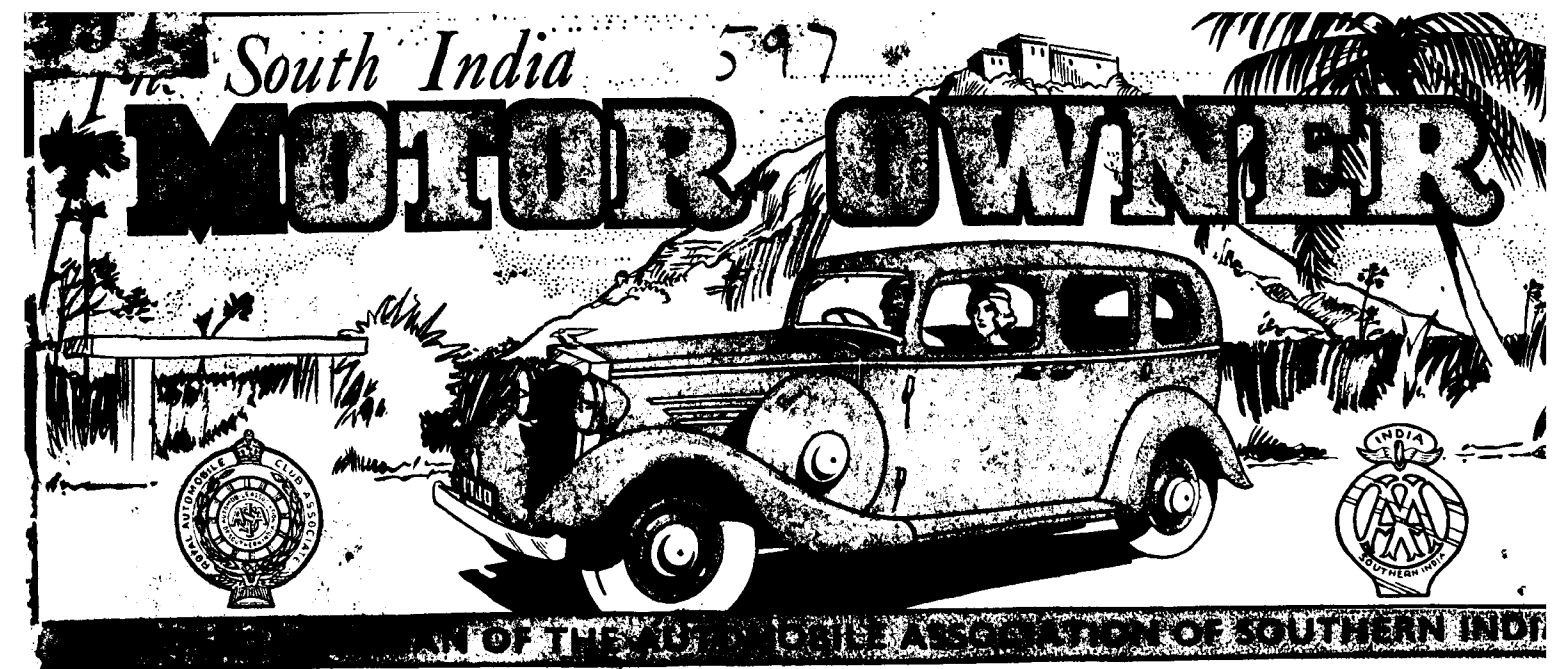




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APRIL 1935

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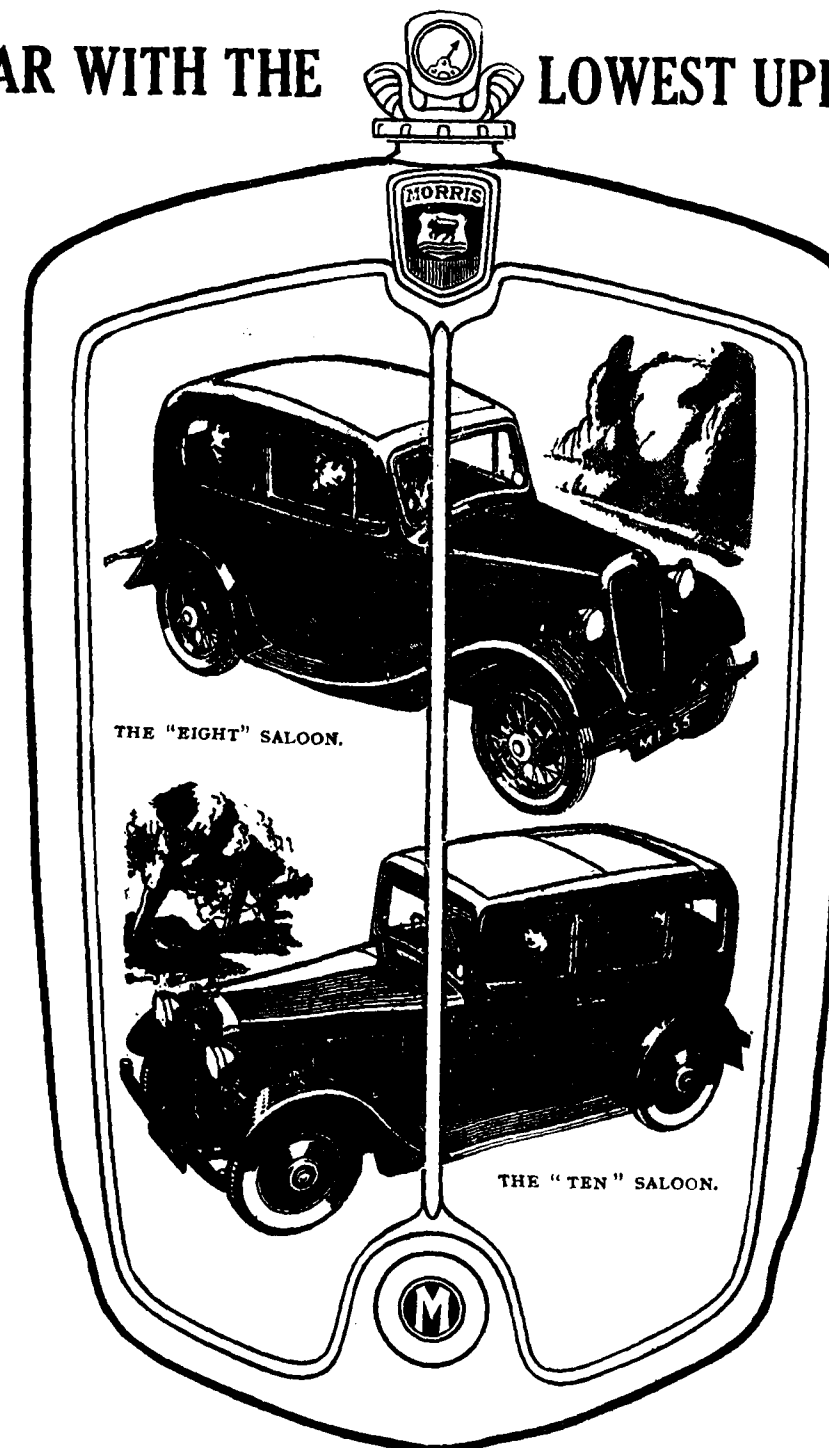
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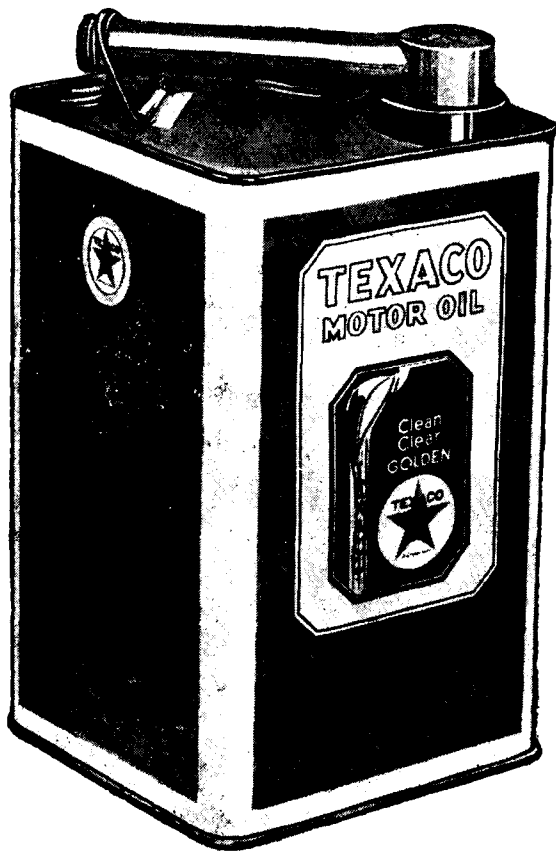
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Have you realised what you spend in Motor Taxation in the course of a year? The average motorist certainly has not, and the following figures will probably be a revelation.

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.)

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

For Office use only.

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Name of Member.....
Address.....
Member proposing.....

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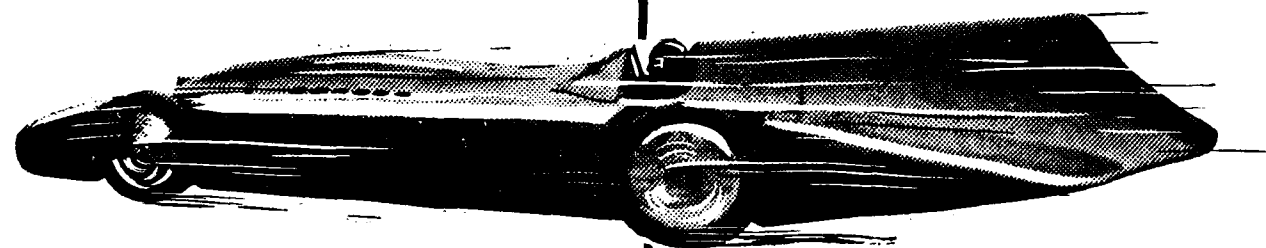
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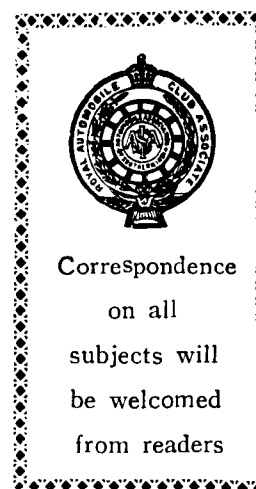
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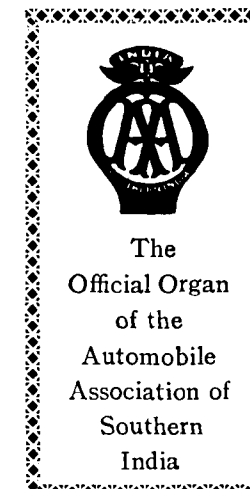
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Official Organ
of the
Automobile
Association of
Southern
India

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APRIL 1935

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Single Copy As. 8.

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

Motor Gymkhana

The outstanding feature of the month was the Motor Gymkhana which was held on The Island, by the courtesy of the Madras Gymkhana Club Committee, on Saturday 23rd March 1935.

Full details of the Motor Gymkhana appeared in the daily press but it may interest mofussil members to know how and why the Motor Gymkhana was arranged.

The primary object of the A.A.S.I. Committee was to procure more publicity for the Association amongst the many non-member motorists residing in Madras City and its environs with a pious hope that some of them will be induced to join the Association. Thanks to the generosity of several patrons and the leading firms of motor dealers in Madras City, who offered donations toward the cost of prizes and running expenses, the Association has been put to little or no expense in arranging what proved to be a successful function.

As was to be expected in an initial effort of this description, experience showed directions in which improvement was possible; however, both the competitors and the spectators appeared to appreciate the efforts that had been made to entertain them, and as the events proceeded, entered more and more into the spirit of the occasion and there is reason to believe that they spent an enjoyable afternoon. Undoubtedly the events in which

the lady spectators were able to take part were the most popular and this fact will not be lost sight of when arranging similar functions in future. At the same time it must not be forgotten that the interest of keen motorists must also be considered and that such technical events as "Acceleration and Braking", "Car Parking" etc. must find a place in these functions, although not being of much interest to spectators, may well be run in conjunction with some more spectacular event.

The programme included the following events:—

Concours d'Elegance
Balloon Bursting Contest
Car Parking Competition
Motor Cycle Slow Race
Balancing Competition
Blindfold Racing
Needle, Egg and Spoon Competition
Accelerating and Braking Competition
Affinity Driving.

Road Information

Dry weather having prevailed there is very little to be said about road conditions. However, the following points will prove of interest to those of our members who tour extensively:—

Cuddalore-Kumbakonam Road

That section of this road which lays between the Settiyatoppu and Lower (Coleroon) Anicuts,

partly in South Arcot District, but mainly in Trichinopoly District, is reported to be in very bad condition. A member who motored over this road early in March describes it as the worst road he has ever motored on and expresses his opinion that it is preferable for motorists to make the long detour via Trichinopoly and Tanjore to reach Kumbakonam from Cuddalore and places northward.

Travancore Central Trunk Road

The existence of an alternative crossing of the Periyar River will interest motorists visiting Travancore from the direction of Trichur. The usual crossing is at Thanipuzha, between Angamalai and Perampavur; during the dry season this frequently necessitates two ferries and a long haul through soft sand; during flood seasons one long ferry crossing only is involved and frequently the road onward to Perampavur is flooded and impassable. An alternative route frequently followed is via Alwaye and Ernakulam, but here again, in flood seasons two ferry crossings are involved.

The lesser known alternative which has been brought to notice by a keen member, is by a ferry recently established by the Cochin Durbar just off the Chewara Railway Station feeder road. This road leaves the Central Trunk Road near Kaladi on the right (north) bank of the Periya River. The road to the new ferry takes off to the left of this road about before reaching Chewara Railway Station. On the left (south) bank of the river the Alwaye-Perampavur Road is joined about 3 miles from Alwaye and 6½ miles from Perampavur.

This route adds about 5½ miles to the distances from Angamalai to Perampavur, but may be preferable to both the direct road in dry weather and the Alwaye-Ernakulam route in wet weather, or if it is desired to avoid the ferries on the Ernakulam, Vaikam, Kottayam Road, at all seasons.

Shoranur Bridge

Reports indicate that the old road-cum-rail bridge across the Ponnani River near Shoranur is in a very bad state and endeavours are being made to effect an improvement. Enquiries have elicited the fact that this bridge, being no longer required as a railway bridge, is being—or is about to be handed over to the Cochin Durbar. It is understood that the present state of the bridge is due to the fact that the handing over is not yet com-

plete; however, the Chief Engineer, Cochin State, is taking such steps as are possible to improve the roadway.

Ferries in Malabar

At the instance of motorists who have experienced trouble over the payment of fees at ferries in Malabar, endeavours are being made to have the classification of each ferry, and the fee authorised for its use, to be notified at each landing stage, authenticated by the signature of the responsible authority. It has been ascertained that the ferries are classified according to the importance of the road which they serve, not by the width of the stream they navigate, and the fees are fixed accordingly.

Kodavalli Bridge

It is understood that tenders for the repair of this damaged bridge near Tellicherry have been called for and that the work will soon be put in hand.

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Road-signs

The necessity for more efficient signposting of main roads continues to receive attention and it is gratifying to learn that Cochin state is going ahead in this direction. The provision of much needed signposts in and near the town of Ernakulam is receiving attention and it is hoped that an improvement will soon be achieved.

Control and Lighting of Carts in the Mofussil

It is learned that the Government of Madras has recently issued to all local governing bodies in the Presidency, a revised model set of bye-laws dealing with the control of traffic which provide, among other items, regulations for the loading and lighting of carts, lighting of bicycles, rules of the road and right of way; including penalties for non-observance of the rules. It is sincerely hoped that the various local governing bodies will lose no time in giving effect to the suggestion that the revised rules be adopted and brought into force.

Road Development Funds

Elsewhere in this journal will be found a summary of Receipts and Expenditure in the Madras Presidency Road Development Account, which shows that up to 31st March 1935, the total income would approximate Rs. 74.61 lakhs while the actual expenditure and commitment on works already commenced would approximate Rs. 58.17 lakhs; this would leave a balance of Rs. 16.44 available for new works during 1935-36.

Four proposed new works estimated to cost Rs. 7.07 lakhs were awaiting the approval of the Government of India, so the unallotted balance on 1/4/35 approximated Rs. 9.37 lakhs. In addition to this unallotted balance, it may reasonably be anticipated that a further Rs. 13.00 will be the Madras Government's share of the subvention for 1935-36 so on 1st April 1935 the Government of Madras should be in a position to finance new road development works to a total cost of Rs. 22.37 lakhs without touching any other fund. It is understood that works costing Rs. 21.02 lakhs have been selected for commencement in 1935/36 and that the proposals will shortly be referred to the Provincial Board of Communications.

It is hoped that details of these proposed works will become available in time for publication

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4. A. A. Handbook of Ceylon ...	6	8	0
5. Road Map of India. Scale 50 miles to 1 inch. Mounted on linen and folded into covers ...	2	8	0
6. "This Motoring" The Romance of the A. A. by Sir Stenson Cooke ...	4	8	0

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with this Article, but should this not be the case the details will be published in a subsequent issue of this journal.

For the benefit of these readers who are not acquainted with the system of financing road development in India it may be explained that the Road Development Subvention derives its income from a special tax on petrol, which at present amounts to 2½ annas per gallon. The income derived from this tax, less administrative expenses and a small reserve for special works, is shared by the various Provinces and Indian States. It will thus be seen that motor vehicle owners are the main contributors to the Road Development Fund and are undoubtedly interested in details of its expenditure.

The Committee of the A.A.S.I. takes this opportunity of publicly expressing its gratitude to the officials of the Madras Government Secretariat concerned with the administration of the Road Development Account, for furnishing the figures now published and for their courtesy in answering the several queries that have been raised by the A.A.S.I. regarding the Account during the past six months.

Madras Motor Vehicles Rules

A Committee appointed by the Madras Government, on which the A.A.S.I. is represented, has been engaged for the past month on a complete revision of the Madras Motor Vehicles Rules. The final recommendations of the Committee have not yet been formulated, but motorists of all classes may rest assured that their interests are being carefully watched.

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Motor Vehicles Taxation

Endeavours to effect a reduction

In conjunction with other Automobile Associations in India, and in collaboration with the many interested bodies in Southern India, the Committee of the A.A.S.I. is engaged on the preparation of a representation to Government the object of which is to urge the Central Government to pass a measure which will relieve motor transport of some portion of the oppressive burden of taxation which it is at present called upon to bear; also to consider the possibility of standardising Motor vehicle taxation throughout India.

The draft of the representation is not yet complete, but it is hoped to have it ready for presentation in the near future.

It may be added that representations have already been submitted by some of the Automobile Associations in India and it is hoped that pressure being brought to bear from all quarters may have the desired result.

Provincial M. V. Taxation in Bombay

A bill designed to substitute a Provincial M. V. Tax for local taxes and tolls has been under consideration by the Bombay Government but has, it is understood, been rejected for the present. However, the Committee of the A.A.S.I. is endeavouring to ensure that the interests of motoring visitors to the Bombay Presidency shall be duly considered and provided for in the event of the bill being passed into law at some future date; and that they shall not be treated in the same manner as visitors to the Madras Presidency under the Madras M. V. Taxation Act. Efforts have also been made to provide for some measure of reciprocity between the Bombay Government and neighbouring administrations whereby dual taxation will be avoided, or at least modified, in the case of motorists residing on or near the boundaries of the Bombay Presidency.

Motoring Tourists and M. V. Taxation

In view of what has been written above it will interest motorists in the Madras Presidency to know that initial exemption from payment of M. V. Tax

is granted by other Provinces to visiting motorists as indicated below:—

Bengal	30 days
Behar & Orissa	1 month
Punjab	21 days
United Provinces	30 days
Bombay	not yet settled
Sind	Wheel Tax not levied for 30 days
Burma	Wheel Tax not levied for 30 days.
Bangalore	
(C. & M. Station)	15 days.
Madras	Nil.

It is known that the Madras Government recognises the necessity for some measure whereby motoring visitors to the Madras Presidency will not unwittingly become law-breakers the moment they drive their motor vehicles over the boundary line of the Presidency, as the existing M. V. Taxation law makes them today. It is also known that Government has some such measure under consideration. No doubt financial considerations present a stumbling block but a few thousand rupees should not be allowed to outweigh the dictates of common courtesy in this particular direction.

Will Tolls Return?

Many of our readers have, no doubt, read the daily press remarks on the recent recommendation of the Madras Local Boards Advisory Committee that the Madras M. V. Taxation Act should be repealed and the toll system once again installed in the Madras Presidency. Why such a retrograde measure should receive serious consideration by a body of responsible M.L.C.s is beyond comprehension. Barely a year ago a proposal to levy tolls on bullock carts was seriously considered by Government and raised such a stir in political dove-cotes that it was dropped like a red-hot brick. Now we have these same legislators recommending the restoration of tolls on Motor Vehicles. Questions asked by M.L.C.s in the Council Chamber on this subject leads one to think that, if they can possibly avoid it, tolls will not be levied on carts if the M. V. Taxation Act is repealed, so why repeal that Act.

There is no doubt that Local Board Funds have suffered as a result of the abolition of tolls in 1931, but has it been due entirely to the imposition of a provincial tax in lieu of tolls on motor vehicles? I think not!! It is my opinion that the real cause of the lack of funds was failure to impose a tax on carts to make good the loss of toll revenue on this class of traffic. It required no great stretch of imagination to foresee that if one class of transport was heavily taxed and a competitive form of transport relieved of all taxation there would soon be a drop off of the taxed class, and a decided increase of the untaxed class; and with the taxed class the most lucrative from the revenue point of view that the loss of revenue would be considerable. Presumably this is what has happened. Although there is another reason why the revenue of the M. V. Taxation Act fell considerably below what was anticipated, i.e. Government's decision to levy only 75% of the scale of tax originally fixed for motor buses.

Taking all things into consideration it would seem that a solution to the difficulty can be found without resort to such a retrograde measure as Repeal of the M. V. Taxation Act, viz. the imposition of a tax on carts and, if necessary, a levelling up of the tax on motor vehicles.

It has been said that it is not possible to impose a tax on carts, but this seems unbelievable since it is done effectively in certain other Provinces and States: also that tolls cannot be levied on carts unless they are also levied on motor vehicles. Again I would ask—Why??

Personally I think that tolls and toll-gates are an antique abomination that should never be tolerated in these modern days. I wonder if any member of the Committee that recommended the restoration of tolls has ever sat in his car for nine hours on a dark, wet night right out in the blue, waiting the pleasure of a toll-gate keeper to come and unlock the heavy chain padlocked across the road; or unsuspectingly rounded a bend in the road and crashed into a thick bamboo pole firmly lashed across the road to stout tree-trunks planted on the sides of the road for the purpose; or been told by a magistrate that he has no redress for such outrages by toll-gate keepers which savour of highway robbery. It is most improbable and more than likely that very few of them were ever called upon to "Stand and deliver" a toll.

Just how the recommendation will be viewed by Government is not yet known, but should an inclination to view it favourably become apparent it is to be hoped that motorists will rise as a body to register their disapproval in the same manner that the Justice Party raised its protest against the imposition of tolls on carts last year.

Re-registration of Motor Vehicles in Bangalore

Much has been said in the public press recently on the subject of the retrocession of Bangalore C. & M. Station to the Mysore Durbar, but so far as I am aware, the question of the re-registration of motor vehicles that will become necessary in the case of many existing residents has not been mentioned. However, the Committee of the A.A.S.I. has not lost sight of this aspect of the measure, and has taken such preliminary steps as are possible to insure that this subject will not be overlooked when the terms of the retrocession are being framed.

A Commercial Vehicle Owners' Section of the A. A. S. I.

For years past it has been a settled policy of the A.A.S.I. to confine its membership and its activities to the sphere of private motor vehicle owners. There were many good reasons for the maintenance of this policy, the most important being the unhealthy spirit of rivalry which existed between owners of public motor buses and the doubtful status of many of these owners. The question of revising that policy was reviewed year after year and it is only recently that the A.A.S.I. Committee came to the conclusion that the vicissitudes of the past four years of trade depression and high taxation may have had the desirable effect of eliminating the more undesirable of the motor bus owners and thus cleared the way for a better understanding and some cohesion between those who have survived. Underlying the policy there has always been the desire to see some form of unity amongst motor bus owners expressed by the formation of local bus-owners Unions or Associations which would form the framework on which a provincial organisation could be built, but although several such organisations have come into being, they have in most cases been somewhat short-lived. It is thought that this has been due mainly to lack of

that support and advice from uninterested parties that was necessary in order to settle differences of opinion and suggest remedies for grievances, and it is with a view to supplying this deficiency that the Committee of the A.A.S.I. has decided to form a Commercial Vehicle Owners' Section, if this class of owner comes forward in sufficient numbers and accept the conditions.

District Representatives of the A.A.S.I. have been asked to give the proposal due consideration and publicity and to ascertain the views of Commercial and Public Service Vehicle Owners in their respective areas.

The Secretary will be pleased to hear from any owners who are interested in this movement and to furnish any information that may be required.

Motoring in England

Many motorists who are about to enjoy a spell of rest in the Homeland, are anxious to learn how they will be affected by the recent changes in the English motor vehicles law, particularly as regards obtaining English driving licences and the contents of the new Highway Code.

No definite information on these two points has yet arrived from London, in fact, the new Highway Code has not yet been issued in England, although many references to its probable contents have appeared in the Home press.

