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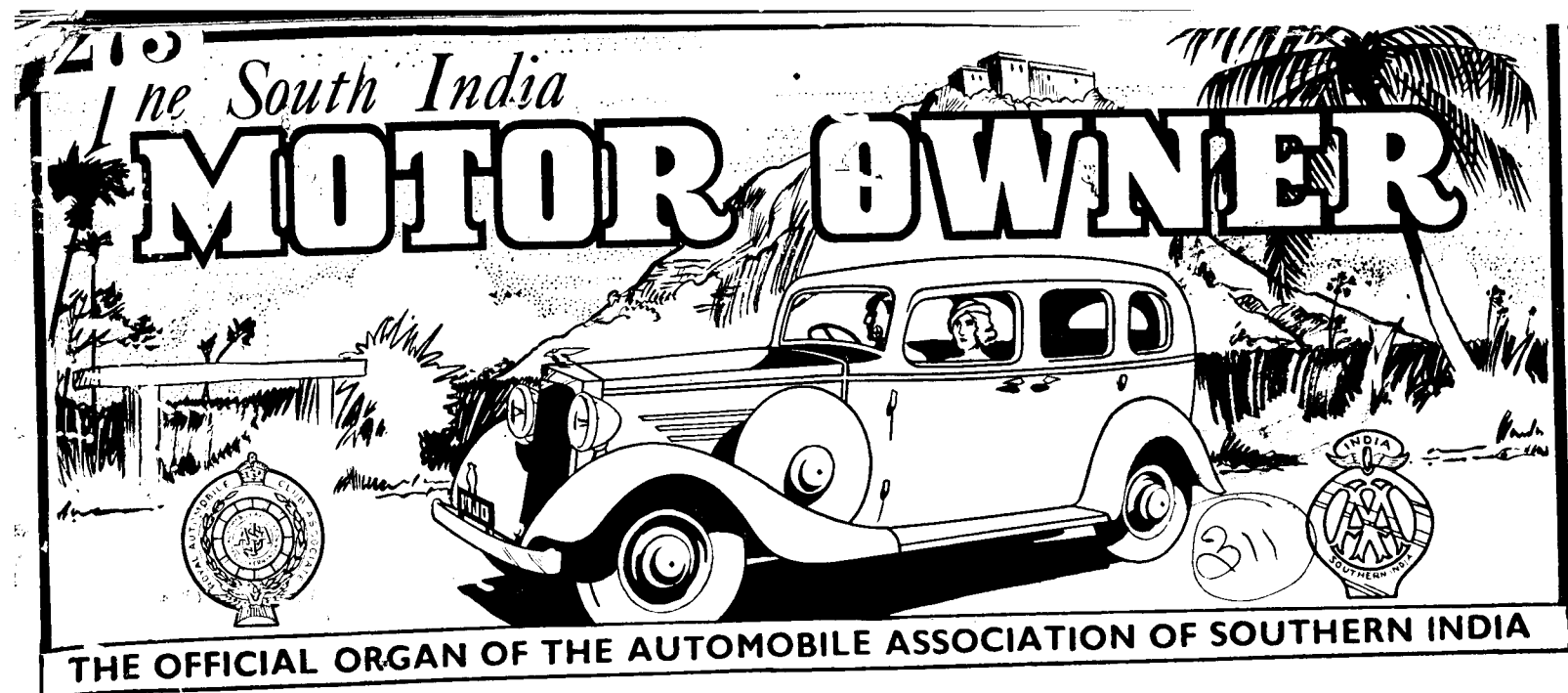
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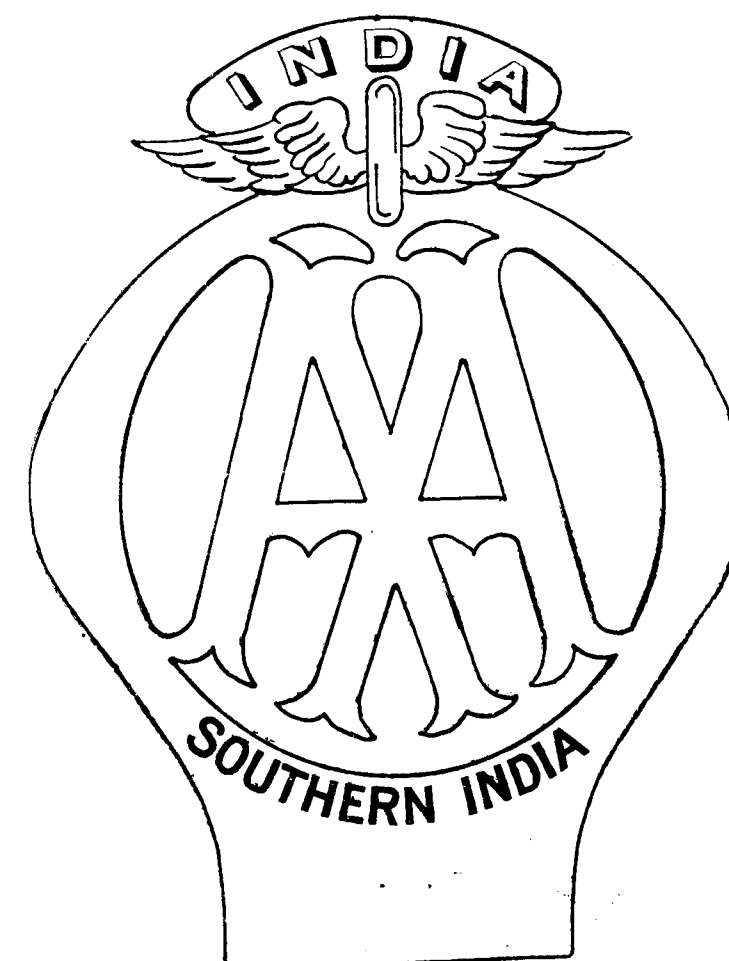
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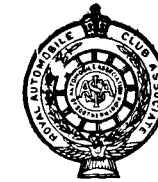
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The Official Organ of the
Automobile Association of Southern India



Volume VIII Number 10

OCTOBER 1936

NOTES AND NEWS FOR A. A. S. I. MEMBERS

Road Information

THE month has been uneventful so far as rainfall is concerned and there has been practically no dislocation of road communication owing to flooded rivers.

With the North East Monsoon imminent, it will not be out of place to mention the arrangements that have been kindly made by the Railway authorities to stable trucks at stations on both sides of unbridged rivers near main roads during flood periods.

These stations are as follows:—

River	Railway Station
<i>Great Southern Trunk Road</i>	
Palar (Chingleput)	Chingleput.
Ponnaiyar (Villipuram)	Madurantakam.
	Acharapakkam.
	Villipuram.
	Ulundurpet.
<i>Great Northern Trunk Road</i>	
Penner (Nellore)	Nellore.
Kistna	Kavali.
	Guntur } Metre gauge
	Bezwada } gauge
	or
	Kistna Canal } Broad gauge
	Bezwada } gauge
Godavary (Rajahmundry)	Kovvuru.
	Rajahmundry.
	or
	Nidadavolu.
	Rajahmundry.

Bangalore-Secunderabad Trunk Road

Tungabhadra and Kistna (Kurnool)	.. Kurnool Town.
	.. Mahbubnagar.

Madras-Calicut Trunk Road

Palar (Wenlock Causeway)	.. Katpadi.
	Wallajah Road Station.

Madras-Bangalore Trunk Road

Ponnai (Rice Causeway)	.. Katpadi.
	Wallajah Road Station.

Trunk Road between Tuni and Uddandapuram

Information has been received that this portion of the trunk road on Rajahmundry-Vizagapatam road has been under repairs since the middle of last month. It is hoped that the repairs will be completed and the road set right by the middle of October.

Bellary-Anantapur Road

Information has been received from a member who travelled over it a few days ago that this road is in excellent condition, but that care should be exercised on account of the numerous "Irish" bridges.

Madras Motor Vehicle Taxation—Short Term Licences

In the Madras Legislative Council recently the Hon'ble The Raja of Bobbili, Chief Minister, presented the report of the Select Committee on the Bill further to amend the Madras Motor Vehicles Taxation Act, 1931, and moved that the Bill be taken into consideration.

The objects of this Bill are (1) to provide specifically for the issue of half-yearly and annual licences and (2) to take power to issue licences for short periods not exceeding one month in respect of motor vehicles entering the Presidency.

The yearly licence will be valid up to the end of the financial year (March) and the half-yearly licence up to the 30th September or 31st March, as the case may be. The tax payable for a half-yearly licence will be the same as the tax for two quarterly licences and the tax for an annual licence will be the same as for four quarterly licences. If licences are obtained after the expiry of one or more complete months in the year or half-year, the same

reduction will be allowed as is now done in the case of quarterly licences. Refunds will be given if half-yearly or annual licences are handed in before the date of expiry as is now done in the case of quarterly licences.

The intention at present is to permit the issue of short term licences in the case of private motor vehicles entering this Presidency from outside and using the roads here for a short time. Provision will be made for weekly and for monthly licences. In the case of these licences, refunds are not to be allowed under any circumstances. For periods exceeding one month the ordinary quarterly licence should be obtained.

SCHEDULE OF TAXES.

The Bill having been taken into consideration the Chief Minister moved an amendment to introduce the following schedule of taxes, in place of that recommended by the Select Committee, for motor vehicles fitted with pneumatic tyres :

			For a period not exceeding seven days		For a period exceeding seven days but not exceeding thirty days.	
			Rs.	A.	Rs.	A.
1. Motor cycles (including motor scooters and cycles with attachment for propelling the same by mechanical power) not exceeding 8 cwt. in weight, unladen.						
(a) Bicycles	..	..	1	4	3	12
(b) Bicycles, if used for drawing a trailer or side-car	..	..	1	12	5	0
(c) Tricycles	..	..	1	12	5	0
2. Motor vehicles not exceeding 5 cwt. in weight, unladen, adapted and used for invalids	..	..	1	4	3	12
3. Motor vehicles used in the course of trade and industry for the transport or haulage of goods or materials including tricycles weighing more than 8 cwt. unladen						
(a) Vehicles not exceeding 15 cwt. in weight unladen.	..	..	12	8	37	8
(b) Vehicles exceeding 15 cwt. but not exceeding 30 cwt. in weight, unladen	..	..	21	0	62	8
(c) Vehicles exceeding 30 cwt. but not exceeding 50 cwt. in weight, unladen	..	..	33	8	100	0
(d) Vehicles exceeding 50 cwt. but not exceeding 70 cwt. in weight unladen	..	..	37	8	112	8
(e) Vehicles exceeding 70 cwt. but not exceeding 100 cwt. in weight, unladen	..	..	42	0	125	0
(f) Vehicles exceeding 100 cwt. in weight, unladen	..	..	46	0	137	8
(g) Additional tax payable in respect of such vehicles used for drawing trailers—						
(i) for each trailer not exceeding 1 ton in weight, unladen and	..	..	10	0	30	0
(ii) for each trailer exceeding 1 ton in weight, unladen	..	..	21	0	62	8
Provided that two or more vehicles shall not be chargeable under this clause in respect of the same trailer.						
4. Motor vehicles plying for hire and used for the transport of passengers—						
(a) Vehicles licensed under the Madras Motor Vehicles Rules, 1923, to carry in all not more than four persons	..	..	6	12	20	0
(b) Vehicles licensed under the Madras Motor Vehicles Rules, 1923, to carry more than four persons— for every person which the vehicle is so licensed to carry	..	..	1	12	5	0

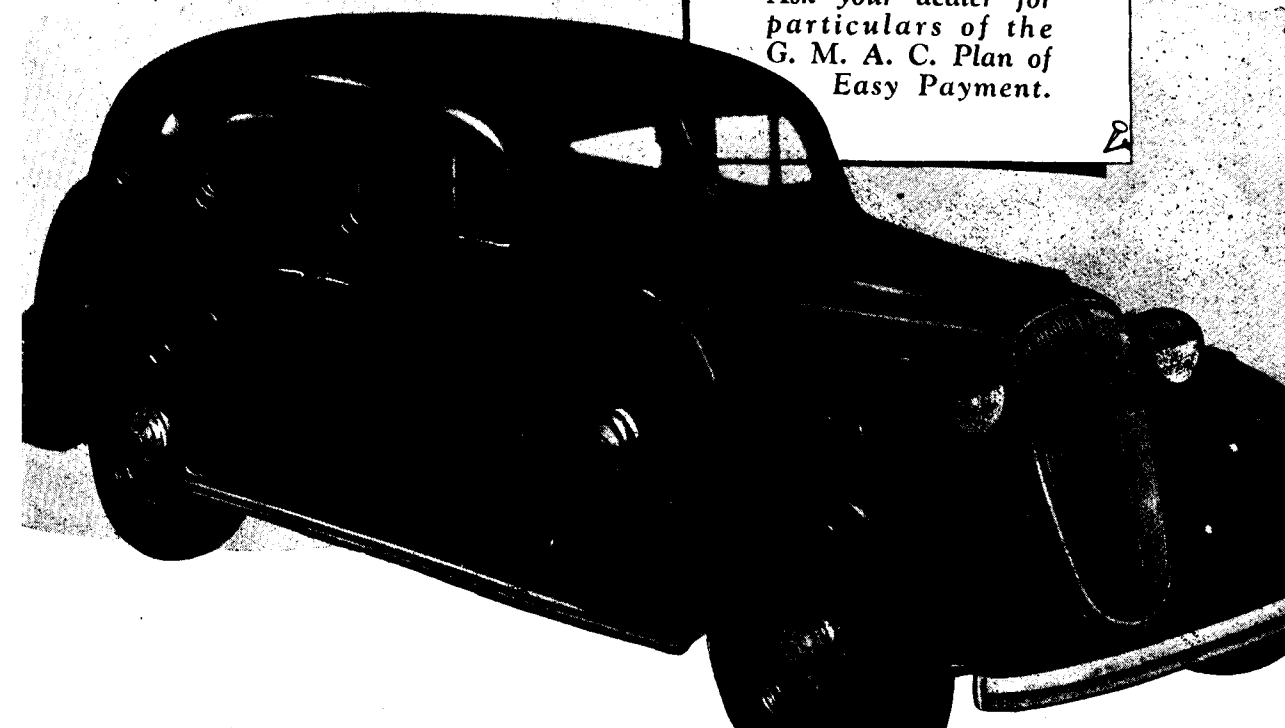


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SIX-CYLINDER ECONOMY

			For a period not exceeding seven days	Rs. A.	For a period exceeding seven days but not exceeding thirty days.	Rs. A.
5. Motor vehicles other than those liable to tax under the foregoing provisions of this schedule—						
(a) Weighing not more than 15 cwt., unladen	..	..	3	0	8	12
(b) Weighing more than 15 cwt., but not more than 30 cwt., unladen	..	..	4	4	12	8
(c) Weighing more than 30 cwt., but not more than 45 cwt., unladen	..	..	5	8	16	4
(d) Weighing more than 45 cwt., but not more than 60 cwt., unladen	..	..	6	12	20	0
(e) Weighing not more than 60 cwt., unladen	..	..	8	8	25	0
(f) Additional tax payable in respect of such vehicles used for drawing trailers.						
(i) for each trailer not exceeding one ton in weight, unladen, and	..	..	1	12	5	0
(ii) for each trailer exceeding one ton in weight, unladen	..	..	3	8	10	0

Provided that two or more vehicles shall not be chargeable under this clause in respect of the same trailer.

A schedule for vehicles other than those fitted with pneumatic tyres, which have to pay higher taxes, was also proposed.

Although the above bill was passed into law, it has not yet received the assent of the Governor in Council and there is no news of the actual date on which it will come into force.

Availability of Customs Carnet

The following is an up-to-date list of the countries for which the Carnet de passages en douanes of the A.I.T. is available and the Associations that guarantee this Carnet in their respective countries:—

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2. ALGERIA	.. Touring Club de France.
3. AUSTRALIA	.. Australian Automobile Association.
4. AUSTRIA	.. Österreichischer Touring Club.
5. AZORES	.. Automovel Club de Portugal.
6. BELGIAN CONGO and RUANDA URUNDI	.. Touring Club du Congo Belge.
7. BELGIUM	.. Royal Touring Club de Belgique.
8. BRITISH EAST AFRICA	.. Royal East African Automobile Association.
(including Kenya, Tanganyika, Uganda and Zanzibar).	
9. BRAZIL*	.. Touring Club do Brasil.
10. BULGARIA	.. Automobile et Touring Club de Bulgarie.
11. BURMA	.. Western India Automobile Association.
12. CEYLON	.. Automobile Association of Ceylon.
13. CIRENAICA	.. Touring Club Italiano.
14. CYPRUS	.. Cyprus Automobile Association.
15. CZECHOSLOVAKIA	.. Motor Touring Club pro Československo.
16. DENMARK	.. Forenede Danske Motorejere.
17. DUTCH EAST INDIES	.. De Koninklijke Nederlandsch-Indische Motor Club.
18. EGYPT	.. Egyptian Touring Association.
19. ERITREA	.. Touring Club Italiano.
20. FINLAND	.. Suomi Touring Club.
21. FRANCE	
22. FRENCH EQUATORIAL AFRICA*	.. Touring Club de France.
23. FRENCH WEST AFRICA*	
24. GERMANY	.. Der Deutsche Automobil Club.

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25. GREAT BRITAIN AND NORTHERN IRELAND	Automobile Association.
26. GREECE	Automobile et Touring Club de Grèce.
27. HOLLAND	Koninklijke Nederlandsche Toeristenbond, A.N.W.B.
28. HUNGARY	Magyar Touring Club.
29. ICELAND	Felag Isl. Bifreidaeigenda.
30. INDIA	Western India Automobile Association.
31. IRAN	Touring Club de l'Iran.
32. IRAQ	The Iraq Automobile Association.
33. IRISH FREE STATE	Automobile Association, Dublin.
34. ITALY	Touring Club Italiano.
35. LATVIA	Latvijas Republikas Auto Klubs.
36. LIECHTENSTEIN	Touring Club Suisse.
37. LITHUANIA	Lietuvos Automobiliu Klubas.
38. LUXEMBOURG, Grand Duchy of	Royal Touring Club de Belgique.
39. MADAGASCAR*	Touring Club de France.
40. MADEIRA	Automovel Club de Portugal.
41. MALTA	Alliance Internationale de Tourisme.
42. MOROCCO	Touring Club de France.
43. NORWAY	Automovil Club de Espana.
44. NYASALAND	Norges Automobil Forbund.
45. PALESTINE	The Automobile Association of South Africa.
46. POLAND	Automobile and Touring Club of Palestine.
47. PORTUGAL	Polski Touring Klub.
48. RHODESIA (Northern and Southern)	Automovel Club de Portugal.
49. ROMANIA	Automobile Association of Rhodesia.
50. SOUTH WEST AFRICA	Automobil Club Regal Roman, Office du Tourisme, Section A.I.T.
51. SPAIN	The Automobile Association of South Africa.
52. SWEDEN	Automovil Club de Espana.
53. SWITZERLAND	Motormännens Riksförbund.
54. TRIPOLITANIA	Touring Club Suisse.
55. TUNISIA	Touring Club Italiano.
56. TURKEY	Touring Club de France.
57. UNION OF SOUTH AFRICA (including Bechuanaland, Basutoland and Swaziland).	Touring et Automobile Club de Turquie.
58. YUGOSLAVIA	The Automobile Association of South Africa.
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Regulation regarding Driving Licences (for visitors) in Great Britain

In such cases where the applicant for a Driving Licence has to undergo an examination, i.e.:—

- where he is unable to present a valid International Driving Permit or a valid licence issued by a foreign competent Authority.
 - where the applicant suffers from some disability other than as defined in Regulation 5 of the Motor Vehicles (Driving Licences) Regulations, 1935.
- he must, in the first place, take out a provisional licence for which there is a fee of Rs. 5. A provisional licence is granted subject to the conditions that *until* the holder thereof has passed a test:—
 - he shall, except in the case of a motor cycle or an invalid chair, use it only under the supervision of a person who has held a licence for at least two years or has passed a test under the regulations, who shall be present in the vehicle with him,
 - and:—
 - the vehicle, if being driven by him, shall display in a conspicuous position on the front and on the back of the vehicle a distinguishing mark as provided by the regulations—the distinguishing mark is a red letter "L" on a white background, conforming to certain specific dimensions (supplies of these plates will be held in stock by the Association).

There is nothing to prevent the holder of a provisional licence presenting himself for the test immediately on receipt of it. After the test has been passed, the driver can continue to circulate on a provisional licence for a maximum period of three months, after which period he must apply for an ordinary licence.

After the test has been satisfactorily passed, the conditions of use shown on the reverse side of the licence, should be cancelled and the licence may then be used until its date of expiry—three months from the date of issue—as an ordinary licence, when it may be renewed in the usual way, i.e., on application for the ordinary licence and on payment of 5s. 0d. fee.

The Certificates of passing of test of competence to drive (D.L. 23) should be forwarded with the completed forms of application to the London County Council.

Where a provisional and subsequently ordinary driving licence is issued in a disability case, the licence must be suitably endorsed with the instructions applying to the person concerned. By this we mean that the licence must be restricted to the class of vehicle the driver is allowed to operate, whether the vehicle must be fitted with any special mechanical devices to assist in driving, i.e., as will be necessary in the case of a person lacking an arm or leg, etc. Such endorsements are to be made at the discretion of the examiner.

The Association is in a position to service applicants in the matter of issuing provisional driving licences and

LIST OF A.A.S.I. PUBLICATIONS

	Rs. A. P.
Road Map of Madras Presidency. Mounted on linen and folded into covers	4 8 0
Road Map of Northern India. Scale 16 miles to 1 inch. Mounted on linen and folded in stiff covers	6 8 0
A. A. Handbook of Northern India	5 0 0
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"This Motoring" The Romance of the A. A. by Sir Stenson Cooke	2 0 0
The Madras M. V. Taxation Act. A booklet explaining the implications of the Act and Rules made thereunder	0 4 0
List of Petrol Depots in Southern India	0 4 0
Great Britain and Ireland 1936 (A list of the principal events during 1936 with information for visitors).	
Touring in Great Britain and Europe 1935-36 A. A. publication:	Free to Members only
	Rs. A. P.
"My Glorious Adventure," by Captain T. Yates-Benyon. A record, written in a light, amusing style, of the author's trip by car from Piccadilly to Calcutta	5 0 0
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ordinary driving licences and arranging for tests—this, of course, applies only to visitors.

A visitor who has held an ordinary driving licence, prior to the 1st April, 1934, or one who at any time previous or subsequent to that date, has had issued to him a driving licence by a County Council, must renew the licence through the original County Council or obtain one from the L.C.C. This rule does not necessarily apply to persons whose original licence, obtained at any date, was issued by the Association subject to his status of "visitor" not having changed in the meantime.

Route Itineraries

90 itineraries were issued by the A.A.S.I. during the month of September covering a distance of 68,944 miles.

Membership

44 new members were enrolled during the month of September, 1936.

These new members were introduced by the following:—

Three by Mr. R. V. Shama Rao.

Two by Major A. W. Waters, M.B.E., and

One each by Messrs. Gordon Woodroffe (Motors) Ltd., C. Raghavachari, V. Duraisamy, A. W. Hopton, T. T. Krishnamachari, K. N. Kuppannan, C. W. Hickson, C. H. D. Leonard and Miss Shepherd (N.I.A.A.).

The remaining 30 were enrolled by the staff.

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Elk Hill, Sidapur, Coorg.

W. Stuart, Esq.,
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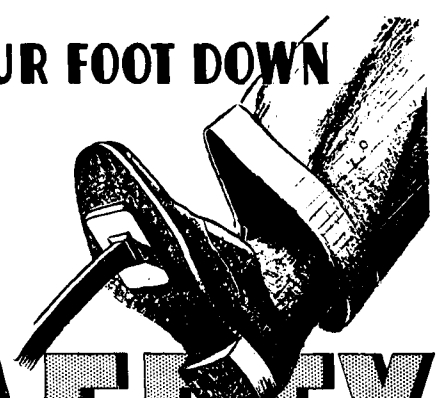
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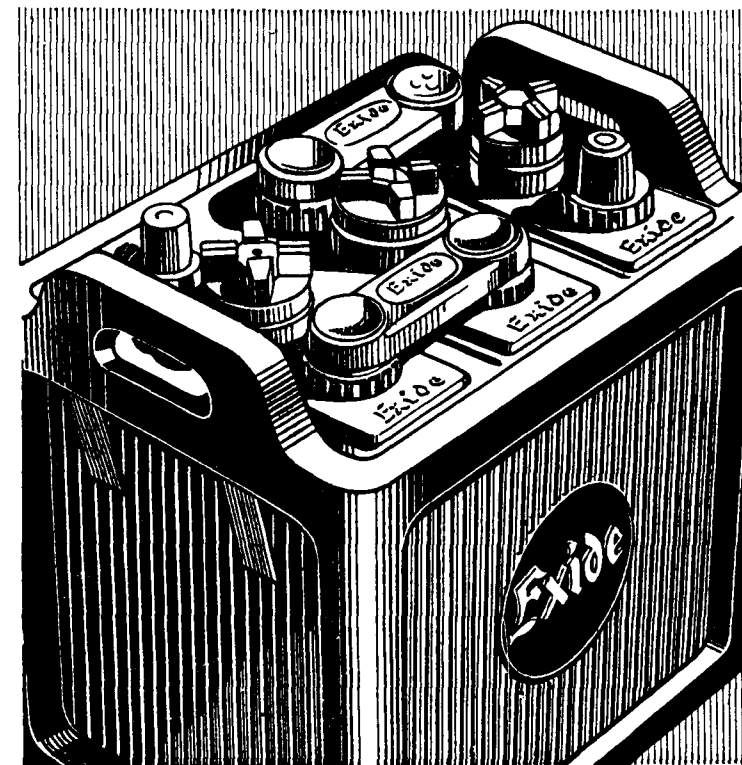
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"GOOD DRIVING"

PART I

By A. S. Trollip, Honorary Joint General Secretary,

The Safety First Association of India, Electric House, Fort, Bombay

Being the first of a series of three talks on DRIVING recently broadcast by The Safety First Association of India, a volunteer non-communal, non-political organisation, having the objective 'The Conservation of Life and Property'.

FOREWORD

NOBODY knows so well as we drivers, how dependent a machine can be upon the man who drives it. Certainly everything has been done that could be done to make motor cars operate as they should regardless of the driver's skill. And still, cars can't do a thing except under human direction.

Even the self-starter, for example, deserves its name only in part. There must still be a foot to press the pedal or a finger to touch the button or turn a key. Power and speed in abundance are waiting in modern engines—but they await the command of a driver. Steering is a direct and simple thing, but it still depends on a pair of hands on the wheel.

And so, in a very true sense, the motor vehicle that comes to us from the factory is an unfinished mechanism. It still lacks the most important part—*THE DRIVER*.

Manufacturers may build into their cars any number of provisions for economical operation, comfort, ease of control, fine performance, safety, dependability and long life; yet all are subject in the long run to the intelligent use and maintenance of drivers and owners.

These short talks are offered to the motoring public not in any spirit of authority nor with the idea that the suggestions contained therein are necessarily better than differing methods which the listener may already employ. On the contrary, all we have done is to act as a medium of exchange for many people's ideas. We pass them along from one driver to another, in the hope that here and there something helpful may be found.

I. Curves and Turns

No matter how expert we may be as drivers, we are all apt to fall into habits of driving that don't quite measure up to what we really know is right.

For instance, we all know that we ought to be careful about passing cars, especially when another car is approaching from the opposite direction.

And yet there possibly isn't one of us who haven't, at one time or another, moved over in the road to pass a car, and then wondered if we would get around in time.

Now here's an interesting thing about that. If in order to pass a car that's going forty miles an hour, we speed to fifty miles per hour, it is just the same as if we tried to pass a standing string of cars 164 feet long.

D

In other words, it's like passing 10 cars parked bumper to bumper in the road. This is probably a new idea to most of us. If we kept it in mind, we would never pass a car unless we were sure that there were no oncoming cars for a good long distance ahead.

But turning aside to pass is not the particular kind of turning that we are interested in discussing here. What we are now concerned with is taking curves and corners. From time to time in these discussions we will find that the same old laws of Nature will be involved. Foremost among them will be the laws of momentum, and momentum plays the major part in going around curves. Because momentum not only wants to keep us going, but going in the *same direction*. When it is trying to make us go straight instead of curving our course, it operates under an assumed name, if you please. For then we call it "centrifugal force".

Now, of course, we all know what centrifugal force is. We feel it when we go around curves. Highways and railroads are banked at curves to offset centrifugal force. Aviators bank their planes at turns by tipping them with the controls. But even though we all know about centrifugal force, few of us realise how powerful it is, and how much greater it gets the faster we go.

A 3,000 pound car making a turn of 500-foot radius, has to overcome a centrifugal force of only about 156 pounds at 20 miles an hour. But at 30 miles an hour, that force has grown to 360 pounds, and at 60 it is nine times as great as at 20—over fourteen hundred pounds trying its best to push us off the road! The only thing that keeps us on the road in the first place is the friction between our tyres and the road. The minute the centrifugal force gets stronger than the force of that friction, off the road we go.

The trouble is that we often don't realise how fast we're going. On road trips, for instance, after we have driven at a certain speed for a long time, it seems a small matter to increase our speed a few miles an hour. Then after a while we may do the same thing again. In other words, we keep putting forward our basis of comparison till by-and-by we have lost our usual sense of how fast we are going. Then, the first thing we know, we are face-to-face with a turn or even half way around it and we feel Old Man Centrifugal Force trying to push us off the road.

So what do we do? We jam down the brakes. It's the only thing we can do when we find we're going too fast. But just the same, approaching that corner too fast has kept us from taking it as we should have liked to. For if conditions permit, it is often desirable to increase speed as we go around a curve. As long as our rear wheels are not being retarded, but are actually pushing us around the curve, our steering is effective and our car is under control.

The long and short of it is that we can't take liberties with the laws of momentum and centrifugal force. Man's speed laws may not always be observed, but Nature's speed laws must be.

II. Night Driving

It's just as true as can be that when people get expert at anything they're apt to begin getting careless about it, and that's what we have to look out for when driving our cars. For instance, we recently heard a group of Engineers discussing night driving, and one thing they kept talking about was "over-driving our headlights."

Now that term seems to be a common one with them, but it's new to most of us.

What they mean is that the distance we can see clearly by headlights is, of course, limited, and that we are apt to let our car speeds get beyond the point where we could easily stop within that limited distance. It's true that we naturally tend to go a little slower at night. But if we aren't careful, we gradually get going faster than we realise, and that may get us into trouble. You see, momentum, the same force that tries to keep us from making turns safely: that cuts all kinds of capers on slippery roads—never sleeps! He works on the same old principles night and day. Darkness doesn't hinder him, but it does hinder us.

Most modern headlights are pretty wonderful lights, but after all they don't give us the distance or clarity of vision that day-light does. So, on considerably shorter notice than in the day-time a vehicle or pedestrian can come out of the darkness. Almost before we know it we may have to slow down or stop for someone or something on the road—perhaps one of those lumbering bullock-carts that you barely see till you're right up on them: or a car whose tail light has gone out—an unexpected curve, or what not.

REACTION TIME.—And that's where we meet up with momentum again. You see, stopping isn't the one simple action we always thought it was. The truth is, we are told, that there are really *three* things we have to do to stop. First we have to think of stopping. Next we have to move one foot over on to the brake pedal. And then we have to push down on the brake pedal.

Now we might not believe it, but they tell us those first two steps take time. Less than a second, perhaps, but even in that instant momentum is carrying us on. In fact, at only 20 miles an hour the average driver goes 22 feet before he can even start to use the brakes. Then after he does get the brakes to working, it takes him another 27 feet to stop completely, even with good brakes and with good tyres, under favourable road conditions.

The important thing to realise is that distance needed to stop increases a great deal as we increase our speed.

We just have to remember that when we're moving along in a car, we think by the foot, act by the foot and stop by the foot—and that if we aren't careful, it's pretty easy to get going faster than is really safe.

Now, just as Engineers have told us how to operate in safety with our own lights, many experienced drivers have pointed out how to avoid trouble from *other* people's lights. They say that all we have to do, when passing other cars at night, is to stop looking at their lights and watch the left hand side of the road.

If we keep our eye on that, and stay just as close to it as we should, we won't have to worry about getting too close to the other fellow, and his lights won't be in our eyes at all.

The truth of the matter is that night driving can be just as pleasant and just as safe as day driving. But we need to be just a little more alert and a little more careful.

III. Mist and Fog

So long as there is light we may skip around at a lively rate over this old globe of ours. We may span oceans in surprising time. We may cross the continent from sun-up to sun-down.

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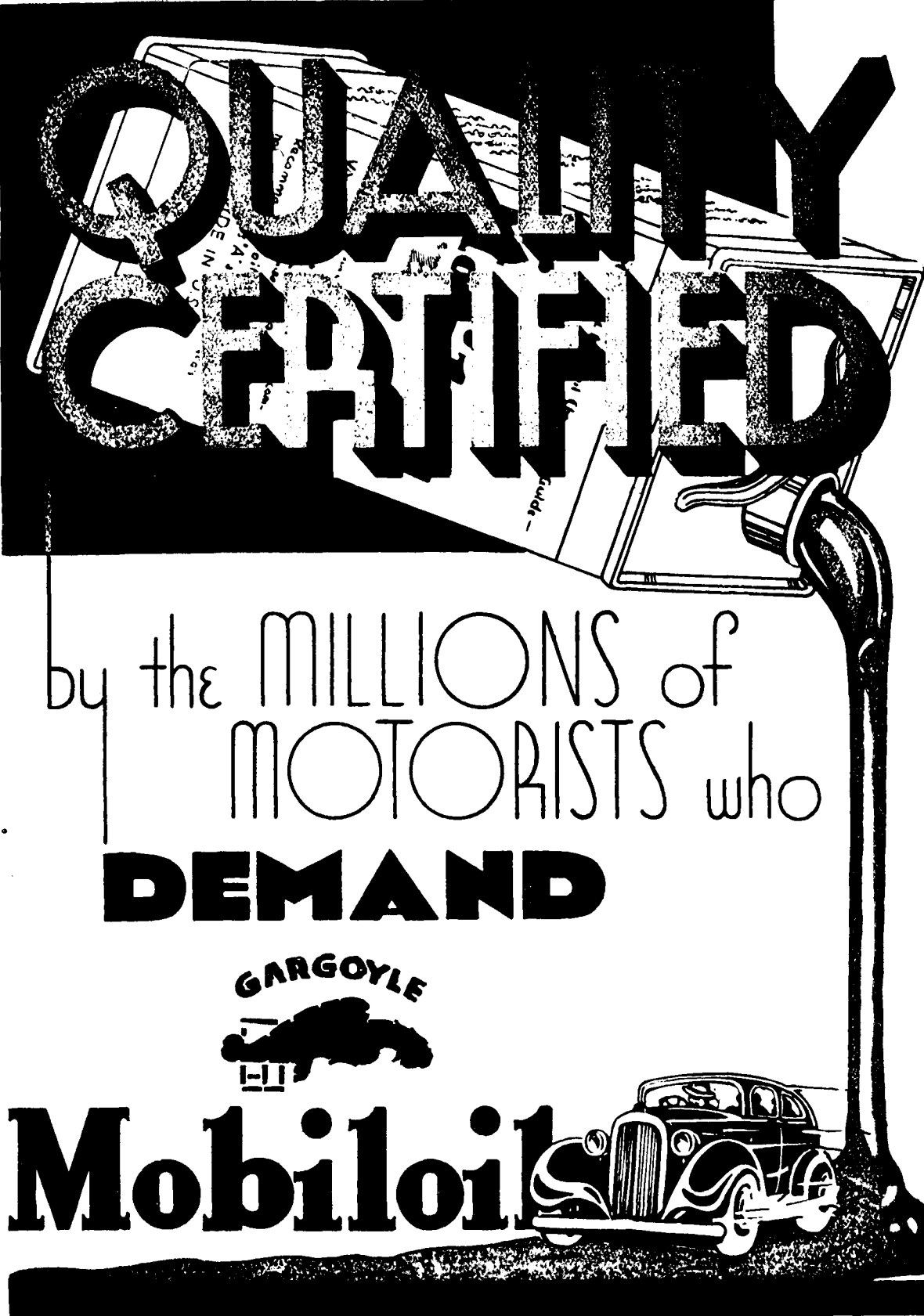
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No. 5 „ Any flat bar or plate	2	8	0 „
No. 6 „ Two long bolts with plates for securing badge to front of radiator	0	12	0 „

But every now and then Mother Nature decides to put us in our place, and of all her devices to make us slow down, none is more effective than mist and fog.

Now we may not have to contend with fog and mist very frequently, but we're bound to now and then, and when we do, it can cause us a lot of annoyance and trouble.

When a good heavy fog comes—on land, at sea or in the air—everything that moves, moves with caution. The ocean liner slows down several knots an hour. Light ships signal, buoys sound and fog horns boom. Air lines ground their planes and cancel trips. Even trains on tracks reduce their speed—and we drivers on the highways, too, must make our way cautiously through that baffling screen. For one thing is true. In spite of all our progress, transportation still depends on pairs of eyes in human heads.

Scientists, who have studied fog, say that it is composed of tiny drops of water. These drops are so small and light that they hang in the air, and so close together that light can hardly get through them. Instead, these little drops act like tiny convex mirrors. When we try to pierce them with a beam of light, a great deal of it is thrown right back at us, so the effect is just like a great, gleaming white curtain in front of us.

Experienced drivers say that the first thing to do is to get our lights right. The main thing is to direct the beams downward. If we have them shining straight ahead, those little mist-drop mirrors reflect the rays back in our eyes. But if they're pointing downward, the rays are deflected toward the road.

Then they say it's a good idea to guide by the road edge at our left, and if we have a spot light on our car, to focus it right on that road edge, close to the front of the car, so the edge will be clearly lighted. But we have

to keep a good weather eye ahead, too, because fog veils more than the road. It hides not only things on the road but such things as roadside warning of curves and hills and intersections. Even the traffic lights red and green signal rays have the same hard time that our headlights do getting through that strange haze. In fact, in a good heavy fog, the best we can do for our vision is none too good. And so the main thing is slow down. The ships have to do it, the trains have to do it, and we must do it too. If we won't make up our minds to that, they tell us the best thing we can do is to pull off the road, or if we have not yet started out, we had better just stay at home.

But seeing in fog and mist is only half the story. We not only have to *see*, but we also have to be *seen*. Our headlights properly adjusted are strong enough to do their duty in pointing us out to people coming from the opposite direction. And, in addition, some drivers use their horns like foghorns by giving them a toot every now and then. But another thing we have to think of is to be sure drivers behind us see us. That's why it's so important to have our stop-signal and tail-light working when we're driving in fog. And so it's a good thing to make sure that these lights are working and to wipe off those little red glasses if they happen to be covered with mud. If the weather's clear and our tail-light has gone out, the other fellow's lights may point us out fairly well. But if his headlights are fighting fog, they can't do much to protect us.

So, when all is said and done, driving in fog is just a matter of having our headlights and tail-lights right and being a little more careful. If we do that, we can drive our cars safely, even through Nature's stubborn obstacles of mist and fog.

(To be continued).

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The Indian Roads & Transport Development Association Ltd., Monthly News Letter

Transport Economics

IN a book entitled "The Economics of Transport" by M. R. Bonavia, M.A., which has recently been published, the author opens by declaring that transport as a subject stands somewhat apart from the general body of economic phenomena. It has not the special theoretical interest attaching to monetary studies although some writers on railway economics appear to regard discriminating monopoly in transport as something which is not given its proper significance in orthodox economic theory. Yet transport, with its immense financial and technical significance, is undoubtedly one of the major problems of the age, and the study of where and how its organisation fits into the apparatus of production is of great practical importance.

The following are a few extracts from the book which may be of interest:—

Road motor transport has effected a more profound change in the social characteristics of nations than the railway. For the railway only placed travel facilities within the reach of all who cared to seek them out; the road thrust them into everybody's grasp.

Even where it competes directly with the railway, road transport has created much new traffic.

The pioneer work of small bus proprietors in opening up traffic routes which the railways had been unable to tap can scarcely be overestimated... the one-man bus undertaking is the most efficient passenger transport agency in sparsely populated areas.

Despite the growth of road competition and the improvements in the technique of costing, the level of railway charges does not appear to have formed a more intimate connection with railway costs.

All interference with customers' choice runs great risks.

The artificial stimulation of demand through the withdrawal of substitutes is an ominous possibility.

To ignore the benefit of technical improvements, or deny consumers' freedom of choice in order to protect past investment, is not to prevent but to aggravate waste.

Where the rail or the road provides a service intrinsically superior in quality to that of its competitor and comparable in cost, such service should not be suppressed.

The private car is the most formidable competitor of both (road and rail) forms of transport.

The provisions of the Road and Rail Traffic Act in England have made conditions favourable to the re-establishment of railway monopoly. But the basic problems have not been solved, nor will they be satisfactorily disposed of merely by the re-creation of railway monopoly.

F.

If a National Transport Board was formed it would be difficult to preserve the flexibility which is important for efficient transport service.

If a pool of distributive transport could be effected in conjunction with an overhaul of the despatch methods of large retail organisations, valuable social economies might be realised.

Railway Investments in Road Transport

The annual railway returns in England for 1935 recently published by the Minister of Transport reveal that the amount invested by railways in road transport undertakings at the end of 1935 was £12,172,392 as compared with £11,302,240 at the end of 1934.

Cost of Road Transport in England

In justification of the claim made by a large section of the public, for a well organised programme of road development in England the following figures of road transport operating costs have been published:—

	Expenditure per annum.
Buses and coaches of average seating capacity of 33 seats: 50,000 licensed, average annual running costs £800	40,000,000
Hackney vehicles up to 8 seats: 42,000 licensed, average annual running costs £364	15,000,000
Goods vehicles of over 3 tons capacity: 50,000, annual running cost £600	30,000,000
Goods vehicles under 3 tons: 390,000, annual running cost £350	136,000,000
Private cars, average 12 h.p.: 1,500,000, annual running cost £150	225,000,000
Motor Cycles: 520,000, annual running cost £50	26,000,000
Total expenditure per annum	£472,000,000

Out of this sum Government takes approximately 72 million pounds.

The number of motor vehicle goes on increasing so that the traffic problem grows correspondingly urgent of solution. In 1933 there were some 1,750,000 vehicles licensed, while to-day there are 2,500,000.

In India the question presents a somewhat different aspect for the area of this country is more than 20 times the size of Great Britain, Great Britain having an area of 88,137 square miles while India has an area of 1,773,000 square miles. The road mileages however do not show the same marked difference, Great Britain having 178,507 miles of high class motorable roads while India has only 300,000 miles of roads of all classes of which some 75,000 only are metalled or provided with some surface other than mother-earth.

There are less than 150,000 motor vehicles in British India as compared with 2½ millions in England so that the traffic problem is negligible except in certain of the larger cities and presents no problem compared to that in England.

There is nevertheless a fairly vast sum spent on motor transport travel in this country as will be seen from the following figures which are only approximate owing to the difficulty of obtaining exact figures.

Approximate Amount spent annually on Motor Transport

	Rupees		Rupees
Buses	22,000 × 6,250	per annum	= 13,75,00,000
Cars	91,000 × 2,200	"	= 20,02,00,000
Taxis	6,000 × 2,200	"	= 1,32,00,000
Lorries	20,000 × 4,500	"	= 9,00,00,000
Cycles	11,000 × 600	"	= 66,00,000
Total expenditure per annum			= 44,75,00,000

Of this sum the Government of India and other bodies take in taxation approximately 10 crores of rupees which is roughly the amount spent on roads in the country by all bodies during the year.

Motor Vehicles operating in India
January 1936

The following list shows the latest figures of the numbers of vehicles operating in each Province and some of the principal Indian States:—

PROVINCE.	Private cars.	Taxis.	Buses.	Lorries.	Motor cycles.	TOTAL.
Bengal	17,709	2,238	1,681	2,754	1,245	25,627
Bombay	13,920	1,162	4,253	4,237	1,408	24,980
Madras	12,099	313	3,375	860	1,261	17,908
United Provinces	12,953	708	3,840	Included in buses.	1,739	19,240
Burma	11,370	Included in cars.	3,553	2,242	1,100	18,265
Punjab*	7,259	604	1,349	5,774†	1,573	16,559
Bihar and Orissa	4,502	Included in buses.	1,107	272	361	6,242
Central Provinces	3,514	Do.	1,845	Included in buses.	655	6,014
Sind (approx.)	1,919	100	390	170	417	2,996
N.W.F.P. Estimated	2,142	Included in buses.	925	638	630	4,335
Assam. Estimated	1,300	Do.	650	Included in buses.	110	2,060
Delhi	2,306	168	216	942	378	4,010
Total British India	90,993	5,293	23,184	17,889	10,877	148,236
Pudukkottai State	419	7	103	11	5	545
Travancore State	1,383	179	1,051	354	603	3,570
Mysore State (z)	2,697	158	752	430	409	4,446
Baroda State	363	88	403	119	20	993
Alwar State	58	2	30	3	16	109
Bhopal State	382	51	77	27	22	532
Bhavnagar State	191	22	19	32	9	265
Hyderabad City (Deccan)	5,323	60	131	32	998	6,544

* As on 1-3-1936.

† 5,227 of the lorries are plying for hire.

z Figures include vehicles in the Civil and Military Station—Bangalore.

Road Development in Australia

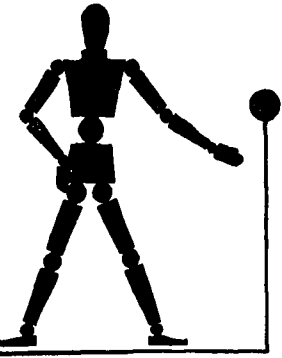
Australia is a country of great distances and the motor vehicle from its first days made a tremendous appeal to all sections of the public.

In consequence in that country, as elsewhere, there has been an increasing demand for more and better roads. The Commonwealth of Australia consists of five States excluding Tasmania.

Each State is responsible for its own roads. There is now a central authority in each State responsible for the construction and maintenance of State highways and main roads. In most States the local governing bodies are still required to assist in highway and main road expenditure but the central authority has control of the main arterial roads.

The Commonwealth Government imposes a customs duty of 7d. per gallon on imported petrol from which about 5 million pounds per annum is derived. The various States receive about 2 millions of this sum for road purposes calculated on an area-population basis.

Each State, however, has a Main Roads Department whose main revenue is derived from the registration and taxation of motor vehicles within the State, and from which source as an example New South Wales received for the year ending June 30th, 1934, nearly 2 million pounds.



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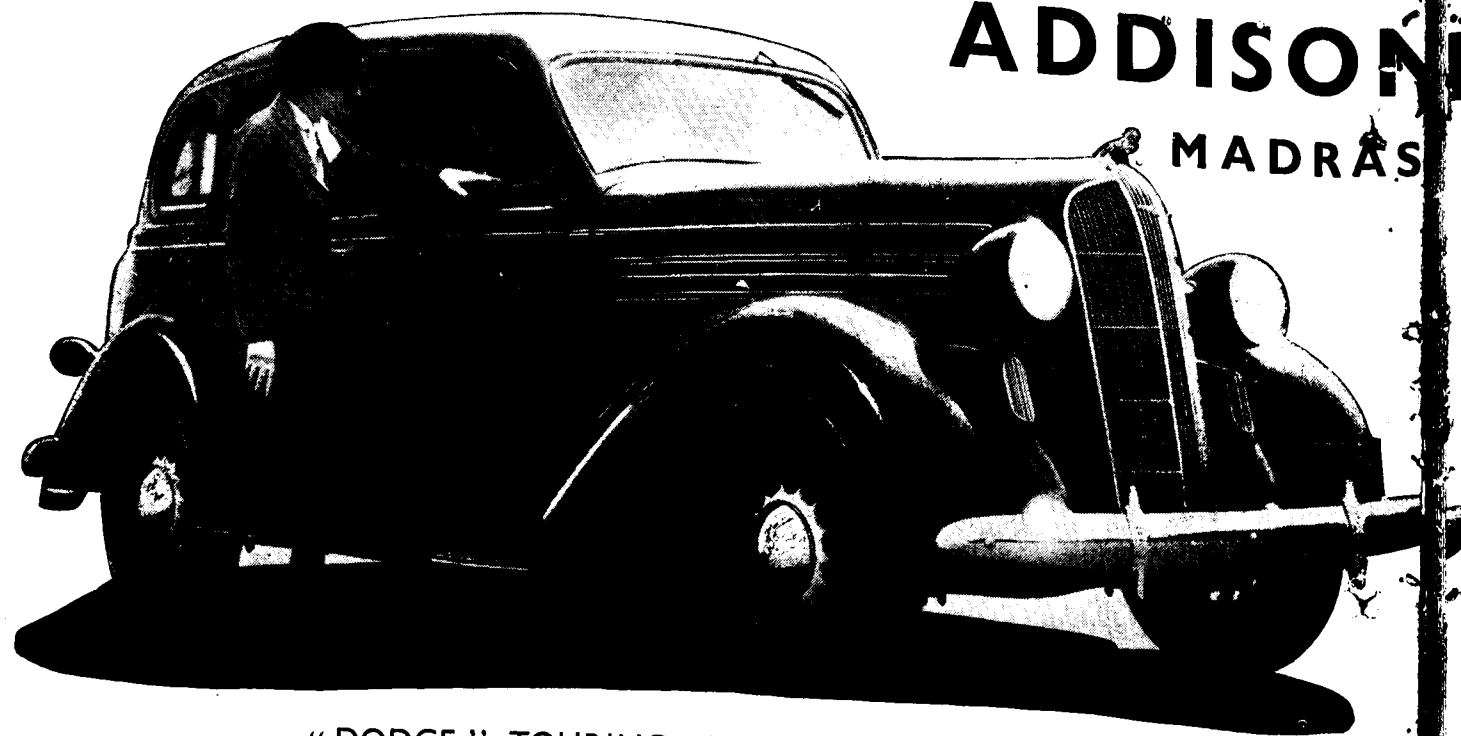
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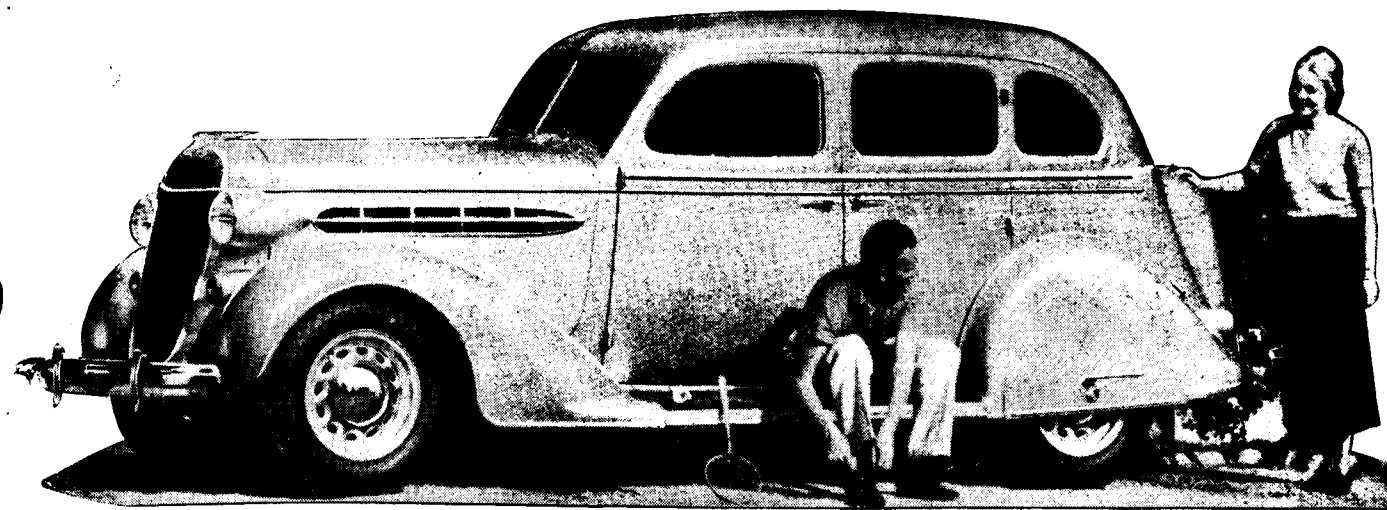
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New South Wales alone has a road system of some 107,000 miles of which 3,600 miles are State highways, 13,800 miles are main highways and about 2,300 miles of secondary national importance and defined as trunk roads. During the peak year of 1929 almost 8½ million pounds was spent on road work within that State.

