability, and these are big factors of safety.
- The most apparent factor of safety offered by this engine is its tremendous reserve power. Probably you have heard it said that this car develops 85 full horsepower, and will do an honest 80 miles an hour at top speed. Translated into things that will be important to average drivers, who seldom exceed 50 miles an hour, this means that such an engine is only loafing at ordinary road speeds—"running light" as the engineers say . . . that the Ford V-8 engine responds to its throttle at 50 or 60, the way many cars do at 35 or 40. This is important to safety, for you can get away from danger, or out of a traffic tangle, at a touch of the throttle. And, because of its ruggedness and durability, the Ford V-8 will continue to give exactly this kind of unvarying, instant response for many thousands of miles.

The Competitions are open to all motor owners and no entrance fees will be levied. Similarly entrance to the ground will be free to all, although enclosures will be provided for members and their guests and the Committee reserve the right to refuse admission to any person other than a member or a member's guest should the occasion render such action necessary.

The competitions include:—

A Concours d' Elegance with a prize for the best kept car.

A slow Race for Motor Cycles.

A Balancing Competition.

An Affinity (Three-legged) Competition.

A Balloon Bursting Competition.

An Egg Spoon and Bucket Competition.

A Car Parking (Reverse) Competition.

An Accelerating and Braking Competition.

A Blindfold Driving Competition.

Applications for details of the competitions, and entrance forms, should be made to the Secretary at the Association's Office, 1/18, Mount Road. The Committee reserves the right to refuse entrance applications received after noon on 21st March, 1935 should the number of entries render this course necessary.

Similarly applications for members tickets, Car tickets and programmes should be made to the Secretary at the Association's Office; but Members may obtain tickets at the enclosure entrance on presentation of a current A. A. S. I. Membership Card.

Members inviting non-member guests to the function will be required to introduce them personally at the gate. Any non-member seeking admission to the "Member's enclosure", other than in the company of a Member holding a Member's Ticket, will be refused entrance unless he elects to become a member of the Association and fills in and signs a form of application at the gate.

Arrangements are being made for "car parks" as follows:—

A. *A. A. S. I. Member's Cars* (displaying a Member's Ticket) between River Cooum and The Island Road: Entrance near Wallajah Bridge.

B. *Gymkhana Club Members*. The usual Gymkhana Club Car Park.

C. *Competitors and Officials* (displaying appropriate tickets). To east of member's enclosure—Entrance by way of Gymkhana Club Road and track just beyond the Gymkhana Club Tennis Courts.

D. *Non-Members*. Between the two rows of trees flanking the East side of Mount Road, from Wallajah Bridge to The Munroe Statue.

No cars other than those of officials and competitors (Park C) will be permitted to approach the enclosure beyond the limits of the existing made roads or the limits of the car parks.

All attending the function (including pedestrians) are particularly requested not to cross the Rugby Ground in front of the Gymkhana Club House, or the golf "Browns" and "Tees".

A rough plan of the enclosures, car parks and entrances will be found on the back cover of the programme.

A Novel Service

The wide scope of the service which can be rendered by the A. A. S. I. to its members is exemplified by the following:—

An old member was recently renewing his acquaintance with, and showing his son the scenes of his earlier work and pleasure in India. He had't a car and was travelling mostly by rail, but particularly wanted to motor through the Central Provinces from Nagpur to Jhansi. He appealed to



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

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3 St. James's Sq., London,

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

the A. A. S. I. for assistance with the result that, on his arrival by train at Nagpur six days later, he found a car and driver waiting to carry him on his journey at quite a reasonable fee. It may be added that this result was in no small measure, though not entirely, due to the good offices of a keen member resident in Nagpur.

Honorary District Representatives

It is with much pleasure that we are able to announce that the following members have offered their services as Honorary District Representatives in the areas noted against their names, and that the Committee of the A. A. S. I. has been very pleased to accept their services:—

Mr. L. Dee,

Stanes' Motors, Coimbatore (South).

Mr. G. V. Subba Rao,

Rishi Valley, High School,

Chittoor District.

Mr. A. Venkovar Rao,

Bharat Motor Stores,

Cuddapah District.

Mr. N. Kirwan,

Planter, Mangalore,

South Kanara District.

Mr. A. H. Harper,

Excise Commissioner,

Bellary District.

Mr. W. J. Turnbull,

S. India Export Co., Gudur,

Nellore District (South).

A. A. S. I. Crest

It will interest members of the Automobile Association of Southern India to know that their Committee has under consideration the desirability of devising a distinctive "Crest" for use on Association stationery.

The A. A. S. I. is federated with the Automobile Association of Great Britain and affiliated to the Royal Automobile Club, and is thereby entitled to display the emblems of both of those world renowned bodies on its stationery. At the moment it displays only a modified form of the A. A. emblem a fact which has created, in the minds of many members, a false impression that the A. A. S. I. has no connection with the R. A. C. The suggestion is that a distinctive A. A. S. I. Crest should be the main feature on stationery, flanked by smaller replicas of the R. A. C. and A. A. emblems.

A. A. S. I. members are invited to forward their opinions on this suggestion and to put forward

designs for the crest, which should embody the Association's initials "A. A. S. I.", for consideration by the Committee.

Membership

During February the names of 24 new members were recorded in the membership register.

The 24 new members were introduced by members as follows:—

Dr. C. R. Manley by Rev. S. D. Bawden.

Mr. J. S. Macmillan by Mr. C. C. R. Reynolds.

.. Q. E. McConnell by Mr. F. W. J. Mumford.

Dr. P. S. Venkataraman by Mr. J. L. P. Roche-Victoria.

Mr. P. S. Kandaya by Mr. J. L. P. Roche-Victoria.

.. A. Mc. D. Redwood by Messrs. Addison & Co.

V. B. Ramachandran, Esq., by Mr. A. M. Ramamurthy.

Messrs. A. S. Nayar & Co. by Mr. W. H. Luker.

Mr. J. T. Hendry by Mr. V. Doraisamy.

.. W. A. Dow-Sainter by Mr. G. G. Gill.

The Calcutta Chemical Co., Ltd., by Mr. E. A. Watson.

Mr. S. Wilson by Mr. R. Brown.

The remainder were introduced by the Secretary.

New Members

Major W. P. MacLaughlin,

4, Edward Road, Bangalore, Mysore State.

K. Sundaresa Iyer, Esq.,

Advocate, Jaghir House, Rajah Street, Coimbatore.

Dr. C. R. Manley,

Hanamakonda, Hyderabad State.

Capt. J. S. Macmillan,

Dist. Medical Officer, Coconada, E. Godavari District.

M. Govinda Pillai, Esq.,

Registrar of Co-operative Societies, Trivandrum.

A. K. T. K. M. Vasudevan Nambudripad, Esq.,

Desamangalam P.O., via Shoranur.

M. C. S. Koman, Esq.,

"Grants Gardens", Poonamallee High Road, Vepery, Madras.

Q. E. McConnell, Esq.,

Thiashola Estate, Kilkundah P.O., Nilgiris.

K. Allestrap, Esq.,

The East Asiatic Co., Ltd., Madras.

Dr. P. S. Venkataraman,

The Nursing Home, Tuticorin.

A. Mc. D. Redwood, Esq.,

4, Cookson Road, Richards Town, Bangalore.

P. S. Kandya, Esq., B.A., B.L.,
Vakil, Tuticorin.
Major W. S. E. Money,
C/o Agent's Office, M. & S. M. Rly. Co., Ltd.,
P.T., Madras.
V. B. Ramachandran, Esq., B.A.,
39, Arunachalla Mudaliar Street, C. & M. Station,
Bangalore.
H. O. P. Walker, Esq.,
Kuppakayam Estate, Mundakayam P.O.,
Travancore.
A. S. Nayagar & Co.,
Chemists & Druggists, Subramaniam Lane, G.T.,
Madras.
J. T. Henry, Esq.,
District Engineer, S. I. Railway, Villupuram,
S. Arcot.
S. C. Vaux, Esq.,
Murugalli Estate, Hardypet P.O., Coimbatore.
W. A. Dow-Sainter, Esq.,
Port Office, Cuddalore, S. Arcot.
K. Narayana Iyer, Esq.,
Asst. Secretary, L. S. G. Department,
Fort St. George, Madras.
The Calcutta Chemical Co., Ltd.,
10, Thambu Chetty Street, Madras.
A. C. Locke, Esq.,
"Waterloo Mansions", 2/1, Stringers Road,
Park Town, Madras.

S. Wilson, Esq.,
C/o Richardson & Cruddas, 1st Line Beach,
Madras.
J. E. Sorby, Esq.,
C/o Burmah-Shell Oil Co., Esplanade, Madras.

An Appeal to Motorists

The Engineer in charge of the Ootacamund/Mettupalaiyam Road brings to notice the fact that disregard of traffic signals by motor drivers is causing considerable damage and much delay to the work of "surface dressing" now being carried out on sections of that road. It seems needless to point out that rubber tyres are not improved by being driven over hot asphalt before it is protected by a dressing of stone chippings; for this reason alone motor drivers should refrain from crossing patches of road under repair until the person in charge of the work indicates that vehicles may cross.

Apart from the damage to one's tyres, the damage that will be occasioned by the passage of a car over a section of road under asphalt treatment is also worthy of consideration, in the interests of motorists generally, and the Committee of the Automobile Association of Southern India appeals to all users of the Mettupalaiyam/Ootacamund Road to cheerfully comply with the signals given by the officials in charge of work on the road.

MOSQUITO CONTROL

The importance of Mosquito control needs no emphasis. It is recognised by Medical and Health Authorities throughout the World that, as carriers of Malaria, Yellow Fever and Dengue Fever, Mosquitos are amongst the most dangerous enemies of mankind, and the control of these diseases is dependent upon the efficient control of Mosquitos.

The latest advance in the science of Mosquito Control has resulted in "LARVICIDE" which combines the advantage of older methods but without their draw-backs.

We shall be very pleased to send full particulars of LARVICIDE to anyone desiring to combat the Mosquito Menace.

Telephone 3329

J. N. NORRIDGE & CO.,
333, Mount Road, MADRAS.

P. O. Box 343

LIST OF A. A. S. I. MEMBERS—(Contd.)
(Compiled by District arcas.)