It is unlikely that the actual form of the new Highway Code will vary considerably from that of the 1931 edition now extant. This Code is more one of "manners" than of law, and contains separate sections indicating the things that should be done, or should not be done, by motor drivers, drivers of horse vehicles, cyclists and pedestrians, the idea throughout being to inculcate in all road users a spirit of give and take and due regard for the safety and comfort each for the other.

English Driving Licences

As regards English driving licences it may be taken that the Indian driving licence is not valid, either in England or on the Continent; and there is considerable doubt whether the possession of an Indian driving licence will be accepted as proof of competence for an English driving licence in order to avoid the passing of the newly imposed "driving

test". However, there is one way by which an English or Continental driving licence can be obtained without difficulty; that is by obtaining an International Driving Permit before leaving India. This International document can be obtained through the A.A.S.I. on payment of the regulation fee of Rs. 10 and is current for twelve months. It takes the place of a driving licence provided it is presented for endorsement by the licensing authority of any country on entry. Application should state:—full name; place of birth, date of birth; home address in India and in country to which proceeding; Number of driving licence; by whom issued; date of issue or last renewal and details if any "endorsements". It should be accompanied by two copies of a recent photograph, passport size and Rs. 10 also a note as to the latest safe date for posting.

Driving Tests in England

Although much has been said of the Driving Test which has now to be passed by aspirants for English driving licences, such information has come to hand does not indicate any high degree of severity. The test includes a series of questions on The Highway Code, the use of horns and lights and on traffic and driving signals. Actual driving of a vehicle in traffic; sudden stops; pulling up on a hill; turning and reversing; and backing into an improvised car park with limited space.

Membership

During the month of March, 14 names were added to the Membership Register.

The 14 new members were introduced as follows:—

- Mr. B. Ramanna Shetty by Mr. R. G. Ubhaya
- „ A. Vipan by Mr. I. A. T. Shannon
- „ N. P. Hariharan by Mr. J. C. Hunter
- „ T. S. Mahalingam by Dr. B. Seshagiri Rao
- „ L. M. F. Barrett by T. Campbell Gray

and the remainder were introduced by the Secretary.

New Members

- W. R. Pearce, Esq.,
C/o Burma-Shell Oil Storage Co.,
Esplanade, Madras.
- W. E. Scott, Esq.,
Kartikerri, Attikan P.O., Mysore.

D

- L. M. F. Barrett, Esq.,
Civil Engineer, P.W.D., Nidadavolu,
Godavari District.
- Lt.-Col. M. M. Cruickshank,
Pantheon House, Egmore, Madras.
- T. A. S. Mani Iyer, Esq.,
Pollachi, Coimbatore.
- Capt. E. A. E. Bolton,
Q. V. O. Madras Sappers & Miners, Bangalore.
- C. W. Doorlay, Esq.,
Elphinstone Theatre, Mount Road, Madras.
- T. S. Mahalingam, Esq.,
C/o South Indian Motor Co., Mount Road, Madras.
- N. P. Hariharan, Esq.,
C/o Madras Mail, Mount Road, Madras.
- A. Vipan, Esq.,
Wallajah Bagh, Kilpauk, Madras.
- P. Subbu, Esq.,
C/o Simpson & Co., Ltd., Mount Road, Madras.
- B. Ramanna Shetty, Esq.,
Inspector of Motor Vehicles, Bangalore, S. Kanara.
- Rev. W. J. Longley,
A. B. T. Mission, Kurnool.
- B. Chellapathy, Esq.,
120, Mowbray's Road, Royapettah, Madras.

Madras Presidency Road Development Fund

Summary of Receipts and Expenditure

Total receipts from the Government of India upto the 30th September 1933	..	61,61,609
Grants paid upto the 31st March 1934	..	48,21,954
Unexpended balance on the 1st April 1934	..	13,39,655
Approximate share anticipated from the Government of India in 1934-1935	..	13,00,000
Total amount available for 1934-35	..	26,39,655
Anticipated expenditure in 1934-1935	..	7,60,000
Opening balance on 1st April 1935	..	18,79,655
(i) Balancing of commitments in respect of works in progress:—		
Cheyyar River Causeway	..	10,399
Coimbatore-Hassanur	..	25,000
Musi river bridge	..	24,309
Ogeru river bridge	..	14,309
Vakkileru river bridge	..	16,996
Carried over	..	91,013
		18,79,655

Brought forward	..	91,013	18,79,655	Brought forward	..	6,00,527	18,79,655
Madras-Calicut Trunk Road	..	55,100		(iii) New Works proposed for			
Gudalur-Vayitri Trunk Road	..	33,293		1934-1935			
Kandivalasa bridge	..	3,817		(a) Improvements to Tiruvalam-			
Budameru bridge	..	3,657		Katpadi road	1,32,000		
Paradi bridge	..	33,847		(b) Muthireval bridge	94,000		
Kistna Anicut	..	14,300		(c) Eranjolly river bridge	1,16,000		
			2,35,027			3,42,000	
(ii) Ponnai bridge (sanctioned							9,42,527
estimate Rs. 7,31,000)							
Amount debitale to the				Balance available for new works on the 1st			
Provincial share of the Road				April 1935		9,37,128	
Development Fund				Approximate share due from the Government			
7,31,000				of India in 1935-1936		13,00,000	
2	=	3,65,500					
Carried over	..	6,00,527	18,79,655	Total amount available for new works in			
				1935-1936		Rs. 22,37,128	

PARTICULARS OF NEW MOTOR VEHICLES IMPORTED INTO INDIA.						
	Month of January			Eleven Months, 1st April to 28th Feb		
	1933	1934	1935	1932-33	1933-34	1934-35
Motor Cars (including Taxi cabs)	803	753	1,249	4,764	8,088	12,111
Total of Motor Omnibuses, etc., ...	185	337	476	1,926	3,568	8,228
Parts and Accessories (excluding Rubber Tyres) TOTAL VALUE Rs.	6,85,948	6,96,936	6,91,562	58,14,931	57,96,406	70,41,855



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FOR QUALITY & ENDURANCE

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SIR MALCOLM CAMPBELL

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WORLD'S AND SPEED RECORD

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MADRAS
OOTACAMUND

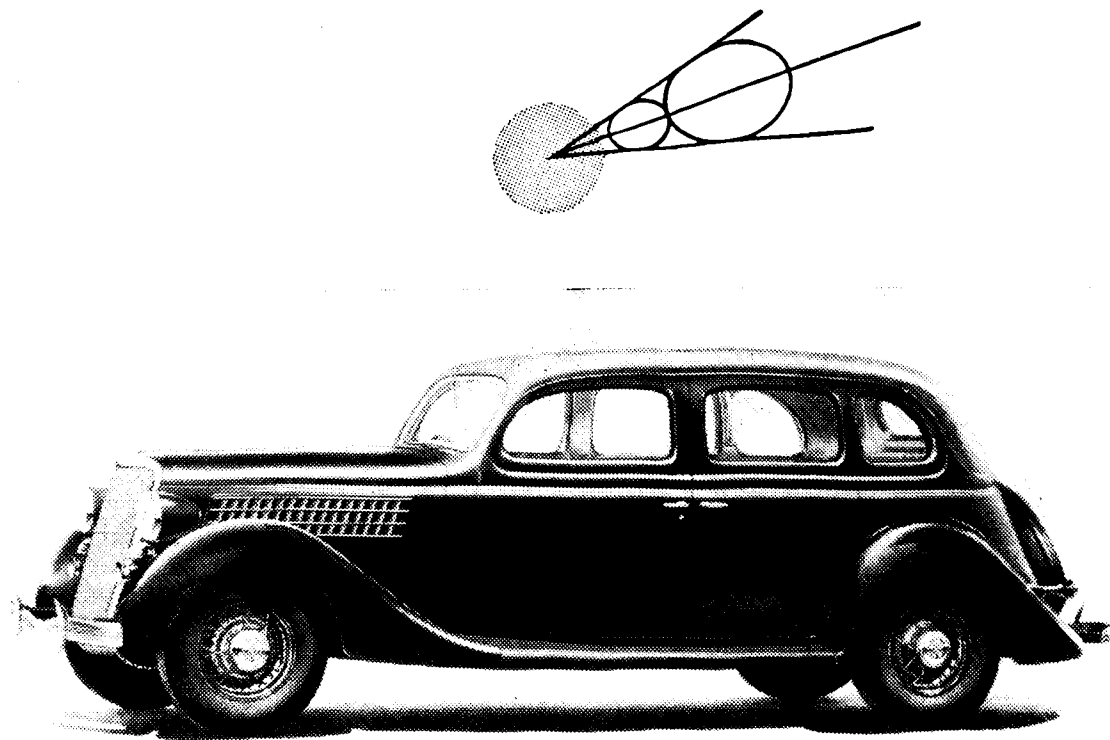
LIST OF A. A. S. I. MEMBERS—(Contd.)

(Compiled by District areas.)

SERIAL No.	MEM-BER SHIP No.	NAMES OF MEMBERS.	ADDRESS.	SERIAL No.	MEM-BER SHIP No.	NAMES OF MEMBERS.	ADDRESS.
		Deccan (Hyderabad State)		974	2356	Chakranarayan, B.	East Street, Poona.
956	2004	Azariah, Rev. V. S.	Bishop of Dornokal, Dornokal.	975	2376	Cahill, Dr. J. J.	6, Parade Ground Road, Poona.
957	2292	Annaswamy, Capt. S.	Indian Military Hospital, Trimulgherry.	976	2269	Devadoss, Sir M.	No. 1, Metcalfe House, Delhi.
958	2441	Cayley, H. E.	C/o G. M. E. Vanstone Esq., 20c, St. John's Rd., Secunderabad.	977	275	Furlonger, C.	C/o Standard-Vacuum Oil Co. Ltd., Ballard Estate, Bombay.
959	2268	Ganeriwal, R. L.	Padma Vilas, Secunderabad	978	576	Heath, W. A. H.	Govan Bros. Ltd., 20 Park Street, Calcutta.
960	2414	Krishnaswamy, K. G.	Sub-Divisional Officer, N. S. Railway, Secunderabad.	979	2252	Mostyn Owen, Capt. H. L.	19th K. G. O. Lancers, Delhi Cantt.
961	2505	Penny, Lt.-Col. E. A.	Indian Military Hospital, Trimulgherry.	980	837	National Employers Mutual General Insurance Association, Ltd.	Ballard Estate, Bombay.
962	122	Rule, Dr. W. F.	Rocklands, Secunderabad.				
963	380	Summerling, B. W.	C/o Burmah-Shell Oil Storage & Distributing Co. Ltd., Secunderabad.	981	2211	Hooper, Rev. J. S. M.	British & Foreign Bible Society, Mayo Road, Nagpur.
964	2467	Saincher, Capt. M. G.	25/A St. John's Road, Secunderabad.	982	730	Sircar, B. N.	112, Old Post Office St., Calcutta.
965	424	Vittalrao Mudaliar, C.	Secunderabad.	983	890	Sharpe, R. A.	Office of Dist Electrical Engineer, M. & S. M. Rly., Co. Ltd., Hubli.
966	2183	Venkatacharya, T. N.	The Royal Motor Service, Raichur.	984	2288	Siddique, M. A.	Tax Supdt. N. M. C., Kila, Nagpur City.
967	2436	Venkata Rao, A. H.	I. F. Walker Town, Secunderabad.	985	2394	Spencer, D. J. N.	5, Elphinstone Road, Poona.
968	2525	Young, Major T.	H. Q. Deccan District, Bolarum.	986	586	Tester, Capt. C. K.	C/o Lloyds Bank Ltd., Bombay.
		Outside Madras Presidency		987	2360	Tata, Shapurji M.	Tata Mansions, Cumbala Hill, Bombay.
969	2106	Atkins, J. W.	C/o Octavius Steel Co. Ltd., Mercantile Bank Buildings, Calcutta.	988	911	Wright, F. C.	The Texas Co. (India) Ltd. 11, Esplanade East, Gooptu Buildings, Calcutta.
970	2251	A'Court Beadon, Capt. W.	4/16, Punjab Regiment, Jhelum, Punjab				
971	2326	American Fine Art Studio.	Post Box No. 8919, Dharamatla, Calcutta.	989	2052	Wastie, H. G.	C/o Bombay Co. Ltd., Bombay.
972	914	Bacon, Capt. W. D.	Indian Army, Deolal, Bombay.	990	2305	Waldscmidt, Dr. E.	C/o German Consulate, Post Box No. 811, Bombay.
973	2330	Cameron, Lt. J. A.	Fort Sandemon, The Zhob, Quetta.	991	362	Nash, L. A. H.	Dist. Ele. Engineer, M. & S. M. Rly. Co. Ltd., Hubli.

The list of A.A.S.I. members published in this journal monthly from the issue for September 1934 and completed above gives the whole membership as it stood on 31st August 1934. District Representatives and others desirous of maintaining an up-to-date list can do so by adding the names of new members which are published monthly.

FORD V-8 FOR 1935



A NEW FORD V-8 WITH NEW BEAUTY, SAFETY & NEW RIDING COMFORT

The New Ford V-8 for 1935 is the biggest and roomiest Ford car ever built. It is a strikingly handsome car with modern lines and new, luxurious appointments.

But, most important of all, it is specially designed to give you smooth, easy riding over all kinds of roads—"a front-seat ride for back-seat riders."

COMFORT TO MATCH MODERN PERFORMANCE OF V-8 ENGINE.

This ease of riding is achieved by the use of three basic principles never before combined in a lowprice car.

1. Correct distribution of car weight by moving engine and body forward eight and a half inches.
2. New location of seats by which the rear seat is moved forward, toward the centre of the car away from the rear axle and away from the bumps.
3. New spring suspension which permits the use of longer, more flexible springs and increases the spring-base to 123 inches.

The result is Centre-Poise—which not only gives you a new riding comfort but adds to the stability of the car and its ease of handling.

You can take curves from seven to eight miles faster with perfect safety.

PROVED PERFORMANCE OF THE V-8 ENGINE.

The New Ford V-8 for 1935 retains the V-8 engine which has demonstrated its dependability and economy in the service of more than a million owners. There are refinements, but no change in basic design. You buy premium performance when you buy this Ford V-8—full 90 horsepower and capable of 85 miles an hour.

We invite you to see this New Ford V-8 at the showrooms of Ford dealers. You will want to ride in it—to drive it yourself. You will find it a new experience in motoring.

SEE IT AT YOUR NEAREST FORD DEALERS

Bombay to the Nilgiris

(By *Wanderer*)

The South Indian tour to be described is an ideal route for those proceeding to the Nilgiris on holiday, taking in as it does several beauty spots



Bombay-Poona Road.

and ancient remains. At the same time keeping to as direct a route as possible.

The route is shown in detail on the sketch map. Excellent itineraries are available, to Members, from the A.A.S.I.

An early start should be made from Bombay. The run to Poona does not require any special mention to Bombay motorists.

To others the Bhore Ghat requires careful driving and efficient brakes. The scenery round Khandala, near the top of the Ghats, is striking, with the castellated shoulders of the Ghats rising against the skyline.

From Poona to Satara the road ascends two ranges, the first the Katraj Ghat, is crossed by a tunnel at the summit, after a long climb; the second, the Kambakti Ghat, is quite a short climb.

From the summit of both ghats excellent views are obtained.

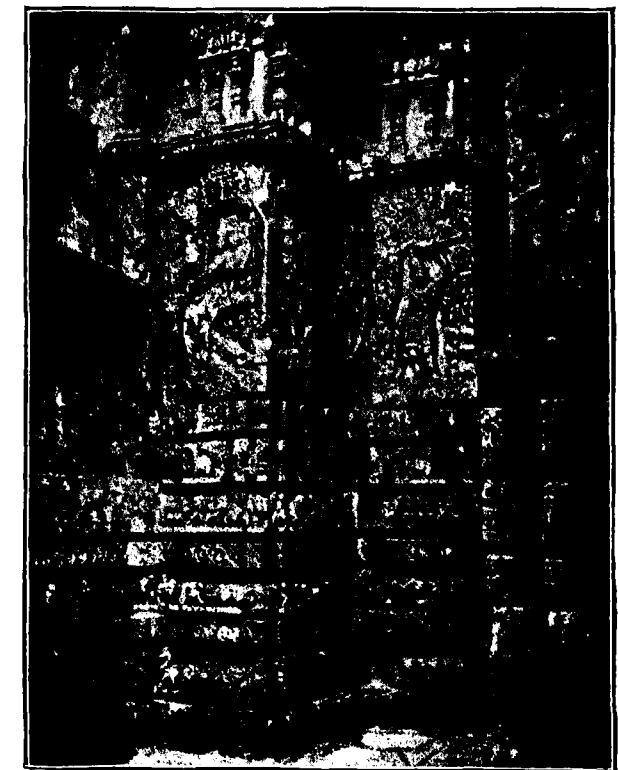
At Satara a little care is needed in getting on the right road for Kholapur, though from then on the road runs easily up and down the undulations of the Deccan plateau.

Kholapur, Belgaum or Dhawar all make good stopping places for the first night, a dakh-bungalow, with Khansama, being available at each. There is a fairly steep descent between Kholapur and Belgaum, also between Belgaum and Dhawar.

The trunk road is followed to Trimalkop, where the motorist should turn right along the road to the Gersoppa or Jog Falls, the first sight-seeing objective.

Shortly after leaving Trimalkop the road enters the beautiful forests of the Western Ghats. In the last few miles into Kodkini the road drops very rapidly, with sharp hairpin bends, to the valley of the Gersoppa River. Careful driving is required for this section.

From Kodkini to the Bombay Bungalow (rest house), at the Falls, is only a couple of miles, and



Carvings, Halebidu Temples.

from the bungalow compound the majesty of the Gersoppa Falls is immediately revealed. A path

leads down to the edge of the falls, where one can stand beside the Raja, the fall against this, the right bank, and look down the clear 830 feet to the pool below. In time the gaze turns from the splendour of the falls themselves to the loveliness and wild beauty of the solitudes which surround them. Behind, and all round, are the masses of the Western Ghats, untouched, except for the quiet Mysore Bungalow, 700 yards across on the left bank.

To the West the stream flows away through a deep chasm, to reach the sea within thirteen miles.

Details of the Falls are as follows:—

There are four falls in all, being, from right to left, The Raja, which plunges down 830 feet in one unbroken sheet into a pool 132 feet deep. Half way down it is met by the Roarer, which precipitates itself into a large cup and then cuts into the Raja at an angle of 45°. The third fall the Rocket shoots downwards in a series of jets, while the fourth, the Dame Blanche or Rani, glides over the rock faces like lace. The Raja's leap is thus over five times that of Niagara but beyond this point comparison is futile.



Hoysala Crest, Belur Temple.



Gersoppa Ferry.

The motorist should reach Gersoppa during the late afternoon, and, if it is too late to cross over to the Mysore Bungalow, should spend the night in the Bombay Bungalow.

Early next morning a start should be made along the road to Talguppa. A cross roads will be met in less than a mile, and taking the right fork the Gersoppa Ferry will be met in half a mile. The ferry requires only ten minutes, and once across a narrow forest road brings the traveller to the Mysore Bungalow in 1½ miles.

The view from this bungalow, being right opposite the bluff, shows the whole of the falls. There are several pretty walks and platforms that should be explored, and a path leads down from the bungalow to the foot of the falls. The trip to the foot of the falls should not be missed, though it should not be made till past noon, because up to that time the falls are in shadow.

In spite of many regrets at having to leave—a fairly early start should be made for Shimoga, as the road lies, after a very steep climb to Talguppa, through very thick forest country, where a breakdown might lead to a very unpleasant night in the jungle.

There is a dakh-bungalow at Shimoga.

One is now in Mysore State.

Making an early start, the trunk road should be followed to Banavar, turning right for Halebid and Belur instead of proceeding straight to Hassan.

The object of this detour is to visit the world-famous, carved temples at Halebid and Belur.



Gersoppa Falls from Mysore Bungalow.

These temples are more than 800 years old, the inner and outer walls are carved from top to bottom with figures of gods, animals and flowers, beautifully executed.

The first series of temples are at Halebid.

The main Hoysala temple is starshaped being 25 feet high, 144 feet long and 115 feet wide. There is a clean Travellers' Bungalow near the temple, the view from which, shows the temple against the Tirumala-Sagara lake and the Vante Marte Hill, a scene of great beauty.

At Belur there is a similar temple, enclosed in a courtyard, while here also is a clean Travellers' Bungalow quite near.

From Belur the route proceeds up and down low hills, with the Baba Budan hills to the North, to Hassan, or, if time permits, to Channarayapatna, where there is also a Travellers' Bungalow in which one may spend the night.

From Channarayapatna the run to Sravana Belgala is only 16 miles there and back.

Sravana Belgala consists of a village picturesquely placed between two rocky hills, and is the chief seat of the Jains in South India. The lower hill is covered with many interesting carved shrines. The higher hill is crowned very conspicuously, by the largest stone figure in the world, of Gomata, which was carved and consecrated almost exactly nine centuries ago. The top of the hill is reached by way of 600 steps and the figure rises 60 feet high from the top.

Returning to Channarayapatna the road South should be taken to Krishnarajpet and Seringapatam.

A pleasant three or four hours of the afternoon can be spent on the Island of Seringapatam, with its absorbing military history and ancient buildings. The Fort will first claim the visitors' interest. Then from the Travellers' Bungalow proceeding Eastwards, the Duria Daulat Bagh



At the foot of the Gersoppa Falls.

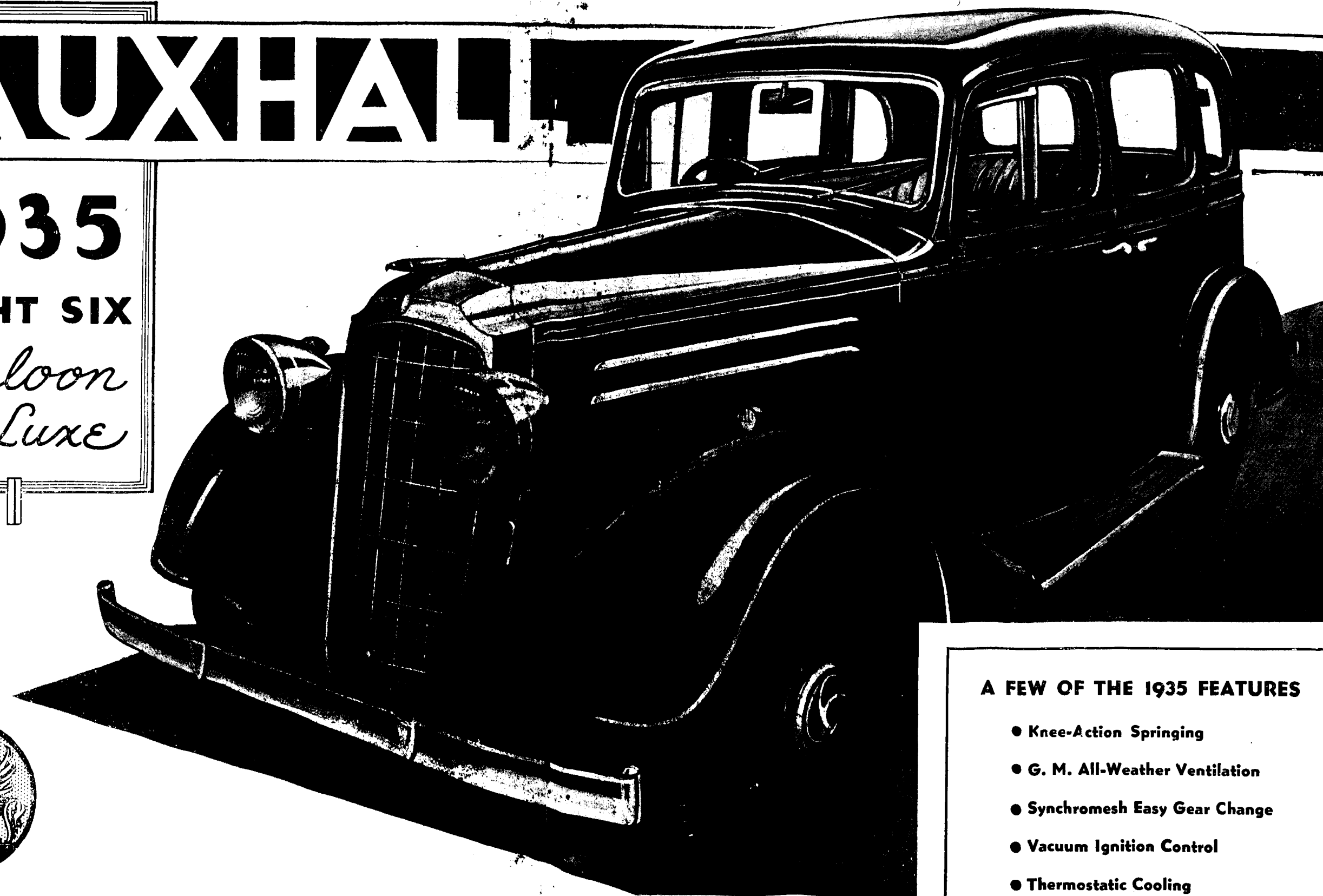
(garden) and Palace, the Gumbaz or Mausoleum of Tipu Sultan and Hyder Ali, the Watersmeet, Bathing Ghats, on the South shore, and Scott's Bungalow should be visited in turn.

