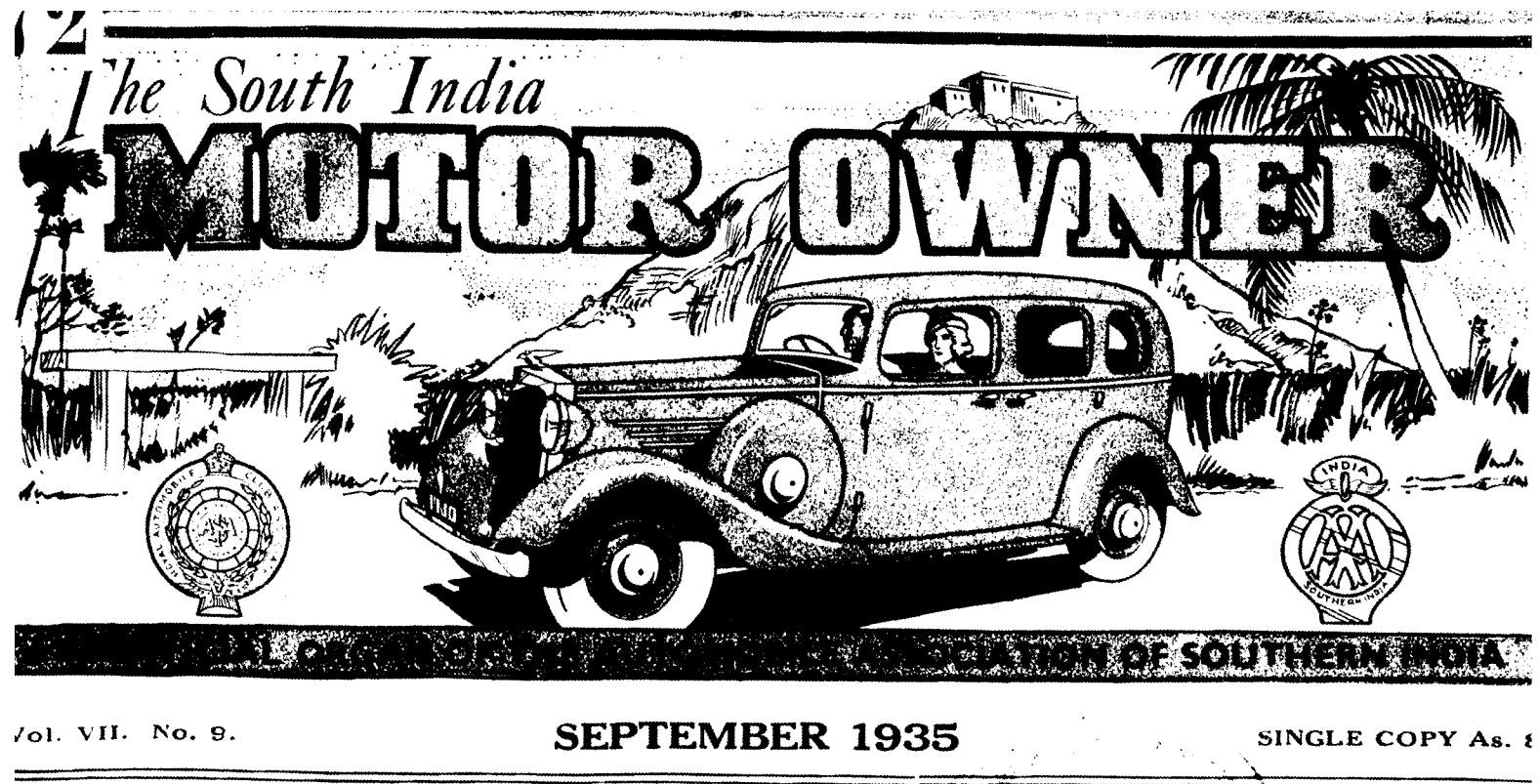
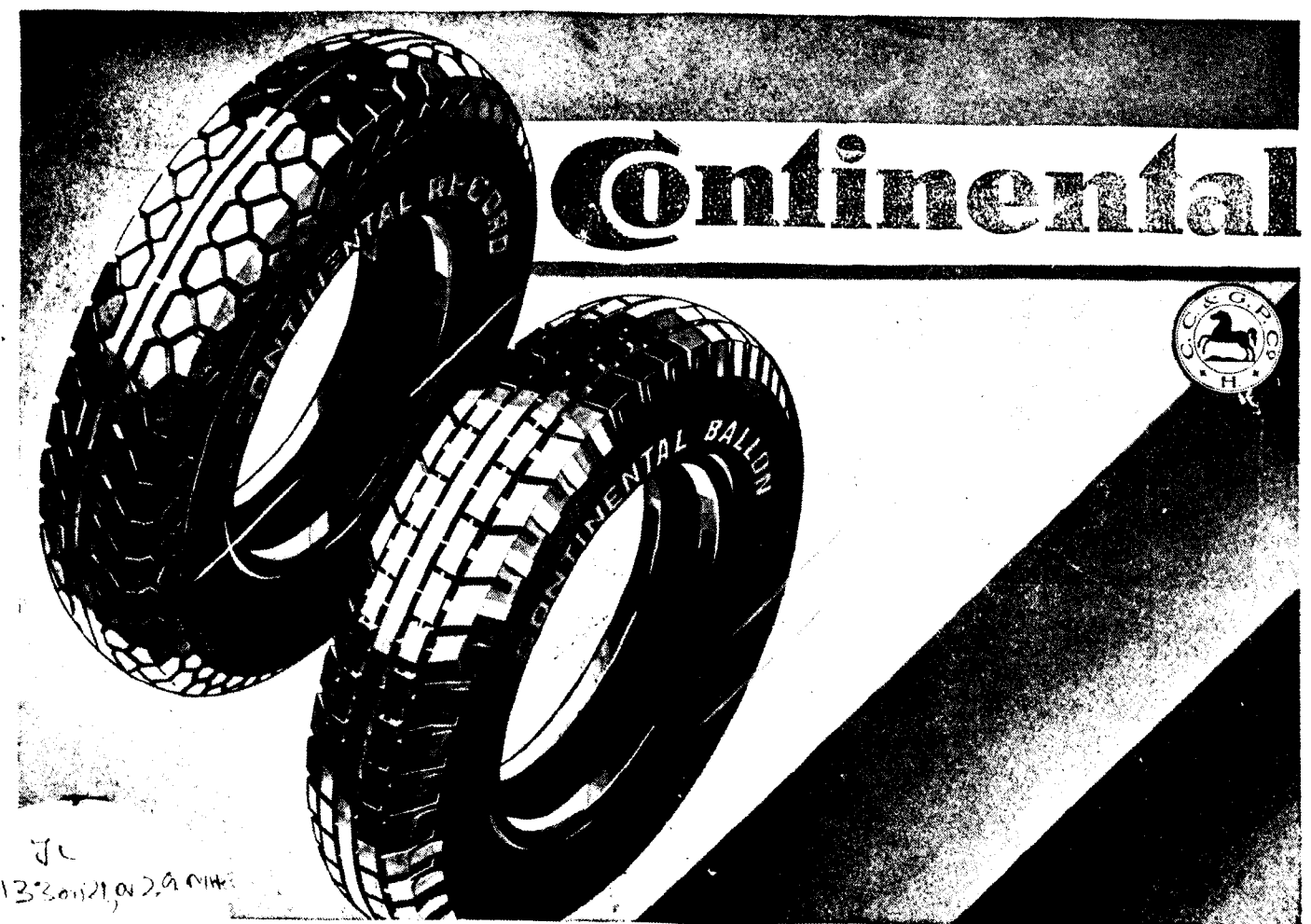




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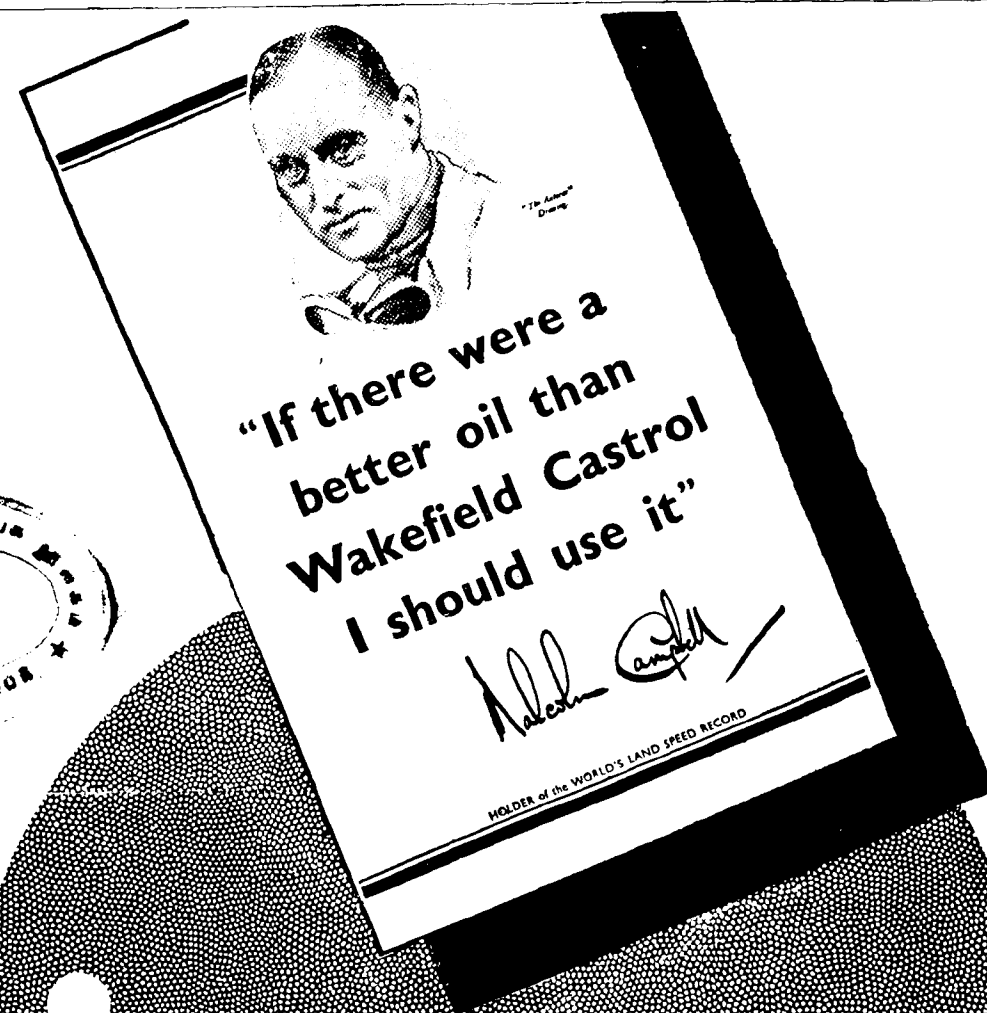
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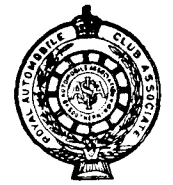
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Notes and News for A.A.S.I. Members

Road Information

Heavy rain-storms which occurred at various parts of the Peninsular during the last week or so of August resulted in flooding of the usually dry rivers which flow into the Bay of Bengal and dislocated traffic on the main roads leading out of Madras, as well as the majority of secondary roads in districts of the Madras Presidency. On point of interest was noted, i.e., that while the Palar River was carrying fairly deep water over the Wenlock Causeway between Ranipet and Arcot Town in the 71st mile of the Madras-Calicut Road, the Chingleput Causeway in the 38th mile of the Madras-Trichinopoly Trunk Road, which crosses the same river some 70 miles or so down stream, was not affected.

Another point of interest to motorists is that while the Rice Causeway on the Madras-Chittoor-Bangalore Road was impassable for motor traffic for several days, the Wenlock Causeway drained off fairly rapidly and was only impassable for a few hours at a time.

For the benefit of motorists who may have to travel between Madras and either the West Coast

or Mysore State during the next few months, when floods over the Rice and Wenlock Causeways are liable to be common occurrences, it may be explained that either of the causeways may be used without adding any appreciable distance to the journey, as the Palar River is bridged near Vellore, and the Wenlock Causeway is located only about half a mile from the Main Road at the 70th mile from Madras. Motorists moving from Madras along the Western Road during inclement weather would be well advised to go direct to the Wenlock Causeway and if possible cross there; this will avoid the possibility of having to return 6 miles from the Rice Causeway, should that crossing be found impassable. Once across the Wenlock Causeway it is suggested that the Vellore, Ambur, Vaniyambadi, Krishnagiri Road be followed whether making for the West Coast or for Mysore State. At Krishnagiri the Trunk Road bifurcates the right branch going to Bangalore, Mysore, etc., the left to Salem, Coimbatore, the Nilgiris and the West Coast.

Flooding of the Pennar River rendered the Anicut Road at Nellore impassable for several days, while two small jungle streams between Gudur

**MADRAS M.V. TAX FOR NEXT QUARTER SHOULD
BE PAID BEFORE 1st OCTOBER 1935**

and Nellore also held up traffic for some time. Our Gudur representative has stated that the Great Northern Trunk Road can only be regarded as motorable throughout the year as far as Gudur.

Bridges are about to be constructed in miles 277/4 and 320/4 of the Great Southern Trunk Road, in Madura District, respectively 4 miles southward from Kodai Road Station and 3 miles southward from Sivarakottai. Diversion roads have been arranged.

It has also been learned that a large number of culverts are to be built on the Palakunuthu, Sembatti, Mettur Road in Madura District. Diversions will be arranged wherever conditions permit at these culvert sites, but these may be difficult during wet weather and motorists are advised to avoid this road as far as possible and keep to the main roads through Dindigul.

Town Plans

Arrangements have been made for the printing of road plans of forty towns and large villages in Southern India. These plans, when ready will be inserted in all appropriate itineraries issued to members of the A.A.S.I. They are comparatively small in size and not having been drawn to scale can only be regarded as diagrammatic. They have been designed to assist motorists in finding their way through the town or village depicted, the main roads being shown within thick black lines. No attempt has been made to show the location of places other than those of importance to passing motorists, i.e., petrol and oil supplies, police stations, travellers' bungalows, railway stations, etc.