SERIAL No.	MEM-BER-SHIP No.	NAMES OF MEMBERS.	ADDRESS.	SERIAL No.	MEM-BER-SHIP No.	NAMES OF MEMBERS.	ADDRESS.
Travancore (Contd.)				Ganjam.			
828	744	Rowson, C.	Lower Vagavarri Estate, Talliar P.O.	860	845	Burrell, O. L.	Parlakemedi P. O.
829	986	Roby, J. E.	Madupatty Estate, Madupatty P.O.	861	2392	Bangara, Rao Saheb M. R.	Special Officer, Parlakemedi.
830	159	Standen, J. C.	The Motor Transport and Aerial Ropeway Co., Ltd., Kottayam.	862	642	Deo, P. C.	Subraj Suranji, Suranji Palace, Ichapuram.
831	211	Strachen, G. R.	Lutchmi Estate, Munnar P.O.	863	2634	Deo, R. K.	Manager, Mandasa Estate, Mandasa P.O.
832	219	Stanley-Gillies, G.	Asst. Engineer, Munnar P.O.	864	836	John, Capt. K. I.	Parlakemedi P.O.
833	636	Swayne, J. C.	Nattimaed Estate, Madupatty P.O.	865	125	Rajah of Khallikote	Khallikote.
834	747	Tolson, J. W.	Madupatty Estate, Madupatty P.O.	866	1066	Sarma, A. N.	District Forest Officer, Parlakemedi.
835	220	Urquhart Park, T.W.	Ventine Estate, Kalthurity P.O.	Guntur.			
836	170	Vinen, R. F.	Kolikanum Estate, Peermade P.O.	867	2163	Balne, H. F.	C/o I. L. T. D. Co., Ltd., Chirala.
837	175	Wilkie, J. S.	Glenmary Estate, Peermade P.O.	868	287	Comming, G.	C/o I. L. T. D. Co., Ltd., Guntur.
838	196	Wallace, J. S. B.	Kanniar, Munnar P.O.	869	311	Chalmers, J. A. G.	C/o I. L. T. D. Co., Ltd., Chirala.
839	888	Watters, W.	Haileyburia Estate, Fairfield P.O.	870	993	Hall, B. J.	C/o I. L. T. D. Co., Ltd., Chirala.
840	2057	Wood, D. A.	Mount Estate, Vandiperiyar P. O.	871	1000	Jhonstone, F. N. B.	C/o I. L. T. D. Co., Ltd., Chirala.
841	190	Yates, A.	Chokhanad Estate, Munnar P.O.	872	1001	Kimpton, P. L.	C/o I. L. T. D. Co., Ltd., Chirala.
Cochin State.				873	1002	Morris, J. K.	Palm Villa, Chirala.
842	581	Cass, R. H.	C/o Bombay Co., Ltd., Alleppey.	874	427	Subba Rao, Rao Bahadur Raula.	Sub-Agent, Burma-Shell, Chirala.
843	2479	Grubb, H.	C/o Geo. Brunton & Co., Ltd., Cochin.	875	2036	Sipes, H. H.	Missionary, A. C. College, Guntur.
844	375	Norman, E. F. M.	Cochin Rubber Co., Ltd., Vellenikara P.O., via Trichur.	876	2051	Winders, D.	C/o I. L. T. D. Co., Ltd., Chirala.
845	201	Tippetts, W.	Vellenikara P.O., via Trichur.	877	2549	Whitted, G.	Chirala P.O.
846	2643	Thomas, A. V.	Beach Road, Alleppey.	878	2282	Sankara Rao, Dr. K.	Repalle P.O.
847	192	Walmsley, H. J.	Karikulam, Palapilly P.O.	Kistna.			
Puducottah State.				879	186	Appa Rao Bahadur K. S.	Zemindar of Teleprole, Nuzvid.
848	1082	Manickam Chettiar, N. M.	Sri Murugan & Co., Puducottah.	880	2150	Appa Rao Bahadur, Rajah Simhadri.	Zemindar of Kolapadu, Nuzvid.
S. Kanara.				881	2411	Abdulla, S. H.	General Merchant, Bezwada.
849	2048	Gawne, E. M.	Collector of Mangalore, Mangalore.	882	2552	Abdulla, Sulaiman Hajee	American Shop, Bezwada.
850	2331	Gajana Rao, Pandit	C/o A. P. Matpadi Bros., Mangalore.	883	606	Chadwick, F. J.	District Superintendent of Police, Chilakalapudi.
851	2407	Harichandra Rao, P.	C/o Rao & Rao, Maidan Road, Mangalore.	884	2494	Chandrasekara Reddi, C.	Auditor, Bezwada.
852	2611	Hanuman Transport Co., Ltd.	Udupi.	885	698	Eapen, S. J.	District Medical Officer, M. & S. M. Rly. Co., Ltd., Bezwada.
853	2563	Kirwan, N.	Planter, Mangalore.	886	729	Fraser, I. M.	Collector's Bungalow, Chilakalapudi.
854	2570	Karrant, K. R.	Vakil, Kodialbail, Mangalore.	887	2302	Govardhan Rao, S.	Deccan Assurance Co., Ltd., Mungale House, Bezwada.
855	2408	Narahari Shenoy, B.	C/o Rao & Rao, Maidan Road, Mangalore.	888	2606	Rajah Venkatanarasimha Apparow Savai Aswar Rao Bahadur.	Rajakumar of Bhadrachallam, Sarivarapeta, via Ellore.
856	2536	Narayana Nambiar, M.	Inspector of Excise, Udupi Circle, Udupi.	889	2504	Sivajee Rao, C.	Gandhi Nagar, Bezwada.
857	2636	Nayak, P. S.	General Manager, Canara Bank, Ltd., Mangalore.	890	662	Venkataramana Raju, P.	Executive Engineer, P. W. D., Bezwada.
858	2502	Somashekar Rao, G.	Kadri, Mangalore.	891	2071	Tharapurwala, K. S.	Contractor, Governorpct, Bezwada.
859	2363	Ubhaya, R. G.	Sita Sadan, Ullal P.O.	892	2553	Van Der Steur, F. P.	Sugar Technol. Vuyyuru.

(Continued over.)

SERIAL No.	MEM-BER-SHIP No.	NAMES OF MEMBERS.	ADDRESS.	SERIAL No.	MEM-BER-SHIP No.	NAMES OF MEMBERS.	ADDRESS.
Godavary.				Vizagapatam Dist.			
893	479	Appalasawmy Reddi, C.	Anyapur P.O., via Rajahmundry.	926	2533	Apparao, N.	Bus Owner, Palakomada.
894	2277	Armstrong, Rev. E. W.	Missionary, Samalkot.	927	2354	Day, J. N.	Harbour Master, Vizagapatam.
895	2007	Banerji, J.	Asst. Conservator of Forests, Kunavaram.	928	2581	Dinker Rao, Dr. G.	Medical College, Vizagapatam.
896	2148	Dunkelberger, R. M.	Missionary, Rajahmundry.	929	2498	Ebden, Major J.	Principal, Medical College, Vizagapatam.
897	2604	Naziruddin, K.	Executive Engineer, P. W. D., Rajahmundry.	930	2625	Gullison, Rev. R.E.	Missionary, Bimlipatam.
898	2185	Perraju, K.	"Riverside" Coconada.	931	2320	Kerr, J. R.	Madras Excise Service, Parvathipur.
899	776	Rajagopalan, P., I.C.S.	Dist. & Sessions Judge, Rajahmundry.	932	348	Lawerenson, Major W. R.	15, Cantonment, Vizagapatam.
900	2510	Reynolds, C. C. R.	The Coromandel Co., Ltd., Coconada Branch, Coconada.	933	90	Madhava Rao, Rao Saheb T.	Medical College, Vizagapatam.
901	2280	Thompson, M. S. H.	Government Training College, Rajamundry.	934	124	Maharajah of Venkatagiri, H. H. The	Venkatagiri Town.
902	2438	Threlfell, W. J.	Imperial Bank of India, Coconada.	935	1005	Narayana Gajapathi Razu, V.	Zamindar of Chennundu, The Mahal, Vizagapatam.
903	2312	Venkatakrishna Iyer, Rao Bahadur L.	Executive Engineer, P.W. D., Dawaleshwar.	936	2289	Prasada Rao, Rao Saheb D. S.	Asst. Commissioner of Excise, Waltair.
904	2520	Varma, D. S.	Vakil, Narasapur.	937	981	Ranga Rao Bahadur, Rajah R. K.	Zamindar of Kirlampudi, Bobbili, Vizagapatam.
905	945	Westerdale, J. S.	Civil Engineer, P. W. D., Dawaleshwar.	938	2009	Ramamurthy, Dr. C.	Medical College, Vizagapatam.
Kurnool.				939	2085	Rahim, J. A.	Asst. Collector, Chicacole.
906	847	Colebrook, E. H.	Indian Police, Kurnool.	940	2424	Ranga Rao, R. V.	Zamindar and Landlord, Sripur Bungalow, Waltair Uplands.
907	2460	Ramamurthi, K. S.	District Board Engineer, Kurnool.	941	2551	Ramaseshiah, N.	Asst. Dewan of Jeypore, Jeypore Estate, Gunupur.
908	2366	Srinivasacharya, S. G.	Dist. & Sessions Judge, Kurnool.	942	212	Surya Rao, T. V.	Kumar Zamindar, Sripur Estates, Sripur Bungalow, Waltair Uplands.
909	2077	Subramanian, Dr. K.	Dist. Health Officer, Kurnool.	943	578	Sundaram Iyer, T.	Inspector of Excise, Vizagapatam.
910	2402	Trimurti, N.	District Forest Officer, Kurnool.	944	165	Turner, W. H.	Executive Engineer, P. W. D., Waltair.
Bellary.				945	2631	Vaidyanatha Iyer, Dr. N.	Civil Asst. Surgeon, King George Hospital, Vizagapatam.
911	2198	Balasubba Setty, P.	Hospet P.O.	Chittoor.			
912	2445	Clear, T.	Conservator of Forests, Bellary.	946	2656	Apparao Saheb, R. H.	Zamindar of Annmapalem, Kalahasti.
913	2573	Gupta, Major M. S.	Supdt. of Central Jail, Bellary.	947	2073	Ramanathan, T. S.	Supervisor, P. W. D., Poiney Ament, Melpadi P.O.
914	891	Harper, A. H.	Asst. Commissioner of Excise, Bellary.	948	149	Sarathy Bros., C. P.	Chittoor.
915	2118	Kasim Ali, I. M.	Excise Officer, (late of Madakasira) Tilgi P.O.	949	824	Subbarao, G. V.	Principal, The School, Rishi Valley, Kurabalakota P.O.
916	690	Stewart, F. W.	Indian Civil Service, Bellary.	950	2540	Sanjiva Rao, M.	Offg. Executive Engineer, P. W. D., Madanapalle.
917	2332	Samacharya, T.	Gadag-Betgere Municipality, Gadag.	North Arcot.			
918	2632	Smyth, A. A.	Executive Engineer, P. W. D., Bellary.	951	544	Gasson, H. J.	Vellore.
919	194	Wilkes, J. S.	D. I. G's Bungalow, Bellary.	952	669	Lockley, W. H.	"Dorani", Mukundarayapuram, Ranipet.
Nellore.				953	2443	Lennan, A. W.	Police Mess, Vellore.
920	2428	Jhonson, Rev. B. M.	Principal, The Toles-Ackerman's Memorial School, Nellore.	954	187	Naidu, K. J. V.	Zamindar of Kangundi, Bhattuvarai Palli, Kuppani P.O.
921	2072	Ramalingam, S.	Executive Engineer, P. W. D., Nellore.	955	2515	Shepherd, Capt. J. F.	Govt. Pentland Hospital, Vellore.
922	163	Turnbull, W. J. U.	C/o South Indian Export Co., Ltd., Gudur.				
Anantapur.							
923	727	Berry, B. A.	District Engineer, M.& S. M. Rly. Co., Gooty.				
924	2192	Krishnamma, N. R.	Ceded District College, Anantapur.				
925	2319	Mahanty, Rao Bahadur D.	Collector & Dist. Magistrate, Anantapur.				

(To be continued)

Why you should join

THE AUTOMOBILE ASSOCIATION OF SOUTHERN INDIA

Have you realised what you spend in Motor Taxation in the course of a year? The average motorist certainly has not, and the following figures will probably be a revelation.

The medium priced car costs, in the open market, about Rs. 4,000, new, and on that figure the following calculations are based. It is further usual to "write off" the value of a car in five years.

Here are a few figures:—

	Total cost Per	Taxation Annum.
Initial cost of car Rs. 4,000 to be written off in five years.	Rs. A. P.	Rs. A. P.
Duty at Rs. 1,025	800 0 0	205 0 0
Registration at Rs. 16 on purchase	3 3 0	3 3 0
Provincial Tax under Madras Motor Vehicles Act, 1931	100 0 0	100 0 0
500 gallons of petrol per annum, with tax at ten annas per gallon	804 11 0	312 0 0
Oil	60 0 0	1 9 0
4 new tyres and tubes	180 0 0	32 0 0
Spare Parts	300 0 0	55 0 0
Wages	250 0 0	
Insurance	140 0 0	
Total	2,537 14 0	708 12 0

So, it appears that over one quarter of one's total expenditure on the car is spent in taxes, in other words, the motor car is still regarded as a luxury, and taxed accordingly.

This is one of the abuses that the Automobile Association of Southern India is trying to combat, in common with its sister Associations in other provinces. But a successful representation cannot be made to those in authority without the support of the greater majority of the motoring public, and the Association cannot know that it has this support unless it has this majority on its books. The original Automobile Association in Great Britain has, through having an overwhelmingly strong membership, succeeded in removing many similar abuses, and we wish to do likewise.

Use the above argument to induce your motoring friends to join the A.A.S.I. An application form is subjoined.

