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A. A. S. I. SUPPLEMENTARY NEWS

The usual monthly meeting of the Committee of the Automobile Association of Southern India was held on Friday 13th December 1935 when, in addition to routine items, the following points were discussed with the results shown:—

1. *Reduced subscription for Mofussil Members.*

Careful consideration was given to a suggestion that, by reducing the annual subscription of members resident in the mofussil the much desired increase in membership would be attained.

Investigation showed that there was absolutely no difference in the facilities and service afforded to members resident in the mofussil and those resident in Madras City. In fact, records showed that a larger percentage of mofussil members obtained service from the Association than city members. This being the case there seems no justification for preferential treatment on behalf of mofussil members.

This decision led to consideration of the desirability of an all-round reduction in subscriptions. A comparison of the subscriptions levied by the Automobile Association of Southern India with those levied by sister associations in India showed that, with only two exceptions, the A.A.S.I. subscription is already 25% lower than the other Associations; one of these levies a very small annual subscription, but has a limited scope and very small membership.

The possibility of attaining in the near future, a sufficiently large membership to offset effectively the loss in revenue that any appreciable all-round reduction of subscriptions would entail, was considered too remote to warrant such a measure.

It was reluctantly decided to be necessary to retain the present rates of subscription, but to endeavour to obtain the increased membership by increasing the facilities and improving the service afforded to members, and by wider publicity.

2. *Control of Non-Motor Traffic.*

Investigations of the action taken by the Association in the matter of control of non-motor traffic in Madras City showed that, as a result of repeated representations by the A.A.S.I. to Government, a revised model set of bye-laws dealing with this question had been framed by Government and issued recently to district boards and municipal councils for adoption. In so far as mofussil towns and

country areas are concerned, these bye-laws provide for a fairly effective control of cart traffic and cyclists. The Association will now follow up the subject by urging local bodies to adopt the new bye-laws, if they have not done so already, and then request the police to ensure that the bye-laws are duly observed.

In so far as Madras City is concerned the situation is somewhat different and it is proposed to go more closely into the matter at the next Committee Meeting to which it is proposed to invite the Commissioner of Police or his Deputy in the Traffic Department.

3. *Wider Publicity.*

The necessity for wider publicity of the Association's activities in the interest of motorists generally and the facilities offered to its members, was discussed at considerable length, and as a result a Publicity sub-Committee was appointed with powers to arrange social functions and meetings at mofussil centres and to prepare articles on matters of motoring interest for release to the daily press mainly with a view to stimulating interest in the activities of the A.A.S.I. and thereby obtaining a larger membership.

4. *Tabling of questions on matters of interest to the Motoring public at meetings of the Legislative Council, District Boards and Municipal Councils.*

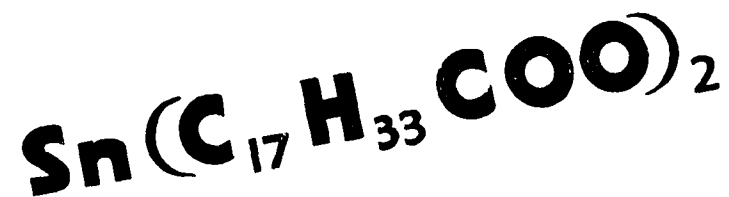
It was decided that the first step to be taken in this direction was to enlist the sympathy and support of one or more members (preferably Indian gentlemen) of the Legislative Council and the several District Boards and Municipal Councils. This is being done, but the Committee will be very pleased to hear from any A.A.S.I. member who is able to assist the Association in this connection.

5. *Road Development in the Madras Presidency.*

A scheme of road development recently submitted to Government by the Road Engineer (Mr. A. Vipani), was discussed and certain points of major importance noted. As a preliminary measure it was decided that a deputation from the A.A.S.I. Committee should seek an interview with the Road Engineer with the Government of Madras to discuss the several points with a view to deciding the best course of action for the Committee to follow in order to bring their views to the notice of Government.

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MOTOR OWNER

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TO THE INTERESTS OF THE SOUTH
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Notes and News for A.A.S.I. Members

Road Information

A severe storm which crossed the Madras Coast early in the month of November caused widespread rain in the Penin-sular and as a result a number of streams rose in flood, including the Palar River and its tributary the Ponnai Rivers which, for the third time during the past three months effectively held up road traffic at unbridged crossings. Road communication between Madras City and the south and west of the Presidency was once again interrupted, though fortunately for only a brief period.

What would have been the situation had the normal north-east monsoon, not failed, can be left to the imagination. It is most probable that the area which lies within 100 miles of Madras City would

have been cut off from the remainder of the Presi-dency for a month or so. Fortunately the monsoon appears to have failed.

Kodaikanal Ghat Road

There was a serious land-slide on the Kodaikanal Ghat Road on 15th and 16th No- vember which effectively closed the road to all traffic for about a week. Information received indicates that three days of the closure was due to delay in commencing work on removal of the huge masses of rock that had fallen across the road. When work was commenced the laborious task of boring blast holes was undertaken by hand, a somewhat lengthy process. It seems incredible that our road engineers have not yet been equipped with more up to date equipment with which to tackle work of this nature.

GREETINGS

The Committee of the A.A.S.I. and the Publishers of "The South India Motor Owner" combine in taking this opportunity of wishing all readers and advertisers a Happy Xmas and a Prosperous New Year.

YOUR NEXT M. V. TAX FALLS DUE ON
1st JANUARY 1936

Coonoor Ghat Road

It is understood that landslides during the early part of the month, caused serious damage to the Nilgiri Mountain Railway, but no information was received which indicated that the Ghat Road was affected by the slides.

Pollachi-Kollangode Road

The abutments of a bridge on the Pollachi-Kollangode Road were washed away during the heavy rains early in the month, under conditions which rendered the laying of a diversion road impossible at the time. However, no serious dislocation of traffic resulted as the Pollachi-Palghat and Pollachi-Valparai Roads were not affected in any way.

Projected Bridge Works

In view of what has been written above regarding the effect of floods in the Palar and Ponnai Rivers, it is gratifying to be able to report that work has actually commenced on the construction of a bridge across the latter river near Tiruvalam and the Rice Causeway.

The foundation-stone of this bridge was laid recently by the President of the North Arcot District Board. It is understood that the work will be completed early in 1937.

When this bridge is opened to traffic, flooding of the Wenlock Causeway (Palar River) near Ranipet will be of little importance as the Palar is already bridged between Katpadi and Vellore and a fair motorable road connects Tiruvalam with Katpadi.

It is understood that the bridging of the Penner River near Nellore is receiving serious consideration by Government, so in due course we may expect the only serious obstacle to road traffic on the Northern Trunk Road between Madras City and the Kistna River to disappear.

The only outlet from Madras that does not appear to have been considered, and it is probably the most important outlet, is the Southern Trunk Road. True! this road has been provided with bridges or causeways at all important streams throughout its length but some of the causeways e.g., those near Chingleput and Villupuram) are liable to hold up traffic for considerable periods during the monsoons, and the provision of bridges appears to need some consideration. As a result of the last three floods in the Palar River, the bed of that river near the Chingleput causeway has silted up considerably, so much so that the surface level of the sand just upstream of the causeway is

LIST OF A.A.S.I. PUBLICATIONS.

	Rs.	A.	P.
1. Road Map of Madras Presidency. Mounted on linen and folded into covers ...	4	8	0
2. Road Map of Northern India. Scale 16 miles to 1 inch. Mounted on linen and folded in stiff covers ...	6	8	0
3. A. A. Handbook of Northern India ...	5	0	0
4. A. A. Handbook of Ceylon ...	6	8	0
5. Road Map of India. Scale 50 miles to 1 inch. Mounted on linen and folded into covers ...	2	8	0
6. "This Motoring" The Romance of the A. A. by Sir Stenson Cooke ...	4	8	0

Postage extra in all cases.

several feet above the level of the roadway. At present traffic passes through a cutting with sand piled up on either side of the road. What is to happen after the next flood, when it is possible that the whole causeway may be buried under several feet of sand; sand too deep and too plentiful to be removed except at considerable expense, with inevitable repetition after each fresh in the river. Some action appears necessary if the Chingleput crossing is to be preserved in a fit state for road traffic.

The daily press announced the opening of two new bridges during the month, one across the Cauvery in Mysore State and one across a vanka in Bellary District. The exact location of these two bridges and the facilities they are likely to offer to motorists, other than those resident in the vicinity, is not yet known. Enquiries are being made and a further reference will be made to these two bridges in due course. For the present it is only possible to say that the two bridges will open up no short cuts for touring motorists.

Madras early in the year, are still under reference to District Collectors and other interested officials and public bodies and that they will be considered by Government shortly.

Motor Vehicle Taxation—Madras

Government has issued a notification intimating that the offices of motor vehicle licensing officers will be closed for the Xmas and New Year holidays from 22nd December to 2nd January, except in the case of the Commissioner of Police, Madras, who will make special arrangements for the issue of M. V. Licences during the holiday period. Motorists intending to enter the Madras Presidency during the Xmas holidays are advised to apply for M. V. Licences before 21st December, while all motorists resident in the Madras Presidency are advised to take out the licences for the January-March 1936 quarter before that date.

Mysore Road Traffic and Taxes Regulations

As a result of enquiries it has been learned that it is most probable that the Mysore Road

WHEN VISITING MADRAS

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AND

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Road Maintenance in the Madras Presidency

In view of the rapid deterioration in the general condition of public roads in the Madras Presidency, which has become more and more evident during the past year or two, and of the obvious fact that, in order to avoid the extensive outlay that eventually will become necessary if this deterioration is not effectively checked, the representative of the A.A.S.I. on the Madras Board of Communications submitted a resolution dealing with the subject for consideration of the Board. A similar resolution was also submitted by the representative of the I.R.T.D. Association.

Unfortunately, as the agenda for the forthcoming meeting of the Board of Communications on 23rd November was already very heavy, the President of the Board decided to leave the resolution over for consideration at the next Board meeting.

Madras Motor Vehicles Rules—Revision

Enquiries have elicited the fact that the revised draft Motor Vehicles Rules, prepared by a special Committee and submitted to the Government of

Traffic and Taxes Regulation (VI of 1935) will come into force on 1st January 1936, and that, in so far as private motor owners are concerned, whether residents of Mysore State or merely visiting or passing through the State, the effect of the regulation is as follows:—

1. All privately owned motor cycles or motor cars making use of public roads in Mysore State will be required (under section 8 (a) of the Regulation) to pay a motor vehicle tax, and in addition (under section 20) to pay all Government tolls with the option of compounding the tolls on payment of a specified fee. The compounding fee will not carry exemption from payment of tolls at special places (new bridges, etc.).

Vehicles for which vehicle tax has been paid will be exempt from payment of all municipal tolls, but not Government tolls.

The rates of vehicle tax, tolls and compounding fees will probably be as shown in the subjoined statement.

2. Special provision has also been made for the compounding of tolls payable at any one toll

bar other than a frontier toll bar, the annual rates being

Motor Cycles	Rs. 15
Motor Cars	„ 30

3. The special tolls for which no compounding is permissible are at present:—

Bridge over Cauvery at	T. Narsipur
„ „ „	Krishnarajasagara
„ „ Hemavati	Akki Hebbal
„ „ „	Gorur.

Similar tolls may be imposed by Government on any road or bridge constructed after the Regulation comes into force.

4. Section 13 of the Regulation gives Government the power to make any reduction, exemption or modification of the rates of taxes to be levied.

It is understood that the actual rates of taxes to be levied on the vehicles of visiting motorists have not yet been decided, but then it is the intention of Government to enter into reciprocal arrangements with the Governments of neighbouring provinces and to grant reduction or exemption from taxes to the extent necessitated by such reciprocal arrangements.

5. The locations of Licensing Officers appointed under the Regulations have not yet been notified, but will be communicated in due course.

Madras Road Development Scheme

A scheme of Road Development for the Madras Presidency, compiled by A. Vipan, Esq., M.Inst.C.E., Special Engineer, Road Development, has been received.

It is understood that the scheme has yet to receive full consideration by the Government of Madras, by whom orders on the recommendations contained in the report will be issued in due course.

The Report is a volume of 237 pages and should prove interesting reading for all who are concerned with the development of road communications.

It opens with an introduction outlining the events which led up to the appointment of an officer to draw up a Scheme of Road Development (*i.e.*, Road Development Committee of 1927; the Mitchell Kirkness Report and The Road-Rail Conference of 1933) and the instructions on which the scheme was based.

A short chapter deals with the physical features of the Presidency and another with Administration. Then follows a comprehensive survey of existing communications including a table which shows the annual expenditure on roads in the Presidency during the years 1928/29 to 1933/34. An interest-

MYSORE ROAD TRAFFIC AND TAXES REGULATIONS 1935

Scale of Taxes and Tolls on Private Motor Vehicle.