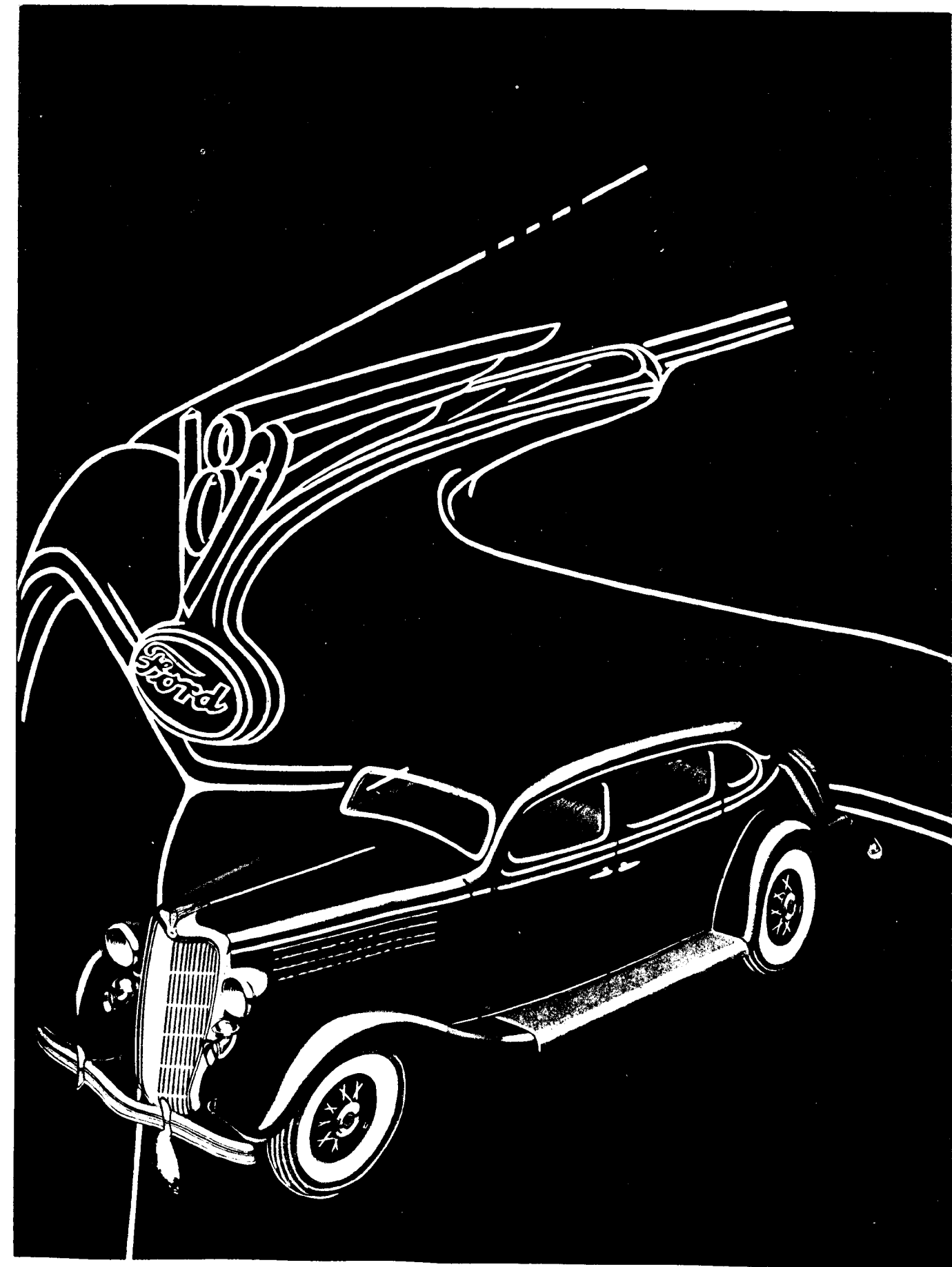
Municipal Tolls in Mysore State

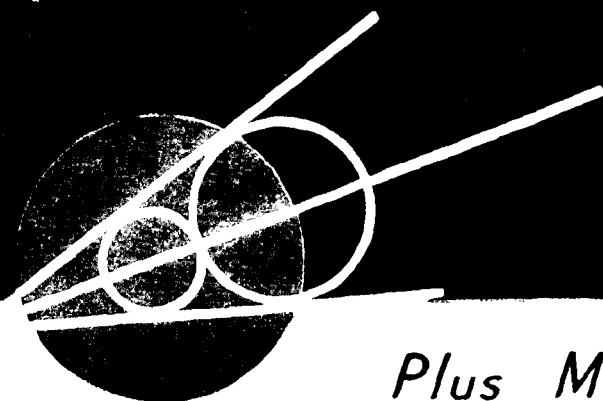
It is understood that, under existing regulations (i.e., until the Mysore Road Traffic and Taxes Regulation 1935 is put into operation) municipalities in Mysore State are not ordinarily allowed to levy tolls from through traffic, that is traffic which is not within the municipal area for a period of 30 minutes. The method of applying this rule varies; in some municipalities (e.g., Kolar Town) the motorist is only required to enter his name in a book, while at others (e.g., Chamrajnagar, Tumkur, Chitaldrug) he is required to pay the normal toll before passing the entrance gate, but this is refunded at the exit gate if the latter is passed within 30 minutes from the time of passing the "in" gate. Motorists passing through municipalities

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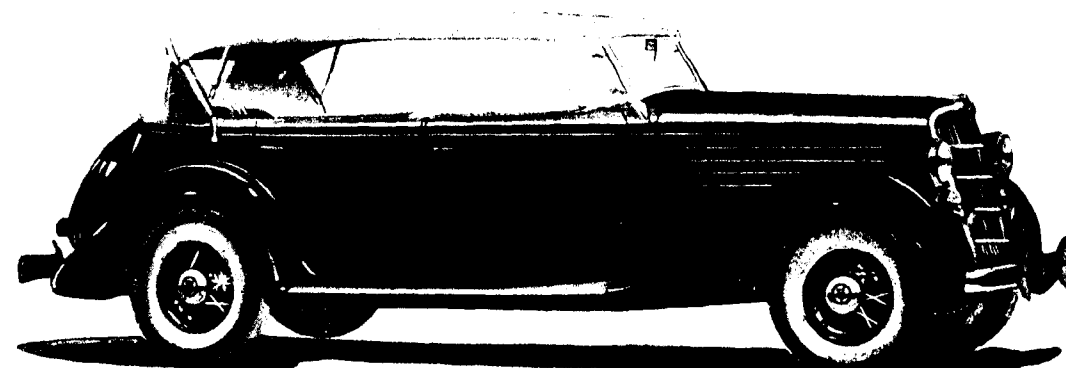
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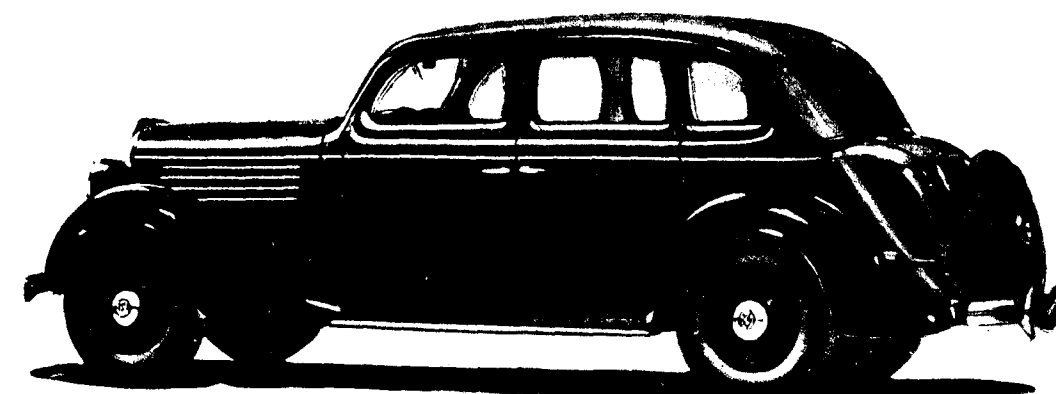


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where the latter procedure is followed should announce the fact that they are passing straight through the municipal area and see that this fact, with the correct time and date also the car number is noted on the toll receipt, as without these entries, refund of toll will be refused at the "out" gate.

Madras M. V. Taxation

The Madras Government is understood to still have under consideration a proposal to introduce a short period licence system for visiting motorists, the fee for same being Rs. 5 for a period of seven days or less and Rs. 15 for a period exceeding one week but not exceeding one month. Exactly how and where it is proposed that these licences shall be obtainable is not yet known, but it may safely be assumed that pre-payment will be a necessary condition and the bona fide visitor to the Madras Presidency will be no better off—in many cases worse off—than under existing rules.

The scheme does not meet with the approval of the A.A.S.I. and the I.R.T.D.A. and these two bodies are about to take the matter up with the Madras Government with a view to obtaining an initial period free from taxation, if this can possibly be managed. It may be argued that the Madras Government may stand to lose revenue by adopting the free initial period suggestion, but it is already allowed by every other Province in the country and should be adopted by Madras if only as a measure of reciprocity. A small loss under the M. V. Taxation head may certainly result, but it will be largely compensated by the inducement that will be offered for motoring subjects of neighbouring Provinces and States to visit the Madras Presidency. That visitors are a definite source of income to any town, province or country is a widely recognised fact—so much so that many countries have organised official "travellers" or "Publicity bureau" with a view to enticing visitors. Why then should Madras follow the opposite course?

Certificates for Vehicles not Registered in the Madras Presidency

The Madras Government has recently adopted a form of certificate for use in connection with the payment of Madras M. V. Tax on motor vehicles not registered in the Madras Presidency. These certificates will be similar to the present form of Madras motor vehicle registration certificate and will be issued when Madras M. V. Tax is first paid

after the form becomes available. It will contain full registration details of the vehicle to which it applies, with blank sections for recording changes of ownership, changes of permanent address and payment of Madras M. V. Tax. It should be preserved, with the actual registration certificate, by the owner, as it will form the only legal record of tax payment and will have to be produced whenever M. V. Tax is paid subsequently.

Taxation of Carts

While on the subject of M. V. Taxation it may be mentioned that the A.A.S.I. has added its weight to efforts that are being made by other public bodies in Southern India to move the Madras Government to make early provision for the raising of revenue from the form of transport that causes most damage to our roads, but at present gets off practically scot-free, to wit the country cart.

A copy of the resolution submitted to Government will be found elsewhere in this journal. As indicated therein, the A.A.S.I. is not in favour of the restitution of tolls in any form, but should Government decide that there is no other possible means of raising the additional revenue that is so essential for the proper maintenance of our road system, there is little doubt that A.A.S.I. members will cheerfully meet the changed conditions in the hope that better roads will result. There is little room for doubt that, in the fulness of time, the necessity for a standardised system of road taxation will be recognised by politicians as it is realised already by those responsible for the maintenance and development of our road system and as a result such a wasteful and antiquated system of collecting revenue as 'tolls' will quickly disappear.

New Road Works

At a recent meeting the Board of Communications, Madras, signified its approval to the financing of a number of new works from the Road Development Fund which derives its revenue from a special tax of 2½ annas per gallon on petrol. These works are:—

- (1) The reconstruction of a heavy retaining wall in mile 58/4 of the Coimbatore - Hassanur Ghat - Mysore Trunk Road (Coimbatore District).
- (2) Reconstruction of four weak bridges and a culvert on the Mangalore-Chikmagalur Road (S. Kanara District).

AUTOMOBILE ASSOCIATION OF SOUTHERN INDIA

Notice of Ordinary (Annual) General Meeting

Notice is hereby given that the twenty-third Ordinary General Meeting of the Association will be held at the Association's Registered Office, "Bharat Buildings", Mount Road, Madras, on Friday 18th October, 1935, at 6-30 o'clock in the evening, for the purpose of passing the Committee's Report and Accounts for 1934, to elect a Committee and Auditors for 1935-36 and for the ordinary business of the Association.

By order of the Committee.

MADRAS,
13th September 1935.

F. CHURCH,
MAJOR (Retd.),
Secretary.

N.B.---Any member wishing to bring forward a resolution for discussion at this Meeting must give notice of such resolution to the Secretary in writing, at least six clear days before the Meeting is to be held.

AUTOMOBILE ASSOCIATION OF SOUTHERN INDIA

" Bharat Buildings ", 1/18 Mount Road, Madras.

PROXY.

Ordinary General Meeting 1935.

I _____ of _____ a member of
the Automobile Association of Southern India, hereby appoint _____ of _____
as my proxy to vote for me and on my behalf at the Annual
General Meeting of the Association to be held on the _____ day of _____, one
thousand nine hundred and thirty-five and at any adjournment of such meeting.

As witnesseth my hand this _____ day of _____ one thousand nine
hundred and thirty-five.

One
anna
stamp.

Notes.---The following members have given notice of their intention to attend the meeting, and will be
pleased to act as proxies: -

Rao Bahadur C. Gopal Menon.
Major F. Church.
Mr. C. Fowler.

Mr F. H. Wilson.
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- (3) Redecking of the Kunda Bridge (Nilgiris).
- (4) Construction of bridge works across the Godavery River near Alamur (E. Godavery District).
- (5) Construction of a bridge across the Sadam river at mile 27/2 of the Punganur-Pulicherla Road (Chittoor District).
- (6) Improvements to the first fifteen miles of the Mangalore - Mercara Road (S. Kanara District).
- (7) Experimental road surfacing of a portion of the Great Northern Trunk Road (Chingleput District).
- (8) Improved surfacing of a number of existing bridges.

The Board also approved of a proposed skeleton of Trunk Roads subject to the addition of a through route from Cape Comorin to Bangalore and onward so as to connect with Northern India (It is understood that the extension of this route from Bangalore to Hyderabad (Deccan) was already included in the proposed skeleton, but this point is being verified.

It is also understood that the following works, not yet commenced, have already been recommended by the Board.

- (a) Bridge across the Pennai River near Rice Causeway (North Arcot District).
- (b) Bridge across the Muthireval River (Chittoor District).
- (c) Raising to trunk road standard of the Tiruvelam-Katpadi Road (North Arcot District).

Customs Duty—India—New Drawback Rules

A recent notification in the *Gazette of India* (dated 17th August 1935) intimates that the period after importation within which a motor vehicle, which has been taken into use between importation and re-exportation, must be re-exported in order to be eligible for the grant of drawback of customs duty shall be 12 months. The amount of duty that will be paid as drawback on any such vehicle will be as follows:—

If not more than two months expires between date of importation and date of re-exportation ... 3/4ths of duty

If more than two months but less than six months . . . 5/8ths of duty
If more than six months but not more than twelve months . . . 1/2 of duty

It must be noted that the above regulation has no effect on motor vehicles imported temporarily under cover of a customs triptyque or customs carnet issued by a recognised automobile association or similar body.

Life Membership of A.A.S.I.

It has been suggested that a new class of member, *i.e.*, Life Member, should be instituted by the Automobile Association of Southern India, whose Articles of Association only provide, at present, for two classes, *i.e.*, ordinary members and honorary members. The suggestion is that a member who pays a donation equal to from ten to fifteen years normal subscription should be regarded as a Life Member and be exempt from any further payment.

It has been learned that such a class of member is recognised by certain other Automobile Associations in India, but that the Life Membership provision is not popular so rarely resorted to and, in addition, is creative of certain administrative difficulties.

Before arriving at any decision on the matter the Committee of the A.A.S.I. would like to learn the general views of its members and invites them to let the Secretary know what they think of the suggestion.

Coimbatore–Hassanur Ghat–Mysore Trunk Road

During the past two or three years quite a lot of money from the Road Development Fund has been spent on the improvement of that portion of the Coimbatore–Mysore Trunk Road which lies within the Madras Presidency, particularly on the Hassanur Ghat Section for which a further allotment has recently been recommended by the Board of Communications, Madras, as indicated in a preceding article.

The necessity for a good road connecting Mysore with the Madras Presidency through the rich planting district of the Eastern slopes of the Nilgiris and Billigirirangam Hills is fully recognised, but unless the Mysore State portion of the road is maintained in good condition the money

spent on the British India portion is liable to be a waste. Recent information indicates that the Section which lies between the Mysore State Boundary and Chamrajnagar is in a very bad state of repair and constitutes a distinct menace to motor vehicles travelling at more than about fifteen miles per hour. Having in view the fact that the improvements to the British portion of the road have been financed from the Road Development Fund, and that Mysore State receives its quota from this Fund, it seems incredible that no attempt has been made to co-ordinate the work so as to produce a good through road. It is hoped that the Mysore Government will find it possible to allot funds for the restoration of its portion of this road in the very near future and that the Madras Government will exert itself to this end.

Standard Automobile Road Signs

Information has been received that the Government of India has decided that the Prohibitory sign for "No right turn"  which was intended to convey the meaning that the road about to be entered is a one-way traffic road, is not necessary in India and need not be standardised.

Indian Highway Codes

In the last issue of this Journal an announcement was made regarding the issue of Indian Highway Codes by the Safety First Association of India.

About 1,000 copies have since come to hand and a free issue is being made to A.A.S.I. members. The distribution will take some little time to complete and should any member fail to receive a copy within the next fortnight, an application to the Secretary, A.A.S.I., 1/18 Mount Road, will bring a copy along by return of post.

The Codes are arranged in one book as follows:—

- (a) The Motorists' Code.
- (b) The Cyclists' Code.
- (c) The Pedestrians' Code.
- (d) Code for animal drawn vehicles.
- (e) Code for led animals.
- (f) Safety Teaching in Schools.
- (g) The Safety First Association's Traffic Games.

Readers of this Journal are earnestly requested to be sure to obtain a copy of the codes and to ensure that the principles therein laid down are

brought to notice of and explained to all members of their household. Should you be an employer of labour it is suggested that the various codes be given publicity amongst your employees by having copies taken or translations made for hanging on notice boards in suitable places.

The Mysore Road Traffic and Taxes Regulations

The Mysore Government, in passing its new Road Traffic and Taxes Regulation has taken an important step in the direction of standardising taxation and making definite provision for the co-ordination of transport services. The fact that the regulation does not abolish tolls, is undoubtedly due to attention having been paid to the difficulties now being experienced of the Madras Government who failed to provide for the taxation of carts when it abolished tolls.

The main features of the new Regulation are—

1. The setting up of a State Traffic Board, with powers to secure the provision of an adequate and properly co-ordinated system of public service motor transport

while avoiding the provision of unnecessary and wasteful competitive services; also the appointing of District Traffic Advisory Committees to advise the Traffic Board.

2. The formation of a Road Fund.
3. The imposition of any or all of the following taxes:—
 - (a) a vehicle tax on motor cycles, motor cars, and motor lorries used solely for purpose of agriculture.
 - (b) a road tax on motor lorries.
 - (c) a service tax on public service vehicles used for carrying passengers.
 - (d) a mileage cess on motor buses.
4. The levying of tolls on all classes of road traffic, and for the composition of such tolls except those located at certain specified bridges and roads (at present the bridges over the Cauvery at T. Narsipur and Krishnarajasagara and the Hemavati Rivers at Akki-Hebbal and Gorur).
5. Special conditions prohibiting the use of motor lorries, unless in possession of a

special permit to do so which may only be granted for specified areas or roads, for specified classes of loads, or for loads for certain specified persons.