VAUXHALL

1935

LIGHT SIX

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De Luxe*



*You can purchase your
Vauxhall without dis-
turbance capital by
using the G. M. A. C.
plan of easy payment*

Again the outstanding British Light Car of the year

A FEW OF THE 1935 FEATURES

- Knee-Action Springing
- G. M. All-Weather Ventilation
- Synchromesh Easy Gear Change
- Vacuum Ignition Control
- Thermostatic Cooling
- Concealed Luggage Compartment

A P R O D U C T O F G E N E R A L M O T O R S I N D I A L I M I T E D

I then started out to see what the car would fetch and two choicely worded advertisements brought no reply whatsoever. I then turned down a private offer of Rs. 200/- under my cost and after the lapse of a month succeeded in finally selling the car at cost.

Some interesting reflections have occurred to me following this experiment. Firstly, as I gazed at my car on the road I realized that of all my outlay on it only about 20% represented solid motor car. The other 80% represented freight, duty and Indian registration, etc.

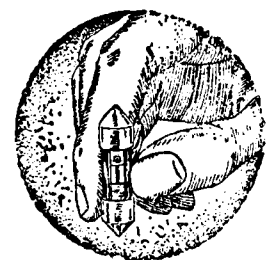
Here are some statistics:—

	Used car	New car
	£	£
(1) Price of car	.. 20	160
(2) Freight approximately	.. 30	30
(3) Duty approximately	.. 15	33
(4) Loading, Port dues, etc.	.. 6	6

	Used car	New car
	£	£
(5) Freight to upcountry station	.. 20	20
(6) Indian registration	.. 3	3
Total	.. 94	252
% of total outlay representing Motor Car	.. 20%	64%
% of total outlay representing Charges	.. 80%	36%

Further reflection on these figures show that items 2, 4, 5 and 6 are exactly the same for an old crock as a brand new car, and as they total £59/- it is no mean story that is revealed.

Again important items not demonstrable in the figures are the repair and replacement costs on the cheap car during the first year of use. Naturally on a new car these are likely to be Nil, but on a used car must inevitably be appreciable.



FOR YOUR CAR A PERMANENT FUSE

NO MORE LOSS OF TIME OR INCONVENIENCE
WHEN THE LIGHTS FAIL

This is not a Novelty or "GADGET" but a really good substitute for the Standard Fuse of your Car.

AFTER "BLOWING"—ONE TAP—AND IT WORKS AGAIN!!

Re. 1-8 each

POST FREE

SIMPSON & CO., LTD.
MADRAS

The Last Bus

(By A. R. Chives)



This is a true story with two morals for South Indian motorists. The former is, do not ignore the implied meaning of the red signpost and the latter is, not to despise the humble motor-bus.

It is apparently supposed to be understood that a signpost bearing lettering on a red background signifies that the road is not suitable for motoring, although there are probably quite a large number of car owners who are not aware of this. Coming back from Red Hills there is such a post which points to Perambur and although the track is not a bed of roses it is possible to get through to Perambur by it and I have done it, but without any desire to repeat the process.

In this particular case, however, Fred and I were returning from our first visit to Covelong which we had reached via Chingleput for reasons I need not mention, but which will probably be obvious to thirsty souls.

During a slight argument with the gentleman in charge of the boat we decided to send our respective wives in advance and they gaily set off. Following on a few minutes later we came to the cross-roads where the signpost points westwards to Vandalur and northwards, *on a red ground* 'To Madras 15 miles'.

We both knew that via Vandalur was the correct road but appreciating the feeble intelligence of Fred's driver we descended and discovered that the track of his tyres led off along the road with the red board. There was nothing to do but to follow and hope for the best. The enticing sign-board said that Madras was only 15 miles and being some 20 miles less than the better known road, it did not seem too bad.

After 4 miles which were really not too bad on air wheels we caught up with the other car, to discover the ladies in a state of great distress as they had been hurled about all over the place.

Having come so far we decided we might as well continue and ploughed along mile after mile of terrible potholes and sandy wastes.

At about the tenth mile there was an improvement which cheered us but in a few hundred yards

our faces were clouded with blank despair for we came on a waste of water over which there was no visible means of crossing. It was very tantalizing since we could clearly see the Mount and realised that we were only a mile or two from The Iron Bridge and about twice that distance from Elliot's Beach.

There was nothing to do but to return. My car leading the way with both ladies in order to give them the comfort of the air wheels.

About every two miles we waited for Fred's car to come chugging along as it was making very heavy going.

Within 4 miles of Covelong we waited in vain and no following car appearing and dusk drawing on I sent the ladies home to get them out of the desolate neighbourhood before darkness fell, and then set out to walk back in order to find out what had happened to Fred.

After a mile and a half I came across Fred walking towards me and we greeted each other with "Dr. Livingstone, I presume?"

His car had broken down and there was nothing left for us to do but to set out on the 5 miles to Covelong on which we embarked only to find out that we had no matches and to remember that all the liquid refreshment had been left in his car.

Walking in the dark along a cart track is by no means a pleasant occupation and is certainly not conducive to snappy conversation.

About half way it occurred to me that Covelong itself is not exactly a bright spot to arrive at in the night as there is no telephone. Fred, however, optimistically ventured the opinion that we might get a bus and immediately the question of buses assumed great importance.

About 8 o'clock we arrived at Covelong only to find that the last bus for Madras had gone, but a charmingly intelligent Hindu shopkeeper hopefully informed us that there might be another bus coming from Madras which, after proceeding to Tiruporur some 5 miles further on, could be persuaded to make the return trip to Madras for our special benefit, for an outlay of some twenty rupees. So far so good. We sat down on the stone bench outside his shop and made tender

DS 5 m 21 29

enquiries in regard to the possibility of a drink. There was no beer, no whisky and no mineral water we could fancy—not even an orange, but the commercial gentleman with pride told us he kept a bottle of brandy for his wife and courteously offered it to us; but the label indicating its synthetic nature was sufficient warning.

Time went on and for an hour and a half we watched whilst the shop took a good 1½ annas in custom. It seemed as if our luck was out, there would be no bus at all. We dozed and I dreamt of steamer sirens to be awakened excitedly by Fred with the statement that the bus was coming from Madras. We dashed out into the road and to our delight discovered that the bus was coming from the other direction and the conductor gaily shouted "Madras! Madras! One Rupee". Our Hindu friend delightedly informed us that God had come to our rescue, although we felt it was rather incongruous to put Him in the form of a motor bus driver.

This particular bus was a new one and had been specially chartered by a party who were to be picked up further along the road.

Half way to Vandalur was the rendezvous, but no party appeared. They had not finished

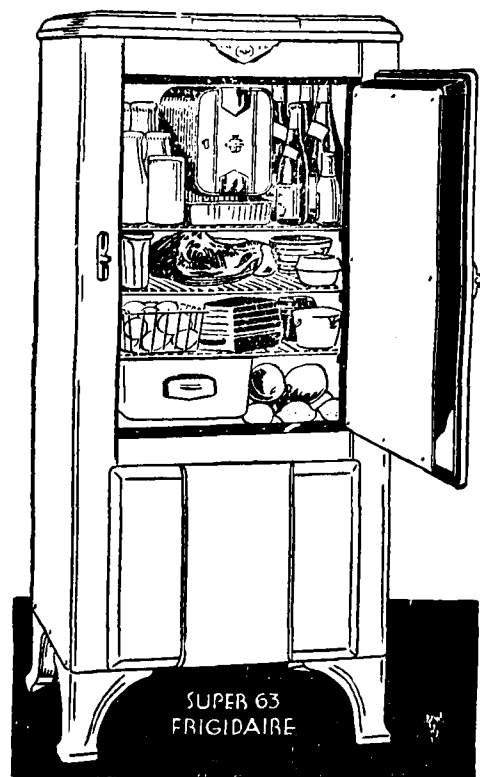
their binge and refused to come until they had eaten and drunk their fill. Eventually, however, they straggled up one at a time, the rear-guard consisting of 2 ladies who proceeded to finish their meal in the bus itself.

The journey back to Madras was pleasant and although we seemed to stop at every coffee shop on the way and were cordially invited to continue the celebrations which took place.

Arriving home soon after 11 p.m. I expressed gratitude to my wife that we were all home again, when to my dismay she informed me that she had sent my car and the driver back to look for us.

It is only fair to put on record the fact that when the driver did not find us on the road, he went all the way back, discovered Fred's car and with the aid of a length of clothes-line towed it back over those terrible 5 miles to the right road and brought it safe into the garage at 2-30 in the morning. Needless to say he received a reward and a rise.

In future neither Fred nor I will neglect a RED signpost and we advise others to make the same resolution.



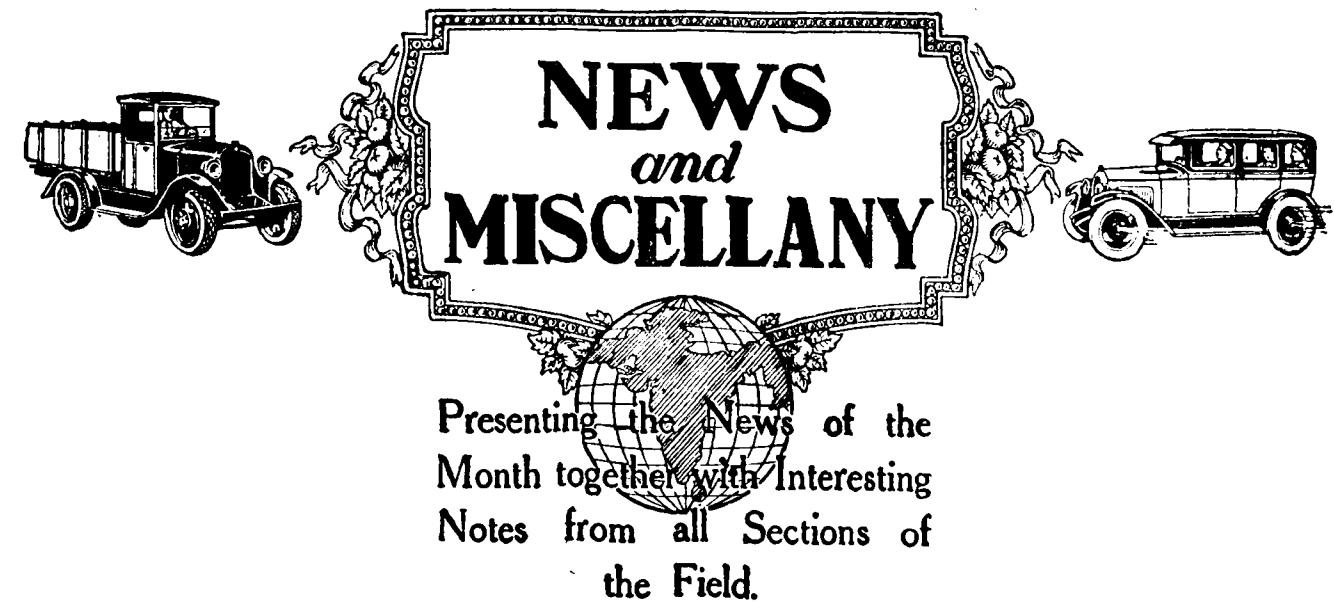
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FIRST LINE BEACH MADRAS



Visiting Motorists and the Jubilee

The R.A.C. has already been advised by foreign and colonial motoring clubs and by travel agencies that a very large number of visitors will be coming to England this year for the celebrations in connection with the King's Jubilee.

Special arrangements are being made by the R.A.C. for the convenience of these visitors. In the case of visitors travelling through by road, as is being done in many instances, they will be met at the ports of embarkation and disembarkation and all formalities regarding customs and so forth attended to by R.A.C. Port staffs. Routes will be provided, accommodation reserved, and a programme will be supplied of the Jubilee celebrations and other important functions taking place during the period of their stay. Members of recognised automobile clubs and of clubs associated with the R.A.C. in all parts of the world will be offered the free use of the Club's Road Services whilst they are in this country.

It is the intention of the R.A.C. to give to all overseas motorists visiting England for the Jubilee celebrations such service as will ensure that the journey to and from this country, and also their stay here may be as free from formalities and restrictions and as attractive and pleasant as possible (*Reuter.*)

Motoring in Great Britain

The good roads and conditions generally render a car of high horse power unnecessary for touring. Cars of 10 to 16 h.p. are most popular.

Motor spirit costs about 1/5d per imperial gallon, and oil in small quantities from 6/- to 8/- per imperial gallon. Garage charges range from 1/- to 3/6d a night.

Cars to drive oneself may be hired, the cost varying with the style of vehicle and ranging from £5-0-0d to £15-0-0d per week for short periods. For periods of more than one month the charge, which includes tax and insurance, is rather lower. The cost of hiring chauffeur driven cars naturally varies with the size and character of the car and ranges from £15-0-0d to £36-0-0d per week and £55-0-0d to £150-0-0d per month.

Cars can be bought for cash or on extended terms with an undertaking on the part of the vendor to re-purchase at a pre-arranged price. Specimen rates of depreciation on new cars of the most popular types are 25% for three months, and 35% for six months. The rate of depreciation on used cars is generally rather higher.

Insurance against third party risk is compulsory, as is also a licence, the latter costing 15/- per horse power per annum. Quarterly licences are issued at a slightly higher rate.

For fuller particulars apply to the Automobile Association, Fanum House, New Coventry Street, London, W. 1.

Aircraft Quality

The term "Aircraft Quality" when applied to motor car construction has a very definite meaning to the airman but to the ordinary motorist it often fails to convey its full implication. A first class aero engine will run for 500 hours without an overhaul, translated into land miles it means a journey of fifty thousand without decarbonising. Rolls Royce and Siddeley aero engines regularly exceed their 500 flying hours without any attention beyond intelligent maintenance; only those who had to depend on their aero engine efficiency in the War realize the vast improvements which time has made—and this improved performance has been handed on by their makers to the motor car of to-day.

Where Did This One Come From?

Motorists driving home at night towards Dorking from the direction of Horsham are getting the surprise of their lives, writes a correspondent in a London newspaper.

At a point about a mile from the town, where no fewer than five roads converge, travellers are confronted with a solitary Belisha beacon shining benignly down on them from a window of a private house.

This house stands back a little in a fork between two of the roads, and is raised slightly above them. The beacon casts its welcome radiance from the ground floor.

The owner of the house is Miss Fanny Drew, an active-minded lady of nearly eighty, who has recently settled down there after a busy life in London.

She soon realised the dangers of the roads junction and immediately took steps to secure a beacon. Upon that she was enigmatic. "I have friends everywhere" was the only explanation vouchsafed.

And thus it is that every night as darkness falls on Dorking, this exiled beacon by the dining-room window comes to life and transforms itself into a kind of lighthouse for storm-tossed motorists.

It will, perhaps, become, in time, an institution; one of the things that visitors to Dorking are urged to see.

It may even, in the end, become a legend. "This is the house," local guides will say, "where the famous Dorking beacon used to shine. But, of course, that was before everyone took to the air." (*Reuter*).

Road Testing (By Victor Beveridge)

I have just taken delivery of a new Armstrong Siddeley "Twelve" and was rather interested in the fact that the speedometer showed a distance of 93 miles. Being of an enquiring turn of mind I wanted to know just what these initial miles signified. I was a trifle surprised to learn that these constituted the factory road test and that no car was issued to the public until it passed a certain standard of performance—a very high one—over every type of road surface, in the course of which the engine is tuned up to the highest point of efficiency. I am inclined to think these ninety odd miles are the most valuable the car is ever likely to run—I mean valuable to myself, for I feel that after such a trial I have no fear of any of the "teething" troubles from which many new cars apparently suffer.

Car Perfection

The chemist has produced nonpinking fuels, beautiful cellulose lacquers, fabrics for cars, chromium plating, and many other things says the "Sunday Express".

"Less apparent but of great importance, is the connection between the price of a motor-car and the determination of the yard in terms of the wave length of light.

"But quantity production and the exact interchangeability of parts would be impossible without it; certain parts of gauges having an accuracy of 1-10,000th inch are needed; these, in turn, require master gauges having an accuracy of

1-100,000th inch, from which it follows that the ultimate standard must be known within 1-1,000,000th inch, and that is of the order of the wave length of light.

"Even this does not exhaust all that research has done for your car. The physicist has contributed his quota. If it were necessary I could demonstrate that when Sir J. J. Thomson discovered the electron in the Cavendish laboratory he contributed very greatly to the motor-car of today.

"Indeed, I think that the only branch of science to which the motor industry is not deeply indebted is biology, but if it develops streamlined cars to their logical conclusion it may be necessary for the biologist to develop a type of human being which can sit in them comfortably."

Boy of Four Drives a Car

A South Sea "Drama"

There is no age-limit to which one can start to drive a car. At least that is Raymond Edwards' way of thinking.

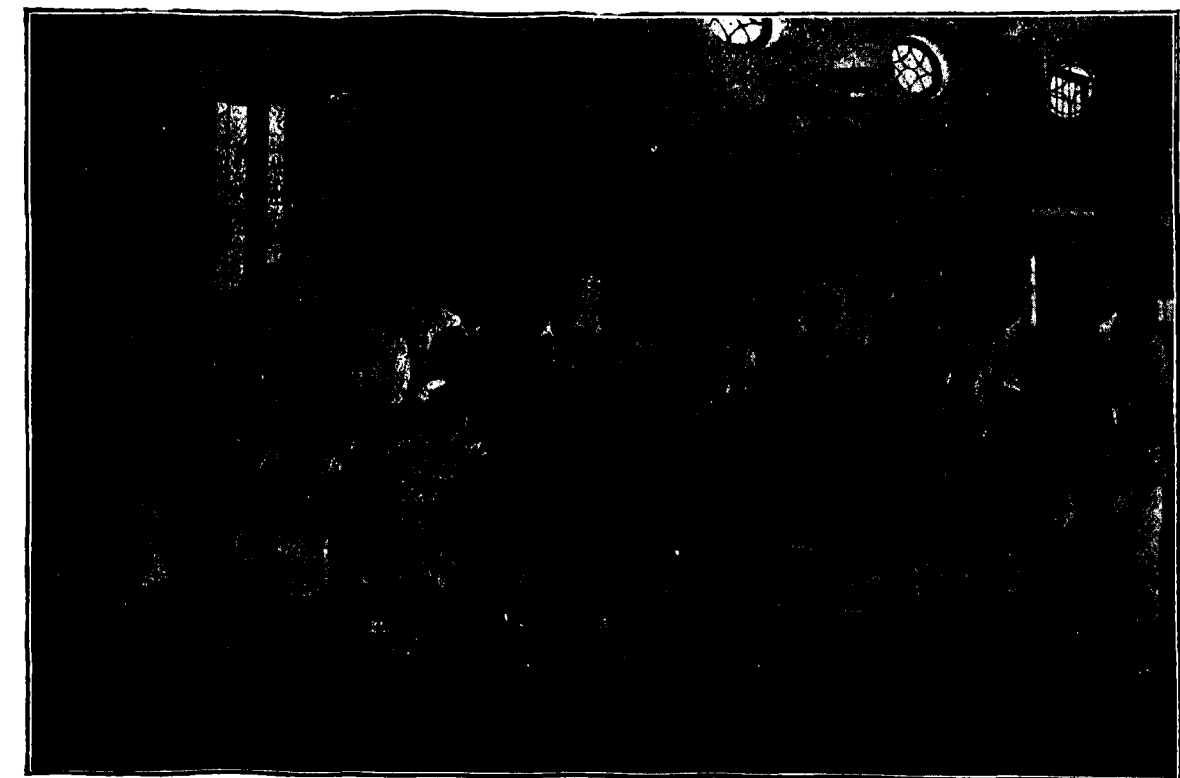
Now Raymond is four years old, and the pride of his home in Nothcote-road, Southsea. He has never been in trouble before.

Tired of waiting for his mother to take him out he climbed out of his "pram" and went off down the street in search of adventure.

He came to a car, which a Mr. Thomas Howard Cann of Bristol had parked in front of a house which he was visiting. Imagine his surprise when his car slowly moved off down the road. Mr. Cann was puzzled. He could not see anyone in it, but he could hear the engine running.

Forty yards down the road his car stopped, and there was Raymond, proudly seated at the wheel with the ignition switch turned on.

Together they reported the matter to the Police, and Raymond was "discharged" with a caution. (*Reuter*).



A.A.S.I. MOTOR GYMKHANA. Some of the prize-winners and officials who attended the distribution of prizes at the Madras Gymkhana Club.

An Announcement

Great Britain offers magnificent fare this year for the motor tourist.

The Silver Jubilee celebrations will be on a scale such as few can remember. Men and women of the Empire and friends from Overseas are pouring into the country to pay homage to our Great King and during their travels through the length and breadth of the land they will enjoy the festivities of this memorable season.

The A.A. is at their service.

May 6th is the date of the Royal Procession from Buckingham Palace to St. Paul's Cathedral, and on May 11th, 18th, 25th and June 8th, the Royal entourage will circulate throughout London, receiving the homage of the people.

Every town, village and hamlet is contriving some special way of celebrating—Silver Jubilee trees will be planted, Silver Jubilee medals will be struck and Silver Jubilee mugs will be made for school children. Window boxes gay with flowers and bright decorations in the streets will be amplified by an extensive system of flood-lighting.

The London season will be gay with first line spectacles, cabarets, dancing, etc.

Tower Hill, the very stones of which teem with historic interest, will be the scene of a pageant and the Thames will carry an illuminated procession between Greenwich and Chelsea.

Provincial entertainment is in keeping. Pageants of an extensive scale will be one of the main features.

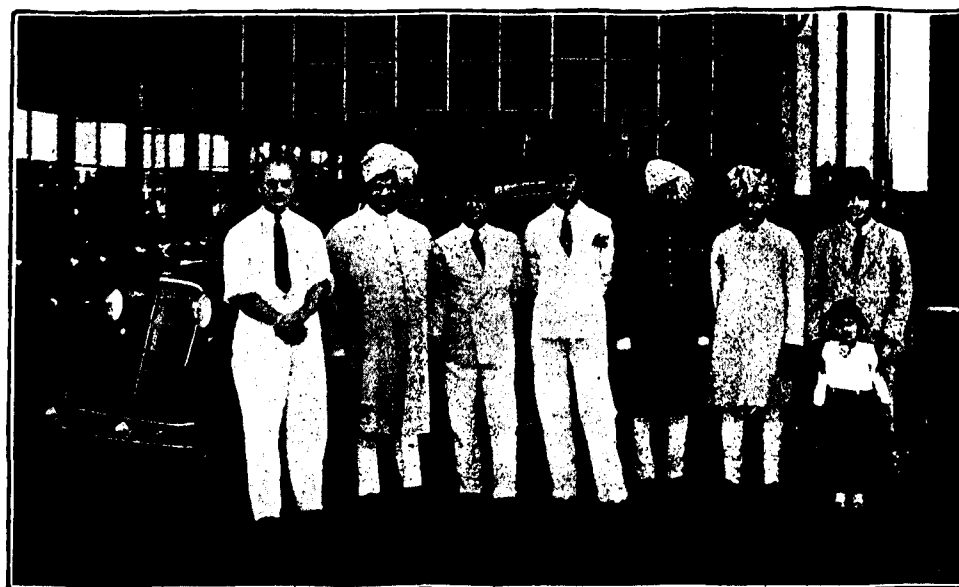
The Prince of Wales will visit Cardiff: the Duke of York, Edinburgh and the Duke of Gloucester, Belfast. The Aldershot Tattoo will exceed in splendour all previous displays which are already beyond description.

An Empire Service will be held in Canterbury Cathedral on June 15th.

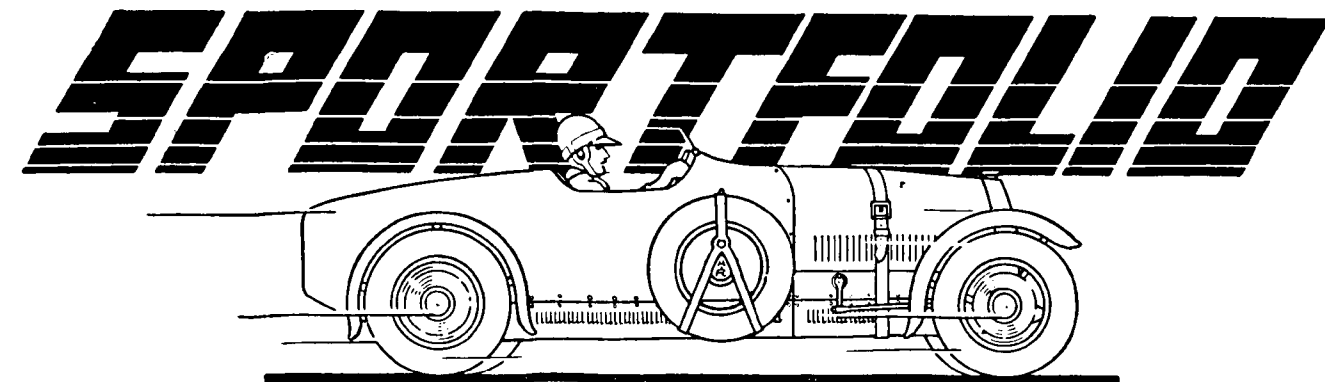
The King will review the Royal Air Force at Mildenhall and Duxford on July 6th, the Army at Aldershot on July 13th, and the Fleet at Spithead on July 16th.

Visitors who arrive during May will see the English countryside at its best in its wonderful Spring foliage, when orchards and gardens are a sea of blossom.

The Automobile Association has keel-hauled its service departments so that every motorist may have the precise information or itinerary he needs as he proceeds on his tour of jollification.