DEAR SIR,

I forward herewith my application for membership of the Automobile Association of Southern India and enclose Rs. 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.

For Office use only.

Date

Name of Member

Address

Member proposing

Ackd.

Entd.

Cheque/Cash/M.O.

Badge No. Fitting No.

Elected

Annual Subscription.

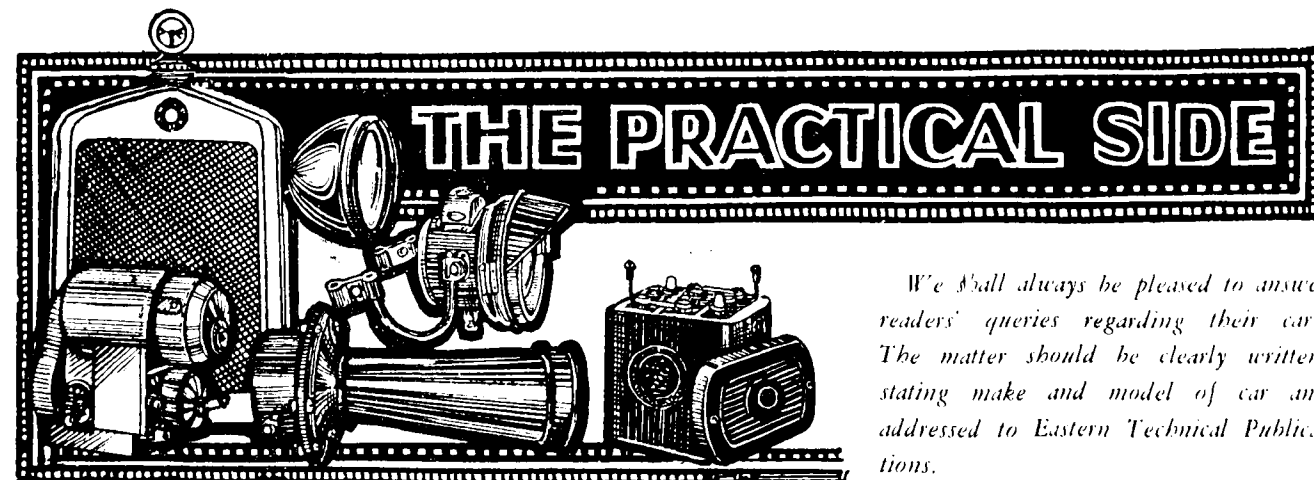
Motor Car Owner	Rs. 15.
Motor Cycle Owner or non-Motorist	Rs. 5.

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.

Special fittings can be supplied, if required, as follows:—

No. 1 for Radiator cap or any vertical bolt	Annas 12 each.
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.



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.

Carbon Deposit

Five factors govern the deposit of Carbon in an engine.

(1) The quantity of oil passing by the piston and finding its way into the combustion chamber.

(2) The characteristics of the oil used. When a heavy bodied oil is used in an engine which normally runs under light load conditions, the temperature of the burning mixture is insufficient to consume the oil, thus causing heavy deposits.

(3) Carburation. A very rich mixture will cause sooty deposits.

(4) The factor of the cleanliness of the air content of the explosive mixture.

(5) The normal explosion temperature of the engine.

From the foregoing it will be seen that the correct grade of oil must be used in an engine, otherwise heavy deposits of carbon may result and also the carburettor should be correctly adjusted to give an even mixture at all speeds.

Carbon in any great quantity on the piston and cylinder head causes overheating. This in turn increases the rate of burning of the explosive mixture and leads to 'pinking' or 'knocking'. In some cases where deposit is subjected to the full heat of combustion pre-ignition will result.

'Pinking' and its attendant loss of power will be noticed in a badly carboned engine when sudden acceleration is required or when the engine is pulling a heavy load such as climbing a stiff gradient.

Do not confuse 'pinking' with over-advanced ignition. The two are very similar. Advanced ignition can be traced by pulling back the ignition lever to 'retard'. This applies of course only to cars fitted with a manual ignition lever. If the

'pinking' continues when ignition is retarded it can be assumed that the trouble is carbon deposit.

Generally speaking the modern car in good condition, i.e., piston rings, valves, etc., in first class order, and providing the correct grade of oil is used, will cover anything from 10,000 to 20,000 miles without shewing signs of knocking or 'pinking'.

Since one of the signs that decarbonizing is necessary is the overheating of the engine, it is advisable to make quite sure that the overheating is not caused by some other fault such as faulty water circulation, faulty ignition or wrongly adjusted carburettor. Sometimes the rubber hose connections become swollen inside and cause temporary blockage until they have been renewed.

On modern cars it is usually quite a simple matter to remove the cylinder head when 'decoking' is necessary, but on some of the older types of cars it necessitates lifting the whole cylinder block and although dismantling is fairly simple the re-assembling was a work of art and unless great care was taken a good many piston rings were jammed and broken, causing loss of time, and temper, to say nothing of the cost of replacing the piston rings.

When taking off the cylinder head to clean off the carbon, it is just as well to go the whole hog and grind in the valves, as after 20,000 miles these are almost sure to be pitted and seating badly.

There are several methods of cleaning out carbon without lifting off the cylinder head, but the use of liquid compounds is not to be recommended if time permits for the cylinder head to be lifted.

The oxygen method has been found to be very useful under certain circumstances, but this process is only possible by the use of highly qualified men and in the hands of other than skilled men, this equipment would be rather dangerous to use.

When removing the cylinder head great care should be exercised not to damage the cylinder head gasket, if it has to be used again. However, these are usually fairly cheap and the advantage to be gained by replacing a new one is considerable. A nice snug joint is possible with a new gasket, whereas with the old one it very often turns out that a 'blow' will be found. In any case it is always advisable to have a spare gasket handy just in case the old one is burnt or damaged.

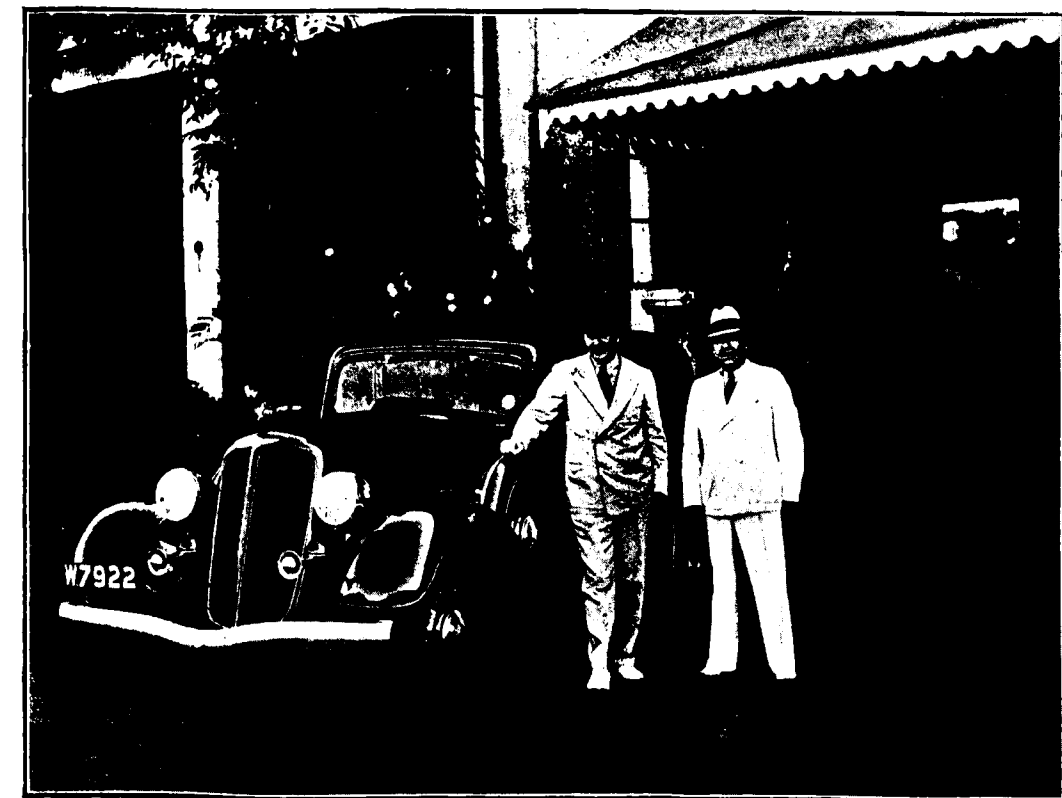
After the valves have been 'ground in' and everything is replaced, a very careful check must be made of the tappet clearances. We have dealt with this subject in a previous article, but half the mis-firing and badly pulling engines can be put down to badly adjusted valves. Manufacturers give in their hand books the actual clearances to be used, and it is advisable to adhere to these.

When tightening down the cylinder head it is advisable to screw down the centre bolt first and gradually work from side to side until all nuts are tight. Do not tighten the outside nuts or bolts before those in the centre, or perhaps buckling will

result with dire effects such as oil leaks or water leaks, to say nothing of the continual blowing which will eventually destroy the gasket.

Do not use shellac on the gasket unless the cylinder head is slightly distorted, as the next time you desire to take the head down it will be very difficult if sealed down with shellac.

If the engine has been running very hot due to heavy carbon deposit or shortage of water, the valve stems may be found to be out of true, and it is always advisable if a valve is suspected, to have it centred up in a lathe and tested. If refacing is necessary to the valves, or to the cylinder valve seatings, this should only be done by the use of special tools. However, if a lathe is handy the valves can be refaced, but great care must be exercised to ensure the correct pitch or angle. If any doubt exists it is advisable to send the valves to a good reliable repairer. It will of course be necessary to send the cylinder block if the seating are worn or in the case of valve-in-the-head motors, just the head itself can be sent for trueing and cutting.



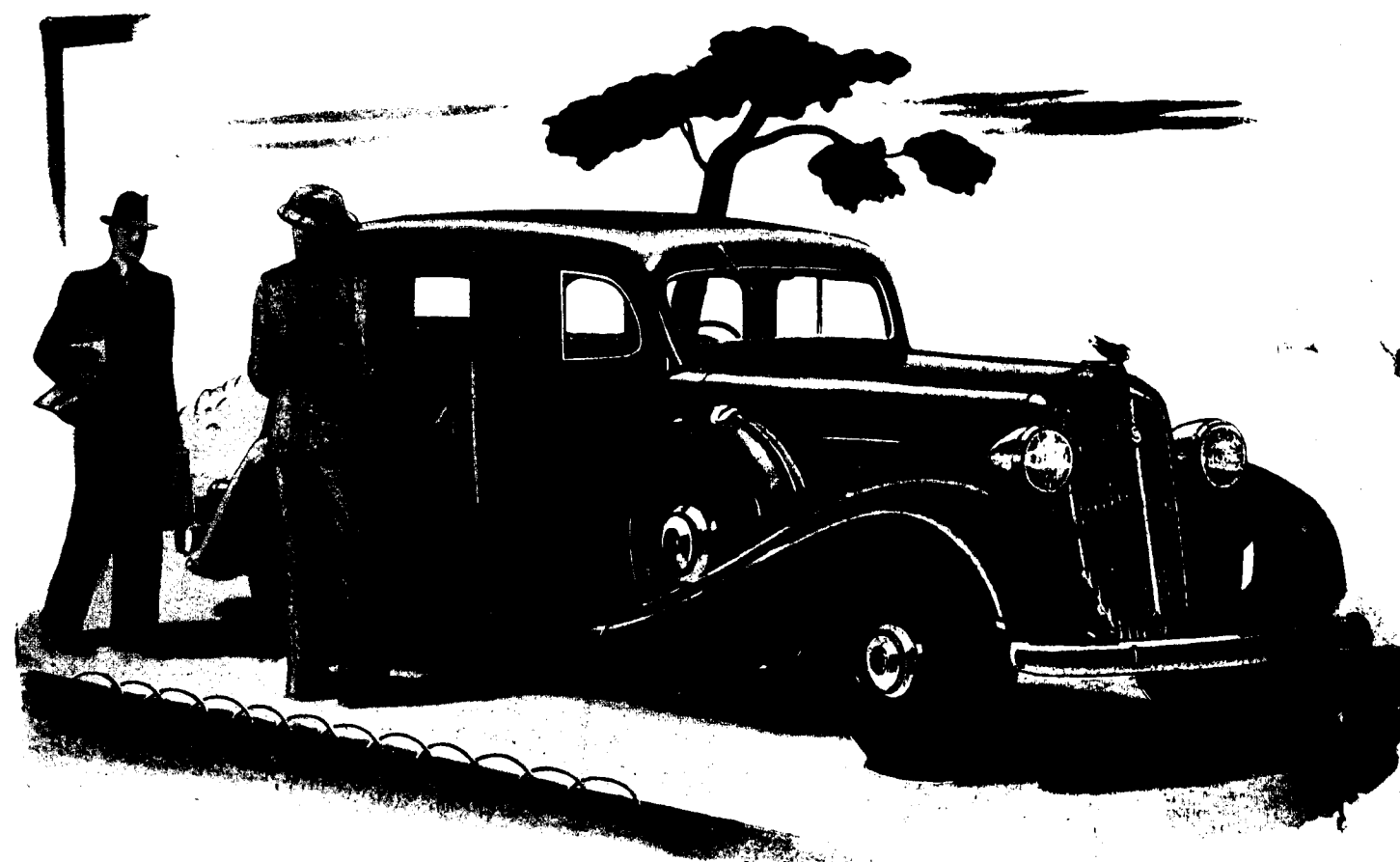
Mr. Gene Tunney, the famous ex-heavy weight champion, visited the Assembly Plant of General Motors India Limited during his sojourn in Bombay. Mr. Tunney (left) was accompanied by Dr. La Gorce, Vice-President of the Geographical Society of the United States. Mr. Tunney used the Buick car seen in the picture.