Classes of Vehicles	Tax (per annum)	Tolls			
		Individual rate		Compounding Fees (per Quarter)	
		Rs. A.	Rs. A.	Pneumatic Tyres	Other
				Rs. A.	Rs. A.
1. Motor Cycles	15 0	...		7 8	10 0
Do with 2 wheels	...				
Do with trailer or side car	...		0 4	10 0	12 8
Do with 3 wheels	...			10 0	12 8
2. Motor Cars fitted to carry not more than 7 passengers including driver					
(a) Weighing not more than 15 cwts. unladen	30 0	1 0		17 8	25 0
(b) Weighing over 15 cwts. but more than 20 cwts.	30 0	1 0		25 0	37 8
(c) Weighing 30 cwts. but not more than 45 cwts.	30 0	1 0		32 8	50 0
Motor cars fitted to carry eight or more passengers including driver	60 0			according to unladen weight.	
Heavy motor cars (exceeding two tons in weight unladen)	100 0	2 0		do.	
(d) Weighing over 45 cwts. but not more than 60 cwts. unladen	100 0	2 0		40 0	60 0
(e) Weighing more than 60 cwts. unladen	100 0	2 0		50 0	75 0
(f) Addition for such vehicles when drawing trailer—					
(i) for each trailer not exceeding 1 ton in weight unladen	...	0 4		10 0	15 0
(ii) for each trailer exceeding 1 ton in weight unladen	...	0 8		20 0	30 0

ing point brought out by this table is that up to the year 1930/31 expenditure on roads gradually increased to Rs. 231.45 lakhs, and thereafter declined to Rs. 127.45 in 1933/34; another table indicates that the districts with the larger number of road rollers in use are these with (comparatively speaking) the worst roads. In this chapter the compiler remarks that (in connection with road repairs) "the use of water carts or lorries may be said to be almost unknown," and he concludes it with a remark that "in the case of certain districts a much higher percentage of the revenues should be devoted to communications."

Chapter V of the Report is devoted to the consideration of new railway projects which are in various stages of investigation. The compiler of the report records his opinion that many of the projects for new railways cannot be justified in view of the existence of road communication.

A point of much interest brought out by this Chapter is a statement ascribed to an officer who was appointed by the Government of Madras to enquire into the rice production and trade in the Presidency. It is reproduced below:—

"The abolition of toll gates, the fall in the price of cattle food and a fall in the price of animals have now reduced the cost of transport by bullock cart to about 50 per cent. of what it was in 1927-28. This means of transport is still largely utilized for distances up to 40 to 50 miles even though the stations concerned may be connected by railways. When the distance is short, the direct transport by cart is found to be even cheaper than the transport by rail, as it dispenses with the expenditure on moving the produce from the godown to the station at one end and from the station to the godown at the other, besides the loading and unloading charges at the stations. In these days of agriculture depression, traffic by road offers the small cultivator an additional source of income and gives employment in the off-season to himself and his cattle".

Chapter VI of the Report deals with Inter-District Roads and opens with the following remark:—

"The need for co-ordination in the matter of inter-district communications was fully apparent in the discussions held with local officials during the course of my tours. It

was frequently stated that a district was interested in a particular road and had developed it up to the frontier, but full and proper use could not be made of it, as the neighbouring district was not equally interested and therefore did not carry out the works necessary to ensure through communication".

The Chapter concluded with a list of 25 Inter-district roads proposed for development at a cost of Rs. 36 lakhs.

Chapter VII deals with eight major bridge schemes the cost of which is estimated to Rs. 1,05,85,100.

Included in this list are:—

Godavery River at Alamur.
 Penner River at Nellore.
 Lyangulya River near Sankili.
 Cauvery River near Pugalur.
 Coleroon River near Tirumanur.
 Kistna River at Bezwada.
 Bharatapuzha near Ponnani.
 Tungbubhudra River near Madhavaram.

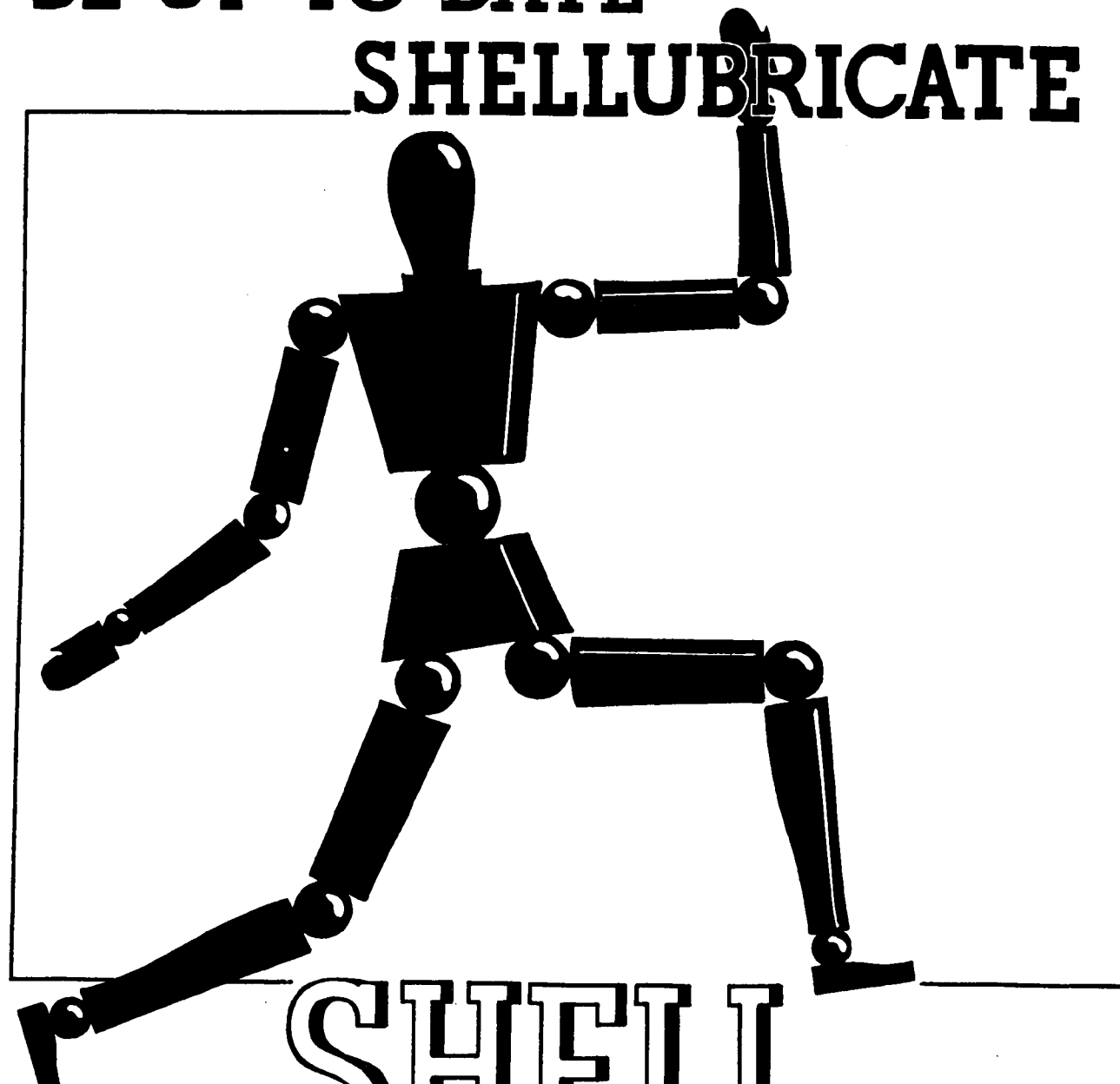
Chapter VIII is a very lengthy one dealing with district schemes of road development in detail.

Chapter IX deals with Railway feeder roads the total cost of which is estimated at Rs. 21,62,890, regarding which the compiler remarks:—

"The railway require that every station should be connected to the road system and whether it can be considered economical to do so when stations are placed at such close intervals, is open to question. For this reason I find it difficult to justify a capital expenditure of Rs. 21,62,890 on railway feeder roads, involving as it does an additional annual recurring charge of Rs. 72,960 for maintenance, which the Railway Administrations concerned consider to be necessary. The majority of these roads cannot be said to provide a means for developing country and whether or not more traffic will be attracted to the railways by their construction is a very doubtful point".

Chapter X deals with the introduction of improved methods of road surfacing; while the final Chapter summarises the cost of the whole scheme—a total of Rs. 6,11,15,880 initial and Rs. 23,04,320 additional recurring charges for maintenance.

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Life Membership

A suggestion that a new class of member, to be termed "Life Member" should be introduced into the Articles of Association of the A.A.S.I. was given full consideration by the Committee recently, after having obtained the opinions of other Associations in India and Ceylon. It was decided that, in order to make the new class possible it would be necessary to fix a "life" subscription at the equivalent of fifteen years ordinary subscription and as this figure was considered too high to render it attractive, it was decided to drop the suggestion until there was an appreciably greater demand.

Hyderabad Triptyque

The A.A.S.I. Committee has also considered the desirability of making a reduction in the fee charged for a Hyderabad Triptyque and after considerable discussion decided to reduce the fee from Rs. 10 to Rs. 5.

Alliance International de Tourisme

Elsewhere in this journal will be found the text of a speech delivered by Mons. Paul Duchane, the President of the A.I.T. at the Annual Conference of that body which was held at Budapest in September. The speech is of considerable interest, emphasising as it does the good influence which international touring has for the peace of the world. In view of this speech it is interesting to learn that the Governments of quite a number of foreign countries have established bureaus to study the tourist question, to widely advertise the advantages of their respective countries from the tourist's point of view and to evolve measures whereby to minimise the delay, inconvenience and expense that deter many would-be tourists from venturing beyond the boundaries of their own countries.

Honorary District Representatives

It is with much regret that we have to report the resignation of office as District Representative in Bellary of Mr. A. H. Harper, who is about to leave India. The Committee desire to thank Mr. Harper for the keen interest he has taken in the affairs of the Association during his tour of office.

Association Social Functions

All members of the Automobile Association of Southern India have been notified individually of

a proposal to hold, as an experimental measure, an Association Lunch. The Lunch is to be held on 4th December 1935 at Hotel Bosotto, Madras, and at the time of writing upwards of sixty members have expressed their intention of attending. If the function proves a success, the desirability of making such a function (lunch or dinner) a periodical feature will be considered, together with the possibility of holding the functions at such centres as Bangalore, Ootacamund, Trichinopoly, etc.

It might be stated that these functions will be no drain on the funds of the Association, the cost of each being met from the small fee levied from each member attending.

An account of the Lunch held on 2-12-35 will be found elsewhere in this Journal.

Membership

During the month of November 1935 the names of 15 new members were added to the Membership Register. The 15 new members were introduced by the following:—

Two by Mr. G. G. Gill and one each by Messrs. Addison & Co., Union & Co., A. Edwards, E. J. B. Greenwood, T. S. Krishnaswamy Aiyer, P. V. S. Iyer, V. S. Mahadeva Aiyer and Dr. W. F. Rule; the remainder were enrolled by the staff.

While on the subject of membership it might be appropriate to again call attention to the fact that, in June last, the Committee decided to award a souvenir (valued at Rs. 25) to the member who introduced the most new members during each quarter. Ten new members was fixed as the minimum for which a full value souvenir should be awarded, the value being reduced at the discretion of the Committee for any number below ten but exceeding five. Unfortunately, up to the present no one member has introduced five or more new members during a quarter so no souvenirs have been awarded.

It is hoped that this repetition of the Committee's decision will stimulate action and that there will be a claimant for the souvenir at the close of the current quarter.

New Members

The Rev. A. T. Coldman,
Garrison Chaplain, St. Thomas' Mount,
Chingleput.

Lt.-Col. H. M. Hankin,
Military Adviser, S. I. Circle, Begumpet P.O.,
Deccan.

Shan Jagmohandos Jivan, Esq.,
Merchant, Bodinayakanur.

Capt. J. R. S. W. Elkington, R.E.,
Bombay Club, Bombay.

T. Siegert, Esq.,
New Power House, Kallai,
Malabar.

M. Sanjiva Rao, Esq.,
Assistant Engineer, The Salem Erode Electricity Dist.
Co., Salem.

D. N. Steele, Esq.,
C/o Parry & Co. Ltd., Nellikuppam.

E. Wilkinson, Esq.,
C/o Parry & Co. Ltd., Madras.

N. A. N. Annamalai Chettiar,
Kothamangalam, Ramnad District.

H. Donovan, Esq.,
C/o Parry & Co. Ltd., Nellikuppam, S. Arcot.

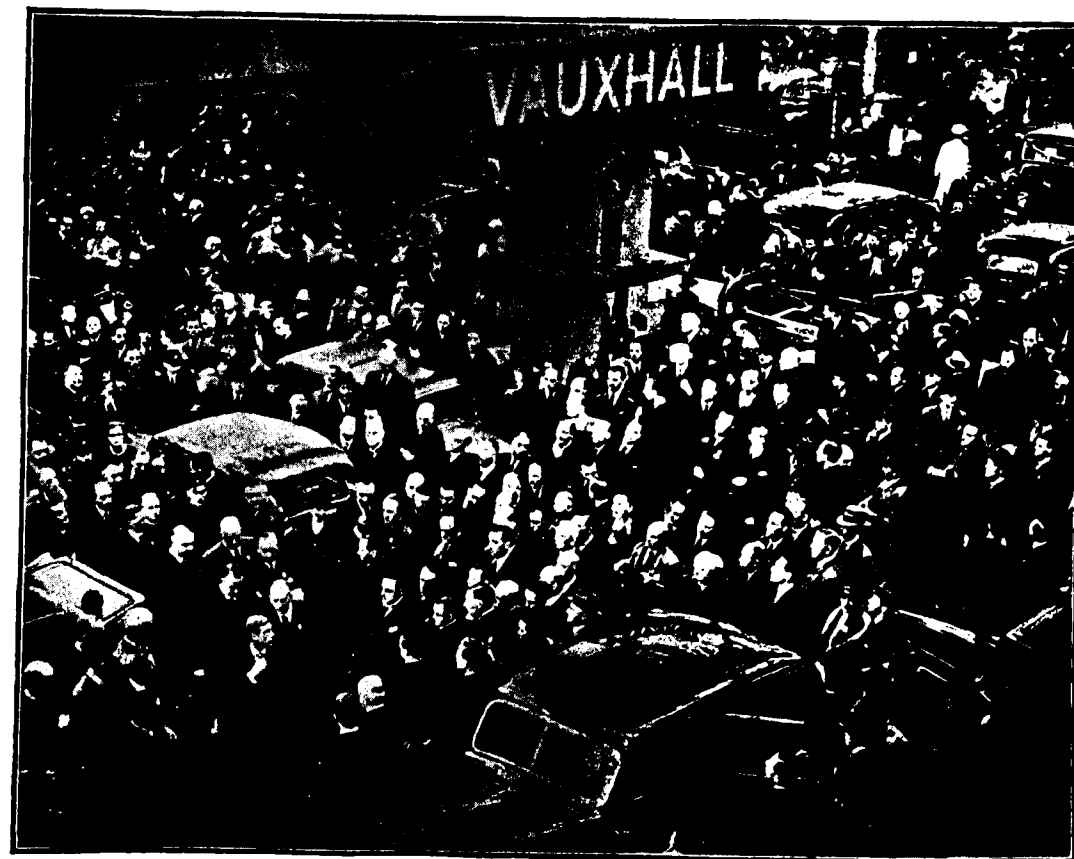
Dr. J. E. Fitzmaurice,
Champion Reef, South India.