Amending Bill to the Indian Motor Vehicles Act 1914

In the *Gazette* dated Simla August 22nd the Government of India published the above Bill together with a statement of Objects and Reasons relating thereto.

The Amending Bill is based on the recommendations of the Transport Advisory Council held in July and is intended to empower the local authorities to exercise a closer control over motor transport than the existing Act permits.

The Council of the Association while approving of many of the reforms contained in the Bill thought fit to address the Government of India on the 31st August and the 1st September and pointed out that as it was proposed to introduce a clause in the new resolution dealing with the disposal of the Road Fund having an important bearing on the Bill which lays down that Local Governments will adopt and enforce to the satisfaction of the Government of India adequate rules for the control of motor traffic, the Assembly should be made aware of the fact and that the new Resolution should be placed before the house before the amending Bill. The second letter dated the 1st September brought to the notice of Government various points in the Bill with which the Council of the Association were not in agreement.

The Bill was introduced in the Assembly by Sir Frank Noyce and in view of the strength of the opposition it was decided that it should be circulated for further opinion up to 31st December.

The motor transport and motor trade interests holding very strong views regarding the Bill thought fit to send a joint deputation to Simla to put their case before Government. As a protest against the Bill a complete "Hartal" for one day was observed suspending practically all lorry traffic in the Punjab and Delhi.

Plans to Meet Road Competition

The North Western Railway in order to meet motor competition have decided to introduce rail-cars in the Ferozepore Division to provide fast, comfortable and frequent rail services.

Fourteen rail cars each costing Rs. 45,000 with seating accommodation for 70 passengers will carry goods and passenger traffic. The cars will run at 35 miles an hour.

In Europe more and more streamlined trains and rail-cars are being introduced on the railways. In Germany the first express rail-car the "Flying Hamburger" has completed its 1,000th run between Berlin and Hamburg.

The fastest service however is the 'Flying Cologner' operating between Berlin and Cologne. This car is Diesel electric and covers the distance daily at a speed of 82½ miles per hour.

It is the development of aviation and fast road transport which has awakened the railways and resulted in the introduction of these light and fast train services.

Assam Motor Vehicles Taxation

The Assam Legislative Council will shortly be receiving the report of the Select Committee on the proposed new Bill to introduce a single Provincial Tax on motor vehicles. The Government will compensate the local authorities for the loss in revenue and it is proposed to devote the surplus to a special road fund—one half being allocated for local roads and the rest for provincial Communications.

Road Traffic in Finland

The length of roads under Government Control in Finland is now about 19,500 miles, the greater part being old roads made for horse traffic, which, during the last ten years, have been straightened, widened and otherwise improved for motor traffic. They are, however, almost entirely of gravel, and require constant maintenance work, concrete and asphalt roads only existing in the vicinity of some of the larger towns. Including village roads maintained by the owners of the land, the total length of all public roads is about 39,500 miles. Originally the use of motor vehicles in Finland was confined to the summer, as snow made all winter traffic impossible outside the towns. In the course of time, however, it became evident that the winter by no means rendered motor traffic impossible, but, on the contrary, proved favourable by providing opportunities of making direct winter roads across waterways.

As for the ordinary roads, the solution of the problem is mainly a question of snow-ploughing, and the cost is fairly low—only 9.8 per cent. of the Government's road budget, although the Government at present keeps about 23 per cent. of the roads that it controls snow-ploughed all through the winter. To this must be added the unknown, but very considerable, stretches of public roads that are kept snow-ploughed by private enterprise, village road authorities, etc. Government snow-ploughing has developed during the last ten years from 216 miles to 4,500 miles. Meanwhile the motor vehicle has ousted horse-drawn traffic from many forms of transport in Finland such as all kinds of piecegoods, foodstuffs and timber. In short-distance transport the motor lorry is able to compete with the railways.

Motor Coach Traffic.—The improvement in motor coach traffic in Finland has been much greater than the growth in its figures would suggest, the coaches having become larger, more comfortable and safer. The period of development has, however, only just begun. Meanwhile motor bus and coach stations built at the expense of the municipalities and leased to a company operating the traffic have recently been provided in many towns. For



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instance, the Helsinki bus and coach station—one of the largest in Europe—was completed in 1935, the number of long-distance journeys starting therefrom last winter being over 150 a day; whilst during the summer the number was about 200. On the completion of the new station, goods traffic in Helsinki increased by 75 per cent. compared with the previous year. Operators wishing to cater for motor bus and coach traffic must obtain a concession from the Ministry of Communications if the length of the route is over 19 miles. During the first few years this form of traffic was maintained to a large extent by owner drivers, but during recent years the tendency has been for traffic to be centralised in the hands of larger concerns, the same owner or company sometimes possessing large fleets of vehicles. At present the number of concessions in force is 661, a single concession allowing any number of vehicles to be operated. Long-distance routes cover a total of 39,000 miles, which is a high figure compared with the length of the Finnish railways, 3,480 miles.

Motor coach traffic extends to the remotest places and many centres of population that could formerly only be reached from the capital after a two-days journey can now be reached by coaches which leave the capital every hour, or even more frequently. As fares are, moreover, very low, it is not surprising that the motor coach should have become a most popular means of transport in Finland, and should have altered completely traffic conditions in the country.

Progress of Air Transport in India

The report of the Director of Civil Aviation of the Government of India for 1935-36 records further progress. Remarkable increase in the carrying of mails and passengers is shown but figures of individual enterprises suggest that the value of aviation to business men is by no means as appreciated yet as it is in other countries.

The mileage of air routes in India for 1935 totals 6,395 as compared with 5,830 in 1934.

Figures for mail and passengers to and from India show a striking improvement, Imperial Airways carrying 82.2 tons of mail and 983 passengers compared with 59.2 tons of mail and 606 passengers the year before.

Mail traffic on the trans-India service increased at an even more satisfactory rate than that on the England-India service, the percentage increase for the year reaching 128.5 per cent. as compared with 39 per cent. on the Croydon-Karachi route. Passenger traffic on the trans-India route has also shown improvement.

Privately owned aircraft on December 31, 1935, shows only an increase of one above 42 last year of which 14 are the property of ruling Princes and Rajas and 16 of other Indian gentlemen.

One or two examples are given of the way in which private aeroplanes are used in India. A man of 65 years of age uses his plane for the inspection of sugar cane and other crops throughout his estates. A forest service official made a complete duty tour round the whole of India saving literally weeks of travel by train the cost comparing favourably with that of a medium powered motor car.

We reported in our last monthly news letter on the remarkable progress made by Messrs. Tata Sons Limited during the year. The Indian National Airways Limited however have had a disappointing year having in some cases to reduce their services and in another to depend on a subsidy from the Government of India to enable them to continue.

The flying clubs have during the year remained at substantially the same level.

The total flying hours by aircraft of Indian registration was 27,325 compared with 18,413 hours the previous year. Notifiable accidents came to 22 as against 26 in 1934. The consequences however were more serious; for 16 persons lost their lives as against four the previous year.

The grant of 92½ lakhs sanctioned in 1934 for the general development of air routes over a number of years is gradually being expended on schemes principally to ensure the safe operation on the trans-India route and to provide regular night flying facilities. The intensification of the traffic which is now expected from the more frequent services will demand certain further improvements which will involve a total expenditure of Rs. 1,10,12,625.

Jodhpur Aerodrome

The State has installed an up-to-date system of aerodrome lighting which was recently inspected by His Highness who is himself an experienced aviator.

The whole system of lighting is operated from a desk control panel in the control tower equipped with push button switches which operate contractor switches in the ground floor of the building. The panel is equipped with an illuminated wind indicator, from which the operator can see at a glance which landing floodlight is required.

The two landing floodlights are composed of three banks of three 1,000 watt lamps each, whose total candle power is 1,200,000.

The illuminated wind tee embodies a device which causes the lamps to flash intermittently, when the wind falls to a speed which is negligible from the point of view of landing a plane. This device informs the pilot that he can land safely from any direction, thereby shortening the distance for taxi-ing to the control tower. It also assists him to regulate his landing speed.

The obstruction lights are all double fittings, enabling the operator to see immediately if any lamp fails.

Boundary Lights.—The boundary lights are on the perimeter of the 3,000 foot diameter landing circle and are of the conical type, the whole of the cone, in addition to the globe, being flooded with orange light from the one lamp.

The beacon, situated on the roof of the adjacent State Hotel, is of the revolving type with a lamp of 1,000 watts: a spare lamp is automatically brought into action if the other fails. The beacon has been picked up at a distance of 100 miles; it was seen by Amy Mollison when she went off her course to Jubbulpore in the England-Melbourne air race.

MODERN FACADE LIGHTING

TOURIST traffic is in many districts an important source of revenue which the municipalities or boroughs concerned could not afford to lose. For the development of this traffic the local authorities often conduct expensive advertising campaigns both at home and abroad, and in addition much is done by the government as well as by private parties to enhance the attractiveness of a tourist resort.

In this connection we would draw attention to a means of publicity that can be applied at small cost for the purpose of encouraging tourist traffic—a method that is not only propagandistic but also possesses real value because it beautifies the aspect of the city.

Handsome edifices give a city a distinctive character and style; a Gothic church or a seventeenth-century town-hall does not merely attract the attention of art historians but is also an object of interest to the average tourist, its meaning being "sensed" unconsciously rather than consciously perceived. Steps should therefore be taken to make these edifices stand out conspicuously not only in the day-time but also at night, which can be achieved by floodlighting their facades in an effective manner. A few electric lamps of high intensity will plunge the entire facade of a building into a sea of light whose effect is simply astonishing, the impression one takes of the building at night being far more overwhelming than in the day-time.

The installation for facade lighting consists of a number of powerful lamps in reflectors which concentrate the beams on the facade of the building. The individual beams must be directed in such a manner that they supplement each other and thus produce an evenly-distributed illumination. Such an installation is quite simple since the fittings can be mounted at easily accessible points, e.g., on the roof of a building situated opposite or, if sufficient space is available, on the ground in a shrubbery or similar enclosure.

This "projected light" has been used during the last few years not only for festive illumination on special

occasions, but in some instances even as a permanent institution. Now that it has become possible to introduce the important factor of colour by making use of gaseous discharge (sodium and mercury vapour lamps), the possibilities achievable with this class of illumination are inexhaustible. The sodium lamp gives an intense orange yellow light, the mercury vapour lamp a bluish light. This light, either alone or mixed with that of incandescent lamps, will give really splendid effects.

With facade lighting every detail of an edifice is shown up far more distinctly than by daylight; this is particularly noticeable in the much sharper delineation of statuary work and reliefs. Moreover, a building thus floodlighted at night appears isolated from its environment, which is an advantage because environment often detracts from the appearance of a building. By using mixed light we can furthermore produce remarkable colour-effects, the shadows due to the light of one lamp being supplemented by the differently coloured light of the other lamp. With mercury and sodium light, for instance, we obtain a variety of shades between yellow and blue.

A special application of projected light is the floodlighting of trees or groups of trees. This gives very striking colour-effects; for instance, the green of trees floodlit with mercury light assumes a very light, fresh tint. By distributing mercury, sodium and incandescent lamp-light over a shrubbery or recreation ground we can make it look like fairy-land.

Gaseous discharge lamps are an advantage not only on account of the part played by colour, but also because they are very economical in use and give much light for little current.

Therefore, whether an illumination be permanent or temporary, its value is greatly enhanced by the use of the gaseous discharge lamp because of the extraordinary effects thereby obtainable without the necessity for expensive installations.

FORD PRODUCES 1,000,000TH V-8 FOR 1936 SEASON

IT was announced at the Ford Home Offices that the 1,000,000th Ford V-8 1936 car was produced in August.

At the conclusion of work Aug. 20 total production

of the 1936 Ford V-8 series had reached 1,000,131 units it was said.

Ford production was then running at the rate of 4,500 cars daily.

ROAD-RAIL CONTROVERSY

Contributed to the *Statesman* Supplement of 26-8-36 by Lt.-Colonel H. C. Smith, O.B.E., M.C.,
General Secretary, The Indian Roads and Transport Development Association Ltd.

DURING the last few years, a great deal of controversy has centred around the question of road and rail competition. It is by no means peculiar to India, for practically all countries in varying degrees have been confronted with this problem. Few, if any, have yet found a real solution to it, for consideration has been dominated by railway interests. Let us examine the position as it affects us in this country.

All will admit adequate means of transport and communication are essential to the development of agriculture, industry and commerce. Agriculture and trade cannot expand nor can industry be conducted on a large scale unless cheap and rapid transport is available.

Roads of a sort with slow moving bullock carts, camels, etc. and waterways with their country craft in the early days provided the sole means of communication in India but it was not until the advent of railways linking together the large cities and the hinterland with the coast which meant the provision of a rapid means of transport, that the development of the real wealth of this country *i.e.*, agriculture, became possible.

Protection of Capital

Although the road and rail problem has for some years been receiving the attention of the Government of India, it is only lately that some definite action is being taken. In June 1932 they appointed Messrs. Mitchell and Kirkness to report on the state of road and railway competition and the possibilities of their future co-ordination and development. The publication of this valuable report was followed by the Road and Rail Conference in April 1933 when certain resolutions were passed regarding the desirability and means of bringing about increased co-operation and the co-ordination of these two forms of transport.

Later, an official body called the Transport Advisory Council was appointed to advise Government on questions of transport. The outcome of their two sessions, the last of which was held in July, has been to recommend the adoption of definite measures for a close control of motor transport and revised conditions on which the Provinces may share in the Central Road Fund.

Throughout these conferences, the representatives of the Government of India, in explaining their views, have never failed to emphasise the fact that some 800 crores of rupees of public money are invested in the railways and the importance of protecting this capital. No less important is their view that the country cannot afford two competitive forms of transport, from which it might be inferred that motor transport, the more modern, must be sacrificed to protect the interests of the railways.

It has been urged in answer to this—however necessary might appear the need to protect this vast sum of

money—that measures should only be taken after considering the general good of the country's communications system as a whole, bearing in mind the system of transport which will prove most beneficial to the industries and agriculture of the country and will at the same time make for the economic, social and political advancement of the population.

It cannot be said that for all conditions, railways stand unchallenged, nor that roads can take the place of railways. The chairman at the Road and Rail Conference said "*What is really wanted is the best distribution of the nation's traffic between the two systems in the interests of the nation as a whole and some arrangement whereby there can be a gradual transfer of certain traffic from the railways to the roads if economic forces are to produce that result. Any rapid transition will represent a virtual destruction of the large capital invested in railways and a financial disaster of the first magnitude, while any attempt to enhance the railway freight on that traffic for which the road provides no alternative would be a grave agricultural and industrial handicap.*"

The Chief Commissioner of Railways at the conference in explaining the position said, railways did not claim protection at all costs, but if they were to meet competition they should be allowed to do so on fair terms. Railways, having been granted a monopoly, they were in the public interests subjected to control.

Statutory Control

For instance, passenger rates were subjected to statutory measures, freight rates controlled by many rules and they were bound to carry practically any traffic that offered at rates prescribed by law, and were also tied in the matter of wages and prevented from employing staff in strict accordance with business requirements, while to-day they were challenged by a competitive form of transport which was permitted to operate on parallel routes, picking and choosing what it would carry, without any control or disabilities.

It has also been alleged by railway authorities that they have to provide their permanent way whereas their competitors use one supplied from public revenue, which contention is however incorrect, for motor transport contributes something like ten crores of rupees in taxation in one form or another—a sum which exceeds that of the Road Bill. Moreover they are not the sole users of the road and more damage is done by other forms of transport.

The principal losses of the railways from competition are in third class passenger traffic which constitutes 90 per cent. of their passenger earnings and to-day there are signs that goods traffic is being lost to the roads.

The losses in passenger traffic are due entirely to the great advantages in travel which the motor bus offers in being able to pick up and put down passengers practically

at their destinations and their flexibility of movement. But, the growing loss in goods traffic is due more to the handicap of the railway rate fixing system and the overloading of motor vehicles which enables their owners to quote uneconomic rates, not to mention its great facility for short distance haul. The railway rates on goods vary for different commodities, the lighter and more valuable commodities pay higher rates than the heavy commodities such as coal, iron ore, manganese, food grains, cotton, etc. In fact they carry a great deal of this latter traffic at a little over the cost of transport, at rates which do not generally cover the overhead charges, and they are losing to the roads the higher rated traffic on which they count to help to pay their overhead charges on the low rated traffic. As this low rated traffic is of vital importance to the country and there is no alternative means of transport, it is claimed that *railways must remain*, their existence being essential to trade and industry.

The problem is therefore what measures should be taken so that the railways may continue to perform the part they should play in the country's system of Communications.

The Transport Advisory Council

The railways claim that as their losses are largely due to unfair competition in consequence of the freedom of operation of motor transport as compared to the obligations under which the railways are operated, a closer control over road traffic should be instituted which will place both on a common competitive basis and that greater attention should be paid to the construction of feeder roads to railways.

This question was considered in all its aspects by the Transport Advisory Council—a purely official body—at their meeting in July when it was generally agreed, although by no means unanimously, that the following measures should be adopted:

1. *Control of Traffic.* In regard to motor buses:
 - (a) Drivers should be medically inspected.
 - (b) A reasonable standard of vehicles should be maintained.
 - (c) The authorities should adopt an adequate inspection and enforcement of regulations.
2. *To avoid wasteful competition:—*

Buses should be licensed for specific routes having regard to:

 - (i) the needs of the proposed routes and desirability in public interest.
 - (ii) the need to link up routes with railways.
 - (iii) the suitability of the route for the proposed traffic.
3. *Goods Traffic.*
 - (a) No goods vehicles whether used for private purposes or as a common carrier or bailee should operate, save under the authority of a road service permit.

(b) Road service permits should specify the routes or area over which they are valid, and in some cases may specify certain classes of goods which may or may not be carried.

4. *Amendment of the Indian Motor Vehicles Act 1914.* To empower the Local Governments to introduce this control, the Indian Motor Vehicles Act will be amended providing, *inter alia* for the creation of special transport authorities.
5. *Motor Taxation.* A uniform basis of taxation of motor transport has also been considered desirable.
6. *Road Fund.*

In order to correct the present unbalanced state of road communications, limitations have been made on the amount that should be spent from provincial shares in the Fund on the various classes of roads. For instance:

- (a) Not more than 25% should be spent on roads deemed by Government to be competitive to railways.
- (b) Not less than 25% shall be spent on the construction of feeder roads.

Objections

Before however any of these recommendations can become effective (a) the All-India Motor Vehicles Act 1914 will need to be amended by the Legislative Assembly so that the Provincial authorities may introduce rules accordingly, and (b) an amended resolution dealing with the disposal of the Central Road Fund will require to be approved by the Legislative Assembly.

The general consensus of public opinion does by no means view with equanimity this proposed control of motor transport, being apprehensive of the extent to which the control may be enforced and believing that the underlying objective is to impose restrictions purely to bolster up railway finance which would be both unfair and uneconomic. There is however general agreement that some form of control is necessary to place motor transport on a healthy basis, for it has clearly outgrown the existing regulations and machinery.

It is, therefore, before the next session of the Central Legislature that the public, through their delegates, will be able to express their views on the implications of the proposed Bill to amend the all-India Motor Vehicles Act and the resolution regarding the disposal of the Road Fund.

The main objections to the recommendations of the Transport Advisory Council can be summarized as follows:—

- (a) The principal objective would appear to be to impose restrictions on motor transport in order to force traffic from normal economic channels back to the railways which in effect is economically unsound.

- (b) The Government of India propose to utilise the Road Fund by withholding its distribution to Provinces, as a lever to force the Provincial authorities to impose control of traffic and development of roads on the lines the Central Government think fit, when both roads and road transport are Provincial subjects.
- (c) The whole question of transport, instead of being examined in the interests of the country as a whole, is centred around the need to balance the railway budget.
- (d) Another point in regard to road traffic control is the issue of permits specifying routes and areas for which they are valid, to all commercial vehicles including those privately owned, it being laid down that such permits are to be posted for objections to be heard before being issued.

No objection is raised to the issue of permits to private commercial vehicles as a formality but strong objection is taken to their being posted for "objections" which would expose commerce and industry to outside interference.

There is a strong feeling that railways have not yet put their own house in order and to impose restrictions on motor transport purely with the object of transferring traffic from one form of transport to another would be manifestly unfair, particularly as the present financial difficulties of the railways are due more to trade depression and their failure to adapt themselves to changed conditions than to losses resulting from road competition.

Railway Improvements

It would, however, be unfair to say that railways have not made any attempt to meet this competition, for they have already introduced some economies and improved some services, also steps are being taken to explore ways in which railway equipment can be improved, both from the point of view of efficiency and economy.

Other matters, however belated, are also receiving the attention of the railway authorities, such as retrenchment in staff, the cost of which represents 73 per cent. of railway working expenses—and measures to overcome the serious losses to railway revenue from ticketless travel. But, there still remains an urgent need for thorough overhaul and investigation into the whole financial structure of railways as has been recommended by Sir Otto Niemeyer and other authorities.

Such an enquiry should include an examination of the question of overcapitalization and the present high interest charges, etc., as also the desirability of the transfer of the liability on account of strategic railways to general revenue, as it cannot justifiably be considered a railway obligation. The transfer of this item alone would reduce the deficit of 4½ crores by 2 crores *plus* the saving of 1.36 crores on account of interest payable on the capital cost of such railways. It is realised that if this loss in revenue is transferred to any other account, it would bring no relief to the taxpayer, for it would have to be made good in some form of taxation, but by distributing it over a wider section of the community, the deficit to be made good by railways would be considerably reduced and should tend to relieve motor transport of the danger of a possible injustice in the severity of the restrictions that may be visualised.

There is a growing conviction that the solution to the problem of railway finance lies more within the railway administration itself and in the relinquishment of control and interference from the centre, than in road competition.

A Ministry of Transport

In fact, it is difficult to believe that the Government of India will embark on a policy of restriction of motor transport which will result in a loss in revenue to them from the petrol tax and deprive the public of the advantages of this form of transport in order to bolster up railway finances. A shortsighted policy of "Robbing Peter to pay Paul" is generally condemned as economically unsound.

It would be better if Government took a longer and broader view of the whole question and tried to find a permanent solution. This may mean fixing the role each form of transport can most suitably perform say, during the next 40 to 50 years and working towards that end. Otherwise in adopting a short-sighted policy, it might conceivably result in a further waste of public money.

The development of each form of transport should be conducted on lines complementary one to the other, each performing the functions for which it is best suited. In order to bring this about, it is essential that some co-ordinating body be appointed at the centre, such as a Ministry of Transport and also a Board of Traffic and Communications constituted in each Province, similar to that established in the United Provinces.

Much however depends on the constitution of these Boards and the integrity of their members to deal with the questions that come before them in the interests of the community and the country as a whole. If this is possible we may hope to find a solution to this problem.

(By courtesy of "The I.R.T.D.A.").

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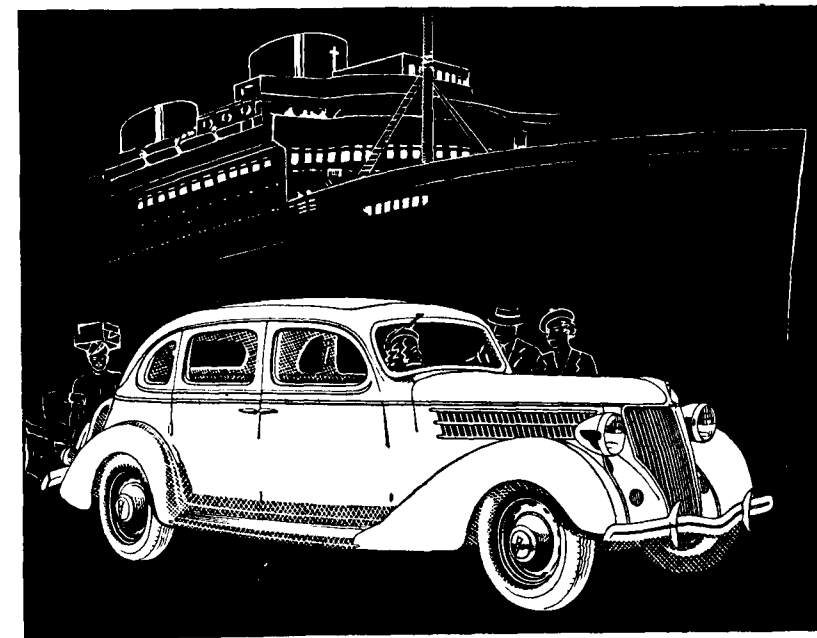
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PATRICIA ANNE

By H. L. F. Smith

YOU probably do not know who Patricia Anne is, seeing that she is not mentioned in Who's Who, does not figure in the Warrant of Precedence, has not written a book recommended by the Book Society, and is not a Member of Parliament. But the ways to fame and posterity are not only confined to the pages of Who's Who, the Warrant of Precedence, the Book Society and a House of Commons membership for Billingsgate. Like the ways of a man with a maid, and more particularly, the ways of a maid with a man, they are many and Patricia Anne has alighted on the one that will get her both shortly.

Patricia Anne arrived with the stork about four weeks ago. Legend has it that she was let down through the chimney stack, though Peter John who arrived about two years ago and should therefore know more about it believes she was sent to us by aeroplane from heaven. In spite of this contradictory evidence it may be safely concluded that Patricia Anne followed the course of all other Patricia Annes and made her debut in the usual vociferous way, but with a great deal more determination. Once she decided who the simple homely people were who best suited her, she forthwith went into diggs there and from then on has ruled the roost with eastern despotism.

It is a fairly simple thing to predict great things for her, for it is inconceivable that one just eighteen inches in clout and safetypins should exercise such a great deal of influence now and fail to influence the trend in art, literature and music later. She has already ushered in with her arrival a new order of things which though very unwelcome must be patiently suffered. In the opinion of most people 4 a.m. is a time when only burglars and people under Police surveillance are expected to be about, but Patricia Anne favours it considerably as being most appropriate for inspiring unromantic folk with the glamour of a new born day. The process too can be considerably toned down and improved upon. It consists of a sudden and falsetto note which there is no use denying, for it continues less sudden and more falsetto, till given times, it gets fixed like the bottom note of the bagpipes. Seldom though is it permitted to reach this stage for long before a fire-brigadeish hustle sets in and whatever it is that upsets Patricia Anne is located and rectified.

During the first week hope struggled to believe that this early reveille would be discontinued and a return to normal 4 a.m. conditions established, but that hope disappeared as one day followed another without any appreciable improvement and now Patricia Anne has it all her own way. She watches the ceiling fan with fixed curiosity and when there is reason to believe she is greatly interested in it, apparently finds something the Electric Supply Company has overlooked in its dark and sinister soul.

Patricia Anne likes to be patted on the stomach and then turned over and treated as familiarly on the back. By way of thanking you she gurgles and bubbles and sucks energetically at a rather pink and chubby thumb, though there are indications that this is losing its relish for she is now showing a penchant for her toes.

In the backyard outside hang Patricia Anne's most intimate garments, billowing in the wind in graceful abandon. Some small, some large they flatter there in the breeze, grateful for the short respite from duty a benevolent providence grants them.

Everywhere about the house are traces of Patricia Anne's despotism. Creaking door hinges are oiled and a hush hush expression descends on everybody when she is asleep. Rover too realises the situation and allows strange dogs to go by without a bark when all the time his heart yearns to inspect their credentials.

Every day dawns for Patricia Anne and Patricia Anne only. The sun rises for her and sets only for her. I wonder how many other such Patricia Annes there are.

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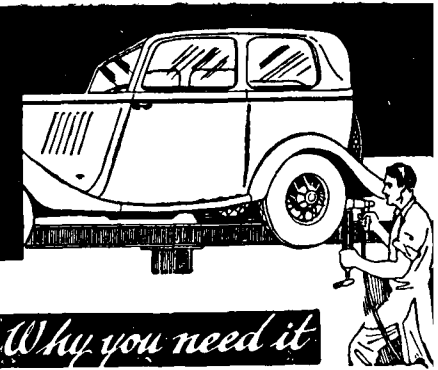
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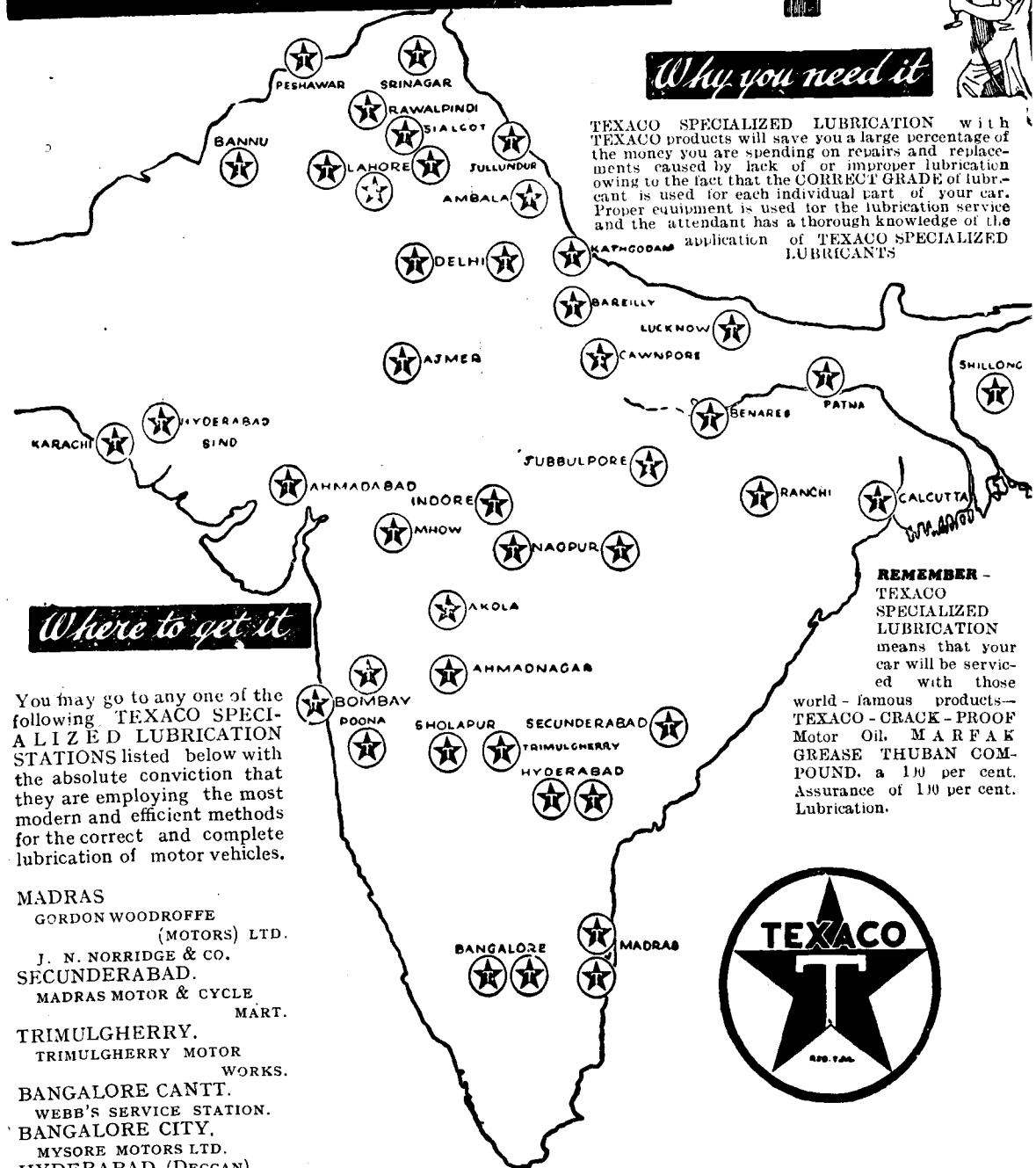
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FERODO: CHOSEN BY THE MEN WHO WIN

ALL 15 FINISHERS IN R. A. C. T. T. RACE FIT FERODO

THE ninth R.A.C. Tourist Trophy race over the Ards circuit near Belfast on Saturday last, the 5th September, again afforded striking proof of the superiority of Ferodo brake linings.

The T.T. circuit is thirteen and two-thirds miles round, forming a rough triangle, and there are more than 25 sharp corners. All cars competing in this race have to make 30 laps over this course, a distance of 410 miles.

Efficient braking is just as essential to success in this race as speed and skilful driving and the results of this famous race again underline the truth of the slogan: "Ferodo; Chosen By The Men Who Win, for all 15 cars which finished the course were equipped with Ferodo linings."

Motorists can fit Ferodo brake linings with every confidence because it has been proved and tested under the most gruelling conditions of road and track races which at once expose the weakness of any single component part.

The winning cars were as follows:—

- 1st. Messrs. F. W. Dixon
& C. J. P. Dodson Riley
2nd. Mr. E. R. Hall Bentley
3rd. Mr. A. F. P. Fane Frazer-Nash B. M. W.

- 4th. Mr. P. G. Fairfield Lagonda
5th. The Earl Howe Lagonda
6th. Mr. P. Maclure Riley
7th. Mr. "B. Bira" Frazer-Nash B. M. W.
8th. Mr. R. Brunet Delahaye
9th. Mr. H. J. Aldington Frazer-Nash E. M. W.
10th. Mr. J. Trevoux Riley
11th. Mr. A. W. K. Von der Becke Riley
12th. Mr. C. Paul Riley
13th. Mr. W. Sullivan Fiat
14th. The Hon. Brian Lewis Lagonda
15th. Mr. J. D. Barnes Singer.

The Frazer-Nash B.M.W. cars which secured 3rd, 7th and 9th places in the race, won the Team Prize. The Class Winners were as follows:—

- Class 3. Mr. E. R. Hall Bentley
Class 5. Mr. A. F. P. Fane Frazer-Nash B. M. W.
Class 6. Messrs. F. W. Dixon & C. J. P. Dodson Riley
Class 7. Mr. W. Sullivan Fiat

All these cars were fitted with Ferodo brake linings.

FERODO EXHIBIT: STAND No. 424 GRAND HALL GALLERY

INTERNATIONAL MOTOR SHOW, OLYMPIA, 1936

THE brake shoes and drums, and gear box, of Capt. G. E. T. Eyston's record-breaking car "Speed of the Wind" will be exhibited on the Ferodo stand at this year's Olympia Motor Show.

It will be remembered that Capt. Eyston, with his co-driver, Mr. Albert Denly, broke 18 world's records, including those for 24 and 48 hours, at Bonneville Salt Flats, Utah, in July this year. During the 48 hours record run they covered a distance equivalent to a trip from Southampton to Capetown, which takes 17 days by mail steamer and which took Mrs. Amy Mollison over three days on her record flight.

"The Speed of the Wind" weighs two-and-a-half tons and it was braked frequently at a speed of close on 150 m.p.h., which gives some idea of the terrific strain thrown on the Ferodo brake linings.

This exhibit, which is of unusual interest to all motorists will be shown on the Ferodo stand by kind permission of Capt. Eyston, together with a complete range of Ferodo brake and clutch linings.

Owner drivers should make a point of seeing The Ferodo Brake Efficiency Indicator, a handy gadget for telling the efficiency of your brakes at a glance.

The Ferodo stand is No. 424 in the Grand Hall Gallery, Olympia.

M. G. FIRST AGAIN

BEFORE 40,000 spectators, the tenth annual 100-mile race held on Southport sands, Lancashire, was won by a supercharged M. G. Midget driven by Mr. R. D. Tong, which covered the 52 laps at an average speed of 55.31 m.p.h., thereby winning the "One Hundred" Trophy and a purse of £100. The winner crossed the line with half a mile to spare.

There were 35 entries, and other M.G.s were seventh and tenth. Mr. Tong, with the same car, was also first in the Straight Mile, Event Four. Another M. G. Midget, driven by Mr. R. Hanson, won the Straight Mile, Event Two.

Consistent Employment

A new and important effect of the policy of producing cars in series instead of by annual models is revealed in figures issued recently by Morris Motors Ltd. It is that this policy ensures much improved continuity of employment. Under the former system of programme announcement in August or September, work was held up as soon as production of current models had finished, and a certain amount of unemployment was an inevitable consequence.

In the Morris works, under the former system, the percentages of production during the four quarters of the year were 26.6, 30.2, 30.9 and 12.3 (the theoretical ideal, of course, being an even 25% of deliveries every quarter). Furthermore, in twelve months 467,000 hours of overtime had to be worked. Under the new Morris system of announcing the cars by series as and when ready, at any time during the year, these figures have completely altered over the past year, the quarterly production being 21.6, 25.4 and 23.4 per cent. Over 20,000 workpeople in factories under Lord Nuffield's control have been maintained in regular, all-the-year-round employment, averaging a 40-hour week over the whole year, while the reduction by 200,000 of overtime hours worked has also resulted in employment of a large number of additional men on a regular 40-hour week basis.

Furthermore, for the first time it was possible so to plan production this year that the factories could be closed for a fortnight in August, with holiday wages paid to workers according to length of service with the Morris organisation.

Wins and Places

M.G. cars did well in the recent speed trials promoted by the Southsea (Hants.) Motor Club, taking four first places. The respective classes in which these successes were gained were the 1100 and 1500 c.c. sports, and the 850 and 1100 c.c. racing classes, the models being M. G. Midgets and an M. G. Magnette.

M. G. cars also gained five seconds and four-thirds in various events during the same meeting.

Enterprise in Penang

A new sales and service station has recently been erected in Penang, Federated Malay States, by Wearne Bros. Ltd., the local Distributors for Morris, Wolseley, Morris-Commercial and M. G. vehicles. The new premises will, it is understood, be entirely devoted to these products, which have always been extremely popular in Malaya.

The building, the interior alone of which covers 25,700 sq. ft., possesses many interesting features calculated to give still better service to the public. For example, glass has been liberally employed, enabling a full range of cars and trucks to be displayed. There is not a single vertical supporting column in the building, so that vehicles can be manoeuvred with ease. The roof is constructed on the "Northern Light" principle, and the workshop walls are lined with white tiles, enabling any night repairs to be carried out without hand lamps. Another feature is the provision of a 27 ft. wide private road, along which cars can be driven in under cover for replenishment of fuel, etc.

The modernity of these premises has aroused considerable local interest, and they are a fitting tribute to the firm responsible and the vehicles displayed.

EXTRA OILINESS

GREATER
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THREE FINE POINTS OF THE GERM TRIANGLE WHICH MEAN SO MUCH TO EVERY KEEN MOTORIST

Germ Lubricants Ltd., London, were the first to manufacture Lubricating Oils on a patented process embodying all the essential points of the Germ Triangle. The Wells-Southcombe patented process alone permits of such quality being embodied in any Lubricating Oil. They are highly stable, resist oxidation, and having a low carbon content, Germ Oils are used in over 60 countries all over the world.

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Increase your Mileage per Gallon of Petrol by using Germ Oils —

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"SAFE DRIVING"

PART IV

"AN OUNCE OF PREVENTION"

THERE is an old saying that "an ounce of prevention is worth a pound of cure". And that's got something to do with driving safety in more ways than one. Just as an example we might refer to a letter we received from a lady who told us about an accident she had that she admitted was due entirely to the fact that she had been putting off and putting off having her brakes adjusted, but now she has a bill for repairs that is several times what a brake adjustment would have cost.

Brakes are one of the most commonly neglected items in a car's safety equipment, in spite of the fact that they are just about the most important. Of course, we all know we ought to look after our brakes and keep them in good shape. And yet, somehow we're likely to be careless about it. Not that brakes don't give us plenty of notice when they are going to need adjustment. As time goes on we find we can push the pedal lower and lower, till after a while we can shove it down almost to the floor boards before the brakes take hold. But even then we often wait quite a while before we have them adjusted.

It just seems to be human nature to put off things like that. And they tell us the result is that one-third of all our cars on the streets at any given time, have something wrong with their brakes.

The trouble is that when we let our brakes go like that, all of a sudden we may want to make an emergency stop, and find it rather embarrassing.

Then there is the matter of headlights, engineers have worked for years to create the modern headlight that gives us plenty of light and yet directs it in such a way as not to bewilder the drivers of other cars, providing, of course that we always use our light adjustment for passing as we are supposed to. And yet, how often we put off replacing a burned-out headlight bulb, driving around sometimes for weeks without enough light to see by properly. When we talk with the men who patrol our roads and know what gets drivers into trouble, they have plenty to say about "One eyes," as they call them.

PART V

"MOTORS AND MANNERS"

MOTORISTS very often are the victims of a serious accusation. At various times they have been charged with lack of skill, faulty judgment and other failings too numerous to mention. Now comes someone saying that in addition motorists are rude and ill-mannered, stating, also, that if the truth were known, this accounts for a large per cent. of our street accidents.

"Why is it," he asks, "that drivers can't be as polite and considerate when at the wheel as they are when away from it. When a man walks along the pavement and comes into a near-collision with another, he instinctively sidesteps, smiles and says, 'Pardon me'. He never even considers whether he or the other fellow was in the way. On the pavement a man will go almost any length

We all know what it means to dazzle a driver with too much light, shining right in his eyes. In fact, there is not one of us who hasn't complained about other drivers for that offence. And yet, we may be just as bad offenders, ourselves, without knowing it. Because headlights can get out of line after enough time, and how often do we have ours checked up to see if they are still pointing the way they ought to point.

How much attention do we pay to the condition of the reflectors to make sure they are still giving us plenty of light and that they are not so covered with dust that they diffuse the light instead of directing it as intended. The answer is that in car after car inspected, these things are found to be neglected. Reflectors, for example, are often in such bad condition that they only give us from one-tenth to one-fifth of the light we could get from them.

And brakes and headlights are not the only things to keep an eye on. Tyres, for example, are important. We understand that five to six per cent. of the accidents involve skidding, and smooth, worn treads can have a lot to do with that. Besides, blow-outs account for another one per cent.

Then again, there is steering wheel adjustment and once in a while something really seriously wrong with the steering. And on the other hand, there are little things that may not seem to amount to much but sometimes make just the difference between smooth sailing and real trouble—like a windshield wiper out of commission, or a tail-light burned out—things that impair our own vision or keep other people from seeing us.

As a matter of fact, the chances are that putting our cars in good, safe condition is only a matter of some little thing. But what a big difference it may make. To sum it all up, about the best thing to say in closing is what we said to begin,—“an ounce of prevention is worth a pound of cure”.

to be polite and considerate. But as soon as he takes the wheel, his whole attitude changes. When another car nears him he is apt to grow resentful and often yells at the other fellow "Where do you think you are going?" Now *why* can't people be as considerate when driving, as when they are on their feet".

Come to think of it there doesn't seem to be much evidence of the attitude expressed in phrases like "After you," "May I?", or "I beg your pardon". If there were maybe we'd be better off. Anyway, it won't do any harm to look at some of the facts about accidents and see if this latest accuser appears to be right.

We see for one thing that a good share of the trouble we get into is at intersections. Another big percentage is chalked up against being in too much hurry. Then there's that off-recurring phrase, "On wrong side of road." Well, we have to admit that those things don't carry much suggestion of "You first, my dear Alphonse" or "After you, my dear Gaston".

There is also a big black mark labelled, "Did not have right of way" and another for "Cutting in", or to

say nothing of a number of other offences in passing. They all smack a little bit of crowding and elbowing—kind of like trying to edge into the head of the line at a ticket office, or something like that. And that just isn't done. Maybe we *don't* act the same at the wheel as we do when we are on our feet.

Now that we're on the subject, I recall a friend's mentioning one time that nearly everybody will give his seat in a street car to an elderly lady. Or do whatever he can to help a child. But nobody seems to say "Ladies First" when they're driving, or yield the right of way to an elderly driver—or an elderly *car*, for that matter, that may not be able to put on a burst of speed to meet an emergency... or side-step, so to speak, like the sprightly young cars *some* of us drive.

In a good many places they have street signs that say "Courtesy Makes for Safety." Well, it looks as though they are right, and as much as we hate to admit it, we drivers don't seem to be much concerned about being Lord Chesterfields of the road.

PART VI

"A STITCH IN TIME"

EVEN if many of us have yet to see our first robin and even if March should decide to go out like a lion, still here we are with the first day of Spring come and gone and April only about a week away. One of these days the whole house will be in a hubbub—curtains down, rugs rolled up, mops and buckets much in evidence. All the signs of spring cleaning that we know so well. And then we will realize that it's time to get at another kind of spring cleaning—of the house on wheels

that we are all coming to live in more and more. Getting our cars ready for spring means getting them ready for a whole lot more driving than we have done for months—and driving under entirely different conditions.

One thing is sure—we want to get rid of that old alcohol or antifreeze that's in our radiators. And when our radiators are drained, we want to flush them out and get them clean and free-flowing. Our engineers tell us that merely washing out with water isn't enough. In fact,



(Left) A fleet of Chevrolet Sedans was placed at the disposal of the South African Delegation, headed by the Hon'ble J. H. Hofmeyr, Minister of the Interior, who are now on a friendly visit to India. The cars are seen awaiting their arrival at the Bombay Docks. (Right) The picture shows the Hon'ble J. H. Hofmeyr, with his mother.

they say that even the good old-fashioned sal-soda solution won't do in nine cases out of ten. During the cold weather certain deposits are likely to form and these deposits are not so easy to get rid of as we might think. Many a July or August trouble can be traced back to improper radiator cleaning in the spring. So they recommend that we get one of the several good preparations that are on the market.

They advise us to check up with our car dealer to make sure that we are getting one of the good ones, and not put anything in our radiators that we don't know is all right.

But our cooling system is not the only thing that needs attention. We have to remember that when the cold weather came we put in a light oil so the cold wouldn't make it too thick. And now that the cold weather is going our engines need a heavier oil so that the heat won't make it too thin.

The long and short of it is that nothing is more important than getting our lighter oil soon enough, and getting the light oil when we get it. A lot of us may not

know what is the right oil, but all we have to do is to look in the instruction book that came with our car.

With our radiator flushed and our oil changed, we can stop right there if we want to. But let's not forget that it may prove poor economy to start out the spring and summer season without a thorough inspection. It's important now to know whether our steering gear is in good shape for street driving, how our brakes are, our clutch and our ignition. Maybe our engine needs a good going over if we don't want engine trouble or wasted petrol. Perhaps we need a new fan belt or some other little thing that may save us a lot of annoyance out on the road.

The truth is that if we check up on those things now, it may mean the stitch in time. Anyhow, it's a grand and glorious feeling when the first fine Sunday comes around and we want to take a spin out into the country, to roll out of the garage knowing that everything is in good working order—ship-shape, dependable, and above all—save. (Contributed by General Motors India Ltd.).

(To be continued.)

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PABCO "CIN-DEK" PAINT

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12,000,000TH CHEVROLET

THIS historic car was displayed at the Great Lakes Exposition in Cleveland, U.S.A.

The steady acceleration of Chevrolet's manufacturing operations is shown by production figures from 1912, the company's first production year, down to the present time. It took until 1923, eleven years, to build the first million units. The second and third millions were reached at two-year intervals thereafter, and the fourth and fifth millions in 1928. The sixth, seventh and eighth million were attained in the three years succeeding, the ninth in 1933 and the 10th in 1934. The 11,000,000th car was built in December 1935, and, like the 12,000,000th, just completed, was a 1936 model.



This Motoring

by Stenson Cooke



THE ROMANTIC STORY OF THE

CHAPTER XXVI—(Concl'd.)

OVERSEAS.

And then one wonderful morning—he who a quarter of a century earlier had stood at the Piccadilly end of Shaftesbury Avenue, London, wondering what to do next—said "Good-bye, children! Good-bye, Singapore!" and sailed away.

Seventeen joyful, restful days across the Indian Ocean were broken only by a quick run from Colombo to the plantation for a night's lodging, and a talk with the chiefs of the budding A.A. of Ceylon. And then—Durban, and Mrs. Durban, and Miss Durban welcomed the Pilgrim, laid down the red carpet, ushered him to the microphone, and told him, "Say what you like. There is no censorship here—for you. We cross our own t's and dot our own i's. Tell 'em all about the A.A. Don't bother about sleep," said these wonderful people, "you can make that up on the boat going home."

Meetings, parties, dinners, visits to Natal's greatest people—made a breathless time. The President of the South African A.A., a Senator in the Union Parliament, who had nobly waited hours for the ship to dock, said: "Don't be so darned formal. We're Christian names to each other!"

Four more breathless days. Then in cars to Maritzburg for a meeting, luncheon, and speeches, fraternity—A.A., sir. By sleeper to Johannesburg, nearly four hundred miles. More wonderful people—not content to wait at the terminus, which might be Waterloo, but perforce must greet the Pilgrim at Germiston, which might be Clapham Junction.

This warmth and obvious sincerity made the Pilgrim feel a little ashamed, with memories of London and the tyranny of the engagement diary. So often it was a case

when the Man from Beyond would drop in like the Angel he may be—and usually is—unawares—"Oh, bother! Why didn't he telephone? My day's engagement card is full, but show him up." And then, "Oh, how do you do? Did you have a good trip? So glad, and all that. I'm booked up now—someone else due, by appointment, in five minutes—but are you free for lunch? Yes? Oh, splendid! Would you mind coming back at a quarter to one?"

Contrast that with Dominion hospitality! But the good fellows understood that it simply couldn't be helped, and those who were not good fellows didn't matter.

It was an agreeable part of a bus-driver's holiday to sit round Committee tables, at intervals of hundreds of miles, discussing familiar problems, and to assist at deputations to the Union Government. It was like Home to talk with sleek well-groomed officialdom about Triptyques and Carnets, and arrange for the Automobile Association of South Africa to be authorized to issue these harmless and necessary documents. "We might be back in Whitehall," said the Pilgrim, "except for that glorious blue sky."