Although not clearly indicated in the regulation it would appear that the vehicle tax which is an annual tax payable in advance, will be levied only on vehicles registered in Mysore State, and that other vehicles will be required to pay tolls or to pay a compounding fee. This point will, no doubt, be made clear in the Notification which Government is empowered to issue to bring the Regulation into force and it will be advisable to await this notification before making any further comment.

Membership

The month of August has been a very dull one from the point of view of membership since only 7 names were added to the register during the period under review.

The seven new members were introduced by the following:—

One each by Messrs. W. H. Shelley, A. H. Harper, T. T. Krishnamachari, V. Doraisamy and

Major R. H. Wigfall and the remainder were enrolled by the staff.

New Members

Sri G. C. Thatraj Bahadur,
Sloan House, Waltair.

R. Balfour-Clarke (Capt.),
Dy. Director, Electricity Department,
H. E. H. Nizam's State, Hyderabad, Deccan.

Messrs. Lever Bros. (India) Ltd.,
Rep. D. E. Budgett-Meakin, Esq.,
C/o T. T. Krishnamachari, Ltd.,
11-14, Armenian St., George Town, Madras.

Rao Bahadur S. Muthuswamy Iyer,
Dy. Commissioner of Excise, Coimbatore.

C. R. Martingell, Esq.,
Ag. Dy. Chief Auditor, S. I. Railway,
Trichinopoly.

The Rev. Canon H. H. Flynn,
Sydney Park, Bangalore.

M. Gopal Kini, Esq.,
2nd Surgeon, K. G. Hospital, Vizagapatam.

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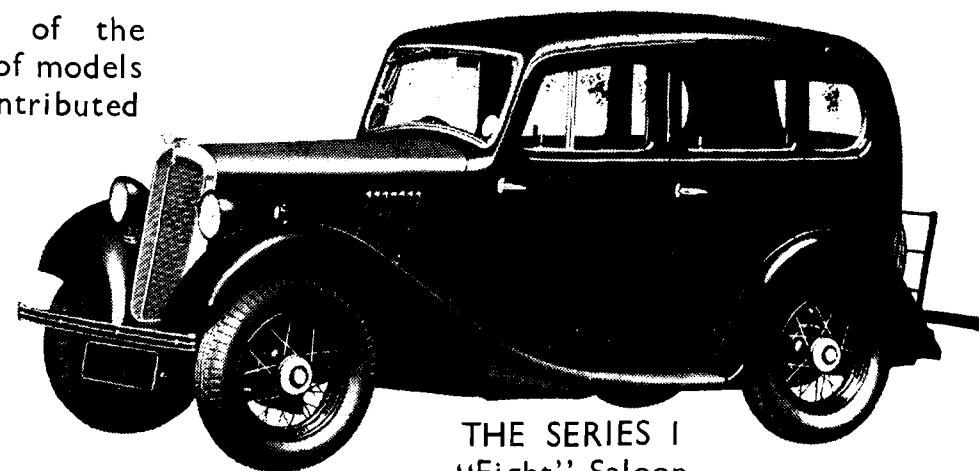
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THE NEW
SERIES II
"Twelve-four"
Saloon



Addison & Co. Ltd.
MADRAS & BRANCHES

MORRIS

THE CAR WITH THE LOWEST UPKEEP COSTS

INDIAN HIGHWAY CODES

In order to give them the publicity they deserve, we take the liberty of reproducing the Indian Highway Codes issued by The Safety First Association of India together with a foreword by H. E. The Viceroy and an explanatory note by The Safety

First Association of India who are to be congratulated on the effort they have made to meet a definite public need.

Some twenty thousand copies of the pamphlet are in course of free distribution throughout India.

FOREWORD BY H. E. THE VICEROY

"The happiness of human society largely depends on the willing co-operation of its component parts, and the cheerful performance of mutual duties.

In furtherance of this idea, Safety Codes for road users have been drawn up by the Safety First Association of India in collaboration with several Automobile Associations.

The Codes represent the customs and courtesies which typify the best behaviour on the road and have for their object safety for ourselves and consideration towards others.

If all users of the road act in accordance with this practice, their use of the road will become a

pleasure to themselves and others, and will stand them in good stead in case of emergency.

I specially commend the Codes to Teachers, and to our young citizens—the rising generation of school children—for, by acting in accordance with these accepted customs, they will develop a habit foundation which will enable them to get the best out of life, with the least misadventure, and will tend to the sum total of human happiness.

Life is made up of adventure. The Safety Codes by making all THINK FIRST reduce to the minimum the chances of misadventure: they enable everyone to get the maximum of enjoyment in harmony with the best welfare of his neighbours, and therefore, of human society at large."

EXPLANATION BY SAFETY FIRST ASSOCIATION

The Motorists' Code set out below (and those that will follow serially in subsequent issues of this journal) are a complete set of rules which when observed by motorists, cyclists and pedestrians, will make our roads both safer and more pleasant to use. They have been prepared by the Safety First Association of India in consultation with the several Automobile Associations in India and Burma.

The need for such rules, stating what road users expect of one another in behaviour on the roads is daily indicated by the annoyance and risks of accidents to which road users are at present subject. Although we may think that our own conduct whilst driving, cycling or walking is above reproach, we may often give offence or court risk of an accident unintentionally, without a Code such as this to guide us.

The rules in these Safety Codes are simply expressed and easy to remember. Their constant

observance will rapidly make "Safety" a habit on the roads, greatly reducing the number of accidents and making motoring, walking and cycling more agreeable. You are earnestly requested to read them and to adjust your own road-habits to their requirements, remembering that their observance is not only to the public good but of great importance to your own safety and convenience.

The Safety Codes are based on the observations of a great deal of experience and are approved by those intimately connected with road problems: although these may have no legal status, their observance will count in favour of a man when any road accident is tried in Law.

It is particularly desirable that these Codes, in addition to being studied and observed by all road users, be used for the instruction of children: these might well be included in the curriculum of every school, especially in areas where traffic is heavy.

THE MOTORISTS' CODE

1. ALWAYS BE COURTEOUS.—The ability to move quickly involves additional responsibility. Other people have a right to the road.

Keep a sharp lookout for children: they are apt to rush out unexpectedly.

Be considerate to the old and infirm: they are entitled to precedence over all road-users.

2. **STARTING.**—Make it a habit to test the brakes of your car the first thing each day.

If the brakes do not act properly, have them attended to immediately.

3. **SIGNALS.**—When you intend to stop, slow down or change direction, give the proper signal described in your driving license, clearly and in good time. Having given the signal, never change your mind and act in the opposite direction.

Keep a sharp lookout for signals by traffic controls and for traffic signs and warning notices, both in cities and on country roads.

4. **WHITE LINES.**—Make it a habit to stop or go dead slow at transverse white lines, at road corners, even when there is apparently no oncoming traffic.

5. **SPEED.**—Regulate your speed carefully at all times to suit the circumstances and the traffic, road and weather conditions. Always be ready to pull up before reaching any possible obstruction.

6. **TURNING ROUND.**—Before turning your vehicle on the road, see that the road is clear for a good distance in both directions: oncoming or overtaking traffic should never be interfered with whilst you turn.

To turn round on a narrow road, first reverse into a side road or entrance, if possible: you will then have a clear view of both traffic streams.

When turning to the right, pull into the centre of the road early, after giving the appropriate signal, and await your opportunity. This allows the traffic from the rear to pass on your left.

7. **MIRRORS.**—The use of rear vision mirrors is strongly recommended to enable you to observe readily an overtaking vehicle.

8. **OVERTAKING.**—See that the road is clear for a good distance ahead in order that you can overtake with safety. The brow of a hill or the hump of a bridge conceals oncoming traffic as effectively as a sharp bend.

Always wait for the all-clear signal from the car you wish to overtake before swinging out to overtake.

Do not overtake at cross roads, road junctions or road bends (except where there is a system of control such as a round-about, which may make it safe to do so). Do not overtake a vehicle which is already overtaking another vehicle.

After overtaking, return to the left side of the road, but with due regard to the convenience and safety of the vehicles overtaken. Do not cut in.

The right hand side of the road belongs first to the oncoming traffic.

Tram cars should be overtaken on the left except when they are on a central reservation: when overtaking a tram car which is stationary or about to stop, watch carefully to see if passengers are intending to board or alight. Always give such passengers the right of way: go slowly or stop as circumstances require.

When passing or overtaking pedestrians, cyclists or animals, give them plenty of room. Be ready and able to pull up within the distance which is clear to you. In wet weather, slow down to avoid bespattering pedestrians with mud or water.

When another driver wishes to overtake you, keep well to the left and, if the road is clear, signal him on and slow down to let him pass you.

9. **HESITATION.**—When you have to avoid another road user, do not suddenly swerve: slow down and give the other fellow a chance to decide what to do: then, conform to his movement. Hesitation and changing one's mind are the causes of many accidents.

10. **FOLLOWING OTHER VEHICLES.**—Do not follow a tram car very closely: the track may be under repair and you may discover it too late. Trams can stop very quickly and, if you are close behind and cannot see what is in front of them, you may not be able to stop in time.

If you are driving a motor bus or other vehicle in convoy, keep a fair distance from the preceding vehicle. Leave ample space to allow an overtaking vehicle to draw in to the left, if necessary before overtaking the next vehicle.

11. **CORNERS AND BENDS.**—Keep close in to the left at all corners and bends leaving ample room for oncoming traffic, and slow down as necessary to avoid skidding.

12. **CROSS-ROADS AND ROAD JUNCTION.**—When approaching cross-roads, keep a sharp lookout and drive cautiously. You must give way to traffic approaching from your right. If you are on a minor road, go dead slow.

13. **NARROW LANES AND STREETS.**—Go slowly in narrow lanes and streets no matter how familiar the road may be to you.

14. **LEVEL-CROSSINGS.**—At railway level-crossings, wait till both gates are open before attempting to cross. Do not attempt to change gear while between the gates.

15. **BREAKDOWN.**—If at any time your car breaks down, pull in at once to the extreme left of the road and carry out your repairs, causing as little inconvenience as possible to other traffic.

16. **PARKING CARS.**—In approaching your destination, i.e., office, bungalow, etc., always try to do so from the left hand side so that your car is facing in the correct direction.

When parking alongside the kerb, park your car so that it is facing in the correct direction. Avoid parking in close proximity to sharp bends or road junctions.

As far as possible, avoid leaving your car standing on an incline, but if you have to do it in such a position, turn your front wheels towards the

kerb or the side of the road so that if the brakes are accidentally released the car will soon be brought to a standstill.

17. **PETROL FILLING.**—When you are filling your tank with petrol, see that there are no naked lights about (including lighted cigarettes), and always switch off your engine. The hose from the pump should be held firmly well into the tank: if a can is used, it should rest on the tank.

Overflowing carburettors and leaky joints should be attended to without delay.

18. **LIGHTS.**—Headlights should not be used unnecessarily. At night, it is dangerous to leave the vehicle standing with headlights on, as this confuses and dazzles approaching traffic.

19. **MOTOR HORNS.**—Horns should be used as a warning of your approaching and not as a threat or a means of attracting the attention of persons inside a building.

(To be continued).

Centricast Cylinder Liners are manufactured from cylindrical-shaped centrifugal castings of special composition. They

Efficiently reduce oil consumption when fitted, the

Necessity for any further engine take downs is practically dispensed with

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

Replaceable indefinitely and once fitted

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

Compression is maintained efficient because of their resistance to wear and

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

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CORRESPONDENCE

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

Road Maintenance in the Madras Presidency

SIR,

I forward herewith for favour of publication in your widely read columns, a copy of a resolution passed by the Committee of the Automobile Association of Southern India on the subject of road maintenance in the Madras Presidency.

The fact that roads in the Madras Presidency are rapidly deteriorating is such common knowledge that it is unnecessary to dwell upon it.

The cause of this deterioration has been stated in official quarters to be due to lack of funds for normal maintenance works, and the lack of funds is attributed to inability of Government to provide, from the revenue of the Madras Motor Vehicles Taxation Act, the compensation for loss of toll revenue which Local Boards sustained by the abolition of tolls in 1931. On one point there can be no doubt, i.e., that by failing to provide for the taxation of carts as well as motor vehicles, when tolls on all classes of road users were abolished, Government took the risk of being unable to realise sufficient revenue to compensate local governing bodies and the risk has now become an incontrovertible fact. It behoves Government, therefore, to take urgent action to rectify the error it committed in 1931, and this action must in all fairness take the form of a levy on road using vehicles other than motor vehicles which are admittedly already paying more than their share of the cost of road upkeep. The form in which this levy is imposed is essentially a matter for Government to decide. Much has been said about the inexpediency of taxing bullock carts and the *pros* and *cons* of a restoration of the toll system has been widely discussed.

The point at issue is the provision of sufficient funds for the proper maintenance of our road system and so long as the burden of providing the requisite funds is fairly distributed over all forms of road transport, no level-headed person could complain of injustice to any particular class of traffic.

Much capital has been sunk in our road system and it is the bounden duty of Government to ensure that this capital does not become a dead loss to the Province by neglect to properly maintain it.

We owe it to posterity that we hand down to our successors, not only the roads that now exist, but that we shall hand down more and better roads.

Resolution

"This Association is of opinion that the unsatisfactory condition of roads in the Madras Presidency needs immediate attention; if this condition is due to lack of sufficient funds, we are of opinion that a levy should be made on all unlicensed road using vehicles in order that all forms of traffic using the roads may contribute toward their upkeep. We consequently urge the Government of Madras to take early steps to have this unsatisfactory position rectified."

F. H. WILSON,
Chairman.

Automobile Radio Sets A Question and Answer

SIR,

Adverting to J. N. N's article on Automobile Radio Sets (para. 6) at page 299 of the August Issue of the South India Motor Owner, may I request him or any other reader of your magazine with experience of such sets whether a Car Radio would operate satisfactorily on a tourer? For with the best of care a certain amount of exposure to the weather is unavoidable in an open car. I presume that there is no set which could be easily dismantled or put away.

With my thanks,

XYZ.

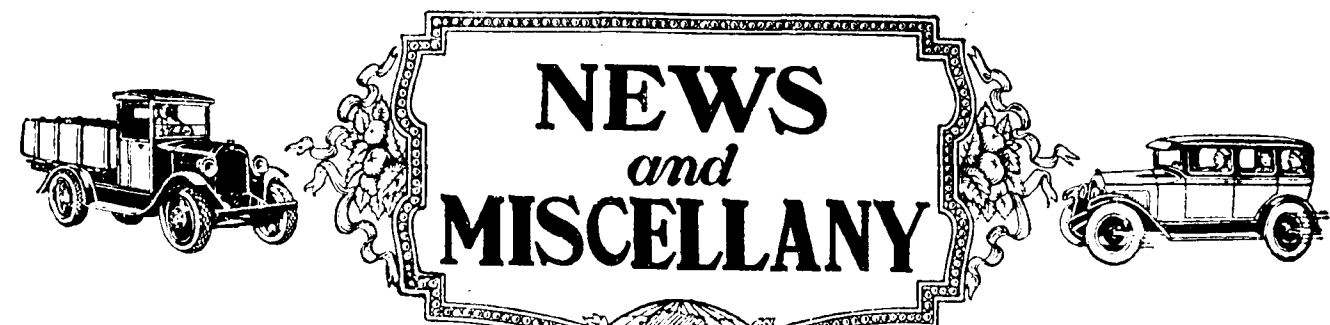
SIR,

With reference to XYZ's enquiry I wish to say that he will experience no difficulty whatever in any way by fitting a Radio Set on a Touring Car. Actually it matters very little whether the Aerial becomes soiled or not, as in a Touring Car the Aerial actually becomes the earth, and the Car itself the Aerial.

I can satisfactorily advise XYZ to try out an Auto-Radio Set, as the results will undoubtedly surprise him.

If he so desires, the set can easily be dismantled, as all that is necessary is the removal of two or three bolts.

J. N. N.

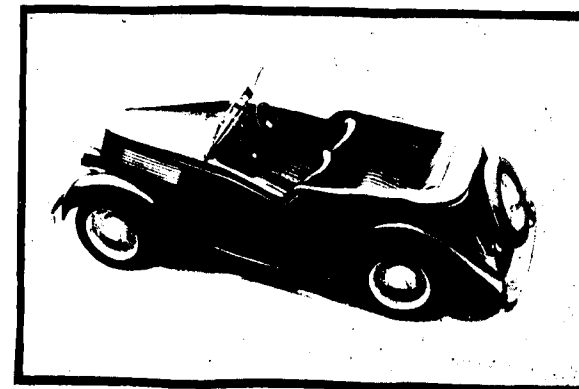


Presenting the News of the Month together with Interesting Notes from all Sections of the Field.

New Ford Touring "Ten Four"

The New DeLuxe Ford Touring Car, the latest product of the Ford Dagenham Plant, supplies of which will shortly be available in India, Burma and Ceylon.