His Highness the Maharaja of Kolhapur paid a visit to the Assembly Plant of General Motors India Limited at Sewree, Bombay, and showed keen interest in the various phases of assembly operations in which Indian workmen have developed a high standard of technical skill. His Highness is the second figure from the left.



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

(By special arrangement with Reuter)

How Sir Malcolm Campbell Broke the Record

Remarkable Escapes

After waiting at Daytona for more than a month and being foiled day after day by the state of the beach Sir Malcolm Campbell has raised his world land speed record from 272.108 to 276.816 miles an hour.

That achievement involved perilous attempts that were thwarted and more than one miraculous escape from death. On one occasion Sir Malcolm completed trial runs—the measured mile must be covered both ways, northwards and southwards of 233.463 and 208.212 miles an hour. The strong wind ripped off one side of the bonnet and choking fumes filled the cockpit nearly overcoming the driver.

On another run Campbell was bumped about like a pea in a saucer and had his goggles flung around his chin.

Potted Drama

Another day saw the dramatic intervention of the Mayor of Daytona on the tearful appeal of Lady Campbell. "The beach is absolutely unfit" pleaded Lady Campbell "and you are the only man here who can stop my husband."

He had already gone away to the starting post, waving aside all protests. The Mayor jumped into a fast saloon car and prevented Campbell from attempting a new record by having all the timing devices dismantled.

Then came shortly afterwards the successful runs. But although Campbell raised the record by four miles he came again to the brink of disaster. It is now being questioned whether Daytona sands are suitable for higher speeds. In making his new record Sir Malcolm twice got off the track and into the soft sand below the dunes. His manager declared that it was only the twin tyres on the back wheels of this year's Blue Bird which saved Sir Malcolm from death on this occasion.

Subsequent examination of the track also showed that once Blue Bird had made a leap of thirty feet long with the wheels spinning wildly in the air.

Fortunately, Campbell after previous buffetings had been strapped into the car. Here are the official figures:—

	TIME	SPEED
Southward Run:	13.20 secs.	272.727 m.p.h.
Northward Run:	12.81 secs.	281.030 m.p.h.

Thus the average time was 13.005 seconds and speed 276.816 m.p.h.

Campbell also broke the world records for the flying kilometre, five miles and five kilometres his average speeds being 276.160 m.p.h., 268.474 m.p.h. and 252.396 m.p.h.

Fifteen Women Faint

At a spot north of the measured mile where Sir Malcolm careered into the soft sand there were four private houses at the top of the dunes and parties of spectators were watching from these points of vantage.

Suddenly they saw the juggernaut streaking towards them, making straight for the houses. Fifteen women fainted while others were sprayed with sand which the car flung in all directions.

Campbell Drinks From Ten Gallon Carboy

So thirsty was Sir Malcolm when he got out of his car at the end of the second run that the mechanics gave him a drink of distilled water, the same as was used for the radiator. He drank it from a ten gallon carboy.

Wrist Injury Not Serious

Describing the injury to his left wrist he said it was not serious and would not impede him when he played golf.

Speaking to Reuter's correspondent Sir Malcolm said "it is due to a sprain received here two years ago. It has never been right. On Sunday, when driving Blue Bird I hurt it and have worn bandages on it since. Today, on the southward run, I sprained it again when getting the gear lever into top gear. This caused a terrific shaking of the gearhandle, although we have put a rubber ball on the top of it. The wrist was painful and later, going northward I felt it again. I have not had a doctor. It is unnecessary. The wrist is painful though it is all right when I run cold water across it. Today I picked up more sand than usual."

"I again want to pay the highest tribute to those who made the tyres. They were truly wonderful. When I decided to run the conditions appeared good, visibility perfect and wind nil. When I got up on the course visibility was bad and a wind had sprung up, but I was anxious to test the tyres and shock absorbers. I closed the radiator shutter going north but opened it going south."

Almost Hit Flags and a Gull

"As I was under the pier, going south, I cut very closely to the left of the piling and had to make a difficult right hand swerve. I almost hit the flags and almost hit a gull. My straps were fine. I ran through two or three patches of water. I am perfectly all right and my hands are as steady as a rock."

"Darned Lucky To Be Alive"

Major A. T. Goldie-Gardiner, a member of Sir Malcolm's party, who was at the south end of

the course started off in a car shortly after Sir Malcolm had left on his northward run.

Interviewed by Reuter's Correspondent Major Gardiner said:

"We followed his tracks, which we could easily see. Suddenly we came to a place where there were no tracks at all for almost thirty feet. It was then we knew what Sir Malcolm had had to contend with. I think he's darned lucky to be alive. I do not want to see him try again under such conditions. If he had not had the straps he never would have been alive tonight."

In contrast to Tuesday, when she was so worried that she appealed to the Mayor to stop the test, Lady Campbell bore up well under the strain. She smiled throughout and tried to clock her husband with her own little stop-watch.

The sun went down as the last of the crowd went home happy. They cheered Sir Malcolm as he left the beach for his hotel in a private car.

The Blue Bird was towed back surrounded by the mechanics. The tyres were ripped to shreds. The inside of the right rear tyre was the worst. The outer rubber was completely off and the first layer of cord destroyed too. Rubber and cord strands stood up all round the rims like a frill.

Otherwise Blue Bird looked fine.

Sir Malcolm said he wished specially to thank Lord Wakefield for having made the attempt possible and added that he took off his hat to the makers of the tyres.

"I consider it a most wonderful thing that they stood up today as they did."

"The mist was bad both ways," he said. "I got it in my windscreen. The course was rougher south of the mile than north. The wheel spin was very bad."

He was enthusiastic about the recent improvements to his car and said to Reuter: "The wind breaks and everything else worked splendidly. The new strap to keep me firm in the car was very effective."

The "strap" to which he was referring was a specially made belt which was fitted in the car because the state of the beach has caused such violent bumping recently.

Speed Through The Ages

Daytona Beach, a residential city well adorned with buildings of Spanish architecture, did not exist in 1903, but the sands which now form part of it have been connected with motor-racing records since that year.

Within the space of 32 years the speed on land has increased from a mere 68 miles an hour to Sir Malcolm Campbell's latest mark of 276.816 m.p.h.

The first attempt ever made on the sands in 1903 resulted in Mr. Alexander Wilson attaining the "marvellous" speed of 68.198 m.p.h. in a clumsy-looking vehicle. This was considerably improved upon a year later when Mr. William K. Vanderbilt Jr., driving a Mercedes, established the first mile record at 92.307 m.p.h.

In 1905 H. L. Bowden attained a speed of 109.756 m.p.h., also in a Mercedes, but the honour of being the first man to travel at two miles a minute on land fell to F. H. Marriott a year later. His speed was recorded as 127.659 m.p.h.

Four years elapsed before this figure was surpassed in 1910 by the famous Barney Oldfield, who drove a Benz at 131.724 m.p.h. He increased this figure in the following year to 141.732 m.p.h.

A still higher mark was set in 1919—eight years later—when Mr. Ralph de Palma travelled at 149.875 m.p.h. in a Packard. This was beaten a year later by Tommy Milton, who attained a speed of 156.046 m.p.h.

In 1927 the late Major H. O. D. Segrave widened the breach by forty-seven miles when he travelled at the remarkable rate of 203.792 m.p.h. in his Golden Arrow. A year later Sir Malcolm Campbell made his debut on the famous sands with his Blue Bird and succeeded in raising the record slightly to 206 m.p.h.

This triumph was short-lived, however, for in the same year Ray Keech, who was subsequently killed, reached a speed of 207.552 m.p.h. in a Triplex car.

England triumphed again in 1929, when Major Segrave, driving a Napier, widened the breach by about twenty-four miles with a speed of 231.362 m.p.h.

This figure has gradually been improved upon by Sir Malcolm Campbell, and such is the progress of British engineering that a margin of over seventy miles separates Major Segrave's gallant effort and that of Sir Malcolm Campbell's yesterday.

The following is the progress made by Sir Malcolm in his five attempts, all in Blue Bird, which has been re-modelled and improved upon each year:

1928:	Average Speed	206 m.p.h.
1931:	Average Speed	245.733 m.p.h.
1932:	Average Speed	253.968 m.p.h.
1933:	Average Speed	272.108 m.p.h.
1935:	Average Speed	276.816 m.p.h.

Warm Tributes On All Sides

Sir Malcolm Campbell has received the warmest congratulations from all quarters.

Tributes have been showered also on Blue Bird.

Wonderful Driving by German Speed King Takes Flying Mile at 199.013 MPH

Hans Von Stuck, the German racing motorist, has broken the International Class C Record (for cars not exceeding 5,000 cc), for the flying mile in a special Monoposto Auto-Union car.

Driving on the Southern Viaraggio road at Lucca in Italy, he averaged 320.267 kph (199.013 mph) which is the fastest record ever established on a road. The previous record was held by Rudolf Carraciola of Germany who in a Mercedes at Gyon (Hungary) last year put up an average of 316.591 kph (196.78 mph).

Von Stuck had tremendously bad luck with the flying kilometre. He averaged over 200 mph, his actual figures being 323.741 kph (201.173 mph)—an amazing figure on a road—but his record will not be allowed to stand as the official electric chronometer did not function properly.

British Empire Trophy Race

Lord Nuffield's Prize Money Gift

The British Racing Drivers' Club announces that Lord Nuffield has once again given £1,000 as prize money for the British Empire Trophy Race at Brooklands on July 6.

ARMSTRONG SIDDELEY

With the only proved Self-Changing Gear

Sir Malcolm Campbell writes:

"One of the most distinctive cars to be seen on the roads today is the ARMSTRONG SIDDELEY, no matter which model. They all possess that elegant appearance for which the make has become noted and their sturdy construction must be apparent to the most casual observer."

ASK

MILTON'S
TO DEMONSTRATE

The distance of the race will be 240 miles over a specially laid out road course, having a circuit measuring exactly three miles.

The prize money will be distributed as follows:—

- 1st — £250 and British Empire Trophy.
- 2nd — £200 and Canada Trophy.
- 3rd — £150 and Australia Trophy.
- 4th — £100 and India Trophy.
- 5th — £50 and South Africa Trophy.
- £50 to Winner of each International Class.

1935 Racing Begins

The man with the £20,000 hands, diminutive Tazio Nuvolari, won the first motor-race of the season, the Pau Grand Prix, which was run under the shadow of the Pyrenees.

Nuvolari, after a season under French colours, was racing once again for his own country as leader

of the famous Italian motor-racing stable, the Scuderia Ferrari.

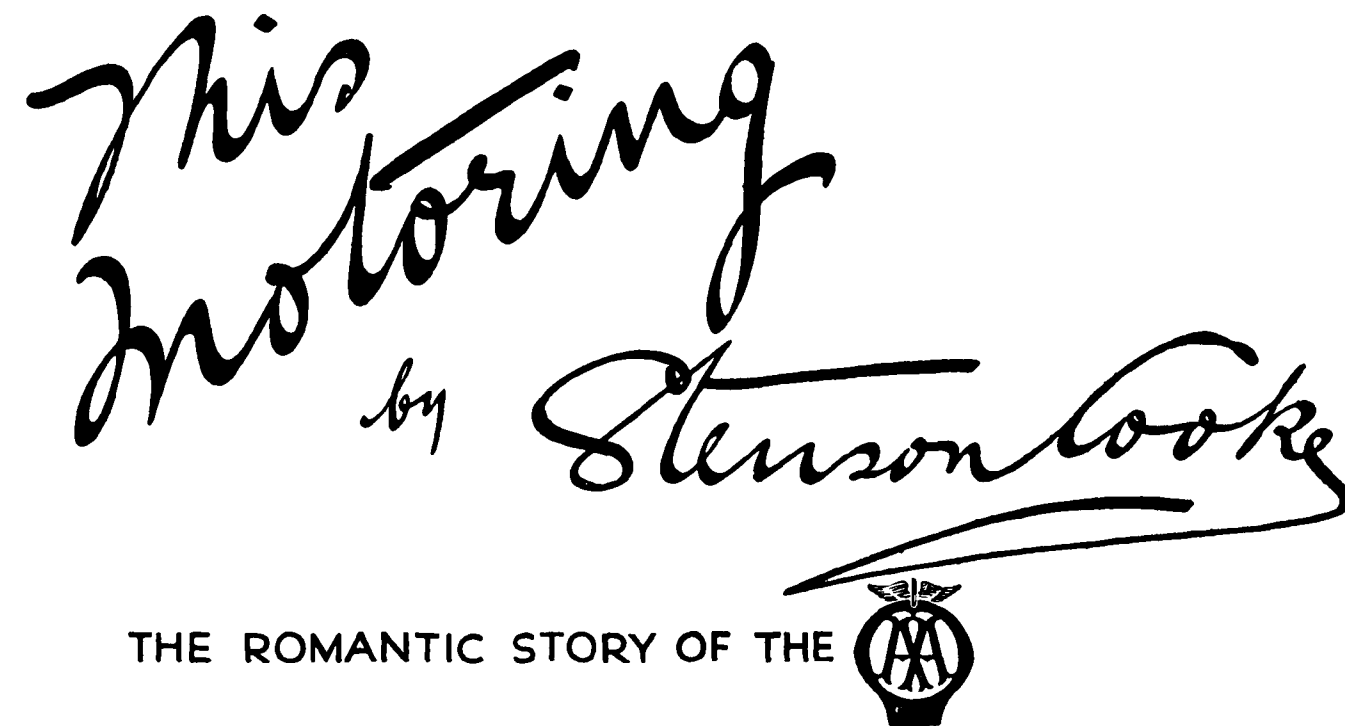
He drove the new Alfa-Romeo fitted with independently sprung rear wheels and won at a speed of just over 50 miles an hour.

In practice before the race Roger Boucly, a wealthy young amateur driver, skidded and smashed into a wall, the car rebounding back on the road and hitting another car.

Whitney Straight is to give up racing and his team of cars which cost him £10,000 to run last year is for sale. In 1934 his co-driver, H. C. Hamilton, was killed.

Straight hoped to race one of the new 200 m.p.h. racers this year.

He made inquiries in Germany and Italy, but the new cars are not available to anyone outside the official works teams, and he is no longer interested in mere 160 m.p.h. racing cars.



THE ROMANTIC STORY OF THE

CHAPTER XIII—(Contd.)

AMALGAMATION

The M.U. subscription was a guinea a year, while A.A. members paid two. To reduce the latter was agreed to be unsound, "And yet," said the M.U. plenipotentiaries, "our people will have just cause to complain if they are made to pay double."

There was a way round. Careful management of M.U. funds by the Chairman of its Finance Committee and the Hon. Treasurer and other clever men had succeeded in building up a reserve fund of £8,000.

On the strength of this admirable nest-egg, it was decided to allow every existing M.U. member a run of three years with the amalgamated body at his former subscription rate—a guinea a year.

"By that time, gentlemen," said the Finance Chairman, who had conceived the idea, "we hope to prove our worth so convincingly that everybody will come into line, and hardly anyone will drop out."

Three months' devotion to problems which were in turn solved by the melting rays of goodwill brought the big task to a close.

The Agreement was concluded, signed and confirmed by the respective general Committees. To the M.U. membership figure of eight thousand, five hundred and twenty-seven was added that of

nineteen thousand, five hundred and thirteen A.A., making (the then quite formidable) total of twenty-eight thousand and forty, which was something to talk about.

The last Press announcement of the great amalgamation had been sent off. The last inquiry had been answered. The telephone operators had gone home. A few seniors at Fanum House filled the Secretary's office with smoke from pipes of peace.

"And to think," said he, "that just over five years ago we had only ninety members, hardly anything in the bank, and the hand of almost everyone against us. We ought to be very grateful; we've been lucky, eh?"

"Rather!" said the next senior. "It was an awful worry, but what a splendid finish!"

"FINISH?" laughed the Secretary. "It isn't a finish—it's a *beginning*!"

CHAPTER XIV.

STILL EXTENDING

Elijah, erstwhile Secretary to the M.U., was settling down to his job as Secretary of the Road Board, and Elisha, newly appointed Secretary to the amalgamated body, went to see him. Many matters remained to be settled. They were more or less of a domestic nature in that they concerned the staff of the recently united organizations.

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"I'm taking the senior book-keeper of the old M.U. with me," said Elijah; "but the second one is almost as good, and you will like him. Then there is a young legal chap, very bright—he learnt Parliamentary work at my knee, so to speak; and there is a qualified engineer, who ran our Technical Department and Aeroplane Section, and one or two others. Several good women, too! I hope you can blend them all in with your people!"

"Rather!" said Elisha. "In a year or less you won't tell t'other from which."

"That's very good," said Elijah. "And now! There is one I am rather concerned about, and I want you to help me. In a way he is on my conscience."

"How?"

"Well! When our people were fighting your people, I got a grant from the M.U. Finance Committee to institute a new venture—a Travelling Organizer. So we advertised for a man and got lots and lots of replies."

"But what was he going to do?" asked Elisha. "What was his job?"

"His job was to—well—it was to—travel—and—organize! You see my point, I hope!"

"I suppose I do!"

"Very well!" he went on. "As I said, we had lots and lots of replies, and one chap stood out from the rest so clearly that I simply had to get him, so we raised the salary we had offered in the advertisement in order to make it worth his while to leave his job and come to us."

"But he shouldn't have left a certainty for an uncertainty!" said Elisha.

"Perhaps not, but he *did*. He was an architect, but his hobby is motoring. He loves the road and exults in road problems, and propaganda. He ran a County Motor Club in the Midlands. It was affiliated to us, and well I knew it. They gave me no peace. That's why I snapped him up." Elijah wiped his brow.

"A good man!" admitted his friend and successor. "But, I ask you, what do we want—what *can* we want with a Travelling Organizer now?"

"That's my greatest concern," said Elijah. "Here am I, leaving the M.U. for higher things. I entice this chap to leave his profession—he does good work for about six months, and then—there's a chance he may be left in the lurch. That must not be. Promise me that you will look at him and look after him!"

"Certainly! Don't worry any more," said Elisha. "Amalgamations are like omelettes. You can't make one without hurting people or the other without breaking eggs. But we won't hurt more people nor break more eggs than we can possibly avoid. We'll put him in somewhere."

Elijah said, "Thank you!"

Here was the first occasion in the short life of Motoring's Youngest Organization where a job had got to be found for a man, as distinct from finding the man for a job; but it had to be done. Elijah's warm heart had to be relieved of unrest, and Elisha, incorrigibly superstitious, wondered if the finger of Fate would waggle, as it so often had done, when the Good Fairy of the A.A. wished to give a sign.

So a telegram was sent—"Come to Fanum, London, please. Wire time arrival." And the reply came—"Thanks. Arrive eleven-thirty to-morrow morning."

He arrived, and was found to be likeable on sight.

"A Midlander, eh?"

"Yes. I was Hon. Sec. of a Club affiliated to the old Motor Union. I've been in all the rows."

"Oh, you like fighting?"

"Very much."

"You're joining the right regiment for it," said his future chief. "I can't yet see where we can fit you in. Finding a job for a man is something new to us. However, let us try."

They considered possible openings. The road staff? There was no vacancy for a senior official. Headquarters? No; at any rate, not yet. A Branch Office? The very thing, but it would have to be a new one. This nominee of Elijah must stand on his own feet.

The map of the then United Kingdom was laid out on the table. It showed that in addition

to Fanum, London, and Caxton House, Westminster, the A.A. and M.U. flag flew over Manchester, Leeds, Glasgow, Edinburgh, Dublin, Belfast and Norwich—yes, and Paris. Not so bad for five years' work! These pocket Fanums were managed respectively by Lancashire men, Yorkshire men, Scots and Irishmen, each in his native element. That policy had been learnt from Scotland, and it paid.

The map showed middle England somewhat vacant, and Nature abhors a vacuum. The New Chap was a Midlander. His motoring experience, knowledge of the country, and organizing attributes generally, marked him as one who could give effect to the slogan "Service on the Road."

"I have it," cried the Secretary. "I'll ask the Committee's sanction for a Fanum at Birmingham, and you shall run it. You may as well go back and hunt for offices in Birmingham, as central as you can get them, with room to expand. That's about all for to-day."

"I will, and I'm very grateful for the chance," said the New Chap as he rose to go. "And if I may say so," he added, with becoming diffidence,

"I hope and think that we shall—shall get on well together?"

"I'm sure of it," said the Secretary. "And mind, you needn't expect to stay in the Midlands all your life. One of these days we may want you at Headquarters. There is plenty of room at the top. Good-bye and good luck!"

While during the following few years Fanums were established and developed at Exeter for Devon and Cornwall, and at Cardiff for South Wales, Fanum, Birmingham, fully justified expectations. It proved a remarkably fine pivotal point in a district which combined glorious motoring country, calling for enjoyment, with factories producing the vehicles for that purpose.

The Midland Branch, A.A. and M.U., expanded in membership to the proud position of third on the list of Fanums—close upon the heels of its elder brother, Manchester.

Elijah's planting had borne good fruit.

(To be continued.)