C. Ramasubban, Esq.,
C/o Imperial Bank of India, Post Box 16,
Madras.

Commander N. Wood-Smith,
"Edwinston", Elk Hill,
Ootacamund.

B. T. Singh, Esq.,
39, Lawrenson Road, Lahore.

Messrs. Spencer & Co. Ltd.,
(Rep. S. W. Edwards, Esq.),
Mount Road, Madras.



This picture was taken on the opening day of the Olympia Motor Show. In the foreground is H. R. H. the Prince of Wales who is just leaving the Vauxhall Exhibit after an inspection.

SPEECH BY M. DUCHAINE, SECRETARY-GENERAL OF THE A. I. T. AT THE GENERAL ASSEMBLY AT BUDAPEST--1935

Gentlemen,

The Alliance Internationale de Tourisme, like all well-established institutions, has well-defined Regulations and traditions from which it cannot depart. The first of the latter is to remind you of the cordial hospitality with which the A. I. T. was received last year at London. We have always been received there with the same wholehearted cordiality, a gift of which Anglo-Saxons, under an apparently austere exterior, give proof once they are convinced they are dealing with genuine friends.

To-day, Gentlemen, after leaving the banks of the Thames, we find ourselves received as guests in the beautiful Hungarian capital, that has such an undeniable attraction for all foreigners. In size and beauty, Budapest rivals the finest Western cities; in addition, it has all the poetry and charm of the Orient, thus combining in a splendid whole everything that the most refined and exacting tourist may desire.

Next year will probably see us at Lisbon where we shall be the guests of the Automovel Club of Portugal, whose courteous invitation we shall shortly propose to the assembly to accept.

The A. I. T. has six new members, of whom three are active and three adherent members. On the other hand, three associations have ceased to exist, whilst one has resigned. Two requests to join us are under consideration and will probably be agreed to. Thus we may say that the A. I. T. will include about a hundred adherents, or nearly ten times the number it comprised when I took over the functions of General Secretary.

I cast my eye back over the first years of the A. I. T. I recall the friendly sittings which found us united around the green cloth, including all the chief figures of the touring world of that time, our predecessors, the founders of associations that are to-day so powerful owing to their influence and help: Defert, Bertarelli, Pos, Haigh, Fritz, Spiezer, since departed from our labours, and so many others who have gone to their last resting place. I recall their immediate successors, worthy in every respect of those whom they replaced, Bognetti and Mayer

von Tenneburg, both of whom were until recently in our midst but whose death has taken place since our last general assembly.

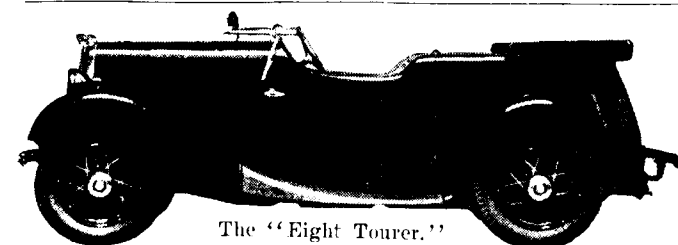
Goivanni Bognetti was a man possessed of a wonderful mind and of a sincere and straightforward nature. A professor of political economy, he had learnt, more than anyone else, to appreciate the economic value of tourism. He gave his whole heart and activity to its development in Italy. His studies had convinced him that the development of tourism was a work of international solidarity and peace, and throughout his labours he never lost sight of that fundamental truth. That is why, Gentlemen, his work was of a constant and fruitful nature and why the A. I. T. will never be able to pay too great a tribute nor sufficiently express its gratitude to him.

Mayer von Tenneburg was a true exponent, in our Collegiate, of the courtesy so characteristic of the Austrians and that exquisite politeness in expressing himself, softening any opposal and turning a refusal almost into homage. Certainly, his action bore the hall-mark neither of authority nor force but his methods were fruitful, since he succeeded in sustaining the Austrian Touring Club in the face of so many attacks on it, over a long lapse of years.

The main activity of the A. I. T. during the present year has been devoted to the London-Stambul road. During its sittings, those who represented you at the international Conference that ended the day before yesterday will render you an account of their labours.

I will restrict myself here to once more officially thanking the Hungarian Government, in the name of the A. I. T., for the cordial reception it gave to our proposals and for the honour it did to the A. I. T. by granting such a large measure of support to our initiative.

At the meetings of the Administrative Council during the past winter there arose, without anything on the agenda giving a suspicion of it, the question of altering the statutes of the A. I. T. A temporary committee has been set up and will in a short while submit to you the result of its labours concretised



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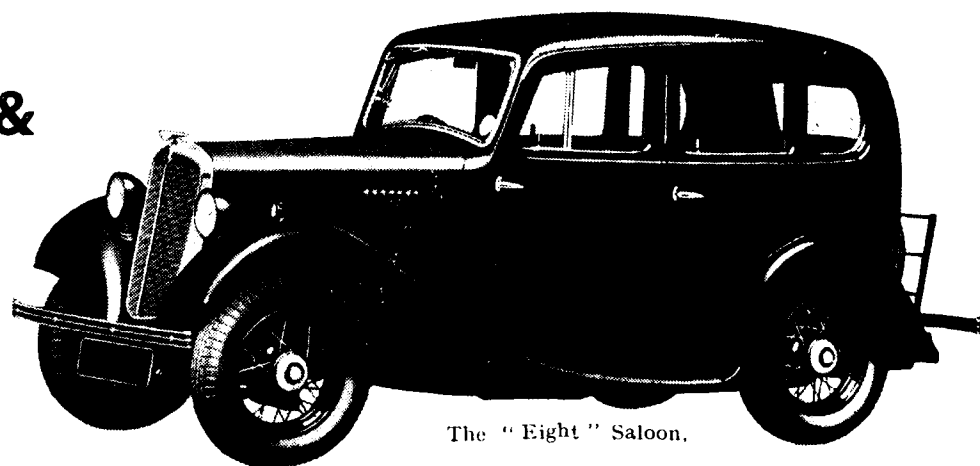
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in the project of statutes which the General Secretary has forwarded to you. Will you permit me, at the moment when this committee is finishing its task, to pay a tribute above all to our President Henneberg who far so many years past has directed our work with such great competency, tact and rare courtesy? Always taking pains to remember during our debates the arguments that unite us, prompt in eliminating anything that might bring about discord, he has been an ideal President of the A. I. T. and will, I hope, continue to be its President for many years to come.

I cannot, without running the risk of being accused of ingratitude myself, pass over in silence the tribute of gratitude that is due from the Secretary-General to his Colleagues in the Permanent Bureau. For the last twelve years we have worked together in perfect harmony, with the sole aim of carrying out a homogeneous work that is productive of real results in the most varied domains. In a large assembly at which each of the members is a spokesman for the special interests of his Nation, his Club and so forth, it is sometimes difficult to satisfy all the wishes. On another hand, the general assemblies, like all assemblies, sometimes change their mind from one meeting to another. It is then the duty of the permanent bureau to mould its action to these new desires, whilst still guiding matters. That task is often a delicate one and it is above all in its accomplishment that I have always been instinctively aware of the unstinted support and enlightened authority of my three Colleagues in the Permanent Bureau. At the moment when it looks as if new projects were to do away with this organisation in its present form, I feel, Gentlemen, that you might have blamed me, had I not paid them this well-merited tribute.

At the last meeting of the Administrative Council a few of my Colleagues expressed the desire to see the A. I. T. discuss the large touring problems, rather than seek a solution to desiderata of lesser importance. It is in order to defer to this wish of the Administrative Council that I ask your permission to-day to review the touring crisis in general, rather than set forth in this report the main lines of the questions appearing on our agenda.

Gentlemen, the A. I. T., its role and its future have and always will be borne in mind constantly by your General Secretary. They must be approached from two entirely different standpoints:

1° the part to be played by the A. I. T. in the organisation and development of touring in general;

2° the internal working, the daily routine of the A. I. T.

To precisely define the role of the A. I. T. in the domain of tourism as a whole actually amounts to considering, from a very wide general standpoint, the question of touring itself as it stands in 1935.

Without going back to pre-war years, years that were characterized by a harmonious equilibrium of monetary systems, absolute calm in international relations, complete economic stability, or in other words an easy and considerable flow of tourists from one country to another, without going back, I say, so far, we might nevertheless cast our eye over the first few years that followed the war.

From 1920 to 1925 there was ever present in the mind of men the horror of the five years through which they had passed.

Like persons who had just escaped from a catastrophe, many only thought of enjoying life to the full, of draining the cup of pleasure to the dregs, of giving themselves heart and soul to the full play of impressions and emotions, among which there were the many attractions of travel.

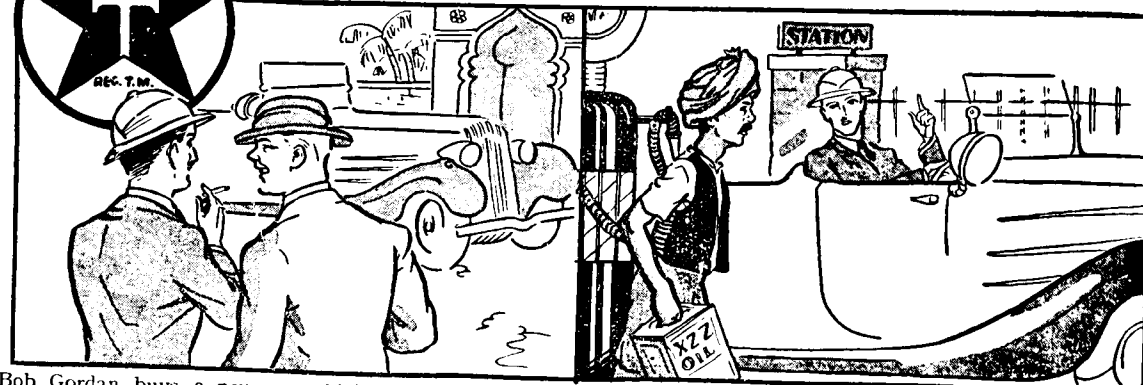
The war, by snatching thousands and thousands of men from their homes and carrying them to the uttermost corners of the earth, thus transplanting Belgians to Russia and Siberia, Frenchmen and Britons to the Balkans, Serbians to France, Britons and Germans to Asia Minor, Americans to Europe and so forth, had awakened new appetites to travel. All those soldiers travelled through countries which had hitherto been unknown to them, all those soldiers saw other climes, cities and populations than those amidst which their life had been peacefully spent hitherto. Hence it was not surprising that, once they got back to civilian life, they had a hankering to re-visit sunny climes or else, under the impulse of a very human feeling, they had a desire to get a different glimpse of countries that had been the scene of their own heroism.

The intensive work of national restoration, the putting forth of all the moral and material strength of mankind caused, on the other hand, a real necessity for rest and the reconstitution of the workers' physical and moral forces.

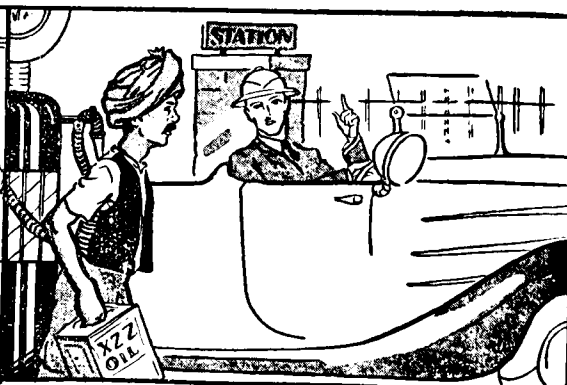
The high salaries earned during the first post-war years enabled workmen and employes to enlarge the ordinary round of their pleasure trips and thus also become, in their turn, adepts of touring.