Distinctive in appearance, it is generously proportioned as to seating capacity, accommodating four people in comfort and with unusual leg-room for rear seat passengers.



The new Ford DeLuxe 10 H.P. Touring Car.

As with the Ford V-8 and the "Ten/Four" closed models, all passengers enjoy the benefits, advantages and comfort of Ford Centre Poise Riding and ride between the axles. The carefully planned weight distribution makes for exceptional comfort at the high speeds of which the car is capable.

Chassis specifications are identical with those of the closed models.

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All weather equipment is standard, the easily erected hood folding down completely out of sight when not in use.

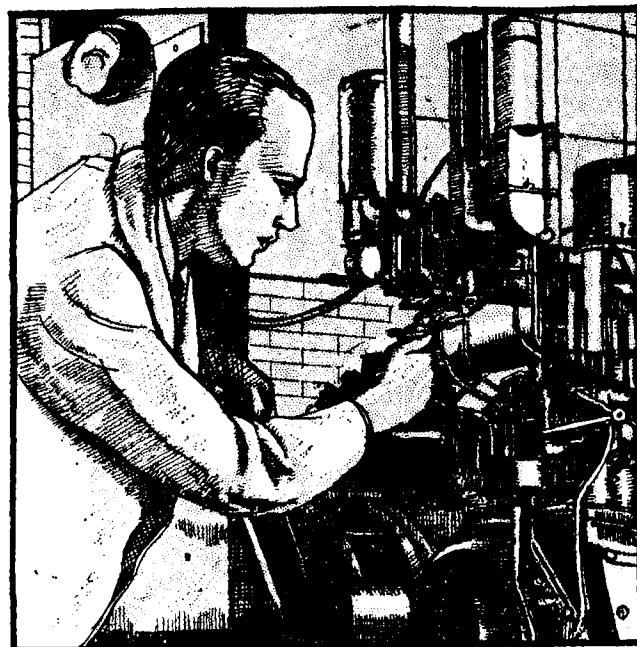
The New Model will be available in a variety of attractive colour schemes.



Mlle. Nadja Saraski, the talented young Continental artiste who recently made a very successful debut in Bombay, is an ardent motorist and, in her own Country, where she operates a V-8 DeLuxe Sedan, an enthusiastic Ford V-8 Owner.

FINDING NEW WAYS TO FURTHER PROLONG THE LIFE OF YOUR ENGINE

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They have, after much research, evolved the Clearosol Process of dissolving all the deleterious materials in crude oil, thus rendering Gargoyle Mobiloil practically 100% pure lubricant, lasting 25% longer than any other oil, keeping your engine clean and safe from failure and offering you complete protection from the three bogeys of lubrication, SLUDGE, GUM and TAR.

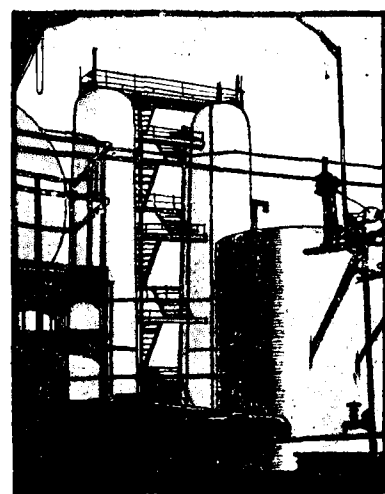
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STANDARD-VACUUM OIL COMPANY

SEPTEMBER, 1935

343

THE SOUTH INDIA MOTOR OWNER

Useful Handbook for Motorists

The Standard-Vacuum Oil Company have recently published a Handbook for motorists entitled "To Guide you on the way to Trouble-Free Motoring".

The opening chapter deals with the new Clearosol Process through which Gargoyle Mobiloil is now refined.

Following this is an abridged chart of recommendations, several instructive lubrication hints and twelve tabulated pages for recording monthly running costs.

A complete list of the Gargoyle Mobiloil line is included, with notes about the requirements each grade is designed to meet and there is page provided for recording important details concerning one's car.

Copies of this useful Handbook can be obtained free on application to:—Standard-Vacuum Oil Company, 8/9, Thambu Chetty Street, P. O. Box No. 115, Madras.

The Vauxhall Big Six

General Specification

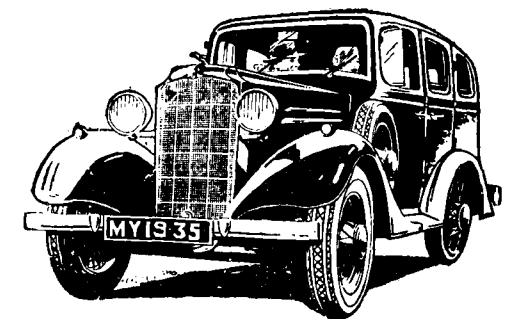
Engine:—Six cylinders, overhead valves operated by push-rods, four bearing crankshaft, full pressure lubrication, external oil filter, ventilated crankcase, cooling by impeller and fan, thermostat control of water circulation, Lucas 12-volt ignition, with control by governor and vacuum, micrometer distributor control, Zenith down-draught carburettor, combined air-cleaner, silencer, and flame arrester, pump feed from 12-gallon rear tank, four-point rubber mounting. R.A.C. rating, 26.3 h.p.; tax, Rs. 25 per quarter, bore, 84.14 mm.; stroke, 95.25 mm.; capacity 3180 c.c.

Transmission:—Single dry plate clutch with flexible centre, four-speed gear-box, synchromesh top and third, central change, open tubular propeller shaft, Hardy-Spicer needle-bearing universals, semi-floating rear axle, spiral bevel final drive; gear ratios, 4.1-1, 6.15-1, 9.10-1 and 13.12-1.

Brakes:—Semi-servo four-wheel brakes, mechanical operation, application by pedal and central hand lever.

General:—Marles-Weller cam and lever steering, semi-elliptic springs front and rear, Vauxhall-Lovejoy hydraulic shock-absorbers, Luvax vacuum operated chassis lubrication, self-returning direction indicators, triplex safety glass, wire wheels, 5.50 by 17 inch tyres.

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No mess, no effort changing a wheel with the Vauxhall Light Six easy jacking system.

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Gives a faultless gear change every time. Vauxhall were British pioneers of this system.

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All the fresh air you want without draughts or rain beating in.

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Deep form-fitting seats, real leather upholstery with ample head and leg room.

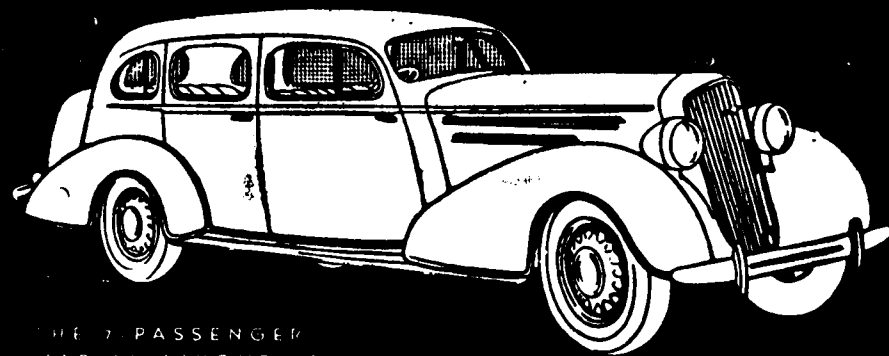
ON VIEW AT
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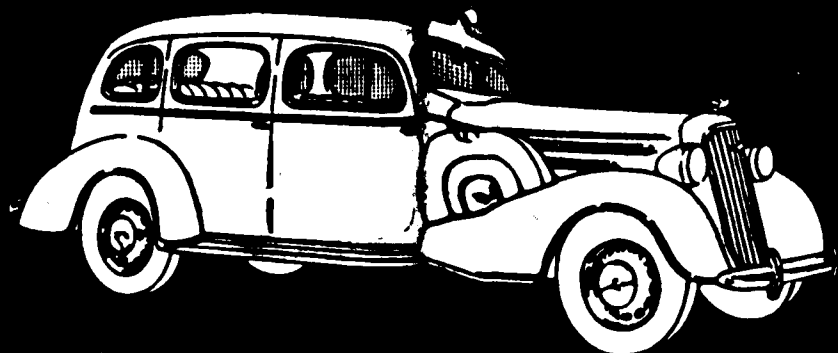
CHEVROLET

New Offers

3



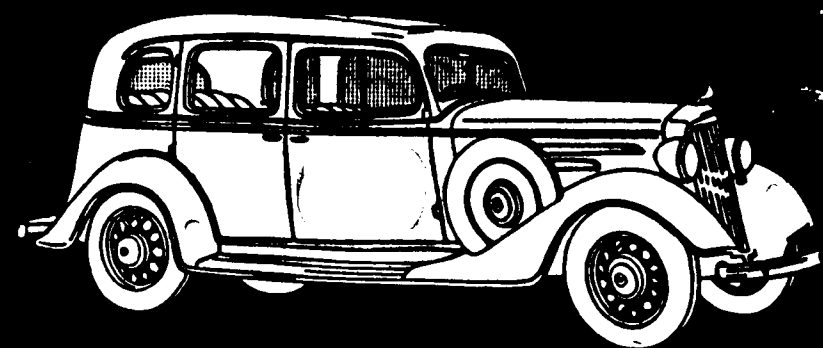
THE 7-PASSENGER
IMPERIAL LIMOUSINE
ON 125" WHEELBASE



THE MASTER DELUXE SEDAN
ON 113" WHEELBASE

LINES OF
FINE CARS

Choose
CHEVROLET
for
QUALITY
and
ECONOMY



THE STANDARD SEDAN

GENERAL MOTORS INDIA LIMITED

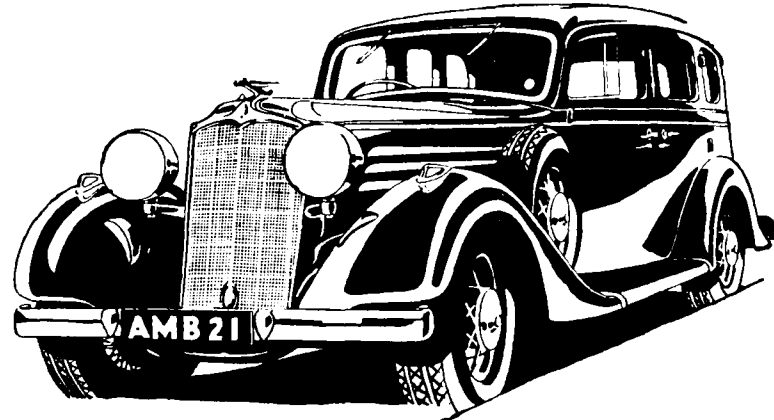
Dimensions:—Wheelbase 9 ft. 3 in., track 4 ft. 8 5/8 in., overall length 14 ft. 3 in., width 5 ft. 8 3/4 in., height 5 ft. 8 in., clearance 8 in., turning circle 38 ft.

Models and Prices:—Except for special order, there is at the moment only the 26.3 H.P. De Luxe Saloon with two spare wheels available at Rs. 5,710 at ports.

Makers:—Vauxhall Motors, Ltd., Luton Bedfordshire.

Distributors:—Distribution points are given in our Sales and Service Guide on page 322.

Special Features:—The special correspondent of "The Glasgow Herald" reporting on a road test of the Vauxhall Big Six says:—



The Vauxhall BX 26.3 H. P. Saloon.

"This Vauxhall Big Six has many excellent features, combining the good points of British and American practice in many respects. The smooth running, top gear performance, and general silence suggest American characteristics, but the efficiency in relation to engine capacity and the sturdiness apparent throughout are entirely British.

Engine smoothness is largely the result of a well-stiffened crankcase, carrying a substantial crankshaft provided with a vibration damper. Then the forced feed lubrication system is extended to the gudgeon pins by means of the drilled connecting rods, while the power unit is mounted on rubber at a single point at front and rear and midway at each side.

The distributor is of the usual automatic advance type, but there is also a vacuum control, while the range of the ignition can be adjusted to the fuel used by means of a micrometer adjustment. The down-draught carburettor cannot flood the engine as there is a vapourising chamber below the

level of the inlet ports. This chamber has a thin stainless steel plate at the bottom exposed to the exhaust, so that any liquid petrol is at once vapourised.

The carburettor is also provided with an accelerator pump, which gives a rich mixture for prompt acceleration when the pedal is depressed suddenly.

Automatic chassis lubrication is a good feature, and the convenient jacking pads at the rear are worthy of note. As pioneers in this country of synchromesh gears the Vauxhall gear change into top and third is simplicity itself. There is no better, and it has the advantage of giving a quick change without noise when desired.

Quiet But Lively:—This is a most satisfying car to drive or to ride in. The light, perfectly steady, and moderately geared steering is notably good, and imparts confidence on the narrowest and roughest of Scottish roads. Then the springing is exceptional in the way it deals with widely different conditions. It is always easy, yet never too supple, and gives a comfortable ride even at speed on rough roads.

The rear passengers are never thrown up, and the car never rolls when cornering fast. Although not built as a speed model this is a most road-worthy car at its maximum, which is about 72 m.p.h., while it will cruise at 50 to 60 m.p.h. without effort all day long.

Most of its work is done on top gear, but third, when required, will be found a quiet and useful ratio.

Good Acceleration:—Maximum on third is about 55 m.p.h., and at 45 m.p.h. the gears are still

quiet. The indirect ratios are also quiet, but the change into second requires just a little knack to secure a silent change. The car is essentially a pleasant one to drive, with well-arranged controls and a comfortable driving seat which provides a natural position and good vision.

It was found that driven over long distances the Vauxhall Big Six induces the minimum of fatigue. The no-draught ventilation by hinged front-window sections is very successful, and in conjunction with a similar arrangement of the quarter-windows ventilation without draughts is really possible.

The body provides excellent accommodation, and the interior finish is pleasing while the equipment and fittings are very complete, one useful refinement being the lights in the rear corners which are switched on by the opening of the rear doors. There is also an interior switch, of course."

"London" as a Telephone Exchange

An interesting relic of the early days of motoring is a letter, carefully preserved by the son of its recipient—Mr. W. E. Hicks, of Truro—which, dated April 25th, 1900, reads as follows:

"Dear Sir,—Replying to your recent letter, in re. motor, please rest quite assured not a day shall be lost in the despatching to you of the car. It is impossible to speak positively as to when it will be sent, but we are as anxious as you are that it shall be in your hands."

The letter emanated from Humber Limited, of Coventry, and related to the first production model ever built—a Humber Phaeton. Mr. S. Hicks (who founded the firm bearing his name, which to this day represents the Humber Company in Truro), took delivery of it during the month following that in which the letter quoted was written.

Not the least interesting part of the original letter is the note heading on which it was written. The name of the firm had just been curtailed from "Humber & Co. (Extension) Ltd." to the present version of "Humber Ltd." There were depots at Holborn Viaduct, London, Brighton and Paris; there were factories at Beeston, Notts., Wolverhampton and Coventry. One point which brings home the distance the world has travelled during

35 years is that the telephone number of the Holborn Viaduct depot was tout simple "London 6778".

Incidentally, the specification of this early car included a tubular chassis, a horizontal 3½ h.p. air-cooled engine with half open crankcase, transmission by flat belt through a crypto gear for the low ratio, reverse being obtained by a second flat belt, crossed, on the other side of the crankshaft.

(Courtesy Messrs. Simpson & Co., Ltd.)

A Cooler Car for the Tropics

One-Piece Steel Roof Construction

The one-piece steel roof which graces the new Chevrolet models recently introduced in this country not only affords greater protection but it is designed to keep the car cooler even in the hottest days. The roof reflects, rather than absorbs, the sun's rays. Eight different types of insulation were tested before the present heat-resisting material was selected. Tests have proved that it is so efficient that the new bodies heat up only half as much as the ordinary type at roof level, and only one-third as much at the level of the passenger's head. Furthermore to seal out engine noise and heat, the dash is covered with a felt and fibre board deadener while a layer of heavy jute covers the flooring from front to back.

Increased Safety

The "turret top" body is so designed as to give the utmost protection to the motorist, far greater protection than has ever before been offered in a motor car. The driver and passengers are protected by solid steel above, below, at the front and back, and on either side.

What Is "Turret Top" Construction?

There are five main parts to the "turret top" body, excluding the doors. The roof is a single sheet of seamless drawn steel, welded to the metal sides of the body, and further strengthened by a series of U-shaped metal bows underneath. It extends from the windshield to a point well below the rear window, where it is shaped to form the top of the enclosed luggage compartment opening. The one-piece quarter panels curve around to form the sides, while the steel floor serves as the bottom. The entire front end of the body from the instrument panel forward is a single steel assembly.