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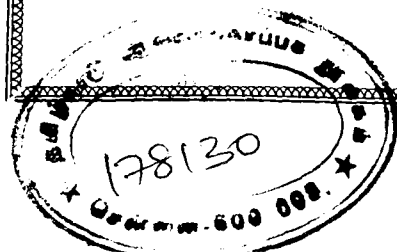
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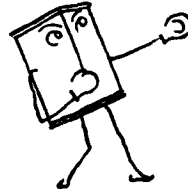
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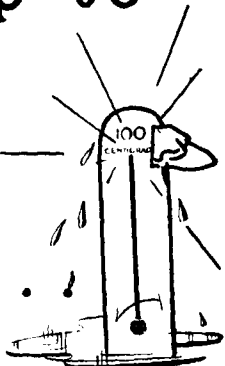
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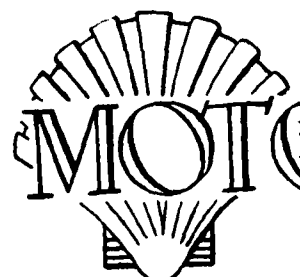
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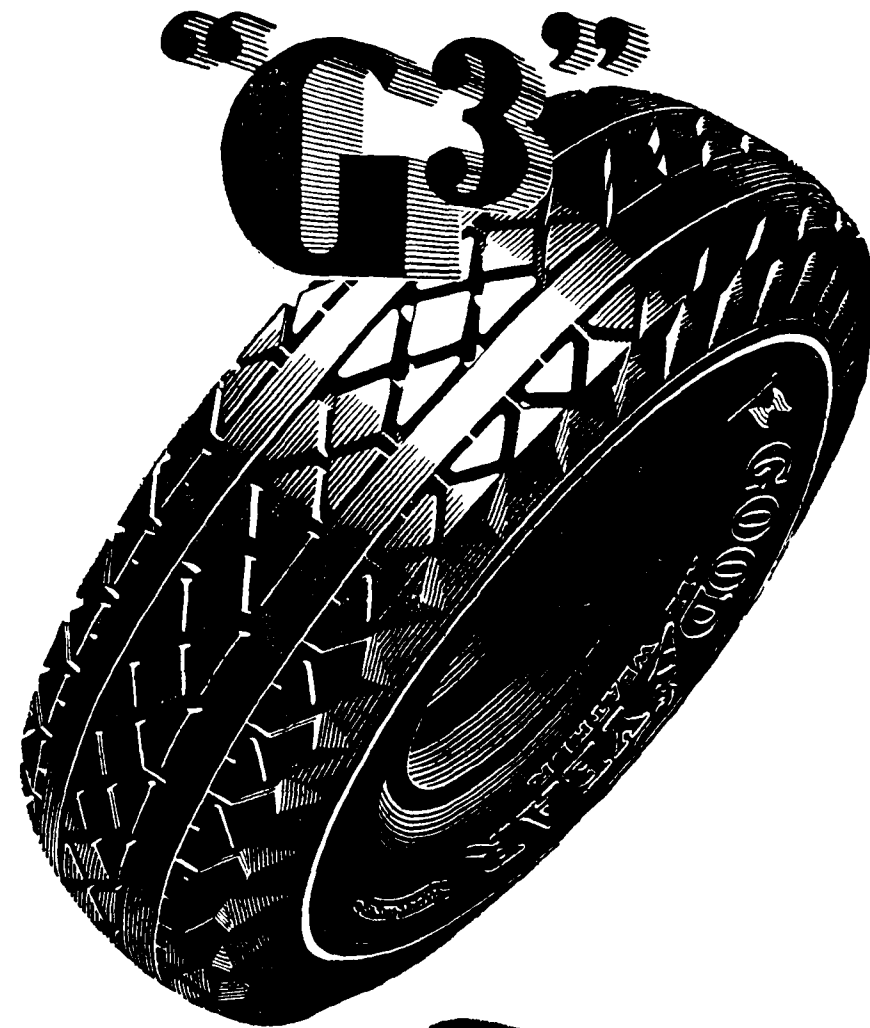
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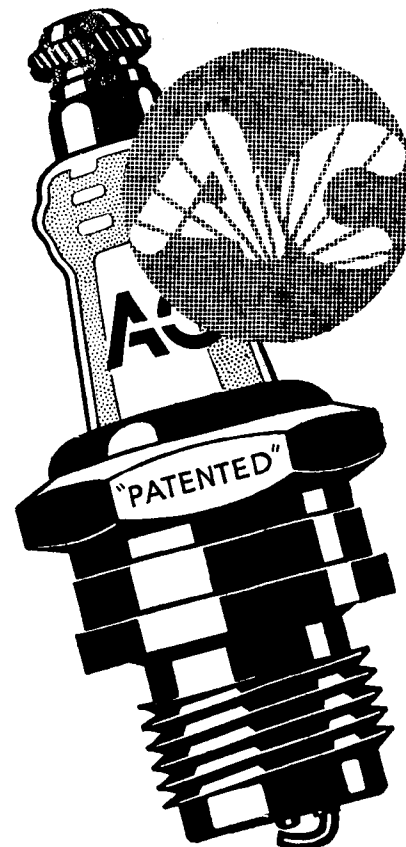
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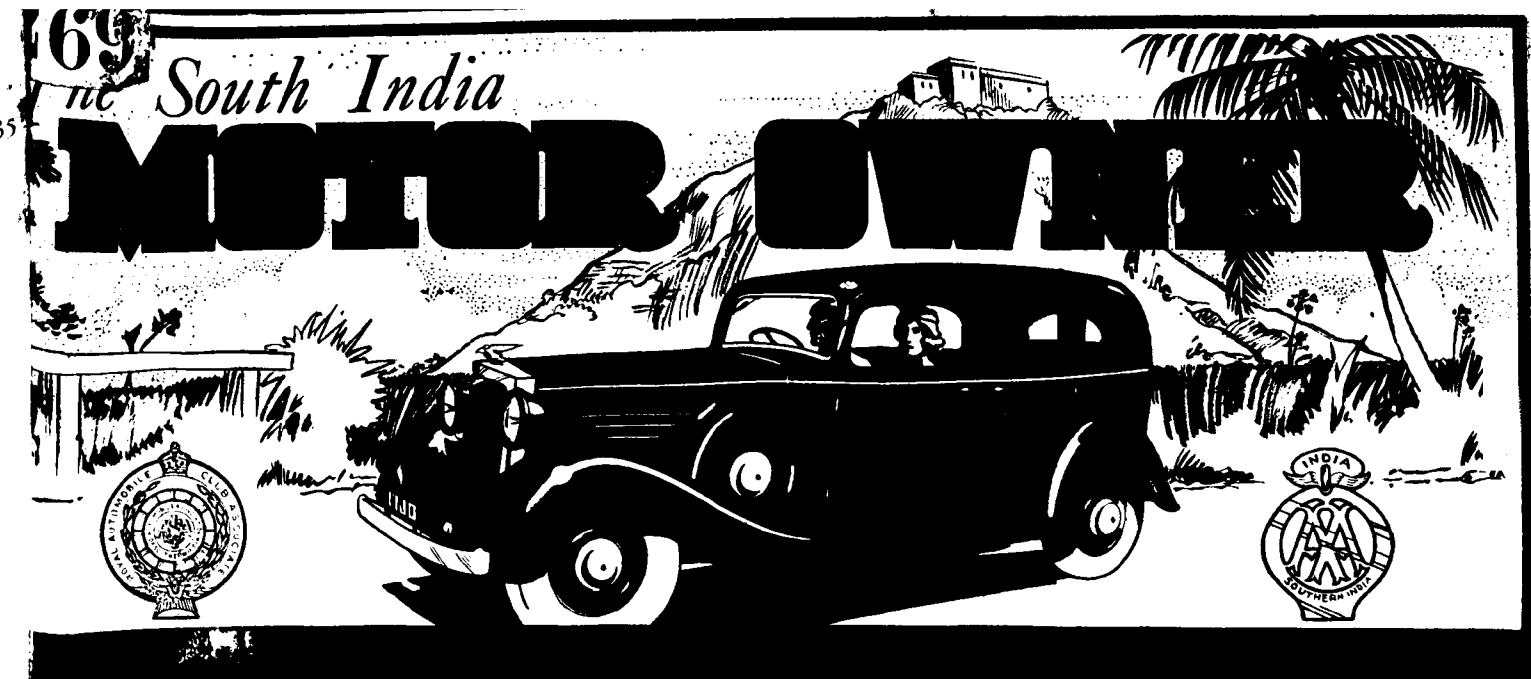
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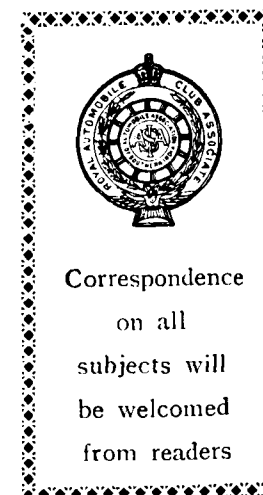
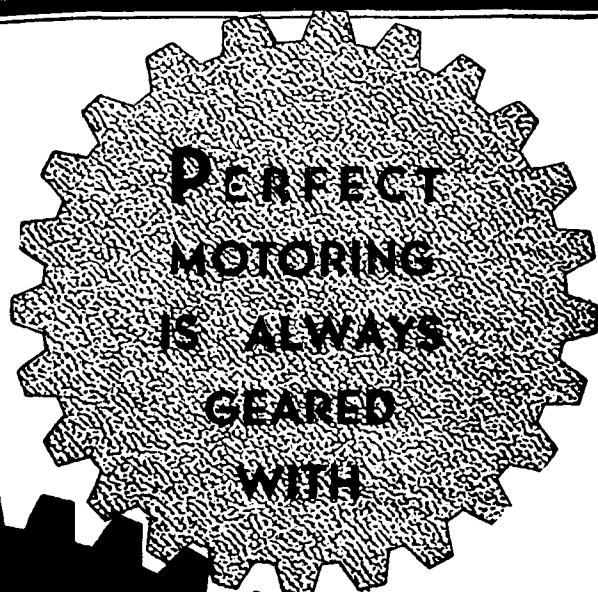
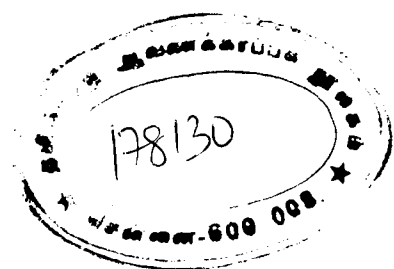
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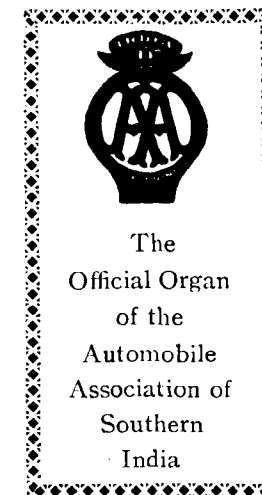
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Road Information

General

As usual in April, there has been a large demand for tour itineraries during the past month seventy-three itineraries covering upward of 53,000 miles having been prepared and issued.

An unusual feature was the heavy rainfall in various parts of the Peninsular during the early days of the month when one road "wash-out" was reported on the Southern Trunk Road near Veppur. This breach was quickly restored and traffic was affected by it for only two days.

Coimbatore-Mysore Trunk Road

Improvements to the Hassanur (or Dimbum) Ghat Section of this road having been completed, all restrictions on private motor cars have now been removed by the Coimbatore District Board.

Southern Trunk Road

Two Irish bridges on this road between Dindigul and Mannaparai are reported to be dangerous to fast moving traffic and the District Board have been requested to instal suitable warning signs at the approaches to each so as to warn motor vehicles to slow down. These Irish bridges are located in miles 237/4 and 238/5 from Madras and motorists should keep a look-out for them.

B

Hassan-Krishnarajasagara-Mysore Road

This road, which provides a short cut for motorists moving between Mysore City and Hassan is reported to be a dry weather route only, as the section which follows the Irwin Canal Road from the point where the canal crosses the Hassan-Seringapatam Road to the Krishnarajasagara Dam drops down from the Canal bank into the bed of a stream at two places which may be impassable during wet weather.

Mysore-Ootacamund Road—Petrol supplies

As a result of complaints received from members of difficulty in obtaining petrol at Nanjangud and Gundlupet, Messrs. Burmah-Shell have courteously arranged that the caretakers of the Travellers' Bungalows at these two places shall be kept informed as to the location of the petrol depots nearby. Motorists requiring petrol at either of these places should apply to the T.B. caretaker who will be able to send to the petrol depot for a few tins as required.

There are now no petrol pumps at Nanjangud and Gundlupet, the demand for petrol being too small to justify their retention.

Motorists using this road are strongly advised to look to their petrol supply before leaving Mysore or Gudalur where petrol pumps exist. The distance between Mysore and Gudalur is 70 miles.

Road Accidents in Madras Presidency

The following interesting figures have been extracted from details furnished by the Government of Madras (Law/General Department) to whom our thanks are due:—

Year		Approx. number of vehicles in use at end of year	Number of Accidents	Number of persons	
1931	(Mds. City	6,628	396	87	32
	(Mofussil	15,358	740	335	168
1932	(City	6,294	363	77	22
	(Mof.	14,943	762	339	210
1933	(City	6,820	361	79	26
	(Mof.	19,045	800	567	148
1934	(City	6,825	340	74	20
	(Mof.	20,077	865	706	174

It is gratifying to note that there has been a steady fall off of the number of accidents in Madras City, in spite of a small increase in the approximate number of motor vehicles in use, but the steady increase in the number of accidents in the mofussil gives one food for thought, although it is not out of proportion to the increase in the number of vehicles in use.

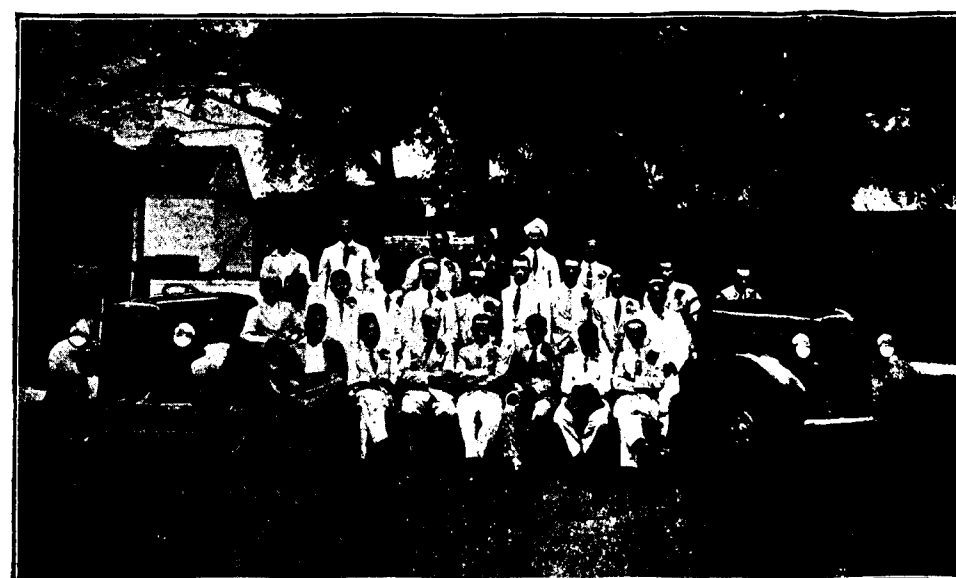
Lack of space does not permit of a full analysis of the causes of the accidents but the

majority have been attributed to "Lack of road sense" and "General indifference toward motor traffic".

"Rash and negligent driving" has also been noted as the cause of a fairly large proportion of the accidents, particularly in the mofussil, a fact which motorists might note with a view to greater care and more regard for the mentality of mofussil road users who are naturally backward in acquiring that sense of speed and distance which is so essential to the avoidance of road accidents.

Stone Throwing at Passing Cars

Complaints from motorists indicate an increase of this pernicious practice by small boys in certain mofussil areas. Exactly what pleasure boys find in throwing stones at passing motor vehicles it is hard to state. One is not justified in assuming that they do so with the definite intention of causing damage to the vehicles or injury to the passengers, but the fact remains that there is always the risk of an unlucky stone striking a driver in the face and thus causing a very serious accident. This apart from the annoyance and expense incurred by the damage to body and paint work which even a small stone may occasion to a vehicle travelling at a fairly high speed.



Group of the Madras Branch Dealers of the Ford Motor Company of India Limited who recently attended a Conference in Madras prior to the introduction of 1935 V-8 Car and Truck Models. Dealers representing practically every District in South India including the Nizam's Dominions were present.

Road Development in Madras Presidency

In the last issue of this journal it was indicated that road works estimated to cost approximately Rs. 21 lakhs had been selected for commencement during 1935-36. Details of these new works are not yet available, although it is known that they were considered at the first meeting of the newly constituted Provincial Board of Communications which was held on 10th April 1935. It is hoped that the recommendations of the Board will be made public in time for inclusion in the next issue of this journal.

Madras M. V. Taxation

There is nothing of interest to report under this heading beyond the fact that the possibility of introducing some form of short period licence for the convenience of motoring visitors from neighbouring Provinces and States, is still under consideration by Government.

Nothing has been learned regarding the proposal to repeal the Madras M. V. Act and reimpose tolls, although it is rumoured that a Bill to have this effect is reposing on the official shelf ready for production when the psychological moment arrives.

It would be most interesting to ascertain the feelings of motorists generally on this subject and readers are cordially invited to air their views through the medium of this journal.

Touring Map of Southern India

The first edition of the Touring Map of Southern India compiled by the A.A.S.I. and placed on sale late in 1933 is nearly exhausted and the question of a reprint needs early consideration.

Readers in possession of a copy of the map are earnestly invited to offer suggestions for its improvement and to bring to the notice of the Secretary, A.A.S.I., any omissions or inaccuracies which may have come to their notice.

Pneumatic Tyres for Bullock Carts

The following details of some experiments carried out recently by the P.W.D. in Delhi will be of considerable interest to motorists in Southern India, indicating as they do, the enormous amount of damage that can be done to Madras Presidency roads by the tax-free, iron tyred bullock cart,

**WILL
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CAR
AT HOME?
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We have arrangements with Distributors throughout India whereby you can now obtain **ANY** make of **CAR** for delivery in England and shipment to India when your leave expires without disturbing your capital.

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3 St. James's Sq., London,

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Two 100 feet lengths of 40 feet wide road painted in March 1932 were selected. On the one portion an ordinary 4-wheeled Delhi cart with two bullocks was driven and on the other portion a two-wheeled single pneumatic tyred bullock cart was driven. Each cart carried a load of 500 bricks, the equivalent of 3,500 lbs. The Delhi cart with four wheels had the load distributed 7 cwts. on each of the front wheels and 13 cwts. on each of the back wheels, and the pneumatic tyred cart having two wheels with a weight on each of 18 cwts.

The carts made 31,000 circuits in all and the road traversed by the ordinary Delhi cart started to break up after 1,400 circuits while the surface under the pneumatic tyred cart section showed no sign of wear even after completion of the total number of circuits. The surface under the Delhi cart was completely destroyed.

It has been calculated that the damage done by a Delhi cart doing 8 miles a day, four loaded and four unloaded, works out about Rs. 228/- per annum. No apparent damage has been done by the pneumatic tyred cart so that the saving to the road authorities is evident.

In addition to the advantage to the owner in being able to take larger loads there is the consequent decrease in the number of vehicles on the road which will result in further economy in the

road maintenance. Taking all these factors into consideration it is understood the Municipality of New Delhi in order to encourage the use of pneumatic tyred vehicles have recommended that they should be exempt from payment of wheel tax for the first year, half rate to be charged the second year and three-fourth rate after this period. It is understood that most satisfactory experiments have also been carried out by the P.W.D. in the North-West Frontier Province on which it is hoped we may be able to report fully in our next issue.

Membership

During April the names of 31 new members were inserted in the membership register.

The new members were introduced as follows:-

Messrs. V. K. Seshadri, S. K. M. Mohamed Musthafa, A. C. S. Muthia Reddiar by Mr. J. L. P. Roche Victoria.

G. McPherson by Mr. V. C. Dupen.

Mr. C. A. Knowles by Mr. A. Peele.

„ O. M. Hetherington by A. R. Jack, Esq.

„ A. R. St. George by Mr. W. A. J. Milner.

„ L. F. Johnson by N. Kirwan, Esq.

„ S. C. Nayak by Mr. T. Sundaram.

„ E. V. Padmanabha Pillai by Mr. T. Clear.

„ W. H. Burnett by Mr. L. Dee.

Rao Sahib M. V. Vellodi by Mr. R. Gopal Rao.

Lt. Commander J. Ryland by Miss D. Jefford.

Mr. L. Meurisse by Mr. E. J. B. Greenwood.

„ F. W. Greene by Messrs. Addison & Co.

The remainder were introduced by the Secretary.

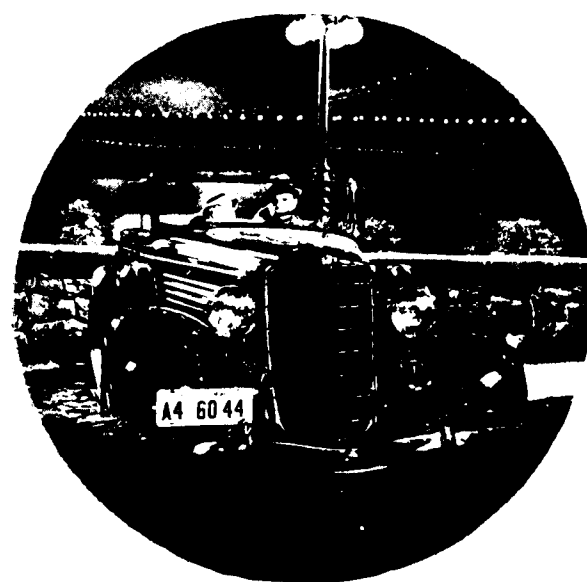
New Members

M. Shambhat, Esq.,
C/o Sri Durga Paramaswari Motor Service,
Mangalore, S. Kanara.

Rev. W. LeCate Edwards,
Methodist Mission, Alet, N. S. Rly.,
H. E. H. Nizam's Dominions.

C. D. Priestly, Esq.,
119/120, Armenian Street, G.T., Madras.

Lt. B. E. A. Connell-McDowell,
1/20th Burma Rifles, Nayar Brigade,
Trivandrum, Travancore State.



George Brent and Jean Muir do an entire scene seated in a Buick roadster in the Warner Brothers' picture "Desirable."

40,000 BUS MILES WITH NO TYRE TROUBLE

is the Firestone Experience of Mr. K. Govindarajulu of Madras

"SINCE fitting Firestone Tyres to my buses the Service has not suffered a single delay due to tyre trouble. They have given well over 40,000 miles, and show a great saving in cost over the make I was previously using."

K. Govindarajulu, Proprietor,
Alanthur Union Service, Madras

FEW motorists subject their tyres to the constant gruelling imposed by a daily bus service, yet even when fitted to buses Firestone Tyres give better mileage than is obtained by many private motorists with other tyres.

Why Firestone Tyres last longer

The tyre on your car flexes nearly 700 times per mile! Such rapid and continuous flexing of the cotton fibres within

the cords produces friction which generates heat—the greatest enemy of tyre life. To counteract this destructive action Firestone has developed an exclusive process of Gum-Dipping by which Firestone high-stretch cords are soaked in liquid rubber, saturating every fibre inside every cord. Gum-Dipping insulates the cotton fibres with rubber, and welds the high-stretch cords and plies into one cohesive unit of greater strength.

5-POINT
Margin of Safety

- 1--Gum-Dipped Cords. Every Ply is a Safety Ply.
- 2--Wide, Flat Tread.
- 3--Greater Tread Thickness.
- 4--Deep Non-Skid Design.
- 5--Tougher Tread Rubber.

Gum Dipped

Firestone

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A. Subbiah, Esq.,
C/o The Imperial Bank of India, Erode.

Lt.-Commr. J. Ryland,
C/o The Navy Office, R.I.N. Dock-yard, Bombay.

A. C. S. Muthia Reddiar,
Mittadar and Banker, Tuticorin, Tinnevely District.

V. K. Seshadri, Esq.,
"Seshadri's Clinic", G. C. Road, Tuticorin.

Capt. L. J. C. Loch,
Senior Officers' School, Belgaum.

Rao Saheb M. V. Vellodi,
Collector & District Magistrate, Tanjore.

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Valparai P.O., Coimbatore.
- S. Srinivasan, Esq.,
Asst. Accountant General, Fort St. George, Madras.

E. V. Padmanabha Pillai,
District Forest Officer, Bellary.

Dr. B. I. Gopal Rao,
No. 6, North Public Square Road, Basavangudi P.O.,
Bangalore.

S. C. Nayak, Esq.,
Waltair P.O., Vizagapatam (District Engineer).

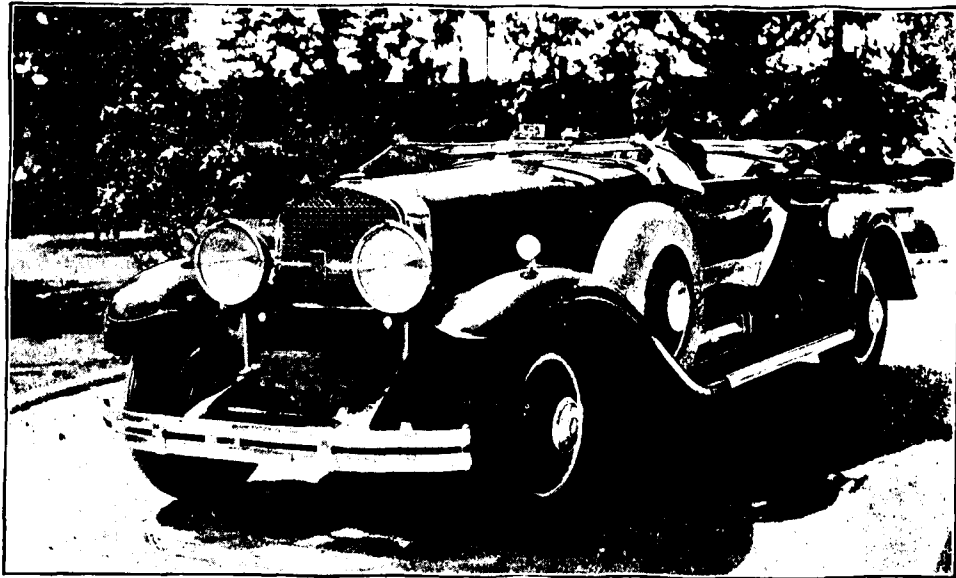
L. F. Johnson, Esq.,
Mangalore, South Kanara.

A. R. St. George, Esq.,
Stagbrooke, Peermade P.O., Travancore.

O. M. Hetherington, Esq.,
Sirikunda, Valparai P.O., Pollachi.

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Madras.

G. Mcpherson, Esq.,
Mundakayam Estate, Mundakayam P.O.,
Travancore State. (Gone on Home leave).



Ramon Novarro, popular cinema star, his dog and his Cadillac are a familiar trio in Hollywood.

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With the only proved Self-Changing Gear

The Car for Overseas

For 25 years ARMSTRONG SIDDELEY have proved their reliability under the most trying overseas conditions. The running costs are very low. The proved self-changing gear is the perfect transmission ; its Air-craft quality engine ensures a long and trouble-free life.

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Madras District H. Q., Bangalore.

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N. Ramanathan, Esq.,
Mahalakshmi Street, Theagaroyanagar P.O.,
Madras.

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Madras.

Valuable Thumb

A robust woman lost her thumb in a trolley accident.

"But, why," asked the company's attorney, "do you think that your thumb was worth twenty thousand dollars?"

"Because," she replied, "it was the thumb I kept my husband under."

To Save His Pants

The Judge (sternly): "Well, what's your alibi for speeding sixty miles an hour through the residence section?"

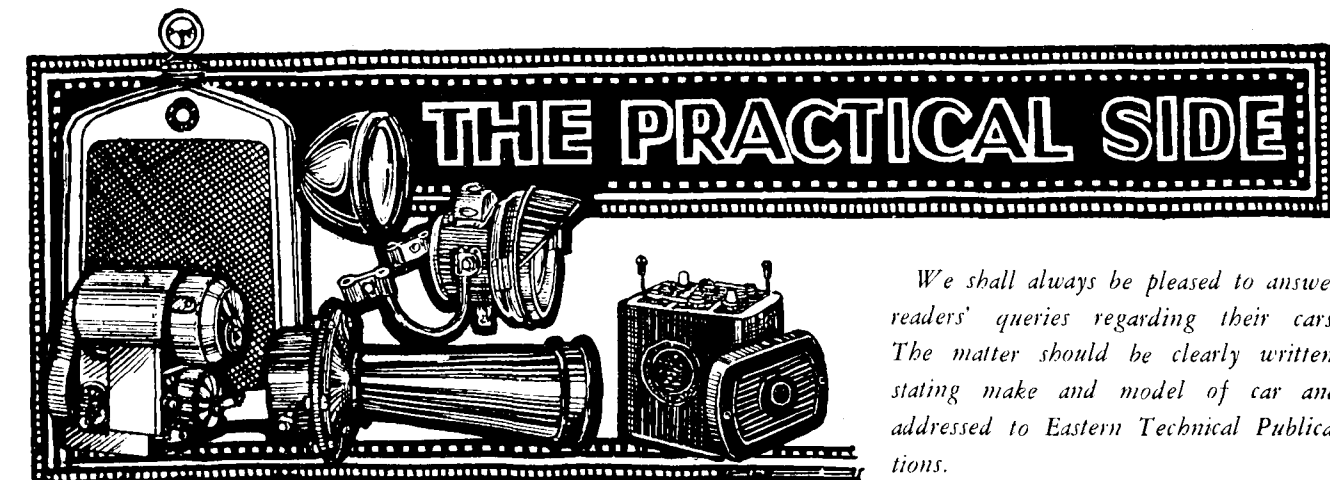
The Victim: "I had just heard, your honor, that the ladies of our church were giving a rummage sale and I was hurrying home to save my other pair of pants."