CHEVROLET

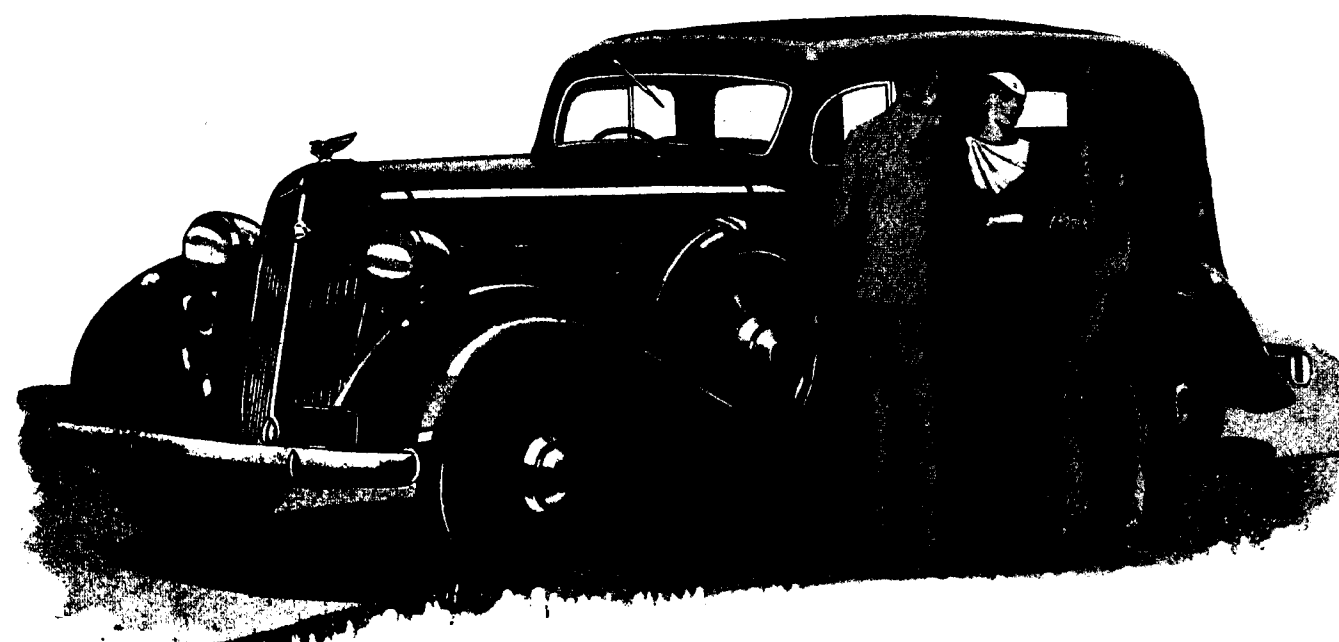
now offers

TWO DISTINCT MODELS

THE MASTER CHEVROLET
with Knee-Action Springing



THE SPECIAL SALOON
at Rs. 430/- less



YEAR after year more people buy Chevrolet than any other car in the world — certain proof of Chevrolet's outstanding value. In no other low-priced car will you find such advantages as Knee-Action Springing and G.M. All-Weather Ventilation, plus Chevrolet comfort and economy.

• Either of these cars may be purchased on easy G.M. C. terms •

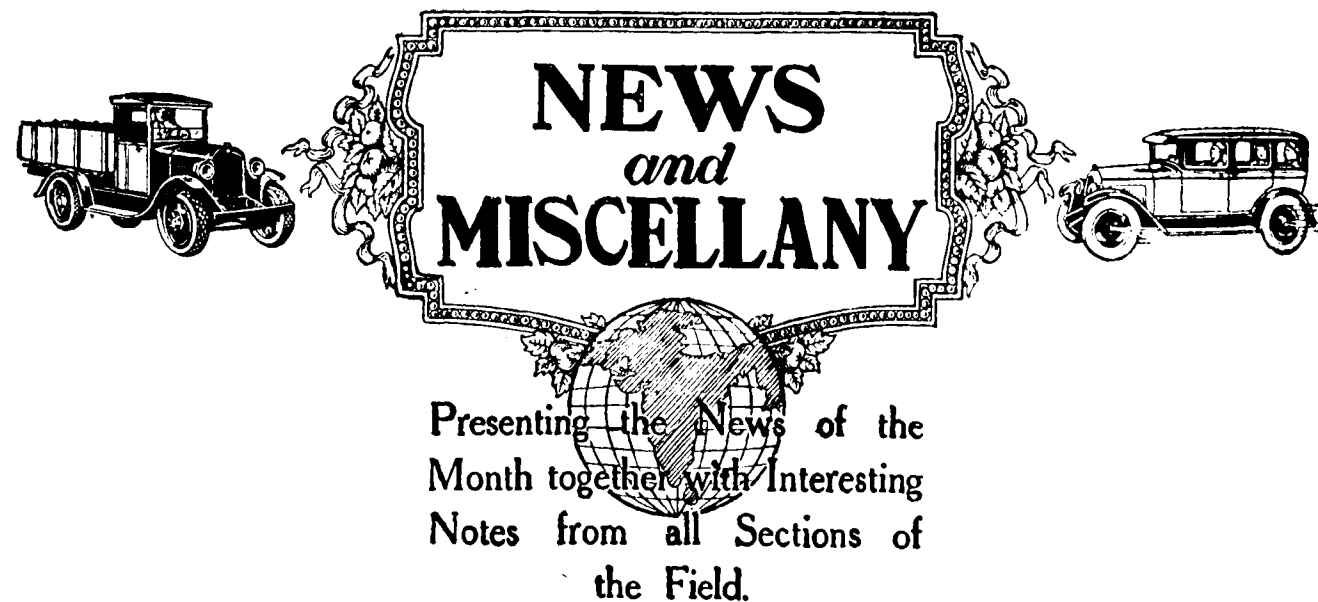
NOW Chevrolet introduces a new model for those who want a Chevrolet at a still lower price. Costing Rs. 430/- less, the Special Saloon has all the quality features that have made Chevrolet so popular, with the exception of Knee-Action Springing.



"One Ride is Worth a Thousand Words"

GENERAL MOTORS INDIA LIMITED





If Stopped by Police

Sir Henry Curtis Bennett, K.C. criticising the police evidence in a case at Sunderland Quarter Sessions offered what he described as free advice to motorists on the jury.

"If you are ever stopped in your car by the police," he said, "don't for goodness sake touch the car in any way, or you will be said to be leaning on it for support. Don't sway at all when you are walking, or you will be said to be staggering under the influence of drink."

"Spring smartly to attention, standing upright outside the car, and say, 'I'm not guilty of whatever you are about to charge me with.'"

The lighter side of the motorist's troubles was emphasised also in other court cases during the past week.

Here are three cases of interest to owners, drivers, walkers, and (incidentally) cows:—

A motorist who has been in an accident is bound to report it, even if he does not know he has had it.

Or so it would seem from a decision of the magistrates at Oldbury, Birmingham.

A cow turned its head as it was passing a doctor's car and was hit. The doctor knew nothing of the matter until the police told him twelve days later.

But he was fined "for failing to give his name and address to a person reasonably requiring it." —(Reuter.)

Tests in Malaya

I wonder if the tests for new drivers of cars will be carried out in the same way as were mine many years ago in Malaya before I was granted a certificate which entitled me to drive a motor-car or traction engine, writes a correspondent to the *Daily Mail*.

The test consisted of a 25 miles an hour sprint down a thoroughfare thick with Chinese, dogs, bullock-carts, rickshaws and geese, backing 30 yards over a very narrow bridge spanning a muddy stream, then a brisk run up a young mountain with a drop of nearly a hundred feet on the off side, and a cheery brush with the 300 mourners of a Chinese funeral on the way home.

A meagre bag of only one Chinaman on the near wing seemed to satisfy an exacting Government department. But there were no beacons.

—(Reuter.)

Order of the Road

Reuter would like to introduce to Overseas motorists that admirable Association known as the Order of the Road because there is some reasonable hope that the Order is shortly to extend facilities for membership Overseas motorists.

The order was instituted six years ago for the purpose of encouraging skilful driving and with the object of making the roads of the country safer for all users.

**NOW IS THE TIME
TO BOOK YOUR
1935**



For Turin or London Delivery Through

MILTON'S

(Proprietors: Fiat Motors Eastern India Agency).

Madras, Coimbatore and Trivandrum.

By inaugurating a body of members who are capable and careful, courteous and considerate and experienced drivers, it has been demonstrated that their example helps to instil into other motorists the maxims of safe driving.

Members carry on their motor-cars a distinctive badge and consciously the knowledge of its visibility to others must always act as incentive to drive always to the highest standards of road safety and courtesy.

Courtesy and concentration are the keynotes of the "Order's existence and represent the surest means of attaining the highest skill in driving. There are now nearly 3,000 members of the Order in Great Britain."

It is the third largest Association devoted entirely to motorists, and the Order aims at reviving the old world chivalry which animated the pioneers of motoring.

Among the members are the Prince of Wales, the Duke of York and the Duke of Kent.

What The Order Claims To Be

"Those who have made a special study of modern traffic conditions know that although roads might be made safer and legislative measures are

needed, yet the degree of public security which is desirable will be attained only by an improvement in the general standard of driving and a wider understanding of road sense and road courtesy.

"That is the whole object of The Order of the Road—to encourage skilful driving and freedom from accidents—two things that depend on each other and bring safety and courtesy in their train.

"It is certain that motorists have sometimes to bear more than their just share of blame. Therefore it is up to them always to exercise every possible care and consideration in the hope that other users of the roads will follow their example.

"The Order of the Road was established to give a lead to motorists in this matter; to encourage those who can show that for years past they have driven—as they are driving to-day—with proper care and due forethought for the safety and comfort of others.

"By setting and maintaining a high standard of driving among motorists, we believe that we are doing our utmost to support the basic principles of Road Safety.

"It is an Association whose avowed object is to show motorists that drivers themselves can assist

greatly in adding to the pleasure and security of road use."

Qualifications

Minimum of three years driving.

Minimum of 10,000 miles within the last three years of driving.

Freedom from conviction and responsibility for accident during that period.

What It Hopes To Do

The Order desires

To Provide an incentive to good driving.