Social legislation, much more advanced than in former years, regulated the maximum hours

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'".



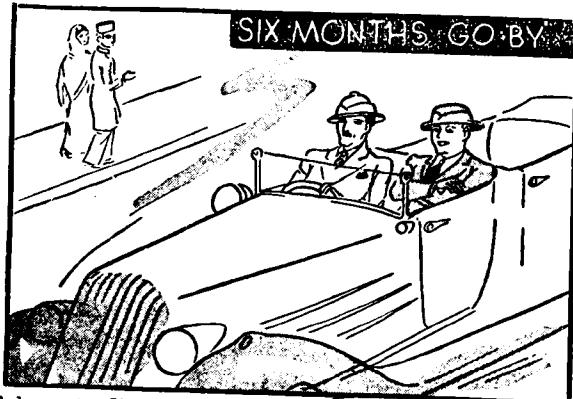
At the Garage he fills up with a cheap grade of oil in spite of the Garage-man's suggestion that he should use "Texaco Crack-proof." "I'm running this car on cheap oil" he says "and you'll see that it won't make much difference."



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.



"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."



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!"

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of labour, ordained holidays paid for by the employer and thus helped to bring about this transformation. All these causes that aided and abetted created a particular stimulant to the desire for travel, which was characteristic of our contemporaries before the war and changed a taste for travel into a necessity.

For touring has become a general habit, a social necessity; it is universally practised in the most varied forms and the fulfilment of this new habit has led to the creation of a complete touristic equipment, a mechanism of which the working has become one of the principal sources of economic prosperity, one of the causes of the enriching of nations.

The tourist should, moreover, be considered as one of the most important factors in international monetary circulation. His influence on the commercial balance of countries has been considerable in latter years.

We all fell into the same mistake of believing that the situation in 1926 would be prolonged and that the great prosperity, the extraordinary free scope of the first post-war years was to last for ever.

But unfortunately, after 1926, a general crisis began. Slight at first, its effects increased as the crisis itself became more widespread. Certain trades began to fluctuate, currencies became unsettled and touring was soon affected. The first symptoms of a retrograde movement in the touring world became apparent, disorder increased. It only required the establishment of a régime of governmental interference and "directed economy" to complete the downfall.

Incapable, it appears, of ascertaining with any degree of precision the multiple causes of the world crisis, the repercussion of certain elements on others, the various States, in a paroxysm of national chauvinism, raised tremendous barriers at their frontiers. Losing from sight the fact that the economic activity of one country is in direct function to that of others, that commerce can only be carried on by international exchanges, all the countries started off on a road diametrically opposed to the very one that might have given a possible remedy. They instituted protection, created restrictions and quotas just where they ought, on the contrary, to have opened the gates to a free flow of products, money and men.

During the course of a preliminary enquiry, the Economic Committee of the League of Nations tried to ascertain, from the present chaos in which humanity is struggling, and set forth the more particular reasons for the crisis in the touring world.

The first element is clearly the general situation, i.e., the reduced incomes which oblige all those whose means are limited to devote the latter solely to the maintenance of their homes; they are fortunate if they even succeed in doing that.

Travel is looked upon as a luxury, superfluous when one's purse cannot really afford it.

The second reason, which is a more special one, is the disparity in prices, a disparity that singularly upsets all one's calculations as to the probable cost of a journey. It is a purely psychological element, but nevertheless a very real one. The policy of protection adopted by those countries on a gold basis has spread the idea that the cost of living is high there. Foreigners believe that without any hesitation.

Another reason that should be stressed is the following: the average tourist, or rather the would-be tourist, who does not go into matters too closely, pays altogether too much attention to the designations of currencies. When he is told that such and such an article costs 10 francs in Belgium, whereas it only costs 1 franc in Switzerland, two liras in Italy, 80 pfennings in Germany, he unconsciously has the impression that Belgium is an expensive country and Switzerland a cheap one. Far from perceiving that Belgium is at the present time possibly the cheapest country in the world, he prefers to stay away. On the other hand, when tourists from countries such as Belgium or France, whose currencies are depreciated when compared to the pre-war franc, wish to travel in Switzerland, for instance, owing to a phenomenon of the same nature, but directly inverse, they declare that what costs 1 franc in Switzerland costs them 5 or 10 of their own francs and that Switzerland is therefore a very expensive country. A disparity in the regime of prices, disparity of the currencies based on gold and monetary depreciation all confuse the notions of tourism and all that helps to prevent tourists at the present time going beyond the borders of their native land.

Since the fall in the value of the dollar, Americans figure out that a journey they could formerly do for a given price will now cost them 40% more. They stay at home.

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Because
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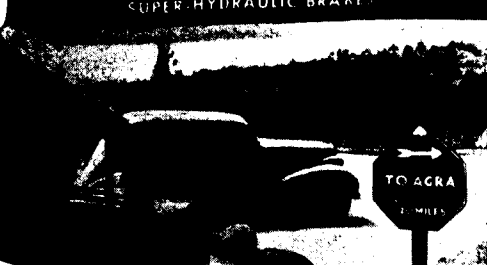
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But as the Committee of the League of Nations points out, it is the controlling of currencies that has given the death-blow to touring. Carrying to extremes the spirit of protection that has invaded all domains, Governments have put a severe check on the export of their currencies. Protection of gold reserves, protection of national currencies apparently require such measures. Nobody can leave Germany, Austria, Hungary, Rumania, Bulgaria, etc., with bank notes issued by those countries. The result is the most severe blow that can be dealt to the monetary system. Money is made for the purpose of being put into circulation; to hold it up at frontiers is to violate the most elementary rules of its very existence, it amounts to acting in the same manner as any State would do, if it had the power, of preventing rivers and streams from going beyond its own borders, for the purpose of storing water. And as there are necessities with which a Government must comply, as there are products that can only be obtained from abroad, one gets into the fatal habit of considering travellers as mere merchandise to be exchanged, of allowing the entry or exit of a more or less restricted quota of human beings, on condition that one receives a more or less considerable number of trucks of coal, steel rails, ore or bales of cotton.

A German travelling to Belgium can take 10 marks with him; if he goes to Switzerland he can, I believe, take 200 marks with him, because Germany then supplies Switzerland with a certain quantity of goods. The same applies to a number of cases.

I claim that this conception is disastrous from all points of view. It is contrary to all political and economic notions, it leads to isolation, to social retrogression, poverty and ends in war!

It is time that everywhere enlightened spirits should rise up and say to the Governments:

"Destroyers! All your experiments, all your feeble attempts at reform during the last 10 years have only made matters worse. Stay your hands; there is still time to-day, but tomorrow it may be too late. Take a slow but sure step up the painful and arduous road that leads to liberty, viz., to the abolition of so many restrictions, quotas and all the baleful regulations, in order that you may restore a little of the international harmony, respect of individual liberty, of private initiative. You will re-establish without any sudden spasms equilibrium, in other words prosperity and peace."

And what are the remedies?

Let us follow the example of the Geneva Committee which says: in order to solve a problem, you must set forth clearly the date on precise bases; first draw up your statistics, i.e., the real bases; try and find out what the international exchange of tourists means to universal activity.

The methods of statistics vary; the results obtained differ a lot in certain cases owing to this diversity of methods. But the important point is not to know to within a few units the number of foreigners passing each day over the Swiss or Italian frontier, throughout the 365 days of a year. The important thing to know is what is the size of that number, whether the flow is increasing or diminishing, whether the flow of tourists is on the upward grade or whether its source threatens to dry up.

Once that is settled, let us free the tourist from the host of formalities, questioning, passports, visas and declarations to be made to the police that hamper the tourist and make his voyage so unpleasant. Let us see in the light of cold facts, and not under the angle of sentimental pressure, whether it is still necessary or practical to discriminate between various countries. At the time when Russia had not yet, under the name of the U. S. S. R., regained her place in the European concert, it might have been admitted that certain of those formalities constituted a barrier against Soviet propaganda. To-day, when the U. S. S. R. has its embassy or legation in most countries, those formalities have practically no use. The labour and expense are a long way above the results obtained.

The creation of compensation-funds would be a serious step towards the development of tourism. To enable a German to find in France, for instance, a sufficient sum at his disposal to travel, on condition that a Frenchman would find in Germany an equivalent sum to be used solely for the purpose of his journey, is a means that has been suggested. Our Touring Clubs may possibly, directly or indirectly, play some part in such an organisation. Is it practical? Why not? It is difficult to give the answer to-day, but the problem is worth while considering. In any case, I will make no forecast at present.

The change of spirit in which touristic propaganda ought to be carried out is looked upon as one of the most efficient remedies for the crisis. Propaganda for one country cannot be carried out to the detriment of other countries, neither in its

form nor in its aim. It must drop its exclusively national character that pervades it at the present moment. When in Belgium propaganda is carried out in favour of Italy, are not France or Switzerland directly interested in the passage of tourists through their two countries? When Germany carries out publicity in the Spanish peninsula, should not her best associate be France, since it is impossible for Spanish tourists to reach Germany without going through France? Hence, how contrary to the rules of touristic economy is all the literature that tends to say: you will find everything in my country, the sea, mountains, forests, fine arts, good cooking and a beautiful climate; therefore, my fellow countrymen, don't go elsewhere, but you foreigners should certainly come to us and not to other countries!

The true propaganda should consist in saying to our fellow citizens: go abroad, go and see other countries, other civilisations, other nations; carry out propaganda there in favour of your own land; let us exchange tourists; let us throw wide open our frontiers, both to those entering and those leaving.

One of the first things to be done in organizing this is the creation of international programmes of travel, the drawing up of co-ordinated itineraries that enable a traveller to see several lands during one trip. Publicity should invite tourists, for instance, to simultaneously visit Belgium and Holland, the Scandinavian countries, Central Europe; we ought then to facilitate journeys between these various lands and simplify them by relative unification of transport rates, equivalence in hotel rates, the abolition of many frontier formalities, the creation of touring-vouchers, a sort of ticket covering hotel accommodation, food and travel-fares. We ought, above all, as has so often been suggested, to do away with Customs duties on advertising matter. What does it matter if documents published by Touring Offices and Clubs contain advertisements for hotels and for the products of various regions? The net revenue derived from the levying of such duties is so insignificant that we are led to ask ourselves why Governments still insist, in too many instances, in imposing these duties: the cost of collecting them is far in excess of the net revenue.

All these ideas, Gentlemen, lead us hence to entirely agree with the conclusions drawn up at Geneva that touring, a factor in international economy, must be studied everywhere, not only at governmental Conferences, but also within the scope

of the A. I. T. to whom the Committee of the League of Nations paid a very flattering allusion.

If the A. I. T. wishes to really fulfil the role it has to play, let it start to seriously study the questions I have just passed in review.

It is true that they go far beyond the daily preoccupations of our touring clubs, but they are worthy of the most important touring Federation in the world, the only one which, by reason of its origin and its sphere of competency, is authorized to speak in the name of all tourists, whatever may be the mode of transport they use.

If we succeed in making the thesis of economic liberalism dominate in the touring world, if our effort tending to suppress everything that hampers travel succeeds, then we shall have, I will not say the glory, but the intense satisfaction of having rendered a real service to humanity in general.

When one examines, in the light of the foregoing principles, the part reserved to the Clubs comprising the A. I. T., one sees that our Touring clubs may exert a very important action. If, in general, they educate the tourist and collaborate in his social formation by their publications and conferences, they also have the mission of being good propagandists for international tourism, the pioneers of journeys abroad; they have the duty of enlightening Governments, obtaining from them the requisite measures for tourists and above all the abrogation of measures that are harmful to them. They all, or nearly all, do this work in their respective countries but it appears that they still do not do it with sufficient unity and energy. In this realm the A. I. T. can only indicate the general direction that such efforts should follow but it has no power to order specific activities. It can advise, it can prevent mistakes, it may adjure but unfortunately it has not the power to ordain, for it cannot take sanctions against those who contravene its decisions. The application of the principles which I have set forth at such length in the course of this report ought to enable the Clubs of the A. I. T. to rise above their national role and thus reach the realms of international solidarity which, alone, still count in the balance.

Even if the A. I. T. has not the power endowed by right, it has a considerable moral force, a power derived from the works it has created, its initiative in the past and its admitted experience. I would only cite as an instance of this its Customs work (for it is from the Clubs of the A. I. T., and

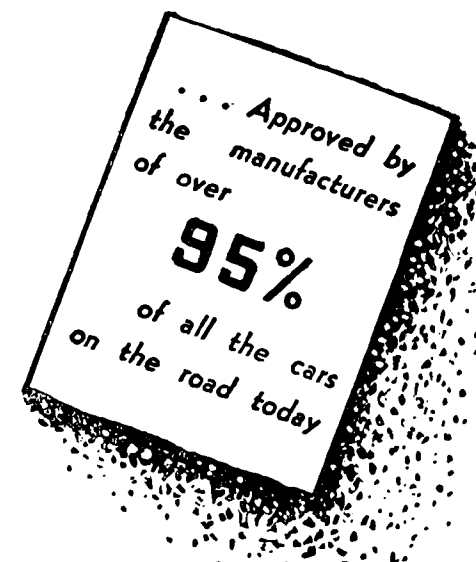
MAKE A NOTE TO-DAY...