The Judge: "Case dismissed."



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

CALCUTTA BOMBAY MADRAS KARACHI NEW DELHI



(By J. N. N.)

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.

Care of Coachwork

One often sees quite recent model cars, which, although mechanically sound are really in very bad condition as regards bodywork, mudguard to running board joints, and with broken running board shields.

The ends of mudguards where they fit on running boards collect water and in course of time this causes corrosion, the metal rusts and eventually large rusty holes appear in what would otherwise be a perfectly good mudguard. This also applies to the bottom of the body where it is attached to the running board shield. Repairs are apt to be costly inasmuch that it means taking off mudguards, patching and rivetting new portions and then repainting. As a rule the whole wing or running board shield has to be painted especially where the original colour is other than black.

Much can be done to stave off this corrosion, and it is quite a good thing to lubricate these portions of the body work. A thin hacksaw blade well oiled and then rubbed along the body between the frame and running board shields will leave a thin film of oil and this will preserve the two metal surfaces. A few spots of oil on each joint where the mudguards meet the running boards will also serve to delay corrosion. Bonnet joints, Radiator front covers, and other fittings which join up with other metal surfaces are liable to a rubbing or scraping action and cause squeaks, and if a little lubricating oil is introduced to these joints the advantage gained will repay the labour involved and the little extra trouble taken.

Door Adjustments

Another very annoying fault that sometimes crops up is that of badly fitting doors, with the

result that it is difficult to close the doors without undue force. This is as a rule more prominent on touring cars than on saloons. Constant opening and shutting wears out the hinge pins on the doors. These can easily be knocked out and new ones inserted. Door catches also wear and these can on the newer models be adjusted by altering the setting and only a screw driver is necessary. A little cardboard or leather packing behind the door catches will sometimes take up the play and stop drumming. Loose body bolts are very often the cause of badly fitting doors and these bolts should be periodically inspected and screwed down as tightly as possible. If body bolts are allowed to remain loose, warping will take place and this will in turn throw the doors out of line and cause difficulty in shutting. Most doors are also fitted with circular or oblong rubber buffers, and these can usually be adjusted to take up door rattle.

Roof Drumming

Roof drumming was at one time very prominent on saloon cars with metal roofs and proved a great annoyance, but manufacturers have now overcome the nuisance by wholly or partially covering the roof with flexible material. Drumming can be cured by inserting felt between the ribs of the roof and the outer panel. In some cases it may be found that the original felt has become dislodged and worked out of position. If the felt is re-adjustable the drumming should cease. When sticking felt to aluminium use rubber solution and not paste as the latter may attack the metal. Sawdust is another good packing and can be used when felt is not available. It sometimes happens that doors of touring cars 'drum' and to overcome this

sawdust can be used and rammed tight between the outer panel and the inner.

Windows

These very rarely rattle unless the felt or velvet lined runners are worn. Sometimes the runners work loose and become very hard, in which case renewal will be necessary. Window raising mechanism often creaks and chatters or rattle, and to remedy this it will be necessary to remove the upholstery from the doors and the casing boards. Being a rather difficult job it is not advisable to attempt this unless one has a little knowledge of upholstering.

Cleaning and Polishing

Cellulose finished bodies have made car cleaning a much easier problem than that of years ago when varnished finishes necessitated very careful use of a leather for washing down. It is, however, still necessary to use plenty of water on the undercarriage in order to remove dust and dirt from the crevices. The ideal method is of course a suitable length of hose with a good nozzle which is capable of being adjusted to give a hard jet of water or a soft spray. The majority of cars are now fitted with wire wheels and are much more difficult to clean than the disc or wooden artillery wheel. A spoke brush is essential in order to clean between the spokes and the hubs.

When washing down the body of a saloon car, close the windows, otherwise water will find its way into the interior of the body frame through the window sills, and in due course will begin to rust the window raising mechanism.

The upholstery needs attention occasionally and if made of leather can be rubbed down with a wet leather, and if cloth should be well brushed.

To finish off the body after washing and drying a good body polish should be applied. Smear a little polish on to a soft rag and rub till the desired lustre is obtained and then use a dry soft rag to finish. Cheese or mutton cloth is very good for this purpose.

Do not forget to clean the top of the car occasionally. Nothing looks worse than a nice clean car with the roof top months old in dust and grime. In the case of touring cars the hood should be well brushed to remove the dust.

Testing Repairs

When a car has to go into dock for repairs it is a good idea for the owner to take out the garage foreman and demonstrate to him exactly what is wrong, then when the repairs have been effected have the same man take the car out and show that the necessary work has been done. This may seem a very simple protection but it is often omitted, it may seem unnecessary advice to the old hand, but the new motorist should take notice.

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.

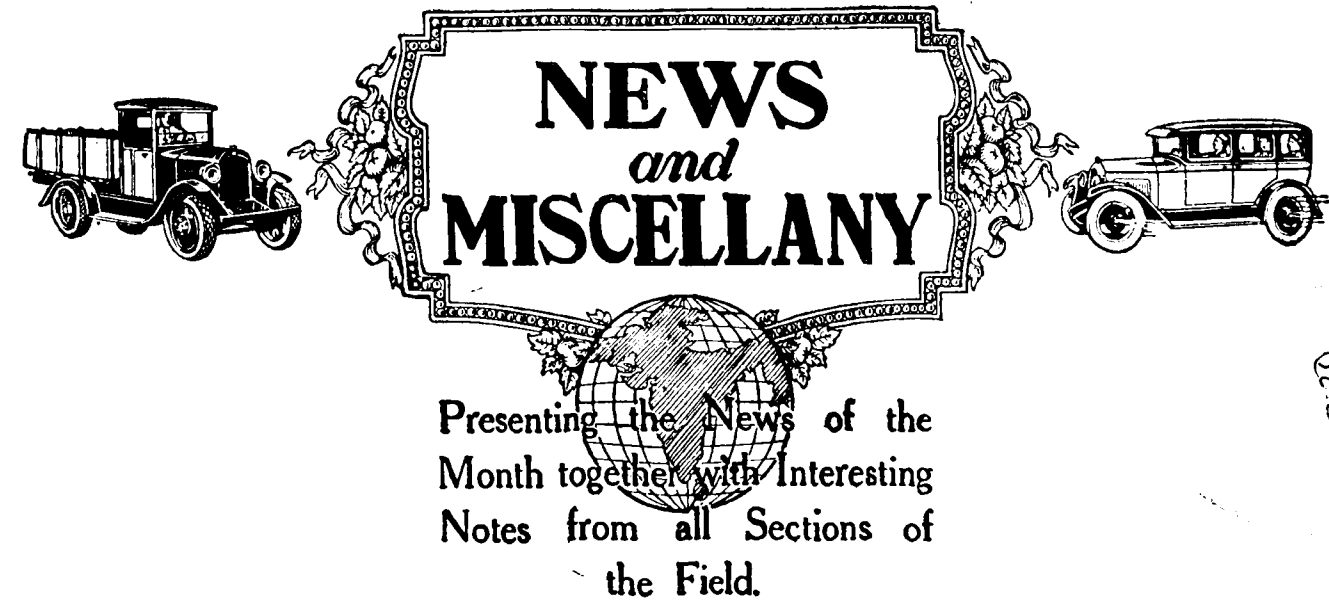
The latest advance in the science of Mosquito Control has resulted in "LARVICIDE" which combines the advantage of older methods but without their draw-backs.

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



Speed Regulations in England

It will interest motorists about to visit Great Britain that from March 18th, 1935 all vehicles are prohibited from proceeding at more than 30 miles per hour in roads where street lamps are placed not more than 200 yards apart.

The Authorities may delimit a certain area by affixing to lamp-posts a special sign, circular in shape, with a horizontal bar across it. The colours of this sign are white background, black bar.

Motorists will be warned of the entry into restricted areas by a circular sign bearing in the centre the figure "30". This sign is formed by an outer red circle and an interior white circle with the figure "30" in black superimposed on the white. On such roads the maximum speed limit is 30 miles per hour.

The first mentioned sign, circle with a bar across it, namely the one used for delimited areas, will indicate that the motorist is once more free from speed restrictions.

Tribulations of an Inventor

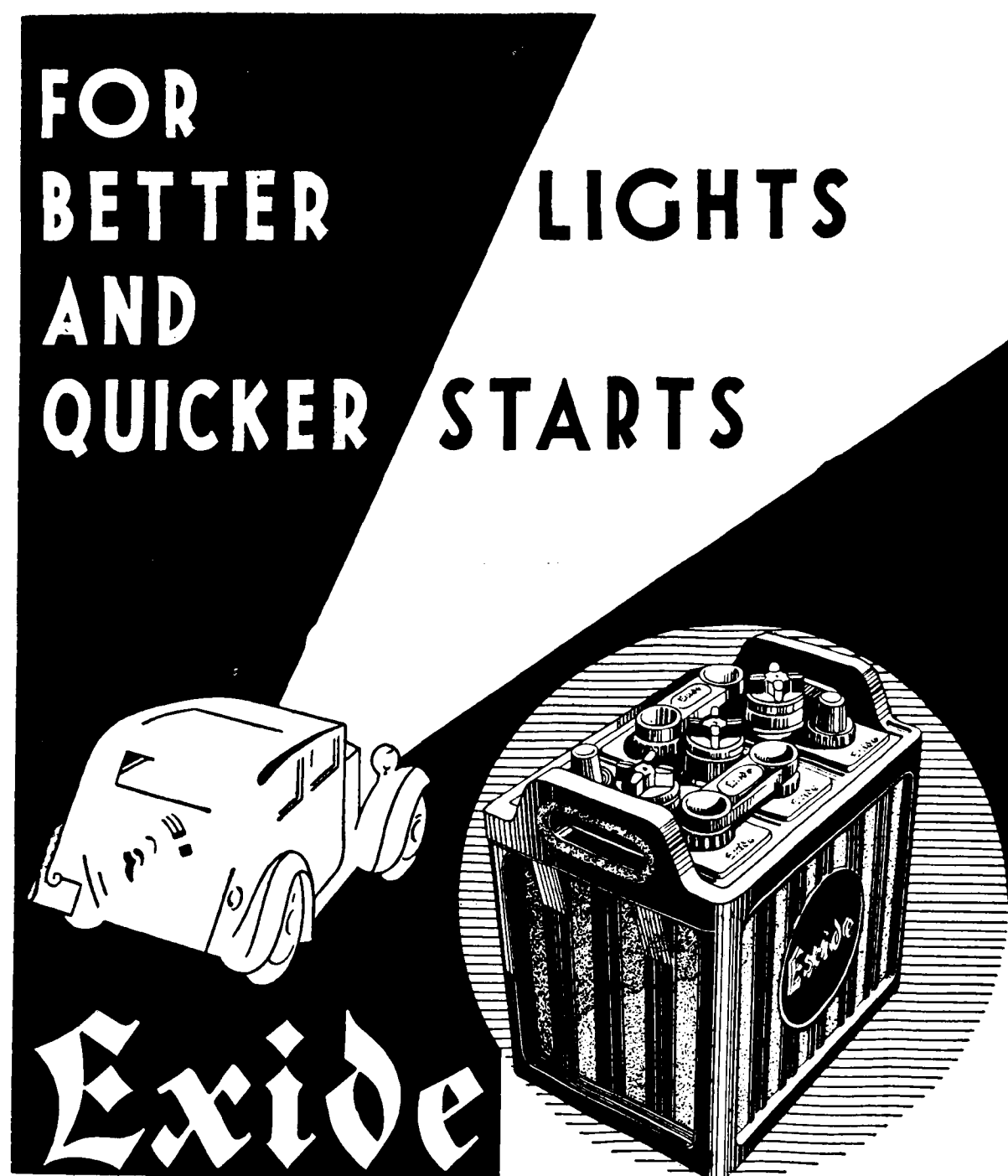
Here are some interesting reminiscences given in an interview by Capt. E. de Normanville, the inventor of the Humber Safety Gear!

The inner history of an inventor's life usually discloses a struggle against apathy, which may have lasted for years before the hardworking enthusiast could get anyone to back his ingenuity. In the case of Capt. E. de Normanville, whose remarkable "Safety Gear" has recently been announced by

Humber Ltd., we find a curious diversity of immediate support—and the entire opposite—in connection with his various inventions.

Some thirty years ago he invented the idea of automatic control of the temperature of water in the radiator, and patented it throughout the world. Demonstration cars proved the accurate functioning of the mechanism up to the hilt—but it was too early; everybody said it was an unnecessary complication. Today, of course, the idea has been universally adopted, having started to become so just as the inventor's patents were becoming void through old age!

Capt. de Normanville encountered a similar disappointment with regard to a petrol pump—also invented before its time, and patented throughout the world. It was immediately taken up by one of the leading motor spirit companies, and in due course submitted to the authorities for the necessary imprimatur. A feature of the invention was an armoured glass container, in which the buyer was able to see his measured petrol—just as he now does. But officialdom says Capt. de Normanville went into hysteria. Never could they even contemplate licensing a petrol pump which had an armoured glass container—very sorry, and so forth, but such an idea was and always would be, quite out of the question. And so the patents were allowed to lapse—and in due course the idea was brought out again by someone else, sanctioned by a more enlightened generation, and duly became common-place.



BATTERIES FOR CAR STARTING & LIGHTING

THERE IS A TYPE TO SUIT EVERY CAR.

THE GENERAL ELECTRIC CO. (India) LTD.,

'Magnet House,' Mount Road, Madras.

The Chloride Electrical Storage Co., Ltd.,
Export Department, 137, Victoria Street,
London, S. W. 1; 4, Lyons Range, Calcutta;
Feltham House, 3rd Floor, Graham Road,
Ballard Estate, Bombay.

A similar fight against odds was waged by Capt. de Normanville when he was on the staff of "The Motor" before the war. He conceived the idea of adapting the known utility of a parachute as an emergency escape for aeroplane pilots, and described and illustrated his ideas in that journal. The aeronautical experts of the day vied with one another in "proving" the complete impossibility and stupidity of the idea. A few years afterwards came the Great War, and one day when an enemy plane was shot down, the pilot was seen calmly descending to earth—by means of a parachute! From that event to the compulsory carrying of a parachute by airmen was only a matter of a short time. Once again the "quite impossible" has become the everyday habit. But things like that, you know, must be—else no "invention" should we see! (*Reuter*).

Unreliable Police Speed Test

The point of view emphasised by Reuter in recent letters about the inadequacy of the police speedometer evidence on which motorists are being convicted of exceeding the thirty mile limit has now been upheld at the Cardiff police court.

Summoned for exceeding the 30-mile-an-hour speed limit, John Williams, managing director of a motor company at Llantrisant (Glam.), said it was impossible to test a speedometer with any degree of accuracy by means of a stop-watch, as the police attempted to do.

The only really accurate method of testing he contended, was to do it on a special bench.

Even then, one of the biggest speedometer manufacturers in England would not guarantee the accuracy to within 1 per cent.

Williams added he tested his speedometer with the help of two mechanics by running his car beside a new car, the speedometer of which had just been certified accurate by the manufacturers.

The summons was dismissed.

In point of fact the manufacturers who supply speedometers for the police cars will not guarantee their accuracy to within a margin of two and a half per cent—not one per cent as said in court. That statement has been made to us by the manufacturers.

Nevertheless the first batch of offenders was disposed of in London with fines ranging from 30/- to

£5 and solely on police speedometer evidence. The London "Star" on the day in question produced a clever newspaper placard fitting the occasion. It ran:

"The limit at Bow Street".

On the first day 47 summonses were disposed of—all before lunch. It is stated that during the first week two thousand drivers in the London area were stopped and that summonses will follow.

Amended Police Order

Since the inauguration of the new limit of following complaints in parliament of the police playing the role of agents provocateur Mr. Aker Tripp, the Metropolitan Assistant Police Commissioner has issued to all police drivers that in future they must themselves strictly obey the Highway Code.

It is pointed out that it is an offence for police drivers to accelerate when being overtaken.

Another part of the orders points out that police drivers, if they have reduced speed for any reason and are accelerating to 30 miles per hour, must not take into account the speed of overtaking motorists for the purpose of prosecution.

No notice must be taken until the police car has again reached the speed of thirty miles an hour.

Police drivers must also keep to the near side of the road. (*Reuter*.)

Lord Chesham's Road Tip

Lord Chesham, speaking at Amersham, Bucks recently said:

"The only way to reduce the terrible road mortality is to consider everyone you meet, both motorist and pedestrian, as a blithering idiot, and wonder to yourself what a blithering idiot will do.

"I have often done that, and nine times out of ten he has done it. If you are prepared you can avoid accidents; if you are not, you cannot avoid them."

Lord Chesham was presenting four Post Office van drivers with Safety First medals as an award for their driving, and had this to say about the district: "I have driven over these roads a good many times, and I have seen some of the worst driving in this neighbourhood that I have ever seen in my life." (*Reuter*).

Improving Motor Cars

It is often said that racing improved the breed of cars; undoubtedly it has in the past but, to-day, it is questionable if this is true, for the racing car is now looking to the aero-engine for increased efficiency. I was struck with this fact at the Armstrong Siddeley factory, where they build aircraft engines side by side with the equally famous motor-car engines; one has to see the test benches there to realise what infinite pains go to the making of aircraft motors. I was shown examples of inspection which, to my lay mind, seemed beyond all reason but were mere routine in that hive of industry. Such a visit amply explains why some cars cost more than others—and why it pays to buy them.

"Finest Little Car"

The following remarks have been extracted from a report, entirely unsolicited, concerning a 1,300-mile trip in a Morris Eight, recently published in the *Straits Echo*. The author of the article preferred to remain anonymous, except for the initials "M.C." :—

"Having purchased a new Morris 8 saloon from Messrs. Wearne Bros. Ltd., Penang, and after running some 600 odd miles, I decided to make a run to Singapore and back during the Xmas holidays. So one Saturday morning at 8-45 I left Bukit Mertajam for Singapore, and arrived non-stop at Ipoh 12 noon. Left Ipoh at 1 p.m. I arrived Kuala Lumpur 6 p.m. Saturday evening. Running time 7 hours and 45 minutes. Petrol consumed, 5½ gallons. Cylinder oil nil. I left next morning at 8 a.m., and my watch showed 6-15 p.m. when I arrived at Singapore on Sunday evening. Running time, 8½ hours. Petrol consumed, 6 gallons. Cylinder oil nil.

Besides myself, who drove to Singapore and back, there were three passengers and 100 lb. of luggage. The car ran very well without any trouble. The return journey was made *via* Malacca, with one extra passenger and also 50 lb. of luggage. I left Singapore on Thursday morning at 8-50, and reached Muar 1 p.m. Left Muar 2-30 p.m., and arrived Kuala Lumpur 7 p.m. Running time, 8 hours 20 minutes. Petrol consumed, 6 gallons. Cylinder oil nil. I left K.L. next morning at 8, reached Ipoh at 1 p.m., and Bukit Mertajam at 5-15 p.m. Running time, 7 hours 45 minutes. Petrol consumed, 5½ gallons. Cylinder oil nil.

Trouble-Free and Economical

"The car gave no trouble whatever, going and coming, and no adjustments were made; the tool kit was never looked for. Took nearly all hills on top gear, except on Mantin and Taiping Passes, when I had to change down to second. I don't boast when I say that I have been driving motor-cars for nearly 30 years, and I can honestly say that the 1935 model Morris 8 saloon is the finest little car I have ever handled. Thanks to Lord Nuffield. The car is fitted with Dunlop low-pressure tyres, which stood the journey very well, and was lubricated on Vacuum Mobil oil and run on Shell petrol throughout.

"Before leaving Singapore, the engine sump was drained and filled with half a gallon of oil, and although the car travelled in all 1,300 miles, not one ounce of oil was put into the engine, as it was not necessary. On arrival at Bukit Mertajam, the sump still showed full by the dipstick. The petrol consumption worked out to about 46 m.p.g., and in my opinion is really very good considering the weight of the passengers and the luggage carried. My advice to everybody is—buy a Morris, which is trouble-free, and be satisfied."

Asbestos Makes Silent Car Coachwork

Since the early days of the motor car, coach-builders have been concerned with the ways and means to procure lasting silence of bodywork. Many have been tried even to the provision of a subsidiary frame designed to carry the body free from the chassis. This is obviously a costly proceeding and one that is not always as successful as could be wished.

Separate mountings embodying rubber buffers have been designed, tried and in many cases discarded as being inefficient, "squeaks" and "creakings" still developed to the annoyance of the car owner.

Other methods had to be investigated and one of the simplest and at the same time, one of the most successful, is the method adopted by the Rover Company.

In this case no portion of the woodwork of the body is allowed to make direct contact with the metal of the chassis, the small space between being occupied by insulating material, and wherever joints

occur in the bodywork, special compound is employed to prevent creaks. This is combined with the outstanding feature of the Rover method of spraying with Asbestos the insides of the body panels, which has the effect of preventing "drumming" and minimises the penetration of outside noise in addition to keeping the car cool in the Summer and warm in the Winter.

It is just one of those worthwhile refinements which are found in a few cars to-day.

Record Sales

Sales of Morris Cars during March were 10,691 units, which constitutes a record in the history of the British Motor Industry. This record follows upon the steady increases month by month since the 1935 models were produced.

Annual General Meeting of the I.R.T.D.A.

The Annual General Meeting of the Association was held in Bombay on Friday, April the 5th, at which H. E. Lord Brabourne, Governor of Bombay, was present.

The Hon'ble Mr. E. Miller who has been their President for the last five years and is shortly due to retire from India gave a most interesting review of the history of road and motor transport development since the Association came into being and the part the Association has played in helping to bring about improved conditions.

The main points which he brought out in his speech were:—

- (a) Motor transport is the most heavily taxed industry in India so much so that in the course of two years the imported cost of a car is doubled.
- (b) In spite of this the motor user is given indifferent roads.

- (c) The need for an increased allotment from the Petrol Tax for road development.
- (d) The desirability of the appointment of a Central Authority to control all forms of communications and undertaking of Government of India to place Roads, Railways, Airways, Posts and Telegraph in the charge of one member of the Viceroy's Executive Council.
- (e) The need for closer co-operation between Road and Rail interests which has always been the policy of the Association.
- (f) The fact that the development of motor transport is being strangled by the obstacles arising out of the anomalous rules and regulations and methods of taxation, points to the urgent need for their standardisation.
- (g) The desirability of more central sites for aerodromes and their equipment for night flying.

Mr. Ormerod attributed the present important position now held by the Association to Mr. Miller's untiring energy and foresight and referred to his departure as a very serious loss to the Association.

His Excellency the Governor congratulated the Association on the part it is playing in the development of communications and paid a high tribute on behalf of the Government of Bombay to the services rendered by Mr. Miller. He stated that Mr. Miller's name would long be remembered not only in connection with the Association which he had practically brought into being but more particularly with this form of progress and the manner in which he had constantly kept the subject before Government and the public.

Agin' the Law

Country Constable: "Pardon, miss, but swimming is not allowed in this lake?"

City Flapper: "Why didn't you tell me before I undressed?"

Constable: "Well, there ain't no law against undressin'."

A Toast

Here's to the chigger,

The bug that's no bigger

Than the point of an undersized pin,
But the welt that he raises

Sure itches like blazes,

And that's where the rub comes in.

It's here! "The Car that has Everything"...