From Crude Rubber to Motor Tyre

By F. S. Groom

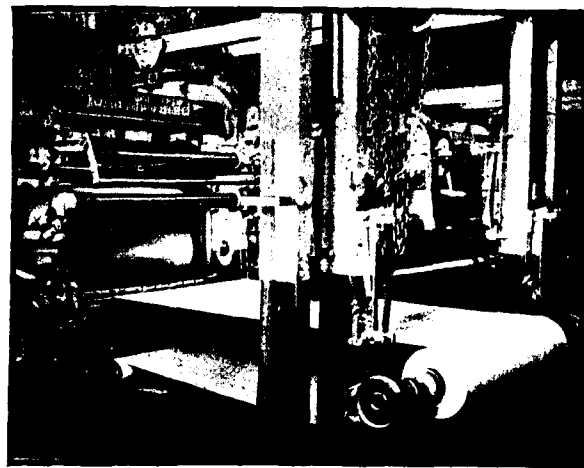
A few days ago I bought a new tyre. Not an ordinary tyre by any means; at least, not ordinary to me. I saw that tyre take shape from crude rubber, cord fabric and over 240 different chemicals.

I followed it through department after department of the up-to-date Firestone factory on the Great West Road. And I saw it wrapped and unwrapped and wrapped again—of which, more anon.

Before I visited the factory the crude rubber, very much like the crepe rubber of which some shoe soles are made, had been stored in the rubber room.

When I arrived, the temperature outside was hovering round about freezing point—"dashed cold," as the guide put it—but in the rubber room all was warm and cosy.

"100° Fahrenheit" I was told. "Rubber 'freezes' at 40 y'know." I didn't—but then I found out many things during that visit that I hadn't known before.



Calendering—or spreading the gum-dipped fabric with a thin coating of rubber to insulate each cord from its fellow.

When each fresh batch of rubber arrives, a sample of it is sent to the laboratory. The chemists take it to pieces (figuratively, of course) and then write out a "prescription" for the mixture of chemicals to be used with it. When the time comes for that particular batch of rubber to be used, the prescription is passed on to what might be called the dispensary. Actually it is called the compounding room.

Here the ingredients are measured and weighed ready for the mixers.

A 200 lbs. ram and cutter "splits" the crude rubber into sizeable pieces for the mixing or milling process. If a bale of rubber resists the cutter, the ram automatically increases the pressure to 650 lbs. per square inch.

When split, the rubber joins the other ingredients in an automatic mixer, where they are compounded or churned up at special temperatures into a thick black dough.

This dough (I can think of no word which better describes it) is then passed on to the mill room to be pressed out into sheets.

Here it was that I first made the acquaintance of my tyre. Part of the still steaming mixture which came into that department was destined to be my 4.75 by 17 in. I didn't know which part, at the time, but that made no difference to the proprietary interest I took in the subsequent proceedings.

The mill room, by the way, looked just like a machine room that had been lifted *en masse* from Fleet Street. The mill rolls (factory term vouchsafed by my guide) might almost have been big printing presses. Each mill, and there are quite a number of them, has two steel rollers about seven feet long and two feet in diameter. The dough is fed in at one side, like washing into a mangle, and rolled over and under until thoroughly mixed and pressed. Sulphur, one of those 240-odd chemicals, and the last to be added, is rolled into the dough just before the milling operation is finished.

I asked why the sulphur was not included in the ingredients that went into the mixing chamber. "Because it would cause prevulcanisation" was the reply. "Sulphur accelerates the hardening process, and the rubber gum must remain plastic until the tyre is moulded."

Before it leaves the mill room the plastic rubber is cut into sheets roughly six feet by three. This is done with lightning rapidity by the mill operators, who are armed with sharp, pointed knives. The sheets are actually cut and ripped off the rollers without stopping or slowing the machine.

Small pieces snipped from the main sheets are marked with the batch number and sent immediately to the laboratory. There they are tested, or prov-

ed, by the chemists to ensure that the mixture is "as before."

While all this is going on, the cord part of the tyre is being prepared elsewhere. It begins as raw cotton which has to be spun and twisted. I was told that a single Firestone cord contains fifteen single threads and has 150 twists to the inch.

This cord is "wefted." That may not be the right expression, but it means that a fabric is made up in which all the strands run one way.

The fabric is examined by running it over a glass counter, under which are powerful electric lights. Any imperfection is immediately apparent, and the piece is then cut out and rejected by the inspectors. It is also tested cord by cord on special machinery in the laboratory.

Then comes the special Firestone process of gum-dipping. It consists of immersing the "one-way" fabric in a bath of dissolved rubber, in such a way that every thread is impregnated and encased in rubber.

A tough sinewy material is thus obtained, and it is this which gives what is somewhat paradoxically termed "a lively carcass."

The fabric is then "calendered." In other words, a thin coating of rubber is spread on both sides by passing it through machines known as calenders.

The next step is to cut the rubber-coated fabric into useable pieces. This is done by a battery of special cutters; ingenious machines which cut the material diagonally—"on the bias" my informant called it—and yet do not separate it. Not clear? Let me put it in this way. The cutters penetrate 99 per cent. of the fabric, leaving an uncut film which is just sufficient to hold the main sheet together. This scoring, as it were, is so adjusted that the sheet continues to pass over the conveyor rollers instead of falling to pieces and getting mixed up with the works.

And now back to our sheets of black dough. Leaving the mill room they are put through another series of rollers. Cutters bearing on these rollers slice the sheets up into strips of varying widths for treads, side-walls and beads.

Here we reach the parting of the ways. Some of the strips go to meet other component parts of the tyre—the dipped fabric, the wire beads, and so on. I elected, first, to follow the strip, part of which was to become the tread of my tyre.

This strip is fed into a machine something like a home mincer, only bigger and power operated, which decants it, hot and shaped (through a die) on to a continuous belt. The belt passes it through a water trough to cool it, under blowers to dry it, and through various machines which print the size on it and measure the weight per foot as it passes. While still on the belt it is sliced into lengths for tyre assembly.

This slicing is done with a bevel knife machine which gives the chamfered edges necessary for a perfect join.

Incidentally, this long line of automatons includes four mechanical checks for accuracy, yet each tread strip is re-weighed by hand at the end of the conveyor.

While this is going on, the side-wall units and beads are being put together in other parts of the factory.

The side-wall assembly takes place on a curious machine reminiscent of Heath Robinson. A complicated maze of steel arms, rollers and wires, it takes four or five different types of material and binds them into one continuous strip.

Sometimes this strip is made up of cross-woven fabric and rubber gum of widely varying widths and thicknesses, and the job of the odd-looking machine is to bring them all through at an even rate and bind them together.

The resultant band is cut into tyre lengths and passed on to the assemblers.

Not far from this machine, the beads or rim edges of the tyres are made. High tensile steel piano wire is used and an average-sized tyre may have anything from 500 to 1,000 feet of wire in it.

The operation begins by running the wire through a die, five or six strands at a time, and coating it, under pressure, with plastic rubber. This produces flat rubber-covered strips, which are built up, one on the other, to the required thickness on a drum. (A "6" tyre bead has as many as 50 to 60 wires in it.)

Each bead is then wrapped with square-woven fabric ready for binding into the carcass.

All this preparation takes place on one side of a main avenue running through the factory. On the other side the various parts meet to be built up into complete tyres. And all this time the rubber is in a plastic form—"uncured" was the term used by my guide.

My piece of tread having been held up while we followed the fortunes of side-walls and beads, we crossed to the assembly side of the avenue to see the tyre built up.



Where men are men! Sliding a five-hundredweight mould into the curing pit. Note the copper tubes which are attached to the air-bag valves.

Now there are two methods of building a tyre. One is to build it flat on a drum (it is shaped afterwards) and the other to shape it layer by layer round a metal core.

The drum method is used for all small and medium-sized tyres. When finished they look just like enlarged serviette rings.

My 4.75 by 17 in. went through this process. Layers of "bias-cut" fabric (the carcass of the tyre) are put round the drum and each layer is bedded down by special tools as the drum revolves. Next, the beads are bound into the side-walls with square-woven fabric. And then comes the tread. But before the tread is put on a breaker strip is fitted. This breaker strip is a fairly thick layer of soft rubberised fabric which acts as a cushion between carcass and tread.

I began to wonder how they would get the tyre off the drum. It is quite simple. The operator presses a lever, the drum suddenly caves in (actually it is built in collapsible sections), and the tyre, automatically freed, is hooked on to an overhead conveyor. The conveyor passes it, together with tyres from a long line of similar machines, in front of the inspectors.

At this stage it looks like a solid band tyre, only wider and not so thick.

At the next stage, however, it begins to look like a tyre. It is put into a machine called a

cylinder which presses the bead edges inwards and forces the walls and tread out into shape.

But it isn't a tyre yet. It wouldn't last a dozen miles in its present condition and the well-known pattern has still to be moulded on the now plain tread.

After my guide's many references to chemists and prescriptions and dispensers, it came as no surprise to hear that the next stage was a "cure."

Reduced to brass tacks, curing or vulcanising consists in applying heat under pressure. And this is how it is done.

First, an "air bag" is put in the tyre. The air bag looks like an ordinary tube except that it is very much heavier and thicker. Next, the tyre with the air bag inside is placed in the lower half of an iron mould. The upper half is then lowered into position with a sort of block and tackle arrangement.

Like the domestic jelly mould, these moulds all have a pattern inside. I was told that they are made on the premises. It takes fifteen machining operations to make each one from the rough casting, and all of them are hand polished before use.

That by the way. The filled moulds travel along a roller conveyor to the curing pits where a squad of muscular men waits to slide them into the next open pit. The curing room is definitely one of those places where men have to be men. Each mould weighs from three to five hundredweights according to tyre size and it takes twenty or thirty of them to fill a pit.

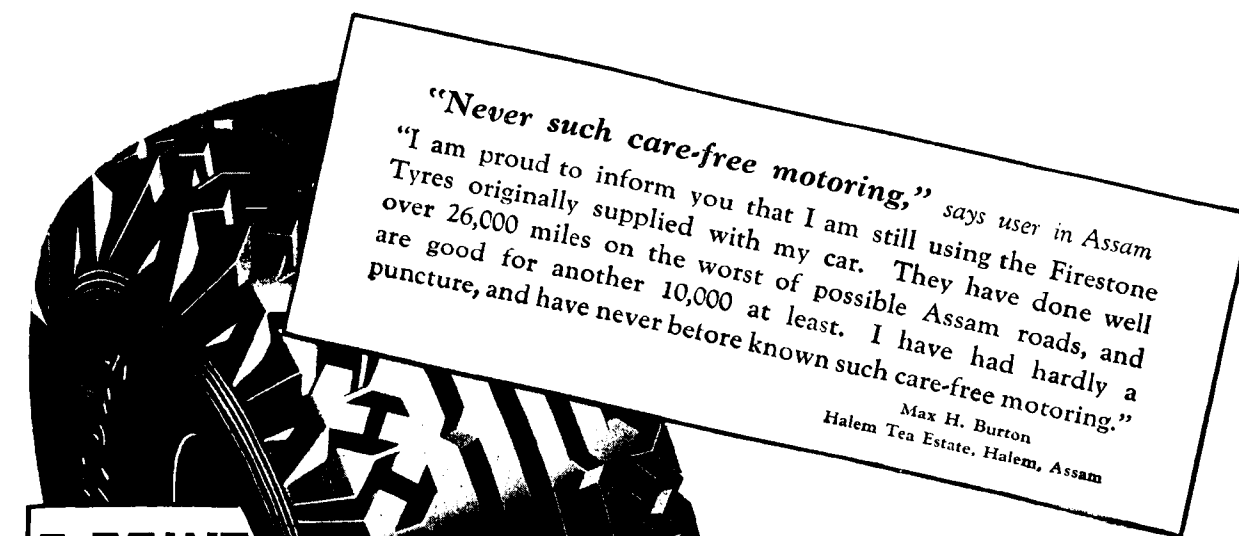
These he-men fix a copper tube to the air bag valve leading out of each mould as they slide it into position, and lock a heavy steel cover over the pit as soon as it is full. Then the cure commences.

The moulds inside the pit are held closed by a hydraulic ram while hydraulic pressure is forced through the copper tubes into each air bag. At the same time live steam enters the pit. This may go on for one to three hours.

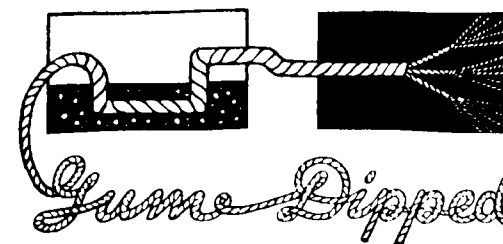
The air bag distends under the pressure, forces the tyre hard against the mould and aided by the heat penetration puts the pattern on the tread. Not only that; it "cures" or vulcanises the hitherto plastic rubber and makes it tough and fit for road service.

As soon as the tyres are suitably "cooked" the pressure is released and the pit cover unlocked. The moulds are brought to the surface by hydraulic power, the halves are forced apart by hydraulic

EVEN THE WORST ROADS CAN'T BEAT FIRESTONE



"Never such care-free motoring," says user in Assam
"I am proud to inform you that I am still using the Firestone Tyres originally supplied with my car. They have done well over 26,000 miles on the worst of possible Assam roads, and are good for another 10,000 at least. I have had hardly a puncture, and have never before known such care-free motoring."
Max H. Burton
Halem Tea Estate, Halem, Assam



Firestone

**MOST MILES
PER RUPEE**

ANY motorist who has driven in Assam can appreciate the terrific punishment to which tyres are subject. Yet Mr. Burton's experience proves that even on the worst possible roads Firestone Tyres give exceptional service. Next time you buy tyres change to Firestone and get more miles for the money you spend.

**This is why
Firestone Tyres
last longer**

The greatest enemy to tyre life is the heat generated by the continuous flexing of the cotton fibres within the cords. To counteract this, Firestone has developed an exclusive process of Gum-Dipping whereby Firestone

high-stretch cords are saturated in liquid rubber, which insulates the cotton fibres and welds the cords and plies into one unit of immense strength. Note also Firestone's extra wide and extra deep tread of super-tough rubber.

"splitters" and the tyres extracted. A machine with almost human adaptability pulls the air bags out and the tyres are hoisted on to overhead conveyor hooks. The conveyor passes them up to the top of the warehouse building, four floors up, where inspectors check them for quality, penetrability and many other "ities" with special instruments.

I saw my tyre checked; saw it receive the examiners' stamp, and followed it along the conveyor to a sort of miniature paint shop. Here girls were putting in the finishing touches. One of them seized my tyre, slid it on to a table with a revolving top, held a brushful of gold paint against the side wall and spun the table. Result: a smart gold stripe round the side.

Another, armed with stencil plate and aerograph outfit sprayed the Firestone trade mark on each side—and the tyre was finished.

All that remained was to wrap it, and that was done by a machine capable of handling 79 more in an hour.

What looked like several hundred yards of narrow paper was wrapped round it. I thought it would take at least an hour to undo—and said so.

Without a word (he may have been speechless) the operator picked up the wrapped tyre and—bounced it! The paper wrapping split open round the inside of the tyre, and fell apart. Something else I had learned. I begged him to do it up again so that I could show the Editor how simple it was.

* * * *

So far, in this story of a tyre, I have said very little about the factory itself.

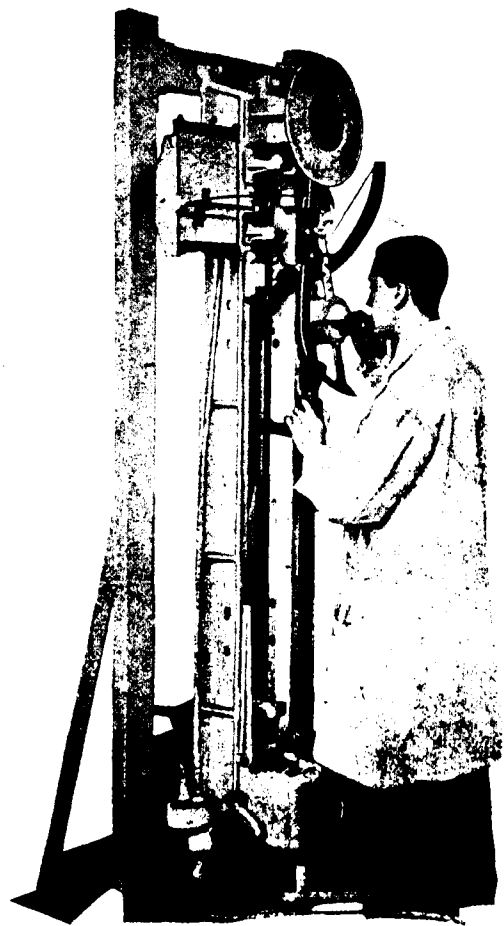
The only tyre factory in Greater London, it stands on what was once a 28 acre orchard.