*
and that
means only

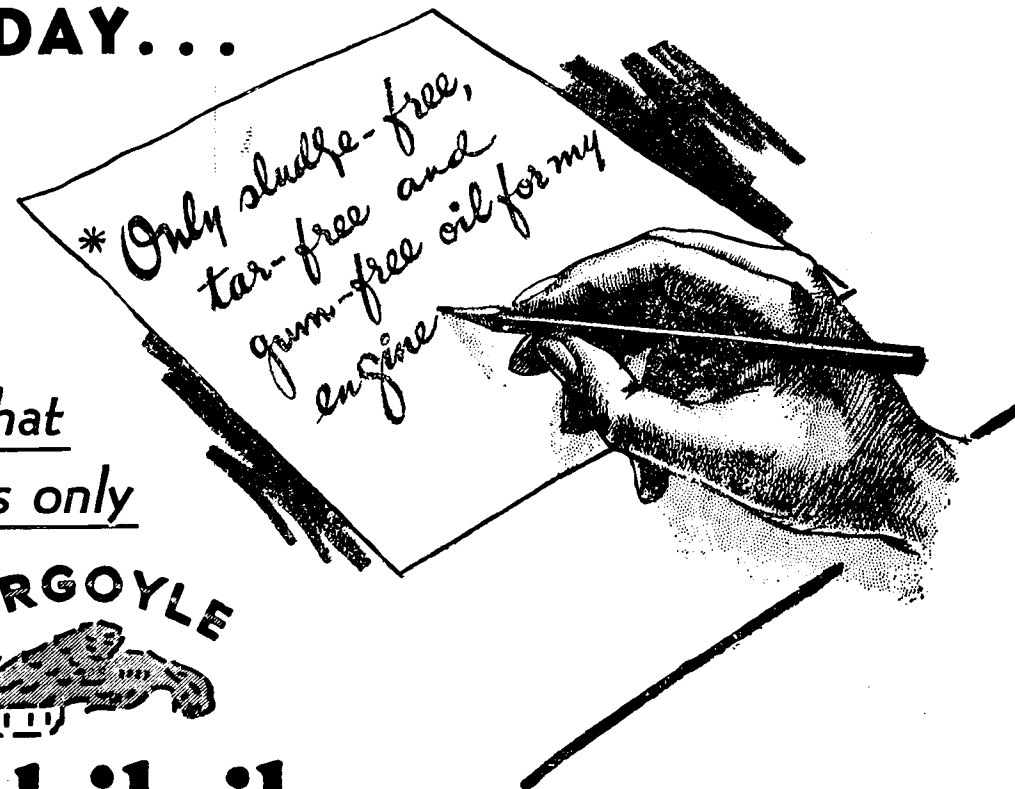


Mobiloil — NOW REFINED BY THE CLEAROSOL PROCESS, THE GREATEST DISCOVERY IN LUBRICANT MANUFACTURE

SOME day all lubricant manufacturers will be using a solvent process to free oil from deleterious elements hitherto unaffected by conventional methods of refining. To-day, in keeping with their pioneering spirit, the Standard-Vacuum Oil Company alone offer motorists the benefits that such oils give: more mileage, easier starting, no gumming and fouling, less carbon deposit, and greater all-round engine efficiency.



STANDARD-VACUUM OIL COMPANY



especially the Italian and Belgian Touring Clubs, that there arose the present international Customs organisation). The triptyque belongs specially to the A. I. T.; the "carnet" is but a booklet of which each page is a triptyque. The responsibility of Clubs to States, substituted for that of the individual tourist, the solidarity of Clubs all arose from our deliberations accepted by Government and carried out by ourselves.

This organisation which to-day covers the whole world is the most durable and useful work that has been accomplished in the traffic world since the birth of cycles and automobiles. It is to the A. I. T. that touring by automobiles owes its existence.

The A. I. T. may be proud of its Year Book; that compendium of touristic information is an instrument that all those who direct international touring should have at hand. It is not, as is too often believed, a volume that the traveller should carry with him; the Year Book of the A. I. T. is not a work the traveller should take with him any more than the Larousse dictionary or the great Encyclopedia Britannica. From that point of view, one might say that it has attained its definite form. But it should not be deduced from that that there is nothing more to be done. A volume of this kind cannot be constantly re-edited. I think that, on principle, if there is a new edition every ten years that will amply suffice to fulfil its object, when it is accompanied by a more handy and smaller publication which the A. I. T. proposes to publish annually. At the General Assembly we shall submit a scheme for a summary year-book which will contain, in a synthetic and systematized form, all the information that one wishes to find quickly, without a lot of references. It will thus become a real traveller's companion. The imposing volume published last year will remain the basis, viz., it will contain the things that do not change (within possible limits), whilst the new year-book will contain current information in a concrete and synthetised form.

Since a few months past, the international traffic service sends out circulars regularly that bring to the notice of all our Associations any changes made in laws and regulations referring to touring throughout the world. Circulars sent out by the General Secretary keep them informed as to any news communicated regularly by all quarters. The moment has now arrived when we should transform this duplicate sending out of autographed or printed circulars into a regular service, in the form of an organ or bulletin appearing at specified intervals and

having all the appearance of a periodical publication. There is very little to add to the elements we already have at our disposal: a leading article, an account of our work, illustrations of touristic events throughout the world, and the requisite publicity. We shall thus see the achievement of a resolution that we could not adopt four years ago: that the A. I. T. should have its own journal.

The agenda of the General Assembly contains further points that are destined to give the A. I. T. in the international domain a still further vitality and utility, if that be possible. I mean the proposal of our Italian friends to create a judicial headquarters. I think that nothing could be more useful than the organisation of legal protection for touring in general, as for individual tourists, throughout the whole breadth of the lands in which our activity makes itself felt. That is not only a work that is useful to mankind but also useful work to touring in general, as a confrontation of measures taken in each country must necessarily lead to the requisite adjustments in the whole juridical edifice.

I have expressed the idea that the technical side of touring by motor would also lead the A. I. T. to consider the opening up of the road to another kind of activity: technical activity, such as the construction of roads, the supervising of motors, statistics of accidents, their technical causes, their repercussion, etc., all these being matters we cannot neglect. In certain countries private initiative has organised these services apart from us; in others the Clubs have undertaken them. It is important that this study and supervision should be carried out everywhere in full agreement with the A. I. T. But that is a programme for the future. I will stop here. Sufficient unto the day is the evil thereof. Fortunate is he who can claim that he has done more than his duty.

COACHWORK AWARDS

The worth of Morris standard coachwork received recognition in this year's Private Coachwork Competition organised by the Institute of British Carriage and Automobile Manufacturers at Olympia. The Silver Medal (second prize) for cars not exceeding £300 English retail price was won by a Morris 25 h.p. sliding head saloon.

In the class for cars exceeding the above figure, a Morris 18 h.p. special coupé also won the Silver Medal. First prize was won by a car more than twice as expensive the same remarks applying to the third prize winner.



IN A FORD V-8

Take delivery of a Ford V-8 at Home to make your next leave 100% enjoyable! We make all necessary arrangements and have your car ready for drive away at 88, Regent St., London.

When your Car is shipped Overseas, a refund of £60 from the original purchase price paid, places in your hands funds that can be utilised towards adjustment of ocean freight and British India duty payable on bringing your car out to India. Convenient terms of payment can be arranged.

Write for Home Delivery Booklets

SIMPLICITY, COURTESY & ECONOMY—THE KEYNOTES.

FORD HOME DELIVERY PLAN

FORD MOTOR COMPANY
OF INDIA LTD.

BOMBAY : : CALCUTTA
MADRAS : : COLOMBO.

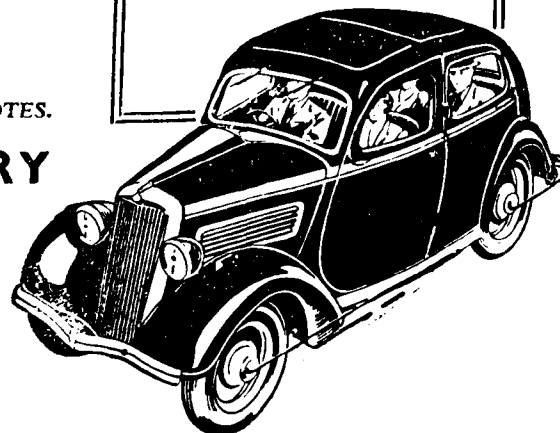
NEWS

"FOR LIGHT-CAR MOTORISTS"

For one who prefers a Light Car, the purchase of an 8 H. P. Popular or 10 H. P. DeLuxe Model under Ford Home Leave Delivery Plan is a most economical and convenient method of securing trouble free motoring during the leave period.

Convenient terms of payment can be arranged.

On return to India, Burma or Ceylon one is assured of continuance of similar service.



A ONE-DAY TOUR FROM BANGALORE

Magadi, near the site of Bangalore's new Waterworks, presents a very attractive objective for a holiday or week-end run. The total distance from Bangalore to the Travellers' Bungalow at Magadi is 31¾ miles. Although lower in altitude than Bangalore, Magadi is somewhat cooler and is one of the most beautiful spots in Mysore.

Starting from St. Mark's Church at the Western end of South Parade, the Magadi Road is

bedding if staying out for a night. Similarly sufficient petrol must be taken for the return journey.

The nearby hill of Savandurga is a reserved forest in which panthers abound, but they can also be found, together with wild pig in the unreserved jungle bounding the road between miles 23 and 31; panther in the evening and pig in the early morning.

Bangalore shikaris know the place but good shikaris can be obtained in Magadi.



State Guest House at the Stud Farm, Kunigal.

reached via Sydney Road and Fort Road on which turn right opposite St. Joseph's Church (Barr Lines) and almost immediately left into Kemmangundi Road then again left and right past Binny's Mills, and left across the railway past Binnyston Gardens. About six miles from Bangalore the road bifurcates, the main road running round the foot of a hill while a more direct road leads up the hill with a stiffish climb for about half a mile. Both roads join further on and the climb only saves about half a mile. In the fourteenth mile the village of Tavarakere is passed and in the eighteenth mile the new waterworks are reached. Here the road passes round the waterworks dam. In mile 31 turn right at toll bar (four annas) for the Travellers' Bungalow. Magadi village is about one mile further on. The road left at toll bar goes to Closepet. Between miles 20 and 32 the road is hilly and there are several hairpin bends with steep gradients.

The Traveller's Bungalow at Magadi is one of the third class, but stands in delightful surroundings and has a mali in charge. It has two suites of rooms but no dining room. It is partially furnished but there are no mattresses on the wire bedsteads. There is a little crockery and some cooking utensils. Parties visiting Magadi are advised to take a full supply of eatables and drinks—also



Paddock scene at the Mysore State Stud Farm, Kunigal.

Panther often prowl round the Travellers' Bungalow but cause little trouble as there is a high boundary wall and a good gate.

Buses run between Magadi and Bangalore and will bring out supplies if required.

The return journey can be made by the outward road, or via either Closepet on the Mysore-Bangalore Road, or Nelamangala on the Bangalore-Bombay Road. Kunigal can also be reached by a good road by those who wish to take in a visit to the Mysore Stud Farm as part of the tour. Some interesting snapshots of the Stud Farm accompany this article.



A small corner of the hundreds of stables at the Mysore State Stud Farm at Kunigal.

Press Communique

G. O. No. 4787 L. & M. 19th November 1935

Owing to the closure of public offices during the ensuing Christmas and New Year holidays, licences under the Madras Motor Vehicles Taxation Act, 1931, will not be issued in the mufassal stations during the period from 24th December 1935 to 2nd January 1936. Arrangements for the issue of such licences will, however, be made in the office of the Commissioner of Police, Madras. Intending visitors to this Presidency are accordingly warned that they should either take out licences at mufassal stations before the commencement of the holidays or apply to the Commissioner of Police, Madras, if licences are required during the holidays.

(By order of the Government,
Ministry of Local Government).

T. B. RUSSELL,
Secretary to Government.

A NEW FACTORY

A New £100,000 factory is being built at Cowley to cope with the greatly increased demand from all parts of the world for Morris cars. It is additional to a programme of extensions of buildings and plant recently completed at a cost of over £300,000. The best week's production here was 2,800 cars. When the latest extensions are ready, it is expected that the rate will rise to 3,500 cars a week.

The additional factory will cover 155,400 sq. ft., and will be completed by January. The new plant, which will increase production by 25%, will include two mechanical conveyors each half a mile long.

ANATOMICALLY CORRECT

"And this is your bump of curiosity."

"Right, Professor. I got that by sticking my head in the elevator shaft to see if the elevator was going up. It was coming down."