To gain recognition for the driver of proved merit.

To promote goodwill between motorists themselves and all other users of the King's Highway.

To create propaganda that will tend to assist in bringing to drivers a correct view of their responsibilities as users of the highways.

To assist in the introduction of genuinely useful safety devices.

To suggest or advance theories which experience has shown will decrease road fatalities and add to the enjoyment of walking, riding, cycling or driving.

To render assistance to road authorities.

What They Say

"The Order of the Road is certainly a great organisation inspired by great ideals. It should become the aim of all right thinking motorists to qualify so that they can become enrolled under the Order."

SIR MALCOLM CAMPBELL, M.B.E.

"If your advocacy of road chivalry could be amplified and your plea for a sense of road community could be magnified there would be no need for traffic regulation."

MR. L. HORE-BELISHA,
Minister of Transport.

"In this work of education, people who have set the ideals which Members of The Order of the Road set before themselves can play an important part... I am confident they can do and will do much in saving others by their example."

THE HON. OLIVER F. G. STANLEY,
Minister of Transport, 1933.

The Maxims of Membership

On election an applicant gives the following promise to the Committee:—

I promise that my first object will always be consideration for all drivers, cyclists, pedestrians and

other road users whenever I am driving on any public highway.

In particular I agree

(1) To give clear signals, in the manner approved by the police authorities to other traffic concerned when I desire to alter my direction on the road or when I am about to slow down or stop; realising that the responsibility rests with me neither to give such signals nor to deviate from my course unless there is ample time for other road users to observe and act upon those signals.

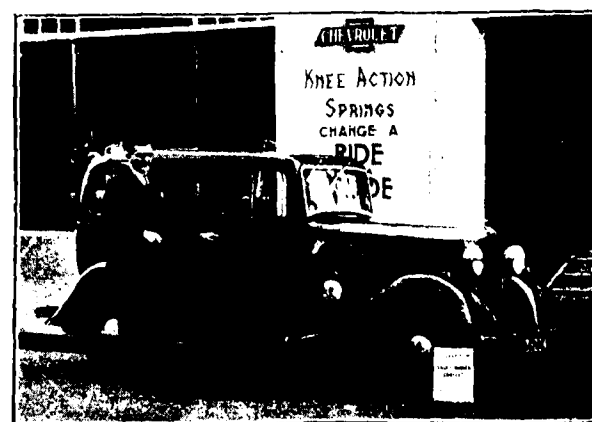
(2) Never to overtake another vehicle unless I can do so without inconveniencing any other road user.

(3) Never willingly to stop my vehicle in any position on a public highway where its presence would constitute a danger to other traffic.

(4) To give ample space for other traffic to pass and to keep to the left hand side of the road under all conditions that might lead to danger.

(5) To drive with caution at all road crossings and junctions.

(6) To realise that by using effective anti-dazzle devices approaching vehicles are helped on their way. This courtesy is not advisable unless the road immediately in front is known to be clear. "Blacking out" is a fruitful source of accidents.



CALCUTTA LUCKY WINNER CONTEST.

Messrs. Allen Berry & Co. Ltd., Calcutta, recently conducted a Lucky Winner Contest offering as the prize either a new Chevrolet or a new Vauxhall in exchange for the owner's old car.

Mr. D. K. Anderson of the Mercantile Bank, Calcutta, who is seen in the photograph, was the lucky winner and the car he selected is a Vauxhall Light Six Saloon.

(7) To inform the Order of any accidents in which I am involved during the year of membership where:—

(a) Damage is done to any third party or property.

(b) Damage is done to any vehicle in my care.

(c) Any conviction for driving to danger of the public or negligent driving is made against me.

(8) To make certain so far as lies within my power that the badge will not be exhibited on my vehicle when I am not driving and will not be used by any unauthorised person.

(9) To return the badge immediately my membership of the Order terminates.

(10) To abide by the decision of the Executive Committee regarding my application for membership of the Order.

Membership Fees

Private Motorists—10s. per membership period of twelve months.

Motor Vehicles Increase

The motor industry has assumed such importance in Europe, America and many other centres, that it is now referred to as a barometer of the prosperity or depression in the trade of the country. This being the case, in England there is little doubt that a return to prosperity is indicated; for in October 1934 the registration of motor vehicles totalled 28,322 as compared to 20,916 in the corresponding month of the previous year, an increase of no less than 35.4 per cent. Private cars newly registered numbered 17,966, as against 12,816, a rise of 40.2 per cent. For the twelve months to the end of September the total of registrations was 338,042 or 21.9 per cent. more than for the previous corresponding period when the figure was 277,377.

In India similar increases are indicated as will be seen from the following figures of imports since 1929:—

	Year ending 31st March.						8 months 1st April to 30th Nov. 1934
	1929	1930	1931	1932	1933	1934	
Cars ...	15,567	17,399	12,601	7,220	6,201	9,759	9,451
Trucks ...	12,790	15,306	8,913	4,302	2,676	5,496	7,005
M. Cycles	1,802	1,956	1,501	926	782	700	591

Sir Malcolm Campbell's Cars

The other day I was looking over the treasures of a friend who collects autograph letters when my eye was caught by Sir Malcolm Campbell's signature. It was in answer to a request for particulars of the Speed King's stable of private cars. I use the word "stable" advisedly, here is an excerpt from the letter:—

"I keep a number of cars in my garage at home—since I never use trains to go anywhere, except when travelling abroad.

"I have two Armstrong Siddeleys—a Fifteen and a Siddeley Special—I have also a Phantom Rolls Royce and one of the new 14 h.p. Vauxhalls. All these are fitted with saloon bodies. I have also an 8-cyl. Ford, fitted with a two-seater body and an old Morris-Cowley which is used as a knock-about car.

"All these are painted blue—the same colour as the "Blue Bird", and present a very attractive appearance.

"The Fifteen Armstrong Siddeley and the Vauxhall are for the most part used by my wife.

"Although it may seem ridiculous for a man to own all these cars, I can only say that my total mileage per annum is never less than 30,000 and mostly it runs up to 35,000" and now for Daytona!

The Goddess in the Car

Women drivers have found a doughty champion in Lord Nuffield. If we say that they needed one, it is not a slur upon the competence of the sex but recognition of the plain fact that there is a general masculine tendency to fear, suspect and accuse the woman at the wheel. The average woman driver, Lord Nuffield put it bluntly, is supposed to be a menace, and he retorts that there is no basis in fact for this idea. We must all admit that there are a number of nervous women drivers on the road, but bad nerves in men are not unknown, and of other defects equally dangerous men certainly have their full share. Lord Nuffield's contention that some women drivers are as good as any man is irrefutable. Given anything like equal practice, who could maintain after what we have seen of women's modern prowess, a thesis of natural inferiority at the wheel of a car?

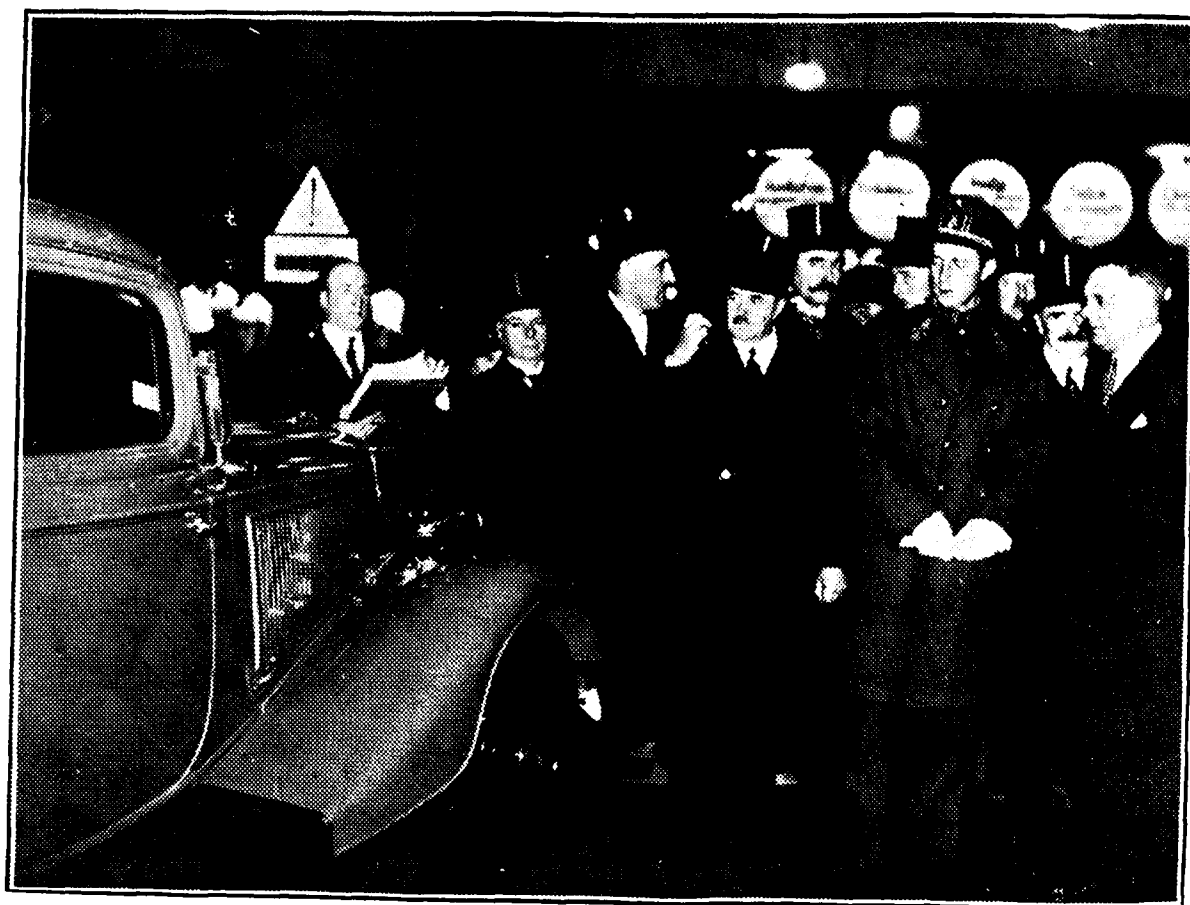
For practical purposes, however, the question is one of averages. In general we must expect that women drivers have less experience than men, and therefore may be less skilful. Safe driving, however, every road user knows, is not only a question

of skill. Common-sense, decent feeling and manners are also required. After all is taken into account, the probability would seem to be that on the average a woman driving, like a woman in many other occupations, is much less different from a man than men like to admit. When Lord Nuffield proceeded to argue that the man motorist has a lot to thank women for, he made out an overwhelming case. In the swift evolution of the motor-car women have been a powerful stimulus and a directing influence. The standard of comfort now attained would not have been reached without their demands. To them undoubtedly is due much of the development which has made the modern car of such simplicity and reliability that even people who are quite unmechanically minded can run it with perfect confidence.