It was good to meet big men who, three decades earlier, had been foes, but now were brother citizens and brother motorists.

"If you want wires pulled," said one of the biggest, "certainly count on me. We are the great A.A. of South Africa. We must have the fullest Government recognition. There must be no politics in motoring. Whatever the views of my papers (which are published only in Dutch), I'm all in with you good people for freedom of transit and transport."

"Well! if you put it that way, Doctor!" said the Pretoria Divisional A.A. Chairman—himself a Government official—"our guest from Britain insists that we must be

able to issue the International Driving Certificates and Passes for cars and motor cycles, like all the leading organizations in Europe are empowered to do."

"And why not?" asked the Big Man.

"The Union Government can't authorize that procedure unless and until it subscribes to the International Convention for touring."

"This chap from London knows all about it. If he could explain it to the men who really count—"

"I see what you mean! The Administrators of Provinces—they are the men who count and I would gladly introduce our visitor. But what a pity, my friend in Pretoria is away, and I'm off to Capetown on Monday to take my degree as Doctor of Laws! What a pity!"

"No, sir! It's pure luck!" broke in the Pilgrim. "I'm going to Capetown on Monday myself! We might travel together."

"That's excellent! Of course we will, and I'll take you straight to the Cape Administrator—and you can tell him all about the idea. It can't do any harm, and it may do a lot of good."

"I say! You're a wonderful chap," said the Pilgrim. "That's all right, my friend. I must go now. At nine-fifty then, on Monday morning, at Johannesburg," said the Big Man. "We can talk it all over in the train."

A hectic week-end of entertainment and Committee meetings, crowned by a charmingly intimate send-off dinner, served to make nine-fifty ack emma an almost painful moment. It seemed a shame to have to leave such delightful people. "Never mind!" they said. "You're coming back. You've promised! You must come—and bring your car."

"Yes! and drive on South African A.A. papers—all spick and span, and printed in both languages," said the Pilgrim, trying hard to smile.

A score of affectionate friends of both sexes—chiefly Christian names—called and waved good-bye "Until our next merry meeting," and the long train pulled out for its thousand-mile run to Capetown.

The happy Warrior of Motor Legislation Committee fame had invoked the services of his South African colleague in a few pregnant words: "He's a pal of mine, so lend him a car when he wants one, and do him well."

The sportsman thus admonished did his job thoroughly, and with discretion. He happened to be in Johannesburg at the very time, and to be returning to the Cape by the same train. He kept out of the way during the breathless week-end ("Didn't want to butt in, you know!" he explained; "there were plenty of people eager to carry you about, and they would have resented my interfering"), and duly dry-nursed the Pilgrim, his countryman, from Pretoria to the Cape.

"Don't dare to be late for breakfast," he said on retiring. "You mustn't miss the view through the Hex River Mountains, on pain of imprisonment without the option. It's unforgettable."

He knew everybody, including, of course, the big-hearted newspaper owner, and made a tactful third at all

discussions. "In motoring there should be no politics! Friends all! Brethren of the road!"

"Agreed!"

"South Africa must take its rightful place in the great world of touring."

"Certainly!"

"Now I will tell you one," said the Pilgrim. "It's a topper, and so true. Write it down, both of you, for a keepsake. It's—*Gute seele treffen sich zu Wasser und zu Lände.*"

Capetown was breezy, beautiful, and business-like.

"Our appointment with the Minister is fixed for tomorrow morning, at nine-thirty sharp. His A.D.C. and I will fetch you at nine o'clock," said the Big Man. "Don't dare to be late!"

"Perhaps it would be safer not to go to bed!" joked the Pilgrim, knowing, by this time, all about South African hospitality. "Anyway, that will leave the rest of the morning clear for a Committee Meeting."

"But we've arranged to drive you round Table Mountain," said his principal host, "and after that, lunch, and after that, a rally—and tea, and after that a dinner—and then you broadcast from our Studio. And after that—"

"Yes! I know—and it's perfectly splendid of you, dear people. Only one favour, though. Do let us have a meeting. If I don't attend a Committee it will spoil my record for a bus-driver's holiday."

"Oh, very well! We'll fix one up specially for you," conceded his amiable friends.

"Thank you! With just one tiny reservation."

"And that is?"

"Don't have it *earlier* than nine ack emma, please!"

At a meeting in London three weeks later the proceedings were more or less informal. The chief item on the agenda being—To welcome the Pilgrim back, and wish each other a merry Christmas.

"What impressed you most about South Africa?" he was asked.

"The sunshine!" was the reply. "It gets you. It radiates, and permeates, and eradicates. It makes nice men nicer, and pretty women prettier. I told them so. I told them that we never have sunshine like theirs, and that our only remedy is to get synthetical. That is—when the day is cold and miserable, we make the most of a coal fire. We have to conjure up our own ultra-violet rays. They don't need any. Their place is in the sun—all the time."

"And what about the road problem?"

"They're as keen as can be. It's already feasible to drive quite comfortably from Capetown to beyond Pretoria. Even as we are working for a Throughway—that's our own A.A. term—across Europe to Stamboul, so is South African motoring thought concentrating on a Cape-Cairo

Throughway. We shall, I hope, live to see the time when people will start for the Cape, by road—not as a stunt, but for a holiday.

"I am glad to have seen them start by air, not only for the Cape, but for Australia—and, what is more, arrive. Which reminds me. How is our Aviation Department getting along?"

"Excellent," said Aviation. "Our members have already covered over half a million miles in their aeroplanes, finding their way safely and easily by the aid of our blue and yellow Air Route Maps, the best in the world."

"Well done!" said the Pilgrim. "And A.A. flying is yet in its childhood."

"In our eyes," he continued, "the airway is the younger sister of the road. On members' planes as well as cars our Badge is carried, and it has wings, even as our Good Fairy. If this is a coincidence, it is a happy one. What's our membership now?"

"Four hundred and thirty-two thousand, five hundred and fifty-seven, at noon to-day," said Deputy. "Not too bad, eh? considering the awful weather."

"It's fine," agreed the Pilgrim. "It's a real welcome home. When we need ultra-violet rays let's look at our membership figures. Now, everybody! We will just drink to the health of the world's largest motoring or-

ganization, from its respected President, Vice-Presidents, Chairman, Vice-Chairman, Treasurer, and Committee, down to the youngest messenger-boy, and then disperse for a happy Christmas. And when we've all got over the festivities, and are back at work, we will—"

"What?"

"Go all out for the first half million."

EPILOGUE

CHRISTMAS EVE.

He was telling Her all about it.

"Singapore Cathedral made a fine setting for your big girl, and the wedding was simple and sweet. I cried—and I'm not ashamed to own it. Just fancy! One of our children has been born, brought up, and wedded, within the lifetime of the A.A. That puts the clock on, darling, but you don't look it, and I certainly don't feel it. After all, it has meant and it does mean quite something to be . . ."

"To be what, dear?"

"Secretary . . . of the . . . Automobile Association."

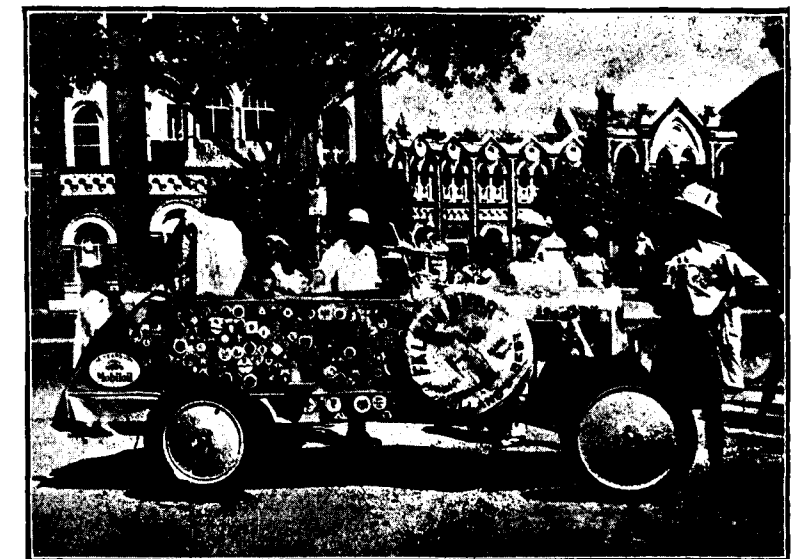
"Hold my hand."

(THE END).

A REAL MOTORIST

CAPT. OSTERHAUS of Holland who started from Canada in the year 1921 arrived in Madras on October 6th. on his way to Southern India, Dutch East Indies and Australia—the last continent after having covered in 15 years 59 countries on four continents (over 250,000 miles). The car, an old model T Ford, reconditioned by the Capt. himself as was also the special aluminium torpedo body, is still in the pink of condition and carries 1000 pounds dead weight with a self-made trailer behind it. The same car is going to return to Canada in four years when Capt. Osterhaus expects to present it to Mr. Henry Ford for his museum. This "Flying Dutchman" is on a mission

of international goodwill to all countries of the world, filming his way with films of standard size which he is showing in clubs, educational institutes etc. The commentaries on these films can be given in seven different languages. His car is a great attraction in Madras.



MADRAS FLYING CLUB NOTES

RAIN was not so liberally vouchsafed during September as it has been during July and August. Nevertheless the aerodrome put up a brave show and didn't quite lose its green.

Perhaps the chief event of interest was the arrival by sea of a couple of large parcels containing the Rajah of Vizianagram's pink and light blue Avro Commodore, its second visit to India. It was duly erected and tested and the Rajah, who has done 100 hours solo Gipsy flying, started learning to fly it. The Avro Commodore is one of the few luxury aeroplanes that have visited South India, it is fitted most comfortably, and even has ashtrays for the passengers, who, since the petrol pipes from the tanks to the engine do not enter the cabin, are permitted to smoke. There is also a seven foot folding bed.

Mr. Davis of the Gloucester Regiment joined the club, began flying lessons and went off solo after 3 hours and 40 minutes *ab initio* dual instruction, which is a record for the club.

In the way of cross country flying Mr. Bhuyan flew out and back to Pondicherry and to Nellore, and to Bangalore and back with the Instructor. Mr. Sundaram flew two passengers to Bangalore and back in the Puss and Mr. Sundararajan twice flew Mr. Gordon to Bangalore on urgent affairs at a moment's notice. There were two trips to Colombo, Mr. Caldera in the Puss and Mr. Italia in one of the Gipsies. On both occasions Mr. Mathai went too. Very luckily on the second occasion, for torrential rain round Colombo at the time made it impossible for a stranger to find the Ratmalana Aerodrome.

Mr. Somerville flew out to sea with the instructor one day to wave farewell to his wife sailing away in a ship bound for S. Africa.

On the last day of the month Mr. Whitta, the Hyderabad Flying Club instructor, arrived in a tiger moth with a pupil for the purpose of his bi-annual medical examination.

FLYING TIME FOR SEPTEMBER 1936.

Dual instruction to members under training	9-40
Advanced dual to "A" pilots	8-50
Solo flights by members under training	1-25
Solo flights by "A" and "A-1" pilots	33-30
Pilot with passengers ("A, A-1, & B" pilots)	50-5
Joy rides	1-55
Other flying	0-40
Cross country trips by the club instructor	—
Test flights	0-45

Hrs. 106-50

The following members took dual instruction during the month:—

Europeans:

Mr. C. R. Davis.
Capt. Elkington

Advanced dual.

Indians:

Mr. S. Thirumalai.
Mr. W. Parthasarathy
Mr. T. M. Duraiswamy
Mr. S. Bhuyan

Advanced dual.

do.
cross country advanced dual,
Instructional.

Ceylonese:

Mr. L. S. Flamer-Caldera.

Members who flew first solo during the month.

Mr. C. R. Davis.

New members during the month:

Mr. C. R. Davis.
Mr. C. J. Macarthur.

CROSS COUNTRY FLIGHTS DURING THE MONTH OF SEPTEMBER 1936.

Date	Machine	Pilot	Passenger	Journey	Time
6-9-36	VT-ACB	Mr. V. Sundaram	With two passengers	Madras-Bangalore	2-30
7-9-36	"	"	"	Bangalore-Madras	1-45
8-9-36	VT-ACU	Mr. S. Bhuyan	Nil	Madras-Pondicherry & back without landing.	1-55
8-9-36	VT-ACB	Mr. M. D. Sundararajan	Mr. Gordon	Madras-Bangalore	2-25
9-9-36	VT-ACU	Mr. S. Bhuyan	Nil	Bangalore-Madras	1-30
10-9-36	VT-ACU	Mr. Tyndale-Biscoe	Mr. S. Bhuyan	Madras-Nellore & back without landing	2-35
12-9-36	VT-ACB	Mr. L. S. Flamer-Caldera	Mr. J. Mathai	Madras-Bangalore	2-25
19-9-36	"	"	"	Bangalore-Madras	1-55
26-9-36	VT-ABH	Mr. M. D. Sundararajan	Mr. Gordon	Madras-Trichy	2-15
"	"	"	"	Trichy-Colombo	3-40
"	"	"	"	Colombo-Trichy	3-20
"	VT-ACU	Mr. J. D. Italia	Mr. Mathai	Trichy-Madras	2-0
"	"	"	"	Madras-Bangalore	2-20
29-9-36	"	"	"	Bangalore-Madras	2-20
"	"	"	"	Madras-Trichy	2-20
"	"	"	"	Trichy-Colombo	4-45
"	"	"	"	Colombo-Trichy	3-30
"	"	"	"	Trichy-Madras	2-0

B. B. C. Empire Service Programmes

Transmissions 2 and 3

NOTE.—All times given are Indian Standard Time which is five hours and thirty minutes ahead of Greenwich Mean Time. Wavelengths shown for each Transmission are those in use at time of going to press. Changes, if any, will be duly notified by microphone which should be listened for in the announcements made at frequent intervals.

Transmission 2:—4.30 to 7.15 p.m. I.S.T. (11 a.m. to 1.45 p.m. G.M.T.).

GSH 21.47 Mc/s (13.97 m.).

GS.G 17.79 Mc/s (16.86 m.).

In this transmission Greenwich Time Signal is given at 6.30 p.m. (1 p.m. G.M.T.).

Transmission 3:—7.30 to 10.30 p.m. I.S.T. (2 to 5 p.m. G.M.T.).

GSH 21.47 Mc/s (13.97 m.).

GS.G 17.79 Mc/s (16.86 m.).

GSF 15.14 Mc/s (19.82 m.).

GSB 9.51 Mc/s (31.55 m.).

In this transmission Greenwich Time Signal is given at 9.30 p.m. (4 p.m. G.M.T.).

SUNDAY, OCTOBER 18

4.30 p.m. Big Ben. A Recital by a Vocal Quartet.

5.30 p.m. Talk: "Down to the Sea in Ships: Sea Power—No. 2."*

5.50 p.m. A Violoncello Recital.†

6.0 p.m. Walford Hyden's Magyar Orchestra.

6.25 p.m. Weekly Newsletter, Sports Summary, and Announcements.

6.50 p.m. Musical Interlude.†

6.55 p.m. A Religious Service,* from the Studio.

7.10 p.m. Envoi.†

7.15 p.m. Close down.

7.30 p.m. Big Ben. A Song Recital.

7.50 p.m. The BBC Military Band.

8.30 p.m. Talk: "Down to the Sea in Ships: Sea Power—No. 2."*

8.50 p.m. A Violin Recital.

9.10 p.m. Empire Service,* from St. Paul's Cathedral, London.

10.0 p.m. Weekly Newsletter, Sports Summary, and Announcements.

10.25 p.m. Envoi.†

10.30 p.m. Close down.

MONDAY, OCTOBER 19

4.30 p.m. Big Ben. "Nautical Nonsense."*

5.2 p.m. Talk: "Empire Exchange."*

5.17 p.m. "The Old Folks at Home."*

6.7 p.m. Variety.

6.30 p.m. The News and Announcements.

7.15 p.m. Close down.

7.30 p.m. Big Ben. Arthur Salisbury and his Orchestra.

8.0 p.m. Prose Reading.

8.15 p.m. Variety.*

8.30 p.m. Musical Interlude.†

8.35 p.m. "Golden Pagoda"*. A Programme about Burma.

9.5 p.m. A Ballad Concert.

9.30 p.m. A Sonata Recital.

10.0 p.m. The News and Announcements.

10.20 p.m. The Hotel Victoria Orchestra.

10.30 p.m. Close down.

TUESDAY, OCTOBER 20

4.30 p.m. Big Ben. "Empire Magazine."*

5.2 p.m. A Violin Recital.†

5.15 p.m. Variety.*

5.30 p.m. The Theatre Royal Orchestra, Birmingham.

6.0 p.m. A Brass Band Concert.

6.30 p.m. The News and Announcements.

6.50 p.m. A Programme of New Gramophone Records.

7.15 p.m. Close down.

7.30 p.m. Big Ben. Talk: "Foreign Affairs."*

7.46 p.m. A Recital of Light Pianoforte Music.

8.0 p.m. Geiger and his Orchestra.

8.30 p.m. A Pianoforte Trio.

9.15 p.m. "World for Sale."*

10.0 p.m. The News and Announcements.

10.20 p.m. "Round and About"—No. 7.

10.30 p.m. Close down.

WEDNESDAY, OCTOBER 21

4.30 p.m. Big Ben. A Cinema Organ Recital.

4.45 p.m. Talk: "Foreign Affairs."*

5.0 p.m. A Song Recital.

5.15 p.m. Play: "Nelson Expects."*

6.0 p.m. Light Concert.

6.30 p.m. The News and Announcements.

6.50 p.m. An Organ Recital.

7.15 p.m. Close down.

7.30 p.m. Big Ben. The BBC Dance Orchestra,* directed by Henry Hall.

8.15 p.m. A Recital of Scottish Songs.

8.30 p.m. Talk: "Empire Exchange."*

8.45 p.m. The Bournemouth Municipal Orchestra.

10.0 p.m. The News and Announcements.

10.20 p.m. Cockney Songs.†

10.30 p.m. Close down.

THURSDAY, OCTOBER 22.

4.30 p.m. Big Ben. "World for Sale."*

5.15 p.m. Musical Interlude.†

5.20 p.m. The BBC Welsh Orchestra.

5.55 p.m. Talk: "Food for Thought."*

6.15 p.m. The BBC Singers.

6.30 p.m. The News and Announcements.

6.50 p.m. A Concert, from Leeds University, Leeds, England.

7.15 p.m. Close down.

7.30 p.m. Big Ben. A Military Band Concert.†

7.40 p.m. Light Programme.*

8.0 p.m. The BBC Empire Orchestra.

9.0 p.m. "A Countryman's Diary."*

9.15 p.m. Play: "Nelson Expects."*

10.0 p.m. The News and Announcements.

10.20 p.m. A Programme of New Dance Records.

10.30 p.m. Close down.

FRIDAY, OCTOBER 23.

4.30 p.m. Big Ben. A Cinema Organ Recital.

4.45 p.m. "A Countryman's Diary."*

5.0 p.m. A Song Recital.

5.20 p.m. An Organ Recital.

6.0 p.m. The BBC Dance Orchestra, directed by Henry Hall.

6.30 p.m. The News and Announcements.

6.50 p.m. Orchestral Music.†

6.57 p.m. "Stage Star."*

7.15 p.m. Close down.

7.30 p.m. Big Ben. The BBC Northern Orchestra.

8.15 p.m. A Pianoforte Recital.

8.45 p.m. Science Talk—No. 3.*

9.0 p.m. Scottish Dance Music.

9.30 p.m. Henry Russell Programme.

10.0 p.m. The News and Announcements.

10.20 p.m. Light Orchestral Music.

10.30 p.m. Close down.

SATURDAY, OCTOBER 24.

4.30 p.m. Big Ben. A Cinema Organ Recital.

5.0 p.m. A Studio Concert.

5.35 p.m. Songs and Talk from a Gipsy Encampment.*

5.55 p.m. Light Music.†

6.10 p.m. The Children's Hour.

6.55 p.m. The News and Announcements.

7.15 p.m. Close down.

7.30 p.m. Big Ben. "Empire Magazine."*

8.1 p.m. The Coventry Hippodrome Orchestra.

8.30 p.m. Sport Commentary.

9.15 p.m. The Eugene Pini Tango Orchestra.

9.45 p.m. A Flute Recital.

10.0 p.m. The News and Announcements.

10.20 p.m. Excerpts from the "Merry Widow".†

10.30 p.m. Close down.

SUNDAY, OCTOBER 25.

4.30 p.m. Big Ben. The BBC Empire Orchestra.

5.30 p.m. "Down to the Sea in Ships: Sea Power"*.—No. 3.

5.50 p.m. A Song Recital.

6.0 p.m. The BBC Theatre Orchestra.

6.25 p.m. Weekly Newsletter, Sports Summary, and Announcements.

6.40 p.m. Musical Interlude.†

6.45 p.m. A Short Religious Service.*

7.10 p.m. Envoi.†

7.15 p.m. Close down.

* Electrical Recording.

† Gramophone Records.

7-30 p.m. Big Ben. A Violin Recital.
7-50 p.m. The Wingates Temperance Band.
8-30 p.m. "Down to the Sea in Ships: Sea Power"—No. 3.
8-50 p.m. A Pianoforte Recital.
9-15 p.m. A Short Religious Service, from the Studio.
10-0 p.m. Weekly Newsletter, Sports Summary, and Announcements.
10-25 p.m. Envoi.†
10-30 p.m. Close down.

MONDAY, OCTOBER 26.

4-30 p.m. Big Ben. Henry Russell Programme.*
5-2 p.m. "A Policeman's Lot."
5-17 p.m. Haydn Heard and his Band.
5-45 p.m. Variety.*
6-0 p.m. Studio Concert.
6-30 p.m. The News and Announcements.
6-50 p.m. The BBC Dance Orchestra,* directed by Henry Hall.
7-15 p.m. Close down.
7-30 p.m. Big Ben. Arthur Salisbury and his Orchestra.
7-45 p.m. Variety.*
8-5 p.m. The BBC Midland Orchestra.
9-5 p.m. Light Pianoforte Music.†
9-15 p.m. "Stage Star."*
9-30 p.m. Cinema Organ Recital.
10-0 p.m. The News and Announcements.
10-20 p.m. Light Orchestral Music.
10-30 p.m. Close down.

TUESDAY, OCTOBER 27.

4-30 p.m. Big Ben. "Empire Magazine."*
5-2 p.m. The BBC Military Band.*
5-32 p.m. Travel Talk.
5-47 p.m. Variety.*
6-0 p.m. Dance Music.
6-30 p.m. The News and Announcements.
6-50 p.m. Chamber Music.
7-15 p.m. Close down.
7-30 p.m. Big Ben. "Imperial Affairs."*
7-46 p.m. Musical Interlude.†
7-50 p.m. Celluloid Rhythm.*
8-30 p.m. The Torquay Municipal Orchestra.
10-0 p.m. The News and Announcements.
10-20 p.m. The Philip Whiteway Ensemble.
10-30 p.m. Close down.

WEDNESDAY, OCTOBER 28

4-30 p.m. Big Ben. Cinema Organ Recital.
4-45 p.m. "Imperial Affairs."*
5-0 p.m. Charles Manning and his Orchestra.
5-45 p.m. Poetry Reading.*
6-0 p.m. Pianoforte Recital.
6-30 p.m. The News and Announcements.
6-50 p.m. The Birmingham Hippodrome Orchestra.
7-15 p.m. Close down.
7-30 p.m. Big Ben. The BBC Welsh Orchestra.
8-30 p.m. "A Policeman's Lot."*
8-45 p.m. Variety.*
9-0 p.m. The John McArthur Quintet.
9-30 p.m. The BBC Dance Orchestra,* directed by Henry Hall.
10-0 p.m. The News and Announcements.
10-20 p.m. Military Band Concert.†
10-30 p.m. Close down.

THURSDAY, OCTOBER 29.

4-30 p.m. Big Ben. Celluloid Rhythm.*
5-10 p.m. Sea Shanties.†
5-20 p.m. Cinema Organ Recital.
5-55 p.m. "Food for Thought."*
6-15 p.m. The BBC Singers.
6-30 p.m. The News and Announcements.
6-50 p.m. A Recital of New Gramophone Records.
7-15 p.m. Close down.
7-30 p.m. Big Ben. The BBC Theatre Organ.
8-0 p.m. The BBC Empire Orchestra.
9-0 p.m. Talk.
9-15 p.m. Military Band Concert.
10-0 p.m. The News and Announcements.
10-20 p.m. "Round and About."
10-30 p.m. Close down.

FRIDAY, OCTOBER 30.

4-30 p.m. Big Ben. Cinema Organ Recital.
4-45 p.m. Talk.*
5-0 p.m. An Instrumental Recital.
5-20 p.m. Light Programme.*
6-0 p.m. The BBC Dance Orchestra, directed by Henry Hall.
6-30 p.m. The News and Announcements.

6-50 p.m. A Song Recital.
7-10 p.m. Envoi.†
7-15 p.m. Close down.
7-30 p.m. Big Ben. Syncopated Pianoforte Music.
7-45 p.m. Poetry Reading.*
8-0 p.m. Chamber Music.
8-45 p.m. Science Talk.*
9-45 p.m. The BBC Dance Orchestra,* directed by Henry Hall.
9-30 p.m. "D'ye Ken John Peel."
10-0 p.m. The News and Announcements.
10-20 p.m. Light Orchestral Concert.
10-30 p.m. Close down.

SATURDAY, OCTOBER 31.

4-30 p.m. Big Ben. The BBC Northern Orchestra.
5-15 p.m. Variety.*
5-35 p.m. The Gershom Parkington Quintet.*
6-0 p.m. Swing Music.†
6-10 p.m. The Children's Hour.
6-55 p.m. The News and Announcements.
7-15 p.m. Close down.
7-30 p.m. Big Ben. "Empire Magazine."*
8-0 p.m. Coventry Hippodrome Orchestra.
8-30 p.m. A Song Recital.
8-50 p.m. Short Story.
9-5 p.m. The Serge Krish Septet.
9-30 p.m. The BBC Military Band.*
10-0 p.m. The News and Announcements.
10-20 p.m. Banjo Solos.†
10-30 p.m. Close down.

SUNDAY, NOVEMBER 1.

4-30 p.m. Big Ben. The Band of H. M. Royal Marines.*
5-30 p.m. Talk.*
5-50 p.m. Pianoforte Interlude.†
6-0 p.m. The London Palladium Orchestra.
6-25 p.m. Weekly Newsletter, Sports Summary, and Announcements.
6-40 p.m. Musical Interlude.†
6-45 p.m. Short Religious Service.*
7-10 p.m. Envoi.†
7-15 p.m. Close down.
7-30 p.m. Big Ben. A Song Recital.
7-50 p.m. The BBC Military Band.
8-30 p.m. Talk.*
8-50 p.m. Violoncello Recital.†
9-0 p.m. A Religious Service,* from Croydon Parish Church.
10-0 p.m. Weekly Newsletter, Sports Summary, and Announcements.
10-25 p.m. Envoi.†
10-30 p.m. Close down.

MONDAY, NOVEMBER 2.

4-30 p.m. Big Ben. "D'Ye Ken John Peel"?*
5-2 p.m. "Empire Exchange".*
5-17 p.m. Haydn Heard and his Band.
5-45 p.m. Variety.*
5-55 p.m. The BBC Northern Ireland Orchestra.
6-0 p.m. The News and Announcements.
6-20 p.m. The BBC Dance Orchestra,* directed by Henry Hall.
7-15 p.m. Close down.
7-30 p.m. Big Ben. Arthur Salisbury and his Orchestra.
8-0 p.m. Short Story.
8-15 p.m. Coon Songs.†
8-25 p.m. Feature Programme.*
9-25 p.m. A Sonata Recital.
10-0 p.m. The News and Announcements.
10-20 p.m. Dance Music.†
10-30 p.m. Close down.

TUESDAY, NOVEMBER 3.

4-30 p.m. Big Ben. "Empire Magazine".*
5-2 p.m. Violin Solos.†
5-10 p.m. Coronel and Falkland Islands Programme.*
6-0 p.m. Brass Band Concert.
6-30 p.m. The News and Announcements.
6-50 p.m. Musical Comedy Memories.†
7-15 p.m. Close down.
7-30 p.m. Big Ben. "Foreign Affairs."*
7-46 p.m. An Instrumental Recital.
8-0 p.m. Light Orchestral Music.
8-20 p.m. "The Beloved Vagabond".*
9-20 p.m. The Torquay Municipal Orchestra.
10-0 p.m. The News and Announcements.
10-20 p.m. The Philip Whiteway Ensemble.
10-30 p.m. Close down.

* Electrical Recording.

† Gramophone Records.

WEDNESDAY, NOVEMBER 4.

4-30 p.m. Big Ben. Cinema Organ Recital.
4-45 p.m. "Foreign Affairs".*
5-0 p.m. Chas. Manning and his Orchestra.
5-35 p.m. Buskers Programme.*
6-0 p.m. Light Studio Concert.
6-30 p.m. The News and Announcements.
6-50 p.m. An Organ Recital.
7-15 p.m. Close down.
7-30 p.m. Big Ben. "Tommy Tune's Tours"—No. 2.
7-52 p.m. A Recital by John McCormack.†
8-5 p.m. "Empire Exchange".*
8-20 p.m. Brass Band Concert.
9-0 p.m. A Pianoforte Recital.
9-30 p.m. Light Studio Concert.
10-0 p.m. The News and Announcements.
10-20 p.m. Light Orchestral Music.†
10-30 p.m. Close down.

THURSDAY, NOVEMBER 5.

4-30 p.m. Big Ben. "The Beloved Vagabond".*
5-32 p.m. Cinema Organ Recital.
5-55 p.m. "Food for Thought".*
6-15 p.m. The BBC Singers.
6-30 p.m. The News and Announcements.
6-50 p.m. An Instrumental Recital.
7-15 p.m. Close down.
7-30 p.m. Big Ben. Welsh Songs and Poetry.
8-0 p.m. The BBC Empire Orchestra.
9-0 p.m. "Under Big Ben".
9-15 p.m. Military Band Concert.
10-0 p.m. The News and Announcements.
10-20 p.m. Dance Music.†
10-30 p.m. Close down.

FRIDAY, NOVEMBER 6.

4-30 p.m. Big Ben. Songs of the Hebrides.†
4-45 p.m. "Under Big Ben".*
5-0 p.m. The Rutland Square and New Victoria Orchestra.
5-25 p.m. Fireworks Programme.*
5-45 p.m. Paderewski Recital.†
6-0 p.m. The BBC Dance Orchestra, directed by Henry Hall.
6-30 p.m. The News and Announcements.
6-50 p.m. Operatic Arias.†
7-15 p.m. Close down.
7-30 p.m. Big Ben. Coronel and Falkland Islands Programme.*
8-22 p.m. A Viola Recital.
8-45 p.m. Science Talk—No. 5.*
9-5 p.m. Scottish Dance Music.
9-30 p.m. Racing Revue.
10-0 p.m. The News and Announcements.
10-20 p.m. The Hungaria Orchestra.
10-30 p.m. Close down.

SATURDAY, NOVEMBER 7.

4-30 p.m. Big Ben. "Tommy Tune's Tours"—2.*
4-52 p.m. Light Orchestral Music.†
5-0 p.m. Studio Concert.
5-45 p.m. The BBC Theatre Organ.
6-10 p.m. The Children's Hour.
6-55 p.m. The News and Announcements.
7-15 p.m. Close down.
7-30 p.m. Big Ben. "Empire Magazine".*
8-1 p.m. The Coventry Hippodrome Orchestra.
8-30 p.m. The BBC Theatre Organ.
9-0 p.m. Buskers Programme.*
9-25 p.m. The BBC Dance Orchestra,* directed by Henry Hall.
10-0 p.m. The News and Announcements.
10-20 p.m. Harry Lauder's Songs.†
10-30 p.m. Close down.

SUNDAY, NOVEMBER 8.

4-30 p.m. Big Ben. The BBC Empire Orchestra.
5-30 p.m. Talk: "Down to the Sea in Ships: Sea Power"—No. 5.*
5-50 p.m. An Instrumental Recital.
6-0 p.m. Fred Hartley and his Novelty Quintet.
6-25 p.m. Weekly Newsletter, Sports Summary, and Announcements.
6-50 p.m. Musical Interlude.†
6-55 p.m. A Religious Service,* from the Studio.
7-10 p.m. Envoi.†
7-15 p.m. Close down.
7-30 p.m. Big Ben. A Pianoforte Recital.†
7-50 p.m. An Orchestral Concert.
8-30 p.m. Talk: "Down to the Sea in Ships: Sea power—No. 5."*

8-50 p.m. A Classical Song Recital.
9-10 p.m. A Religious Service (Baptist),* from St. Mary's Church, Norwich.
10-0 p.m. Weekly Newsletter, Sports Summary, and Announcements.
10-25 p.m. Envoi.†
10-30 p.m. Close down.

MONDAY, NOVEMBER 9.

4-30 p.m. Big Ben. A Racing Revue.*
5-2 p.m. Talk: "The Policeman's Lot"—No. 3.
5-17 p.m. Haydn Heard and his Band.
5-45 p.m. A Studio Concert.
6-10 p.m. Variety.*
6-30 p.m. The News and Announcements.
6-50 p.m. An Organ Recital.
7-15 p.m. Close down.
7-30 p.m. Big Ben. The BBC Dance Orchestra,* directed by Henry Hall.
8-5 p.m. The BBC Midland Orchestra.
9-5 p.m. "Fireworks for the 5th."*
9-25 p.m. Musical Interlude.†
9-30 p.m. A Cinema Organ Recital.
10-0 p.m. The News and Announcements.
10-20 p.m. The Hotel Victoria Orchestra.
10-30 p.m. Close down.

TUESDAY, NOVEMBER 10.

4-30 p.m. Big Ben. "Empire Magazine."*
5-2 p.m. BBC Regional Orchestra.
6-0 p.m. A Speech by the Prime Minister.*
6-35 p.m. The News and Announcements.
6-55 p.m. Henry Hall's Melody Makers.*
7-15 p.m. Close down.
7-30 p.m. Big Ben. Talk: "Imperial Affairs."*
7-46 p.m. A Recital of Syncopated Pianoforte Music.
8-0 p.m. Geiger and his Orchestra.
8-15 p.m. "Empire Bookshelf."*
8-30 p.m. The Torquay Municipal Orchestra.
9-25 p.m. A Speech by the Prime Minister.*
10-0 p.m. The News and Announcements.
10-20 p.m. Dance Music.†
10-30 p.m. Close down.

WEDNESDAY, NOVEMBER 11.

4-30 p.m. Big Ben. A Descriptive Talk from Whitehall.
4-0 p.m. The Armistice Ceremony at the Cenotaph.
4-45 p.m. A Song Recital.
5-0 p.m. Talk: "Imperial Affairs."*
5-15 p.m. The BBC Northern Ireland Orchestra.
6-0 p.m. Scenes from "The Trojan Women."*
6-20 p.m. Orchestral Music.†
6-30 p.m. The News and Announcements.
6-50 p.m. The Birmingham Hippodrome Orchestra.
7-15 p.m. Close down.
7-30 p.m. Big Ben. Descriptive Talk from Whitehall, and Armistice Ceremony from the Cenotaph.*
8-25 p.m. A Violoncello Recital.
8-45 p.m. Talk: "The Policeman's Lot."*
9-0 p.m. A Concert of Beethoven's Overtures.†
9-10 p.m. Scenes from the "Trojan Women."*
9-30 p.m. Light Concert.
10-0 p.m. The News and Announcements.
10-20 p.m. The John MacArthur Quintet.
10-30 p.m. Close down.

THURSDAY, NOVEMBER 12.

4-30 p.m. Big Ben. A Programme of Welsh Songs and Poetry.*
5-0 p.m. Fred Hartley and his Novelty Quintet.*
5-30 p.m. A Cinema Organ Recital.
5-50 p.m. Talk: "Food for Thought."*
6-10 p.m. The Albert Hall Armistice Festival.*
6-30 p.m. The News and Announcements.
6-50 p.m. The City of Birmingham Orchestra.
7-15 p.m. Close down.
7-30 p.m. Big Ben. Henry Hall's Melody Makers.*
7-51 p.m. "Round and About."*
8-0 p.m. The BBC Empire Orchestra.
9-0 p.m. Talk.
9-15 p.m. Play: "Within the Law"—Part 1.*
10-0 p.m. The News and Announcements.
10-20 p.m. Early Italian Pianoforte Music.†
10-30 p.m. Close down.

* Electrical recording.

† Gramophone records.

FRIDAY, NOVEMBER 13.

4-30 p.m. Big Ben. A Cinema Organ Recital.
 4-45 p.m. Talk.*
 5-0 p.m. A Symphony Concert.†
 5-15 p.m. "Empire Bookshelf."
 6-0 p.m. The BBC Dance Orchestra, directed by Henry Hall.
 6-30 p.m. The News and Announcements.
 6-50 p.m. A Song Recital.
 7-15 p.m. Close down.
 7-30 p.m. Big Ben. The BBC Dance Orchestra,* directed by Henry Hall.
 7-40 p.m. Variety.*
 7-50 p.m. The BBC Dance Orchestra. (Continued).
 8-0 p.m. Chamber Music.
 8-45 p.m. Science Talk—No. 6.*
 9-25 p.m. Students' Songs.
 9-30 p.m. Thriller: "The Dweller in the Darkness."
 10-0 p.m. The News and Announcements.
 10-20 p.m. The Carlton Hotel Orchestra.
 10-30 p.m. Close down.

SATURDAY, NOVEMBER 14.

4-30 p.m. Big Ben. "Around the Counties: Berkshire."*
 5-2 p.m. Light Music.
 5-50 p.m. Variety.*
 6-10 p.m. The Children's Hour.
 6-55 p.m. The News and Announcements.
 7-15 p.m. Close down.
 7-30 p.m. Big Ben. "Empire Magazine."*
 8-1 p.m. The Coventry Hippodrome Orchestra.
 8-30 p.m. Sports Commentary.
 9-0 p.m. The BBC Theatre Organ.
 9-30 p.m. Dance Music.*
 10-0 p.m. The News and Announcements.
 10-20 p.m. Light Programme by Jack and Claude Hulbert.†
 10-30 p.m. Close down.

SUNDAY, NOVEMBER 15.

4-30 p.m. Big Ben. Sports Commentary.*
 5-2 p.m. An Organ Recital.
 5-40 p.m. Talk: "Down to the Sea in Ships: Sea Power—No. 6."*
 6-0 p.m. Walford Hyden's Magyar Orchestra.
 6-25 p.m. Weekly Newsletter, Sports Summary, and Announcements.
 6-40 p.m. Musical Interlude.†
 6-45 p.m. A Religious Service,* from the Studio.
 7-10 p.m. Envoi.†
 7-15 p.m. Close down.
 7-30 p.m. Big Ben. A Programme of Indian Music.
 7-40 p.m. A Programme of Oriental Music (not Indian).†
 7-50 p.m. The BBC Military Band.
 8-30 p.m. Talk: "Down to the Sea in Ships: Sea Power—No. 6."*
 8-50 p.m. A Recital of Chopin's Music.
 9-10 p.m. Bells, and an Empire Service,* from St. Paul's Cathedral, London.
 10-0 p.m. Weekly Newsletter, Sports Summary, and Announcements.
 10-25 p.m. Envoi.†
 10-30 p.m. Close down.

MONDAY, NOVEMBER 16.

4-30 p.m. Big Ben. "A Nest of Singing Birds."*
 4-52 p.m. Variety.†
 5-2 p.m. Talk: "Empire Exchange."
 5-17 p.m. "The Old Folks at Home."*
 6-7 p.m. "Autumn." A Programme of Gramophone Records.
 6-30 p.m. The News and Announcements.
 6-50 p.m. Variety.
 7-15 p.m. Close down.
 7-30 p.m. Big Ben. Arthur Salisbury and his Orchestra.
 8-5 p.m. English Prose Reading.
 8-20 p.m. A Recital of English Folk-Songs.
 8-40 p.m. Variety.*
 9-0 p.m. "Around the Counties—Berkshire."*
 9-30 p.m. A Sonata Recital.
 10-0 p.m. The News and Announcements.
 10-20 p.m. Dance Music.†
 10-30 p.m. Close down.

TUESDAY, NOVEMBER 17.

4-30 p.m. Big Ben. "Empire Magazine."
 5-2 p.m. Tchaikovsky's Symphony No. 4. The BBC Symphony Orchestra.
 5-47 p.m. Musical Interlude.†

5-50 p.m. Variety.
 6-0 p.m. A Brass Band Concert.
 6-30 p.m. The News and Announcements.
 6-50 p.m. A Programme of New Gramophone Records.
 7-15 p.m. Close down.
 7-30 p.m. Big Ben. Talk: "Foreign Affairs."
 7-46 p.m. A Programme of Musical Comedy.†
 8-30 p.m. The Torquay Municipal Orchestra.
 9-25 p.m. Serial Musical Programme—No. 1.*
 10-0 p.m. The News and Announcements.
 10-20 p.m. The Philip Whiteway Ensemble.
 10-30 p.m. Close down.

WEDNESDAY, NOVEMBER 18.

4-30 p.m. Big Ben. A Cinema Organ Recital.
 4-45 p.m. Talk: "Foreign Affairs."*
 5-0 p.m. Charles Manning and his Orchestra.
 5-20 p.m. Play: "Within the Law"—Part 2.*
 6-0 p.m. Light Concert.
 6-30 p.m. The News and Announcements.
 6-50 p.m. The BBC Dance Orchestra,* directed by Henry Hall.
 7-15 p.m. Close down.
 7-30 p.m. Big Ben. A Studio Concert.
 8-5 p.m. Talk: "Empire Exchange."*
 8-20 p.m. A Brass Band Concert.
 9-0 p.m. Variety.†
 9-30 p.m. Light Music.
 10-0 p.m. The News and Announcements.
 10-20 p.m. A Programme of Old-Fashioned Waltzes.†
 10-30 p.m. Close down.

THURSDAY, NOVEMBER 19.

4-30 p.m. Big Ben. Dance Music.†
 4-45 p.m. Serial Musical Programme—No. 1.*
 5-20 p.m. The BBC Welsh Orchestra.
 5-55 p.m. Talk: "Food for Thought."*
 6-15 p.m. The BBC Singers.
 6-30 p.m. The News and Announcements.
 6-50 p.m. Boxing Commentary: Neusel v. Foord.*
 7-10 p.m. Envoi.†
 7-15 p.m. Close down.
 7-30 p.m. Big Ben. The BBC Theatre Organ.
 8-0 p.m. The BBC Empire Orchestra.
 9-0 p.m. Talk: "A Countryman's Diary," by A. G. Street.
 9-15 p.m. Musical Interlude.†
 9-20 p.m. Play: "Within the Law"—Part 2.*
 10-0 p.m. The News and Announcements.
 10-20 p.m. A Pianoforte Recital.†
 10-30 p.m. Close down.

FRIDAY, NOVEMBER 20.

4-30 p.m. Big Ben. A Cinema Organ Recital.
 4-45 p.m. Talk: "A Countryman's Diary,"* by A. G. Street.
 5-0 p.m. The BBC Military Band.*
 5-45 p.m. "Star Gazing."* A Series of broadcasts by stage celebrities.

6-0 p.m. The BBC Dance Orchestra, directed by Henry Hall.
 6-30 p.m. The News and Announcements.
 6-50 p.m. Table Tennis Commentary.*
 7-10 p.m. Envoi.†
 7-15 p.m. Close down.
 7-30 p.m. Big Ben. Syncopated Pianoforte Music.
 7-45 p.m. A Johann Strauss Pot-Pourri.*
 8-15 p.m. Science Talk—No. 7.*
 9-5 p.m. A Programme of West Country Songs and Stories.
 9-30 p.m. "Punch and Judy."
 10-0 p.m. The News and Announcements.
 10-20 p.m. The Hungaria Gipsy Orchestra.
 10-30 p.m. Close down.

SATURDAY, NOVEMBER 21.

4-30 p.m. Big Ben. The BBC Northern Orchestra.
 5-15 p.m. Variety.*
 5-40 p.m. The BBC Variety Orchestra.*
 6-10 p.m. The Children's Hour.
 6-55 p.m. The News and Announcements.
 7-15 p.m. Close down.
 7-30 p.m. Big Ben. "Empire Magazine."*
 8-1 p.m. The Coventry Hippodrome Orchestra.
 8-30 p.m. Post Office Programme.
 9-20 p.m. The BBC Dance Orchestra,* directed by Henry Hall.
 10-0 p.m. The News and Announcements.
 10-20 p.m. A Programme of Harry Lauder Gramophone Records.
 10-30 p.m. Close down.

* Electrical recording.

† Gramophone records.

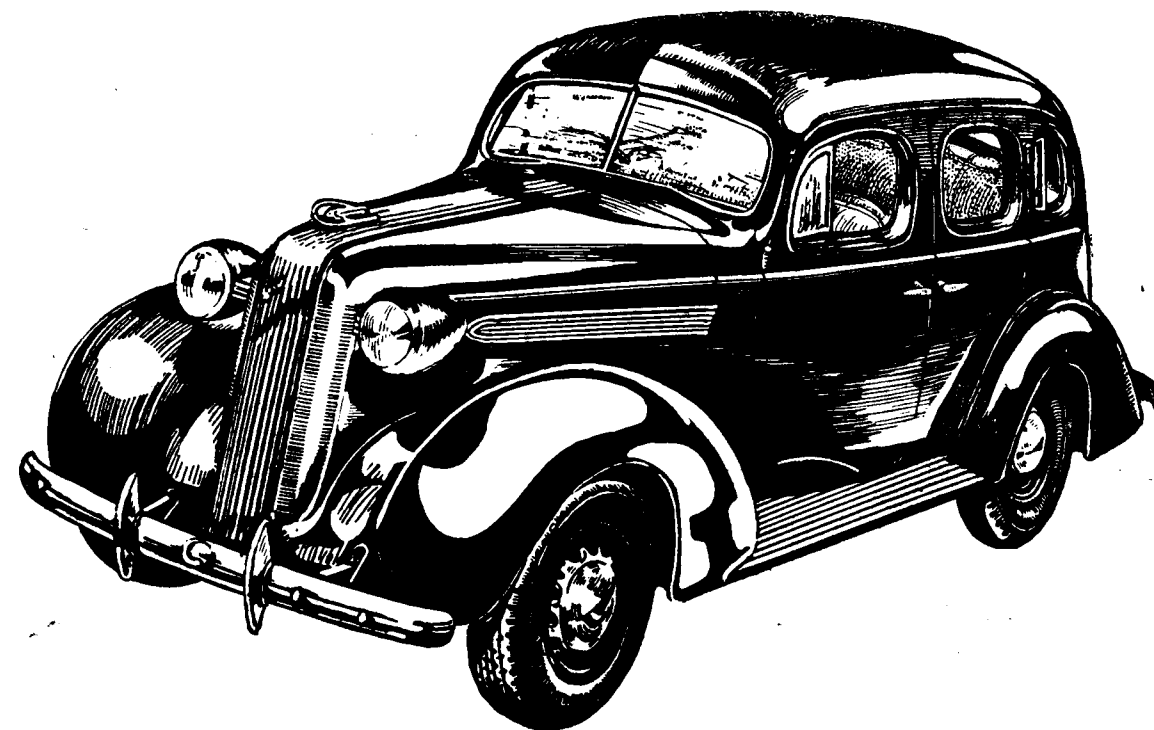
SELECTED SHORT-WAVE STATIONS

ARRANGED IN ORDER OF FREQUENCIES & WAVELENGTHS

mc/s	m.	Call Sign	Station	mc/s	m.	Call Sign	Station
4.273	70.2	RV15	Kharbarovsk (U.S.S.R.)	9.635	31.13	2RO	Rome (Italy)
4.470	67.11	YDB	Sourabaya (Java)	9.650	31.09	CTIAA	Lisbon (Portugal)
5.969	50.26	HVJ	Vatican City (Italy)	9.677	31	CTICT	Lisbon (Portugal)
6.000	50	RW59	Moscow (U.S.S.R.)	9.860	30.43	EAQ	Madrid (Spain)
6.010	49.92	COCO	Havana (Cuba)	10.260	29.24	PMN	Bandoeng (Java)
6.018	49.85	ZHI	Singapore (S.S.)	10.330	29.04	ORK	Ruyssedele (Belgium)
6.020	49.83	DJC	Zeesen (Germany)	10.710	28.01	JVN	Tokio (Japan)
6.042	49.65	HJIABG	Barranquilla (Colombia, S. America)	10.740	27.93	JVM	Tokio (Japan)
6.050	49.59	GSA	Daventry	11.720	25.6	TPA4	Radio Colonial (Paris, France)
6.060	49.5	W8XAL	Cincinnati (Ohio, U.S.A.)	11.730	25.57	PHI	Huizen (Holland)
6.060	49.5	OXY	Skamleback (Denmark)	11.750	25.53	GSD	Daventry
6.080	49.33	W9XAA	Chicago (Illinois, U.S.A.)	11.770	25.49	DJD	Zeesen (Germany)
6.080	49.33	ZHJ	Penang (Fed. Malay States)	11.810	25.4	2RO	Rome (Italy)
6.083	49.31	VQ7LO	Nairobi (Kenya, Africa)	11.820	25.38	GSN	Daventry
6.097	49.2	ZTJ	Johannesburg (S. Africa)	11.830	25.36	CTIAA	Lisbon (Portugal)
6.100	49.18	W3XAL	Bound Brook (New Jersey, U.S.A.)	11.830	25.36	W2XE	Wayne (New Jersey, U.S.A.)
6.100	49.18	W9XF	Chicago (Illinois, U.S.A.)	11.860	25.29	GSE	Daventry
6.110	49.1	VUC	Calcutta (India)	11.870	25.27	W8SK	Pittsburgh (Pa., U.S.A.)
6.110	49.1	GSL	Daventry	11.880	25.23	TPA3	Radio Colonial (Paris, France)
6.120	49.02	YDA	Bandoeng (Java)	12.000	25	RW59	Moscow (U.S.S.R.)
6.120	49.02	W2XE	Wayne (New Jersey, U.S.A.)	12.082	24.83	CTICT	Lisbon (Portugal)
6.130	48.92	COCD	Havana (Cuba)	13.075	22.94	VPD	Suva (Fiji)
6.130	48.92	ZGE	Kuala Lumpur (Fed. Malay States)	15.123	19.84	HVJ	Vatican City (Italy)
6.140	48.86	W8XK	Pittsburgh (Pa., U.S.A.)	15.140	19.82	GSF	Daventry
6.150	48.78	CSL	Lisbon (Portugal)	15.180	19.76	GSO	Daventry
6.477	46.52	HJIABB	Barranquilla (Colombia, S. America)	15.200	19.74	DJB	Zeesen (Germany)
7.510	39.95	JVP	Tokio (Japan) [land]	15.210	19.72	W8XK	Pittsburgh (Pa., U.S.A.)
7.797	38.48	HBP	Radio Nations (Prangins, Switzer-land)	15.220	19.71	PCJ	Eindhoven (Holland) (Experimental)
8.750	34.29	ZCK3	Hong Kong	15.243	19.68	TPA2	Radio Colonial (Paris, France)
9.428	31.8	COCH	Havana (Cuba)	15.260	19.66	GSI	Daventry
9.510	31.55	GSB	Daventry	15.270	19.65	W2XE	Wayne (New Jersey, U.S.A.)
9.510	31.55	VK3ME	Melbourne (Australia)	15.280	19.63	DJQ	Zeesen (Germany)
9.530	31.48	LKJI	Jeloy (Norway)	15.310	19.60	GSP	Daventry
9.530	31.48	W2XAF	Schenectady (New York, U.S.A.)	15.330	19.56	W2XAD	Sehenectady (New York, U.S.A.)
9.540	31.45	DJN	Zeesen (Germany)	17.760	16.89	W2XE	Wayne (New Jersey, U.S.A.)
9.560	31.38	DJA	Zeesen (Germany)	17.760	16.89	DJE	Zeesen (Germany)
9.565	31.36	VUB	Bombay (India)	17.780	16.87	W3XAL	Bound Brook (New Jersey, U.S.A.)
9.580	31.32	GSC	Daventry	17.790	16.86	GSG	Daventry
9.580	31.32	VK3LR	Lyndhurst (Australia)	18.830	15.93	PLE	Bandoeng (Java)
9.590	31.28	PHI	Huizen (Holland)	21.470	13.97	GSH	Daventry
9.590	31.28	VK2ME	Sydney (Australia)	21.520	13.94	W2XE	Wayne (New Jersey, U.S.A.)
9.595	31.27	HBL	Radio Nations (Prangins, Switzer-land)	21.530	13.93	GSJ	Daventry
				21.540	13.93	W8XK	Pittsburgh (Pa., U.S.A.)