"FIT AND FORGET"

K. L. G.

SPARKING PLUGS

Rs 2-0-0 each. Set of 4 Rs 7-8-0 Set of 6 Rs 10-8-0

Sole Agents:—

J. N. NORRIDGE & CO.

3/33 MOUNT ROAD

MADRAS

Telephone 3329

MADRAS RACES

SEASON 1935-36

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

FIXTURES

WINTER MEETING

Fifth Day ... WEDNESDAY ... 18th Dec. 1935
Sixth Day ... SATURDAY ... 21st Dec. 1935
The Parlakimedi Cup

FIRST SPRING MEETING (Six Days)

First Day ... SATURDAY ... 28th Dec. 1935
The Kirlampudi and Deomar Cups

Second Day ... MONDAY ... 30th Dec. 1935
The Travancore Cup

Third Day ... WEDNESDAY ... 1st Jan. 1936
The Governor's Cup

Fourth Day ... SATURDAY ... 4th Jan. 1936
The Trades Cup

Fifth Day ... SATURDAY ... 11th Jan. 1936
The Venkatagiri and Mysore Cups

Sixth Day ... TUESDAY ... 14th Jan. 1936
The R.C.T.C. Cup

SECOND SPRING MEETING (Six Days)

First Day ... SATURDAY ... 18th Jan. 1936
Second Day ... SATURDAY ... 25th Jan. 1936
Third Day ... WEDNESDAY ... 29th Jan. 1936
Fourth Day ... SATURDAY ... 1st Feb. 1936
Fifth Day ... SATURDAY ... 8th Feb. 1936
Sixth Day ... WEDNESDAY ... 12th Feb. 1936

SUMMER MEETING (Five Days)

First Day ... SATURDAY ... 15th Feb. 1936
Second Day ... SATURDAY ... 22nd Feb. 1936
Third Day ... WEDNESDAY ... 26th Feb. 1936
Fourth Day ... SATURDAY ... 29th Feb. 1936
Fifth Day ... WEDNESDAY ... 4th Mar. 1936

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

The Bangalore Cup. The Willingdon Plate.
The Nizam's Cup. The Merchant's Cup
The Bobbili Cup. The Cochin Cup.
The Ceylon Cup. The Ramnad Cup.
The Maharani of Venkatagiri Cup.

RATES OF ADMISSION

Grand Stand and Enclosure

Season Tickets (Public Only)

(1st Enclosure only) Gentlemen. Ladies.

	Rs	Rs
Ticket for Season	65	30
Winter Meeting 6 Days	22	10
1st Spring Meeting 6 Days	25	10
2nd do. 6 do.	22	10
Summer Meeting 5 do.	17	10

Including Tax

Day Tickets

1st Enclosure:—

Gentlemen (On Saturdays and Gazetted Holidays) ...	Rs. 5
Gentlemen (On non-holidays) ...	Rs. 3
Ladies ...	Rs. 2

2nd Enclosure:—

Gentlemen ...	Re. 1
Ladies ...	As. 8

Including Tax

Note.—There may be one or two Extra Days' Racing after the Summer Meeting.

AN ASSOCIATION LUNCH

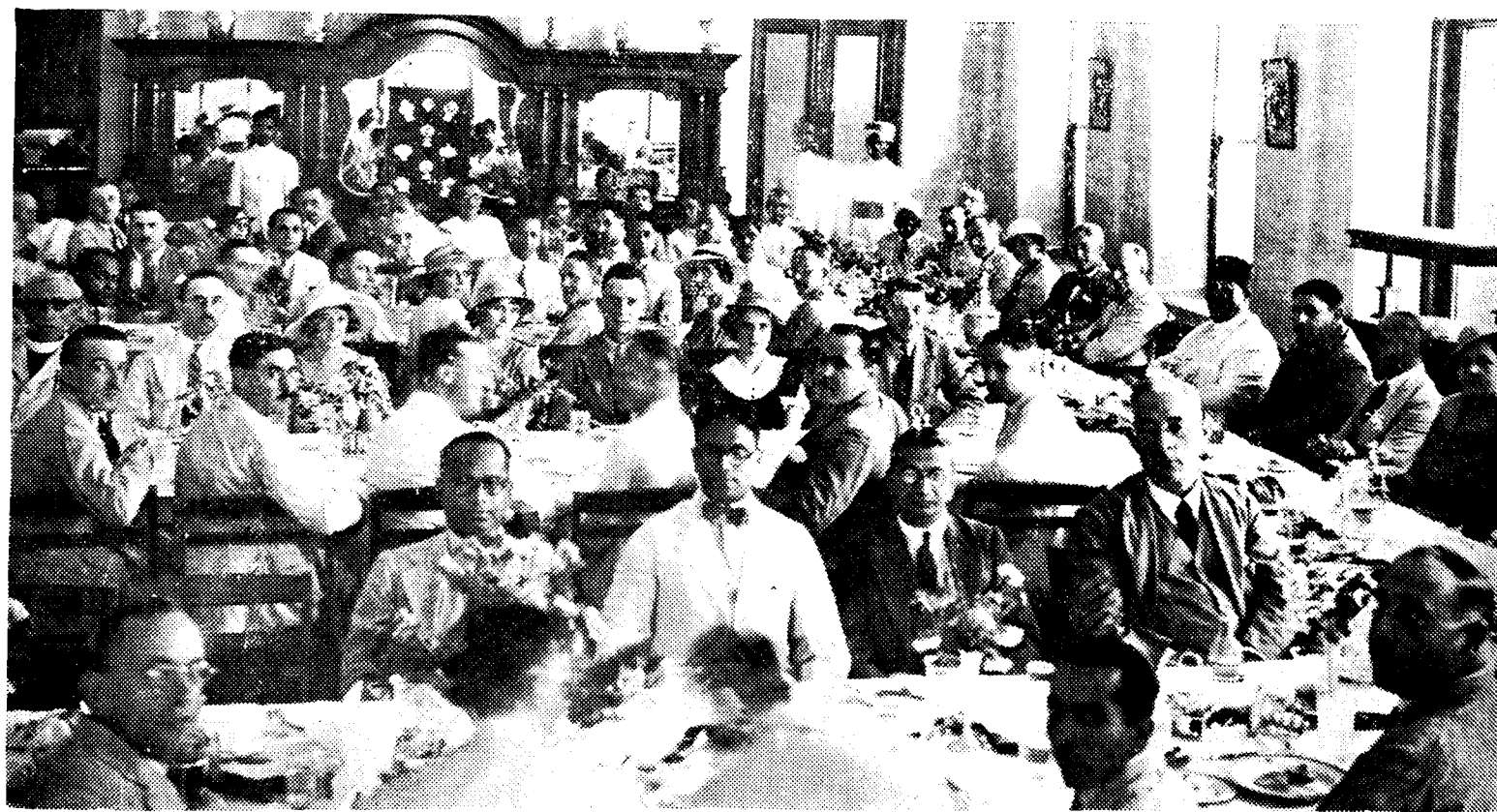
The first of a series of social functions proposed to be held by the Automobile Association of Southern India, i.e., A lunch, was held at Hotel Bosotto, Madras, on Wednesday 4th December 1935, and as an experimental measure proved to be a distinct success. Sir Mahomed Usman, K.C.I.E., the President of the Association presided, whilst the following prominent gentlemen were present as guests of the Association:—

Sir Charles Cunningham, Kt., C.S.I.,
(Inspector-General of Police).
Mr. H. Burkinshaw,
(Chairman, I.R.T.D.A., Madras Branch).
Mr. R. Hume,
(Deputy Commissioner of Police, Madras).
Mr. A. A. Hayles,
(Managing Editor, "The Madras Mail").
Mr. G. E. Walker,
(Secretary, European Association, Madras Branch).
Mr. K. Visvanathan Iyer,
(Sub-Editor, "The Hindu").

In all ninety persons sat to lunch, including 52 members of the Association and 32 members' guests.

After an enjoyable meal, at which guests and members appeared to get into good terms with each other, Sir Mahomed Usman, K.C.I.E., the President of the Association, delivered a short address in which he welcomed all present and thanked them for the keen interest they had displayed in attending the function and explained that more members were necessary to enable the Association to proceed with schemes in hand and to obtain a more powerful status. He went on to explain the object of holding the lunch and then called upon Mr. K. R. Simpson, the Chairman of the Committee, to speak upon the several items of major importance on which the Committee had been working in the interests of members during the past year.

Mr. Simpson then delivered an address dealing with the high rate of customs import duty on Motor Vehicles and Accessories; the desirability of a larger grant for road development from the revenue derived from excise import duty on petrol;



By courtesy of

Some of the A.A.S.I. members and their guests at the Association lunch on the 4th December.

"The Madras Mail."

the necessity for steps to be taken to augment the revenue now available for the maintenance of roads which, throughout the Presidency are falling into a deplorable state of disrepair, the high rate of M. V. Taxation in the Madras Presidency, and finally the necessity for some measure whereby motorists visiting the Madras Presidency shall be exempt from payment of M. V. Tax for an initial period.

Mr. Simpson also explained briefly the action that had been taken by the Committee on all of these points, all of which have been published in this journal from time to time.

The President then invited those present to open discussion on the various points raised.

Mr. J. A. Rowland Knox asked the question as to whether cyclists could not be brought under closer control, to which a police official remarked that no law yet existed under which the police could control cyclists.

The Secretary then explained that, not only was there no law under which cyclists could be controlled, but there was no Act under which any form of road traffic other than motor vehicles could be controlled and that herein lay the one great disability of motorists. He went on to explain that as the law stood at present the motorist alone is held responsible for every accident which may occur, even though his vehicle is on the side of the road. He said that what was wanted was a Road Traffic Act and that in order to obtain such a measure, motorists should join motoring organisations so as to make them more truly representative. He added that the A.A.S.I. could hardly be regarded as fully representing the motorists of Southern India so long as only a small percentage of the 21,000 motorists actually belonged to the association.

Mr. A. A. Hales, the Editor of the *Madras Mail* then gave a lengthy address in which he urged the necessity for greater publicity on the part of the Association which in the past appears to have been hiding its light under a bushel. He stressed the fact that while the official journal of the Association provided for publicity amongst its members, it did not give sufficient publicity amongst the 20,000 odd non-member motorists of Southern India, and consequently it was essential that the daily press should be taken more closely into the Committee's confidence so as to tell the motoring public what the Association is doing for them, and so induce them to join the Association. He added

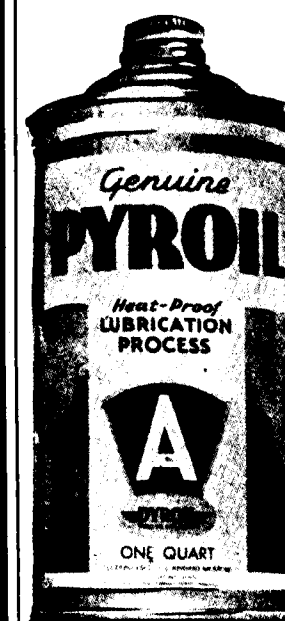
that no Government, however strong, would be able to resist an appeal made on behalf of 20,000 motor owners.

The Rev. Mr. S. D. Bawden, a missionary member, made a very strong appeal for a reduced subscription for missionary motorists, many of whom resided in the mofussil, owned motors and toured extensively but were not able to meet the present subscription of Rs. 15 per annum. He asked the Committee to consider whether a reduced mofussil subscription could not result in a larger membership.

Mr. D. M. Reid suggested that the Association could ensure much publicity if the Committee furnished the members of the Corporation and other municipal councils, also Members of the Legislative Council with questions and supplementary questions to be raised at the respective Council Meetings; he also suggested that the Automobile Association of Southern India Committee should draft bills in motoring matters for Members of the Legislative to take up in the House.

The President then concluded the proceedings by thanking the speakers for their remarks and suggestions and assured them that the Committee would give all the points raised due consideration.

Mr. K. K. NAMBIAR, B.E.A.M.I.E.,
District Board Engineer, Tinnevely,
writes on 10-10-'35



"I have been using Pyroil 'A' and 'B' for my Austin 12 car admixed with fuel and crankcase oil respectively for the last one thousand miles and I find that the performance of the car has considerably improved. I feel all that they claim is true regarding reduction of friction, for there is a silky feeling about the engine after conditioning it with Pyroil. The mileage per gallon of petrol has also improved and as far as I have seen it **hasn't any of the evil after-effects of some other Top Cylinder Lubricants.** Engines fitted with adjustable carburettor jets could be run on slightly smaller jets, if Pyroil is regularly added to fuel and crankcase oil.

Sole Agents:—
PYROIL CO. of India
Bharat Buildings, Mount Road, Madras

AVIATION

Madras Flying Club Notes

The month of November saw the club slowly coming to life again after its latter disasters. The turn of the tide can be dated from the 3rd November, a twelve month after the beginning of the club's spell of serious misfortune when on the 5th November last year the Rajah of Vizianagram's Avro Commadore was crashed at Gwadur. On this later and happier day the club's new Gipsy II metal moth, built at the Flying Club, was ceremoniously received into the club's fleet, with a big and jolly club tea party to members and their friends to mark the event and a bottle of champagne broken at the nose. VT-ACU its registration letters, which originally belonged to the machine that was crashed at Trichy on the 11th February 1934, presumably because the rear half of that ill-fated machine figures in the new one.

The following day the club Puss Moth VT-ACB was flown again for the first time since the terrible disaster to Rajah I. V. Krishna Row's Puss Moth VT-ABU, the Club Instructor flying to Bangalore and back for the purpose of deciding which of the three sites provisionally chosen by the Mysore State would be best for Bangalore's Civil Aerodrome. The northernmost was the one he chose, that now occupied by the Jakkur reserved forest. On the same day arrived by train the Aircraft Instructor for his annual visit, this time Mr. F. A. Kappey from the home Air Ministry, and the club had the pleasure of his company till the 10th. On the morning of the 10th there arrived from Bangalore the Indian National Airways Dragon Moth VT-AEK piloted by Mr. A. G. L. Carey and bringing Sir Frank Noyce and two other passengers. The club had arranged a big breakfast party that morning, in the midst of which Sir Frank Noyce & Company arrived. A very well-attended party and as usual "a good time was had by all" only this time by more than usual.