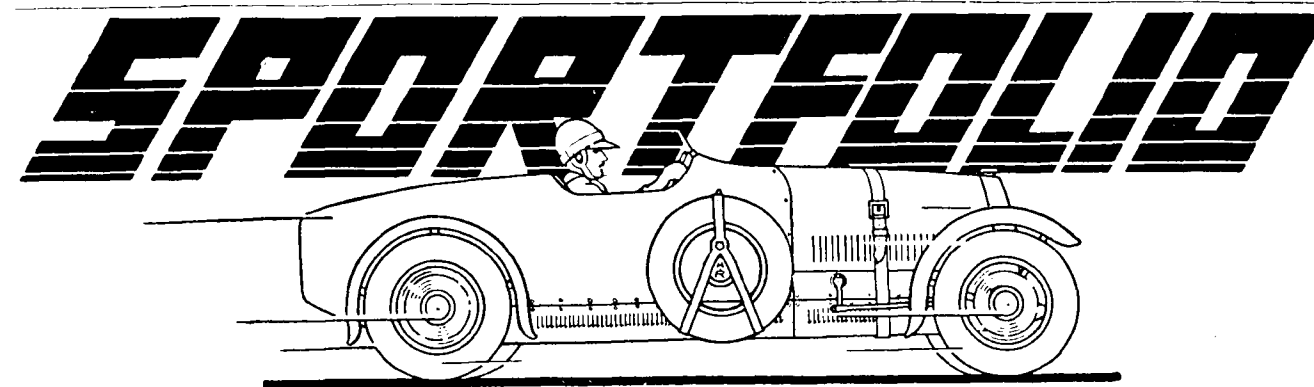
The Life of a Car

I am often asked by friends what is the useful life of a modern motor-car. In Lemington recently I was taken for a ride in an Armstrong Siddeley

which had done over 180,000 miles without having had any real mechanical replacements and it still ran well. One hears so often of cars going on the scrap heap after a tenth of that mileage. What is the reason? Some cars are, naturally, better built than others, or such price differences would not exist. I often think careless driving (including excessive speed) and neglect of proper maintenance are the most expensive items in a motorist's budget. I know men—and women—who drive year in and out without ever having a repair bill, and they don't get new cars every year either—and others I know seem to garage their cars half the time in the repair shop. That is what makes the second-hand car such a gamble and depreciation such a bugbear. The heavy depreciation which owners have to face when the car goes second-hand is due for more to the risk that a car has been badly handled than to a real drop in intrinsic value. The safest way to buy a used car is through manufacturers who recondition, and often guarantee, cars not in the first bloom of their youth.



H. M. Leopold 111, King of the Belgians at the Ford Stand on the 27th Brussels Automobile Show.



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

(By special arrangement with Reuter.)

Monte Carlo Results

Great Britain gained the first prize in the class for small cars in the Monte Carlo rally.

J. C. Ridley, driving a Triumph from Umea, was placed first in this class to win the Riviera Cup. He also took second place in the International Sporting Club, the premier award in the rally.

This cup was won by France for the fourth successive year, C. Lahaye and R. Quartresous in their Renault, being awarded 1,073 points as against Ridley's 1,071 points. The Frenchmen drove from Stavanger.

J. W. Whalley was placed fifth with 1,070 points. He drove a Ford from Stavanger.

Lieutenant O. Cathcart Jones (Lagonda) also driving from Stavanger, who was the first competitor to arrive and was thought to have a good chance of winning the first prize, was, after the tests, placed thirty-fourth.

S. C. H. Davis, better known as a racing driver, was placed thirty-first. He drove a Railton from Umea.

Miss M. Allen (A.C.) who drove from Umea, was placed fourth in the Ladies' Cup and fortieth in the International Sporting Club Cup.

The Ladies' Cup also went to France, being won by Mme. M. J. Marinovitch and Mlle. Lamberjack, who drove a Ford from Palermo. Mrs. G. Molander, in her Chrysler-Plymouth, driving from Umea, was second.

Woman Beats the Men

Fiftieth place in the International Sporting Club Cup, was gained by Miss J. Astbury in a

Singer. She was the only driver from John O'Groats, men or women, to be placed in the first fifty of this competition. She was placed sixteenth in the Riviera Cup.

English drivers, on the whole, did very well in the Riviera Cup, taking eighteen places out of the first fifty. Six of them were in the first ten.

Dr. M. T. Minshall was fourth in the Riviera Cup and fourteenth in the International Sporting Club Cup. He travelled from Umea in a Singer.

The following are the official placings of the British drivers in the first fifty in the International Sporting Club Cup and Riviera Cup competitions:—

International Sports Club Cup

- 2nd J. C. Ridley (Triumph) (Umea).
- 5th J. W. Whalley (Ford) (Stavanger).
- 14th Dr. M. T. Minshall (Singer) (Umea).
- 17th F. S. Barnes (Singer) (Stavanger).
- 23rd R. Pelham Burn (Riley) (Palermo).
- 24th Lord de Clifford (De-Clifford-Lagonda) (Umea).
- 25th J. Hobbs (Riley) (Umea).
- 31st S. C. H. Davis (Railton) (Umea).
- 34th Lieutenant O. Cathcart Jones (Lagonda) (Stavanger).
- 40th Miss M. Allen (A.C.) (Umea).
- 42nd H. B. Browning (Graham) (Umea).
- 44th A. C. Scott (Bentley) (Umea).
- 50th Miss J. Astbury (Singer) (John O'Groats).

Riviera Cup (Small cars)

- 1st J. C. Ridley.
 4th Dr. M. T. Minshall.
 5th F. S. Barnes.
 8th R. Pelham Burn.
 9th Lord de Clifford.
 10th J. Hobbs.
 16th Miss J. Astbury.
 17th B. N. Wilmot and D. E. Galder (Rover) (Stavanger).
 18th D. E. Harris (Singer) (John O'Groats).
 19th Mrs. M. J. Cotton (M.G.) (John O'Groats).
 20th E. A. Denny (Riley) (John O'Groats).
 21st W. P. Maidens and Dr. A. S. Wilson (Riley) (John O'Groats).
 22nd R. J. Morton (Morris) (John O'Groats).
 23rd W. Harney and F. E. Evans (Austin) (John O'Groats).

- 24th E. Denzil-Lee and C. I. Lewin (M.G.) (John O'Groats).
 25th Miss M. Anderson (Riley) (John O'Groats).
 30th I. C. Griffiths (Riley) (Umea).
 32nd H. E. Symons (M.G.) (Umea).

CORRESPONDENCE.

SIR,

Will any of your readers please let me know which is the best sheeting suitable for protecting a Sedan Car when parked exposed to Sun and where I can get it from? Also which is the best light waterproof sheeting for protecting it when parked exposed to wet weather and where I can get it from?

M.C/P 7770.

PENCKONDA,
 Anantapur Dist.,
 7th March, 1935.

RADIO*IF YOUR SET IS 'DEAD' SEND IT TO US***For complete examination and advice without obligation****R. C. A. & PHILIPS NEW SETS IN STOCK.**

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3/33, Mount Road, MADRAS**The Logic of Motor Laws***By P. G. M.*

Logic is a wonderful thing. It can prove anything to your own satisfaction. There are many kinds of it. There is absolute logic which is of no use to anybody and applied logic which is certainly more convenient. Inductive logic is what company promoters use, and you have heard, of course, of detective logic with Watson as what is called undistributed middle. Lawyer's logic is a cute thing which can move with equal ease on the forward or reverse proving right is wrong or wrong is right. There is woman's logic which is like body line bowling with unexpected twists every time; and there is Gandhi's logic which will prove anything by merely fasting. There are many more but you will not be interested in them. You may, however, be interested to know the logic of our legislatures with regard to your cars. It is very simple if you can understand it.

Indian roads are meant for India and Indians. That should be obvious. Now, India is an agricultural country and Indians are agricultural people. Therefore, Indian roads are meant for agricultural purposes. Motors are not agricultural. You can't grow them in the fields; and whoever heard of their being of any use to the agriculturist? They are no good at all for manure. Therefore they must be discouraged.

Again, motors will damage roads. You can't deny that. But what about carts? You may ask. Well what about them? They don't do any damage to roads. They can't, in fact. It is against statistics, dynamics, ballistics, politics and every other ics! And, any way? India is agricultural, carts are Indian; therefore, they are agricultural, too. You might add a Q.E.D. if that would help you get your wind back. Well then, carts being agricultural, never mind what you load them with, timber, cement, tiles, bricks or anything, it is simple ordinary logic, the same as you or I use, that carts are privileged to use our roads. Now a privilege is a privilege; you can't charge for it. Therefore, carts need not pay for the roads, but motors must, wholly.

To sum up, they always sum up in the legislative councils, motors are non-agricultural and they damage the roads. Therefore tax them at every turn. Tax them for being imported, for being

possessed, driven on the roads (you needn't pay if you use your car to move about in your bungalow or garden). Tax the petrol on which they run. If in spite of all the facilities that are given for breakdowns you won't, like a sensible man, bury your car after a breakdown but will get it repaired, you will be taxed for the spare parts too. If they still persist, confiscate and burn them, but wait for Poorna Swaraja first. The Britisher is not agricultural. He can't understand what is good for an agricultural country.

As regards the use of the roads, you are not entitled to use them, you must realise, except on sufferance. You are not agricultural. You must make way for everything else. They are all indigenous and agricultural: Pedestrians, carts, cattle, pigs, dogs, fowls, in fact everything except your car. They may take their own course, move or stop or go to sleep on the roads as they please. You shouldn't disturb them. If you bump into them it is a crime for which you will be punished. If they bump into you it also is a crime for which you will be punished. If you kill any one or anything you must report to the Police. If you are killed your successors must report. Carts only are indigenous and agricultural and their speed is, therefore, the approved speed. If you exceed it, it is at your risk and peril. Everything known to modern engineering is being done to save you from over speeding. Still it is better to be careful. Cars are propelled by horse power you know, not bullock or buffalo.

Isn't that clear to you now?

SEND*your prescriptions to***WILFRED PEREIRA***Qualified Chemist, Vepery***MADRAS AND BRANCHES**

None but the purest drugs used and all dispensers are qualified men.

King George the Fifth

A brief and authoritative survey of his life, published in connection with the Silver Jubilee celebrations of 1935.

By

THE TRAVEL AND INDUSTRIAL DEVELOPMENT

ASSOCIATION OF GREAT BRITAIN AND IRELAND.

GEORGE THE FIFTH, by the grace of God of Great Britain, Ireland and of the British Dominions beyond the Seas, King, Defender of the Faith, Emperor of India, to give King George his official titles, was born at Marlborough House, on the third of June, 1865, and succeeded to the Throne on the sixth of May, 1910, as the only surviving son of Edward VII.

His childhood was a happy one, shared with his elder brother, Prince Albert Victor (afterward Duke of Clarence) and two sisters. An early account describes him as "full of fun and not too fond of lessons." These lessons first assumed any real importance when he was six and a half and they continued steadily and quietly until he was twelve. The two brothers then became naval cadets on the *Britannia* at Spithead.

It had been decided quite early that Prince George should have a naval career. Apart from the invaluable training that the Royal Navy affords alike in respect for authority and the exercise of authority, it was felt that the Prince, being out of the immediate succession to the Throne, should enjoy the privilege of a worthy and full-time occupation.

That is how it came about that although both brothers passed from the *Britannia* to the *Bacchante*, they eventually separated. The Duke of Clarence went to Cambridge and afterwards into the Army; Prince George remained in the Navy.

The *Bacchante* made a voyage to the West Indies, in the course of which the two Princes were rated midshipmen, and Prince George confirmed his reputation of being "full of fun" and was the whole-hearted participant, if not instigator, of any amusing prank that offered.

In 1880 Prince George began the series of extended journeys that has caused him to be known, not only as "The Sailor King," but one of the most travelled of rulers. With his brother he visited South America, South Africa, Australia, the Fiji

Islands, Java, Ceylon, Egypt, Palestine and Greece. A chronicle of the voyage was compiled from the Princes' letters, diaries and note-books, and called "The Cruise of H.M.S. *Bacchante*."

Two years later Prince George was appointed to H.M.S. *Canada*, of the North American and West Indian Station, and promoted Sub-Lieutenant. Returning home, he passed through the Royal Naval College at Greenwich and the Gunnery and Torpedo Schools. In 1885 he was promoted Lieutenant and in the following year joined H.M.S. *Thunderer*, of the Mediterranean Squadron. After service in H.M.S. *Dreadnought* and H.M.S. *Alexandra*, he joined (in 1889) H.M.S. *Northumberland*, Flagship of the Channel Squadron, and was in command of a torpedo boat for naval manoeuvres. He commanded the gunboat, H.M.S. *Thrush*, of the North American and West Indian Station in 1890, and 1891 saw him promoted to Commander in H.M.S. *Melampus*.

At this point his active career in the British Navy was ended by the sudden illness and death of the Duke of Clarence, which brought him into the direct line of succession.

The year he left the sea he was created Duke of York, Earl of Inverness and Baron Killarney, and on July 6th of the following year the nation rejoiced in his marriage to Princess Victoria Mary of Teck. Their eldest son, the present Prince of Wales, was born at White Lodge, Richmond, on June 23rd, 1894. His Majesty's other sons are the Dukes of York, Gloucester and Kent.