250,000 yards of earth had to be excavated when building operations started in 1928. 110,000 tons of building material had to be erected. And the first tyre was produced twenty-two weeks after the first tree had been felled!

Ever since then the Firestone factory has been working full time at top pressure. Every day, upwards of 3,000 tyres are despatched to all parts of the world.

The factory has its own reservoirs and pumping station. There are three reservoirs, each of one million gallons capacity, and a refrigerator plant for cooling water for circulation through the mill rolls.

Rail tracks for incoming and outgoing goods run into the factory itself under cover. A system of gradients is so arranged that no shunting engine is necessary to clear the factory end of the tracks.



One of the many laboratory tests. A small strip cut from a finished tyre is being tested for adhesion between the plies of fabric.

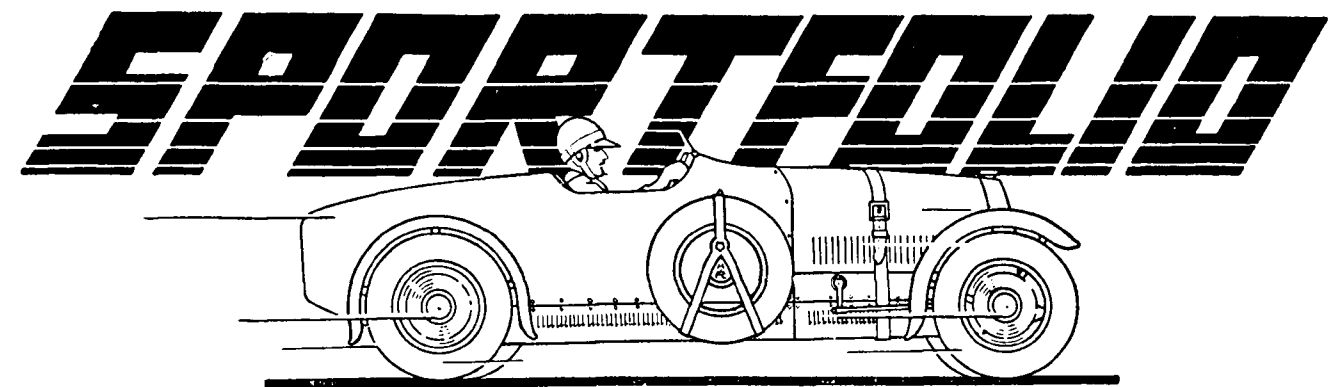
When Firestone erected the Brentford factory, there were few skilled tyre hands in the London area. Commissioners were sent into the distressed areas—mining districts, shipyards, and so on—and a staff was built up from the great unemployed.

In collaboration with the Ministry of Labour special training was given to the men thus engaged, and I was told that practically every man in the factory had been trained on the premises.

They are not all engaged in making motor tyres. Firestone products include ashtrays, pedal rubbers, engine mountings and air buoys, the latter being the inflated swimming belts and novelties one sees at all seaside resorts.

Even tiny tyres for Meccano outfits are made in this floodlit factory on the Great West Road.

(Reprinted from "Vauxhall Motorist".)



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

(By special arrangement with Reuter)

The International Alpine Trial

British Drivers Offer to help Rivals

Extraordinary last-minute efforts by Britain to stop the abandonment of the International Alpine Trial have recently been made.

These efforts were made despite the fact that motor manufacturers in this country, consistently successful in this event in previous years, have ignored the trial this year.

Too high entry fees and the late date of the receipt of regulations governing the event, led to the withdrawal of teams, and so instead of an entry of 50 British cars there were but seven, all of them privately owned.

The French Automobile Club, organisers of the trial, had announced that the event would be held, since more than 100 entries had been received.

Then the German competitors said they must withdraw, as Hitler would not allow them to export sufficient money to pay their expenses. The French Club thereupon announced the abandonment of the trial.

Britain tried to come to the rescue.

The R.A.C. through a British tourist agency, suggested that money should be advanced the Germans for their expenses, to be paid back in Germany—to cover the expenses of British tourists.

Germany adopted the plan with gratitude, but the French Club refused to reopen the matter.

Welsh Motor Rally

1,000 Miles Tour Through Wales

Ninety out of the 103 competitors taking part in the Welsh motor rally finished at Cardiff on the

18th July at the end of their (1,000) thousand miles tour through Wales.

The first to finish was Mr. F. W. Howell, of Cardiff, and he was closely followed by Mr. H. G. Hammond, of London, and the Hon. Mrs. J. G. Chetwund, of London.

"We passed through heavy rain, blazing sunshine, drizzle, and fog. This added to the interest," said the Earl of Essex who, with the Countess, were among the first arrivals.

During the run competitors found an empty sports car lying in a ditch. At first some alarm was felt, but later in the day word came that the car belonged to Mr. A. L. W. Soames, of London and that the occupants were unhurt.

They Overslept

Another who fell out by the way was Miss E. H. Dixon Johnson, of Newcastle-on-Tyne. This car was keeping good time, but the drivers, feeling tired, decided to have "forty winks" between Llandudno and Llandrindod Wells.

They overslept, and arrived at Llandrindod ten minutes too late to check in.

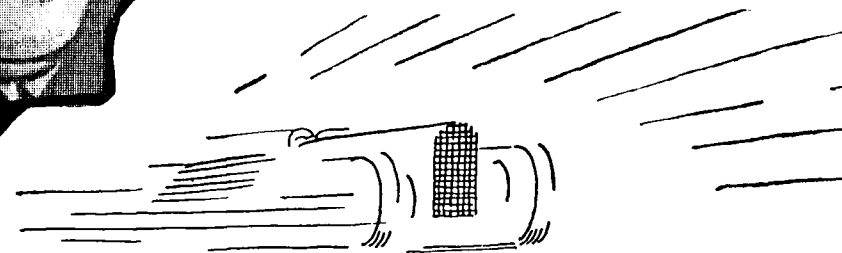
R. A. C. Tourist Trophy Race

Entries for the Royal Automobile Club Tourist Trophy Race, which took place in Ulster on Saturday, 7th September closed with a total of thirty-seven.

The complete entry consists of three Bugattis, three Lagondas, one Bentley, one Railton, one Alvis, three Marendaz Special, five Rileys, seven Aston Martins, five Magnettes, three Adlers, three Fiats



BRITISH SUCCESSES JOHN COBB ON TRIPLE SHELL



John Cobb annexed new World records for Britain, driving a British Napier-Railton car, at Bonneville Salt Flats, Utah, on Triple Shell Oil.

Copy of Telegram Despatched 11-7-35.

JOHN COBB MADE OFFICIAL RUN OVER 12½ MILE OVAL COURSE BONNEVILLE SALT FLATS THIS MORNING FOR ONE HOUR 6-30 to 7-30 PACIFIC TIME MAKING THE FOLLOWING WORLD RECORDS :

**50 Miles 153.60 m.p.h.
100 Miles 152.95 m.p.h.
One Hour 152.11 Miles.**

Copy of 2nd Telegram Despatched 17-7-35.

JOHN COBB COMPLETED 24 HOUR RUN YESTERDAY BONNEVILLE SALT FLATS UTAH TOTAL DISTANCE 3235.2 MILES THE FOLLOWING TIMES WERE RECORDED :

200 Miles 146.3 m.p.h.	3000 Miles 134.56 m.p.h.
500 Miles 147.66 m.p.h.	Three Hour Run 147.6 m.p.h. Stop
1000 Miles 144.9 m.p.h.	Six Hour Run 144.63 m.p.h. Stop
2000 Miles 137.86 m.p.h.	Twelve Hour Run 139.84 m.p.h. Stop
Twenty-Four Hour Run 134.85 m.p.h. Stop	

The conditions were not ideal, with a strong wind in the evening and terrific heat making the track slippery by day. The wheel was taken alternately by Cobb, Richards and Dodson, who report Triple Shell entirely satisfactory with very low consumption rate.

YOU CAN BE SURE OF SHELL

Agents

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

CALCUTTA BOMBAY MADRAS KARACHI NEW DELHI



and four Singers. In all probability there will be nine teams competing for the Manufacturers' Team Prize, which has again been presented by the Society of Motor Manufacturers and Traders Limited. This will be the largest number of teams that has ever been nominated for the Tourist Trophy Race.

Exceptional interest is attached to this year's race, owing to the international character of the entry. The Tourist Trophy Race is confined to standard sports type cars, such as are sold to the public. For the first time for many years an opportunity is provided to compare the relative performance of some of the best of Britain's sports cars with that of three of the leading Continental makes, over one of the most testing courses in the world. In addition, the Bentley-Lagonda duel which aroused so much enthusiasm last year will be renewed with the added interest of three Bugattis and a Railton, all competing in the same class.

Nuvolari's Thrilling Victory

Overhauls Leader in Final Lap

Finishing with a thrilling burst of speed and passing the leader in the final lap, Tazio Nuvolari, the famous Italian driver, came into his own again by winning the German Grand Prix in the presence of over 300,000 spectators who lined the Nurburg ring at Cologne.

Nuvolari covered the difficult 312 miles run, which included many climbs and descents and no fewer than 172 bends, many of them of the hair-pin variety, in 4 hrs. 8 mins., 40-1/10 secs. at an average speed of 121.1 kilometres (approx. 75.1/2 miles) per hour.

Only one of the two English E. R. A. cars started. The one which Raymond Mays had intended to drive developed engine trouble, so he drove the one in which Von Delius had crashed during the trials, and which had been hastily repaired.

After covering eleven laps Mays handed the wheel to Delius but the latter had to give up shortly afterwards owing to engine trouble.

Mays will probably think there is something in the "unlucky thirteen" superstition, after all, for his car had occupied No. 13 box.

Nearing the final lap it looked odds on a German victory, for Manfred von Brauchitsch (Mercedes), who had led through the second half of the race, was still in front.

On entering the last lap Nuvolari had cut down Brauchitsch's lead to nine seconds, however,

and with a great finishing burst, the Italian went to the front and won by about one and a half minutes.

The next five places were filled by German cars, three Mercedes and two Auto-Union.

Hans von Stuck (Auto-Union), who finished second, had made up great leeway in the last round, creeping up from fourth place, Brauchitsch experienced bad luck, for he lost a tyre near the finish and crawled into fifth place on the rim.

Rosemeyer (Auto-Union), who had been with the leaders early on ran into a ditch and twisted his back axle, but went on to finish fourth.

Two more World's Records for "Rosalie"

Two more world's records, making six in all, have now been broken by the Citroen-Yacco car, "Rosalie", which was driven by a team of French drivers in an attempt to break all world records for distances up to 35,000 kilometres (21,875 miles).

After running round the Montlhery track for six complete days, the car had covered 20,353,399 kilometres (approximately 12,721 miles) at an average speed of 141.357 kilometres (approximately 88½ miles) per hour.

The previous record was 19,698.721 kilometres at an average of 85 miles an hour.

Another record was established by covering 20,000 kilometres (12,500 miles) in 141 hours 31 minutes 17 58/100th seconds beating the previous record of 146 hours, 3 minutes, 8 92/100th seconds.

Both previous records were set up by a team of French drivers in a Voisin, in 1929.

Motor Race for Geneva

The Geneva Authorities are trying to organise an International Motor Race to attract Europe's leading drivers next year.

Although few towns in the world are less suited to Motoring than Geneva with its narrow streets intersected by electric tramlines, a course has been found near the lake side where a circuit of nearly four miles would be made in a broad avenue without any bottle-necks or unduly sharp turns.

Substantial prizes will be offered.

It is also announced that Lord Howe, Nuvolari, Chiron, Etancelin, and other crack European drivers have been invited to take part in the first Biarritz Motor Grand Prix which will be held at Biarritz on September 1.

The race will be run on a circuit round Biarritz and Anclet.

NIGHT FLYING IN INDIA LIGHTING OF INDIA'S AIRPORTS

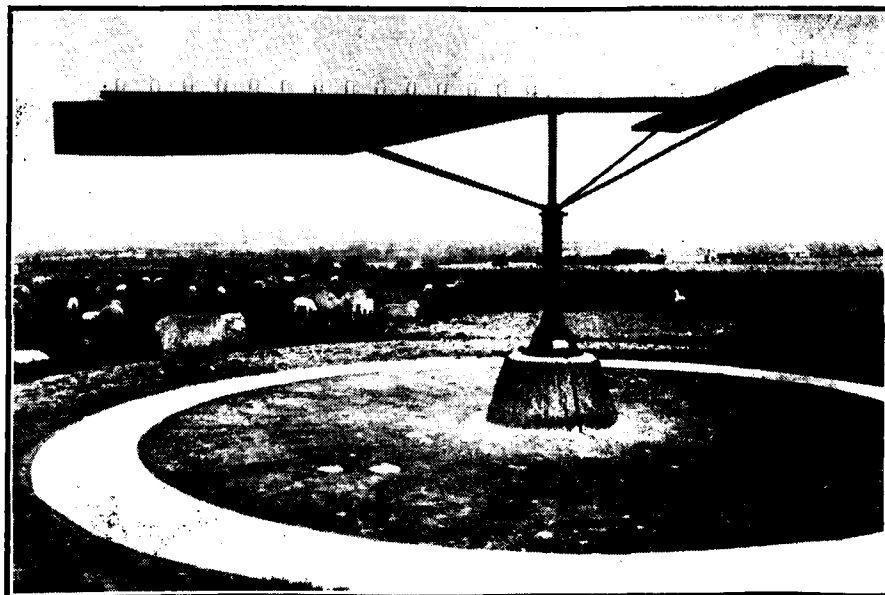
The Government of India with a view to acceleration of air transport service in India have entrusted the General Electric Co. (India) Ltd., with an order for the complete lighting equipment required for 12 main landing grounds on the Imperial Air Route between Karachi and Rangoon.

The equipment includes the necessary beacons, beacon floodlights, floodlights, boundary lights, obstruction lights, illuminated wind-tees, etc., to ensure the safety of night-flying with adequate facilities for landing by night where necessary at selected aerodromes.

The placing of this contract is evidence of the intention of Government to encourage by all means

The first is to increase the number of floodlights, spacing them around the landing ground so that, whatever may be the wind direction, the pilot can always land away from the floodlight. It has been found that a minimum of three projectors spaced so as to form an equilateral triangle suffices.

Shadow-Bar: The second way is by the use of a shadow-bar floodlight, by this method only one floodlight in a fixed position is required; the illuminated area is interrupted by the shadow of a movable narrow vertical bar in front of the floodlight. The shadow bar is moved so that the aeroplane is always kept in the shadow thus preventing the direct rays of light from dazzling the pilot.



G. E. C. Illuminated wind direction indicator.

within their power of rapid development of air communications in India.

Very briefly the functions of these various types of lights are as follows:—

LANDING FLOODLIGHTS: In order that the pilot of an aeroplane may be able to see sufficient of the ground to judge his landing, a powerful beam of light concentrated in the horizontal plane is so projected that it illuminates an area of the ground approximately 2,400 feet square.

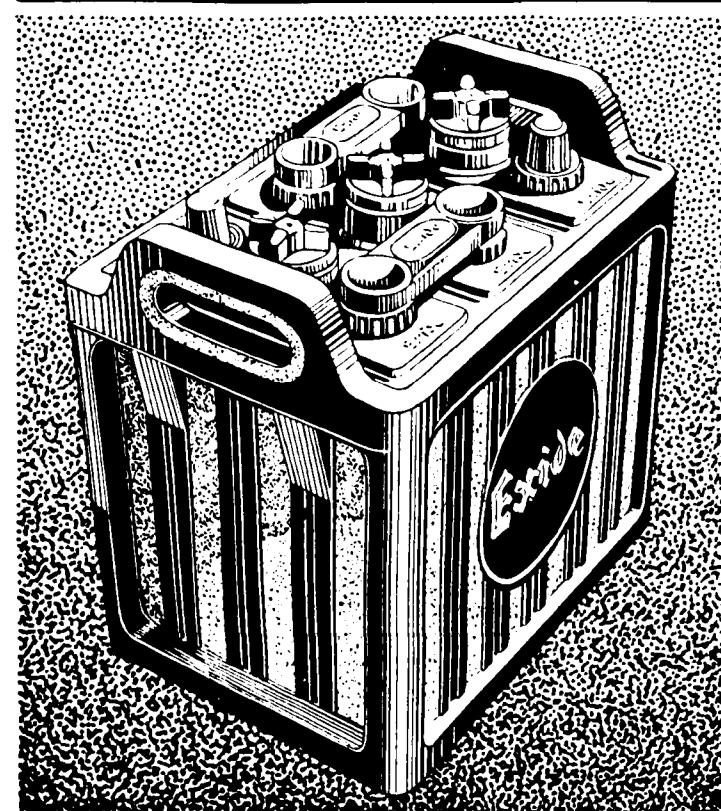
The directions in which the pilot can land in this illuminated area are limited, as it is obvious that if he lands too directly into the beam of light he will be dazzled by it. There are two methods of overcoming this difficulty.