Nothing of particular note then happened till the close of the month. Mr. G. C. Arya flew to Chettinad in the club Puss Moth with a passenger on the 25th and returned the following day. On the 27th the Club Instructor flew in the same machine to Colombo and back, taking Mr. W. B. Schleiter of Bombay on business and Mr. C. B. Darius a youthful club member, on pleasure, the

latter returning with the machine. The direct route across the Palk Strait was taken on the outward journey and the machine landed at the still unfinished aerodrome at Ratmalana, some 8 miles south of Colombo, the first aeroplane to use it. The return journey was made *via* Adams Bridge and Trichy. Four hours there and 5 hours 20 min. back with a 2-hour stop at Ratmalana, where there was great enthusiasm and interest.

On the 29th the Club Instructor flew the Puss Moth to Samalkot and back with Mr. J. L. Sircar, a one-time member of the club as passenger, for the purpose of dropping some 3½ cwt. of advertising matter over towns on the way there and back. Some 22 towns were thus treated in the course of 9½ hours flying including Nellore, Bezwada, Rajahmundry, Coconada, and Masulipatam. The day was almost windless and the aiming of the leaflets into the bazaars very successful.

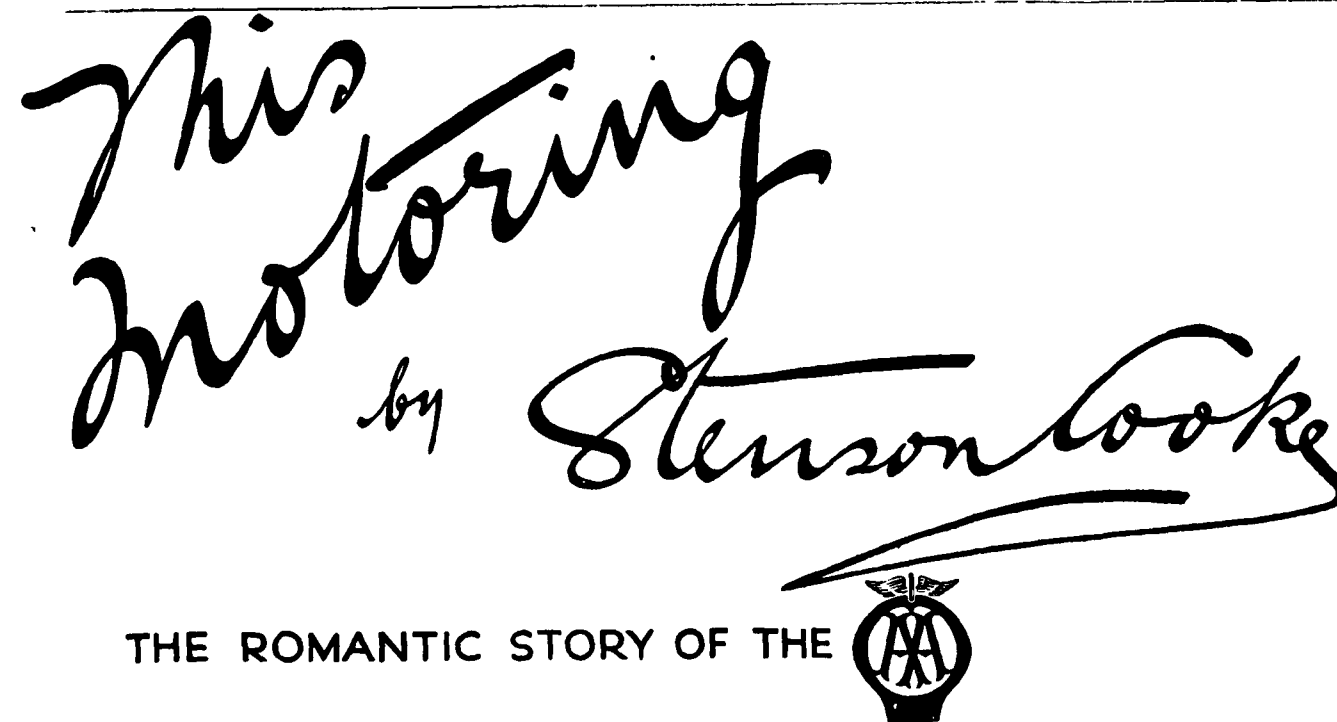
Twenty-five hours of dual instruction was carried out during the month and 25 hours of solo flying by members.

Flying Time for November 1935

Dual instruction to members under training	14-40
Advanced dual to "A" licensed pilots	10-40
Solo flights by members under training	..
Solo flights by "A" and "A-1" pilots	15-00
Pilot with passengers	10-10
Joy rides	2-15
Cross country trips in club machine piloted by the Club Pilot	22-45
Other flying	0-15
Test flight	0-50
Hrs.	77-10

The following members took dual instruction during the month:—

<i>Europeans:</i>	Dr. R. J. Dyson	Advanced dual.
	Mr. P. Somerville	do.
	Mr. D. W. Law	do.
	Capt. J. R. S. W. Elkington	
	Mr. P. W. Lomax	
<i>Indians:</i>	Mr. M. Ananda Prasad	Advanced dual.
	Mr. G. C. Arya	do
	Mr. T. M. Rangachari	do
	Mr. A. S. Ratnam	do
	Mr. J. Mathai	do
	Mr. S. M. R. M. Solayappa Chettiar	do
	Mr. W. Parthasarathy	
	Mr. M. D. Sundararajan	
	Mr. C. B. Darius	
	<i>New members during the month—</i>	
	Mr. P. W. Lomax	
	Mr. C. B. Darius	



THE ROMANTIC STORY OF THE

CHAPTER XIX—contd.

L.I.A.T.

"That will set the L.I.A.T. a good example," said one experienced in these matters. "We were almost choked by the hospitality of never-mind-which Club. Our hosts, bless 'em, hardly allowed us an hour to ourselves, even for shopping."

Simple entertainment. "We must take them down the Brighton road where we started our fight against police traps," said an A.A. man. "We'll borrow an idea from the Guards to Hastings day, and get our members to provide the cars."

"Agreed! And what about showing them Father Thames?" asked a C.T.C. colleague.

"Good idea! Let's hire a launch and share the expenses. And then there is lunch!"

"I'll give everybody lunch in my orchard," said the Vice-Chairman, an M.U. enthusiast. "I live quite near the River, and after that they can enjoy a motor run through nice country."

"Members' cars again—to my place," said the Chairman of Finance, also an M.U. stalwart, "and I'll give them all tea. Let them wander round my old-world garden, and play tennis too, if they feel like it."

Thus these very good-natured gentlemen set the seal of success upon the L.I.A.T.'s second visit

to England. Tickets for the opera, or a play, or a musical show, were offered and taken. All went well until the last official day, when they who rather prided themselves upon "good staff work," tripped up badly.

At that time Earl's Court Exhibition was a popular resort. The band of His Majesty's Guards discoursed sweet music, while London's work-people perambulated slowly in keeping with the "Blue-Danube," or quickly for "The Man Who Broke the Bank at Monte Carlo."

The Big Wheel turned ponderously on its axle, and was subject to attacks of engine failure, when unlucky occupants of the dozen or more suspended carriages which remained in the air beyond reach of the highest ladder would be stranded for hours—sometimes for a whole night. For compensation the Directorate paid each sufferer a guinea. This was attractive. Passengers were rarely alone. Solitude in two was sought, for reasons into which it would not become a history so sedate as this to probe too deeply. The Big Wheel thereby became a vogue—whatever that may mean—and the shareholders profited accordingly.

There were also side-shows, stalls, scenic railways, and other attractions, and—the Welcome Club, which merits a paragraph to itself.

Exhibitions might come and Exhibitions might go, but like a river the Welcome Club flowed on

for—nearly—ever. It was an oasis in a desert of gravel. Reception-rooms, cloak-rooms, bars, and other amenities of civilization converged upon a restaurant wherein man's and woman's appetites were first excited and then assuaged by clever catering. At this delectable spot a well-meaning Entertainment Sub-Committee of the C.T.C. and A.A. & M.U. unanimously decided to hold the final function.

"It shall be our swan-song," said the Chairman. "The last evening of the L.I.A.T. congress shall be a star turn. Dinner at the Welcome Club, speeches short and—we hope—sweet, and after that—Fun, with a big F."

But nobody thought of the weather, and when evening came it rained—oh! how it rained.

The last Meeting of the World's most influential Touring Organizations convened and held for the second time in delightful England was drawing to a close. The Secretary of the Alliance, a right trusty and well beloved Dutch gentleman, who combined a capacity to speak in several languages with the discretion to keep silent in many others, had expressed on behalf of his colleagues, the visitors, their heartfelt thanks, in commendably few and well-chosen sentences.

The right trusty and well beloved Chairman of the A.A. and M.U. had replied in suitable terms, and the equally trusty and beloved Chairman of the C.T.C. had identified his Committee and himself with the sentiments so ably, and if he might add, so exquisitely expressed by his colleague and friend in the Chair.

Loud and prolonged applause.

Then from the Chair came an announcement, eminently befitting the imagination of a future statesman. It anticipated by much more than a decade the British Broadcasting Corporation.

"We are now closing down for two hours, and then we shall switch over to the Welcome Club, Earl's Court Exhibition, for dinner, light music, and pleasant intercourse."

So far, that was all excellent, but within half an hour the rain started. Real London June rain—steady, persistent, pitiless.

The chief paid official was nearly at breaking point. "This is the Blue Alsatian limit!" he wailed. "Just think of it! We award each other medals for organization, and imagine we deserve 'em, and

here we are, with nice men and charming women, gaily dressing up in their best to go to our final function, and—just listen to the rain! Why on earth didn't one of you fellows—oh, that's not fair—why didn't it occur to *me* that Earl's Court would be a wash-out if it rained? *Damn! DAMN!! DAMN!!!*

Devoted colleagues shared his distress, and sought to soothe him.

"Don't give way, sir," said one. "We've been in tight places before, and have come out smiling. Let's order a couple of motor buses to take the guests along."

"Thank you! That's not at all a bad idea. But the buses must stop at the turnstiles, and then everybody will have to slop along for a quarter of a mile or so in the rain on soddened gravel, in thin shoes, and with influenza as an extra dish in an otherwise attractive menu. Where we were wrong," he continued, "was in omitting to back our fancy each way!"

"Each way! How?"

"We should have emulated Harris in 'Three Men in a Boat' and asked—like he did—'What about when it rains?'"

"And then?" asked one.

"Don't be silly! We could have fixed up to cancel the Welcome Club, and held our winding-up dinner here, dry and warm in this hotel! But it's too late now."

Thus did the best-laid schemes of mice and motoring gang agley. Yet not entirely.

The motor buses rolled up to time, and This Motoring's descendants of the Tower of Babel entered and seated themselves with hopeful confidence.

"After all," they thought, "this is England. Anything can happen in England—therefore, why worry?"

The Good Fairy of the old A.A. happened to be on duty that evening. Imprecations uttered by the one who should have known better but didn't, had broken in upon her particular and personal wave-length. She construed them into a prayer, and took action.

"What luck!" cried the worried one. "Here we are at Earl's Court, and it has stopped raining.

All we have to do now is to carry the ladies to the Welcome Club." That was done in great style, with the exception of a few generously-proportioned ladies, who thought it safer to walk and dodge the puddles as best they could.

Vast mats at the Club entrance displayed WELCOME in wet letters. Food and drink and good service made everybody try to forget damp feet, and treat a fiasco as a joke.

Nevertheless, the dinner as a function was not a success.

"This is awful," whispered the Chairman. "It's going flat, and the confounded rain has started again. What shall we do?"

"More speeches, sir. Make one of your topping speeches about brotherhood and all that. Great nations gathered together to make the path of tourists easy. Frontiers vanishing with a wave of the magic wand of our Alliance. Then get our friends on their feet to reply, one after the other. That will keep us going until we can get the motor buses along. We told the drivers not to leave the Exhibition, and arranged supper for them."

"All right! Keep the wine waiters busy," said the Chairman, and proceeded to bridge an awkward gap in his best parliamentary style.

The Congress was held in one of London's largest hotels, and most of the visitors stayed there. This afforded one last despairing chance of ending the imperfect last evening of a perfect week on a less depressing note.

A self-appointed Sub-Committee of three crept out for a consultation.

"Here's an idea," said the paid member. "Let me telephone the hotel manager and tell him our trouble. Perhaps he can fix up something."

"Certainly! But what?"

"Well, if we could get them all back into one of those gorgeous rooms or lounges, with thick carpets and settees and curtains, and plenty of light, and coffee and sand-wiches and drinks, it would help them to forget the rain. See?" He paused for breath.

"Yes, of course. Do it, and persuade him to let us stop up as long as we like. We can square the waiters."

That was agreed, and done.

The Hotel Manager chuckled through the telephone: "Right, sir, leave it to me."