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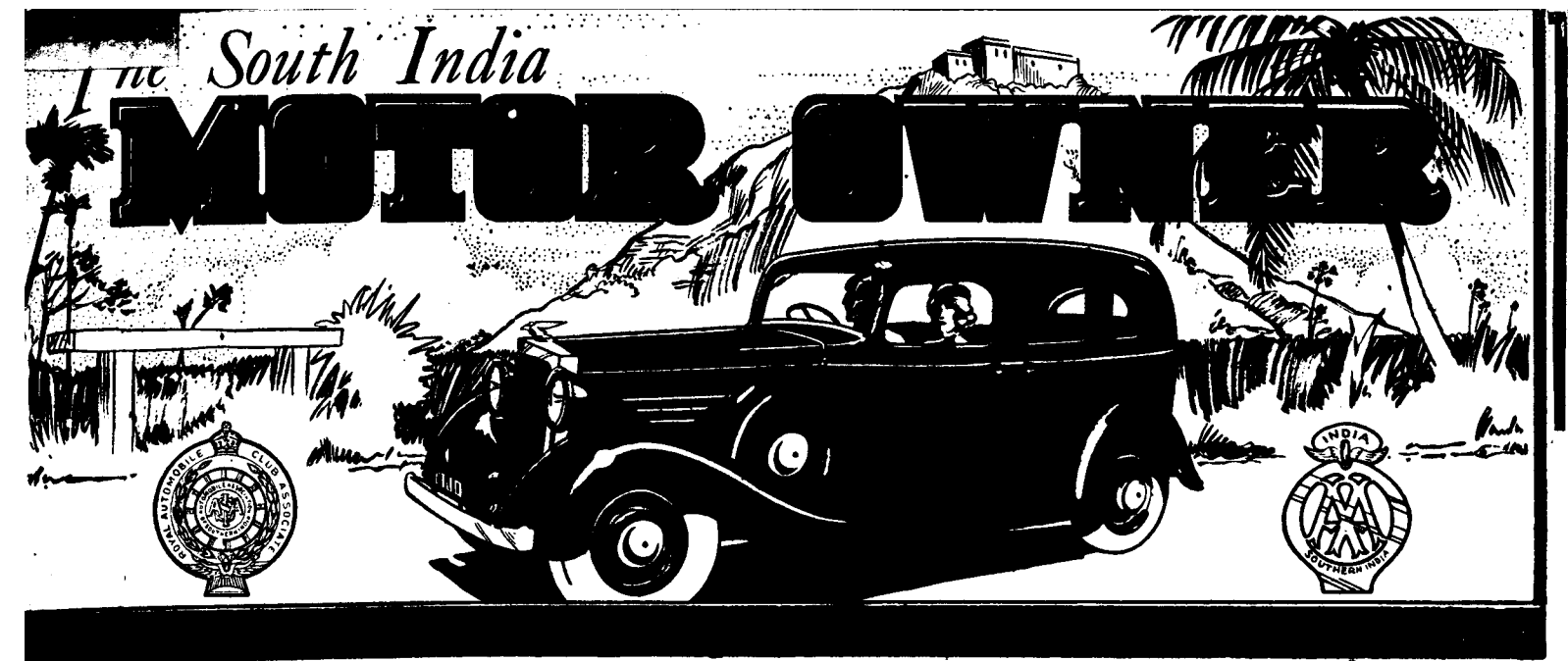
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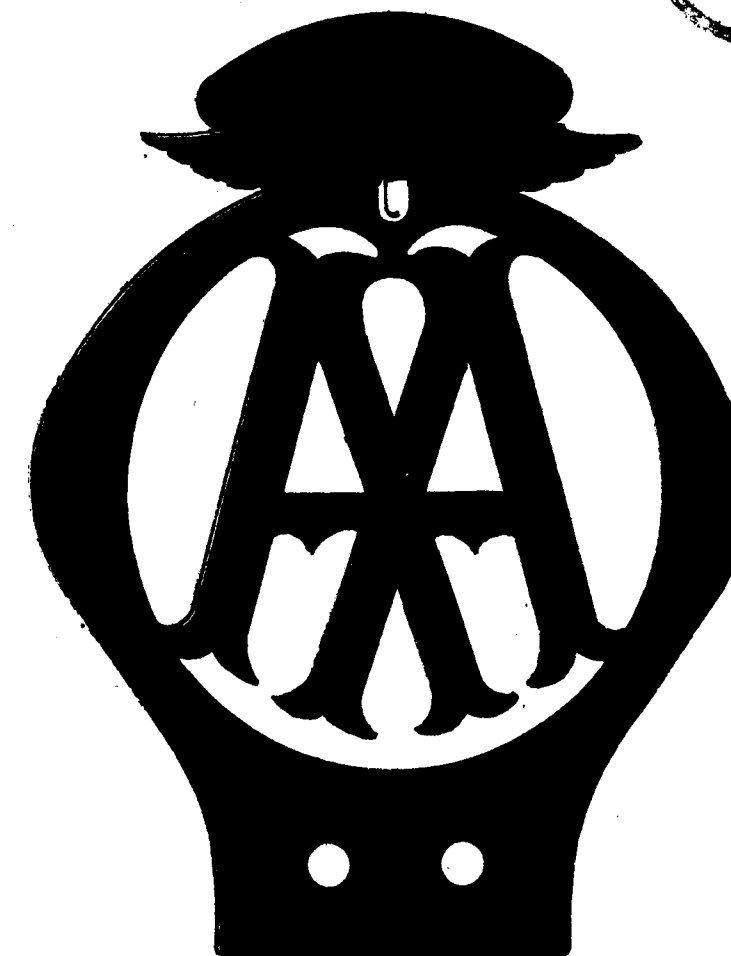
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Volume VIII, Number II

NOVEMBER 1936

NOTES AND NEWS FOR A. A. S. I. MEMBERS

Road Information

THE spell of bad weather during the end of October, which appeared to be the commencement of the N. E. Monsoon brought down heavy rains, but we are glad to report that none of the unbridged rivers have been affected and no report has been received of any difficulty experienced by touring motorists.

At the end of the period under review, however, a cyclone of some intensity visited the East Coast in the neighbourhood of Masulipatam (which was struck by a tidal wave) but owing to the dislocation of communications, no details are available as to any damage done to roads or bridges.

Cuddalore-Salem Road

Information has been received that the bridge at Attur on the above road is still under repairs and vehicular traffic over the bridge is not allowed. But cars can cross through the river bed and villagers will help if necessary.

Madras-Trichy Road

It has been reported that the work of laying a cement concrete road-way over the Coleroon and Cauvery bridges at miles 194.5 and 196.5 respectively of the above road was commenced on the 19th of October 1936 and is likely to continue for two months from that date. While the work is in progress oneway traffic will be allowed at restricted speed from each end of each bridge in turn.

If the exigencies of the work require it, the bridges may be completely closed for traffic between 10 p.m. and 6 a.m. on any day. Motorists who can avoid taking this route during the period of the work are advised to do so as considerable inconvenience to traffic will be inevitable.

Mangalore-Mysore Road

The Mundaje Bridge in mile 45/2 of the above road has been reported to be in a damaged condition and it has been ordered by the District Board President that no traffic should pass over the said bridge until further notification in this connection.

Madras-Ranipet Road

The condition of this road has been reported to be in very bad repair, and the road is full of pot-holes. Motorists are therefore warned to drive with caution.

Route Itineraries

115 itineraries were issued during the month of October covering a distance of 46,818 miles.

While on this subject, it may not be out of place to remind members who travel frequently that the Association will be grateful if they would point out any error in the itineraries supplied to them. Details of the condition of the roads and any other information which may be of importance to motorists will be thankfully received.

Mysore M. V. Tax—Short Term Licences

The Government of Mysore has introduced a system of short term licences for visiting motorists with effect from the 20th October 1936. Seven-day or thirty-day licences can be obtained according to the period of their stay in that state.

The taxes payable for these licences are as follows:—

Class of vehicles.	For periods not exceeding 7 days at a time	For periods exceeding 7 days but not exceeding 30 days at a time.
	Rs. A. P.	Rs. A. P.
1. Motor cycles without side-cars ..	1 0 0	3 0 0
Motor cycles with side-car or tricycle ..	1 4 0	3 12 0
2. Motor cars constructed or adapted to carry in all not more than seven persons including the driver:—		
(a) weighing not more than 15 cwts unladen ..	2 0 0	6 0 0
(b) weighing more than 15 cwts unladen ..	3 0 0	9 0 0

For the purpose of these licences, the day counts from 6 a.m. of one day to 6 a.m. of the next day.

For periods of stay in excess of 7 days, but less than 30 days, persons may obtain at their option a 30-day licence or fresh 7-day licences for every 7 days or part of 7 days in excess of the period allowed in the original licence.

These licences will be available for issue at all licensing offices including the Frontier Toll-gates authorised for the purpose. At the latter, however, licences only for motor cycles and motor cars will be available.

These licences must be carried on the vehicle on the windscreen glass facing forwards on the near or left lower corner of the glass of such windscreen. Not carrying the licence in such a way is an offence which is punishable with a fine of Rs. 50.

Motor vehicles taking out short-term licences of 7 days or 30 days will be exempt from Municipal tolls throughout the State but are subject to tolls at all Government Toll-gates.

No refund is allowed on these licences.

A case recently occurred where a member in possession of a Mysore State M.V. licence was called on to pay a municipal toll at Chickbalapur. Knowing that the holder of a Mysore State licence is exempt from payment of these tolls, he refused to pay and threatened to report the toll-gate keeper for his illegal demand.

The Association will be grateful if motorists will bring similar cases to its notice.

Secretaries Conference

A Conference of Secretaries of Automobile Associations in Burma, Ceylon and India was convened by the Western India Automobile Association in the month of September last for the purpose of affording the Secretaries

LIST OF A.A.S.I. PUBLICATIONS

	Rs. A. P.
Road Map of Madras Presidency. Mounted on linen and folded into covers ...	4 8 0
Road Map of Northern India. Scale 16 miles to 1 inch. Mounted on linen and folded in stiff covers ...	6 8 0
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The Madras M. V. Taxation Act. A booklet explaining the implications of the Act and Rules made thereunder ...	0 4 0
List of Petrol Depots in Southern India ...	0 4 0
Great Britain and Ireland 1936 (A list of the principal events during 1936 with information for visitors).	
Touring in Great Britain and Europe 1935-36 A. A. publications ...	Free to Members only
"My Glorious Adventure," by Captain T. Yates-Benyon. A record, written in a light, amusing style, of the author's trip by car from Piccadilly to Calcutta ...	5 0 0

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of the various Associations an opportunity of exchanging views and ideas on ways and means of improving and extending the facilities afforded and services rendered by these Associations to their respective members. Also with a view to promoting a closer relationship between these organizations in order that better facilities for inter-regional touring could be provided.

The Secretaries of the Northern India, Western India and Ceylon Automobile Associations and a member of the Committee of the Burma Automobile Association attended the Conference.

The Secretary of the Automobile Association of Southern India was unable to attend owing to unavoidable circumstances but useful comments on the agenda which was circulated prior to the holding of the Conference were sent.

The principal object of the above Conference was a preliminary discussion of the question of forming a union of Automobile Associations and Clubs in the East with a view to simplifying inter-regional touring in countries east of Suez. The formation of an organization of this type was approved by the Assembly of the Alliance Internationale de Tourisme (A.I.T.) held at Budapest in September 1935.

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The A.I.T. was founded in Paris in 1919 for the purpose of providing facilities for touring in Europe, the A.A. London being one of the founder members. Headquarters were established in Brussels and in a very short time the then almost insurmountable difficulties connected with customs regulations, registration of visitors' cars, visitors' driving licences etc. were overcome and touring in Europe is now a simple matter.

The A.I.T. now represents over 8,000,000 private motor car owners and with this body of opinion behind them, the Executive is able to achieve what appeared to be impossible some 18 years ago.

In order to give motorists in this part of the world similar facilities, the Eastern Touring Federation was formed at the recent Conference. It was decided that Colombo would be the most suitable place for the office of the Federation, where it is learnt that necessary arrangements for the establishment of the new organization are being made.

Annual General Meeting

During the month the Annual General Meeting of this Association was held and the proceedings of the meeting are published elsewhere in this journal.

Membership

50 new members were enrolled during the month of October 1936.

These new members were introduced by the following:—

Three by Major A. W. Waters, M.B.E.,
Two each by Messrs. K. Govindan and L. Dec,
One each by Messrs. R. V. Shama Rao, K. Gopala-krishna, C. Ramasubban, H. R. Rao, C. H. D. Leonard, C. C. R. Reynolds, A. W. Hopton, The Ocean Accident & Guarantee Corporation Ltd., Messrs. E. H. Young, R. K. Murthi, T. S. Mahalingam, T. W. U. Park, Dr. P. Rama Rao, The W.I.A.A., Messrs. V. Duraisamy, K. Venkataswarlu, Messrs. Gordon Woodroffe (Motors) Ltd., and Messrs. Simpson & Co., Ltd.

The remaining 25 were enrolled by the staff.

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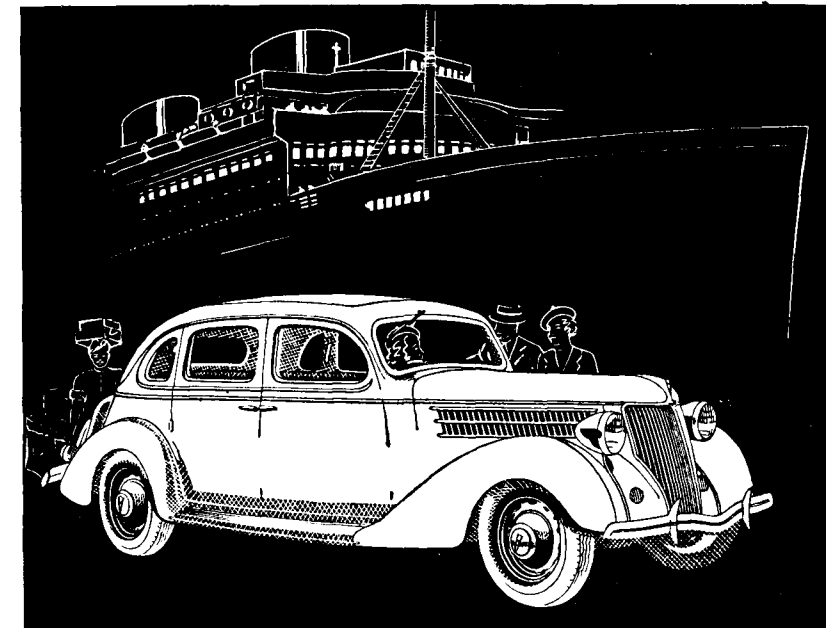
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GORDON WOODROFFE (Motors) LTD.,
Mount Road, MADRAS

Annual General Meeting of the Automobile Association of Southern India

MINUTES of Proceedings of the Annual General Meeting of the Automobile Association of Southern India held at 6 p.m. on Friday the 16th October 1936 in a room adjoining the registered offices of the Association, kindly lent for the purpose by Mr. Penn-Simkins of the Great Eastern Life Assurance Company Ltd. on the 1st floor of "Navaz Mansions", Mount Road, Madras.

Present.

Sir Mahomed Usman, K.C.I.E., President, in the Chair, Dewan Bahadur Govindoss Chathurbhujadoss, Vice-President, Mr. G. G. Armstrong, O.B.E., Chairman.

Messrs. K. Govindan, K. Venkataswaralu, C. Kunhi Raman, Rev. S. D. Bawden, Dr. B. Seshagiri Rau, Lt.-Col. E. S. Goss, I.M.S., Mr. R. V. Shama Rao, Dr. P. V. Cherian, Messrs. C. Fowler, U. R. Rao, C. H. D. Leonard, A. P. Adam, K. R. Simpson, F. M. Dowley, V. Doraiswamy, Lt.-Col. C. A. F. Hingston, C.I.E., O.B.E., I.M.S. (Retd.), Messrs. F. S. Harris, Nugent Grant, Geo. Bywater, J. C. Hunter, A. C. Vere, C. Gill, S. W. White, F. G. Cooper, Major E. G. Bowers, Messrs. A. A. Hayles, A. R. J. Runacres, T. B. Russell, I.C.S., F. W. Byramshaw, A. F. Byramshaw, C. G. C. Redman, S. Mundkur, E. J. Miller, H. R. Rao, P. Govinda Krishnayya, R. Talman, W. F. S. Vaz, Bar-at-Law, C. Ramasubban, A. W. Hopton, Hon. Treasurer, and G. Gompertz, J. P., Honorary Secretary.

Present by Proxy.

Dr. Jean F. Strandgard, M.D., Major E. G. Phythian Adams, Major A. W. Waters, M.B.E., I. A. Retd., Mr. V. S. Mahadevaier, Dr. W. F. Rule, D.D.S., Mr. E. Wood, Dewan Bahadur S. Aravamutha Iyengar, Messrs. C. G. Thurley, C. C. R. Reynolds, W. J. U. Turnbull, P. V. S. Vencatachellum, S. F. Leslie, B. S. Laurence, J. Heywood, N. G. Fairbairn, T. Rangamannar Chetty, P. N. Damodara Mudaliar, V. Thiruvengadathan Chetty, C. Krishnaswamy Naidu, K. Iwami, M. M. Salahuddin, N. An. Annamalai Chettiar, T. S. Mahalingam, C. T. Alwar Chetty, M. Mustaffa Hussain, Rao Bahadur C. Gopal Menon, Dr. R. K. Chettur, Messrs. K. L. Rajagopal Rao, A. Rajakumar, K. S. Jayaram Aiyar, Mangeri S. Siva, H. Gopala Rao, C. R. Raghavachari, S. R. Sarma, Dr. R. V. Rajam, Messrs. A. V. Patro, T. S. Subramania Iyer, Rao Sahib K. A. Chengappah, Dr. P. Rama Rau, Khan Bahadur Adam Hajee Mohamed Sait, Mr. Thimothi Mookan and Mr. Avanna Chettiar.

Absentees.

Apologies for unavoidable absence were received from Khan Bahadur Adam Hajee Mahomed Sait and Rao Bahadur C. Gopal Menon and subsequently from Mr. F. H. Wilson, Vice-Chairman, whose car broke down on his way to the meeting.

Notice of the Meeting.

The President opened the proceedings by calling on the Honorary Secretary to read the Notice convening the meeting.

President and Vice-President.

The Notice referred to in the previous paragraph having been duly read, the Chairman proposed that the President, Sir Mahomed Usman and Vice-President, Dewan Bahadur Govindoss Chathurbhujadoss should continue in their respective offices for the ensuing year. The proposal was carried with acclamation.

Sir Mahomed Usman, the President, then addressed the meeting and in doing so said he thanked those present for the great honour they had done him and his colleague in electing them as President and Vice-President for another term.

As President he felt it a great honour to welcome so many members and hoped this was a healthy sign of the increasing activities of the Association. Indeed it was a matter for congratulation that so many members had turned up.

The year in respect of which the meeting was being held had been one of exceptional difficulty. A statement outlining these difficulties would shortly be made by the Chairman. He considered it a matter of great good luck that his old friend, Mr. G. G. Armstrong had accepted the office of Chairman and they were all extremely indebted to him for the great amount of work he had put in. He (Sir Mahomed) took the opportunity of thanking Mr. Armstrong on behalf of all members of the Association. It was a matter for great regret that owing to pressure of work in other spheres he was unable to continue to serve the Association on the Committee but he felt sure that he would continue to take a lively interest in the Association's affairs. Sir Mahomed assured the meeting that what he had said was not a mere matter of convention, but was a tribute which Mr. Armstrong richly deserved. (Applause.)

Continuing, Sir Mahomed said he had also to thank his friend Mr. Gompertz, the Honorary Secretary, who had put in a great deal of hard work and to whom thanks were due for having arranged the new and more commodious offices in which the Association was now housed. (Applause.)

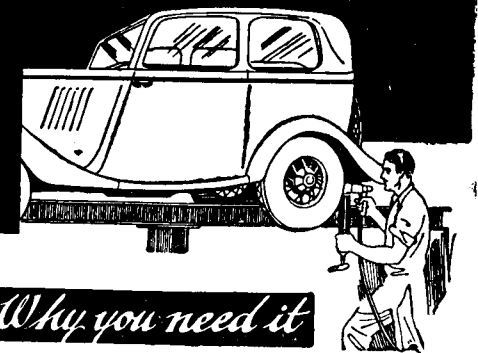
He could not conclude without paying a tribute to Mr. Horrocks who had acted as Honorary Secretary for two months and to Mr. Hopton, on whom, as Honorary Treasurer, had fallen the onerous task of putting their finances in order. (Applause.)

Sir Mahomed then called on the Chairman.

The Chairman's Speech.

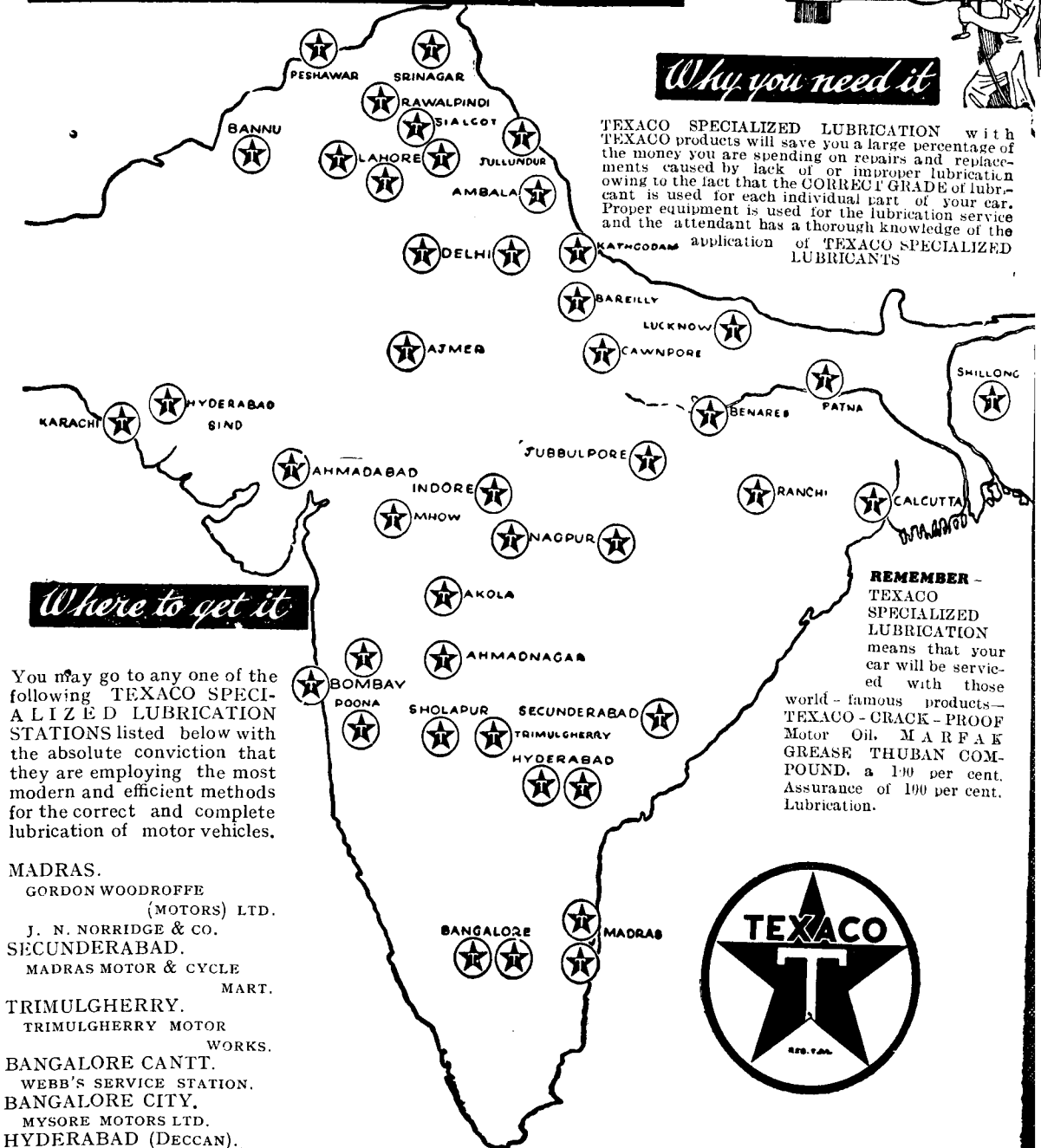
Mr. G. G. Armstrong said he was extremely indebted to Sir Mahomed for the very kind things he had said and to the members present for the kind way in which these remarks had been received.

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Where to get it

You may go to any one of the following TEXACO SPECIALIZED LUBRICATION STATIONS listed below with the absolute conviction that they are employing the most modern and efficient methods for the correct and complete lubrication of motor vehicles.

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(MOTORS) LTD.
J. N. NORRIDGE & CO.
SECUNDERABAD.
MADRAS MOTOR & CYCLE
MART.
TRIMULGHERRY.
TRIMULGHERRY MOTOR
WORKS.
BANGALORE CANTT.
WEBB'S SERVICE STATION.
BANGALORE CITY.
MYSORE MOTORS LTD.
HYDERABAD (DECCAN).
HYDERABAD MOTOR &
OIL CO.
A. D. GRANT.



REMEMBER - TEXACO SPECIALIZED LUBRICATION means that your car will be serviced with those world-famous products - TEXACO - CRACK-PROOF Motor Oil, M A R F A K GREASE, THUBAN COMPOUND, a 100 per cent. Assurance of 100 per cent. Lubrication.

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By referring to certain matters he felt that the President had rather put the cart before the horse, but, with the permission of the meeting, and in view of the trials with which the Association had been faced during the past year, he would like to make a short statement. Proceeding, Mr. Armstrong said:—

"In February of this year owing to disagreements with the then Secretary of the Association the then Chairman and half the members of the Committee resigned and were replaced by other members of the Association. In early January prior to his resignation, the Chairman called in the Auditors to audit the yearly accounts. The Auditors reported that the books were not written up to date and in consequence there would be some delay before the audit could be commenced.

"After assuming office the new Honorary Treasurer found that the accounts of the Association were in a very unsatisfactory condition and when audited a cash deficit amounting to Rs. 2,684-5-5 was discovered. The Secretary accepted full responsibility for the deficiency and was allowed to resign—being given three months' leave on full pay to the end of June in consideration of his six years' service with the Association. He requested that his salary for these three months together with his pay for March less Rs. 150 might be credited to the deficit.

"When the accounts were finally made up it was found that a sum of Rs. 4,382-1-9 had to be made good. This was reconciled as under:—

	Rs.	A.	P.
"1. Late Secretary's pay for March less Rs. 150	380	0	0
"2. Pay for April/June while on leave	1,590	0	0
"3. Total amount made good by the late Secretary in cash ..	1,150	0	0
	3,120	0	0

"leaving a balance of Rs. 1,262-1-9 to be written off.

"As against this sum of Rs. 1,262-1-9 your Committee have been able to show a nett saving of Rs. 305 by the employment of an Honorary Secretary to the end of September.

"From the above it must be evident to you all that your Committee have been working under great difficulties this year and have not been able to do much more than keep the affairs of the Association reasonably up to date. That they have managed to carry on the work is primarily due to the most valuable service done by our Honorary Secretaries—Mr. Horrocks who acted for two months and Mr. Gompertz, our present Honorary Secretary—to whom the Association owes a great debt of gratitude, and also to our Honorary Treasurer, Mr. A. W. Hopton, upon whom has fallen the whole burden of putting the accounts in order and of reducing our loss.

"We have also been fortunate in obtaining from all Tariff Insurance Companies the benefit of a 10% re-

duction on the insurance policies of our members. This advantage together with the untiring efforts of the present Honorary Secretary, with the willing co-operation of the permanent staff, has already largely increased our membership and placed our finances again on a satisfactory footing.

"In this connection it is interesting to note that the total increase in membership in the year 1935 was 58, whereas from the 1st July last to date we have secured 191 new members.

"We hope that the Committee whom you are now about to elect will find that its predecessor has settled the worst of its troubles for it and will be able to give the whole of its time to developing the activities of your Association."

The Annual Report and Accounts.

The Annual Report and the Accounts, copies of which had been printed and distributed to all members, were taken as read.

As no one had any comments to make or questions to ask, the Chairman moved their adoption.

This motion, seconded by Dewan Bahadur Govindoss Chathurbhujadoss, was carried unanimously.

The Chairman then moved a vote of thanks to Mr. W. G. Penn-Simkins, Manager of the Great Eastern Life Assurance Company, for the use of the room in which the meeting was held.

Carried with acclamation.

Scrutineers

On the proposal of the President, Messrs. C. Fowler and V. Doraiswamy Iyer were appointed to scrutinize the Ballot papers which members present had now filled in.

The ballot resulted in the election of the following Committee:—

Chairman—The Hon'ble Mr. Justice F. W. Gentle.
Vice-Chairman—Mr. A. A. Hayles.

Ordinary Members—

Mr. J. C. Hunter,
Dr. P. V. Cherian,
Mr. A. S. Killick,
" A. P. Adam,
" F. W. Johnson,
" K. R. Simpson,
" K. Govindan,
Dr. B. Seshagiri Rao.

Trade Members—

Mr. A. W. Hopton,
" A. F. Byramshaw.

Hon. Legal Member—

Mr. F. S. Vaz, Bar-at-Law.

Mr. A. W. Hopton was elected Honorary Treasurer.

The meeting then terminated with a hearty vote of thanks to the retiring office-bearers, proposed by Mr. C. Gill and carried unanimously.

MADRAS,
20-10-36.

(Sd.) MD. USMAN,
President.

THIRTY-THREE YEARS

By W. J. Cameron

A broadcast talk on the Ford Sunday Evening hour on June 14th, 1936, over the Columbia Broadcasting System, Orchestra Hall, Detroit, giving a brief summary of the number of cars produced, the total income and expenditure, and the profits made by the Ford Motor Company during the past thirty-three years. It is interesting to note that the total profits made during thirty-three years were less than the amount spent to run the factory last year.

THIRTY-THREE years is one-third of a century lacking four months;—thirty-three years ago next Tuesday the Ford Motor Company was born. Beginning when only the most adventurous souls could be induced to drive a motor car, the Company has produced 24,500,000 of them, and the name of Ford is synonymous with "automobile" over all the globe.

A third of a century of business stewardship calls for a statement, and although money is never the whole story, it may be interesting in these times of economic emphasis to see what a balance sheet of 33 years contains.

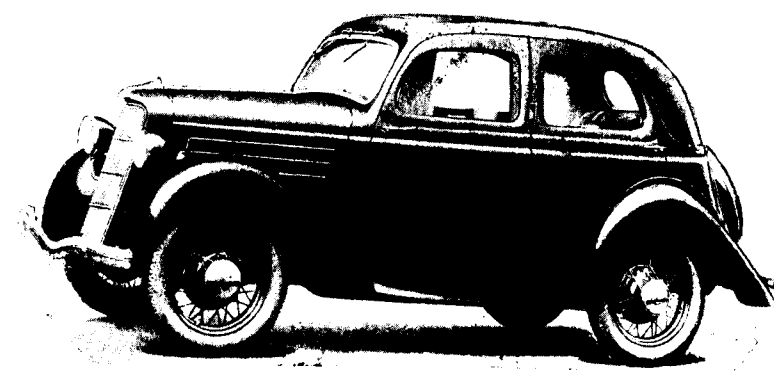
Anything anyone has, he received in exchange for something else—that is a truism. In 33 years this Company has exchanged 24,500,000 cars and other products for \$12,951,338,028. It has paid out \$12,109,321,884 for materials, labour and taxes. That leaves \$842,016,144. Deducting from this the always current obligation of \$60,000,000 for commitments made, taxes accruing, and for wages coming due, there remains \$782,016,144 as the so-called profit for the work of 33 years—less than was spent last year to run the factory.

It looks like a lot of money; of course it isn't all in existence now; most of what remains of it is not in the form of money at all, but in bricks, furnaces, machines, power-houses, and so forth.

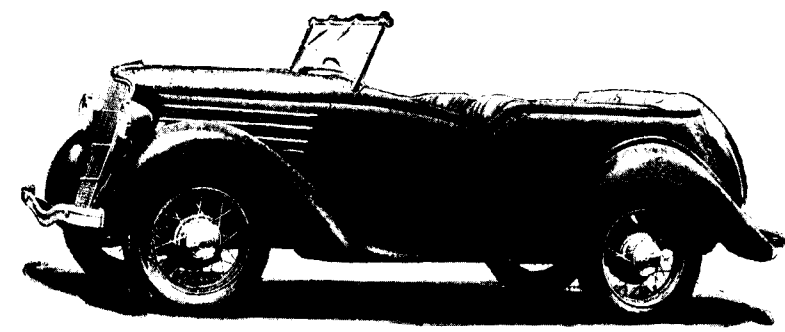
Now, the profit is that part of the purchase price which a customer pays this Company for rendering him its special type of service, and a customer is sometimes curious to know just how much that is. Ordinarily he would try to find it by dividing the total profit by the total number of cars sold, and in this instance

the figure would be nearly \$32. But that would not be the average profit on a car, because the Company's profit is not entirely derived from cars—there are by-products and other sources of income which reduce costs. The average profit to the Company on a car is about \$20. Each purchaser of Ford cars, therefore, has contributed to the Ford profit about 66 cents a year over the 33-year period. An insignificant price to pay for the vast economies and improved service the Ford Motor Company has created, for the employment and diversified business it has stimulated, the amount of capital it has circulated, and for the immense risks it has constantly taken. What now remains of that profit is at work, being used in the employment of men and the production of goods not in our Company only, but in the 6,000 concerns with which we directly do business, and other thousands of concerns with which they do business.

The real profit of any useful business, however, cannot be stated in dollars. The profit of a loaf of bread is not in the pennies received by the baker, but in the nourishment of the family that uses it. What people buy must be worth to them more than the money they pay, or they would not buy it. Critics of the so-called "profit motive" miss the point that the major profit is always in the article produced, and in legitimate exchange the user's profit is always greater than the maker's. The real profit-taker is the public—business could not continue otherwise. Great as the values are that have flowed toward the Ford Motor Company during these years, immensely greater values have flowed from it. From the observation of 33 years we



The De Luxe Ford 10 h.p. Saloon (Double Entrance)



The De Luxe Ford 10 h.p. Touring Car

see that 94 per cent. of the *money* that came in to us, immediately went out again *as money*, and much of the other 6 per cent. went into improvements and economies for the public benefit. But for each 100 per cent. of raw or unfinished *material values* that came into our factories, 150 to 300 per cent. in material values went out again. That is the way true wealth is increased.

But ultimate value can be estimated only in human terms. This material wealth went out into the world to be used by the people in the business of life. So did the money involved in its creation. What became of that money? It has gone to increase the "common wealth" of the nation. It nourished and reared and educated and started out in life two generations during these 33 years. It built homes and schools and churches and workshops and machines and farms and cities. It belongs to no one, it belongs to everyone. That is the destination of *profit* as of any other money. Congressional debates assume that profits are hoarded in caves somewhere, like the gold of an eastern potentate, steadily piling up to increase some personal fortune. But the Ford profit is at work, it is being used up in its turn, as all previous so-called profit these 33 years was used up, and as all succeeding profit must be used up. Profits eventually go the way of all other forms of working capital.

Everyone hears of the Ford Motor *Company*—they hear its strong industrial heart pumping the lifeblood of employment, production and exchange through the economic arteries of the nation; but no one has ever heard of the "Ford fortune." Henry Ford's life object has been, not money, but better transportation. It is more than his living, it is his motivating principle. When financiers offered fabulous sums to buy the Ford Motor Company in order to sell it piecemeal on the stock market and turn it into a mere dividend-producing concern, Henry Ford, standing at the window of his home from which the tall stacks of the factories were visible across the fields, said, "This house would have to go before I would allow that factory to be touched. If this house went, only *my* family would feel it, but if I tampered with that business or allowed anyone else to tamper with it, not only the families supported by it would be affected, but indirectly thousands of other families." That is exactly his mind to-day. Many legitimate business men feel the same way about their business. But you can't put the planning, the brain-sweat—you can't put the tremendous risk and responsibility of it all, into mere figures. Yet that, and not the money, is the real story of these 33 years.



Wallace Beery, Metro-Goldwyn-Meyer star at the wheel of his specially built Ford Car with his wife, Mrs. Rita Beery in the second seat. His daughter, Carol Ann Beery and Mrs. W. L. Newberry are in the last two seats. The bus is built to carry 11 passengers in the 4 wide seats and is 22 feet in length with standard 90 horse-power motor.

The Indian Roads & Transport Development Association Ltd. Monthly News Letter

Joint Patron of Association

WE are pleased to announce that His Excellency Sir Lancelot Graham, Governor of Sind, has at the invitation of the Sind Branch consented to become Joint Patron of the Association with his Excellency Lord Brabourne, the Governor of Bombay.

Progress of the U. K. Motor Industry

In our April 1936 issue of the News Letter we gave particulars of what the motor industry of the United States meant to that country. We now give below some particulars of the important position occupied by this industry in the United Kingdom.

Total employed in the manufacture, repair, sale and operation of motor vehicles 1,270,000

RAW MATERIALS CONSUMED.

Iron and Steel	850,000 tons.
Glass	8,000,000 sq. ft.
Paints	2,070,000 gals.
Rubber	55,500 tons.
Petrols and oils	5,342,000 tons.

Records show a large increase in production. The sales of vehicles in the home market rose by 58,164 units compared with 1934 and the value of the vehicles exported rose by £1,000,000. The home producer, in spite of active competition, supplied over 95 per cent. of the home market demands and had a large share of the business available in overseas markets.

The reduction of 25 per cent. in the horse-power tax led to higher sales of larger vehicles, those of 17 h.p., and over increasing from 9.4 per cent. to 12.3 per cent. of the total.

There is now a motor vehicle to every 21.3 persons in England, 30.9 persons in Wales, 30.3 persons in Scotland and 34 persons in Northern Ireland.

United Kingdom motor production has more than doubled in ten years, the number of cars manufactured having increased from 153,500 in 1926 to 311,544 in 1935 and commercial vehicles from 44,500 to 92,176.

It is estimated that there were 30,797,467 cars in use in the world last December, an increase of 1,700,000 in the year. Of the total 12.7 per cent. were in the British Empire.

Road Fund Resolution

The Motor Vehicles Amending Bill as announced in last month's News Letter is being circulated for further opinion and will come up before the Delhi session of the Assembly. The new Road Resolution, which Government had intended to bring before the Assembly during the Simla session, has a very important bearing on the amending Bill. As a result of strong representations from various bodies including this Association Government have agreed to postpone consideration of the Resolution

until the Delhi session so that both the amending Bill and the new Road Resolution will come up more or less at the same time.

Punjab Road Schemes

The Punjab always in advance of other Provinces in the development of their road communications—again takes the initiative in drawing up a 12 year road programme which allows for an expenditure of 131.6 lakhs of rupees. Opposition to some of the proposed schemes, it is understood, has been raised by the railway authorities but works costing some 63 lakhs have been approved and others amounting to 26 lakhs agreed to conditionally.

The total scheme includes:—

(a) New metalling of 646 miles of road including the building of 7 bridges, of which 3 will be boat bridges;

(b) Improving without provincialising 632 miles of Class 2 metalled roads;

(c) Strengthening and widening the metalled surface, etc., of various provincial metalled roads;

(d) Improving 225 miles of unmetalled roads which are either provincialised already or are proposed to be provincialised;

(e) Improving without provincialising 5,000 miles of Class 2 unmetalled roads.

A special full time police officer, it is also understood, will be appointed to take charge of traffic and transport matters. Bombay has already for more than a year had one of their Deputy Commissioners delegated to these duties.

Insolvent Lorry Owner-Drivers

The following interesting statement on the Rail *vs.* Road controversy is reproduced from the *Statesman* which goes to bear out what has already been said regarding the necessity of taking a long view in connection with the proposed control of motor traffic as embodied in the Motor Vehicles Amending Bill and not the immediate effect such control may have on the interests of certain individual owners. The taking of a long view, however, does not only apply to road transport questions but also to the reorganisation of railway transport and the role it should or is likely to play in the future.

"There are two facts accepted by all parties to the controversy—Government, railways, motor industries and the public. These are:

(a) That the railways cannot be abandoned nor can the tax payer be asked to make good the loss which they may sustain. They must work out their own salvation as best they can;

(b) That the motor industry must be developed and road motor undertakings fostered and helped.

"Owing possibly to a confusion of mind a third factor, like the villain in the play, has been allowed to enter and obscure the issue. This third party, who hates third-party risks, is the penniless motor lorry owner-driver. Admittedly this type of owner-driver preponderates in the Punjab. There are about 6,000 of them. They live from hand to mouth by preying on all forms of transport: Bullock-carts, bamboo-carts, ekkas, camels, donkeys and mules. The amount lost by the railways is small in value and effect when compared with the losses suffered by inarticulate owners of these humble means of conveyance.

Bankrupt Owners.—"That, however, is not all; they prey on each other and in that lies the germ of their own destruction. Witness the number of lorries which change hands every year through the financial bankruptcy of their owners. Ask the retailers the number of lorries obtained on the hire-purchase system and subsequently sequestered, owing to non-payment of the instalments.

"Assuming now that road-motor traffic was controlled the same as it is in England and elsewhere, what would happen? A large number of the present owner-drivers would be temporarily out of work. But from the ashes of their disaster Phoenix would arise. Organized companies with subscribed capital would start services. They would pay retailers cash for their vehicles without having to go through a finance company. They would employ the best from among the present owner-drivers as their drivers at a living wage. There would be no place in this hierarchy for owner-driven, derelict lorries. Replacements of old motor vehicles for new would be more common. The manufacturers would gain by increased sales. The public would have a better and regular service, free from accidents, and get compensation if injured.

Amendment of Act.—"Referring to the Amendment of the Motor Vehicles Act of 1914 Bill, a query was put

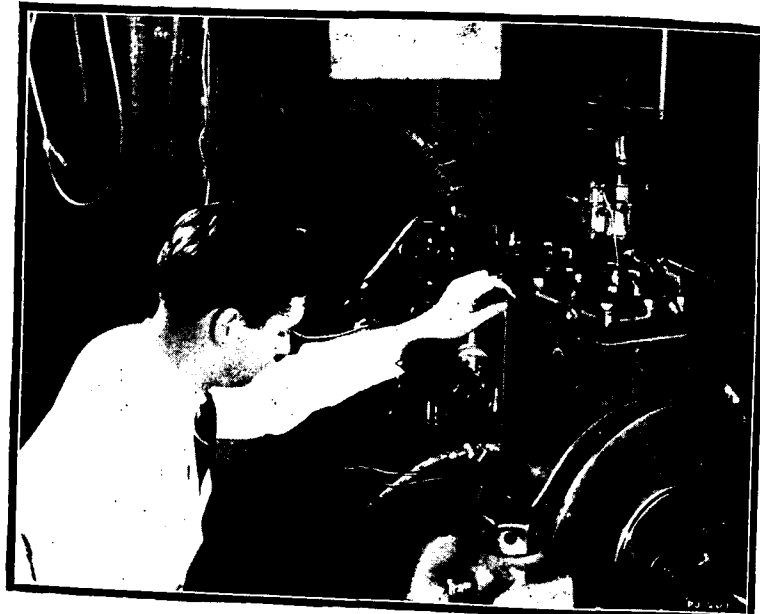
and self-answered: is this amendment in reality a Protection of Penniless Owner-Drivers' Bill? If so, then neither the public, the railways, nor the motor industry will be satisfied. If on the other hand, the Motor Vehicles Act is what the preamble implies, then the powers that be should make a declaration to that effect. The Government of India, the Local Government, or any of the parties concerned in bringing the Bill on to the Statute Book must realise that they cannot play three tunes at once, which apparently they are attempting to do.

"There is only one solution, and that is to frame the Bill in the national interest. Any Bill which takes into consideration what will and what will not be beneficial to the owner-drivers of public motor vehicles is merely apalliative, and will please no one, not even the owner-drivers themselves. Does the Government of India desire that in 10 years' time no organized transport company should exist, and does it also desire that the transport trade of the country should be in the hands of insolvent lorry owner-drivers? The answer to this question is the solution to the controversy now progressing."

Punjab Motor Taxation Bill

Further particulars are now available of the Punjab Motor Vehicles Taxation Amendment and Co-ordination Bill to which reference was made in the August News Letter. The intention of the Bill is to remove certain anomalies in the taxation of motor vehicles in the Punjab and to co-ordinate arrangements.

The Punjab Government, following the example of a number of other Provincial Governments, is proposing to abolish the local taxes with which motor vehicles are at present burdened in certain parts of the province in addition to central and provincial taxation. Actually in this province the Local Government has never given sanction for the imposition of taxes on motor



ENGINE "FEVER" VANISHES.

Automobile engines, like human beings, can have a "fever" . . . run high temperatures. But this year automobile engineers have found new ways to keep the "fever" down. This picture shows Engineer H. N. Roberts taking the temperature of the oil in a 1935 Chrysler-Plymouth engine, which has full-length water jackets and a new system of directed water circulation to reduce excessive heat.



DODGE ANVIL CHORUS MARKS THE SURVIVAL OF SMITHY'S CRAFT.

In the blacksmith shop scene pictured above, three of the Dodge anvil artisans are seen in the act of overhauling a heavy chain used in the handling of 20-ton

vehicles by District Boards. Urban local bodies have, however, hitherto possessed powers enabling them to impose what are generally known as "wheel taxes" on motor vehicles and a number of municipal committees and town committees have made use of these powers.

The present measure is intended to abolish these local taxes and for the future to limit the scope of taxing power possessed by urban local bodies on vehicles other than motor vehicles.

Local bodies' powers.—The powers which these bodies also possess to realise licence fees from proprietors and drivers of public vehicles will be similarly limited. This restriction of scope of the relevant sections of Municipal Acts will be no more than a restriction to the limits contemplated by the Legislature at the time when the sections were originally enacted. The possession by urban local bodies of the power to tax motor vehicles has occasioned indefensible anomalies and inequalities. These have been aggravated by the fact that in practice the local bodies concerned have seldom been in a position to organize an efficient system of assessment and collection. But even if arrangements could be contrived to ensure the collection of taxes from all persons liable to pay municipal wheel taxes on motor vehicles, it would still cause some amount of inconvenience out of all proportion to the proceeds derived by the taxing authorities.

The present measure thus proposes to abolish local taxes altogether, the right to tax motor vehicles being reserved in future to the Central Government and the Provincial Government. Local bodies will be left with the powers which they at present possess to tax vehicles other than motor vehicles. They will also retain all their present powers with regard to the control of traffic; for example, their powers to fix speed limits and close particular streets to motor buses and lorries. Such special taxes as the toll tax imposed on motor vehicles by the Murree Municipal Committee will also be left unaffected.

The measure also includes provisions for the enhancement of the provincial tax on public motor vehicles and goods vehicles generally. The present rates on these vehicles are extraordinarily light in comparison both with those in force in other provinces and with the Punjab rates for private vehicles. Under the present measure, the tax on a typical Punjab lorry bus carrying 19 or 20 passengers would be Rs. 120 per annum and the tax on a goods vehicle of the same size Rs. 100 per annum. A motor cab carrying four passengers in addition to the driver will in future pay Rs. 80. At the same time the opportunity has been taken to make clear under which head public and goods vehicles are to be classified.

Classification of Vehicles.—Side heads in the tax schedule have now been redrafted so as to make it clear that public goods vehicles are to be taxed with commercial vehicles under Head 3. Dual purpose vehicles, carrying both goods and passengers, are to be classified with public passenger vehicles.

The distinction introduced by the 1925 Amending Act between public vehicles plying in urban areas and those operating in rural areas has been altogether abolished. Justification for the distinction was always doubtful and

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in practice, it had little effect, the number of public vehicles plying exclusively in urban areas being negligible.

These changes in the provincial tax schedule are estimated to produce an additional Rs. 3¼ lakhs per annum. The Punjab Government is prepared to set aside part of this for the payment of compensation to those local bodies which hitherto derived profits from wheel taxes on motor vehicles.

Bombay Presidency Roads

Severe criticism of the Government's road policy was voiced by several speakers in the Bombay Legislative Council last month. This criticism is no doubt amply justified; for Bombay Presidency is recognised to have the worst roads in India and it is high time something was done to improve them, particularly as Government have some 40 lakhs from the road fund as yet unexpended. The member for Local Self-Government in replying to these criticisms remarked "I cannot say that I am proud of the roads of the Presidency and I must say particularly that I am not proud of the road communications in Gujerat as they do not exist."

In answer to a number of questions raised in the Bombay Legislative Council regarding the Works on which expenditure from the Road Fund has been made a statement giving a long list of roads on which the construction of new sections or improvement to existing sections has been recommended by the Board of Communications was tabled, as also a statement showing new roads recommended by the Board of Communications for being financed from the Road Development Fund.

It is satisfactory to note that Government have agreed after repeated representations to appoint a special officer whose whole time duty will be to concern himself with the question of developing road communications in the Presidency.

Nationalization of New Zealand's Roads

Some 4,000 miles of New Zealand's main highways are to be nationalized in order to unify the system of control, and eliminate railway level crossings. The Minister of Transport estimates his budget for public works at £8 millions, of which over £5 millions will be spent on the above scheme.