1935 OLDSMOBILE

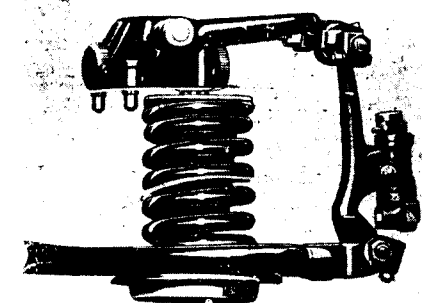
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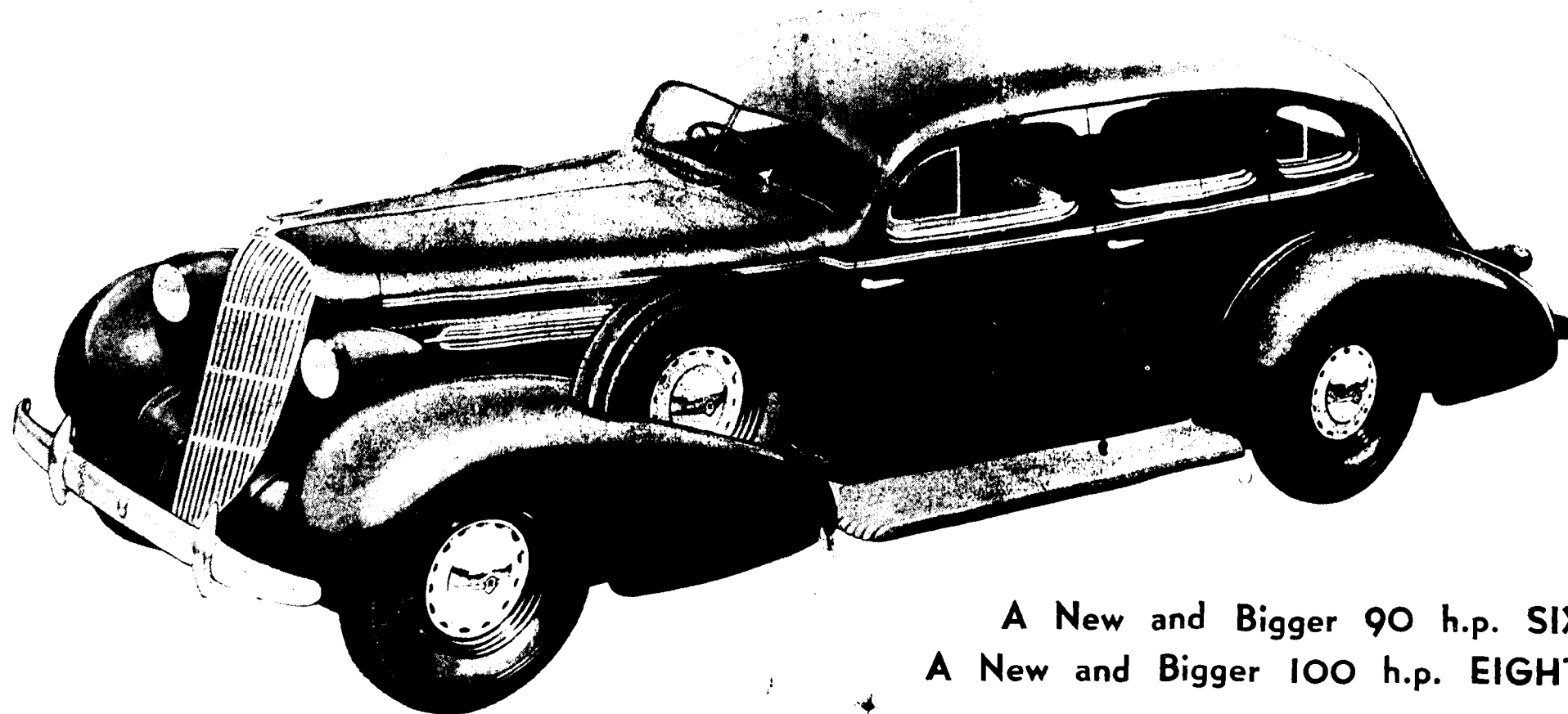
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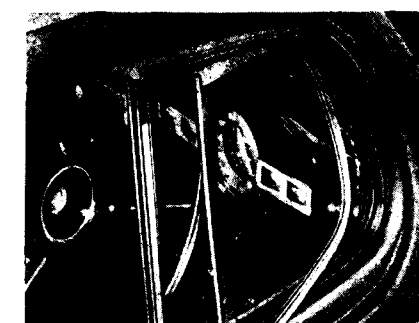


*Knee-Action Wheels with
Ride Stabilizer*

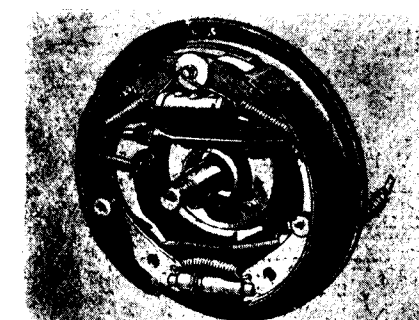


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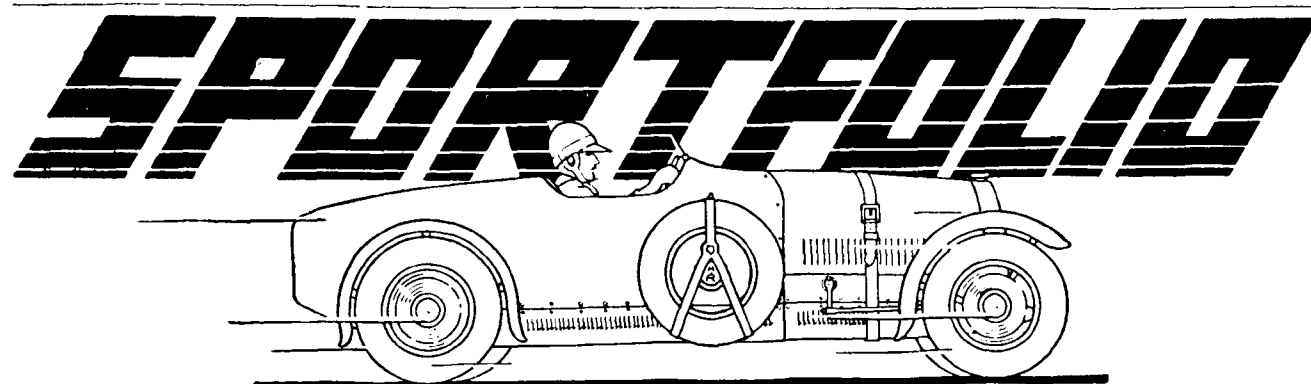


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G E N E R A L M O T O R S I N D I A L I M I T E D



Furnishing details of current sporting events from all centres of the Motoring World
(By special arrangement with Reuter)

First British Entries for Mille Miglia

The first British entries for the famous Mille Miglia, or 1,000 miles race round Italy, are Miss Eileen Ellison and Mr. T. P. Cholmondeley-Tapper who will drive a Lagonda Rapide car.

Both have had previous experience of racing in England and on the continent.

Among Miss Ellison's successes have been the Duchess of York's Trophy at Brooklands, and the Ladies Cup for the most difficult of hill-climbs—the 13-mile Klausen Pass in Switzerland.

Last year, the race was won by the Italian crack, Varzi, after a terrific struggle with Nuvolari.

All types of roads have to be gone over in the Mille Miglia: autostradas, mountain passes and main streets of towns and villages.

The race is considered by experts to be one of the most strenuous in the world.

Lord Howe in Monaco Grand Prix

Lord Howe is one of the famous European drivers to compete in the Monaco Grand Prix, commonly known as the "Race Round Street Corners", on April 22.

He will drive a Bugatti.

Other motoring aces competing are Nuvolari, Chiron and Dreyfus, all driving Alfa-Romeos, and Caraciola, von Brauchitsch and Fagioli, who are driving a team of German Mercedes cars.

Sir Malcolm Campbell Says "Finis"

Bitterly disappointed at failing to reach 300 miles an hour, Sir Malcolm Campbell said "finis" to his speed trials for 1935 when he decided that the beach was not fit for an attempt on the record at Daytona.

He ordered the work of packing Blue Bird to be begun at once.

"Unfortunately we have waited in vain", Sir Malcolm told Reuter. "The Beach today was no

better, for although there were no ripples such as those on the day I broke the record, there were undulations which would have thrown the car into the air had I tried to drive her.

"I have nothing but praise for Blue Bird. She was perfect and I do not anticipate any changes being made."

Sir Malcolm added that he had made no plans for an attempt next year to better his world land speed record of 276.816 miles an hour.

Week of Idleness

Thus ended for Sir Malcolm a series of trials and disappointments which were spread over a period of nearly seven weeks.

During that time he was able to take the car out only five times. Three of these trials were made in the space of seven days, which means that about six weeks were spent in idleness, awaiting the pleasure of the elements.

Sir Malcolm's first test run was made on February 14th.—about two weeks after his arrival—and his estimated speed was 200 miles per hour for an untimed trial.

He had to wait until March 2 for his next outing, on which occasion he returned a mean average speed of 197.693 m.p.h. for two runs over the measured mile. His highest speed over any point was 233.463 m.p.h.

Taking advantage of the conditions Sir Malcolm again took Blue Bird out on the following day—a Sunday—when his highest speed was 270.473.

It was on the following Thursday, March 7, that he attained an average speed of 276.816 m.p.h. for two runs over the measured mile, thus beating his own previous world record of 272.108 m.p.h. established in February 1933.

Sir Malcolm had his final outing when he merely cruised along at speeds of between 110 and 200 miles per hour.

A Challenge

Sir Malcolm, it is reported from Cannes, is shortly to be challenged to a thrilling and original contest by Hans von Stuck, the well-known German ace. Von Stuck has won nearly all the important racing events in Europe, and is the only man to have travelled at over 200 miles an hour on a road.

He is now practising on the Riviera for the Grand Prix de Monaco.

Kills Three Foot Rattlesnake

While discussing suggested plans to make an attack on the world's speedboat record, Campbell created a new record on the golf links.

A three foot Rattlesnake slithered from a hole close to his feet. Sir Malcolm immediately clutched his driver and with one blow killed the snake.

Then he went on with his conversation about speedboats. He denied that he himself had made any plans to attack the record of 124.91 m.p.h. at present held by Commodore Gar Wood. "It is ridiculous to think that I will take the motor from Blue Bird and put it into a speedboat", he said. "I am not through with Blue Bird yet. I have still things to do on land."

"I know there is a boat being built in the South of England that they want me to drive but I have not committed myself either way."

Sir Malcolm declined to say where the boat was being built but said that he understood that two motors would be installed in it. "I have several powerful motors at home in my garage", he said, "which I have been testing and developing for years. I have also got two extra motors of the same type as I used in Blue Bird."

Sir Malcolm to Try Again

Sir Malcolm Campbell is this year to make another attempt to reach 300 miles per hour in Bluebird.

He made this announcement when he was entertained at luncheon at the Savoy Hotel, on his return from Daytona.

"I am not in the least disheartened by the difficulties encountered at Daytona," he said. "I am all the more determined to see through the task that I have set myself."

"I propose to have another go this year and I sincerely hope that before this year is out old Bluebird will have reached the goal, which, at times,

has seemed so near and yet so far. The greater the difficulties the more keen one is to succeed."

Sir Malcolm later told Reuter that he had made no definite plans for his new attempt.

"I am going to do that 300 and then I am going to stop" he said. "I may not make the attempt at Daytona or Utah; it may be somewhere else, but I am going to make it."

The Mille Miglia

A British victory was scored in the Italian 1,000 miles race (The Mille Miglia) which started and finished at Brescia.

J. Clarke and W. F. Faulkner, driving an Aston Martin, won the race for cars in the 1,500 c.c. class. They covered the course of just over a thousand miles in 17 hours, 52 minutes, 35 seconds at an average speed of 90.380 K.P.H. (approximately 56½ M.P.H.).

These two drivers did everything for themselves. They drove their car from England; they had no mechanics to assist them nor did they have anybody from London to help them in their arrangements.

Clarke told Reuter that magneto trouble prevented the car reaching its maximum speed. "At Bologna we had to dismantle the magneto," he said. "We encountered thick fog on the Futa Pass (between Bologna and Florence), which made it rather difficult for us as we are not used to driving over the mountain passes."

"Not knowing the route we more than once took the wrong roads."

Clarke and Faulkner have promised to return to Italy in August to compete in the 24-hours race at Pescara because they prefer that kind of racing.

They said they were sorry to hear that the other Aston Martin, driven by E. R. Hall, had to retire on the stretch between Viterbo and Rome. Hall also had to abandon the race last year through a blown gasket. The other entrant, Miss Eileen Ellison, the wellknown Brooklands driver, did not start her Lagonda for the race.

Tragedy marred the race. Two women spectators were killed and several other spectators injured, one seriously, when one of the cars suddenly left the road and crashed into the crowd.

The two drivers of the car were also injured.

The race was won by the Italian, Pintacuta, driving an Alfa Romeo in the 3,000 c.c. class. His time was 14 hours, 4 minutes, 37 seconds and his average speed was 114.753 kilometres (approximately 71.75 miles) per hour.



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



SIR,

A Dangerous Practice

May I crave space in your popular columns to bring to notice a dangerous practice that is frequently exercised by motor drivers (both private owners and professional drivers) in Madras City.

That the general standard of motor driving in Madras City has improved enormously in recent years is generally accepted. However, there is still room for improvement and I would ask all motor drivers to give serious consideration to the following points:—

Turning right-handed out of a main road

The rule on the subject of turning right directs that the motor vehicle shall make a wide sweep when doing so and it is most probable that the wording of the rule is to blame, to some extent, for the very common but most dangerous practice of bearing to the left before commencing the turn to the right.

The obvious intention of the Rule is to ensure that vehicles turning to the right shall not cut across the corner, but shall leave one half of the road clear for traffic turning in the opposite direction.

What many drivers do is to signal that they intend to turn right and then pull over to the left in order to make a wider sweep than is necessary, frequently without reducing speed. This is absolutely wrong and in addition to being dangerous, effectually prevents following traffic from overtaking.

Following vehicles cannot overtake on the right because the turning vehicle has signalled that it is turning to the right, and dare not overtake on the left because the turning car is actually moving to the left.

The correct procedure for a driver who intends to turn to the right at a place not under police control, is as follows:—

When about 30 yards from the side road he intends to turn into, signal his intention to turn right and then edge over as much as possible to the centre of the road reducing speed if necessary; if the road is sufficiently clear of traffic, the turn is definitely commenced when nearing the centre line of the side road, but if vehicles are approaching from the opposite direction on either the main or the side road, slow up or stop if necessary with the car pointing slightly in the direction in which it is desired to proceed, leaving room for straight through traffic to pass in all directions.

This procedure will create no doubt in the minds of the drivers of following vehicles as to the movement intended and they will be able to overtake on the left with safety; while vehicles approaching from the opposite direction on either the main or the side road will be better able to facilitate the movement by slowing down or giving right of way respectively.

Turning left into a narrow road or gateway

In this case the Rule on the subject requires a vehicle to bear over to the left of the road before making the turn and then to keep close to the corner.

Where the roads from and into which the turn is to be made are fairly broad, this manoeuvre is simple and following vehicles may be signalled to overtake on the right. But where the roads are narrow, as is often the case when gates are to be negotiated, it is often necessary to pull over to the right in order to get room to clear the gateway with the front and rear of the vehicle when making the turn. In this case it is most advisable to signal that

you are stopping or slowing down in order that following vehicles will not attempt to overtake on either side.

Holding the centre of the road

We hear many complaints of slow moving traffic holding to the crown, or centre of the road and thus blocking the progress of faster moving vehicles. But how many motor drivers realise that motor vehicles also come within the "slow moving" category when they are travelling at only ten or fifteen miles an hour. As a matter of courtesy motor drivers who are moving fairly slowly should endeavour to leave, or make room for faster moving vehicles to overtake them on the right. On a wide road like Mount Road a Motor Vehicle moving fairly slowly should not hold to the centre of the road, but should keep slightly to the left and leave room for faster moving vehicles to overtake on the right without having to encroach on the right hand half of the road.

On narrow roads, or on mofussil roads, a motor driver who knows a faster moving vehicle is behind him, should take the first opportunity of

pulling in to the left and signalling the following vehicle to overtake on his right. And as a matter of courtesy the overtaking vehicle should not slow down immediately he has been allowed to overtake another vehicle, but should maintain his former speed until he is well clear of the overtaken vehicle and not blinding the driver with his dust.

How often one sees the driver of a leading vehicle on a dusty road increase his speed when he realises that a faster moving vehicle is coming up behind. This is bad road manners. The fact that the following vehicle has been able to get close behind the leading vehicle is proof that it has been travelling at a faster average speed and it can be assumed with safety that it will continue to travel at that speed after it has been allowed to pass. Consequently there is no likelihood of it being close in front for any considerable period to create a dust cloud and should be allowed to overtake. Moral "Do unto others as you would they should do to you."

F. CHURCH,
Major (Retd.)

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India to England in a Vauxhall

Indian Lawyer's Attempt to beat the Present Record

On April 2nd Mr. A. H. Khasgiwale, a well-known lawyer of Poona, started on his venture to beat the former record of 35 days and 2 hours for an India-England motor journey. The occasion for this trip was prompted by the fact that the Silver Jubilee Committee of Western India had authorized him present a nail portrait of the King-Emperor to His Majesty on the occasion of the Silver Jubilee celebrations which take place in England in May. Accompanied by two mechanic friends, Mr. Khasgiwale intends to make the journey from India to England in 33 days and 8 hours, thus finishing the journey well ahead of the time previously established. It is possible that the time required may even be shorter, but everything depends on the co-operation and help received from the British Consular authorities and the facilities provided by the respective governments of the countries through which Mr. Khasgiwale will have to pass.

covering 2,680 miles from Poona. Passing through Subzawar and Shasrud, Teheran will be reached before midnight on the 12th. From here the next halt will be at Khanikin, having passed through Kazwin, Hamdan and Kermanshah. Khanikin to Constantinople is a distance of 1,450 miles and this is perhaps the most difficult route. Mr. Khasgiwale is calculating on an average speed of only eight miles per hour as, owing to sandy desert tracts, the motor will have to force its way with the help of guides and convoys.

Crossing the Bosphorus on the 28th, Mr. Khasgiwale is calculating to reach Sofia on the 30th. Granting a smooth and uninterrupted passage through Greece and the Balkans, the party will reach London on May 5th before evening, having covered the distance well within the former record time.

The following is the schedule of the proposed tour:—Starting from Poona on April 2nd Mr. Khasgiwale and his two mechanic friends are scheduled to cross the Indian Frontier at Mirjawa, calling a halt on the evening of the 10th at Mashed,

Great care was taken to meet all possible difficulties on the way. Three additional petrol tanks have been fitted, increasing the petrol carrying capacity to forty gallons. Sixteen gallons of water for the engine will be carried in a tank under the passenger seat next to the driver. Drinking water



In this specially adapted Vauxhall, Mr. Khasgiwale (on right) is to attempt to lower the present record for the India to England road journey.

will be arranged for in a vertical cylindrical carrier near the driver. Eight gallons of drinking water will meet the necessity in the desert journey. The extra petrol tanks are fitted at the back and a special platform is built on top to carry luggage so that it should not press upon the tanks. Besides this, at the back of the sliding roof of the car another carrier has been built and this, with some luggage carried on the top of the front mudguard, is expected to suffice for the needs of the long journey.

It should be mentioned that the Bombay Garage, Vauxhall dealers, took a keen interest in this tour. It was on their initiative that the Vauxhall car was chosen by Mr. Khasgiwale for the journey. This is the first attempt of an Indian to break the record.

The Perfect Maid

During the day Mrs. Brown discharged her old maid and hired a new one, who answered the door bell when Mr. Brown arrived home in the evening. He carried a bunch of roses, which he handed to the maid, saying:

"Present these to Mrs. Brown, telling her I want to see her at once."

"All right," said the maid, "but you better make it snappy, because she expects the old man any minute now."

Except Advise

First Neighbor: "What is your son taking at college?"

Second Neighbor: "All I've got."



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The Clearosol Process

Standard-Vacuum's latest development in the manufacture of motor oil by the Clearosol Process is called the greatest forward step in lubricating oil refining since the beginning of the industry. The Clearosol Process is not only a completely new way of refining oil but a method that is expected to change the trend of present day refining.

The announcement of the Clearosol process is of particular interest to all motorists because it illustrates very well one important phase of Standard-Vacuum activity—the research and development work which is constantly being done in research laboratories and in the field. Through this development and research work, Standard-Vacuum keeps in step with progress in all of the many industries in which the products of petroleum are used.

As is the case with many other revolutionary discoveries, the theory of the new method is not at all difficult to understand, although months and years of research have been devoted to working out the multitude of details involved. The principle is that powerfully effective solvents are used to "wash" impurities out of the oil. The process, in its present adaptations, is particularly useful in the manufacture of lubricants for internal combustion engines.

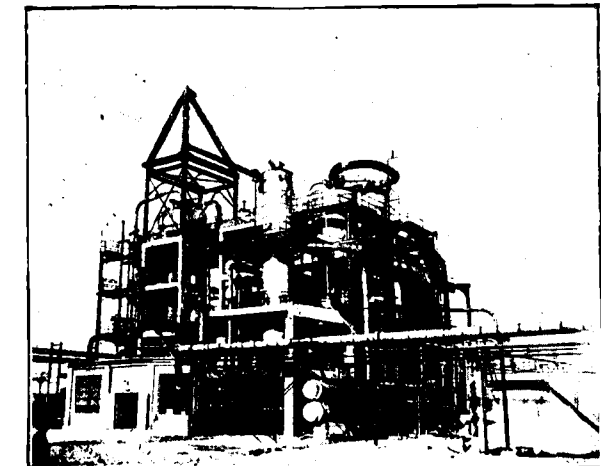
The past few years have witnessed tremendous increase in the power, speed, and reliability of automobiles. Even the less expensive cars are capable of road speeds approaching 70 to 80 miles an hour and engine speeds approaching 4,000 revolutions per minute. At these speeds, the pistons travel 3,100 feet per minute, flame velocities past the exhaust stems reach 100 miles per hour, and valve stem temperatures reach 700°F. These conditions impose upon the oil used high temperature stresses undreamed of a few years ago. These conditions make it essential—and more difficult—to produce oils that promote easy starting by extreme fluidity at low temperatures but which also provide adequate protection at high temperatures and at high speeds.

Efforts to meet the increasingly difficult conditions have been handicapped both by the limitations of the crude oil and the refining methods available. No single crude oil possesses all of the desirable characteristics, and no refining process could entirely correct the shortcomings of the various crudes. In conventional refining process, the oil is refined (that is, impurities are removed) by

the use of sulphuric acid or such clays as Fullers Earth or both. Acid treating is a chemical process, but neither it nor filtration through clay is complete in its action. Neither removes all of the unwanted materials—filtration because it is moderate in its action, acid treating because treatment carried far enough to eliminate unwanted materials also injures the wanted material.

The Clearosol Process is developed to take the place of acid treating and practically eliminates the necessity for filtration through clay in the refining of motor oils, and employs purely physical processes. One way to describe the process is to say that the unwanted materials—the impurities—are "washed" out of the oil.

The Clearosol Process is what is called a "solvent process". There are other solvent processes and all of them have been carefully studied in Standard-Vacuum's research laboratories. The



The Clearosol Plant at the Standard-Vacuum Oil Co.'s Refinery at Paulsboro, U.S.A.

research indicates that most of these processes have definite limitations. The Clearosol Process uses solvents and methods which are free from the drawbacks of ordinary solvent processes.

One of the solvents used dissolves the wanted portions of the crude oil quite readily—but has very slight solvent action on the remaining portions, which must be got rid of to make good motor oils. This solvent is a paraffinic solvent; the employment of which, incidentally, is quite an engineering feat because it must be held at pressures in excess of 200 pounds per square inch in order to keep it in the liquid state. The equipment used, must be designed to withstand these pressures with a liberal margin of safety.



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The second solvent—a naphthenic solvent—has just the opposite effect. It will not dissolve the desirable material—but is very greedy in its acceptance of the tarry material we want to exclude from the finished oil.

In the Clearosol Process, the crude charging stock is first fractionated to the proper physical characteristics. It is then fed into a mixing chamber into which proper quantities of the two solvents are introduced. The mixture is agitated in a series of chambers. By gravity, a cleancut separation takes place. One portion, decanted off, is the purified, desired lubricant with one of the solvents still in solution. The other is a tarry mass, composed of undesired constituents, with the other solvent in solution. Both solvents are removed in successive steps, the solvents being used over and over again. The tarry material removed has relatively little commercial value at present. An important feature from the refiner standpoint is the flexibility of the process.

The results of refining motor oil in this manner are most noteworthy and were checked, not only in extensive tests in Standard-Vacuum's research laboratories but by test runs in which ten cars of ten different makes travelled a total of nearly 100,000 miles over a route selected to encounter every conceivable driving condition.

Clearosol Advantages

The new oil is being offered to the public with full confidence that motorists will find in it the advantages which have been demonstrated in the tests and the manufacturers claim that starting is made much easier. The formation of carbon in the engine due to oil is minimized. The process eliminates from the oil, tar-, gum-, and sludge-forming compounds to an extent heretofore considered impossible. Continued use of Gargoyle Mobiloil because of the anti-gumming characteristics resulting from the process of manufacture, keep piston rings perfectly free and active, sealing against blow-by and excessive oil consumption. Another vital point. Absolute freedom from gum in these new process Gargoyle Mobiloils keeps the valve stems free—eliminates valve sticking—and preserves the precision of valve timing on which these new high-speed engines depend for their smoothness and brilliant performance. The motorist who uses Gargoyle Mobiloil will find that his oil will last up to 25 per cent longer.

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Postage extra in all cases.

A Peep at the Cars of 1940

By "Spotlight"

(Exclusive to "The South India Motor Owner")

In the face of a flood of expert prophecies it might seem presumptuous to make any positive statement as to the form which standard models of cars will have assumed by the end of the next five years; yet the subject is one of more than speculative interest to motorists and has a definite relationship to the probable resale value of present-day cars which will come into the second-hand market some years hence. Technical opinion and the policies of manufacturers are so diverse that it is impossible to foresee the full extent of the revolutionary changes in design which might be made by leading producers; but it can be said that all the facts point to the adoption of streamlining, modification of the chassis frame, new spring suspensions, and possibly, smaller engines.

"Backboned" Chassis

Years ago it was found that the conventional chassis with two straight side-members and a modest number of cross-members was not suitable for powerful engines and high speeds. It was necessary to reinforce the frame against distortion, and first of all the problem was met by installing more cross members, and subsequently by the now common type of cruciform bracing. But there are many engineers who think that the tubular chassis having no side-members, but a large "backbone" will in time supplant the present form. The reason for that assertion is that the cruciform frame is considered by them not to be ideally suitable for present conditions. With streamlined bodies it is desirable to keep the floor level as low as possible, and when a tubular "backbone" is employed, and there are no side-members, that can be accomplished without difficulty, although it is necessary to raise the centre of the flooring to provide a tunnel for the "backbone."

Furthermore, it is claimed that with independently sprung wheels the design referred to is more efficient than the conventional chassis, since all risk

of distortion under stress is eliminated and full advantage can be taken of the special merits of both front and rear independent springing.

So far as the merits of the "backboned" chassis relate to streamlining, it is necessary to inquire what is the likelihood of that style of coachwork coming into common use.