The Prince's travels soon began again, his wife now accompanying him. The Royal pair visited Ireland in 1899, and in 1901 set out on an Imperial tour, which had been arranged before Queen Victoria's death and now received the wholehearted sanction of King Edward VII. They sailed in the *Ophir* in March, 1901, reaching Melbourne in May and opening the first Parliament of the Australian Commonwealth. From Australia they went to New Zealand, South Africa and Canada.

On his return home, Prince George, now Prince of Wales, on his father's accession to the Throne, made his memorable "Wake up, England" speech at the Guildhall, in which he referred to the impression which seemed generally to prevail overseas

"that the old country must wake up if she intends to maintain her old position of pre-eminence in her colonial trade."

During his father's reign he won the reputation of a hardworking and conscientious prince, deeply concerned for the Empire's prestige and the welfare of its peoples. This reputation served him well when, in 1910, he succeeded to the Throne, for King Edward, in his brief but splendid reign, had endeared himself to all classes and set a standard by no means easy for his successor to attain.

King George's coronation took place on June 22nd, 1911, and was quickly followed by State visits to Ireland, Wales and Scotland. There were extensive tours also of industrial England and Wales. Later in the year came the glittering visit to India and the Durbar at the ancient capital of Delhi.

During the short period of the reign that preceded the Great War, the King was faced with a number of political and industrial problems that enabled him to display the best qualities of a constitutional sovereign, and when war broke out he was at once recognized as the nation's rallying-point in its hour of supreme testing.

Innumerable tasks were performed by the Royal Family that belonged strictly to the category of "war work," and there can be no question that their efforts played an essential part in maintaining the national courage and will to win. The young Prince of Wales served in France, the Duke of York took part in the battle of Jutland, and the King paid several visits to the French and Belgian fronts.

No ruler was ever more warmly acclaimed in a foreign capital than King George when, after the Armistice, he visited Paris and the battlefields. In London, too, there was a splendid sequence of triumphant progresses. The year closed with a banquet at Buckingham Palace in honour of President Wilson, who, with Mrs. Wilson, was Their Majesties' guest.

Not until 1921 did the King again leave England. In June of that year he inaugurated the new Parliament of Northern Ireland, appealing to Irishmen "to pause and stretch out the hand of forbearance, to forgive and forget and make for the land they loved a new era of peace, contentment and goodwill."

In the following year a State visit was made to Belgium and a pilgrimage to the cemeteries of Belgium and France. The King's last journey

abroad was to Italy, in 1923, in the course of which he visited the Pope.

The British Empire Exhibition at Wembley in 1924 and 1925 was an affair in which the King took a thoroughgoing interest, and the Wembley Stadium was the scene of a stirring spectacle on May 25th, 1924, when he joined in a great Service of Empire Thanksgiving.

The close of 1928, when it was learned that the King was seriously ill, was an anxious period for the nation. The anxiety persisted for two months and clearly demonstrated the depth of affection in which His Majesty is held by all classes and sections of the community.

In his private life the King has endeared himself to the people at large by his simple tastes, domestic happiness and all-round good sportsmanship. Yachting is a favourite outdoor recreation, and he is held to be one of the best shots in the country. Of his indoor amusements the most engrossing is philately, his stamp collection being the most complete in existence.

The King is no mere figurehead. He is a constitutional monarch, it is true, governing through his ministers, but within that definition his powers are very considerable. The King of England's constitutional privileges have been summarised as "the right to be consulted, the right to encourage, and the right to warn."

King George is a skilled observer of foreign politics. In home affairs he is above party politics and acts on the advice of his ministers, but his influence is great and in times of crisis is exercised, the most recent occasion being in 1931 when, to quote Sir J. A. R. Marriott in "Modern England," "the nation learnt with a sense of gratitude and relief that the King had interrupted his holiday, hardly begun in the Scottish Highlands, had returned to London and had personally taken control of a dangerous and critical situation."

The fact is, ministers come and go, whereas the King remains, and, as Sir Robert Peel declared, "after a reign of ten years ought to know much more of the working of the machine than any other man in the country."

The twenty-fifth anniversary of his accession on May 6th, 1935, will be the occasion for heart-felt rejoicing and will usher in a long series of festivities throughout the British Isles in honour of a wise counsellor, a shrewd statesman and a great king.

"Rich Mixture"

The Blow That Killed Father

A veterinary surgeon was instructing a farmer as to a suitable method for administering medicine to a horse.

"Simply place this powder in a gas pipe about two feet long, put one end of the pipe well back in the horse's mouth and blow the powder down his throat."

Shortly thereafter the farmer came running into the veterinary's office in a distressed condition.

"What's the matter?" asked the veterinary.

"I'm dying!" cried the farmer. "The horse blew first!"

One of Life's Problems

Bill: "And now, dad, that I've told you I'm going to marry Ann, there's one more thing I'd like to get off my chest."

Dad: "What's that?"

Bill: "A tattooed heart with Peggy's name on it."

Diner: "Where's the menu?"

Waitress: "Down the hall, three doors to the left, sir."

Three fellows—a doctor, an architect and a bolshevist—were talking together, and each claimed that his kind was the oldest and most important.

The doctor said: "When Adam's side was opened to take out a rib to make a woman—that was the first surgical operation."

The architect said: "Yes, but when the earth was made of chaos, before Adam's time, there had to be building plans—and an architect had to make them."

The bolshevist said: "You are right, but who supplied the chaos?"

On the Road to Wealth

As Frankie stood beside his mother, who was making some purchases, the grocer told him to help himself to a handful of nuts. But Frankie shook his head.

"Why, what's the matter?" asked the Grocer. "Don't you like nuts?"

"Yes," replied Frankie.

"Well, go ahead and take some."

Frankie hesitated, whereupon the grocer put a generous handful in Frankie's pocket.

When they had left the shop, his mother turned to her small son and asked: "Why did you not take the nuts when the kind man asked you?"

"Cause his hand was bigger than mine!" Frankie replied.

A New Gadget

Just announced in Detroit, where the motor cars come from, is a new Gadget which consists of a built-in phonograph, driven from the motor and fitted with Carboloy steel records. Two standard records are offered at present. One, designed for safety in case married men are driving alone, will say, "There's a car coming! . . . Can't you go slow over those bumps? . . . You never looked at that rail-road crossing! . . . Let that Ford go by if he wants to. . . . Close that window. It's too cold. . . . Look out! Look out! . . . Well, if that's the way you're going to drive we may as well go home." And so on.

The other record, designed for bachelors, will say, "Stop! . . . Now you stop! . . . No, you can't! . . . Let me out this minute! Now you said you wouldn't! . . . No. . . . No sir! . . . Stop this car!" And so on. The two records so far designed are expected to make lone drivers feel at home. Other records will be developed as the want becomes apparent.

He: "They tell me you stutter when you're about to be kissed."

She: "Y-y-y-yes, th-that's r-r-right."

"Why does the State of Missouri stand at the head of mule-raising in this country?"

"Because the other end is too dangerous, sir."

Willie (observing leopard at zoo): "Mother, is that the dotted lion the insurance man was telling you about when he loaned his fountain pen to you?"

"Pa'son," said Aunt Eliza ferociously, "I'd like to kill dat low-down husband ob mine."

"Why, Eliza, what's he done?"

"Done? Why, he's gone and left de chicken house door open, and all de chickens has escaped."

"Oh, well, that's nothing. Chickens, you know, come home to roost."

"Come home?" groaned Eliza. "Come home? Pa'son, dem chickens'll go home!"

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CORRECT BODY:

protects against wear



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stands up under extreme temperatures



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saves battery



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LOW CARBON:

protects against fouling



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YOU wouldn't accept a gallon of oil which contained only 3 quarts—be just as exacting about the number of safeguards given you by the oil you buy. Insist on these Six Protections and prolong the life of your engine. Always buy Gargoyle Mobiloil, the one oil that provides all six essentials to complete lubrication.

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guards Standard-Vacuum Oil Company engineers are constantly engaged in practical research, blending Gargoyle Mobiloil to the requirements of modern engines as changes in design create new lubrication problems. That is why Gargoyle Mobiloil is obtainable in grades to suit different makes of cars, and why it is approved by the makers of over 95% of all the cars on the road today.



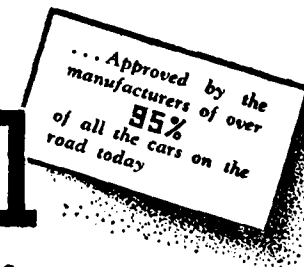
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The Mystery Unveiled

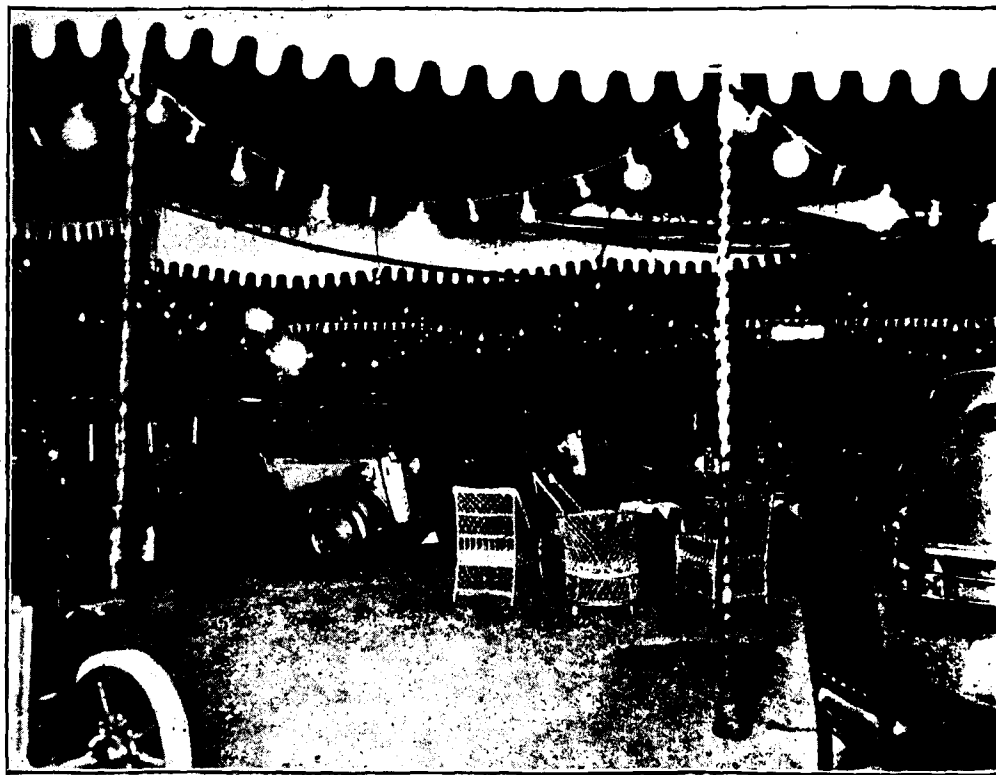
He did not pump it full enough
Though air is given free,
He left it soft and spongy-like
And scooted on with glee.
He skidded and he gridded
And whooped through dust and mire
And when it burst,
He cursed and cursed,
AND BLAMED IT ON THE TYRE.

He drove it on the tram car tracks
With confidence superb,
He scraped it on the lamp posts
And he scraped it on the curb;
He slammed it and he jammed it
Any way he might desire.
And when it popped
Right out he hopped
AND BLAMED IT ON THE TYRE.

He cut it on some broken glass,
But said that didn't hurt,
He kept it on through sand and mud
And filled the cut with dirt;

It spotted here and rotted there
And soon he howled in ire.
When up it blew
He blew up too
AND BLAMED IT ON THE TYRE.
He put on chains that ground and chewed
And gouged into the tread,
He knew his wheels were out of line
"But what of that" he said;
He whizzed along and sizzed along
And picked up nails and wire
And when it banged
His fist he whanged
AND BLAMED IT ON THE TYRE.