So the Sub-Committee crept back to the dining-room. More whispering to the Chairman. He smiled appreciatively, finished his ginger ale, tapped on the table, rose, and—

"Ladies and gentlemen! Friends one and all! (*Très bien! Ganz gut! Molto bene!* Hear, hear! from round the table.) "Thank you! We have tried, and you, our esteemed guests, have most generously helped us, to combat the misfortune which our infernal—I mean, our uncertain English weather has so inopportunistically intruded upon our last evening. I am sure our joint hosts, the Cyclists' Touring Club, will support my earnest plea that we shall not say good-bye to each other yet! You, our friends, must not depart to your several homes in Europe with this infernal rain—I mean, our uncertain weather, pattering wetly on your memory of a successful week."

(*Molto bene. Ganz gut. Très bien.*)

"Thank you, ladies and gentlemen. The motor buses now await your pleasure. I beg to suggest that we go back to the hotel to finish the evening."

A babel of approval brought sighs of relief from the hosts.

Oh, yes! The English always muddle through. Curtains, carpets, settees, lights, sandwiches, drinks, smiles, and friendly talk, combined to save the situation. Earlier discomforts were forgotten under the spell of warmth and conviviality.

"Smoke your pipe if you prefer it. No more ceremony—we are at home! What about another whisky and soda? or a brandy—what you call a 'push coffee'? When you come to think of it, a liqueur does push the coffee, eh?"

(*Très, très bien! Ha! Ha!*)

The Hotel Manager beamed upon the results of his staff work, carried out at notice so short. He was spotted by the self-appointed emergency Sub-Committee and pulled into a merry group.

"Here is the sportsman who helped us out," said he who had cause to be especially grateful. "Come along everybody and shake hands with him. Now, Mr. Manager, let us present you to our esteemed Secretary-General of the L.I.A.T., of Baarn, Holland. Also to Herr Blank of Hamburg. Signor Blank of Milan, Madame and Monsieur

Blank of Brussels. By the way, what particular nation has the privilege to claim you?"

The beaming Manager bowed and replied, "I am Sweess."

A week later. The not-too-unhappy guests had departed, the accounts had been checked, agreed with the C.T.C., and settled, and the relieved Committee met in a small room in the British Empire's leading hotel just prior to the Annual General Meeting.

"We have much upon which to congratulate ourselves, gentlemen," said the Chairman. "Our finances are sound, the membership is growing by leaps and bounds. Three thousand, two hundred and seventy-nine new members have just been elected, bringing the total to eighty-nine thousand, one hundred and eighty-nine. Within less than four months we shall be occupying our usual Stand at the Olympia Motor Show, thanks to our friends, the Society of Motor Traders, and our Secretary wishes me to tell you—but let him tell you himself. Go on, Mr. Secretary."

"Thank you, sir. I have every reason to hope that by Olympia Show time we shall be *one hundred thousand strong*. Surely a World Record."

"Bravo! We must give a dinner to celebrate that," said Charles One.

"Yes—a big one, and invite all the Press!"

"Rather! And friends of other motoring bodies—especially the trade who have helped us so much," cried another.

Carried with acclamation.

The Committee then followed the Chairman into a larger room for the Annual General Meeting, at which everything passed off in accordance with happy tradition.

"Good-bye! Mr. Chairman. Good holiday to you." His hand was wrung by many admirers.

"Thank you—the same to you, gentlemen, and to you, Mr. Secretary. When we meet again after the holidays our scoring board will mark *the first hundred thousand*, eh?"

"Yes! thank you, sir. I hope so, and think so!"

But the Secretary was wrong. The Good Fairy of the A.A. must have gone on holiday, too; for the scoring board had to be turned to the wall. The big dinner to celebrate achievement of the First Hundred Thousand was indefinitely postponed.

Holidays were cancelled. The Olympia Motor Show was not held.

Why?

The answer is easy, now!

This happened in July, 1914, and within three weeks Europe was at WAR.

CHAPTER XX

FOR KING AND COUNTRY

The Reservists were called up. The A.A. patrol staff was automatically depleted by one third.

The Territorials were mobilized, which meant depletion of indoor staff. Kitchener called to male Britain. More depletion.

The Committee was in meeting—Secretary speaking:

"And, Mr. Chairman, the Staff wish me to convey to the Committee, through you, sir our unanimous agreement to a reduction forthwith in our pay, of twenty-five per cent., because nobody knows where this awful upheaval may lead, nor when it will end. Nor, too, in what way the Association may be affected. We feel that we must sacrifice something."

This gesture was accepted in the spirit in which it was made, with one reservation by the chairman of Finance—who was always thinking of those not so prosperous as himself—that when things settled down, if they ever did, and the atmosphere cleared—he hoped so—full pay should be resumed and sacrificed pay returned.

Meanwhile, there should be separation allowances for all who joined up, and everyone's job should be kept open.

"And may those of us who wish to, join up, please?" asked the Secretary.

"Why certainly!" replied the Chairman. "I'd go myself if only I were twenty years younger."

Depletion of staff was thereby accelerated.

What to do next? An idea! Form a Volunteer Motor Corps for Home Service, and offer it to the Government.

With the help of military experts the scheme was completed to the last button on the tyre covers, printed in a style most attractive, and presented to the War Office "for approval and necessary action, please."

(To be continued).

THE BRITISH BROADCASTING CORPORATION CHRISTMAS DAY PROGRAMME

"THIS GREAT FAMILY"

The BBC announces that on Christmas Day, and through ties and kinship and a common loyalty made true members of that "great and widespread family" whose ruler is His Majesty the King. Colonial representation will be effected by reference to family ties with some of the homes participating in the programme.

The programme will be entitled "This Great Family", recalling that, in his address to his people on Christmas Day last year, his Majesty the King spoke of them as "this great and widespread family".

At the beginning of the programme carollers in London will sing "God Bless the Ruler of this House" — words which express the friendship and unity which is the spirit of Christmas Day. Then will follow ten sound pictures, five of them from points in England, Scotland, Ireland, and Wales and, alternating with them, one each from Canada, South Africa, India, Australia, and New Zealand. These Empire relays will go right round the clock from breakfast time in Canada to 3.0 o'clock in the morning from New Zealand.

In these sound pictures families will be heard all over the world united and happy in themselves



By courtesy of

The B.B.C.

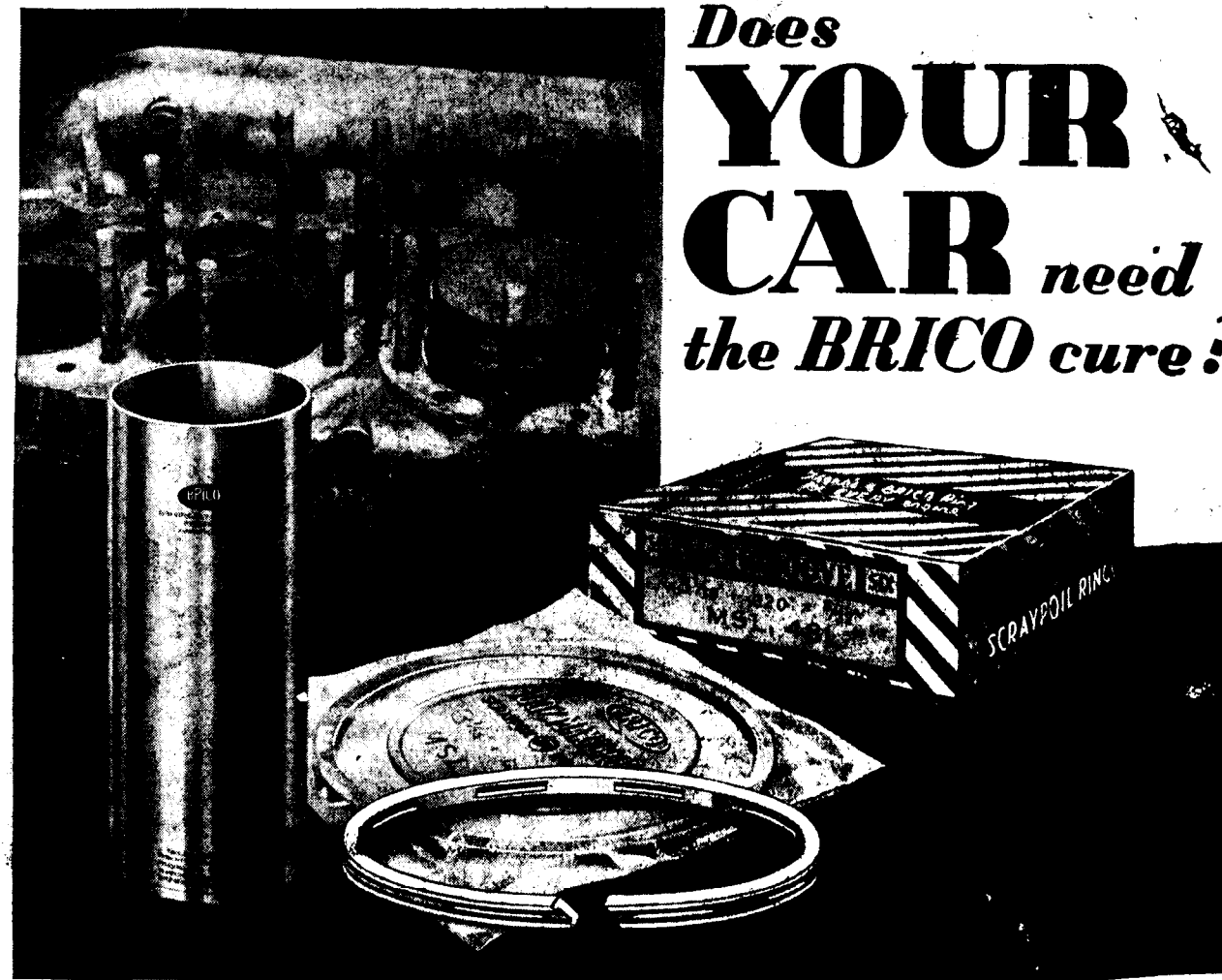
Australia, South Africa, New Zealand, Canada, and India will all contribute items to a programme, which will be broadcast throughout the Empire by the BBC on Christmas Day, entitled "This Great Family". At the conclusion of this programme it is hoped that His Majesty the King will again broadcast seasonal greetings to listeners throughout Great Britain, the Dominions, and Colonies.

"This Great Family" will be broadcast at 2.30 p.m. G.M.T. from all stations in Great Britain and from the Empire Broadcasting Station as follows:—

Transmission 3—December 25

			Directional Aerial Array
GSD	..	25.53 metres	East and West
GSF	..	19.82 metres	North and South
GSG	..	16.86 metres	East and West

The programme was been organised by the BBC in close collaboration with the British General Post Office. Other broadcasting organisations which are co-operating are as follows: Australian Broadcasting Commission, New Zealand Broadcasting Board, African Broadcasting Company, Ltd., Canadian Radio Broadcasting Commission, and the Controller of Broadcasting, Government of India.



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Recordings of this programme will also be broadcast in other Empire transmissions on normal frequencies as follows:—

- Transmission 1—Thursday, December 26, at 9.55 a.m. G.M.T.
- „ 2—Thursday, December 26, at 11.0 a.m. G.M.T.
- „ 4—Wednesday, December 25, at 6.5 p.m. G.M.T.
- „ 5—Wednesday, December 25, at 11.0 p.m. G.M.T.
- „ 6—Thursday, December 26, at 3.25 a.m. G.M.T.

Note:—It is possible that minor alterations may be made in the details of the programme between the date of the announcement and Christmas Day. Full details of any such alteration will be notified in the British Official Wireless News Bulletins, which are broadcast from Rugby by courtesy of the British Foreign Office.

The BBC announces that under present arrangements His Majesty the King will on Christmas Day at 3.0 p.m. G.M.T. broadcast a message to the Empire from Sandringham for the fourth year in succession. His Majesty's message will be preceded by a composite programme, to which each Dominion and India will contribute, entitled "This Great Family". His Majesty will be introduced to listeners by a child speaking from New Zealand.

Recordings of His Majesty's address will be broadcast in other Empire transmissions following the programme entitled "This Great Family" at times previously announced.

The following alterations to the normal frequencies employed in Transmissions 2 and 3 have been arranged for Christmas Day, December 25. In Transmission 2 GSG will be beamed North and South in order to provide for the reception in Africa of the special Christmas Morning Service, which is to be relayed from Leicester Cathedral GSF will, as usual, be beamed East and West in order to favour reception in India, the Far East, and parts of Australia.

In Transmission 3, GSG will be beamed East and West to allow for the reception of the special Christmas Day programme and the message by his Majesty the King in the West Indies, Canada, British Guiana, and the U.S.A.; GSF will be beamed North and South in order to permit reception in Africa, and GSD will be beamed East and West for the benefit of listeners in India, the Far East, and, possibly, Australia and New Zealand.

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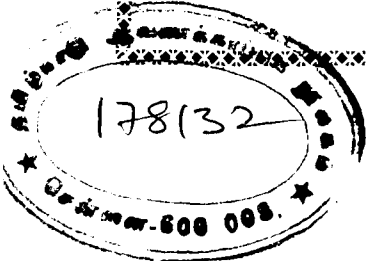
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- 3. Because no man is infallible, and you are likely to be involved in an accident or dispute, requiring legal advice or assistance to obviate the necessity for frequent attendance at a distant Police Court.
- 4. Because you are bound to travel at 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 Rs. being my annual subscription for one year from this date, the badge fee and cost of fitting (see below).

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

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

Date.....

Name of Member.....

Address.....

Member proposing.....

Ackd.....

Entd.....

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

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

Elected.....

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