Compulsory Motor Insurance

The Government of India in conjunction with local Governments have appointed a committee to enquire into and report on the desirability of enforcing compulsory insurance against third party and passenger risks, the class of motor vehicles which should be compulsorily insured, the nature of the policies of insurance which would be required and cognate matters.

It is estimated that third party and passenger insurance will cost the bus owners about Rs. 200 per bus. It is understood the committee will consist of four or five persons and will visit most of the important centres in India in collecting information on the subject.

Orissa Roads and Bridges

At the first meeting of the Orissa Board of Communications at which the Revenue Commissioner of Orissa presided the proposal to construct a bridge over the Monaguni river on the Cuttack-Madras trunk road, was unanimously accepted.

The Board also accepted a proposal to construct a bridge over the Daya river between Khurda Road and Pipli.

While approving the proposal for improving the road from Bhadrak to Chandbali, it was decided that an expenditure of Rs. 1,100,000 could not be justified and that a more moderate estimate should be prepared.

The scheme for bridging the Goudanala, improving the flood-affected portion between the major and lesser branches of the river, and metalling the approaches on the Chorda-Sukinda road was accepted "as an important feeder road in an area where communications are bad."

Another important scheme accepted was the construction of a road to connect the Cuttack-Sambalpur road with the Orissa Trunk road. This was accepted provisionally, as an important link in communications.

On the subject of the construction of an all-weather road from Balliguda, in the Ganjam Agency, connecting with the Raipur Vizianagram line, the railway representative supported the proposal. The general sense of the members was that it was desirable to construct the road, subject to the reservation that if the cost of this scheme exceeds Rs. 250,000 the proposal should be again placed before the Board for reconsideration. The project was approved because the road would be an important feeder road to the railway, will open out an undeveloped area, and will render it possible to travel from North Orissa to South Orissa without going outside the Province.

Plan to Stimulate Railway Earnings

At last there is some sign of the railways attempting to go out and get traffic instead of waiting for it to come to them. The East Indian Railway have launched a campaign among its staff with the object of adding 50 lakhs to its earnings. The campaign which is known as the quota system is inspiring all grades of railway staff to co-operate with passengers and business men to try and attract more traffic.

The scheme was first suggested by the Pope Committee which investigated methods to improve efficiency and earnings of Indian Railways and which drew attention to certain relevant activities on English Railways.

The London Midland and Scottish Railway in order that station masters and goods agents may have a definite object at which to aim introduced a quota system whereby each station is given certain figures of receipts they must seek to reach.

The East Indian Railway has put into force a similar system. Quotas have been fixed for hundreds of stations based on the figures for 1934-35 and every effort is being made to achieve the objective of an increase of Rs. 50 lakhs on those figures.

Roads in Chile

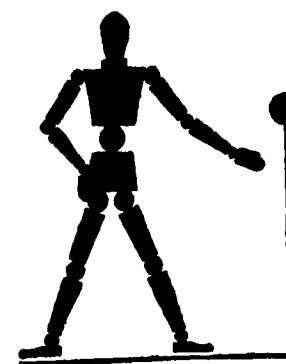
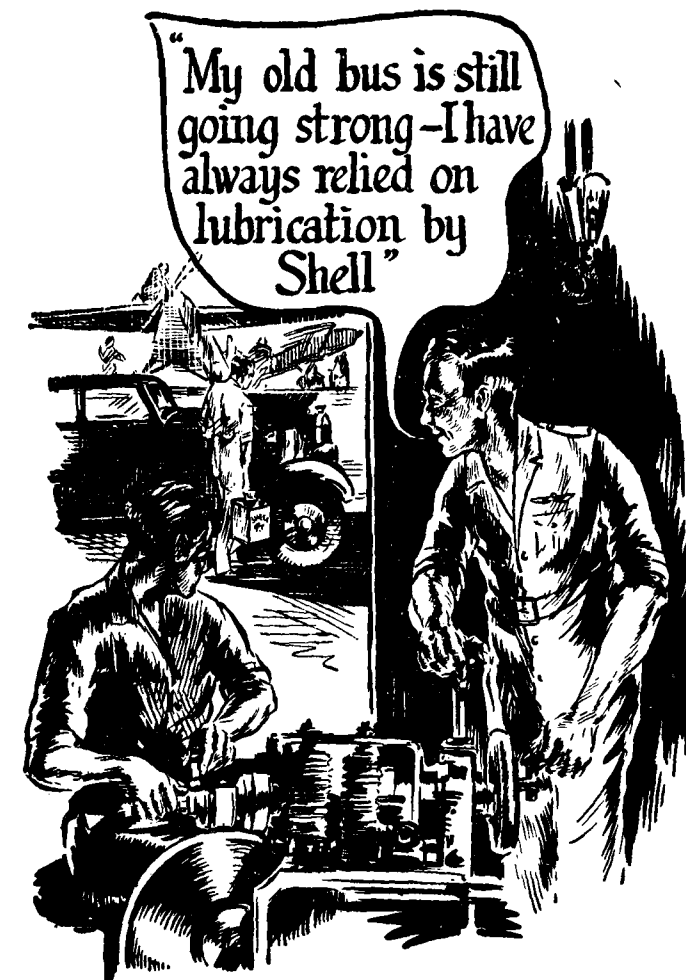
During recent years there has been great progress in Chilean road-building and the work continues. Many of the roads are badly surfaced according to European ideas, but some are admirable and nearly all are well engineered. The new road from Valparaiso to Santiago is of concrete nearly all the way, and there are a few other arteries leading from the capital which are also well paved and comparable with the best roads in any country. The Chilean network of roads now extends from Arica in the north to Puerto Montt in the middle south, but in some places the roads are as yet little more than tracks. There are no through road connections southwards beyond Puerto Montt to Aysen and Magallanes, but both of these remote ports have their own local road systems between sheep farms and to the coast. Interesting recent developments are in connection with the beginning of international road building across the Andes to Argentina.

Perhaps the most striking road-building developments have been in the northern deserts. This opening up of Northern Chile is a matter not only of convenience to travellers but of incalculable economic importance, in view of the great uncharted reserves of potential mineral wealth which are believed to exist in this territory. The use of lorries for transport in Chile is increasing steadily, but motor bus services are inadequately developed for the most part. Santiago, a modern city in many ways, has no urban system of transport in keeping with the requirements or dignity of the capital. Electric trams are fast and fairly frequent, but the rolling stock is old and insufficient for the traffic. At the end of 1935, however, a new bus service was successfully started between Valparaiso and Santiago. The buses are new and the service is well organised, doing the journey in little more time than the railway and at about half the cost.

Sind Communications Board

The first meeting of the Communications Board of Sind was held on the 22nd October when H. E. the Governor addressing the meeting said that one of the advantages of separation was that the Provincial Government would be able to devote more time, more attention and more money to meet the loud and entirely justified cry for more and better roads in Sind. In placing before the Board for examination a programme involving the expenditure of Rs. 30 lakhs, to be met chiefly from the Province's present credit balance in the Road Fund, future share and an anticipated special grant from the Reserve in the Fund, H. E. said he was particularly pleased to record that District Boards had promised their collaboration to the extent of one-seventh of the cost of improvements to roads running through their districts.

It is understood the Board tentatively endorsed the Government's five-year road programme and decided to develop such of the roads recommended by Mr. Stubbs as had been approved by the District Local Boards. With regard to the other roads recommended by Mr. Stubbs, but not approved by the Local Boards, the Board has recommended that a special Road Engineer should tour the districts concerned and submit a report within a few months.



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It is also understood that it was decided to ask the Railway authorities to lay down their capital programme for the near future so as to enable the Board to avoid unnecessary rail road competition.

Reports from Sind indicate that the construction of a direct railway line between Gudro and Nawabshah is strongly advocated by the commercial community, both European and Indian, as the journey at present takes 6 hours entailing 72 miles of extra travel, whereas if a direct railway line is constructed its duration will be reduced to 3 hours.

Roads and Rural Uplift

Reports on rural uplift were laid on the table of the Legislative Assembly recently which included data on valuable improvements made in road communication. These reports state that: "of the roads proposed to be constructed one is a link road which will provide a most valuable means of access to one of the wildest and most inaccessible regions inhabited by aboriginal tribes. It will provide an outlet for forest produce and react favourably upon the conditions and prosperity of the aboriginal inhabitants." (C.P.) "Fifty-one miles of road have been completed and 30 miles are under consideration. Four bridges have been completed and seven are under consideration in hill districts" (Assam—one of the smallest areas). "Roads have been newly-formed to connect important villages with each other and with railway stations and trunk roads. In several districts these roads have opened up the interior where difficulties have hitherto been felt by agriculturists for want of proper roads, especially in the rainy season."

"The construction of culverts over irrigation and drainage channels has greatly facilitated the transport of agricultural produce from the fields to the villages and from the villages to the trading centres. The value of these roads and bridges is so much appreciated by the public that in some cases they have volunteered labour and free gifts of land for their formation." (Madras).

Road Experiments in England

More than 60 experiments have been begun by the Roads Department of the Ministry of Transport, under the guidance of a technical Committee, with the object of finding the best materials for the construction and surface treatment of roads.

These experiments relate to the determination of the best colour for road surfaces from the point of view of night driving, to the durability of various forms of top dressings and to the problem of skidding. They are being carried out in various parts of the country.

Aviation

Some interesting facts are given in two articles which appeared last May in the *London Times* on the future of Empire Air Services. It points out that air transport offers speed unattainable by any other means of transport. It is not cheap transport but it is cheap speed for the carriage of passengers, mails and high grade commodities. It quotes a statement made by a shipowner in a recent broadcast to the effect that "while the steamship required

1 H.P. to move a ton and a half through the water an aeroplane requires 1 H.P. for every 14 lb. that is the price of speed." What of the future! There are two divergent lines of development, either concentrate on giving still greater speed to the few regardless of cost or concentrate on reducing the cost retaining and gradually increasing the advantages so far available and make air transport available to the many.

The alternative is to adopt a middle course which has been done with much success by Imperial Airways as is indicated by the following figures which show an increased volume of passengers, mail and freight with a reduction in the cost of the services.

In 1924-25 Imperial Airways carried less than 400,000 ton miles of traffic. In 1935 the traffic carried was about 4,750,000 ton miles. On the cross channel services during 1934 Imperial Airways carried 102,667 passengers. The cheapening of the service can best be shown by the fact that during the years 1925 to 1932, cost per ton mile was reduced by 50 per cent. and by 1933 the reduction amounted to 57 per cent.

Taking the amount of subsidy received per ton mile of traffic carried, the following results are shown:—

Year ending March 31st.	s.	d.
1931	..	7 7
1932	..	7 6
1933	..	5 0
1934	..	4 0
1935	..	3 2
1936	..	1 9 (estimated)

Improvement in aircraft, engines, and fuel, the development of other sound and economical maintenance systems and the evolution of scientific operating technique have yielded notable success in the direction of cost reduction.

The fact that the British Government have now abandoned the surcharge system and carry the whole of the letter mail without surcharge brings enormous advantages.

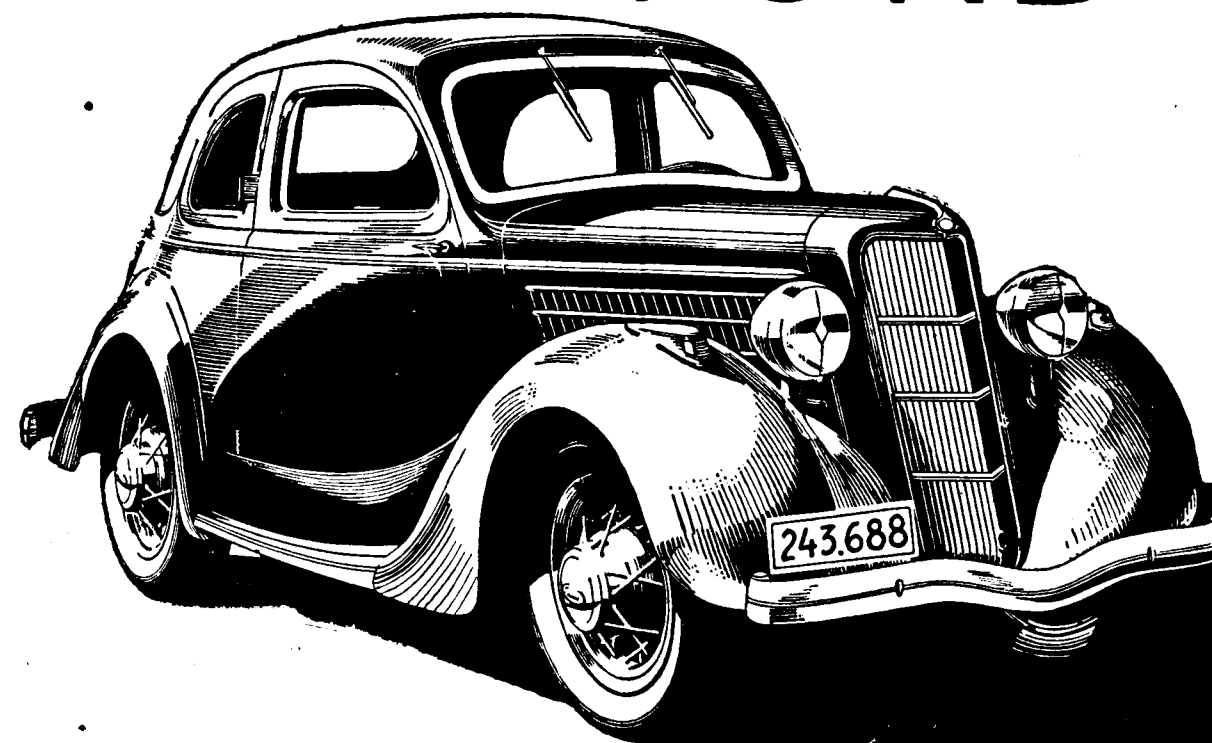
The benefit of air travel will now be available to 10 citizens for every one hitherto. The bulk of the mail transported will justify the permission of extensive ground organisation which will permit both day and night flying which will in turn increase overall speed without the high cost and risks attached to very high air speeds. The size of aircraft can be increased with attendant improvements in comfort and conveniences and the reduction of cost.

The following table shows the transit time of various means of travel.

	Steamship	Present air	Empire air
	mail.	service.	mail
London to Calcutta	16	6½	4
Singapore	22	8½	5½
Sydney	31	12½	8

The figures given are not the ultimate time under the Empire mail scheme. The schedules will be speeded up progressively as improvements are made in the ground organisation.

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Cost of Speed.—As the speed increases so does the law of diminishing returns operate, and at the higher speeds a very great increase in speed in miles an hour, with its accompanying increase in cost, must be achieved to effect a saving that is worth while in the total transit time in a journey of, say 12,000 miles. The following table will perhaps make this matter clear, and it should be pointed out that the table is based not on the simple idea that any part of the route can be flown at any time of the day or night in any state of the weather, but due allowance has been made for normal winds where important towns happen to be located, where exceptionally difficult flying conditions prevail, and where it is reasonably practicable to provide the necessary aids to make day and night flying reliable.

London to Sydney.		Transit time
Aircraft Cruising	Speed in	in Days
Still Air.		in Normal
		Operation.
110 m.p.h.		10½ days.
130 m.p.h.		8½ days.
150 m.p.h.		7½ days.
175 m.p.h.		7¼ days.
200 m.p.h.		6½ days.

It will be noted that the schedule is cut from 10½ days to 8½ days by a 20-miles an hour increase, but to cut it from 7½ days to 6½ days requires a 50-miles an hour increase.

Enquiry into Transport System in Ceylon

In view of the importance of the road and rail problem in this country the following information is of interest to members:

The Secretary of the State for the Colonies has appointed a Special Commission to examine and report upon the Ceylon transport system. The terms of reference include:

(a) To indicate the proper place of the Government Railway in that system and the measures necessary to enable it to take that place without continuing to be a charge on the general revenue of the Island; and in particular to examine and report upon the following matters:

- (1) Whether any sections of the Railway should be closed or new sections added;
- (2) Whether the Railway should be permitted to run road or air services, and if so, to what extent;
- (3) Whether further regulation, taxation and control of omnibus and lorry traffic is desirable and, if so, to what extent, and by what means;
- (4) Whether any change in Railway policy is necessary, as regards speed and number of trains, and fares and freight charged;

(5) Whether a change to electric or Diesel traction on the Railway is desirable, and if so, to what extent;

(6) Whether any changes in the types of engines and rolling stock now employed by the Railway are desirable;

(7) What changes, if any, are necessary in railway track, bridge work and signalling methods, both in the direction of modernization and in order to make possible any changes recommended under the preceding heads."

3. Persons wishing to submit representations to the Commission should communicate in the first instance with the Secretary to the Minister for Communications and Works, Public Works Office, Colombo, indicating briefly the nature of the representations that they wish to make.

Government of India Revenue

In answer to questions in the Council of State regarding the income derived from Motor transport during the last five years the following figures were given:—

Year.	Excise duty on Petrol.	Import duty on motor vehicles, accessories and spare parts.	Import duty on Tyres and Tubes.	Import duty on Lubricating Oil.
1931-32 ..	Rs. 3,46,90,000	Rs. 63,20,000	Rs. 45,53,000	Rs. 10,59,000
1932-33 ..	3,95,29,000	68,10,000	48,83,000	11,11,000
1933-34 ..	4,42,79,000	95,02,000	43,80,000	10,41,000
1934-35 ..	4,90,18,000	1,32,81,000	47,72,000	14,08,000
1935-36 ..	5,32,10,000	1,28,00,000	47,28,000	14,99,000

Calcium Chloride for Stabilizing Roads

Increasing quantities of Calcium Chloride are being used for laying dust and for stabilization of roads in countries like U.S.A. and Canada where large mileages of waterbound roads exist.

It is stated that calcium chloride has no deleterious effect on the hooves of animals, the tyres of automobiles or other materials likely to pass over roads treated with it.

It is extremely soluble in water and very hygroscopic and it is on these two properties that its use in road maintenance depends.

It is not possible to make more than a rough estimate of the magnitude of the areas in India on which Calcium chloride would be effective. From information it would appear that most coastal districts are amenable to treatment but Rajputana, Central Provinces and the Punjab are not suitable. Over roughly one third of the country Calcium Chloride should be useful.

The cost of stabilisation of a 20 feet road with Calcium Chloride would appear to vary from Rs. 1,000

to Rs. 5,000 per mile dependent upon the haulage, etc., of gravel and sand.

Railway Inquiry Committee

A Railway Board "communique" states that in view of Paragraph 31 (2) of Sir Otto Niemeyer's report and the recommendation of the Public Accounts Committee, the Government of India have appointed a Railway Inquiry Committee consisting of Sir Ralph L. Wedgwood, Chief General Manager, London and North Eastern Railway, and Mr. W. A. Stanier, Chief Mechanical Engineer, London, Midland and Scottish Railway.

Mr. L. H. Kirkness, Secretary to the Railway Board, and Mr. B. M. Strouts will act as Joint Secretaries.

The terms of reference are as follows:—

"To examine the position of Indian State-owned Railways and suggest such measures as may, otherwise than at the expense of the general budget:

"(1) secure an improvement in the net earnings, due regard being paid to the question of establishing such effective co-ordination between road and rail transport as will safeguard public investment in the railways, while providing adequate services by both means of transport and

"(2) at a reasonably early date place railway finance on a sound and remunerative basis".

The Government of India, in inviting Sir Ralph Wedgwood to lead the new inquiry into Indian railway business, may be taken to have sought the most expert and able investigator and adviser whom they could find anywhere in the world. His name stands very high in transport circles in the United Kingdom and particularly in connection with the measures taken by the various railway companies there to cope with the devastating economic conditions of the past few years.

The Chief Commissioner for Railways, in his latest annual budget statement, showed clearly that in his opinion a leading cause of the current failure of the Indian railways to reflect in their returns the recovery of trade from the recent heavy depression is that trade is running into new channels and that the greatest change in that respect is the change brought about by the protective tariff in depriving the railways of their former long distance distributive traffic from the seaports and of their return traffic of produce to the ports. The factories at which piecegoods, sugar and other manufactures, which were formerly imported, are now made are spread all over the country and their output of goods have to be carried comparatively short distances to market, and therefore provide much smaller profits for the transport agencies than the former stream of imports did.

Motor transport.—Road motor transport is another controversial factor in the case. The Railway Department now inclines to blame it for the major part of rail-

way troubles, but during two special road enquiries a few years ago the Railway Board welcomed the prospect of road transport development because they said there were classes of traffic in which motors could never compete with railways and therefore the more road motors got commodities and passengers moving, the more grist they would bring to the railway mill.

Speed Control of Motor Vehicles

The limitation in speed of public service vehicles and lorries is becoming increasingly necessary not only in the interests of public safety but also the protection of our roads from too rapid deterioration. It has been said that excessive speed is dangerous and costly but actually it is more than this, it is useless as regards average performance... The best way to obtain a good average is to eliminate useless stoppages, very slow driving and futile efforts to make up time by bouts of excessive speed.

In certain parts of India regulations have been in force for some time restricting the speed of vehicles by the compulsory use of governors but some doubt has been expressed as to their efficacy. It is true there are various types of governors in use but there is one on the market manufactured by Solex Ltd., which appears to meet all requirements, the initial cost of which would be amply repaid in the resulting decrease in wear and tear, upkeep and repairs of the vehicle. The experience of fleet owners in other countries shows that when the speed is left solely to the discretion of the drivers there is:—

- (1) Increased petrol consumption (upto 30%).
- (2) Rapid engine deterioration.
- (3) Excessive wear on brakes and tyres.
- (4) Abnormal oil consumption.

Their adoption would therefore appear to be fully justified both in the interests of the owners of transport and the authorities. For those interested, Messrs. Rane Limited, Bombay, are the representatives of the Solex Carburettor and governor and an expert from the factory is at present visiting India.

Third Indian Roads Congress

The next Indian Roads Congress will, as already stated in our News Letter, take place in Lucknow. A preliminary tour of works of interest will be made between the 7th and 10th of January visiting Bulandshahr, Cawnpore and Lucknow. The Congress will take place from the 11th to 13th January.

The proceedings of the inaugural meeting of the Congress held in Delhi in December 1934 are to be reprinted providing there is a sufficient demand for copies. Their cost will be Rs. 4 each. Those desiring copies should apply to the Honorary Secretary, Indian Roads Congress C/o. The Department of Industries and Labour (Public Works Branch), Government of India, New Delhi.

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THE PREVENTION OF RIBBON DEVELOPMENT, CONSTRUCTION OF BYE-PASS ROADS AND PROVISION OF DUSTLESS ROADS IN VILLAGE AREAS

Being a letter addressed by The Indian Roads and Transport Development Association Limited to all Local Governments, District Boards and Municipalities in India.

I AM desired by my Council to address you on certain points regarding the construction and improvement of municipal and village roads which will result in the saving of public money and an improvement in the health and safety of the public, while at the same time it will be possible for the advantages which motor transport offers, in the matter of speed and comfort of travel, to be enjoyed to a fuller extent.

These points may be classified under the following three headings:—

- (a) the need for bye-pass roads to avoid congested areas;
- (b) the need to provide dustless roads through municipal areas and villages;
- (c) the need to maintain the full value of main roads for fast traffic by a closer control of the construction of buildings bordering the main roads or in other words the prevention of ribbon development.

India is a country of vast distances and the development of motor transport being in its infancy, full advantage should be taken of the experience gained and measures adopted in other countries to deal with the problems arising out of the development of motor traffic.

Bye-Pass Roads

The trunk and main roads run through the centre of thickly populated small towns and villages. Fast moving through traffic constitutes a danger and annoyance to the residents as also an inconvenience and delay to the traffic. The narrowness and type of construction of village roads are rarely of a nature to accommodate, or sustain wear and tear of, through traffic and there is often a division of responsibility between the village section and that of the main roads. I am, therefore, to suggest as a remedy that bye-pass roads should be constructed to carry the traffic clear of congested villages and town areas. Mysore State has already carried out a considerable amount of successful work in this direction. There is an urgent need in some cases for these bye-pass roads and I am to ask if you will give the matter of their construction your early consideration. To some people such action may appear premature, but if we are to profit from the experience of other countries it is urged that the Provincial Governments and local authorities adopt a policy of including in their road development programmes, schemes for the immediate acquisition of land for the construction of bye-pass roads before their cost becomes prohibitive.

Dustless Road Surfaces

Where bye-pass roads are not practicable and traffic must continue to pass direct through villages, it is strongly urged for reasons of public health and the maintenance in good condition of road surfaces that some system of tarring, asphaltting or concreting be undertaken on these sections. It is realised that it may not be possible at

present to surface all main roads in this manner, but it is suggested some steps might be taken at once for the treatment of those sections passing through villages where the public suffer so much from the dust.

Any steps tending to allay the dust nuisance which is so largely responsible for the spread of disease should receive the full support of the health authorities, as well as those interested in village uplift, for in the case of the latter it would assist in the improvement of the sanitary and hygienic conditions of the inhabitants.

Ribbon Development

As roads have been improved and conditions of travel made easier, there has been a growing tendency for the population in cities to move outwards with the result that extensive house building has taken place bordering the public highways, which is called Ribbon Development. The evil of ribbon development lies in the fact that the availability of the width of the road for through traffic is greatly reduced by tradesmen's vehicles and private cars standing outside their houses and premises. For instance, a 30-ft. highway, which in the open country will carry 3 lines of traffic, will only take two lines if there are vehicles every 100 ft. standing on the side of the road and this available width will be further reduced if vehicles are standing on both sides.

The proximity of buildings to main thoroughfares also represents a serious danger to children and others occupying the houses.

A further inconvenience is the effect of laying services on these roads which means that when cuttings are made across a road, the surface can never be restored to its former condition and frequent cuttings ruin the surface.

Legislation has been introduced in England to restrict such building operations along frontages on main roads. Buildings are therefore being erected on side roads or they are set back some distance from the main road with a subsidiary road frontage which in no way causes a reduction in the value of the main road for through traffic.

Traffic is growing rapidly in this country and there are instances in the neighbourhood of the larger cities where, with the improvement of the main roads, extensive house building operations are taking place which are greatly reducing the value of the road and adding to the growing problem of traffic congestion.

I am, therefore, to recommend that measures should be taken immediately to prohibit the building of houses within, say, 200 ft. of the main thoroughfare and encouragement should be given so that access to the houses and properties should be from a sideroad leading on to the main thoroughfare. These restrictions regarding building, should also apply to any bye-pass roads.

My Council, in bringing these points to your notice trust that they will be given your very careful attention as they will, in their opinion, play a very important part in the future development of the country.

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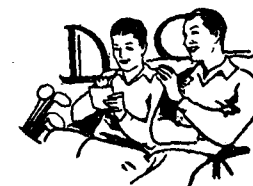
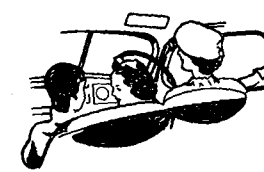
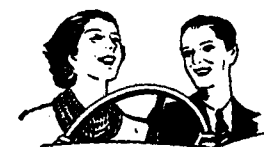
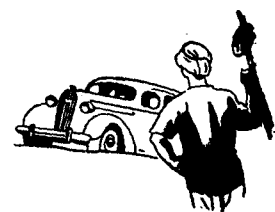
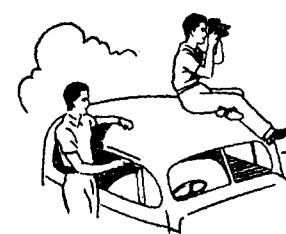
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- No-Draught Ventilations: on the most beautiful and comfortable bodies ever created for a low-priced car
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PRODUCT OF GENERAL MOTORS



The Marquis and Marchioness of Willingdon at Walmer Castle.

FOR dignity, pomp and splendour of occasion few events in the National calendar would challenge the ceremonies of Installation of Lord Warden of the Cinque Ports. Far back into Norman times the occasion has been one fully expressive of English character, loyalty and love of pageantry. The Lord Warden is the chief link between the King and the Cinque Ports.

Order of the Procession

Members of the Court of Shepway, the Mayors of the Cinque Ports, Ancient Towns and their Limbs, accompanied by their Recorders, Town Clerks, Chaplains and Clerks of the Peace with their Barons or Returned Men, preceded by their respective Mace Bearers and Officers in the following order: Ramsgate, Margate, Tenterden, Deal, Folkestone, Faversham, Lydd, Winchelsea, Rye, Hythe, New Romney, Dover, Sandwich, Hastings.

Centre: The new Lord Warden and the Marchioness of Willingdon preceded by the Acting Sergeant of Admiralty bearing the Silver Oar and followed by His Grace the Lord Archbishop of Canterbury.
Right: A group of the many distinguished guests attending the occasion.



Installation of The Most Honourable THE MARQUIS OF WILLINGDON

G.C.S.I., G.C.M.G., G.C.I.E., G.B.E., P.C.,

as

**LORD WARDEN AND ADMIRAL
OF THE CINQUE PORTS**

at a meeting of the Grand Court of
Shepway, at Dover, 30th July, 1936

(Courtesy—"Modern Motoring").

Incidents featuring the time-honoured and traditionally splendid ceremonies by which the new Lord Warden, the 157th in the line, was duly installed; Mayors, Recorders, Barons and Returned Men of the Cinque Ports in full civic dignity do just homage; the Services, guns from the Castle batteries, peals of bells and fanfares contribute to the intense dignity and splendour of the moment.



The new Lord Warden chatting with the Seneschal, Mr. R. E. Knockner.

Barons who attended the Coronation of King Edward VII or of King George V in their Robes.

The Registrar of the Ports; The Chaplain of the Ports; The Acting-Sergeant of Admiralty bearing the Silver Oar; The Surrogate of the Admiralty Court; the Judge of the Admiralty Court; The Garrison Commander and Staff; The Deputy Constable of Walmer Castle.

The Lord Warden

Escort of the 1st Royal Dragoons; Noblemen and Gentlemen attending on the Lord Warden; Such other of the Barons of the Cinque Ports as be there.
* * * *

The processional route was lined by the 1st Battalion The Royal Scots, the 2nd Battalion The Devonshire Regiment, the 2nd Battalion The Seaforth Highlanders, Royal Air Force, and representative detachments Territorial Units.

Centre: The new Lord Warden inspects the Guard of Honour at Walmer Castle, The 5th (Cinque Ports) Battalion The Royal Sussex Regiment.

Left: The Marquis and Marchioness of Willingdon photographed in the grounds of Walmer Castle their new home.

(Continued on page 529).



MOBILE POST OFFICE

MUCH interest has been aroused in England by the inauguration of the first mobile post office, one of the objects of which is to facilitate communications to and from big sporting and other events. The Post Office, already a large user of Morris-Commercial vehicles, selected a Morris-Commercial "Leader" tractor outfit as the basis of this interesting unit, which is completed by the addition of a Brockhouse "Kwikfiks" semi-trailer attachment, carrying Duple bodywork.

Major G. C. Tryon, M.P., the Postmaster-General, performed the "opening" ceremony by sending the first telegram and making the first telephone call.

Important features of this Morris-Commercial powered post office, in which telegrams are accepted and dispatched, local and long distance telephone calls made, stamps sold and letters and parcels received and registered, are described in the Commercial Motor. The body, which is 22 ft. long and 7 ft. 6 in. wide, is partitioned into three compartments. At the rear are two telephone call offices, enclosed by double folding doors. The main compartment in the centre has a desk for three postal clerks.

On the near-side is a table with a teleprinter machine. Stamp machines and a letter chute are mounted on the off-side. To provide connection with any type of exchange, including unit automatic exchanges necessitated the designing of a special circuit. To avoid a change of instruments in the vehicle, or the provision of special plant at exchanges, post-payment coin boxes are installed in the vehicle. The generator is mounted on the tractor, and is driven by a power take-off from the gearbox. Careful consideration has been paid to the comfort and convenience of the staff, a feature being made of adequate ventilation. Alfol insulation is used as a roof lining to minimise heat inside the vehicle in hot weather.

Interesting Units

From South Australia comes news of two unusual vehicles supplied by the Morris-Commercial Distributors, Motors Ltd. of Adelaide. The first is a smartly painted

red rail car, with gold lettering, for speeding up the mail service on the south-eastern line between Wolseley and Mt. Gambier. The basis of this rail car is a Morris-Commercial 30-cwt. chassis, to which flanged wheels have been fitted, in addition to a special body and other modifications. The car is capable of 60 m.p.h. and will improve on the steam service by nearly two hours.

The second vehicle is an armoured car, put into service by the Commonwealth Bank, Adelaide, for the conveyance of notes and specie under armed guard. The chassis involved is a short wheelbase Morris-Commercial two-tonner, and the armour-plated body is provided with bullet-proof glass and loopholes for the rifles of the guards. The car will be used to transport cancelled notes from Adelaide to Port Adelaide, for shipment to Melbourne, and for the carriage of new notes from Port Adelaide to Adelaide.

Another interesting Morris-Commercial unit just supplied is a Tower Wagon for the use of the Nagpur (Central Provinces, India) Electric Light and Power Co. The chassis is of standard 30-cwt. pattern, with cab, and the tower equipment has been specially designed and built on the latest lines by J. H. Heathman Ltd., London. The equipment includes a projecting and rotating platform, which rises at any intermediate height up to 28 feet, and holds two men.

"Spying" at Coventry

A secret service agent of a foreign power was recently discovered among a party of visitors being shown round the Morris Engines factory at Coventry. He was seen to trip over a heap of metal shavings, and on rising it was noticed that he had retained some, apparently for future analysis. On his person was also found a miniature camera, concealed in a belt beneath his waistcoat.

The management was not alarmed, however, as the "spy" was Mr. Charles Oliver, leading man in a new film called Second Bureau, being made by Stafford Productions, which firm has of course no connection with the Morris concern. Special permission was given to "shoot" this, and other scenes for the film, in the factory.

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The Mall

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MADRAS RACES

SEASON 1936-37

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

FIXTURES

FIRST EXTRA MEETING (One Day)
First Day ... SATURDAY ... 21st Nov. 1936

WINTER MEETING (Six Days)
First Day ... SATURDAY ... 28th Nov. 1936

The Griffin Plate
Second Day ... SATURDAY ... 5th Dec. 1936

The Nizam's and The Sivaganga Cups
Third Day ... SATURDAY ... 12th Dec. 1936

The Travancore Cup
Fourth Day ... WEDNESDAY ... 16th Dec. 1936

The Stewards and The Parlakimedi Cups
Fifth Day ... SATURDAY ... 19th Dec. 1936

The Deomar Cup.
Sixth Day ... SATURDAY ... 26th Dec. 1936

FIRST SPRING MEETING (Six Days)
First Day ... WEDNESDAY ... 30th Dec. 1936

The Kirlampudi Cup
Second Day ... FRIDAY ... 1st Jan. 1937

The Governor's Cup
Third Day ... SATURDAY ... 9th Jan. 1937

The Trades Cup
Fourth Day ... THURSDAY ... 14th Jan. 1937

The Mysore Cup

Fifth Day ... SATURDAY ... 16th Jan. 1937
The Venkatagiri and The Ceylon Cups

Sixth Day ... SATURDAY ... 23rd Jan. 1937
The R.C.T.C. Cup

SECOND EXTRA MEETING (One Day)
(Provisional)
First Day ... WEDNESDAY ... 27th Jan. 1937

SECOND SPRING MEETING (Four Days)
First Day ... SATURDAY ... 30th Jan. 1937

Second Day ... SATURDAY ... 6th Feb. 1937

Third Day ... WEDNESDAY ... 10th Feb. 1937

Fourth Day ... SATURDAY ... 13th Feb. 1937

SUMMER MEETING (Four Days)
First Day ... SATURDAY ... 20th Feb. 1937

Second Day ... WEDNESDAY ... 24th Feb. 1937

Third Day ... SATURDAY ... 27th Feb. 1937

Fourth Day ... SATURDAY ... 6th Mar. 1937

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

The Bangalore Cup The Willingdon Plate
The Bobbili Cup The Merchants Cup
The Maharani of Venkata-giri Cup The Cochin Cup
The Ramnad Cup

RATES OF ADMISSION

Season Tickets (Public)

1st Enclosure only.	Gentlemen.	Ladies.
Ticket for Season (Including Tax) (Excluding Hunt Gymkhana Meeting)	Rs. 60	Rs. 30

DAY TICKETS (Including Tax)

1st Enclosure.	Gentlemen (On all days except Governor's Cup Day)	Rs. 3 8 0
	Ladies do. do.	„ 2 4 0
	Governor's Cup Day ... Gentlemen	„ 6 0 0
	Do. do. ... Ladies	„ 4 0 0
2nd Enclosure (On all days)	Gentlemen	Rs. 1 0 0
	Do. do. ... Ladies	As. 0 8 0
3rd Enclosure	All persons	As. 0 4 0

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

LIGHTING OF THE ROAD AMSTERDAM-HAARLEM

DURING the last few years much attention has been paid in the Netherlands to the improvement of traffic conditions. In this country the building of bridges has been undertaken at an increased rate, so that the tedious delay at rivers will be eliminated. A second item of the very extensive programme is the improvement and especially broadening of existing roads and the planning of new ones. A third step that is being undertaken for increasing safety and speed of traffic is in the field of road lighting. In the Netherlands much consideration is being given to this question not alone by local authorities, but by the Government as well. With the lighting of the state road Amsterdam-Haarlem, which is one of the busiest in the country, a commencement has been made with the installation of permanent lighting systems on the most important traffic roads.

The road mentioned above has regular motor-car traffic in both directions at night and up to now the number of accidents on this highway was so great that it was urgently necessary to find an improvement in the conditions under which motorists had to drive along it at night. Good lighting on this 9-mile stretch was urgently necessary. Sodium light, which is particularly suitable for road-lighting, was used for this road too.

The installation was recently put into use, to the great satisfaction of motorists, many of whom drive up and down daily, and of the authorities. Sodium light as a matter of fact is the only light-source that makes such great visual acuity possible, does not dazzle under any circumstances and even permits of good perception in fog. On the other hand sodium light is considerably cheaper than incandescent light, because the efficiency of the sodium lamp is much greater.

385 "Philora" sodium lamps of 100 watts were used for the whole stretch. They are fitted to poles 9 metres

high placed zig-zag on alternate sides of the road. In this way very bright and uniform lighting was obtained not only on the road itself, but also on the cycling path at its side. The number of cyclists in the Netherlands on such a road is very large at all hours of the day, so that for this category of road-users special arrangements had to be made so that it should not hamper fast traffic. This required a separate cycling path at the side of the road.

On the other side of the road are tram-rails which are likewise sufficiently lighted, so that the trams need not use their headlights. This eliminates dazzle by on-coming traffic which is one of the most important advantages of this sodium lighting. Motor-cars on this road need only be driven with their parking lights on in view of the fact that visibility on the road, thanks to the sodium light, is just as good as in the daytime.

The lighting of this important road is a credit to the Netherlands Government which has lately done so much towards improvement of traffic conditions. In other countries, too, Belgium for instance, the government is studying the problem of road-lighting. The lighting of large roads is by no means a mere luxury, but has become an urgent necessity for safe and unimpeded traffic at night. In this connection it is interesting to note from the statistics of various countries, that, in proportion, traffic at night is increasing more than in the daytime, especially as regards passenger cars.

The economical and visual advantages of sodium light are, moreover, so great that the sodium lamp can be called the light-source that has been specially invented for road-lighting, and it was only by this light-source that systematic lighting of the great traffic roads became possible.

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"GOOD DRIVING"

PART II

By A. S. Trollip

Being the second of a series of three talks on driving by The Safety First Association of India.

Our Brakes

WE'VE all noticed that whenever a train makes a long enough stop in a station, there's somebody on the job, dodging in and out under the cars making sure that everything is in good shape for the train to continue its trip. One of the things checked at every inspection point is the brakes. For nobody knows better than railways how important it is to be able to stop when you have to stop.

Now, if we think of it in a certain light, we people who own automobiles are all running little transportation systems of our own . . . just like the railways and airways and bus companies. Home is the main terminal and there are lots of stops along the line . . . flag stops, you might say, and regular scheduled stops—like the office, the grocery store, the school, the theatre, and our friends' bungalows.

Just like the railways one of the main things we need to look out for is our brakes. Of course, everybody knows this and yet somehow or other we're apt to be a little careless about it. Not that the brakes don't give us plenty of notice when they're going to need adjustment. As time goes on we find that we can push the pedal lower and lower, till after a while we can shove it down almost to the floor-boards before the brakes take hold. Even then we sometimes wait quite a while before we have them adjusted. It just seems to be human nature to put off things like that. And they tell us the result is that one-third of all the cars on the streets and highways at any given time have something wrong with their brakes.

The trouble is that when we let our brakes go like that, all of a sudden we may have to make an emergency stop, and we may find it rather embarrassing.

Engineers say that if we realized what goes on in brakes we would see why we ought to keep them checked up. As they explain, it's a story of momentum and friction, the same old forces we've talked about before.

They say that when we get going we build up a certain energy in the form of momentum. Now when we want to stop, we can't just destroy that energy, because, scientists tell us, Nature never lets any of its energy be destroyed. We can only convert it into some other form of energy.

What brakes really do is to convert *speed-energy* into *heat-energy*. When we push down on the brake pedal we press the brake lining against the brake drums and this creates friction that changes the energy to heat. When we have changed all the speed energy to heat, then we come to a stop.

Now modern brakes are very powerful. In fact, a 100-horsepower car will have about 500-horsepower brakes. They can stop us pretty quickly even from high speeds. But when they do, they simply change those speeds into a great deal of heat, in a very short time. The fact is we sometimes build up temperatures in our brakes as high as 1,400 degrees Fahr.!

It's easy to see that heat like that can cause a lot of trouble. Some of us may think it's fun to rush up to sudden stops, but we might as well realize that we have to pay for that kind of fun in excessive brake wear. It simply doesn't pay to build up brake heat a lot faster than it can be thrown off. And we certainly get hardly anything back in time saved. For instance, if we're going 30 miles an hour, and our brakes are good, we can stop the car (apart from thinking time) in $2\frac{3}{4}$ seconds, but it takes us only another 3 seconds to stop in twice that distance with the result that the wear on our tyres and brakes is halved. How much better it is, under any normal circumstances, to begin to apply the brakes a few seconds earlier and, with gradually increasing pressure, bring our car to an easy stop. As a matter of fact, smooth, gradual, stopping wherever the circumstances permit, is generally taken as a sign of a good driver.

Now if we want to keep our brakes safe and sound, it's important to remember what these fast stops do to them. But it's just as important to remember that all stops generate some heat in our brakes. That's what gradually wears down the linings, and sooner or later makes a brake-adjustment necessary. And that's why we must watch them and see that adjustments are made when they are needed.

So may be it would be a good idea to keep on thinking of our cars as private transportation systems. It's just as easy for us as it is for the railways to keep them in good running condition, so they will serve us with safety and satisfaction.

Driving on Hills

In some parts of the country hills are taken for granted . . . and good steep ones, too. But for some of us who live in flatter country, hill driving is not so familiar.

As a matter of fact, there are several conditions peculiar to driving in very steep hills or mountains, especially if the altitude is high. For instance, a car that develops 100 horsepower at sea level has only 83 horsepower at the altitude of Mahabeshwar and only 33 horsepower on the top of Mount Everest.

Another thing is that sometimes grades are deceptive and we don't realise how steep they are, if there is no level ground to judge by.

So if we go on a road trip and happen to get into country where hills are hills, we often have no idea of what is in store for us. Like as not, we will come rolling up to a hill, taking it for granted that we'll make the grade. But before we've gone very far we find that our power seems to be giving out, and we're slowing down. Then we realise we must shift to second gear, but we're lucky if we haven't found out so late that there we are, stalled on a hill!

Now people who drive on hills all the time say one thing to remember is that there's nothing like a good start. Of course, this is true, because the minute we start up, gravity starts to work and work fast. Yard-by-yard it uses up our momentum till by-and-by that momentum is just about gone. Then we have to shift to a lower gear to increase our power.

Experts tell us that by far the most common fault in hill-climbing is, failure to shift to a lower gear, soon enough. So just to be sure, some drivers set a definite point at which to change gears. The consensus of opinion seems to be that we should always go into second gear as soon as our speed gets down to 20 miles an hour.

There are times, however, when we want to stop on a hill. So it's important to know how to start again with our car on an upgrade. And there seems to be two methods used by experienced drivers.

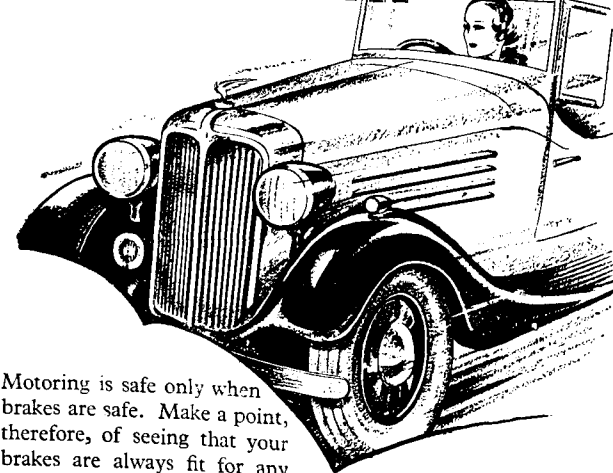
Some use their foot brake to keep their cars from rolling backward, put their engine in low gear and accelerate slowly with the hand throttle, gradually engaging their clutch and releasing the brake at the same time. Other good drivers do exactly the same thing. Only they use the hand brake and the foot accelerator. But both groups tell us it doesn't make much difference which method you use.

Nowadays there are few hills that cars cannot climb and what goes up must come down. And that's where we have to look out for momentum. He may have been a friend in need when we were coming up hill, but going down he'll run away with us if we aren't careful. And if there are any sharp curves or any bad bumps or loose gravel, we have to be careful or he'll pitch us right off the road.

Many drivers say that we should go down a hill in the same gear, we would use to get up. In other words, if it's steep enough so we would have to go up in second or even low gear, then we'd better get into that same gear before we start down. If our car is in second or low gear, our engine works as a very effective brake, and besides it saves a lot of wear on our real brakes.

Speaking of gears, experienced drivers say we should never, under any condition, disengage our clutch and coast down hill. That's just what momentum is waiting for. Just give momentum a free rein, without our engine to check it, and nobody can tell what's going to happen.

TRAVEL SAFELY



Motoring is safe only when brakes are safe. Make a point, therefore, of seeing that your brakes are always fit for any emergency—properly equalised, fully efficient. When they need relining, be sure you specify Ferodo Linings. For only with

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When we do get in country where people are used to driving on hills at the time, it may seem to us that they take those hills without the slightest concern. But if we were in their cars with them and could watch them closely, we would see that they take all these precautions we have mentioned, just as a matter of habit. And one thing is sure. They make it a rule never to pass other cars on hills, or get on the wrong side of the road, when they can't see far enough ahead to be sure whether anyone's coming.

Power and Speed

Most of our motor cars will go so much faster than we ever care to drive them, that no doubt people often wonder why so much speed is built into them in the first place. Of course, automobiles aren't built with the idea of pleasing the manufacturer or the engineer or the sales-man. They're built to suit the men and women who are going to own and drive them. And there are certain things that people do insist on in their cars. It happens that some of those things are of such a nature that when the engineers provide them, an ability to go fast just naturally results.

For instance, nearly everybody likes to get-going as promptly as possible. Now that's just a matter of the power we have in our engine and how our car is geared.

Then there's the business of hill-climbing. That may not mean as much in some localities as in others, but cars have to be built to suit us, wherever we may live and wherever we may want to go.

Engineers tell us that they could build a fairly low-powered car that would pull us up the steepest hill. But if they did, they would have to gear it so low that when we got over the top and onto a level stretch, we could only go crawling along at a rate that wouldn't satisfy even the most conservative drivers.

But perhaps the most important reason for having our power that it is in modern cars, is a matter that many of us have never considered. We all know what happens to us, when we, ourselves, are going at high pressure all the time, either physically or mentally. A person can work 12, 14 or 16 hours a day, but we know we get along best when we don't tax our last reserves of energy all the time.

In the same way, anybody who has ever run machinery knows that if you keep it going at full capacity and full speed day-in-and-day-out, you're just multiplying the chances of a breakdown, sooner or later.

And that's how it is with a car. By building in the ability to run at high speed, engineers make it practicable to run at reasonable speed. If our car can go seventy, eighty or may be even more miles an hour, then it won't have to strain to go thirty-five, forty, or somewhat faster if circumstances demand. So we can drive it along at sensible speeds hour after hour, day after day, without over-working it.

When we stop to think about it, lots of things are built with that added safety margin. Lifts in our office buildings could carry far heavier loads than the weight of all the people they can hold. So could modern bridges. The steel girders of our buildings, the rails under our trains—in fact, any number of things we depend on day-by-day—are much stronger than they really need to be. They all have that extra margin of protection.

So, with our cars, what we have to remember is that speed is simply a by-product of power. We can use that power unwisely, or we can use it sensibly and get better performance and dependability as the result. Manufacturers can't decide that. It's all up to us.

This concludes the second talk. The next and final talk of the series will deal with Driving in bad weather in the City and in the Country.

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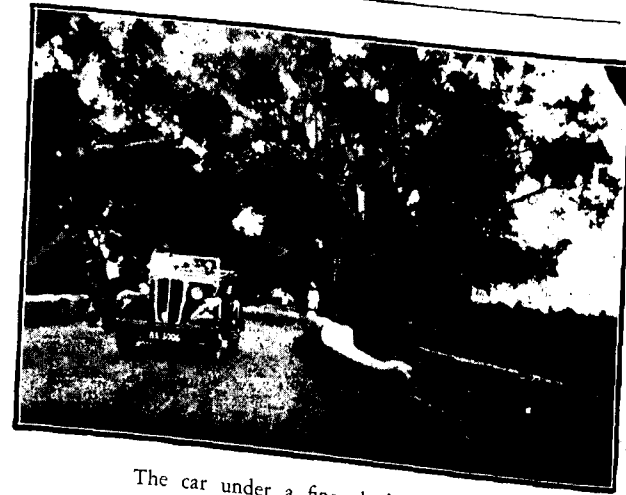
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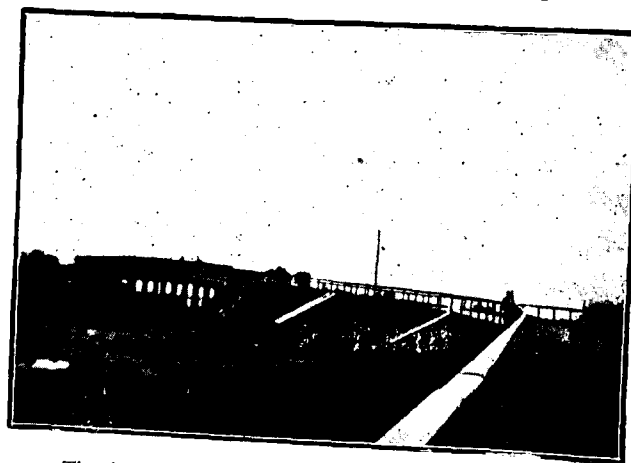
A SHORT RUN INTO THE COUNTRY

By F. H. S.