The two types of G. E. C. landing floodlights now undergoing manufacture for India are known as the mirror type. The fixed type have 9-1 K.W. lamps in three tiers of three lamps and the shadow bar type has three 3 K.W. lamps arranged vertically. In each type the lamps are arranged at the foci of parabolic optically worked silver glass trough reflectors.

The shadow-bar floodlight has also an electric motor in the base which enables the floodlight to be rotated and with the mirrors elevated the floodlight can be used as a rotating beacon which on a clear night is visible up to 60 miles.

ROUTE BEACONS: Route Beacons are air lighthouses, so disposed along the air route that a

TO START YOUR CAR



FOR
BRIGHTER
LIGHTS



TRUST THE BATTERY THAT YOU DEPEND
ON EVERY DAY FOR VITAL SERVICES

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.

Exide
BATTERIES
FOR
STARTING
AND
LIGHTING

pilot is able to fix his bearings from time to time. The G. E. C. Beacon consists of a revolving light with a parabolic silvered glass mirror. It is designed to traverse through 360 degrees continuously at a speed of 1 revolution in three seconds and exhibits a narrow white beam in a graded intensity from the horizon to about 20 degrees of elevation.

The source of illumination of the main beam is a 1,500 watt special Osram Lamp. Provision is made for a standby lamp to be brought into operation by an automatic lamp changer should the service lamp fail.

A twin 60 watt obstruction light is mounted on top of the beacon.

In clear weather a range of nearly 90 miles is sometimes obtained.

ILLUMINATED WIND DIRECTION INDICATORS: All landings are made against the wind,

ground. Each boundary light contains an electric lamp mounted inside an orange glass globe. Thus from the air the landing ground appears to be outlined by points of orange light. So that they may be seen clearly from ground level the G. E. C. boundary lights stand about 3 feet high on a white enamelled cone pedestal illuminated from the lamp above. Also in case an aeroplane accidentally hits one of them, there is a safety arrangement whereby the light merely falls over and the electric current is automatically cut off.

A special system of green marker lights, any pair of which may be switched on, in place of the corresponding orange boundary lights is being installed at the principal aerodromes as an additional indication of the direction of landing. At aerodromes with prepared runways or restricted directions of landing the green marker lights are fixed in line with the ends of the runways.



G. E. C. 9 kw. shadowbar landing floodlight beacon, Dum Dum Aerodrome.

for not only is the landing safer but the speed of the aeroplane relative to the ground is slower than would be the case were the aeroplane to land in any other direction. It is therefore necessary for the pilot to ascertain the direction of the wind. This is given to him by means of an illuminated wind direction indicator. This equipment gives a clear reading by day or night.

The T. is 20 feet by 20 feet and has white lights on a white reflecting surface. By means of a fin at the tail the "T" is capable of swinging in the wind so that the head of the "T" always points onto the wind.

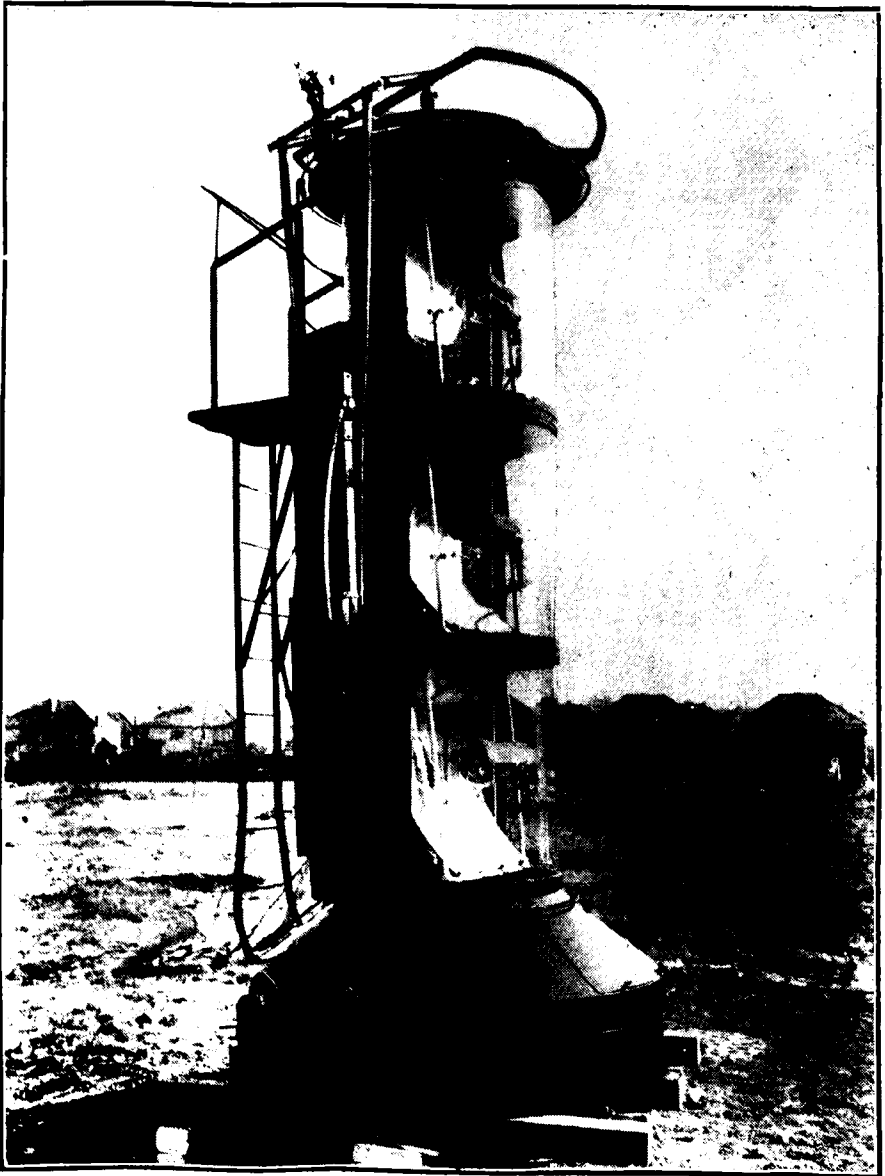
BOUNDARY LIGHTS: The pilot discovers the extent and shape of the landing ground by means of boundary lights which are placed at 100 yard intervals round the boundaries of the landing

OBSTRUCTION LIGHTS: It is essential that the pilot should have warning of obstruction such as buildings, masts, trees. Obstruction lights are employed to give warning in this respect and must be visible when viewed from any direction. By International rule the lights must be aviation red and are duplicated so that in the event of a lamp failure, there is still an indication of the obstacle.

PRINCIPAL AERODROMES: The following is an outline of the G. E. C. equipment which will shortly be installed at the principal aerodromes.

- Karachi .. Three fixed landing floodlights.
- .. Wind Direction Indicator.
- .. Boundary Lights.
- .. One Route Beacon.
- .. Obstruction Lights.

Hyderabad (Sind).	Wind Direction Indicator.	Cawnpore	.. Boundary Lights.
	Boundary Lights.		Obstruction Lights.
	Obstruction Lights.	Allahabad	.. Wind Direction Indicator.
Uterlui	.. Wind Direction Indicator.		Three Fixed Landing Floodlights.
	Boundary Lights.		
	Obstruction Lights.		Route Beacon.
Badhal	.. Wind Direction Indicator.		Boundary Lights.
	Route Beacon.		Obstruction Lights.
	Boundary Lights.	Gaya	.. Wind Direction Indicator.
	Obstruction Lights.		One Fixed Landing Floodlight.
Delhi	.. Wind Direction Indicator.		Boundary Lights.
	Boundary Lights.		Obstruction Lights.
	Obstruction Lights.		One Shadow-bar Floodlight-Beacon.
Cawnpore	.. Wind Direction Indicator.		
	Route Beacon.		



G. E. C. 9 kw. 3 light landing floodlight beacon with shadowbar lowered and reflector elevated for use as beacon.

Calcutta

.. Wind Direction Indicator.
One Shadow-bar Floodlight-
Beacon.
Boundary Light.
Obstruction Lights.

Akyab

.. Wind Direction Indicator.
One Fixed Landing Flood-
light.
One Shadow-bar Flood-
light-Beacon.
Boundary Lights.
Obstruction Lights.
One Shadow-bar Floodlight.

Rangoon

.. Wind Direction Indicator.
Boundary Lights.
Obstruction Lights.

Bombay

.. Wind Direction Indicator.
One Shadow-bar Floodlight-
Beacon.

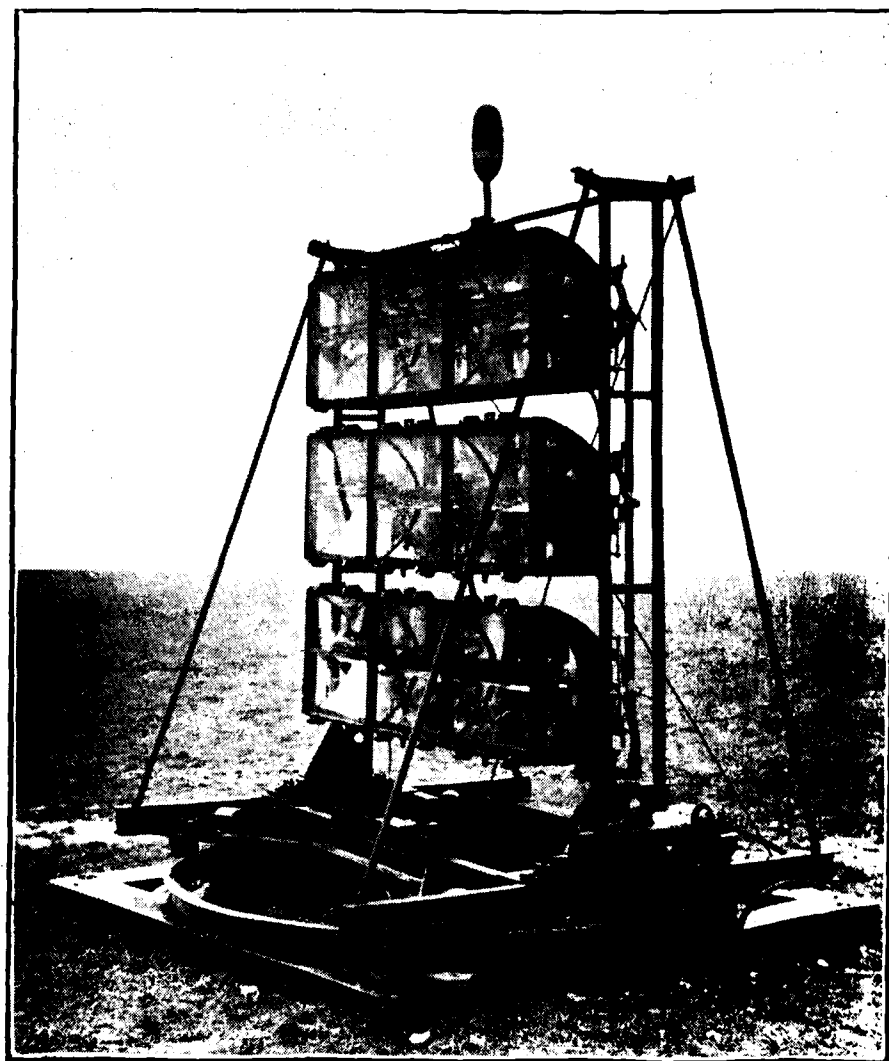
Bombay

.. Boundary Lights.
Obstruction Lights.

At Karachi converting plant is to be erected and at Uterlai, Badhal and Gaya where there is no electrical energy available, generating plant is to be installed all of G. E. C. manufacture.

On the more important grounds the lights will be controlled from the Control Room, with a desk type control which consists of push buttons enabling each, or all, the lights to be turned on or off as desired by the aerodrome officer. At the smaller grounds, though individual control will be the same, it will be from a switchboard and not from a desk.

Manufacture of the lighting equipment and electrical plant is being expedited in the G. E. C. factories and G. E. C. Engineers will soon be laying the cables, as night flying is scheduled to start in the next New Year.



G. E. C. 9 kw. 9 light landing floodlight at Croydon.

THE DASARA IN MYSORE

For the benefit of those of our readers who would like to visit Mysore for the Dasara celebration, we give the following information.

The Dasara is due to take place this year from the 28th September to 7th October. Though lasting for ten days, the last three or four days of the festival are the most interesting.

Mysore is centrally situated and can be reached from several parts of India by good motor or railway routes, particulars of which may be had upon application to the Secretary, A.A.S.I., or the respective Railway Authorities. We are given to understand that there is also a local enterprise that will cater for the needs of school parties or others desirous of chartering buses for the trip and further particulars of this may be had upon application to "The South India Motor Owner."

Large numbers visit Mysore for this celebration and hence it is necessary to reserve accommodation well in advance. There is a Visitors' Camp and those who wish to stay there should apply at once to the Private Secretary to H. H. The Maharajah. There are also a few Hotels where likewise, required accommodation should be booked early.

H. H. the Maharajah's Visitors' Book is at the office of the Huzur Secretary which is located in the Government Offices south of the palace and reached by roads which skirt the palace enclosure. Incidentally thoroughfare through the palace grounds is not permitted. At the above office can also be obtained the following:—Programmes of events, Spectators' tickets for the Indian Durbar at the palace and car passes for the Banni Mantap Parade Ground where the troops are reviewed by His Highness on the tenth day.

Dasara is essentially a religious feast and the tenth day is the most important.

Every event of the last three or four days is interesting and visitors should endeavour to see them all.

On the evening of the eighth day the Indian Durbar is held at the palace. The following morning is the Puja of arms and that evening a European Durbar is held at the palace. On the afternoon of the tenth day the state procession to the Banni Mantap Parade Ground takes place and the con-

cluding scene is the Spectacular Torchlight Procession when His Highness returns to the palace at about 9 p.m.

The subjoined details of the experiences of a party who visited Mysore for the birthday celebrations in June, which have recently come to hand, might prove of interest to motorists who are not fortunate enough to be able to bespeak accommodation in Mysore City.

"The birthday celebrations of H. H. The Maharajah of Mysore are an excellent attraction for motorists of Southern India.

"The event was celebrated on June the 12th and being in Ootacamund only 99 miles away, we very suddenly decided upon a motor trip to Mysore to witness the procession.

"Leaving Ootacamund on the 12th morning with a well stocked lunch basket, we proceeded via the Gudalur Ghat, having been advised by the Automobile Association of Southern India to take this route in preference to the Segur Ghat, which should be avoided as it is a difficult road to negotiate at the best of times.

"After twenty-three miles of motoring through the cold morning air—which had a decided "nip" in it—we unanimously decided that an early breakfast was indicated. So a halt was made in a shady spot, of which there are many on the beautiful Nilgiris. An hour later, we were off again feeling distinctly pleased with life now that the inner man had been refreshed. From here a non-stop run was made into Mysore.

"Immediately upon arrival, we proceeded to the Pavilion erected opposite the palace gates to reserve our seats but imagine our disappointment when we were told that this excellent point of vantage was fully booked. However an obliging official assured us that every effort would be made to secure more seating accommodation and we were asked to call an hour later.

"It was now time for lunch which was again an al-fresco affair under inviting trees just outside the city. After lunch we returned to the Pavilion and found to our relief that the extra accommodation had been arranged for, to cope, as far as possible, with what appeared to be a never-ending demand.

"The procession having been scheduled to commence at 6 p.m., there were still a few hours to spare which we spent in motoring slowly through the city sightseeing and admiring the elaborate arrangements and decorations that had been made for the occasion.

"Circulars were distributed by the police to motorists notifying them that certain routes would be closed to traffic at 5 p.m. Just before this hour we wended our way back to the Pavilion where a spacious car-park had also been arranged for visitors.

"Precisely at 6 p.m. the various bands struck up and in a few moments the procession emerged from the Palace gates. Simultaneously the Royal Salute of 21 guns was fired which added to the thrill of everything.

"His Highness mounted on a richly caparisoned horse and the long procession of Officials and Non-Officials of the State, Palace troops, Elephants, Camels and the Mysore Cavalry formed an impressive pageantry.

"Passing along the gaily decorated route the procession entered Government House where the salute was taken and a torchlight parade of the State troops was held. His Highness then inspected various troops and a scout contingent. Another salute was fired and the march past of all troops concluded a very impressive ceremony.



Sections of H. H. The Maharajah of Mysore's birthday procession

"His Highness returned to the palace in an electric car which was driven very slowly and the elaborate floodlighting lent further colour to this picturesque procession.

"We drove up Chamundi Hill before the ceremonial lights were extinguished. An excellent motor road leads to the top of this hill which is 3,000 ft. high. From the summit, the city and palace ablaze with thousands of lights present a most magnificent spectacle.