The Case For Streamlining

Several well-known manufacturers have introduced it on standard models, and it is admitted that such cars have given surprising demonstrations of speed, good riding, and ease of control, but some cynics have belittled the latest streamlined cars, saying in effect that they are not things of beauty, that the actual benefits procured in the way of faster speed and acceleration and some saving of petrol have been exaggerated, and that equally comfortable riding conditions have been obtained with the normal semi-streamlined style of coach-work by mounting the engine in a more forward position above the front axle, thus enabling all the passengers to be seated within the wheelbase of the car. It is not our purpose to participate in such controversies, but merely to examine the possible future of the streamlined vehicle. The acknowledged facts are that it is very comfortable, extremely easy to handle, can accelerate more rapidly, and reach a higher maximum speed than the ordinary car with an engine of the same rating is able to accomplish.

Those circumstances point to the likelihood of streamlining becoming increasingly popular with British and European designers, who have been forced to concentrate their attention on the production of small high-efficiency power units.

A fully streamlined vehicle powered with a 12 or 15 h.p. supercharged engine could rival, if not eclipse, the performances of a much more powerful car having a conventional body.

Picturing the 1940 Model

It is not straining the imagination to picture a typical model of 1940 as a very low-set, racy, streamlined car with an amazingly responsive, supercharged engine of low nominal horse-power, but capable of driving the vehicle at racing speeds. Thanks to lowered wind resistance, the absence of air-drag, and the use of super-charging, such a vehicle should be able to streak over steep hills in top gear and exhibit astounding flexibility, while the pickup in the lower gear ratios would be equally surprising.

Touching up this mental picture, one might paint in a perfected independent springing system whose working parts are fully enclosed and automatically lubricated, and add shock absorbers or rebound snubbers which adjust themselves to every requirement of speed and road surface, and vacuum brakes which function with absolute smoothness at a mere touch of the brake pedal. The progress which has been made in the building of automatic transmissions which provide an infinitely variable range of intermediate ratios justifies the hope that the cars just now below the horizon of the motor industry will be so easy to drive that the veriest novice could soon master the art, the only controls being the brake and accelerator pedals. Such advances in the field of motor engineering are not made in a series of rushes; but gradually the ground is won by the pooled efforts of designers and enterprising factories. It has been found that the alleged epochal invention which has caused a flutter amongst rival factories is often short-lived.

Balancing the Budget

Salesman—"I've been here five years doing three men's work—how about a raise?"

Big Hearted Sam—"Can't do that, but if you'll tell me who those other two guys are, I'll fire 'em!"

The World Does not Change

"If people would whistle more and whine less,
Hustle more and holler less,
Work more and worry less,
Boost more and beef less,
Give more and grab less,
Business would be better dam fast."

(Quotation from an auction bill published in Kentucky in the year 1850).

Where Will The Engine Be?

The most contentious matter of all relates to the likely position of the engine. Here there is the widest divergence of technical opinion. The experts who reiterate that the rear-engined car must come into its own, base their faith on the benefit of having greater passenger accommodation available, the ease with which a streamlined body can be moulded to fit a rear-engined chassis, and the benefit of having the power unit at the back of the car, where noise and fumes cease from troubling. On the face of things their case is a good one; but equally sound contrary arguments are put forward by eminent manufacturers who have produced standard types of streamlined models with front engines; They hold that it is a fallacy to suppose that the vehicle is safer and more easy to control when the engine is at the back, for the gain of having it in such a position, which makes for easier turning and better all-round responsiveness to the steering, is negated by the reduction of weight on the front wheels, with a consequent loss of tractive adhesion. It is also argued that the occupants are not so well safeguarded in the event of collision, in that there is no forward bulk of metal to absorb the impact and so prevent the driving compartment from being crushed in and lessen the shock transmitted to the passengers.

One must not lose sight of the possibility of light compression-ignition engines running on fuel oil being so perfected that they will be widely employed in passenger cars; but the probability of such a development is questionable.

Education

Lecturer (speaking on the value of education) —"Yes, what can take the place of a university education? Nothing. Look at the man who only finishes grammar school. Where is he now? He is a motorman on a street car. But where is the man who has gone through university and has gotten his diploma?"

Voice in Audience—"He's the conductor!"

Second Choice

Doctor: The best thing for you is to stop drinking and smoking, go to bed early and get up early in the morning.

Patient (considers a bit): Say, Doc, I don't think I'm worthy of the best; what's second choice?

“Rich Mixture”

History's Greatest Bargain.

Records in the old archives at Genoa show that the entire cost of the fleet with which Columbus discovered America was 14,000 lire—\$2,800.

The expenses of the trip brought the total cost up to \$7,200. The annual salary of Columbus was about \$320.

Doing His Stuff.

Husband (arriving home late): “Can’t you guess where I’ve been?”

Wife: “I can; but go on with your story.”

A Hot Idea.

“Willie,” said the Sunday school teacher, severely, “you shouldn’t talk like that to your playmate. Had you ever thought of heaping coals of fire on his head?”

“No, ma’am, I hadn’t, but it’s a peach of an idea!”

Traffic Note.

“Lady,” said the policeman, who had motioned her to stop, “how long do you expect to be out?”

“What do you mean by that question?” she demanded indignantly.

“Well,” he replied sarcastically, “there are a couple of thousand other motorists who would like to use this street after you get through with it.”

Intolerant.

The hotel clerk was astonished to see a guest parading through the foyer in a pair of pajamas.

“Here, what are you doing?”

The guest snapped out of it and apologized:

“Beg pardon. I’m a somnambulist.”

“Well,” sneered the clerk, “you can’t walk around here like that, no matter what your religion is.”

Following Instructions.

Traffic Cop: “You’ll have to report at the police station, madam. You were driving 50 miles an hour in town.”

Fair Motorist: “But the man we bought the car from said we could go as fast as we wanted to after the first thousand miles and you see the speedometer shows 1,200.”

Telephoning in Russia.

“Hello, is this you, Dvrstishigorensilvestratezni?”

“No, it’s Voldisgnikisfnisinvkjliski. Who is this speaking?”

“Grasniskivitchanzkxifgli. I want to know if Tschawskivingski is staying with you.”

Post-Mortem Experts.

“You say that you are the sole support of a widowed mother, your father having recently been killed in an explosion. How did the explosion happen?”

“Mother says it was too much yeast, but Uncle Jim thinks it was too little sugar.”

Emergency Work.

A man from New York was peering into the depths of the Grand Canyon.

“Do you know,” asked the guide, “that it took millions of years for this great abyss to be carved out?”

The man from New York was tremendously impressed. “You don’t tell me,” he commented. “Why, I didn’t know it was a government job.”

Election Note.

The “cullud” lady gave her name, her address, and her age; and then the clerk of registration asked this question:

“What party are you affiliated with?”

“Does I have to answer dat?”

“That is the law.”

“Den you just scratch my name offen de books. Ef I got to tell dat party’s name, ah don’ vote das all. Why, he ain’t got his divorce yit.”

Reducing.

Aunt Hetty: “Sakes alive I don’t believe no woman could ever be so fat.”

Uncle Sy: “What y’ readin’ now, Hetty?”

Hetty: “Why, this paper tells about an English-woman that lost two thousand pounds.”

It sounds sort of pessimistic to say that the campaign will now go to the country if the country has gone where they say it has.

An English lesson was being given in a foreign school, and the mistress asked if any pupil could make up a sentence containing the words “defense,” “defeat” and “detail.”

The sentence she got was as follows:

“Ven a cat jumps over defense defeat goes over in front of detail!”

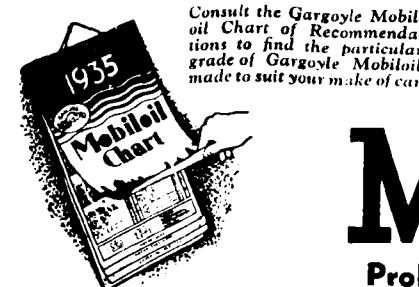
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- LASTS LONGER:** stands up under extreme temperatures
- EASY STARTING:** saves battery
- FREE FLOWING:** lubricates at all running temperatures
- LOW CARBON:** protects against fouling
- NO GUM:** cannot clog pump or oil pipes

DON'T take chances with less than these Six Safeguards. Four won't do, neither five—only all six will give your engine complete protection. Gargoyle Mobiloil is the unique lubricant which provides all six essentials to correct lubrication, ensuring the long life of your engine.

And no matter what make of car you own you can be absolutely certain that each of

these Six Safeguards comes to you in exactly the right degree for your engine. For Standard-Vacuum Oil Company engineers are ceaselessly engaged in practical research, blending Gargoyle Mobiloil to the exact needs of all types of engines as design changes. That is why Gargoyle Mobiloil is obtainable in various grades, and why the manufacturers of over 95% of all cars on the road today approve its use.



Consult the Gargoyle Mobiloil Chart of Recommendations to find the particular grade of Gargoyle Mobiloil made to suit your make of car



Mobiloil

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STANDARD-VACUUM OIL COMPANY

Approved by the manufacturers of over **95%** of all the cars on the road today

Citizen Observers

It is an accepted principle of human behaviour that, when a man knows that he is being watched, he observes the social conventions and abstains from serious breaches of those customs which have been established for the greatest good of the greatest number.

Many adverse comments have been made in recent times in the press and platform upon the behaviour of the thoughtless or selfish motorist. It has been said that in his zeal to monopolise the road for himself and get to his destination quickly, he has become a problem to the authorities and to the more constitutional users of the road, and that the time has come when something must be done quickly to curb this innate human selfishness, so as to compel him to conform to the rule and customs of the road.

In this connection, it is refreshing to observe that the tribe of people who pin their faith to legislative enactments for all classes of human ills is fast disappearing. The world's history is too full of the dismal failure of laws to reform human nature and to make human beings good. Nor can we expect increased activity on the part of the police to make driving safer. For one thing, the police force would have to be augmented to many times its present size to cope with the ever increasing number of motor cars, until we had a police force sufficient to shadow the movements of almost every car or driver from place to place. This is a contingency which no Provincial Government can afford; even assuming such a possibility, the scheme is bound to fail on account of its inherent defects.

It is for this reason, we recommend the appointment of a number of citizen observers from among persons whom the authorities know to be good drivers and men of unimpeachable character. They could exercise a sort of civil surveillance over motorists and report cases of bad and dangerous driving to the Motor Vehicles Department. The modus operandi can be reduced to the minimum. A chit block containing a printed memo of the various offences against the law and customs of the road, with a space for the number of the defaulter, date, time, place and identity of the citizen observer is all the equipment that is necessary for the purpose. Upon a car infringing a rule, the report would be completed and sent to the Police Office.

Upon receipt of the information, the Police would write to the offender, giving particulars of the charge against him and asking him to be more careful in future. The report would then be filed in a card index for future reference. On a repetition of the offence, more serious notice should be taken. The party could be asked to come over to the police office and see the Commissioner's representative in the matter, or the police could be detailed to watch for the offender.

This method could be made particularly effective by combining it with a selective enforcement campaign in which the Press, the Police, Radio and the Citizen Observer would focus their attention on some particular motoring practice that needed correction. This would continue for a period, may be a month or longer as required. In the next period the enforcement of this practice would be continued, and in addition the next malpractice of importance would be taken up. For example, in the first period all would concentrate on Hand Signals being given properly. In the second period, the misuse of the motor horn would be taken up in addition to Hand Signals.

The following eight points, which cover most of the malpractices, will show what could be done to make our roads safer in a year by the adoption of this suggestion:—

1. Signals—Carelessness in giving: total disregard of.
2. Motor Horns—Unnecessary and excessive use.
3. Overtaking Cars—Failure to give way to, overtaking on the left.
4. Speed at intersections—Failure to slow down.
5. Corners—Cutting.
6. Cutting in.
7. Parking—Corners, bends, hills.
8. Headlights—Unnecessarily bright.

A graded campaign on these lines would not only improve the general standard of driving, but tend to reduce accidents which, as a high authority remarked, "is not the price we are paying for efficiency but a tribute we are paying to haste and carelessness."



THE ROMANTIC STORY OF THE

CHAPTER XIV—(Contd.)

STILL EXTENDING

On a certain very wet Sunday afternoon in December, 1913, a touring car pulled up and decanted its passengers, father and son, at an inviting hotel in Birmingham.

"We've had enough of this rain!" said the parent to the driver. "It's useless going on. Make yourself comfortable and be here sharp at 8-30 a.m., for Fanum, London, in time for lunch to-morrow, please!"

Later the telephone-bell rang in the home of the A.A. Midland Manager.

"How are you? Sorry to spoil your day of rest, but I've broken a most uncomfortable journey from Liverpool to spend an evening in the dry. Could you come along for a bite of food?"

"Certainly! Delighted!"

"Thanks! And, oh! Will your wife join us—it isn't fair to leave her out, eh?"

"Very good of you to think of her. She'll love to come along."

"Right. I've got Junior with me. He's rather too young for late dinners, so I'll fix him up with a meal in our rooms, and we'll have a nice talk."

So *that* was settled.

During dinner came a message.

"No. 242. That's you, sir, wanted on the 'phone."

"Bother! It can't be for me," said the parent to his colleague. "You go, please! It must be Junior up to his tricks."

It was. The young monkey had seen, standing by his bed, a telephone asking, mutely, to be played with! Right—ring up the Governor and hope he's enjoying his grub!

That explains the interruption—and it didn't much matter. What *did* matter was that while the Midland Manager's wife and his Chief were marking time, the latter suddenly broke in upon light conversation with—"I'm glad to tell you that your husband is doing very well. I say, have you ever contemplated the possibility of his being transferred to London? How would you regard *that*? A bit of an upheaval for you and the children, eh? You might think it over. There's no hurry."

"It doesn't need thinking over," said his guest. "We will go anywhere, suffer any inconvenience, when it means getting on."

"Good! That's the spirit! It's impossible to say when, but your man shall be next wicket for Headquarters!"

Fate took a hand.

On the following Sunday morning, at half-past three, the telephone-bell rang insistently in a certain house in London. Not a boyish prank this time, but tragedy. The very bright young Assistant Secretary, A.A., was lying in the Middlesex Hospital in a grave condition.

"Collision, street-refuge, greasy road, car dashed out from turning, nothing to save a skid, injured terribly—come at once."

Within a clock-round the poor boy was dead.

The following few days were a maze of grief, dismay, and inquest, which meant inquisition—and then came the last sad honours to a fine young worker who had promised to go so far in This Motoring.

"What a waste!" said a Committee member—one of the boy's many admirers—a kindly Scots lawyer—and wept. The kindly one was fated to meet with sudden death too, in a railway accident, soon after the Armistice.

But the A.A. had to "carry on," and within a fortnight of that snatched conversation on a certain wet Sunday evening in Birmingham, when Junior had been monkeying with the telephone, the Midland Manager was transferred to London, in due time to become Deputy Secretary.

CHAPTER XV FIRST-AID

They say that the road to Hell is paved with good intentions; so was the A.A. and M.U. road to fame paved with good ideas, many of them supplied by members.

As a shining example: the head of a famous medical requisites firm telephoned one day to fix a time for discussion, and arrived to the tick.

"I'm a founder-member, as you may know," said he. "Our patrols are splendid, but they can be made even more valuable. I bring you an idea."

"Oh, thank you! But I would gladly have come to you—it doesn't seem fair."

"Never mind that. My idea is this: Train our men to render first-aid on the road."

"In accidents?"

"Yes, you know, St. John Ambulance Brigade. Splints for a broken limb, and binding up wounds, and so on."

"I say! That's a wonderful idea! It flames," said the grateful Secretary. "Do you think the St. John people would be good enough to help—to lead us up the strait and narrow path, so to speak?"

"Of course they will. I'm on the Council, and can put you in touch with the people who count."

"It's jolly good of you. Our fellows must attend classes in the evening, and sweat up for examination to get their—what do you call it?"

"First-aid Certificate."

"Thanks, that's it. But just one difficulty—they're spread about the country, and they can't go far from their beats."

"That's all right. St. John have branches and centres and what not, and it should not be too difficult. I'm glad you have jumped at the idea. I thought perhaps it wouldn't appeal."

"Of course it appeals. It's splendid. Our men will need equipment, though. That means money. We're young yet, and not well off."

This founder-member had a heart as large as his big business.

"I've thought of that," said he, "and I'm coming to it. Our fellows must be properly equipped. It's no use being stingy. Do it well or not at all. My idea is a smart web cross-belt, carrying an oblong pouch made in the best patent leather—none of your shoddy stuff—in A.A. colours, dark blue and yellow, and filled with the best possible gadgets. Here is the list:

- 2 bandages 2½ in. x 3 yds.
- 1 bandage 1 in. x 3 yds.
- 1 triangular arm sling.
- 1 tourniquet.
- 4 packets absorbent cotton.
- 1 packet absorbent gauze.
- 1 tin aromatic ammonia.
- 1 tube court plaster.
- 1 tin adhesive plaster.
- 1 tube pins.
- 1 tube camel-hair brushes.
- 1 packet jaconet.
- 1 small bottle castor oil.
- 1 pair scissors.
- 1 bottle ionized iodine (1 oz.).
- 1 book instructions.

"How does that appeal to you?" he concluded.

"It frightens me, but we'll jolly well try to afford it. The Committee are always game to—"

"Do let me finish! I'm as keen as can be on this—it's my baby. To make everything sure, my firm shall give you as many complete equipments as are needed by our patrols for, let us say, the next two years. And after that—"

"After that we can buy! Oh, easily! We are ever so grateful to you. The Committee will jump at your generous offer."

"That's all right!" said he. "And they needn't go making me an Honorary Member or anything. I'm content to pay for service!" So saying he departed, amid a shower of blessings.

The Committee *did* jump at it, and to it.

"What a fine chap, and what a FIRM!" said the Chairman, in the course of proposing a hearty vote of thanks.

"Yes, indeed!" said the seconder. "We must go one better than merely expressing appreciation. This is a big thing—it will be something more for our members, and the public. This idea must not be allowed to drift, if you know what I mean. It must go with a bang."

"Well, why shouldn't it?" asked another. "We've got the men, and we've got the equipments—promised—and—"

"I know what my colleague is driving at," said a quiet one. "He's wondering what will happen if our fellows don't want to work for their First-aid Certificates. You can lead a horse to the water—"

"Exactly! That is what I did mean. We must give the men encouragement. I have it! Extra pay—even if it's only a shilling a week."

"The very idea," said the Chairman. "Good conduct or efficiency pay, like they give in the Army."

He put it to the meeting—"When each man qualifies for his First-aid Certificate he shall wear a special badge—they like decorations—and have an extra shilling a week."

Carried with acclamation, and left to the Secretary to get on with it.

The Assistant Road Manager was presiding at a meeting which comprised a Superintendent or two, a few Inspectors, more Sergeants, and still more patrols, who had been brought in to a schoolroom kindly lent for the purpose. Under the regulations licensed premises were out of bounds for A.A. men in uniform, and this particular regulation has always been strictly enforced.

"I've been instructed," said he, "to come down here to attend this meeting, as well as other meetings all over the country, to tell you about a new idea which a gentleman, who is a member, has put up. Our Committee have agreed to it, and the Secretary has told me to get on with it. So here I am in the Chair at this meeting, and—gentlemen, you may smoke."

He paused for breath, amid a chorus of "Hear! Hear!" "Pass the matches," and "Lend me a fag, Bill!"

"When I say I'm in the Chair," he continued, "it isn't exactly a Committee meeting, like those up in London. You can't vote or anything like that. You can only listen when I read the instructions about this new idea of A.A. first-aid on the road, and then ask questions, if you like—but not too many—like we did when I was in the Navy."

The instructions were duly read.

"Any questions?"

"It looks like going back to night-school again," ventured one.

"That's not a question, but a statement," said the Assistant R.M., late R.N., feeling like a real Chairman. "I rule it out of order. Besides, a bit more of study will do you good—keep you out of mischief. It's better than wasting your time playing darts at the Crown and Anchor."

(Murmurs of "Hear! Hear!"—some rather faint.)

"Please tell us again what we're going to get, sir," said another.

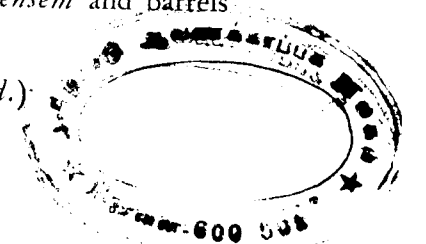
"That's a question, and quite in order! You're going to get an extra shilling a week when you have qualified."

"Equalling six pints of beer," said an ex-Army man. "Not so bad. Sir! you can put me down as a starter for the Poulitice-Walloping Stakes."

"The *what*?"

"Just what I said, sir!" replied the expert mental arithmetician. "In my unit we always called the Ambulance Section, Poulitice-Walloping, because they—well! they mix up a poultice and sort of wallop it on. See?" He looked round for approval, and not getting any, closed down and extended his calculations to gallons *per mensem* and barrels *per annum*.

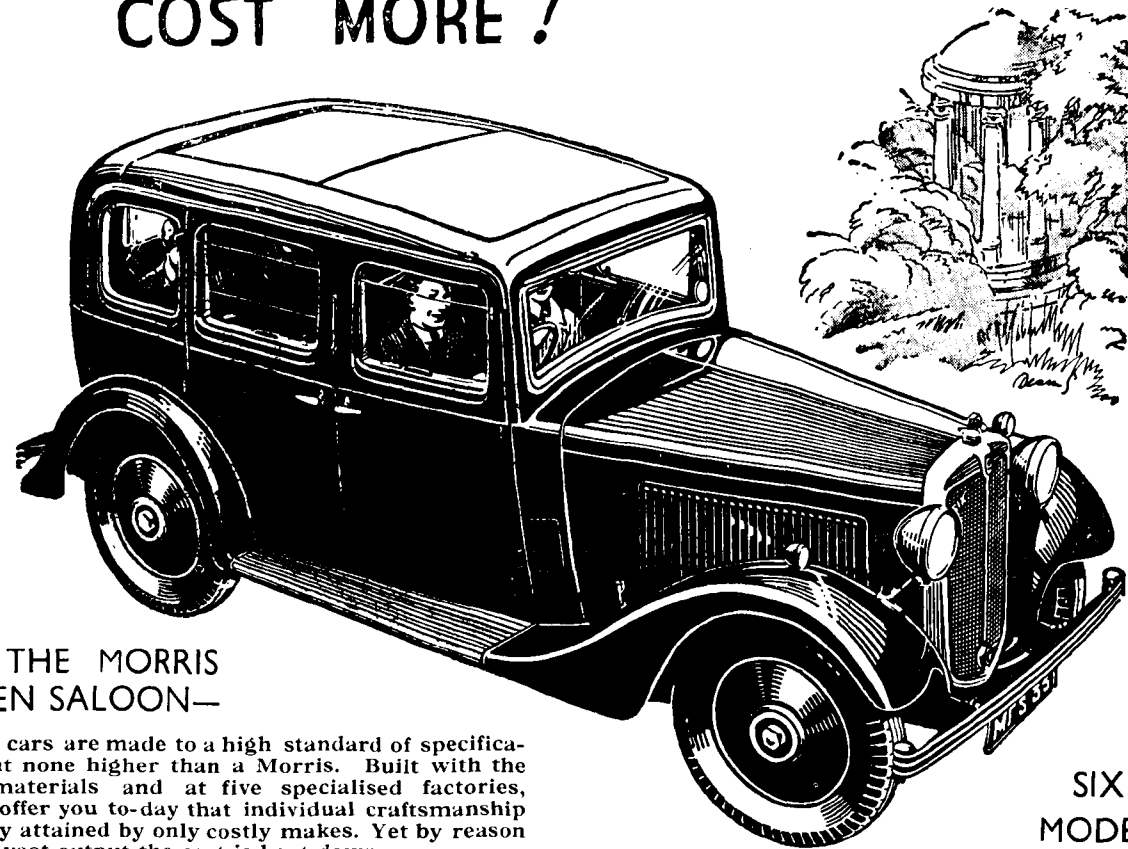
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MAY, 1935

iii

THE SOUTH INDIA MOTOR OWNER

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.

Handwritten notes and stamps: JL, 1573, N27 MW, 15.7.35, 15.7.35.

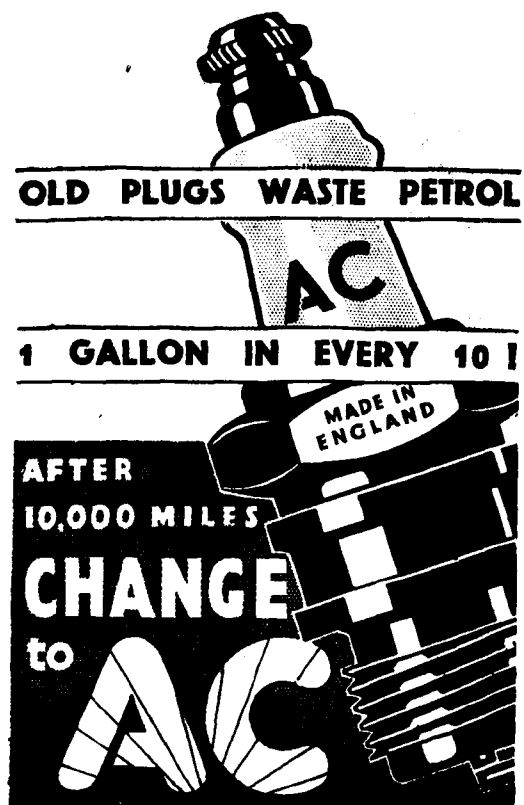
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JOWET, LASALLE, MAXWELL, MORRIS, NASH, OAKLAND, OLDSMOBILE,
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