The car under a fine shady avenue.

RECENTLY rain being the usual afternoon programme, with the forenoons cool and cloudy, we set out one morning about a fortnight ago after breakfast with a well stocked luncheon basket and had quite an interesting motor run to Hoskote only 16 miles from Bangalore on the Main Road to Kolar. Going up South Parade and passing Trinity Church on our right we followed the Old Madras Road. Being unfamiliar with this part of the town we travelled slowly enquiring our way but once beyond the limits of the Town the car sped along the open highway through avenues of trees for some miles until we were tempted to take a snap. A mile further we ascended the steep but well graded ramp to the bridge across the M. & S. M. Railway Yard at Krishnarajapuram Station. This bridge is a very neat modern structure and well worth a share of the spool. At the bottom of the ramp to the right there is a road leading to Whitefield but from where we stopped the car to take a picture of the bridge, its condition looked as if one would have a rough passage over it in a car, especially a small one. It is perhaps, what is known as a third class road! The next picture does not indicate a line of stones placed by mischievous boys in the centre of the road, but a troop of monkeys feeding. The little creatures merely moved aside to let the car pass and hopped back immediately to continue their interrupted meal.



The bridge across the Railway at Krishnarajapuram.

Driving along, one notices the country is open and flat and along the road the soil is stony with very little cultivation, but one or two enterprising people seem to be opening up orchards. One of these properties is irrigated by means of a pump sunk in a well, the motive power being a windmill. Certainly a labour saving device and perhaps as, if not more, dependable than a couple of lazy malis. At two places the road was under repairs and we were surprised to see the old stone rollers in use. I daresay there are not sufficient steam road rollers to go around the whole district. However, repairs are repairs and there was plenty of level ground, not blocked with piles of ballast and moorum as is usually the case, for diversion round the patches under repair. Two and a half miles from Hoskote there is a branch road to Whitefield Railway station.

We turned into the Travellers' Bungalow compound at 11/30, but found the place securely locked and the Mali absent, so the ladies of the party decided to make the best of a bad situation and set to work frying eggs and bacon on a spirit stove in the back verandah. Later the Mali came along in desperate haste, full of apologies for having gone to have his food in the town. The Travellers Bungalow stands about two hundred yards off the road in a well shaded compound measuring roughly one hundred yards each way which, although not fenced, was very neat and clean. The building bears the date 1857 and is maintained well with quite decent furniture and is equipped with electric lights. This bungalow was probably a popular halting place for Officers touring on duty and travellers in the days when 16 miles was quite a sufficiently long journey on horse back or by bullock cart. Possibly it now offers shelter to only picnic parties, to whom the tank is the attraction, and occasional travellers. After a leisurely meal in the dining room we strolled out to explore and were able to gather a few interesting notes about the history of Hoskote. The town is on the left bank of the South Pinakini River, six miles North East of the Whitefield Railway Station, and is the headquarters of the Hoskote Taluq. Hosa-Kote, which means "New Fort", so called to distinguish it from Kolar, was built about 1595 by Timme Gauda, the Chief of Sugatur, who had settled at Kolar. The superiority of the soil to that of Kolar induced him to fix on the new



Monkeys on the Road.

site, as well as the facility with which the waters of the river South Pinakini might there be dammed for purposes of irrigation, hence we now see the large Hoskote tank, which is said to form, when full, a sheet of water not less than 10 miles round. The embankment, running apparently through the middle of the tank, and along which the road winds, is quite two miles long. It was built by this Chieftain who ruled till 1632. The territory was shortly after conquered by the Bijapur army and in 1663 was captured by Moghal troops. In 1756 Hoskote was taken by the Mysore army but was subdued the following year by the Mahrattas. It changed hands several times until finally ceded to Hyder Ali and annexed to Mysore in 1761.



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“SAFE DRIVING”

PART VII

“ECONOMY — BY THE FOOT!”

ECONOMY in the operation of a motor car is made up of a good many things, but the one we all think about the most is petrol economy. The petrol pumps see to it that we are kept reminded of that.

Of course, there is a temptation to think that our petrol bills are going to be in direct proportion to the size and horsepower of our cars, and to a certain extent that is true. But it is equally true that there are some things we can do to keep our petrol bills under control. Under given conditions, every car has certain rates of speed at which it uses petrol most efficiently—and also rates at which it consumes an excessive amount of petrol. Sir Malcolm Campbell, in order to get enough horsepower for his world-record speed, had to be content with a fraction of a mile per gallon—and you have to pay extra, too, to get high speeds, no matter what kind of car you drive. There have been a good many tests made under all kinds of conditions and they point to the fact that cars get their best petrol mileage at steady, consistent, moderate speeds. Moreover, experienced drivers often remark, and tests prove it, that with all the stops you have to make for lights and traffic in the city—and for towns, villages and intersections in the country—moderate speed usually gets you there just about as quickly anyway, and it certainly gives you the greatest comfort and safety.

But getting back to economy—the very way we start our cars has a lot to do with how much petrol we use. There's an old, basic law of nature which tells us that physical things are stubborn. They don't want to move, when they are standing still, and the bigger and heavier they are the more they resist getting into motion. And the harder they are to stop. If we try to hurry them we have to use extra power to do it, and extra power, in the case of motor cars, means extra



Dr. Allan Roy Defoe, the genial physician who has become known to people all over the world because of his care of the famous Dionne quintuplets, consents to two poses with his new Chevrolet car. The Dionne quintuplets are featured in the sensational film, "The Country Doctor."

petrol. So, experienced drivers have found that it usually doesn't pay to go roaring into first gear, rushing into second, and swooping into high, with the accelerator pushed right down to the floor boards. Of course, there are times when you want extra fast pickup and that's what the engineers gave it to us for. But it uses up extra petrol because it uses extra power. So it doesn't pay to use it when you don't need it. A car wants to get going just so fast, and if you force it you have to pay. And another thing about pell-mell driving is that it often stores up a lot more momentum than you get a chance to use. When you get up momentum in a car you use petrol to get it, and when you shove on the brakes and bring your car to a sudden stop, what do you do? Why, you throw away the power you have stored up in the form of momentum, which is just the same as saying that you throw away the petrol you used to create it.

Rushing up to stops is hard on pocketbooks, and incidentally, hard on brakes, too.

Some petrol is used up in all stopping and that, of course, is one of the reasons why we don't get such good mileage in city driving as we do in long runs. The constant stopping wastes our petrol; running our engines while waiting for lights to change wastes some more; and then we have to use an extra amount to get started again.

Of course, if we had time to really cover the whole subject of operating economy, we would have to talk about a good many other things besides petrol. For example, there's a lot to say about tyres—keeping them properly inflated, avoiding bumping into and scraping curbs, and several other details that keep them safer and make them last longer.

We would certainly have to say something about lubrication, though it sums up pretty well in the old saying that "oil and grease cost less than machinery."

Automobile Association of Southern India

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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
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Member proposing

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form.

Non-returnable fee for a badge is Rs. 5. Badge includes two small bolts with double nuts. Special fittings can be supplied, if required, as follows:—

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

Then, too, there are certain kinds of precautionary service that we all ought to think of as the ounce of prevention that is worth a pound of cure.

But we can all save a good deal more than we realize on petrol alone, and when we think over some of the things we've talked about, it brings up this thought—you really don't use petrol by the mile at all! You use it by the foot!

PART VIII "DRIVING TRICKS"

OUR car builders have certainly accomplished great things in making the modern car easy to operate and easy to ride in. And yet some of us still manage to make work out of driving while others drive without the least effort. The more we look around, the more we find that there are tricks to comfortable driving just as there are tricks to all trades.

The first thing we need to realize perhaps is that in driving we tire ourselves—through our eyes, through our muscles and through our nerves.

A scientist tells us that even dust spots on our windshield and windows can worry us and wear us down. Even if the effect doesn't end up in a headache, the eye-strain tires us a great deal, and has more to do than we think, with our enjoyment of the ride.

Of course muscular fatigue can come from a good many things. We might have the easiest running car in the world and still wear ourselves out driving it, if we let the air in our tyres get so low that steering is a burden, if the steering gear itself needs greasing or adjusting, if the pedals work hard, or if the brakes are so worn that every stop is an effort. But one of the chief causes of muscular fatigue is keeping in one position for a long time, and we have been told of one thing to do that relieves this effect. You know nearly all the newer cars have adjustable front seats these days. You can move them forward or back with perfect ease. They were originally put into cars for permanent adjustment to suit the arm and leg reach of the individual driver. But somebody found out that by changing the adjustment now and then on long drives, we can change our body posture and relieve the tiring effect of staying in one position. If you have never tried this, you'll be surprised what a difference it makes.

But after all it isn't our eyes that tire us quickest and it isn't our muscles—it's our nerves! And it seems that if we let our nerves wear us out it is pretty much our own fault for experienced drivers have learned things that let a person relax while driving. For example, what



A large shipment of General Motors cars being unloaded at Southampton docks and destined for the English market.

they advise us to do is to keep plenty of room between us and the fellow ahead. It we drive right up close to him we have to keep on our toes every instant, to make sure we can stop the second he does, keep clear of him if he turns, and hold our speed down to his so we don't bump him. But if we drop back a little we have a margin of safety and so we can take our driving easier and not make work of it.

Another thing they point out is the advantage of driving at a rate that feels good. This is hard to describe but we all know what they mean. It seems as though everyone of us has some speed that feels just right and going either a little faster or even a little slower tightens our nerves.

Of course, the car we happen to be driving has a lot to do with it. Nobody feels comfortable and assured in a car that is going fast enough to sway or pitch so that it makes a lot of noise. Some cars begin to do that at much lower speeds than others, often depending on their age or condition. But anyhow, if we drive with our nerves on edge, muscles taut, fists clenched for dear life on the wheel—we are going to come home from that ride all worn out.

For after all, there's nothing that makes us enjoy a ride so much as peace of mind. If we only remember that, we won't go in for any breakneck speeds, two-wheel turns or pell-mell stops. Then we'll not only ride more easily and more comfortably, but what is more important still, we will ride a lot more safely. There's some sort of sixth sense that just seems to spoil our drive, the minute it tells us that we are not driving as safely as we should.

PART IX "YOUR BRAKES"

WE have all noticed that whenever a train makes a long enough stop in a station there is somebody on the job, dodging in and out from under the cars making sure that everything is in good shape for the train to continue its trip. Among the things checked at every inspection point are the brakes. For nobody knows better than railways how important it is to be able to stop when you want to stop. Now, if we think of it in a certain light, we people who own cars are all running little transportation systems of our own—just like the railways and air lines and bus companies.

Home is the main terminal and there are lots of stops along the line—flag stops, you might say, and regular scheduled stops—like the office, the grocery store, the school, the theatre, and our friends' houses. And, just like the railways, one of the main things we need to look out for is our brakes. Of course, everybody knows this and yet somehow or other we're apt to be a little careless about it. Not that the brakes don't give us plenty of notice when they are going to need adjustment. As time goes on we find that we can push the pedal lower and lower, till after a while we can shove it down almost to the floorboards before the brakes take hold. Even then we sometimes wait quite a while before we have them adjusted. It just seems to be human nature to put off things like that. Well, they tell us the result is that one-third of all the cars on the roads at any given time have something wrong with their brakes.

The trouble is that when we let our brakes go like that, all of a sudden we may have to make an emergency stop—and then we may find it rather embarrassing.

Engineers say that if we realized what goes on in brakes we would see why we ought to keep them checked up. As they explain it, it's another story of momentum and friction, the same old forces we're always hearing about.

They say that when we get going we build up a certain energy in the form of momentum. Now when we want to stop, we have to absorb that energy. Scientists

tell us we can't just destroy it because Nature never lets any of its energy be destroyed. We can only convert it into some other form of energy. What brakes really do is to convert speed-energy into heat energy. When we push down on the brakes we press the brake lining against the brake drums and that creates friction that changes the energy to heat; when we have changed all the speed-energy of heat, then we come to a stop.

Now modern brakes are about five times as powerful as our engines. That is, a hundred horsepower car will have about five hundred horsepower brakes. They can stop us pretty quickly even from high speeds. But when they do they simply change those speeds into a lot of heat awfully fast. The fact is we sometimes build up temperatures in our brakes as high as 1,400 degrees.

It's easy to see that heat like that can cause a lot of trouble. Some of us think it's fun to rush up to sudden stops, but we might as well realize that we have to pay for that kind of fun in excessive brake wear.

It simply doesn't pay to build up brake heat a lot faster than it can be thrown off. And we certainly get hardly anything back in time saved.

For instance, if we're going thirty miles an hour our brakes can stop us in forty feet if they are all right; but it only takes them less than two seconds longer to stop us in twice that distance. How much better it would be, normally, to begin to apply the brakes a few seconds earlier and with gradually increasing pressure.

If we want to keep our brakes safe and sound it is important to remember what fast stops do to them. But it is just as important to remember that all stops make some heat in our brakes. That's what gradually wears down the linings and makes them give way little by little so that sooner or later they need to be tightened up.

So maybe it would be a good idea to keep on thinking of our cars as private transportation systems that can be kept under our control and be made to serve us with safety and satisfaction. (Contributed by General Motors India Ltd.)

(Concluded.)

(Continued from page 517).

Guards of Honour mounted—at Walmer Castle, the 5th (Cinque Ports) Battalion The Royal Sussex Regiment; at Dover College, The Royal Marines; at the Town Hall, the Royal Navy.

In Dover Harbour for the occasion were H.M.S. "Curacoa," H.M.S. "Scout," H.M.S. "Tempest," and His Majesty's Canadian Ship "Saguenay."

His Grace the Lord Archbishop of Canterbury officiated at the Service in the Church of St. Mary in the Castle, Canon W. G. Elnor, Chaplain of the Cinque Ports, and the Rev. R. J. Stockdale, Senior Chaplain of the Forces, being in attendance.

The Primate Speaks :

"This ceremony today," he says, "delivers its own sermon for those who have eyes to see and ears to hear.

"The Cinque Ports were among the earliest to recognise the spirit of British liberty. When elsewhere

liberties are being curtailed, our own Government has dared to extend its liberties to its people in India, and the new Lord Warden has, by his wise government and personality, prepared the way for this gift.

"Who can doubt that it has been the faith and fear of God in this Nation, which has given it stability and enabled it to carry on its work in this way?

"May we not look upon this hallowing of the Lord Warden as a prelude to the great event of next year, when we shall see an even nobler witness . . . the British Monarchy stands stronger than ever, the guardian of the liberties of the people, and the symbol of unity."

His Grace the Lord Archbishop of Canterbury then gave blessing to the new Lord Warden, to the Mayors of the Cinque Ports, Ancient Towns and their Limbs, and to the vast gathering present.

The ceremonies were further blessed by glorious weather conditions, to make the occasion one wholly to be remembered for all time by those privileged to be present.



Trafalgar Square, London—World-famous landmarks, Nelson Column, St. Martins-in-the-Fields, South Africa House
in the background left to right.
(Courtesy—Ford Motor Co. of India, Ltd.)

AN AFRICAN TOUR

Fort Lamy to Duala January-February 1936

By W. K. Brett

BACK at Fort Lamy where fortunately the weather had become cooler and insects less in number, I met an English missionary who had worked for seventeen years under the French flag and had been for eleven years in Fort Lamy itself—a man with a surprising diversity of interests. Apart from his theological teaching, he had become an expert in the treatment of many diseases by the application of concoctions made by himself from local plants. When I visited his house, it was the time for the evening service and no less than five different services were going on in five different native languages, all of which he understood and spoke fluently. I spent two hours with him during which he talked most interestingly of the natives and the country with an authority which only years of residence among them could give.

From Fort Lamy, I followed the southerly course to Fort Archambault on my way to Leopoldville, where I stayed two nights; here I met some types of native quite new to me, the most extraordinary being the pagan women who wear in their upper and lower lips large wooden plates, which to my eyes made them positively hideous; these women when not disfigured in this way have, in addition to good physique, very pleasant features. It is said that years ago they were constantly being raided by Arabs from the north and neighbouring tribes from the plain, and their women being stolen, so that they instituted this loathsome custom in order to make the women unattractive. Now, a custom for years, it has be-

come a criterion of beauty—the larger the plate, the more attractive the woman!

As I was sitting on the river bank in the cool of the evening some damsels of the village came down to draw water and to bathe, which they did naked and unashamed in front of me. I called to them to be photographed and having put on their best clothes they posed for their picture.

In climbing up the bank to return to the house in which I was staying I was rather startled by an enormous head peering at me over the top of a very high hedge and having come cautiously round the corner I found a giraffe regarding me with curious stare. He seemed to be afraid of no one and was apparently the village pet.

Continuing the next day I followed the excellent chain of landing grounds along the route to Bangui. This town is pleasantly situated on the banks of the Ubangui river and the hills which rise in some places to over 2,000 feet on each side of the river make a pleasant change from the flat country in the north. From here I set off to go to Coquilhatville, following the river Ubangui to within 30 miles of its junction with the river Congo. From that point I flew due east across a mass of thick tropical forest and came to what must be one of the hottest and dampest places in the world. Coquilhatville is situated right on the Equator and is surrounded by thick tropical forests cut by innumerable waterways. The European residents here, although they affirm that



Lip ornaments seen at Fort Archambault.

they are quite well, look very pale and weak. The main object of interest in Coquilhatville is the botanical gardens in which, it is claimed, that every known type of tropical plant is to be found.

In flying from Coquilhatville to Leopoldville a pilot has the choice of following either the river Congo or a line of landing grounds by Lake Tumba and Lake Leopold II to Banningville and thence to Leopoldville. These emergency landing grounds for the most part are small clearings in the bush and if his engine failed when not within gliding distance of one, a pilot would have little chance of getting the aircraft down without damage. By following the river one can always land on the water and hope to swim to the bank before being bitten by a crocodile, and in addition, at seasons of low water there are occasional sandbanks exposed on which it might be possible to land. I chose the river.

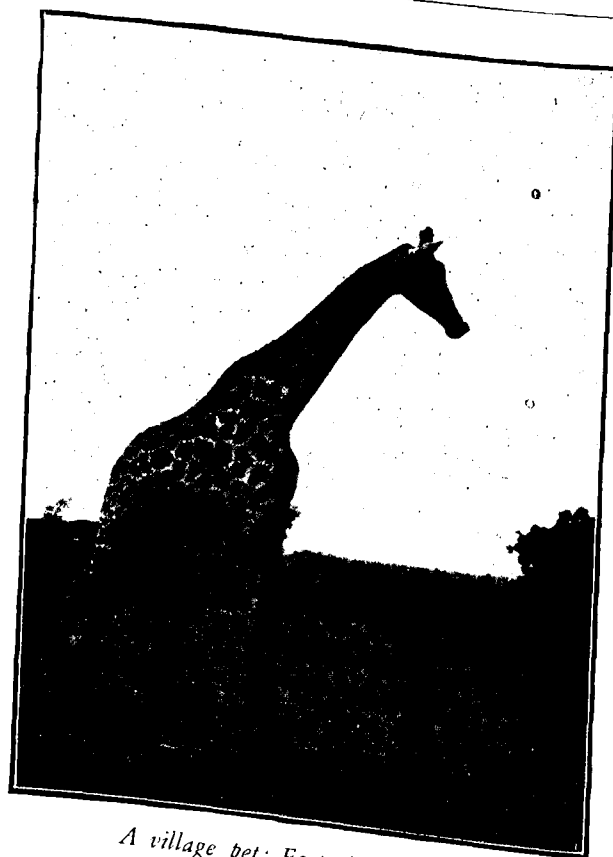
Stanley Pool with Leopoldville on its south and Brazzaville on its north presents a very pleasant picture from the air. Further along the river below these two towns spray can be seen rising as the river hurls itself through a mass of broken rocks which form impassable rapids. On a still night the noise of these rapids can be heard from a surprising distance. It was very pleasant to land on a good grass aerodrome, as firm and green as any in England.

Leopoldville is a pleasant well laid out town with a climate which although damp is better than that of Lagos. As in most places in the colonies, the population has diminished considerably since the world economic crisis and everywhere there are buildings which were once flourishing factories, workshops or private residences and are now unoccupied and falling into disrepair. The European population is now about 1,500, where before it was 5,000 or more. Even in a town of such size, the distractions enjoyed by the residents are mainly self made. They have an occasional cinema, they have a swimming bath and a club which provides opportunities for tennis and other recreation. There are two privately owned aircraft here, a Caudron Pelican and a de Havilland Puss Moth which are used for pleasure and business purposes.

Brazzaville can be reached by taking a launch across the river, a distance of nearly two miles and this town being the headquarters of the administration of French Equatorial Africa, there are many Government officials and a large business community. At both Leopoldville and Brazzaville the arrival of the fortnightly European air mail is an event considered worthy of a drive out to the aerodrome.

After some days at Leopoldville I was ready to leave with a passenger on a journey up the coast to Duala. We arrived at the aerodrome with bag and baggage and on opening the door of the Gull I was considerably startled by a black cat which suddenly shot over my shoulder to land after a tremendous leap on the wing and disappear round the door of the hangar. I looked upon this as an omen of good luck and all the more so when I discovered four minute kittens on the floor of the cabin. Their choice of a birth place was, to say the least, unusual.

We took off in good weather but approaching Boma the clouds became very thick and low over the hills and



A village pet; Fort Archambault.

I decided to land and wait for clearer weather; this I did on a one-strip aerodrome fourteen kilometres from the town. Boma used to be the capital of the Belgian Congo and is accessible to quite large steamers. Its population now is small but one which appears to make the most of life in such a quiet place. We learned on arrival in the town that a tornado was raging at Pointe Noire and we were advised to wait till the next day; this we did and arrived at Pointe Noire the following afternoon, having flown through a great deal of cloud. Pointe Noire is the port which serves the interior of the Gaboon and those parts of French Equatorial Africa which are connected by river steamer to Brazzaville, communication between Pointe Noire and Brazzaville being by railway. The night we arrived, they had what was said to be the severest tornado experienced for four years. I was very relieved to know that there was a responsible person on the aerodrome to turn my aeroplane into wind when it changed round—which it did frequently.

For some inexplicable reason the proprietors of the hotel had waited for the rainy season to renew the roof. Although they gave me what they said was the best room in the hotel, it happened to be under that part which had nothing between the ceiling and the open sky and during the night I became conscious of a steady drip, drip, drip; being fortunate in finding a dry match which I struck, I discovered that my dispatch case was half full of water.

Our next port of call was Mayumba, a small administrative post situated on a spit of land bounded on one

side by the sea and on the other by a lagoon. I experienced some difficulty at first in picking out what was supposed to be Mayumba since on my map, and I believe it is a fault with many, Mayumba is shown as being on the mainland whereas actually it consists of a few permanent buildings and a few native huts on the spit of land itself. However, after flying low over what appeared to be habitations, I landed on a long rectangular landing ground which proved to have a firm level surface.

After waiting for about ten minutes, two administrative officials arrived on a motor bicycle, the driver with almost incredible skill avoiding the many dangerous obstacles to be encountered on what was normally a foot-path. Since we had a good deal of business to discuss, we accepted the invitation of the Chef de Département to stay the night and while my passenger risked his life on the back of the motor-bicycle, I was transported back to his house—a distance of about five kilometres in a "tipoie." This "tipoie" is a form of litter carried by four men who go along at a rapid walk which reminded me of the London to Brighton Marathon walk. They encouraged each other by giving vent to ear-splitting shrieks which by reason of their unexpectedness were most startling. They also emitted groans which gave the impression that they were going to drop dead under their burden at any moment.

The residents in this little administrative post number six, three men and their wives, and it was amazing to find how bravely the wives put up with the extreme discomfort of the climate and the lack of normal food. It is not possible to grow fruit, almost their only vegetable is sweet potato and their only meat chicken, although fish are plentiful. Their only means of communication with the outer world is by telegraph and that line, being somewhat crudely erected by attaching it to living trees, is often cut by a branch or the tree itself falling. A steamer calls once a fortnight going from Pointe Noire to Port Gentil and communication with

the shore is by surf boats. Sometimes the sea is too rough for the small boat to go out and in that case the steamer goes on and another fortnight passes without mail or supplies of fresh fruit and vegetables. The nearest doctor is some 56 miles away and a journey to Pointe Noire means four days' travelling by tipoie to the roadhead—sometimes along paths in the damp tropical forest and sometimes along the sea shore where the glare and the salt atmosphere is most painful to the eyes—and then another half day by car.

So that I might see the stretch of water which had been selected for an alighting area for the Aeromaritime amphibians which were due to call at Mayumba, the Commandant took me out on the lagoon in a light boat to which was attached an outboard motor. They told me the lagoon was infested with sharks; there were four besides myself in the boat and the others by standing up and continually changing their positions seemed bent on turning the boat over; when I enjoined them to stay still, protesting that it was highly dangerous, they made of it the best joke they had heard for years, saying they could not understand why a person who flew an aircraft should be afraid of tipping over a boat in the middle of the lagoon. They apparently made pets of the sharks.

We intended to leave the next day for Port Gentil but the weather, as it had done frequently, delayed our departure by one day during which it poured with rain and visibility was at a minimum. It was with great regret that we took leave of these hospitable people and continued to Port Gentil.

In good weather it is pleasant flying up the coast and in this part there are numerous natural plains on which a forced landing might be made. These plains seemed to be the result of the receding of the sea since all have a sandy surface and a sand dune on the side furthest from the sea which probably at one time was the beach.



Travelling by tipoie; Mayumba.

Arriving at Port Gentil, we found that a new landing ground had been laid out. It might have been difficult to know which landing ground to use had we not consulted the aviation authorities in Brazzaville previously since the old one still bore the name of the town.

It is a calling place for several shipping lines, the main one being the "Chargeurs Réunis," and is not a large place and has a small population. It is rather hot and would be most unpleasantly humid were it not for a fairly consistent breeze from the sea. The Aeromaritime amphibians will call here and arrangements have been made for alighting areas and refuelling facilities for them. The only roads are in Port Gentil itself and journeys to the interior are all done by launch up the rivers.

Our next point of call was Libreville. Flying up the coast in perfect weather, we passed over the wide expanse of water which comprises the mouth of the Gaboon river, to land on the aerodrome situated on the spit of land north-east of the town. The landing ground is in the shape of a rectangle 1,800 metres long and 200 metres wide which allows for landing in only two directions. It is bordered on both sides by high trees so it was to be expected that odd wind currents would be experienced and make landing a rather tricky business. This is another point of call for the Aeromaritime amphibians and the point for their alighting was chosen at Owengo—some ten miles up river from Libreville. It is to be hoped that they do not come into contact with any stray logs whilst alighting or taking off since these are continually breaking loose from the timber rafts floated down the river; the whole of the shore in that area is strewn with enormous tree trunks which would make a safe forced landing on the sand an impossibility.

The weather again was unkind to us and both now and on the return journey caused delay at Libreville. I took the opportunity of visiting a dance hall run by and for the entertainment of those people who are described by the French as *café au lait*. Here there are enormous numbers of them and from their dancing it was fairly obvious where some of the steps in modern dancing have their origin. These half-castes have a tremendous superiority complex over the native and are useful members of

the community in that they fill posts which a native could not fill and yet, unlike the European, they are inured to the bad climate.

My aeroplane in this part of the world caused a great deal of interest as, apart from a rare military aircraft, visitors by air are few and far between.

On the journey to Duala—which was the terminus of my up-country flight—we were blessed with good weather until passing Spanish Guinea when low cloud and rain made visibility very poor.

On reaching the mouth of the Cameroon with its mass of mangrove swamps and waterways I experienced great difficulty in picking out Duala itself, and in fact flew for some 20 miles up the wrong river before realising my mistake, which I did by finding the railway which goes to Yaounde.

Landing on the aerodrome at Duala we realised that we were in one of the worst climates that is possible to experience—the damp of Lagos and Kotonu without the sea breeze. By the next morning both my passenger and I were covered with prickly heat; however, a good hotel with a swimming bath did much to alleviate the discomfort.

Duala, the port of the Cameroons, has a large shipping trade. The banana industry is making good progress in the interior where there is country suitable for its cultivation. It was unfortunate that it was the season of *harmattan* and we were unable to get a glimpse of Mount Cameroon, which is reputed to be a sight well worth seeing.

It was quite an eventful period for the inhabitants of Duala since they were being visited by a French sloop, the *Entrecasteaux*, whose float plane flying over the town heralded its approach.

The poor visibility caused further delay to our departure, but, eventually, after receiving a good weather report from Kribi, we crept out of the haze and cloud, flying just over tops of mangrove trees, and started on our return journey southward.

(Courtesy—"Shell Aviation News.")

OF INTEREST TO MEMBERS OF THE A. A. S. I.

The Secretary of the Automobile Association of Southern India, Madras, is appointed—as a temporary measure—Licensing Officer under the Mysore Road Traffic and Taxes Regulation No. VI of 1935 for the purpose of issuing short term licences to members of the Association visiting Mysore. Only licences relating to motor bicycles and private cars will be dealt with. This arrangement will take effect from 20th November 1936.

MADRAS FLYING CLUB NOTES

ON the first two Sunday mornings of the month two landing competitions were held, the first an open event and the second for those with less than 50 hours solo experience. Twelve and six entrants respectively. Mr. Duraiswamy (who only comes out to fly on Sunday mornings) won both, and two silver spoons in commemoration.

Prompt on schedule at noon on the 15th October set in the breeze of the N. E. Monsoon, to be followed during the next few days by heavy showers and later, on the 27th, by the fringe of the Masulipatam cyclone. Thus in the nick of time was the green of our grass saved from fading quite away, and before long paddy birds had found our sward worth prodding in, mushrooms were sprouting and the frog chorus roared forth.

Mr. Thirumalai flew his first solo and Mr. Davis qualified for his "A" licence. Latterly an old friend in the person of Madame Triou, sister-in-law to Monsieur Mignet, inventor of the Sky-louse (otherwise known as the Flying Flea), joined us as a flying member. She recently flew her first solo when on leave in France and is now taking dual in the club Swallow. The Rajah of Vizianagram went solo in his Avro Commodore on the 1st of the month and flew away on the 13th bound for Vizianagram with two passengers but met with mishap on the old half way landing ground near Bezvada, happily without damage to anyone.

In the way of cross countries Mr. Arya flew to Colombo and back in a Gipsy with a passenger—for a week-end. It is worthy of note that this gentleman has recently been awarded a scholarship by Government, and

will proceed to England shortly where he will remain for two years studying aeronautics before returning to India. Mr. Mathai flew Dr. Appel in a Gipsy to a case in Trichy and returned alone. Mr. Sundaram flew to Bangalore and back in the Puss with a passenger, and Mr. Sundararajan and Master Parthasarathy flew in the Puss to Bombay and back, going via Trichy, Bangalore, Bellary and Poona and returning via Poona, Sholapur and Cuddappah, in order to sample ever new country and ever new landing grounds. Towards the end of the month Mr. Sundaram flew off in the Puss for a long flight with a passenger, his itinerary to include Bombay, Karachi, Jodhpur, Delhi, Allahabad and home via Hyderabad.

Both Mr. Duraiswamy and Mr. Bhuyan each flew instructional to Bangalore and back and did some practice landings dual on the R.A.F. ground there. Mr. Bhuyan also went on an instructional flight to Trichy, returning via Karikal (or rather Tranquebar).

The Masulipatam cyclone, disorganising railways on its route, on reaching Hyderabad disorganised the Tata Air Mail Service and in consequence our instructor had to carry the outward Ceylon and Madras Mail on the 29th in a Gipsy to Bellary whence Tatas carried it on to Karachi in a Merlin.

Finding the ceiling of the Swallow has now become a matter for emulation amongst our lighter members. Mr. Bhuyan has set a standard in 19,000 feet, but before trying to beat this the advent of a barograph from somewhere is awaited, though a photograph of the altimeter on the dash board ought, one would think, to meet the requirement.

Mr. Schleiter travelled from London to Karachi by K. L. M. (Dutch Air Lines) and from Karachi to Bombay by Tata's Service, completing the whole journey in just over 4 days.

Two special charter flights were made—one carrying two gentlemen from Ceylon who were flying to Baghdad, and another carrying wireless parts from Bombay to Colombo.

FOR EXPERIENCE INTEGRITY AND SECURITY

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B. B. C. Empire Service Programmes

Transmissions 2 and 3

NOTE.—All times given are Indian Standard Time which is five hours and thirty minutes ahead of Greenwich Mean Time. Wavelengths shown for each Transmission are those in use at time of going to press. Changes, if any, will be duly notified by microphone which should be listened for in the announcements made at frequent intervals.

Transmission 2:—4-30 to 7-15 p.m. I.S.T. (11 a.m. to 1-45 p.m. G.M.T.).

GSH 21.47 Mc/s (13.97 m.).
GSG 17.79 Mc/s (16.86 m.).
GSF 15.14 Mc/s (19.82 m.).

In this transmission Greenwich Time Signal is given at 6-30 p.m. (1 p.m. G.M.T.).

Transmission 3:—7-30 to 10-30 p.m. I.S.T. (2 to 5 p.m. G.M.T.).

GSH 21.47 Mc/s (13.97 m.).
GSG 17.79 Mc/s (16.86 m.).
GSF 15.14 Mc/s (19.82 m.).
GSB 9.51 Mc/s (31.55 m.).

In this transmission Greenwich Time Signal is given at 9-30 p.m. (4 p.m. G.M.T.).

SUNDAY, NOVEMBER 22.

4-30 p.m.—Big Ben. Classical Concert. The BBC Empire Orchestra.
5-30 p.m.—Talk: "I was there."*
5-50 p.m.—A Song Recital.
6-0 p.m.—The London Palladium Orchestra.
6-25 p.m.—Weekly Newsletter, Sports Summary, and Announcements.
6-50 p.m.—Musical Interlude.†
6-55 p.m.—A Religious Service,* from the Studio.
7-10 p.m.—Envoi.†
7-15 p.m.—Close down.
7-30 p.m.—Big Ben. A Series of Classical Song Recitals—No. 1.
7-50 p.m.—Fred Hartley and his Novelty Quintet.
8-25 p.m.—"From Manor to Mine."*
9-10 p.m.—A Religious Service,* from the Tabernacle Congregational Church, Newport.
10-0 p.m.—Weekly Newsletter, Sports Summary, and Announcements.
10-25 p.m.—Envoi.†
10-30 p.m.—Close down.

MONDAY, NOVEMBER 23.

4-30 p.m.—Big Ben. "Punch and Judy."*
5-2 p.m.—Talk: "Policeman's Lot—No. 4."*
5-17 p.m.—Fred Hartley and his Novelty Quintet.*
6-2 p.m.—A Recital by Sir Hamilton Harty.†
6-30 p.m.—The News and Announcements.
6-50 p.m.—The BBC Dance Orchestra,* directed by Henry Hall.
7-15 p.m.—Close down.
7-30 p.m.—Big Ben. Variety.†
8-5 p.m.—The BBC Midland Orchestra.
9-5 p.m.—A Ballad Concert.
9-30 p.m.—A Cinema Organ Recital.
10-0 p.m.—The News and Announcements.
10-20 p.m.—A Violin Recital,† by Fritz Kreisler.
10-30 p.m.—Close down.

TUESDAY, NOVEMBER 24.

4-30 p.m.—Big Ben. "Empire Magazine."*
5-2 p.m.—The Birmingham Theatre Royal Orchestra.
5-30 p.m.—Post Office Programme.*
6-20 p.m.—Variety.
6-30 p.m.—The News and Announcements.
6-50 p.m.—Dance Music.†
7-0 p.m.—Light Music.
7-15 p.m.—Close down.
7-30 p.m.—Big Ben. Talk: "Imperial Affairs."*
7-46 p.m.—Musical Interlude.†

7-50 p.m.—Light Programme.*
8-30 p.m.—The Torquay Municipal Orchestra.
10-0 p.m.—The News and Announcements.
10-20 p.m.—The Philip Whiteway Ensemble.
10-30 p.m.—Close down.

WEDNESDAY, NOVEMBER 25.

4-30 p.m.—Big Ben. Talk: "Imperial Affairs."*
4-47 p.m.—A Johann Strauss Pot-Pourri.*
5-47 p.m.—A Violoncello Recital.
6-10 p.m.—Play: "The Dweller in the Darkness."*
6-30 p.m.—The News and Announcements.
6-50 p.m.—The Birmingham Hippodrome Orchestra.
7-15 p.m.—Close down.
7-30 p.m.—Big Ben. An Orchestral Concert.
8-30 p.m.—Talk: "Policeman's Lot—No. 4."*
8-45 p.m.—The BBC Dance Orchestra,* directed by Henry Hall.
9-30 p.m.—Light Concert.
10-0 p.m.—The News and Announcements.
10-20 p.m.—Excerpts from Gilbert and Sullivan.†
10-30 p.m.—Close down.

THURSDAY, NOVEMBER 26.

4-30 p.m.—Big Ben. Light Programme.*
5-11 p.m.—A Programme of Ballet Music.†
5-20 p.m.—A Cinema Organ Recital.
5-55 p.m.—Talk: "Food for Thought."*
6-15 p.m.—A Ballad Concert.
6-30 p.m.—The News and Announcements.
6-50 p.m.—Henry Hall's Music Makers.*
7-10 p.m.—Envoi.†
7-15 p.m.—Close down.
7-30 p.m.—Big Ben. Variety.*
7-46 p.m.—A Pianoforte Recital.†
8-0 p.m.—The BBC Empire Orchestra.
9-0 p.m.—Talk.
9-15 p.m.—Musical Interlude.†
9-20 p.m.—A Programme about Cambridge.
10-0 p.m.—The News and Announcements.
10-20 p.m.—Dance Music.†
10-30 p.m.—Close down.

FRIDAY, NOVEMBER 27.

4-30 p.m.—Big Ben. A Cinema Organ Recital.
4-55 p.m.—Talk.*
5-10 p.m.—The New Victoria Orchestra.
5-40 p.m.—"Night Shift" (Tower Bridge, London.)*
6-0 p.m.—The BBC Dance Orchestra, directed by Henry Hall.
6-30 p.m.—The News and Announcements.
6-50 p.m.—Midday Concert, from Queen's College, Birmingham.
7-15 p.m.—Close down.
7-30 p.m.—Big Ben. Play: "The Dweller in the Darkness."*
7-51 p.m.—A Programme of Elisabethan Music.
8-15 p.m.—A Pianoforte Recital.
8-45 p.m.—Science Talk—No. 8.*
9-5 p.m.—"Soft Lights and Sweet Music."*
9-25 p.m.—Musical Interlude.†
9-30 p.m.—Light Programme: "A Wisp of Lace."*
10-0 p.m.—The News and Announcements.
10-20 p.m.—The Carlton Hotel Orchestra.
10-30 p.m.—Close down.

* Electrical Recording.

† Gramophone Records.

SATURDAY, NOVEMBER 28.

4-30 p.m.—Big Ben. Talk: "The McAdam Centenary."*
4-52 p.m.—Syncopated Music.†
5-17 p.m.—A Ballad Concert of the 'Nineties.*
6-0 p.m.—The Children's Hour.
6-45 p.m.—The News and Announcements.
7-5 p.m.—A Commentary on the Manchester November Handicap.
7-30 p.m.—Close down.
7-45 p.m.—Big Ben. The Coventry Hippodrome Orchestra.
7-55 p.m.—An Act from the Opera "La Boheme", from Sadler's Wells Theatre, London.
8-35 p.m.—The BBC Theatre Organ.
8-45 p.m.—"Empire Magazine."*
9-15 p.m.—Light Music.
9-35 p.m.—Dance Music.†
10-0 p.m.—The News and Announcements.
10-20 p.m.—Dance Music.†
10-30 p.m.—Close down.

SUNDAY, NOVEMBER 29.

4-30 p.m.—Big Ben. Light Music.
5-30 p.m.—Motor Car Programme.*
6-0 p.m.—A Brass Band Concert.
6-25 p.m.—Weekly Newsletter, Sports Summary, and Announcements.
6-50 p.m.—Interlude.
6-55 p.m.—A Religious Service,* from the Studio.
7-10 p.m.—Envoi.†
7-15 p.m.—Close down.
7-30 p.m.—Big Ben. A Classical Song Recital.
7-50 p.m.—A Programme of Gramophone Records.
8-30 p.m.—A Religious Service, from St. Columba's, Pont Street.
9-30 p.m.—Railway Laboratory Programme.*
9-50 p.m.—Eugene Pini and his Tango Orchestra.
10-0 p.m.—Weekly Newsletter, Sports Summary, and Announcements.
10-25 p.m.—Envoi.†
10-30 p.m.—Close down.

MONDAY, NOVEMBER 30.

4-30 p.m.—Big Ben. Light Programme: "A Wisp of Lace."*
5-2 p.m.—Talk: "Empire Exchange."*
5-17 p.m.—Haydn Heard and his Band.
5-45 p.m.—Variety.
6-25 p.m.—The BBC Northern Ireland Orchestra.
6-30 p.m.—The News and Announcements.
6-50 p.m.—An Organ Recital.
7-15 p.m.—Close down.
7-30 p.m.—Big Ben. Music and Variety from Scotland.
8-10 p.m.—Short Story.
8-24 p.m.—Dance Music.*
8-56 p.m.—Musical Interlude.†
9-0 p.m.—"Milford Haven to Billingsgate."*
9-30 p.m.—A Sonata Recital.
10-0 p.m.—The News and Announcements.
10-20 p.m.—Light Orchestral Music.†
10-30 p.m.—Close down.

TUESDAY, DECEMBER 1.

4-30 p.m.—Big Ben. "Empire Magazine."*
5-2 p.m.—A Violin Recital of Spanish Dances.†
5-15 p.m.—The Launch of the liner "Orcaes."*
5-30 p.m.—The Theatre Royal, Birmingham, Orchestra.
6-0 p.m.—A Brass Band Concert.
6-30 p.m.—The News and Announcements.
6-50 p.m.—Manchester Mid-day Concert.
7-15 p.m.—Close down.
7-30 p.m.—Big Ben. Talk: "Foreign Affairs."*
7-46 p.m.—Pianoforte Recital.
8-10 p.m.—"Night Shift" (Tower Bridge, London.)*
8-30 p.m.—The Torquay Municipal Orchestra.
9-0 p.m.—Light Programme with the BBC Empire Orchestra.*
10-0 p.m.—The News and Announcements.

10-20 p.m.—The Philip Whiteway Ensemble.
10-30 p.m.—Close down.

WEDNESDAY, DECEMBER 2.

4-30 p.m.—Big Ben. A Cinema Organ Recital.
4-45 p.m.—Talk: "Foreign Affairs."*
5-0 p.m.—Charles Manning and his Orchestra.
5-45 p.m.—"More Big Business."*
6-0 p.m.—Light Concert.
6-30 p.m.—The News and Announcements.
6-50 p.m.—Dance Music.†
7-15 p.m.—Close down.
7-30 p.m.—Big Ben. An Organ Recital.
8-5 p.m.—Talk: "Empire Exchange."*
8-20 p.m.—A Brass Band Concert.
9-0 p.m.—Scotland Yard Programme.*
9-50 p.m.—Musical Interlude.†
10-0 p.m.—The News and Announcements.
10-20 p.m.—The John MacArthur Quintet.
10-30 p.m.—Close down.

THURSDAY, DECEMBER 3.

4-30 p.m.—Big Ben. Light Programme with the BBC Empire Orchestra.*
5-32 p.m.—A Cinema Organ Recital.
5-55 p.m.—Talk: "Food for Thought."*
6-15 p.m.—The BBC Singers.
6-30 p.m.—The News and Announcements.
6-50 p.m.—"Soft Lights and Sweet Music."*
7-10 p.m.—Envoi.†
7-15 p.m.—Close down.
7-30 p.m.—Big Ben. The BBC Dance Orchestra,* directed by Henry Hall.
8-0 p.m.—The BBC Empire Orchestra.
9-0 p.m.—Talk: "Under Big Ben."*
9-15 p.m.—A Military Band Concert.
10-0 p.m.—The News and Announcements.
10-20 p.m.—A Violin Recital,† by Albert Sammons.
10-30 p.m.—Close down.

FRIDAY, DECEMBER 4.

4-30 p.m.—Big Ben. Variety.*
4-47 p.m.—Talk: "Under Big Ben."*
5-2 p.m.—The Rutland Square Orchestra.
5-20 p.m.—Tommy Tune's Tours—No. 3.*
5-40 p.m.—A Violoncello Recital.
6-0 p.m.—The BBC Dance Orchestra, directed by Henry Hall.
6-30 p.m.—The News and Announcements.
6-50 p.m.—A Commentary* on the 1st Test Match from Australia.
7-10 p.m.—Envoi.†
7-15 p.m.—Close down.
7-30 p.m.—Big Ben. The BBC Northern Orchestra.
8-15 p.m.—Science Talk—No. 9.*
8-35 p.m.—A Violin Recital,† by Fritz Kreisler.
8-50 p.m.—Variety.*
9-10 p.m.—A Commentary* from Australia on the 1st Test Match.
9-30 p.m.—"The House Fairy."*
10-0 p.m.—The News and Announcements.
10-20 p.m.—A Programme of Tangos.†
10-30 p.m.—Close down.

SATURDAY, DECEMBER 5.

4-30 p.m.—Big Ben. A Cinema Organ Recital.
5-0 p.m.—A Song Recital.
5-15 p.m.—Dance Music.*
5-45 p.m.—Children's Hour.
6-30 p.m.—The News and Announcements.
6-50 p.m.—A Commentary* on the 1st Test Match from Australia.
7-10 p.m.—Envoi.†
7-15 p.m.—Close down.

* Electrical Recording.

† Gramophone Records.

7-30 p.m.—Big Ben. "Empire Magazine."*
 8-5 p.m.—The Coventry Hippodrome Orchestra.
 8-30 p.m.—Troise and his Mandoliers.
 9-0 p.m.—A Cinema Organ Recital.
 9-10 p.m.—A Commentary* from Australia on the 1st Test Match.
 9-30 p.m.—Motor Car Programme.*
 10-0 p.m.—The News and Announcements.
 10-20 p.m.—A Programme of Waltzes.†
 10-30 p.m.—Close down.

SUNDAY, DECEMBER 6.

4-30 p.m.—Big Ben. The BBC Empire Orchestra.
 5-30 p.m.—London Midland and Scottish Railway Programme.*
 5-50 p.m.—A Programme of Operatic Arias.†
 6-0 p.m.—The Eugene Pini Tango Orchestra.
 6-25 p.m.—Weekly Newsletter, Sports Summary, and Announcements.
 6-50 p.m.—Musical Interlude.†
 6-55 p.m.—A Religious Service,* from the Studio.
 7-10 p.m.—Envoi.†
 7-15 p.m.—Close down.
 7-30 p.m.—Big Ben. A Recital of Classical Songs.
 7-50 p.m.—The BBC Military Band.
 8-30 p.m.—Talk.
 8-45 p.m.—A Programme of Gramophone Records.
 9-10 p.m.—Evensong,* from York Minster.
 10-0 p.m.—Weekly Newsletter, Sports Summary, and Announcements.
 10-25 p.m.—Envoi.†
 10-30 p.m.—Close down.

MONDAY, DECEMBER 7.

4-30 p.m.—Big Ben. "The House Fairy."*
 5-2 p.m.—Talk: "Policeman's Lot."*
 5-17 p.m.—Haydn Heard and his Orchestra.
 5-45 p.m.—Variety.
 5-55 p.m.—The BBC Northern Ireland Orchestra.
 6-30 p.m.—The News and Announcements.
 6-50 p.m.—Eye-Witness Account of the 1st Test Match.*
 7-5 p.m.—Dance Music.†
 7-15 p.m.—Close down.
 7-30 p.m.—Big Ben. Arthur Salisbury and his Orchestra.
 7-45 p.m.—Talk: "Work in Progress."*
 8-5 p.m.—The BBC Midland Orchestra.
 9-5 p.m.—Eye-Witness Account of the 1st Test Match.*
 9-20 p.m.—Tommy Tune's Tours—3.*
 9-40 p.m.—A Cinema Organ Recital.
 10-0 p.m.—The News and Announcements.
 10-20 p.m.—A Violin Recital.†
 10-30 p.m.—Close down.

TUESDAY, DECEMBER 8.

4-30 p.m.—Big Ben. "Empire Magazine."*
 5-2 p.m.—An Orchestral Concert.
 6-0 p.m.—Dance Music.*
 6-30 p.m.—The News and Announcements.
 6-50 p.m.—Eye-Witness Account of the 1st Test Match.*
 7-5 p.m.—Light Music.
 7-15 p.m.—Close down.
 7-30 p.m.—Big Ben. Talk: "Imperial Affairs."*
 7-46 p.m.—A Recital.† by Guilhermina Suggia (Violoncello).
 8-0 p.m.—"Empire Bookshelf."
 8-15 p.m.—Geiger and his Orchestra.
 8-30 p.m.—A Commentary on the Oxford and Cambridge Rugby Football Match.
 9-20 p.m.—A Programme of Light Songs.†
 9-30 p.m.—An Eye-Witness Account of the 1st Test Match.*
 9-45 p.m.—Dance Music.†
 10-0 p.m.—The News and Announcements.
 10-20 p.m.—The Philip Whiteway Ensemble.
 10-30 p.m.—Close down.

WEDNESDAY, DECEMBER 9.

4-30 p.m.—Big Ben. A Cinema Organ Recital.
 4-45 p.m.—Talk: "Imperial Affairs."*

5-0 p.m.—Charles Manning and his Orchestra.
 5-40 p.m.—Play.*
 6-10 p.m.—Henry Hall's Music Makers.*
 6-30 p.m.—The News and Announcements.
 6-50 p.m.—Dialect Songs and Stories, from the West of England.
 7-15 p.m.—Close down.
 7-30 p.m.—Big Ben. An Orchestral Concert.
 8-30 p.m.—Talk: "Policeman's Lot."*
 8-45 p.m.—Harlem Club Programme.*
 9-15 p.m.—A Commentary (last half hour) on the Oxford and Cambridge Soccer Match.
 9-45 p.m.—A Programme of Old-Fashioned Dances.†
 10-0 p.m.—The News and Announcements.
 10-20 p.m.—A Programme of Old-Fashioned Dances† (Cont.).
 10-30 p.m.—Close down.

THURSDAY, DECEMBER 10.

4-30 p.m.—Big Ben. A Commentary* on the Oxford and Cambridge Association Football Match.
 4-52 p.m.—A Programme of Strauss Waltzes.†
 5-0 p.m.—Harlem Club Programme.*
 5-30 p.m.—A Cinema Organ Recital.
 5-55 p.m.—Talk: "Food for Thought."*
 6-15 p.m.—A Ballad Concert.
 6-30 p.m.—The News and Announcements.
 6-50 p.m.—Dance Music.†
 7-15 p.m.—Close down.
 7-30 p.m.—Big Ben. Play.*
 8-0 p.m.—The BBC Empire Orchestra.
 9-0 p.m.—Talk.
 9-15 p.m.—A Military Band Concert.
 10-0 p.m.—The News and Announcements.
 10-20 p.m.—Dance Music.†
 10-30 p.m.—Close down.

FRIDAY, DECEMBER 11.