"Having made no advance arrangements for accommodation, we dined and spent the night on Chamundi Hill. We were a party of five and the car used was a five seater saloon. The two bucket type front seats were removed and being placed (outside the car) opposite each other with a packing of bedding in between, formed quite a comfortable bed for one person. Two others stretched themselves out along the floor of the car (the removal of the front seats affording sufficient room for this) and the remaining two slept under the cover of a near-by stone shed. It was wonderfully cool and there were no mosquitoes! We all had a comfortable night and were none the worse for our open air experiences.

"The return to Ootacamund was made next day and thus ended a thoroughly enjoyable excursion."

This Motoring

by Stenson Cooke

THE ROMANTIC STORY OF THE

CHAPTER XVII—(Contd.)

ONE STAR DIFFERETH FROM ANOTHER STAR IN GLORY.

The beautiful, lovable, living thing, nearly empty, is all ready for her last stage. It is a solemn moment. The horses stand quite still. They seem to know.

Everyone is silent. Something is passing from the gentle life of this little English village, never to return. The church clock chimes the quarter. That breaks the spell. Sam the coachman pulls himself together and barks to the guard: "Sound! Joe, dang you, man—sound!"

Joe does his poor best. A few try to cheer and give it up. The women cry quietly. Sam twirls his whip, game to the end, and clucks a command. The team obey as one horse, and the Duchess, queen of the stage-coach realm, rumbles away down, down the road into the limbo of things forgotten.

Think what that meant!

It softens the lump in one's throat to reflect that new life was brought back to the innkeeping industry by This Motoring.

Here was something really good which came out of the internal-combustion engine.

That last, lost chord of Joe the guard, which had trembled away into silence, was to speak again

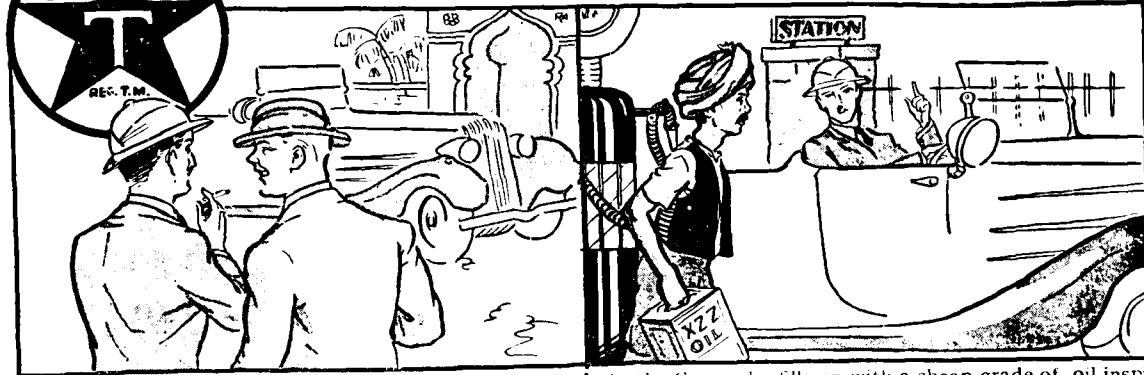
in the honk-honk of a motor car, pulling up at the old Duke's Arms for refreshment of man and engine.

The pneumatic tyre was restoring what the iron wheel had killed.

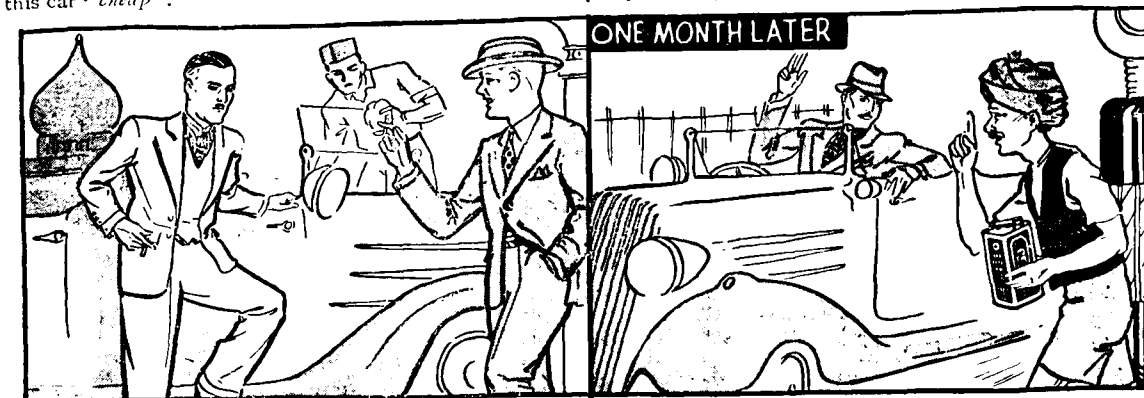
"Mary!" cried the third generation of the Duke's Arms to his wife; "it's wonderful! Here's life and hope coming back to the old house—in motor cars. Just think of it, five of 'em stopped here to-day and we've served fourteen meals. Never mind if they *do* smell different from horses. Here they are, I tell you, waking up the road, waking us all up. New life, business—coming back. It's good enough to make Grandfather turn in his grave. Bustle, Mary! We must show 'em that we know our business. Fancy! the old times coming back! coming—"

"Yes, John! and now stop talking and start working," replied his very much better half. "You must do something more than hang about in the bar parlour. These new folk will expect clean tablecloths and new cutlery, and napkins to wipe their fingers on. And good beds and blankets and sheets—sheets, mind you, changed for every customer. That and about fifty other things will be my department. The Lord send we can borrow the money to buy them. And Emma must leave school and help with the books. Your job is to talk straight to the butcher and get more credit—make him understand what all this may mean to him as

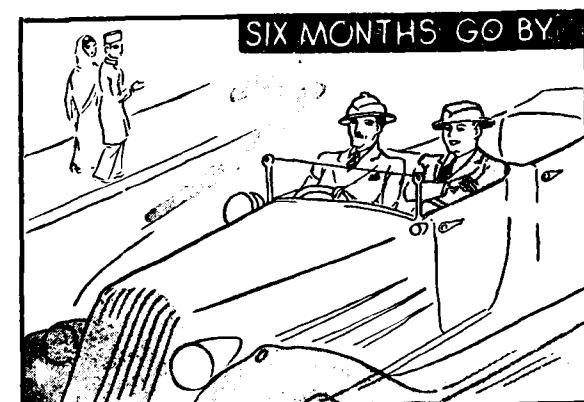
TEXACO FACTS



Bob Gordon buys a new car which his friend Jimmy Winsor admires. "I'm going to be wise this time," he tells Jim "no expensive oils for me". I'm going to run this car "cheap".



Jimmy Winsor meets Bob in his car. "Say, I heard you coming a mile off. What's happened to the bus?" asks Jimmy. Bob looks ruefully at him. "I've been a big fool!" he confesses.



Bob meets Jim again. "That 'Texaco' certainly does work wonders," he hails Jimmy "I've not had to worry about the engine since I filled up with 'Texaco' Crack-proof! And boy—does she run smoother! Hop in and I'll give you the sweetest ride of your life!"



"I wish I'd taken that Garage-man's advice" adds Bob. "This cheap oil has played havoc with my engine. She knocks, rattles and gasps! I'm going to get her filled up with Texaco Crack-proof now."

Use 
TEXACO
 CRACK-PROOF
MOTOR OIL
*The Ideal Lubricant
 for your Engine.*

THE TEXAS COMPANY (India), Ltd.

(Inc. in U.S.A.)

Marketers of a Complete Line of Texaco Petroleum Products.

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well as us. Then to the baker, and greengrocer. Make them understand too! Then go along to the brewers—they ought to give us an extra loan, enough to buy all the things we want for the house. It means quite as much to them as it does to us. And another thing: these people will want motor spirit, petrol—or something like that—instead of hay and corn. The stables aren't much use, but the coach houses can be turned into a—what's that French word, John? There seems to be a lot of French in this new business."

"It's 'garage,' Mary. I saw in one of those new motor papers—"

"Yes! that's it—and—there we go again, what do they call the men who drive?"

"Chaffours, or something like that!"

"Yes! Well, we've got to feed them, and they can't take their meals with the gentry, you know. So we must have a special room for them, like Grandfather had for the post boys and grooms; that's very much what they are, really, in spite of their outlandish name. We shall soon be having to get some more maids, not too good-looking either, with those 'chaffours' about! And who knows, we may be able to afford a real waiter again? Oh! there's a lot to be done."

Something like this dialogue was being spoken in a thousand or more British inns. Whether as Rip van Winkle, or Sleeping Beauty, according to their structure, the old places were waking up in earnest, and a new life was extended before them, thanks to This Motoring.

As the novelty of pulling up for meals during a day on the road wore off, the refreshment of man and engine increased in interest and importance. Comparisons were frequent and invidious.

"We won't stop there again, George," would be the decision of Mrs. George; "only to get foreign meat and custard powder when we pay half a crown for a lunch. It isn't good enough." Or, to quote the same lady at her own tea table: "My dear! we found a perfect *duck* of a place, the Swan's Nest, on the so-and-so road, about thirty miles out. You simply *must* try it. Everyone there is so polite. It's as *clean* as a new pin. Upstairs too—you know what I mean—and everything served up *hot*, although we didn't get there until half-past one. *English* meat, my dear, and *fresh* cream," and so on for five well-filled minutes.

Talks of this nature meant much to the inn and hotel industry. They marked an interest which was not likely to wane in a hurry.

Cleanliness, comfort, and courtesy were looked for and acclaimed wherever they were found. Food, a topic ever dear to the English heart, headed the list of things which simply *had* to be good, and wine found a place in the cellars after half a century's absence. Beer and spirits had, of course, always been wanted—and taken.

It would be unfair not to record with gratitude the fine spade-work done by that excellent body, the Cyclists' Touring Club. Its familiar sign displayed over the porch was the first of the kind to link up innkeeping with organized touring, a decade or two before an automobile appeared on any highway.

Congratulations, then, to the C.T.C. for this and other evidence of imagination and enterprise. Not any of those qualities lose in value by the fact that still more was needed by motoring.

To that end, therefore, the Committee of a certain Association—getting much more respectable and respected now, thank you, with a membership running well into five figures and several newly-formed branch offices—sat round the table for their monthly, self-imposed—and unpaid—job of moulding the destiny of This Motoring.

The Minutes were read, confirmed, signed. The little things disposed of. The Chairman spoke: "I will now call upon our Secretary to bring up an important matter—not on the agenda. Now, Mr. Secretary!"

"The hotel problem is very much in evidence," said the Secretary. "Here are three letters on the subject. Two complaining about the attention our members did not get, and one praising a certain hotel up to the skies. The last one asks why we don't do something."

"What does he mean by 'do something'?" asked a leading member.

"Just a minute, Walter!" said the Chairman. "We're coming to that. Carry on, please!"

"Right, sir! Here is our problem. We are hard at work appointing hotels and decent inns and allowing them to display our sign. In this we are following the excellent lead of the C.T.C. It is about the only idea we ever borrowed from any organization. Now our people are asking us to go one better. Several have called here to talk about it. They say, in short, that it's all very good to see our sign, and better still to turn up a page in the Handbook when they seek a place to lunch at or dine and sleep; but their needs vary so, and there

isn't anything to guide them. Nothing to show what kind of accommodation they may expect, and this is particularly important when they are going to stop overnight. It's quite a problem."

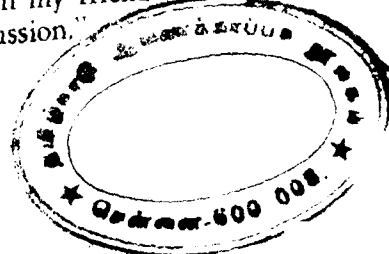
"In support of that, Mr. Chairman," broke in a member, "let me tell the Committee my, or rather our, experience last week-end. I say 'our' because the women in our family party were most concerned. We pulled up at a dainty little place, about seven o'clock, after a long day, with three punctures—hungry and really tired. The dinner was plain but good, and after that we didn't feel like moving on, so—although the place was small—we decided to risk it and stay the night. There was nowhere to sit except in the bar parlour, or a rather chilly drawing-room, poorly lit by gas, with uncomfortable chairs and ornaments everywhere. So that meant that our wives must go to bed while we two had a smoke and drinks in the bar parlour. The bed-rooms—well—they weren't bedrooms as we know them."

"Clean?"

"Oh, quite, but so poky. You know the kind, where you have to open the window in order to change your shirt. Neither gas nor oil lamps, just candles. The tiniest cupboard—useless as a wardrobe—and only wire nails on the door. And as for other conveniences—ugh! the less said the better. Our wives were wretched, and my friend Bill and I got the reaction."

"But didn't you complain?" asked someone.

"Funnily enough, we didn't! You see the landlord and his people were so perfectly willing and anxious to oblige. It wasn't their fault, poor things. They haven't the money for improvements. You see, if Bill and I had been by ourselves, with our bicycles, and nothing but a razor and a change of socks, it would have been a peach of a place. However, the next morning, only ten miles on our way, we saw a much bigger place, with the A.A. sign; and early as it was, we got out to look and found it to be everything we could have wished. Now, Mr. Chairman, if only we had known. If we could have had guidance from the Handbook—I don't quite know how—we could have plugged along these extra ten miles and the ladies would have been comfortable instead of wretched, and our week-end a success instead of a failure. That's the lesson my friend and I learned, and I put it up for discussion."



"Gentlemen," said the Chairman, "Charles Two, our colleague, is quite right. There is more in this problem than meets the eye. Again we must lead. Has anybody anything to suggest?"

"If you please, Mr. Chairman!"

"Certainly! Quiet, please, gentlemen—carry on."

"It's nobody's idea in particular, but that doesn't matter much. It's just this. We all know how brandy is labelled—"

"Brandy? What on earth has brandy to do with hotels, except in the bar?"

"Bear with me one minute, please. We are able to select average drinkable brandy according to the number of stars on the label. Very well. Let us star our appointed hotels."

"Well, I'm—but go on."

"You see what I mean, don't you? Three-star brandy is calculated to please the majority—it's not too poor for the average taste, and not too dear for the average pocket. So let it be for hotels."

"We can take a really decent average middle-class hotel, like, say, the Lion at Guildford, with good food, English meat, beds, and other comforts which no reasonable motorist can cavil at, and make that our standard three-star. Those below that standard of construction and management can be starved down to two and one. Those exceeding standard in size and luxury can be starred up four and five. It's not so complicated after all. Yes, thank you! That's well worth thinking over," said the Chairman, "and, in tackling the problem thoroughly, we shall render real service to our members, and that's reward enough. Agreed, gentlemen?"

"Agreed."

So far as the Committee were concerned discussion ended and staff-work began.

(To be continued)

The Cynical Editor

The question and answer editor of an Atlanta Georgia, paper recently received the following question: "Is it bad luck to postpone a wedding?" The answer was: "Not if you keep on doing it!"

Do You Know Dora?

When they told her that there was an effort being made to revive Shakespeare, she said, "Oh, was he at the party, too?"

Why you should join

THE AUTOMOBILE ASSOCIATION OF SOUTHERN INDIA

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

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

3. Because no man is infallible, and you are likely to be involved in an accident or dispute, requiring legal advice or assistance to obviate the necessity for frequent attendance at a distant Police Court.

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

various colonies and countries Overseas, and will frequently require route itineraries for your business tours or pleasure trips.

5. Because, unless you do join, you will be regarded by Legislative Councils, District Boards and similar bodies, as opposing the policy and principles of the A.A.S.I. and registering your vote against any representations it may put forward.

6. Because you can make a substantial saving on your annual insurance premium and obtain better benefits.

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

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

DEAR SIR,

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

Rs.

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 Any round bar (state diameter)	Rs. 1-4-0 each
No. 2 .. Radiator cap or any vertical bolt	Rs. 0-12-0 each
No. 3 .. Any horizontal bolt	Rs. 0-12-0 each
No. 4 .. 60% Angle bracket for bolt securing Dumb iron apron	Rs. 0-12-0 each
No. 5 .. Any flat bar or plate	Rs. 1-8-0 each
No. 6 .. Two long bolts with plates for securing badge to front of radiator	Rs. 0-12-0 each

A GOOD ENGINE
DESERVES

AND A BAD ENGINE
NEEDS

GOOD PISTON RINGS

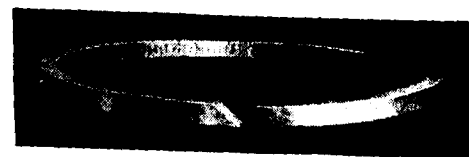
FOLLOW

SIR MALCOLM CAMPBELL

AND INSIST ON

'BRICO'

EACH RING PASSES TWENTY DIFFERENT TESTS
FOR SYMMETRICAL PERFECTION



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