Who is this man? Go ask the Firms
Who met him everyday,
"A rotten cover—defective built",
Is all he has to say;
He bores in and he roars in
With words of angry fire
Though he's to blame
It is all the same,
HE BLAMES IT ON THE TYRE.



MOTOR SHOW AT DELHI.—Here is a sectional view of the Motor Show in the grounds of the Swiss Hotel, Delhi. Following the success of a similar show held at the Taj Mahal Hotel, Bombay, the Delhi "Olympia" was also organised by General Motors India Limited

This Motoring

by Stenson Cooke

THE ROMANTIC STORY OF THE

CHAPTER XIII—(Contd.)

AMALGAMATION

"Before we part, Archie—beg pardon, Mr. Chairman, I mean," said Charles Two, "I have a suggestion to make, and it's this. We must get to know their Committee-men. We are all friends here; we've worked, and joked, and worried, and—yes!—suffered together. How shall we get on with the other crowd, and how can we find out?"

"You're quite right, old man! It's as serious as taking a partner," said a colleague.

"Or getting married," said another.

"And they may not like us," remarked a third.

"Glad you agree," said Charles Two. "Therefore, if they like our letter, if the 'conversations' develop—let's ask 'em to dinner!"

"Bravo! The very thing," said he who was affectionately called Old Moore. "I spoke of something like that when the row was on. You know! Boatrace night—crews dining—one Cambridge between two Oxfords. One A.A. between two M.U.s—all round the table!"

"And put me next to the Parson!" said Charles Two. "That will be a test, if you like."

"And put Charles down for a tenner," said his neighbour; "he seems to like it!"

"It remains now to pass a very cordial vote of thanks to Walter for his hospitality," said the Vice-Chairman.

Carried with acclamation.

After a final drink the unpaid devotees of This Motoring drove away to their respective homes invigorated by the feeling that something attempted something done had earned a night's repose.

The dinner clinched it. Although quite a lot had taken place, a charmingly-worded reply had been received to the A.A. invitation; although the Chairman of the M.U. had, with characteristic foresight, declared himself boldly in favour of an alliance—on equal terms; although sub-committees had been formed and had met to discuss details, and reported back, and met again; although all this had happened, Charles Two and Old Moore between them had made success assured with their idea of the dinner—which clinched it.

It was held at the Imperial, better known as "Oddys," and the proceedings were designedly informal. No speeches—just talk, and the opinions expressed on all sides were in effect—"Nice men! Pity we didn't know them earlier. What on earth led us to row with each other?" and so on.

Equality in numbers on the Committee. Mutual trust from the word "Go." That's the idea. Officers too! as far as possible. The permanent

officials presented no difficulty in the matter of their distribution. The head of the M.U. was a famous Parliamentarian and future Statesman. Obviously the best possible choice for Chairman of the Combined organizations.

"But," said an anxious worker in the cause of peace at an A.A. Committee Meeting, "what about our own Chairman? The Noble Earl!"

"Um! that's rather a snag! He is such a fine sportsman, he's been so good-natured about the whole thing. We mustn't hurt his feelings. Any suggestions?" said the Vice-Chairman.

"I have an idea, please."

"Silence for the Secretary! Go on, let's hear you!"

"We can tell him the truth! That will appeal to him. He won't stand in the way, and—why not ask him to be President—we haven't a President. What better man could we have as President of a sporting show like ours than the First Sportsman in Britain, as he is, since King Edward passed away?"

"He's right—absolutely right, Archie! Beg pardon, Mr. Chairman, I mean," cried Charles One.

"Hear! Hear!" said Charles Two. "That's another fence cleared in this Grand National. We're nearly on the straight for the winning-post."

"Not so fast!" said a quiet voice. "A lot depends upon the way we put it to him."

"Quite right, Walter. Shall we form a sub-committee to draft a letter?"

"No! In my humble opinion, Mr. Chairman, it ought not to be done that way. There's too much to explain. Somebody must see him! Where is he now?"

"According to the papers, he and the Countess have left London for his castle in Cumberland."

"I say, sir, shall I go?" cried the Secretary. "I'll telegraph first, of course. He loves wires. Do let me go, please?"

They did. He went—explained, and returned with the great sportsman's cordial agreement.

(To be continued.)

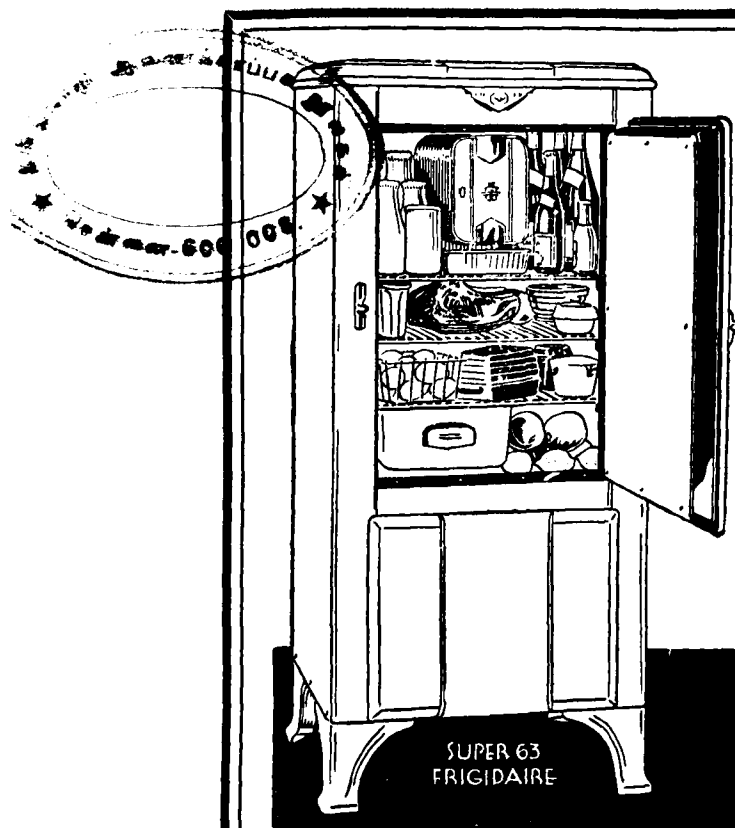
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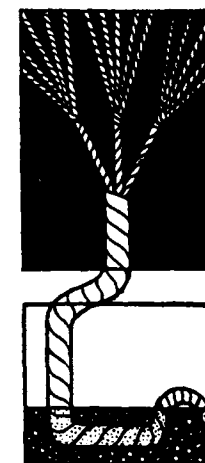
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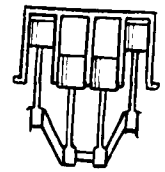
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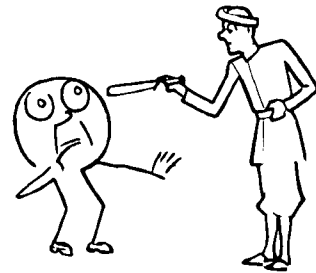
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1932			1933			1934			1932			1933			1934		
Quan- tity.	Value Rs.	Quan- tity.	Value Rs.	Quan- tity.	Value Rs.	Quan- tity.	Value Rs.	Quan- tity.	Value Rs.	Quan- tity.	Value Rs.	Quan- tity.	Value Rs.	Quan- tity.	Value Rs.		
410	8,14,379	692	13,21,038	607	12,06,761	2,313	46,94,933	4,024	78,08,420	3,960	78,88,930						
...	...	8	14,610	2	5,276	90	1,40,116	101	1,38,625	72	1,43,165						
10	32,277	5	9,669	1	2,133	64	1,71,225	42	1,06,668	20	58,468						
35	62,095	19	48,163	30	51,638	151	3,10,217	163	3,40,567	131	2,44,242						
71	1,55,092	61	78,728	202	3,53,612	280	5,84,546	1,099	16,90,662	1,951	31,23,894						
32	78,273	231	3,49,159	561	7,48,979	854	20,49,381	1,853	29,07,199	4,659	77,79,450						
48	98,648	12	15,439	8	19,289	209	3,16,419	53	87,430	69	1,02,701						
606	12,40,764	1,028	18,36,806	1,411	23,87,708	3,961	82,66,837	7,335	1,30,79,571	10,862	1,93,40,850						
207	4,14,770	307	5,44,177	259	4,79,800	1,073	21,57,042	1,793	32,56,006	2,351	44,35,954						
226	4,91,861	441	7,76,463	915	14,08,243	1,568	33,42,330	3,580	61,13,751	6,246	1,04,07,309						
38	82,186	83	1,57,605	69	1,67,720	408	9,84,989	600	11,84,468	537	12,24,547						
83	1,60,649	125	2,21,309	117	2,31,857	652	12,74,240	981	17,82,301	1,320	24,74,312						
52	91,298	72	1,37,252	51	1,00,088	260	5,08,236	381	7,43,045	408	7,98,728						
606	12,40,764	1,028	18,36,806	1,411	23,87,708	3,961	82,66,837	7,335	1,30,79,571	10,862	1,93,40,850						
36	15,629	65	28,187	54	22,935	479	2,15,259	409	1,95,121	501	2,44,973						
12	2,441	7	1,227	1	898	1	1,620	8	6,499	46	64,252						
48	18,070	74	30,415	62	27,440	537	2,34,103	474	2,14,301	653	3,58,325						
2	4,609	51	75,738	22	1,25,399	79	1,29,649	378	6,48,659	266	6,54,563						
58	1,10,922	336	3,65,734	928	10,53,186	1,741	27,94,788	3,231	39,37,107	7,689	87,92,378						
6	15,643	13	30,457	249	4,71,484	355	7,32,736	495	11,25,456	898	19,89,540						
36	57,750	135	1,69,652	144	1,75,720	274	4,77,352	849	11,65,387	1,842	22,88,351						
17	40,578	234	2,19,874	555	5,26,117	1,165	16,67,962	2,233	22,44,003	5,191	51,06,173						
1	1,560	5	21,489	2	5,264	26	46,387	32	50,920	24	62,877						
60	1,15,531	387	4,41,472	950	11,78,585	1,820	29,24,437	3,609	45,85,766	7,955	94,46,941						
5,83,915		5,10,592		7,56,961		51,28,983		50,99,470		63,50,293							

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" Germany ...	...
" France ...	...
" Italy ...	...
" Canada ...	...
" United States of America ...	...
" Other Countries ...	...
TOTAL ...	...

Share of Bengal

Bombay ...	...
" Sind ...	...
" Madras ...	...
" Burma ...	...
TOTAL ...	...

Motor Cycles (including Scooters) —

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" United States of America ...	...
" Other Countries ...	...
TOTAL ...	...

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Chassis ...	...
TOTAL ...	...

Total of Motor Omnibuses, etc. —

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" Canada ...	...
" United States of America ...	...
" Other Countries ...	...
TOTAL ...	...

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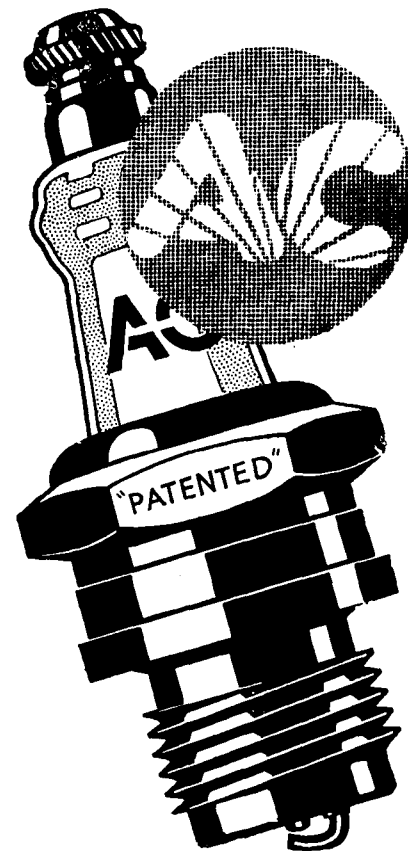
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