4-30 p.m.—Big Ben. A Cinema Organ Recital.
 4-45 p.m.—Talk.*
 5-0 p.m.—The Dorothy Hogben Singers and Players.
 5-45 p.m.—Empire Bookshelf.
 6-0 p.m.—The BBC Dance Orchestra, directed by Henry Hall.
 6-30 p.m.—The News and Announcements.
 6-50 p.m.—A Concert from Queen's College, Birmingham.
 7-15 p.m.—Close down.
 7-30 p.m.—Big Ben. The BBC Dance Orchestra,* directed by Henry Hall.
 8-15 p.m.—A Pianoforte Recital.
 8-45 p.m.—Science Talk—10.*
 9-5 p.m.—A Programme of Musical Comedy.†
 9-30 p.m.—Variety.
 10-0 p.m.—The News and Announcements.
 10-20 p.m.—Light Orchestral Music.
 10-30 p.m.—Close down.

SATURDAY, DECEMBER 12.

4-30 p.m.—Big Ben. A Cinema Organ Recital.
 5-0 p.m.—"For All Ills."*
 5-30 p.m.—A Programme of Waltzes.†
 5-40 p.m.—Students' Songs.
 6-10 p.m.—The Children's Hour.
 6-55 p.m.—The News and Announcements.
 7-15 p.m.—Close down.
 7-30 p.m.—Big Ben. "Empire Magazine."*
 8-1 p.m.—The Coventry Hippodrome Orchestra.
 8-30 p.m.—Troise and his Mandoliers.
 8-55 p.m.—Opera: "Madame Butterfly," Act 2, Scene 1, from Sadler's Wells Theatre.
 9-45 p.m.—Variety.†
 10-0 p.m.—The News and Announcements.
 10-20 p.m.—Cradle Songs.†
 10-30 p.m.—Close down.

* Electrical Recording.

† Gramophone Records.

(Supplement)

B. B. C. PROGRAMMES (Dec. 13 to 19)

SUNDAY, DECEMBER 13.

4-30 p.m.—Big Ben. The BBC Variety Orchestra.
 5-17 p.m.—A Programme of North Country Verse.
 5-30 p.m.—A Pianoforte Recital.
 5-45 p.m.—A Handloom Weaving Programme,* from Northern Ireland.
 6-0 p.m.—The BBC Military Band.
 6-25 p.m.—Weekly Newsletter, Sports Summary, and Announcements.
 6-50 p.m.—Musical Interlude.†
 6-55 p.m.—A Religious Service,* from the Studio.
 7-10 p.m.—Envoi.†
 7-15 p.m.—Close down.
 7-30 p.m.—Big Ben. A Classical Song Recital.
 7-50 p.m.—Falkman and his Apache Band.
 8-30 p.m.—Newton Abbot (Devonshire) Fat Stock Market Programme.*
 9-0 p.m.—Light Orchestral Music.†
 9-10 p.m.—A Religious Service (Roman Catholic).*
 10-0 p.m.—Weekly Newsletter, Sports Summary, and Announcements.
 10-25 p.m.—Envoi.†
 10-30 p.m.—Close down.

MONDAY, DECEMBER 14.

4-30 p.m.—Big Ben. Variety.*
 5-2 p.m.—Talk: "Empire Exchange."*
 5-17 p.m.—Light Music.
 5-40 p.m.—"Old Folks at Home."* A Musical Entertainment.
 6-30 p.m.—The News and Announcements.
 6-50 p.m.—An Organ Recital.
 7-15 p.m.—Close down.
 7-30 p.m.—Big Ben. Arthur Salisbury and his Orchestra.
 7-46 p.m.—Prose Reading.
 8-0 p.m.—A Ballad Concert.
 8-30 p.m.—"For All Ills."*
 9-0 p.m.—A Cinema Organ Recital.
 9-30 p.m.—A Sonata Recital.
 10-0 p.m.—The News and Announcements.
 10-20 p.m.—Light Music.
 10-30 p.m.—Close down.

TUESDAY, DECEMBER 15.

4-30 p.m.—Big Ben. "Empire Magazine."*
 5-2 p.m.—An Orchestral Concert.
 6-0 p.m.—A Programme of New Gramophone Records.
 6-30 p.m.—The News and Announcements.
 6-50 p.m.—A Brass Band Concert.
 7-15 p.m.—Close down.
 7-30 p.m.—Big Ben. Talk: "Foreign Affairs."*
 7-45 p.m.—The BBC Empire Orchestra.
 8-45 p.m.—The BBC Dance Orchestra,* directed by Henry Hall.
 9-20 p.m.—Serial Play: "Cue for Adventure—Episode 2."*
 9-50 p.m.—Light Orchestra.
 10-0 p.m.—The News and Announcements.
 10-20 p.m.—A Programme of Gramophone Records.
 10-30 p.m.—Close down.

WEDNESDAY, DECEMBER 16.

4-30 p.m.—Big Ben. A Cinema Organ Recital.
 4-45 p.m.—Talk: "Foreign Affairs."*
 5-0 p.m.—Dance Music.†
 5-25 p.m.—Two Plays: "Nerves" and "The Anniversary."*
 6-0 p.m.—Light Concert.
 6-30 p.m.—The News and Announcements.
 6-50 p.m.—An Instrumental Recital.
 7-15 p.m.—Close down.
 7-30 p.m.—Big Ben. A Programme of Light Songs.
 7-45 p.m.—Talk: "Empire Exchange."*

8-0 p.m.—A Brass Band Concert.
 9-0 p.m.—Harry Hopeful's Reunion.*
 9-45 p.m.—A Programme of Classical Orchestral Music.†
 10-0 p.m.—The News and Announcements.
 10-20 p.m.—Variety.*
 10-30 p.m.—Close down.

THURSDAY, DECEMBER 17.

4-30 p.m.—Big Ben. Serial Play: "Cue for Adventure—Episode 2."*
 5-2 p.m.—Dance Music.†
 5-15 p.m.—A Cinema Organ Recital.
 5-45 p.m.—A Pianoforte Interlude.
 5-55 p.m.—Talk: "Food for Thought."*
 6-15 p.m.—The BBC Singers.
 6-30 p.m.—The News and Announcements.
 6-50 p.m.—Variety.*
 7-10 p.m.—Envoi.†
 7-15 p.m.—Close down.
 7-30 p.m.—Big Ben. The BBC Theatre Organ.
 7-55 p.m.—Variety.*
 8-10 p.m.—Two Plays: "Nerves" and "The Anniversary."*
 8-45 p.m.—A Short Celebrity Concert.†
 9-0 p.m.—"A Countryman's Diary." A talk by A. G. Street.
 9-15 p.m.—A Military Band Concert.
 10-0 p.m.—The News and Announcements.
 10-20 p.m.—Dance Music.†
 10-30 p.m.—Close down.

FRIDAY, DECEMBER 18.

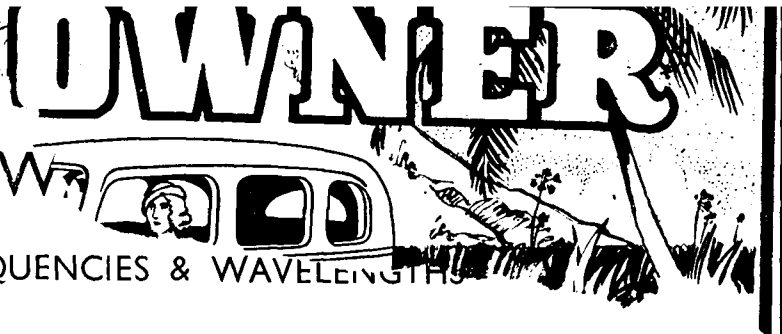
4-30 p.m.—Big Ben. Trinity House Programme.*
 5-12 p.m.—Light Music.
 5-20 p.m.—"A Countryman's Diary."* A talk by A. G. Street.
 5-35 p.m.—Light Music (Continued).
 5-45 p.m.—"Starlight."*
 6-0 p.m.—The BBC Dance Orchestra, directed by Henry Hall.
 6-30 p.m.—The News and Announcements.
 6-50 p.m.—An Eye-Witness Account of the 2nd Test Match.*
 7-5 p.m.—Light Orchestral Music.†
 7-15 p.m.—Close down.
 7-30 p.m.—Big Ben. Light Music.
 7-55 p.m.—Science Talk—11.*
 8-15 p.m.—A Pianoforte Recital.
 8-45 p.m.—Variety.†
 9-10 p.m.—An Eye-Witness Account of the 2nd Test Match.*
 9-25 p.m.—Musical Interlude.†
 9-30 p.m.—Royal Air Force Programme.
 10-0 p.m.—The News and Announcements.
 10-20 p.m.—Light Music.
 10-30 p.m.—Close down.

SATURDAY, DECEMBER 19.

4-30 p.m.—Big Ben. The BBC Military Band.*
 5-12 p.m.—A Song Recital.
 5-30 p.m.—Variety.*
 5-45 p.m.—The Children's Hour.
 6-30 p.m.—The News and Announcements.
 6-50 p.m.—An Eye-Witness Account of the 2nd Test Match.*
 7-5 p.m.—Dance Music.†
 7-15 p.m.—Close down.
 7-30 p.m.—Big Ben. "Empire Magazine."*
 8-1 p.m.—The Coventry Hippodrome Orchestra.
 8-15 p.m.—Dance Music.*
 8-45 p.m.—A Football Commentary. Arsenal v. Chelsea.
 9-45 p.m.—An Eye-Witness Account of the 2nd Test Match.*
 10-0 p.m.—The News and Announcements.
 10-20 p.m.—Dance Music.†
 10-30 p.m.—Close down.

* Electrical Recording.

† Gramophone Records.



SELECTED SHORT-WAVE
ARRANGED IN ORDER OF FREQUENCIES & WAVELENGTHS

mc/s	m.	Call Sign	Station	mc/s	m.	Call Sign	Station
4.273	70.2	RV15	Kharbarovsk (U.S.S.R.)	9.635	31.13	2RO	Rome (Italy)
4.470	67.11	YDB	Sourabaya (Java)	9.650	31.09	CTIAA	Lisbon (Portugal)
5.969	50.26	HVJ	Vatican City (Italy)	9.677	31	CTICT	Lisbon (Portugal)
6.000	50	RW59	Moscow (U.S.S.R.)	9.860	30.43	EAQ	Madrid (Spain)
6.010	49.92	COCO	Havana (Cuba)	10.260	29.24	PMN	Bandoeng (Java)
6.018	49.85	ZHI	Singapore (S.S.)	10.330	29.04	ORK	Ruysselede (Belgium)
6.020	49.83	DJC	Zeesen (Germany)	10.710	28.01	JVN	Tokio (Japan)
6.042	49.65	HJLABG	Barranquilla (Colombia, S. America)	10.740	27.93	JVM	Tokio (Japan)
6.050	49.59	GSA	Daventry	11.720	25.6	TPA4	Radio Colonial (Paris, France)
6.060	49.5	W8XAL	Cincinnati (Ohio, U.S.A.)	11.730	25.57	PHI	Huizen (Holland)
6.060	49.5	OXY	Skamleback (Denmark)	11.750	25.53	GSD	Daventry
6.080	49.33	W9XAA	Chicago (Illinois, U.S.A.)	11.770	25.49	DJD	Zeesen (Germany)
6.080	49.33	ZHJ	Penang (Fed. Malay States)	11.810	25.4	2RO	Rome (Italy)
6.083	49.31	VQ7LO	Nairobi (Kenya, Africa)	11.820	25.38	GSN	Daventry
6.097	49.2	ZTJ	Johannesburg (S. Africa)	11.830	25.36	CTIAA	Lisbon (Portugal)
6.100	49.18	W3XAL	Bound Brook (New Jersey, U.S.A.)	11.830	25.36	W2XE	Wayne (New Jersey, U.S.A.)
6.100	49.18	W9XF	Chicago (Illinois, U.S.A.)	11.860	25.29	GSE	Daventry
6.110	49.1	VUC	Calcutta (India)	11.870	25.27	WSSK	Pittsburgh (Pa., U.S.A.)
6.110	49.1	GSL	Daventry	11.880	25.23	TPA3	Radio Colonial (Paris, France)
6.120	49.02	YDA	Bandoeng (Java)	12.000	25	RW59	Moscow (U.S.S.R.)
6.120	49.02	W2XE	Wayne (New Jersey, U.S.A.)	12.082	24.83	CTICT	Lisbon (Portugal)
6.130	48.92	COCD	Havana (Cuba)	13.075	22.94	VPI	Suva (Fiji)
6.130	48.92	ZGE	Kuala Lumpur (Fed. Malay States)	15.123	19.84	HVJ	Vatican City (Italy)
6.140	48.86	W8XK	Pittsburgh (Pa., U.S.A.)	15.140	19.82	GSE	Daventry
6.150	48.78	CSL	Lisbon (Portugal)	15.180	19.76	GSO	Daventry
6.477	46.52	HJLABB	Barranquilla (Colombia, S. America)	15.200	19.71	DJB	Zeesen (Germany)
7.510	39.95	JVP	Tokio (Japan) (land)	15.210	19.72	W8XK	Pittsburgh (Pa., U.S.A.)
7.797	38.48	HBP	Radio Nations (Prangins, Switzer-land)	15.220	19.71	PCJ	Eindhoven (Holland) (Experimental)
8.750	34.29	ZCK3	Hong Kong	15.243	19.68	TPA2	Radio Colonial (Paris, France)
9.428	31.8	COCH	Havana (Cuba)	15.260	19.66	GSI	Daventry
9.510	31.55	GSB	Daventry	15.270	19.65	W2XE	Wayne (New Jersey, U.S.A.)
9.510	31.55	VK3ME	Melbourne (Australia)	15.280	19.63	DJQ	Zeesen (Germany)
9.530	31.48	LKJ1	Jeloy (Norway)	15.310	19.60	GSP	Daventry
9.530	31.48	W2XAF	Schenectady (New York, U.S.A.)	15.330	19.56	W2XAD	Schenectady (New York, U.S.A.)
9.540	31.45	DJN	Zeesen (Germany)	17.760	16.89	W2XE	Wayne (New Jersey, U.S.A.)
9.560	31.38	DJA	Zeesen (Germany)	17.760	16.89	DJE	Zeesen (Germany)
9.565	31.36	VUB	Bombay (India)	17.780	16.87	W3XAL	Bound Brook (New Jersey, U.S.A.)
9.580	31.32	GSC	Daventry	17.790	16.86	GSG	Daventry
9.580	31.32	VK3LR	Lyndhurst (Australia)	18.830	15.93	PLE	Bandoeng (Java)
9.590	31.28	PHI	Huizen (Holland)	21.470	13.97	GSH	Daventry
9.590	31.28	VK2ME	Sydney (Australia)	21.520	13.94	W2XE	Wayne (New Jersey, U.S.A.)
9.595	31.27	HBL	Radio Nations (Prangins, Switzer-land)	21.530	13.93	GSJ	Daventry
				21.540	13.93	W8XK	Pittsburgh (Pa., U.S.A.)

This list is furnished from Official Sources by courtesy of the B. B. C.

NOVEMBER, 1936

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A

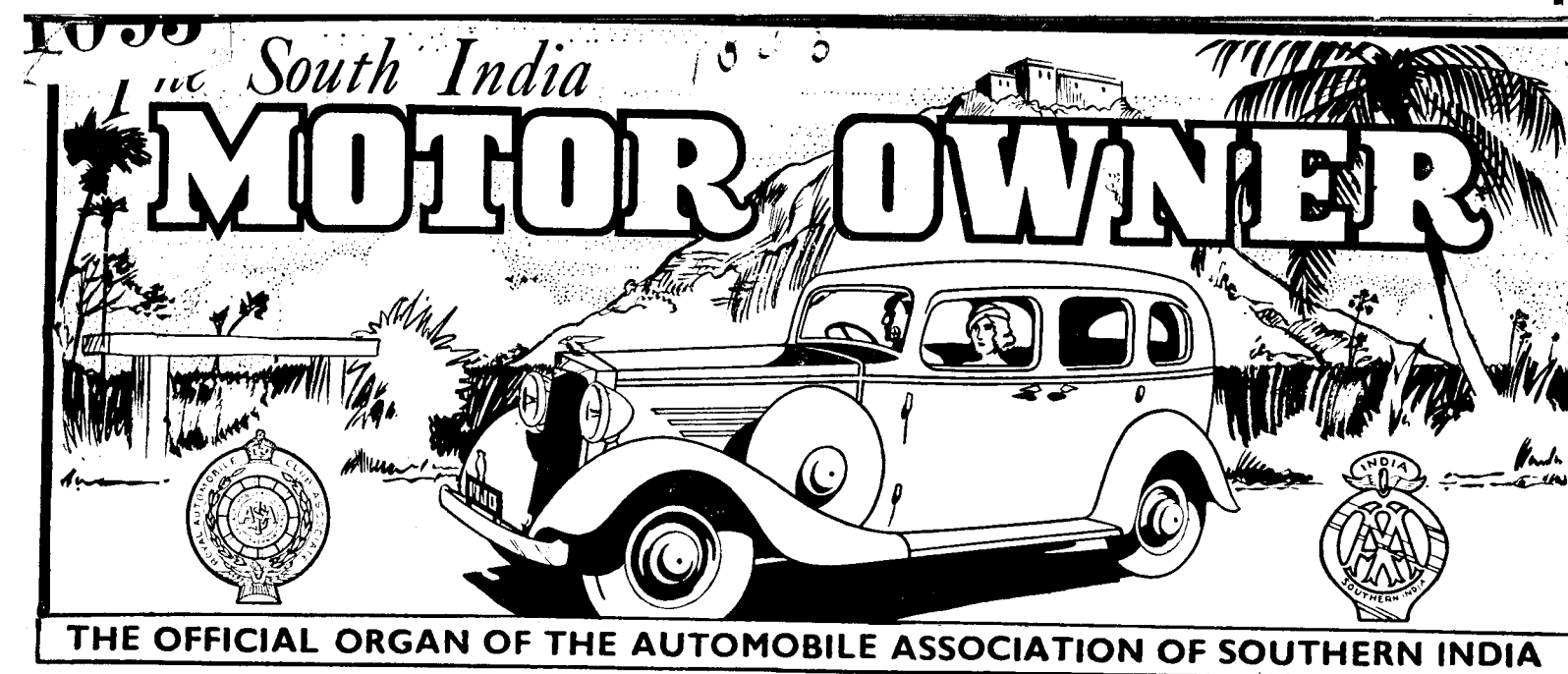


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Vol. VIII. No. 12.

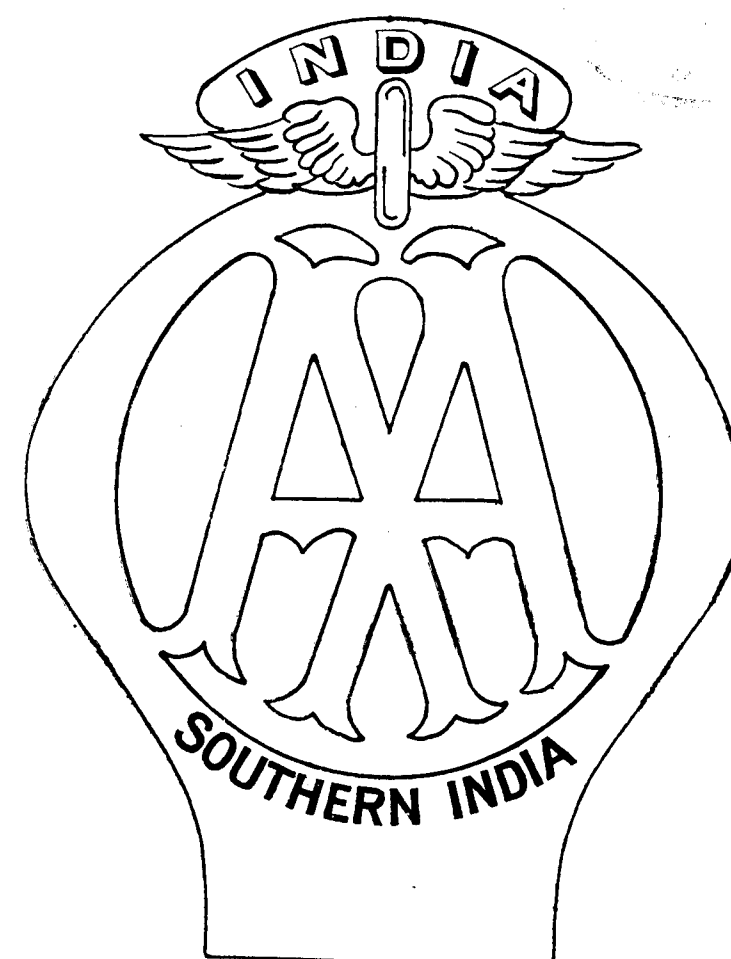
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THE SOUTH INDIA MOTOR OWNER

The Official Organ of the
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Volume VIII Number 12

DECEMBER 1936

NOTES AND NEWS FOR A.A.S.I. MEMBERS

Road Information

OWING to heavy rains during the month several unbridged rivers were in flood and road traffic was held up for short periods.

Madras-Chittoor Road

Motorists are warned against the shocking condition of this road.

For some months past, the Association has received complaints in this connection, but the road is now in such a disgraceful state, that it is considered that publicity should be given to the following report from a member who recently motored over this section. He writes:—

"I returned from Bangalore to Madras on the 7th instant. The road was good up to Chittoor, from there onwards the road to Madras was perfectly dreadful. The rains that had occurred since the 24th ultimo have com-

pletely ruined a road that was before a road in very poor condition. It took me four hours to proceed from Ranipet to Madras and for a large portion of the way I was forced to keep in a second gear and even so the car was so bumped about that I have now had to send it to the workshop for two days for thorough over-

hauling. About 40 miles from Madras there was a 'bad splash' about 50 yards wide. I just succeeded in passing over this, but there was practically no clearance.

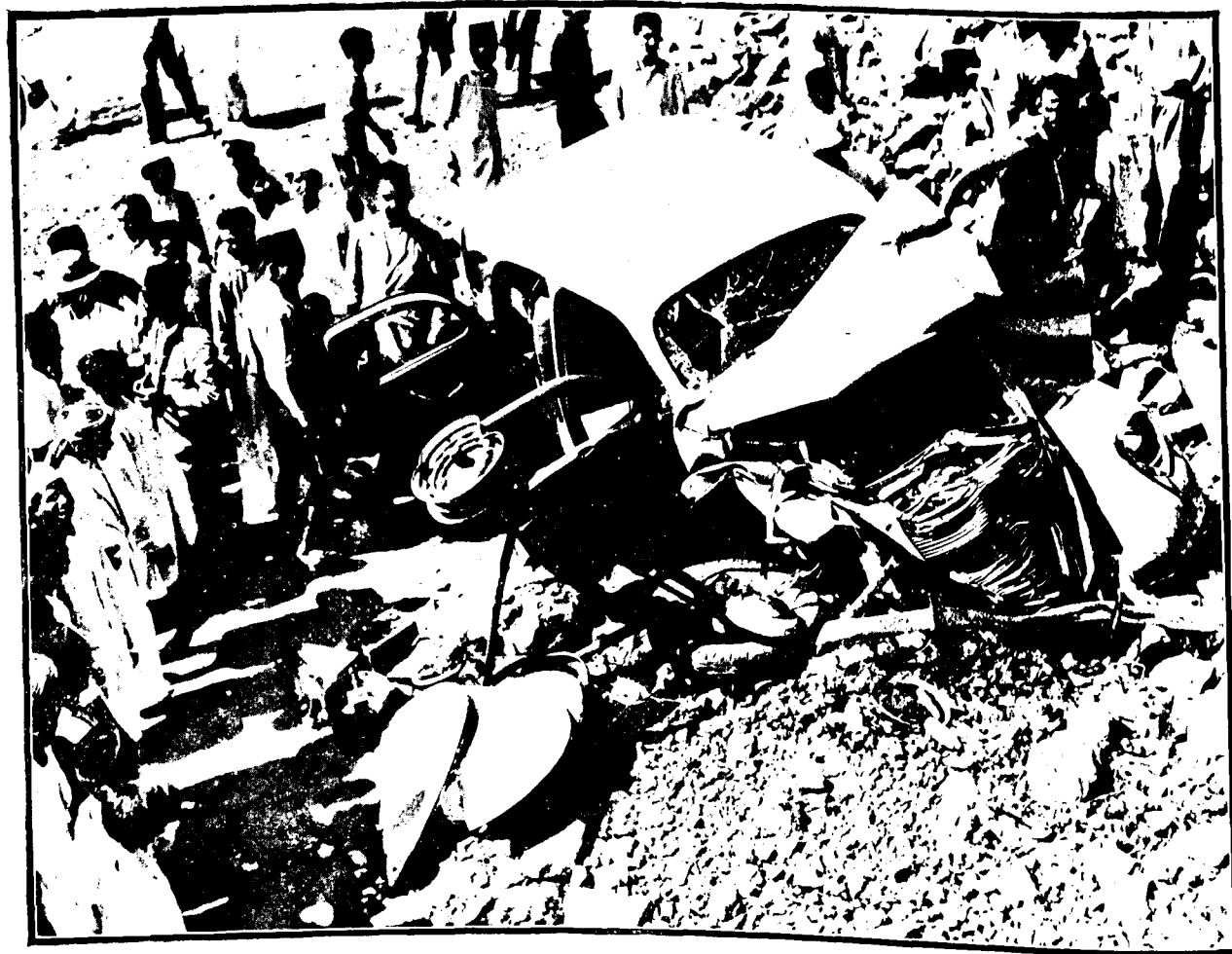
"I have motored a great deal in South India and have never seen a main road in such a dreadful condition. Had I the least idea of its condition I should have returned to Bangalore by rail and placed my car on the train.

"I suggest that you might perhaps wish to put a warning in the papers regarding the present condition of the Madras-

The Committee of the A.A.S.I. and the Editor of "The South India Motor Owner" in wishing all members a Happy Xmas and a Prosperous New Year take this opportunity of asking their co-operation in recruiting more members.

The greater the number of members the greater the work the Association can undertake for members' benefit.

**MADRAS M. V. TAX FOR JANUARY/MARCH QUARTER SHOULD
BE PAID BEFORE 1st JANUARY 1937.**



Motor Smash—The wreckage of the W.I.A.A.'s Assistant Secretary's car after smashing into a lamp standard, and falling 20 feet below on to the rocks.

"Chittoor Road as I am satisfied that no member who values his car would take it on this road in its present condition if he were aware of it."

Through the courtesy of the local Press, publicity was given to the above information.

In this connection it may not be out of place to mention that the three District Boards concerned were addressed with an urgent request that they would remedy matters at an early date and a copy of these letters was sent to the local Government.

Trichy-Salem Road.

Owing to the shocking condition of this road, motorists are warned to drive with extreme caution, and a notice to this effect appeared in the local dailies.

Mysore M. V. Tax—Short Term Licences

For the convenience of A.A.S.I. members visiting Mysore State, arrangements have been made by the Secretary of the Association with the Mysore Government whereby the former has been empowered to issue short term licences to those motorists visiting the State for short periods.

Up to now motorists visiting Mysore State were obliged to pay the full tax for a half year and claim a refund of half the tax paid only if they left the State before the end of the calendar month on which they obtained the licence.

Realizing this difficulty the Mysore Government has introduced on the 20th October last, the system of issuing seven day and thirty day licences to visiting motorists.

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	RS.	A.	P.	RS.	A.	P.
(1) Motor Cycle without side car	1	0	0	3	0	0
Do. with side car or tricycle	1	4	0	3	12	0
(2) Motor Cars constructed or adapted to carry in all not more than 7 persons including driver.						
(a) weighing not more than 15 cwt. unladen	2	0	0	6	0	0
(b) weighing more than 15 cwt.	3	0	0	9	0	0

These short term licences are available at the office of this Association.

Madras M. V. Tax—Short Term Licences

In a recent issue of this journal it was stated that the Government of Madras had passed into law a system of issuing short term licences for the benefit of Motoring visitors to the Presidency. This system will be brought into force on the 15th December 1936.

Licences for periods not exceeding seven days and for periods exceeding seven days and not exceeding 30 days will be available for issue.

These temporary licences will for the present be issued in respect of the classes of vehicles and at the rates specified below:—

RATES OF TAX

Class of Vehicles.	Taxes for vehicles fitted with pneumatic tyres.		Tax for other vehicles.	
	For a period not exceeding seven days.		For a period exceeding seven days but not exceeding thirty days.	
	(2) Rs. A.	(3) Rs. A.	(4) Rs. A.	(5) Rs. A.
1. Motor Cycle (including motor scooters and cycles with attachment for propelling the same by mechanical power) not exceeding 8 cwt. in weight, unladen—				
(a) Bicycles	1 4	3 12	1 12	5 0
(b) Bicycles if used for drawing a trailer or side-car	1 12	5 0	2 4	6 4
(c) Tricycles	1 12	5 0	2 4	6 4
2. Motor Vehicles not exceeding 5 cwt. in weight, unladen, adapted and used for invalids	1 4	3 12	1 12	5 0
3. Other motor vehicles not being motor vehicles used in the course of trade and industry for the transport or haulage of goods or material (including tricycles weighing more than 8 cwt., unladen) or plying for hire and used for the transport of passengers—				
(a) Weighing not more than 15 cwt., unladen	3 0	8 12	4 4	12 8
(b) Weighing more than 15 cwt. but not more than 30 cwt., unladen	4 4	12 8	6 4	18 12
(c) Weighing more than 30 cwt. but not more than 45 cwt., unladen	5 8	16 4	8 8	25 0
(d) Weighing more than 45 cwt. but not more than 60 cwt., unladen	6 12	20 0	10 0	30 0
(e) Weighing more than 60 cwt., unladen	8 8	25 0	12 8	37 8
(f) Additional tax payable in respect of such vehicles used for drawing trailers—				
(i) for each trailer not exceeding one ton in weight, unladen	1 12	5 0	2 8	7 8
(ii) for each trailer exceeding one ton in weight, unladen	3 8	10 0	5 0	15 0

Provided that two or more vehicles shall not be chargeable under this clause in respect of the same trailer.

The temporary licence should be purchased in advance on an application made to the Commissioner of Police, Madras, or to a licensing officer in any district. Full particulars should be given in the application of the name and address of the registered owner, the registered number, unladen weight and description of the vehicle, the type of tyres—whether pneumatic or not—and the period for which and the date from which the licence is required. If it is not possible for an applicant to purchase the licence in advance he will be required to produce a postal money order receipt showing that the prescribed tax has been remitted to a licensing authority.

No refund of the tax paid in respect of these short-term licences will be allowed under any circumstances.

This Association will help members to obtain these licences.

Driving Licences in the United Kingdom

With the approach of the leave season, the Association has received several enquiries as to the position of overseas motorists who are visiting the U.K. for the first time since the new rules regarding driving licences came into force. The matter was referred to the Automobile Association of London, whose reply is appended for general information.

"A motorist who arrives from India and presents a valid International Driving Permit, is issued by us with a free driving licence of a special model—R.F. 30.

"The reason we in England issue a free driving licence is because the law says no one who is not in possession of a (British) driving licence may drive a car. However, Britain having ratified the International Convention under which the International Driving Permit is recognised, it was necessary to get over this point—hence the free driving licence R.F. 30.

"Another reason for the issue of this free licence is that the International Permit does not provide adequately for endorsements for driving and traffic offences.

"Should the visitor so desire, he can take out an ordinary British driving licence on payment of 5s. 9d., provided he certifies—he need not produce the document—that he is the holder of a valid International Driving Permit or the holder of a national Driving Licence issued to him in his country of origin.

"This is a concession of which holders of International Driving Permits do not often avail themselves but is often taken advantage of by holders of Colonial and foreign driving licences. In such cases the applicant for an ordinary British driving licence does not have to undergo examination for competence—always provided he is a visitor and not a resident. Furthermore, anyone, whether he is a visitor or is coming here as a resident, who has held an ordinary British driving licence prior to April 1934, is entitled to receive a new (ordinary) driving licence without having to undergo examination.

"It is not essential that the applicant should produce his old licence, as a declaration to the effect that he has held one, giving date and place of issue, is sufficient—thus enabling the issuing Council to check up.

LIST OF A.A.S.I. PUBLICATIONS

	Rs. A. P.
Road Map of Madras Presidency. Mounted on linen and folded into covers	4 8 0
Road Map of Northern India. Scale 16 miles to 1 inch. Mounted on linen and folded in stiff covers	6 8 0
A. A. Handbook of Northern India ...	5 0 0
A. A. Handbook of Ceylon	6 8 0
Road Map of India. Scale 50 miles to 1 inch. Mounted on linen and folded into covers	2 0 0
"This Motoring" The Romance of the A. A. by Sir Stenson Cooke	2 0 0
List of Petrol Depots in Southern India	0 4 0
Great Britain and Ireland 1936 (A list of the principal events during 1936 with information for visitors).	
Touring in Great Britain and Europe 1935-36 A. A. publications	Free to Members only
"My Glorious Adventure," by Captain T. Yates-Benyon. A record, written in a light, amusing style, of the author's trip by car from Piccadilly to Calcutta	5 0 0

Postage extra in all cases.

Ford V-8

SALES UP BY 586% SINCE 1932!

1932 - 1,54,955

1933 - 3,42,569

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1935 - 10,64,118

These Features Explain the Ever-Increasing Popularity of the Ford V-8

Why, since it first revolutionised the motor industry in 1932, has the Ford V-8 won with such sensational rapidity the approbation of the motoring world! Because it is the *only* low-priced big car with a V-type 8-cylinder engine! Because in roominess, comfort and smooth quiet running it is truly the luxury car in the low-price field. Because, low in initial cost and running economy, it is an outstanding value.

Because it has a combination of fine car qualities—such as the world famous V-8 engine, super safety brakes, centrepoise ride, all steel bodies, safety glass in all windows, etc., that place it in a class by itself.

OVER 30,00,000 users have endorsed it by their own selection, as **THE WORLD'S BEST MOTORING VALUE.**

FORD MOTOR COMPANY OF INDIA, LTD.

"For your guidance generally, we suggest that in regard to Indian motorists visiting England, you always recommend them to take a valid International Driving Permit before leaving the Empire Territory."

Motorists' Code

It is gratifying to note that the Government of Madras after consideration have adopted the suggestion of the A.A.S.I. to print a Motorists' Code in English and vernaculars and to issue the same with the licences during a period of 3 years commencing from 1937-38.

The object of this scheme is the prevention of accidents caused by motor vehicles.

The details of this code are published elsewhere in this journal.

Route Itineraries

During the month 90 itineraries were issued to members covering a distance of 46,535 miles.

Members' Subscriptions

Members are reminded that the benefits and privileges of membership cease as soon as their subscriptions fall into arrears. Those who are in arrears are requested to send in their remittances before the 31st December as the Association's books are to be closed for the year on that date.

Xmas Holidays

The following are public holidays under the Negotiable Instruments Act:—

Thursday the 24th December 1936— <i>Vaikunta Ekadesi</i>	} <i>Christmas.</i>
Friday the 25th December 1936	
Saturday the 26th December 1936	
Monday the 28th December 1936	
Wednesday the 30th December 1936	} <i>New Year's day.</i>
Thursday the 31st December 1936	
Friday the 1st January 1937	

For the convenience of members a clerk will be in attendance at the office on all days except on 25th December 1936 and on 1st January 1937 from 10-30 a.m. to 1-0 p.m.

Membership

42 new members were enrolled during the month of November 1936.

These new members were introduced by the following:—

Four by Mr. A. W. Hopton.

One each by Dr. J. C. David, S. J. Eapen, Esq., Major A. W. Waters, M.B.E., Messrs. V. Duraisamy, S. G. Vaux, A. L. Hill, J. S. J. Coleman, H. R. Robinson, G. Q. Archards, U. R. Rao and Messrs. Addison & Co., Ltd.

The remaining 27 were enrolled by the staff.

New Members

Major G. S. Gill, I.M.S.,
Superintendent, Central Jail, Vellore.

The James Perfumery Co.,
(Rep. D. V. S. Gupta, Esq.),
35/37, Thambu Chetty Street, G.T., Madras.

W. O. Newsam, Esq., I.C.S.,
District Judge, Chittoor.

L. G. Banks, Esq.,
The South Indian Export Co., Madras.

D. G. Little, Esq.,
C/o Parry & Co., Ltd., Post Box No. 12, Madras.

H. Evans Edwards, Esq.,
Madras Club, Madras.

A. S. Mannadi Nayar, Esq.,
19, Victoria Crescent, Egmore.

C. H. Coggins, Esq.,
A. T. S. "P", C/o C.O.P.S., M. & S. M. Rly.,
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K. Kuruvila Jacob, Esq.,
The Madras Christian College, Madras.

Rev. J. H. Dickson,
5, Agao Abbas Ali Road, Bangalore.

Rev. Wm. F. Fritz,
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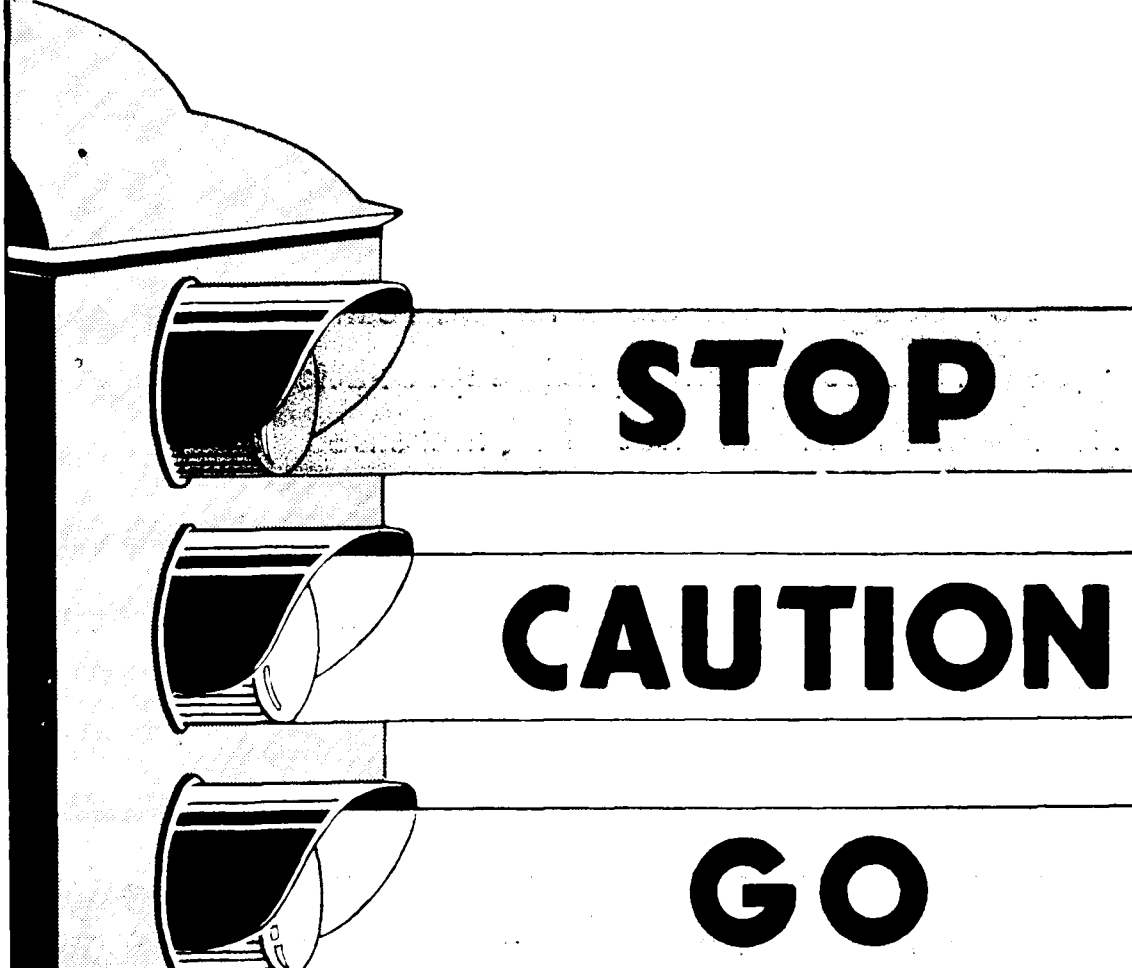
10% rebate to A.A.S.I. Members
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You bought your car, and you realise it is an asset to be protected from quick depreciation—an expenditure which should not be increased by further avoidable outlay on repair bills.

Your driver may imagine an oil which costs little to **buy** saves you money. You know better, for you know such an oil costs more to **use**.

You know that Gargoyle Mobiloil will prolong the life of your engine, and will save you the expense of faulty lubrication.

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DECEMBER, 1936

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| J. A. Master, Esq.,
Acting Conservator of Forests, Bellary. | J. D. Apostolids, Esq.,
C/o Ralli Bros., Madras. |
| H. A. Buller, Esq.,
1, Sterling Gardens, Nungambakkam, Madras. | F. H. Charlesworth, Esq.,
Texas Co. (India) Ltd., Errabalu Chetty Street, Madras. |

AUTOMOBILE ASSOCIATION OF SOUTHERN INDIA

CORRECTION

The A.A.S.I. Members' attention is drawn to the fact that Hampton Guest House, Coonoor does not grant a 10% reduction off bills as stated in a previous issue of this Journal. The error is much regretted.

MOTORISTS' CODE ADVICE TO MOTOR DRIVERS

GENERAL

ALWAYS be courteous. The ability to move quickly involves additional responsibility. Other people have a right to the road. Remember that non-motorists do not realise the speed of a motor vehicle and are liable to miscalculate the time available to get out of your way. Give them time.

Keep a sharp lookout for children; they are apt to rush out unexpectedly. Drive slowly in the vicinity of schools.

Be considerate to the old and infirm; they are entitled to precedence over all road-users. People may be deaf and not hear your horn. Be alive to this.

When driving do not turn your head to reply to a passenger who may talk to you. This is a very dangerous thing to do. You should keep your eyes and attention on the road in front of you.

If while driving at night you feel an inclination to sleep do not continue to drive, for if sleep overcomes you at the wheel, there is sure to be an accident. Draw up by the side of the road and have your sleep before proceeding.

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

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

Never try to make an adjustment of the wind screen or anything else while you are driving. If an adjustment is necessary draw up before you make it.

Check the alignment of your front wheels and the pressure of your tyres at regular intervals to make sure that they are correct. Wheels out of adjustment and slack tyres give rise to wobble in the steering or a tendency to sway about which at high speed may cause an accident.

Do not run your engine in the garage with the door closed. The exhaust when the engine is running emits carbon monoxide, a poisonous gas, which, if not quickly dissipated in the open air, may cause unconsciousness and death.

1. *Signals.*—When you intend to stop, slow down or change direction, give the proper signal described in your driving licence, clearly and in good time. Having given the signal, never change your mind and go in the opposite direction.

Keep a sharp lookout for signals by traffic control officers and for traffic signs and warning notices, both in cities and on country roads. When approaching a police officer, directing traffic, sound your horn if he has not seen you. Await his signal.

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

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

Do not drive at a reckless speed because you or your passengers are in a hurry. *It is better to be late* for an appointment than to risk accident and loss of life in order to be in time for it.

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

To turn round on a narrow road, first reverse into a side road or entrance, if possible; you will then have a clear view of both traffic streams. Do not turn into a side road and reverse back into the main road.

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

5. *Mirrors.*—The use of rear vision mirrors is strongly recommended to enable you to observe readily an overtaking vehicle. See that your mirror is always properly set and make a habit of using it.

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

A signal to pass from the car you wish to overtake does not relieve you of the responsibility of seeing that you can overtake with safety.

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

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

The right hand side of the road belongs first to the traffic meeting you. Before overtaking another vehicle therefore give way to oncoming traffic.

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

The drivers of bullock carts sometimes sleep in their driving seats while driving at night. Bear this in mind and be cautious in approaching them and passing them.

THERE'S LONGER LIFE IN THE DUNLOP



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Its quality means economy—The World's Master Tyre, it gives you:—

GREATER MILEAGE

It will revolutionise your running costs.

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Its non-skid qualities make it the ideal tyre for the modern car.

TENACIOUS GRIP

It holds the road and provides sure and efficient traction.

GREATER COMFORT

The Dunlop '90' flexes easily to absorb road shocks and surface irregularities.



When passing or overtaking *bullock carts, hand-carts, julkas, pedestrians, cyclists or animals, slow down* and give them plenty of room. Be ready and able to pull up within the distance which is clear to you. In wet weather, slow down to avoid be-spattering pedestrians with mud or water. Beware especially of bullock carts and hand-carts which may have beams, girders, tree trunks etc., projecting behind, which, if they swerve, may block the road and cause an accident. Be sure a bullock cart is going to give you room before you pass it.

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

7. *Hesitation*.—When you have to avoid another road user, do not suddenly swerve; slow down and maintain your course if it is right giving the other driver or pedestrian time to conform to it. Hesitation and changing one's mind are the causes of many accidents.

8. *Following other vehicles*.—Do not follow a tram car very closely; the tract may be under repair and you may discover it too late. Trams can stop very quickly and, if you are close behind and cannot see what is in front of them, you may not be able to stop in time.

If you are driving *behind other vehicles*, keep a fair distance from the preceding vehicle. Leave ample space to allow a vehicle overtaking you to draw in to the left in front of you, if necessary, before overtaking the next vehicle.

9. *Corners and Bends*.—Keep close in to the left at all corners and bends leaving ample room for oncoming traffic, and slow down as necessary to avoid skidding.

10. *Cross Roads and Road Junction*.—When approaching cross roads, keep a sharp lookout and drive cautiously. You must give way to traffic approaching from your right. If you are on a minor road, go dead slow.

11. *Narrow Lanes and Streets*.—Go slowly in narrow lanes and streets no matter how familiar the road may be to you.

12. *Level Crossings*.—At railway level crossings, wait till both gates are open before attempting to cross. Do not attempt to change gear while between the gates.

13. *Breakdown*.—If at any time your motor vehicle breaks down, pull in at once to the extreme left of the road *choosing, if possible, a broad part of the road not in the vicinity of a bend or corner or road junction* and carry out repairs, causing as little inconvenience as possible to other traffic. If your steering gear goes wrong and is dangerous and you cannot repair it, do not attempt to proceed, but park your car in a suitable place until it can be repaired or safely removed. Stop if your lights go out at night until you get them going or till day light comes.

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

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



Without safe brakes you cannot have safe driving. For your own safety, and that of others, have your brakes regularly tested and adjusted. If relining is needed, be sure they are fitted with *Ferodo*—the brake linings leading makers of British cars have proved the safest and most efficient.

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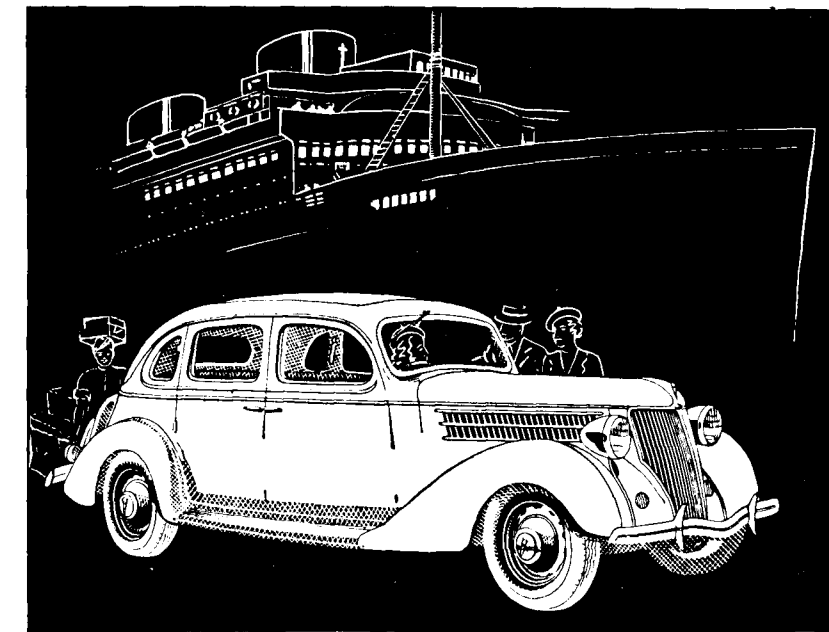
As far as possible, avoid leaving your car standing on an incline, but if you have to do it, turn your front wheels towards the kerb or the side of the road so that if the brakes are accidentally released the car will soon be brought to a standstill.

15. *Filling up with Petrol*.—Do not smoke near the Engine when your bonnet is open. When you are filling your tank with petrol or examining your carburettors or the petroleum tank, see that there are no naked lights about (including lighted cigarettes), and always switch off your engine when filling. The hose from the pump should be held firmly well into the tank; if a can is used, it should rest on the tank.

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

16. *Lights*.—Drive with dimmed lights when meeting other vehicles. Headlights should not be used unnecessarily. At night it is dangerous to leave the vehicle standing with headlights on, as this confuses and dazzles approaching traffic.

17. *Horns*.—Horns should be used as a warning of your approach and not as a threat or a means of attracting the attention of persons inside a building. Do not make yourself a nuisance by blowing your horn repeatedly. A horn should be used sparingly, particularly at night.



HOME LEAVE!!

"FOR LIGHT-CAR MOTORISTS"

For one who prefers a Light Car, the purchase of a "Popular" (8 h.p. 4 cyl.) or "De Luxe" (10 h.p. 4 cyl.) Model under Ford Home Leave Delivery Plan is a most economical and convenient method of securing trouble-free motoring during the leave period.

Before making your plans for a car in Britain, read of the simple procedure whereby you can purchase a Ford V-8 Car at approximately the current Sterling price, ready for driveaway in England, and operate it at low licensing cost.

When the car leaves England, the refund of approximately £60 Duty Deposit (included in the price) places in your hands funds sufficient to meet the major portion of ocean freight, import duty and landing charges payable on bringing your car into India, Burma or Ceylon.

In Great Britain, Northern Ireland and the Irish Free State, the Ford Organization comprises nearly 400 Main Dealers—sufficient assurance of a trouble-free holiday.

These facilities are placed at your disposal in the "Ford Home Delivery Plan (British Triptyque)".

For particulars and Home Delivery booklets please apply

GORDON WOODROFFE (Motors) LTD.,
 Mount Road, MADRAS

The Indian Roads & Transport Development Association Ltd. Monthly News Letter

Motor Insurance Committee

THE Association has for some years been urging Government to consider the question of making insurance against passenger and third party risks compulsory and we are glad to report that a Committee has now been set up to examine the question. Mr. Nurmahomed Chinoy, a Member of Council and the Chairman of the Bombay Branch of the Association, we are pleased to inform our members, has been invited by the Government of India to become a member of this Special Committee.

The Deputy Commissioner of Police, Bombay, Mr. C. H. Reynolds, who is Secretary of the Committee, has co-operated with the Association for some time in examining questions of traffic control and other matters.

The terms of reference, as published by Government, read as follows:—

(1) The extent to which motor accidents result in injury or death in circumstances where claims for compensation would lie but cannot in fact be recovered;

(2) The cost of policies of insurance to cover (i) passenger and (ii) third party risks in relation to their possible effect upon the taxable capacity of the vehicles, and the cost of operating them;

(3) To what extent owners of motor vehicles and in particular of public motor vehicles are already insured against third party risks; and whether it is desirable that certain classes of motor vehicles should be compulsorily insured against such risks, and if so, what classes, and the amounts for which vehicles of such classes should be insured to cover (i) passenger and (ii) third party risks;

(4) In the present state of insurance development in this country whether any special conditions should attach to insurance policies for these purposes, e.g., debarring the insurer from evading a liability on the ground of flaw in the contract between him and the insured or default by the insured;

(5) If insurance is to be made compulsory, whether it is desirable to impose special conditions upon insurance companies which may transact this class of business, and if so, the nature of those conditions;

(6) Whether it is necessary or desirable that local Governments should specify the companies with which such policies may be effected;

(7) Any other questions which may arise out of the examination of this subject and have a bearing on the question of compulsory insurance.

The constitution of the Committee will be as follows:—

Chairman.

The Hon'ble MR. N. J. ROUGHTON, C.I.E., I.C.S.

Members.

MR. NURMAHOMED M. CHINOY, Managing Proprietor, The Bombay Garage, Bombay.

MR. RATAN MOHAN CHATTERJEE, M.B.E., Solicitor, Calcutta.

Secretary.

MR. C. H. REYNOLDS, J.P.

The headquarters of the Committee is at New Delhi, where it assembled on the 20th November 1936. Persons who desire to be called as witnesses should apply in writing to the Secretary of the Committee care of the Department of Industries and Labour, Government of India, New Delhi, giving their full names and addresses, together with a brief memorandum on the points on which they desire to give evidence.

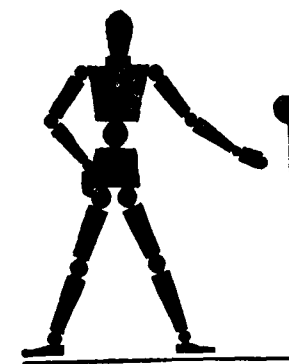
Sir Frank Noyce and the Association

The following extracts from the debates on the Motor Vehicles Amending Bill and in particular the reference made by Sir Frank Noyce in the Legislative Assembly when introducing the Bill will be of interest to our members.

The Honourable Sir Frank Noyce in introducing the Bill said: "I would remind the House that the Road-Rail Conference of 1933 which included representatives not only of railways and the Central and Provincial Governments but also of the Indian Roads and Transport Development Association, the Indian Steamer Companies and both Houses of the Central Legislature passed resolutions to the effect that greater control should be established over public service and goods motor transport in the interests of public safety and convenience and that the number of vehicles licensed to ply for hire should be restricted in cases in which it is necessary in the public interest to do so."

In referring to the need for compulsory insurance including passenger and third party risks he said: "The last of these points requires some amplification. Several important public bodies including the Indian Roads and Transport Development Association, Automobile Associations and the Safety First Association have advocated compulsory insurance and there has been some measure of support for it from the press, usually provoked by accounts of some accident or other in which there has been loss of life."

The Honourable Member in referring to the support given by the members of the Transport Advisory Council in regard to the control of traffic added: "I would point out to the House that the Provincial Governments are usually represented by their Ministers and whether those Ministers are officials or non-officials is a matter which I do not propose to argue. But if the view of an important body about whose non-official character there can be no question carries weight with this House, as I have no doubt it will, I will give that of the Indian Roads and Transport Development Association which certainly cannot be regarded as showing any undue tenderness to railway interests, or indeed, to official interests generally. The Association has, I am glad to say, expressed its general agreement with the proposals in this Bill which it considers both advantageous and necessary. That I submit is a very strong argument in their favour. They have met



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with the approval of a body which has been constituted to promote roads and transport development and in which motor interests are very strongly represented."

In reply to a member, who said Government had not consulted a single non-official body regarding the agenda of the Transport Advisory Council, Sir Frank Noyce replied: "That, Sir, is not correct: We have had the views of certainly one important non-official body as I mentioned in my speech, the Indian Roads and Transport Development Association, which is the premier body of its kind in the country."

When replying to another member, who had raised the question of non-official representation on the Transport Advisory Council the Honourable Member said: "There are various ways of ascertaining public opinion on these matters. The Provincial Governments have their Boards of Communications and through those they can ascertain the public view. It may be, and possibly, will be found desirable in time to enlarge the Transport Advisory Council to include non-official interests, but if you do, there is grave danger of its becoming a debating society. Take motor interests, for example. I gather from my Honourable friend that he does not regard the Indian Roads and Transport Development Association, whose views Transport Advisory Council had before it, as representative of all the motor interests in this country. It

possibly is not, but how are you going to choose the representatives of those interests. Does he suggest that we should have a representative of motor interests from every province? At the Road-Rail Conference we had two representatives of this Legislature on the Standing Committee on Roads."

Another member pointed out the undesirability and danger of possible restrictions on the operation of private lorries and the Honourable Member replied: "My Honourable friend raised the question of the private lorry, and I think it might make things easier, shall I say, if I said at once that I agree with the point that he raised. I should like to make it perfectly clear that we have no intention of interfering with the private lorry carrying private goods, carrying goods belonging to its owner and no others beyond requiring it to take out a road service permit."

John Loudon McAdam

We are all familiar in this country with the term "Macadam Road" although spelt differently from the name of the man after whom this type of road is called.

This year is the centenary of John Loudon McAdam's death and much has been said and written about this famous pioneer of road surfaces.

(Continued on next page).



PUT TO THE TEST.

In the process of assembly, every precaution is taken to insure that the hydraulic brakes pioneered and featured by Chrysler since 1924 will function perfectly. As the chassis moves along the assembly line, the special Chrysler brake fluid is forced into the entire brake system and all air forced out. The test shown in this illustration follows to check brake efficiency. Over 200 lbs. pressure is exerted on the brake pedal, which is much more than is ordinarily exerted by a driver in applying brakes. The inspector then observes the pressure and, if it shows constant, the system is O.K.'d; otherwise, a check is made at all points and the trouble remedied.

TINY STEEL HELMETS PROVE SAFETY OF DODGE AUTO BODIES.

"These discs," explains the inspector, "are sample pieces of flat, the pieces are placed into a power-driven machine topped by like little steel helmets, tell whether the lot of steel from which they were taken is sufficiently hard, tough and strong for safety, and at the same time sufficiently ductile for the drawing and shaping operations that are performed on rows of enormous Dodge stamping presses known as the 'Valley of the Giants'."

The testing machine raises the centre portion of the disc to a certain standard height at which the metal must remain firm, without the slightest sign of cracking. When the steel has passed the toughness test and another trial has established a standard hardness, the disc, properly marked, is put away for record, while the stock from which it came is O.K.'d for manufacture.

(Continued from previous page)

John Loudon McAdam was born on September 21, 1756. He was the son of a Highland farmer, descended from the clan McGregor.

In 1770, his father died, and the 14-year-old boy was sent to New York for a business training with his uncle. He made a fortune by the time he was 27, lost it in the War of Independence, and returned to his native land.

He went to Falmouth in 1798 to take up the appointment of Victualler to the Navy, and here he began to pay attention to the condition of the roads. In 1816, he was appointed surveyor at Bristol, and had under his control 149 miles of highways. From Bristol he reported to the Road Commissioners in London that his roads were in excellent condition, revenue increased and maintenance charges reduced and £2,000 paid off the road debt. The excited Commissioners rushed down to Bristol to investigate and discovered water-bound macadam. There was no appreciable change in road-making methods until 1907 when tarred macadam came in as the result of a competition organised by the Roads Improvement Association.

McAdam proved that he had expended several thousands of pounds of his own money in making his roads, and Parliament voted him £10,000.

Pneumatic Tyred Bullock Carts

Reduced wheel taxes in Bombay.—At a recent meeting of the Municipal Corporation of Bombay, a resolution favouring the following reduced wheel taxes for pneumatic tyred bullock carts, was passed:—

Maximum amount of tax per quarter.

	For vehicles with pneumatic tyres.	For vehicles without pneumatic tyres.
	Rs. A.	Rs. A.
Each 4-wheeled vehicle drawn by horses, ponies, mules, donkeys or bullocks:—		
(a) Labour carts	2 0	8 0
(b) Other vehicles in this class ..	8 0	12 0
Each 2-wheeled vehicle drawn by horses, ponies, mules, donkeys or bullocks:—		
(a) Labour carts	2 0	6 0
(b) Other vehicles in this class ..	4 0	6 0
Each vehicle drawn or impelled other than by horses, ponies, mules, donkeys, bullocks or machinery	1 0	2 0

The proposed amendment represents a reduction of the tax to the extent of 66 2/3% for 2-wheeled pneumatic tyred carts, and, it is understood, Government have been approached for sanction to introduce this preference.

Increased Loads in Southern Division, Bombay Presidency

The Commissioner, Southern Division, Bombay Presidency, has published draft notifications under the Bombay Public Conveyance Act of 1920, whereby bullock carts plying for hire in the several local areas in Dharwar and Kolaba Districts to which the said Act has been ex-

tended, and which are fitted with pneumatic tyres, will be permitted to carry twice the loads authorised for the ordinary iron tyred carts.

Rubber Tyres, by order in Warsaw

As from January 1, 1937, all horse-drawn vehicles are to be banned from the streets of Warsaw unless equipped with rubber tyres.

The municipal authorities say enormous damage is caused daily to the streets by iron-bound wheels and ill-shod horses.

Of the £560,000 spent last year in repairing the streets of the capital, they estimate at least 15 per cent. was necessitated by carts.

The Municipal Council is having all its vans, carts and drays re-tyred with rubber immediately.

If they have not complied by January, 1937, they will find that they can only drive on the outskirts of the town. Even there they will have to go at a walking pace and those who trot or gallop their horses, will be prosecuted.

New Motor Taxation Bill in N.W.F.P.

By 20 votes to 5 the Frontier Legislative Council passed the Motor Vehicles Taxation Bill. The Bill was rejected last year and was reconsidered on the recommendation of the Governor. All the amendments aiming at a reduction in the rate of taxation proposed by the Opposition which consisted of all members of the Independent Party, were defeated. The movers and their supporters took the opportunity to ventilate the grievances of lorry owners and to stress the injustice of the taxation proposed.

The Finance Member said the object of the Bill was to increase local resources to find money for beneficent schemes hitherto withheld. He said he did not claim that the Bill was perfect. If experience proved that the provisions operated unfairly he was certain that the next Government would consider what alterations are to be made. The object of the assessment of Rs. 500 for vehicles with seating accommodation for over 32 persons was to discourage heavy vehicles on roads as they were dangerous.

One clause in the schedule, imposing a tax of Rs. 5 on vehicles adapted and used for invalids, was deleted, the Finance Member accepting Malik Khuda Baksh's amendment to that effect.

The rates of taxation imposed by the Bill on vehicles plying for hire and used for the conveyance of passengers are:—

Seating not more than four persons, Rs. 30; seating more than four but not more than six, Rs. 40; seating more than six but not more than 20, Rs. 50; for every additional person over 20 that can thus be seated up to 32, in addition, Rs. 6; seating more than 32, Rs. 500.

The following is the taxation on motor vehicles for private use:—Seating not more than one person, Rs. 20; seating not more than three, Rs. 30; seating not more than four, Rs. 40; seating more than four, Rs. 10 for every additional person that can be seated.

Tremendous Rise in Air Mail Traffic

The British regular airmail celebrated its seventeenth anniversary on November 10th. The growth of the service has been tremendous, only a few hundred letters being carried in 1919 while to-day five million letters actually are carried in the holds of air liners and flying-boats belonging to Imperial Airways, flying 27,000 miles of Empire routes.

From Croydon alone the Empire bound outward mail averages three and a half tons weekly, and the Continental air mail four tons. Next year there should be an even greater increase in the air mail services owing to considerable reduction in charges. A letter travelling 12,000 miles towards Australia along Empire routes will cost three half-pence whilst in 1919 a letter to Paris 200 miles away cost half-a-crown.

The twelfth annual meeting of Imperial Airways was held in London when Sir George Beharrell, deputising for the Chairman, Sir Eric Geddes, who was indisposed, referred to the company's progress and said: "In 1935, our planes flew over six and a half million miles. In 1936 the figure will probably reach eight million miles." Sir George also mentioned the extension of the company's services, the construction of 28 new Empire flying-boats and other improvements.

Roads in Gwalior

When the late Maharaja assumed his powers there were only 600 miles of roads in the State and when he expired the mileage was 1,800. The Council sanctioned a programme of 740 miles of new roads which was to be gradually taken in hand and out of these 420 miles have already been constructed. The high standard attained in the maintenance of Gwalior's roads is as satisfactory as could be expected in any civilized country. Important bridges and culverts numbering 280 have either been constructed or have been improved.

The statement below gives an idea of the amount spent by the Darbar:—

	Rs.
Maintenance of roads from 1925 to 1936 (11 years)	99,92,955
Construction of new roads	22,96,919
Improvement of 160 bridges and culverts	2,83,538
Construction of 120 bridges and culverts	8,36,489
Grand Total	1,34,11,881

The country has developed rapidly and one can travel by car *via* Sardarpur and Jobat to Baroda and further on.

Reorganisation of Transport System in Travancore

The Travancore Government have issued the following communique:—

"The Government of Travancore are convinced that, for a speedy recovery and growth of trade and as a condition precedent to agricultural and industrial prosperity, a reorganization of the system of transport in the State is urgently called for.

"The improvement of waterways making full use of the natural facilities afforded by backwaters and canals and the employment of motor vehicles are a prime necessity, and the cheapness of this system of transport is a great factor in its favour.

"In practically every part of the State that is not served by waterways, a very widespread network of roads is in existence, and all that is necessary is to ensure the safety and comfort of the motor vehicles which will be run in the interests of the people and the commerce of the State.

"While it is not the policy of the Government to fetter or stifle private enterprise, they nevertheless are of the opinion that, following the example of many countries which have tried various systems, it is the duty as well as the right of the Government to take into its own hands the control and regulation of public conveyances along main trunk roads and in other selected localities in the State and to improve and organize water-borne traffic, provided that care is taken to avoid some of the disadvantages which are often present in the case of State management of such enterprises.

"*Unemployment Problem.* Such a step will not only conduce to the advantage of the people, but will also directly and indirectly enable the Government to deal with the problems of unemployment and industrialization, firstly by gradually bringing into existence a set of trained engineers, mechanics and artisans; secondly, by stimulating the growth of many industries and trades allied to motor engineering and motor body-building and by helping in the utilization of some of the products of the State, including rubber, coir and many varieties of wood; thirdly, by introducing in the course of time the railless electric trolley system which is proving to be one of the cheapest and most efficient means of transport organization whose potentialities may be gauged from the circumstance that Travancore imports about Rs. 50 lakhs worth of petrol every year; and finally by helping in the creation, as a necessary sequel, of a technological institute which will serve not only the motor industry but other industries which are expected to come into existence in the State as soon as cheap power becomes available as a result of the Pallivasal scheme.

"With this end in view the Government have constituted a departmental committee, consisting of the Chief Engineer, the Electrical Engineer, the Director of Industries, the Police Commissioner and others in the Development Department. The Committee will start work as soon as possible and report by the end of the year on the scheme indicated above and the best means of initiating it with due regard to all interests concerned."

Indian Roads Congress

In last month's News Letter we gave particulars of the next meeting of the Indian Roads Congress taking place at Lucknow. Owing to difficulty in obtaining suitable accommodation for delegates in Lucknow in January 1937 on account of the United Provinces Exhibition, it has been decided that the Congress should be held in Lucknow from the 17th to 24th February 1937 instead

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The new Vauxhall "25" with trunk and the new Vauxhall Light Six (12 and 14 h. p.) now ready for delivery in England. Both models will be available in India, too, in a few weeks' time.



GENERAL MOTORS INDIA LIMITED

of from the 6th to 13th January 1937 as previously stated.

The revised programme of the meeting is as follows:—

Wednesday, 17th February Evening }
or } Arrival at Delhi.
Thursday, 18th February Morning }

.. 9 A.M. Departure from Delhi in buses (after breakfast which will be arranged by the delegates themselves).

Visit cement concrete "road" work in progress near Bulandshahr.

1-55 P.M. Departure from Bulandshahr by a special train for Cawnpore.

10-50 P.M. Arrival at Cawnpore. (Meals obtainable in the Restaurant Car and delegates may spend the night in the train).

Friday, 19th February—

Visit road work and experiments near Cawnpore. (Meals will be arranged in a local Hotel for those delegates, who may require them).

.. .. Evening—Arrival at Lucknow.

Saturday, 20th February—

Visit roads round Lucknow.

Sunday, 21st February—

Monday, 22nd February—

Formal opening of the Congress at 11 a.m. and meetings.

Tuesday, 23rd February

Wednesday, 24th February } Meetings.

Those members wishing to attend should communicate with the Secretary, Indian Roads Congress, C. o Department of Industries and Labour, P.W.D., New Delhi.

Fleet of Insulated Vehicles

The Defence Department is making arrangements with a commercial firm to obtain its requirements of cold storage accommodation in the principal military centres in Northern and Western India. It will shortly require to enter into contracts for the necessary quantities of insulated and refrigerated rail and road vehicles for the transportation of frozen supplies from the central abattoir to cold storage depots and from depots to consuming units. In addition to concluding contracts for its requirements of rail and road refrigerated vehicles, the Defence Department will be prepared to offer a subsidy to stimulate the creation of an additional fleet of insulated rail and road vehicles which shall be made available for the immediate use of the army in the event of a national emergency. Firms of good standing only possessing the necessary experience and technical knowledge, are invited to communicate with the Director of Supplies and Transport, Army Headquarters, New Delhi, or Simla for further particulars of requirements.

Railways and Road Transport

Under the heading "Railway Enquiry Committee" in our last month's News Letter reference was made to

the attitude of the Railway Department towards road transport development. This statement, extracted from the Jayakar Committee Report, may, as reproduced, be misleading. It should be stated that according to the evidence given by the Bengal-Nagpur Railway, they expressed their gravest misgivings as regards parallel road development leading to motor competition, but welcomed the construction of roads likely to increase railway traffic.

New Road Fund Resolution

The Road Fund Resolution runs into 10 clauses and the question is being debated whether it would not be better if Government substituted a Bill for the Resolution. An Act of the present Legislature will have a greater standing with the next Central Legislature than would a resolution and it is important that once the disposal of the Road Fund has been decided it should have some degree of permanency.

The most contentious clause in the Resolution is clause 3 (3) which reads as follows:

"If in the opinion of the Governor-General in Council the Government of any Governor's province has at any time

(a) failed to take such steps as the Governor-General in Council may recommend for the regulation and control of motor vehicles within the province, or

(b) delayed without reasonable cause the application of any portion of the Road Fund allocated or reallocated as the case may be for expenditure within the province,

the Governor-General in Council may resume the whole or any part of the sums which have at that time been allocated for expenditure in that Province," and there is a strong feeling that it should be dropped. It is however very doubtful whether Government will admit this, for they seem determined to insist upon laying down conditions which must be complied with by the Provinces that want to benefit from the Road Fund. A compromise must be sought which will satisfy both points of view and the Bill might be the solution.

Motor Insurance

By the courtesy of *The Statesman* we reproduce below an article entitled "Insurance and the Car," which will be of special interest to our readers in view of the Enquiry Committee now sitting to examine the question of compulsory insurance of motor transport:

"Motor car insurance is one of the youngest branches of the insurance companies' activities, being little more than thirty years old but it has, during that period, developed to such an extent that it is now one of the companies' principal sources of income.

It is particularly during the post war years, when there has been an amazing increase in the popularity of motor vehicles, both for pleasure and for the transport of goods and passengers, that motor car insurance has made such strides, thus indicating the appreciation by the public in England and India, not merely of the value, but of the necessity of insurance. A position has now been

reached when the possession of a certificate of insurance is one of the essential qualifications demanded in England by the Licensing Authorities.

Compulsory insurance is not yet in force in India. There is much opposition to it, and it is not, as a matter of fact, regarded with much favour by the insurance companies, as it tends to conflict with one of the fundamental principles of the conduct of their business, namely, the free selection of risks. One can visualise, however, before many years have passed, the introduction of legislation in this country making insurance against third party risks compulsory.

Motor car insurance was at first regarded as a highly specialised activity, and was transacted by only a few companies and underwriters. Most of these pioneer specialist companies have, however, been absorbed into the great composite offices which now conduct the business through their accident departments.

Private Car Insurance.—The ordinary reader, when he sees a reference to motor insurance, thinks immediately of private car insurance. There are, of course, several other types of vehicle insurance, but motor car insurance in the beginning grew up with, and depended upon, private cars, and it is this section which still forms the bulk of the business.

A perusal of the Standard Comprehensive Policy issued by all the leading companies, and recently amended to meet changing circumstances, will bring to mind the risks to which the owner of a car is subject. The Comprehensive Policy covers him, amongst other risks, against damage by accidental external means up to the limit of the sum insured. The exact meaning of "accidental external means" is not always appreciated by insured, but the position may perhaps be better understood if it is remembered that the underwriters' intention is to exclude damage by wear and tear or mechanical breakdown: to pay for this would put a premium on bad maintenance.

The majority of claims for damage by accidental external means are due to collisions with other vehicles, resulting in the familiar repair bills for dented mudguards, broken bodywork, smashed lamps and perforated radiators. Payments under this heading accounts, as may well be imagined, for a large part of the premium, most of the claims, however, are for only a few hundred rupees, total claims being comparatively rare, a fact which is not always realised by insured, who fail to see why a considerable reduction in the sum insured brings what seems to be only a small reduction in the annual premium. Claim for fire damage or for loss by theft, risks also covered by the Comprehensive Policy are, more often than not, total and losses of this type are more frequent than may be imagined. Few can face with equanimity the prospect of the total loss of their car—few, that is to say, can afford to remain uninsured.

Third Party Risk.—The owner of a motor car is responsible at law for damage which his car may do to other persons or their property. The importance of this responsibility cannot be over-emphasised, a responsibility assumed in full by the insurer under the Comprehensive Policy. Claims of this nature are more often for damage

to persons rather than to property and it would doubtless surprise the thoughtless to learn what apparently large sums are awarded by the Courts. However, if the reader be the main support of his family, let him consider what sum would compensate his dependents in the unfortunate event of his death.

A large portion of the premium is absorbed by third party claims and the extent of the payments the companies are called upon to make may be gauged by the fact that they are prepared to give a reduction in premium, if their liability is limited to Rs. 50,000. It may be asserted again that it is only the very rich who can afford to remain uninsured! It was the hardship which was caused by car owners who were unable to meet third party compensation claims awarded against them which was chiefly responsible for the provision in the English Road Traffic Act that no license could be given for the use of a car unless the owner was insured, not necessarily fully, but at least against third party liability.

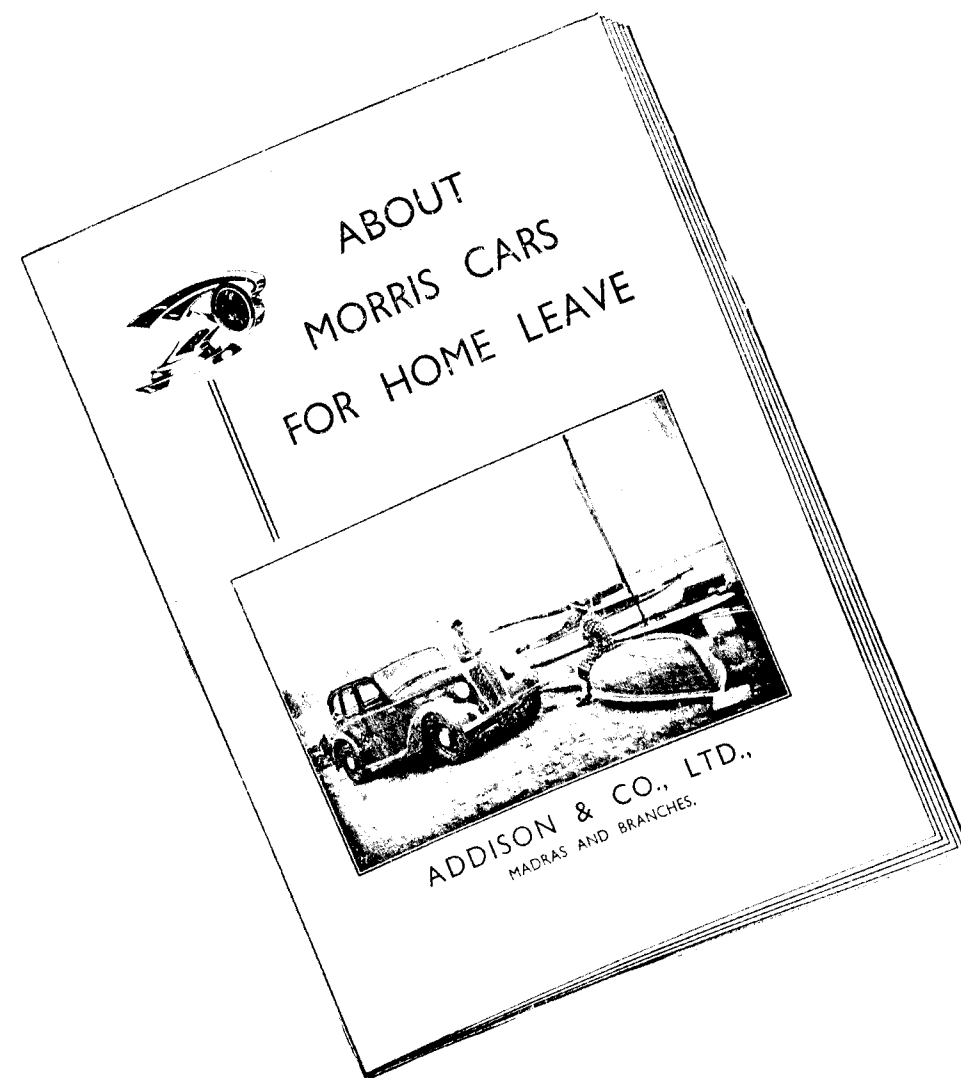
As mentioned above, suggestions have been made that third party insurance should be made compulsory in India, but it will be readily appreciated that there must be a great increase in the proficiency of taxi and motor-bus drivers before any such scheme would be feasible. Many of those now driving taxis and buses would be regarded as uninsurable.

Liability to Drivers.—The Workmen's Compensation Act, which provides that persons injured in the course of their employment shall receive suitable compensation from their employers, now covers the drivers and cleaners of motor cars. This is a liability which may be included in a motor-car policy at the nominal annual charge of Rs. 10 a person. The comprehensive policy also covers, without extra charge, any liability which may be held to exist towards passengers, injured whilst travelling in the insured car. Medical expenses in which the insured or his family may be involved through an accident to the car are also covered, up to Rs. 350.

Permit for Repairs.—Rates of premium depend upon the claims ratio. As the custodians of public funds, the duty devolves upon insurance companies of most closely scrutinizing all claims to prevent any of a fraudulent or exaggerated nature. To combine this duty with that of meeting the reasonable desire of policy-holders for speedy settlement, so that they may lose the use of their cars for as short a time as practicable, makes no little demand upon the tact and experience of the companies' claims departments. It is to satisfy insured in this matter that what is known as the "Permit for Repairs" was introduced. This provision enables insured to authorise the execution of repairs up to Rs. 300, but it must be remembered that the onus here rests upon the insured of ascertaining that the repairers are both reliable and efficient. Wherever possible he should first communicate with his insurance company, for whose experience he may often find reason to be grateful.

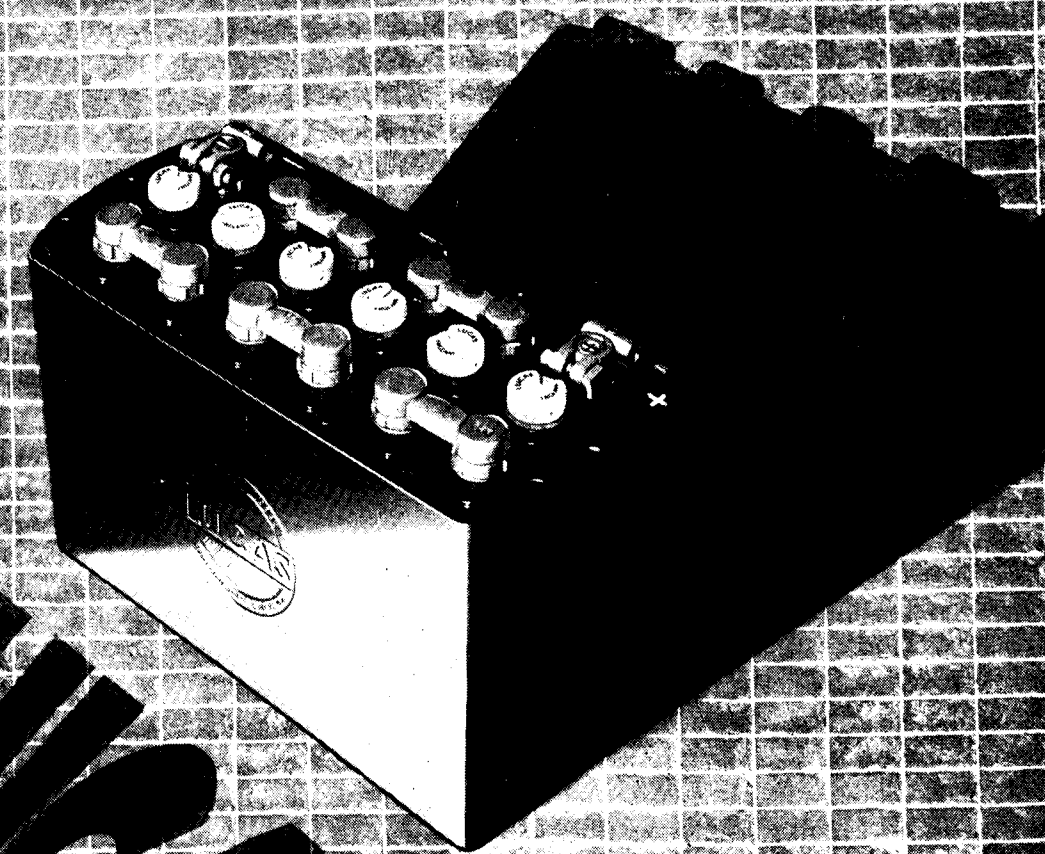
Rating.—The subject of rating is one full of complexity. In the early days, high-powered cars were frequently driven by young men, perhaps prepared to take risks, and cars travelling at high speed are more liable to extensive damage than others. For these reasons, high-powered cars

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were rated higher than low-powered cars. Further, it has been found that new and expensive cars normally cost more to repair than cheaper and older cars, provided they are not so old that spare parts are obsolete and expensive to make or obtain.

It was, therefore, decided that horse-power and the sum insured were to be the factors influencing the rate of premium to be charged. This system has stood the test of years and though the companies at Home recently conducted a very exhaustive enquiry into suggested alternative methods, it was decided that the existing system must be regarded as the most practicable and, all things considered, the fairest. A slight, and obviously sound alteration was made, that cars normally used in crowded city areas are now charged increased premiums. It may be stated that this enquiry into rates had become an urgent matter owing to the very large claims which the companies found themselves called upon to meet as the result of the recently introduced compulsory insurance.

Low Rates in India.—Premiums for India are on the familiar basis of horse power and sum insured but the general public, which occasionally grumbles at the cost of insurance, apparently does not realise that premiums here are on a low level, so low as to give the companies no little anxiety at times. Cases are not infrequent where an insured returning from leave in England finds that the refund of premium under his cancelled English policy is more than sufficient to pay for a full-year's insurance in India.

The discounts which are allowed off the premium for certain restrictions of the usual Comprehensive Cover are fairly well known; briefly, they are for the restriction to Rs. 30,000 of Third Party Risk; for the limitation of the cover to the car whilst being driven by a named person or persons, e.g., owner or owner and wife; for membership of a recognised Automobile Association; and for the insured agreeing to bear the first part of any claim. Policies covering only Third Party Risks are often taken out, and for these special rates apply.

The policy may also be extended to include risks not normally covered. The most important of these is Employer's Liability to paid driver or cleaner, a risk, which, as mentioned above, may be covered at the small charge of Rs. 10 per capita.

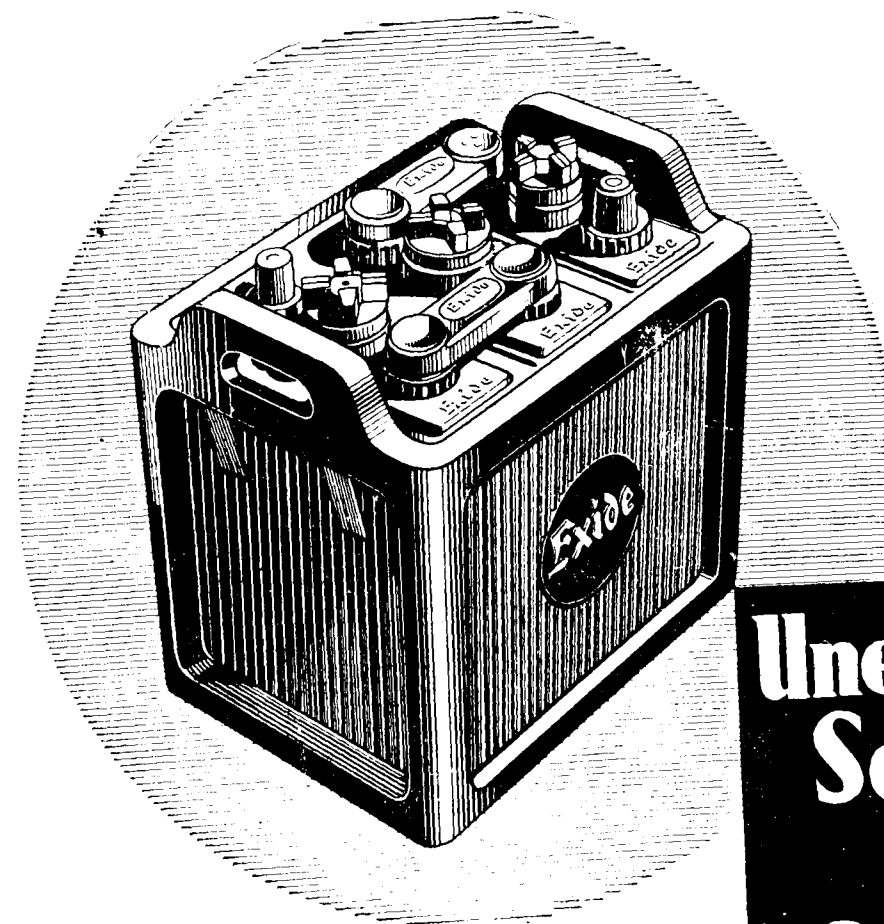
No Claims Bonus.—Insurance is a pool to which all contribute to provide funds to meet the misfortunes of the few. The large number of those who are lucky enough to avoid accidents pay for those who are not so fortunate. Most claims are due to pure accidents and should not affect the contribution of the individual concerned. Nevertheless, policy-holders who can show a period of many years free from claims often maintain that this is a proof of more careful driving than by the other policy-holder

with a continuous record of claims. There is something in this, though the claims official knows well that his company's insured never appears to be at fault, judging by the story in the Claim Form. However, to meet the demand for preferential treatment, the "No Claims Bonus" was introduced. This provides for a discount off the premium, should there have been no claims in the preceding year and is on an ascending scale, reaching as much as 33 1/3 per cent. after five years. From the companies' point of view, the advantage of this scheme is that it tends to reduce clerical work by discouraging small claims, which frequently need as much time and attention as larger ones. Insured sometimes feel aggrieved when an accident, for which they were not to blame, deprives them of their bonus, but they must remember that the majority of accidents are due merely to misfortune and that if the company has paid for a claim, it is not left with the money to allow a "No Claims Bonus." Generally speaking, the scheme works well and is popular with insured.

Changing Conditions. Changes in the design of motor-cars have an inevitable effect upon insurance. Two recent innovations may be mentioned, front-wheel drive and one-piece bodies, both of which set problems for the insurance companies. Consider the one-piece body. A badly damaged mudguard, say on the old type of car, can usually be replaced but, with the new type of car, there is the possibility that the whole body will have to be replaced. On the other hand, the manufacturers claim that the more rigid one-piece all steel body is less liable to damage than the old type.

Other Types of Motor Vehicle Insurance. Who can imagine a shipowner sending his vessel to sea unless insured against the perils it is likely to encounter? Yet there is no doubt that many vehicles, employed for the transport of goods, are not covered against the risks of land traffic. Apart from the risk of damage to the vehicle itself, the owner has a liability to the owners of the goods he handles, and there is the ever present third party liability, so difficult to gauge and sometimes resulting in such heavy payments. Other vehicles on the streets, are taxis and omnibuses. The circumstances in which these, and lorries, are employed differ to some extent to those which affect private cars. Consequently, a somewhat different type of policy is applied and suitable insurance can be obtained from those Companies which transact this class of business.

Necessity for Insurance. These notes are too brief to make any reference to law, but enough has been said to indicate to the enquiring mind the many risks to which the owner of a motor-car is exposed, in addition to those of damage to the vehicle itself. We may close these remarks with a repetition "No one can afford to remain uninsured!"



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Feltham House, Ballard Estate, Bombay.

THE JOG OR GERSOPPA FALLS

(Courtesy—"Daily Post," Bangalore)

Motoring Notes by Major A. W. Waters, M.B.E. (retd.), Honorary District Representative, A.A.S.I., Mysore State, etc.

MOTORISTS who are contemplating a visit to these famous falls and beauty spot are informed, that no additional motor licence is necessary for the 2 miles which pass through North Kanara (British) from mile 251-253 from Bangalore (61.65 miles from Shimoga) as the Bombay Government, grant an exemption of 30 days to all private motor cars and cycles visiting any part of the Presidency.

The Jog season is now on and the visitors' bungalows, both Mysore and Bombay are always in great demand. Accommodation should therefore be booked well in advance.

The Mysore bungalow is the better situated one and has a constant view of the Falls but a visit should be made to the Bombay Bungalow in order to get a close-up view of the "Roarer" Fall, etc.

Route

The distance from Bangalore is approximately 251 miles to the ferry and another 1½ miles from the landing place to the Mysore Bungalow, a total of about 255½ miles.

At mile 253 or so, the road forks, the right going to the Bombay bungalow, and the left to the Mysore Ferry 1 mile; this last mile includes a stiff and a winding ghat through thick jungle where one must drive with care and look-out for hairpin bends.

For those who prefer to do the journey by easy stages, the following are the chief and suitable halting places en route:—

Arsikere 105, Kadur 129, Tarekere 147, Bhadravati 159½, Shimoga 170 and Sagar 216 miles.

The best time to arrive at the Jog is before noon by which time other visitors will usually have vacated their rooms. Occupation is limited to 3 days but can be extended if rooms are not required for other visitors or officials.

This bungalow is fully furnished including mattresses, and cater-arrangements exist for food and drinks, the former being limited to milk, eggs and chickens, plus tinned provisions, so that one is advised to take a supply of bread, vegetables (at least potatoes) and if possible fresh meat. There is another and smaller bungalow close



Jog Falls. Height of Falls nearly 900 feet. Pool at bottom of Falls can be seen on left. This snap conveys very little conception of the mighty grandeur and the terrific volume of water of these Falls.

by where suitable arrangements exist to supply Indian food, etc., and to observe caste usage.

The Ferry and Garages

A charge of Re. 1 each way is made for cars and a few annas per passenger, children half price, motor sheds are maintained at the ferry for those who prefer to leave their cars there, the charge being 8 annas per day; in this case you are advised to take a good padlock if you are unwise enough ever to tour without one or two of these.

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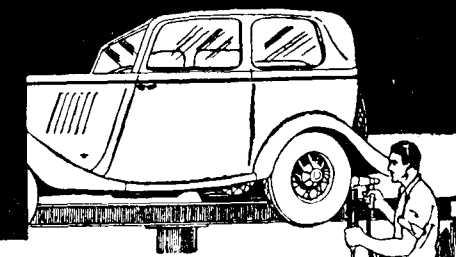
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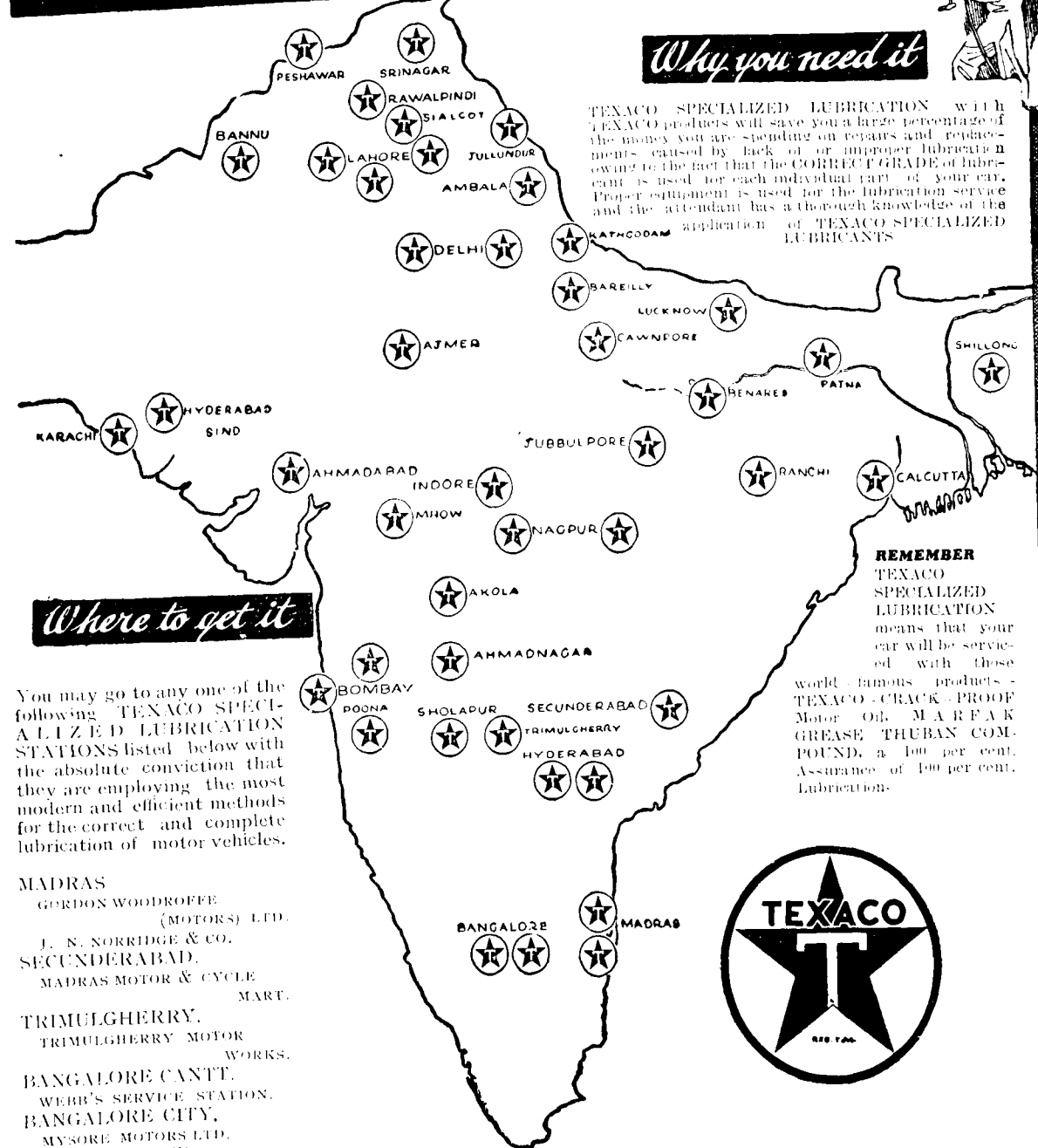
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TEXACO SPECIALIZED LUBRICATION with TEXACO products will save you a large percentage of the money you are spending on repairs and replacements caused by lack of or improper lubrication. It is the fact that the CORRECT GRADE of lubricant is used for each individual part of your car. Proper equipment is used for the lubrication service and the attendant has a thorough knowledge of the application of TEXACO SPECIALIZED LUBRICANTS.



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There is no charge for the motor-sheds at the bungalow. Formerly these latter were merely bamboo mat sheds and cars were generally parked at the bungalow.

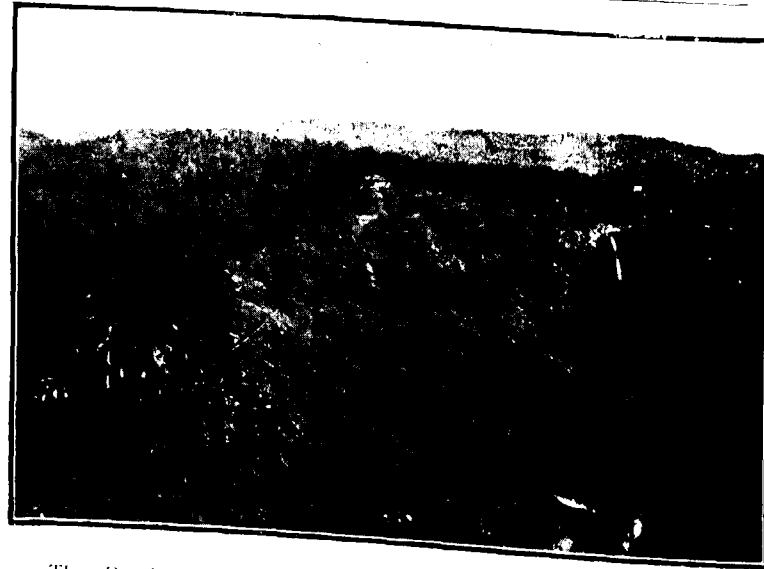
To have your car at the bungalow is a great asset: also one can drive along the Bhatkal (on the coast) road through delightful scenery. At 8 miles Arlaagod (*vic*) there is a D.P.W. bungalow where one could picnic; tigers abound here as they also do, at the Falls. The sea can be seen from hereabouts. Road narrow in places, drive with care.

Leave Your Dog at Home

Owing to tigers you would be well advised to leave your pets at home. The writer on one occasion, was with friends who possessed a very expensive litter of pups which they decided could not be left at home, so took them on to the Jog. Just before midnight, the bungalow was fairly shaken by the terrific roars of a tiger at close quarters, attracted, no doubt, by the puppies. It was the more terrifying owing to the reverberation set up by the gorge and surrounding hills.

On another occasion, a big party of us were paddling just above the Falls, the time being half an hour before dusk. I had my camera and was just about to snap the paddlers when I heard several "woof, woof" just behind me. A Padre friend in the water noticing me constantly looking round and wearing a worried look asked me what it was, but not wishing to alarm the ladies and children, I replied "nothing", finished the snaps one eye on the camera and one over my shoulder and then we made for our cars on the road a quarter mile distant where we found a driver in a state of collapse and got his story. The tiger which had gone down to "Lady Willingdon's seat", where we paddled to drink, had made off back and passed close to our cars where Dr. D. J. Ingram-Cotton's driver had been left. His car was locked up, whilst mine was an open tourer, so the man made up a tree, but owing to mental paralysis, dropped off the tree just as the tiger approached. The driver closed his eyes and awaited execution.

When we reached him he was in a state of collapse, speechless and hardly able to realize that he was still alive; but as Major Craig recently said, in these columns, "tigers are gentlemen". This driver was so taken off his mental balance that he begged to be taken back to Bangalore that very night, an impossible request, and he had to be watched to see that he did not jump off the parapet, in front of the bungalow, down into space.



The Bombay Visitors' Bungalow is seen in the Centre background as seen from the Mysore Visitors' Bungalow looking across the Gorge. Falls are on the right.

The next evening after dark we returned on foot to the bungalow to find that a tiger had just crossed our road and great excitement prevailed because a party of students who had descended to the foot of the Falls had not returned.

Fortunately, there was a party of Forest Rangers and officials at hand arranging a tiger-shoot for H. H. the Maharajah of Mysore and a search party with lamps went down and found the students huddled together in a bush where they had expected to spend the night. It was 9-30 p.m. when they got back to their bungalow. They were wet through and terribly cold.

A Warning

Always make the descent to the Falls before noon and take a guide; also, take a waterproof coat if going fairly close up as the spray is a constant April shower and very cold. The roar is deafening, darkness sets in quickly and unless a proper footpath with guide-stones has since been made it is almost impossible to find one's way back. It took 45 minutes to descend by the old jungle or animal tracks, and longer of course, to come up.

Petrol

Fill up at the Shimoga pump and again, if necessary from full cans at Sagar; none can be got at the Jog except perhaps through a bus-driver. Buses run between Shimoga and the ferry.

Fuller details and itineraries can be obtained by members from the Honorary Secretary, or local representatives of the A.A.S.I.

"GOOD DRIVING"

PART III

By A. S. Trollip

Being the last of a series of three talks on "Driving" by The Safety First Association of India.

Slippery Weather

ICE and SNOW always bring problems for drivers. These problems are the result of less friction. And that is interesting, because usually we are trying to reduce friction all we can. We use ball and roller bearings to overcome friction. We smooth and polish parts to reduce friction. We put oil in our cars to avoid friction. But we can't get along without friction, just the same.

For, after all, we couldn't start a car, we couldn't stop a car, we couldn't turn a corner, if it weren't for friction. The friction between the road and our rubber tyres is what gives us traction.

Most of the time we have plenty of traction. But in certain climates every year, Winter comes blowing and blustering down from the North, and the first thing we know he has spread ice and snow over our roads, and our whole traction condition is changed.

But motor cars are pretty well prepared these days to meet any conditions. All we have to do is to adjust ourselves to these changed circumstances.

For instance, many skilful drivers start their cars in high gear on very slippery, icy streets. Ordinarily this would be a bad thing to do. But when our tyres have to start us going on slippery ice or snow, starting in second or "high" is harmless and it does help to avoid spinning wheels, side slipping, and difficulty in getting under way. If you haven't tried this after stopping at cross-roads, you may be surprised to find out how much more quickly you get started again. Only remember to engage the clutch *very slowly*.

This business of starting in slippery weather can be quite a problem. But stopping is even more so. However, most good drivers agree on one method that they find quite satisfactory. First of all they begin to slow their cars down at quite a distance from where they want to stop. They press the brake lightly at first and release it almost at once. Then they press again and release quickly. By a series of brief, moderate brake actions, instead of one continuous pressure, they gradually reduce speed and can usually stop without skidding.

Many of the best drivers always make it a point not to disengage the clutch as soon as they apply their brakes,

but to wait until the car has almost stopped. While this is their general practice, they say it is especially important on slippery roads, as they claim it reduces the chances of skidding. But if we use this method there is one thing we must look out for. We have to remember that on a slippery surface it is very easy to stall our engine by using our brakes when the clutch is still engaged.

Outside starting and stopping, most winter skidding is at turns and curves. Many good drivers tell us that they treat every slippery curve or turn as though it were going to be a stop. In other words, they approach curves using the very same system of short, moderate brake actions. The result is that when they reach the curve they are going so slowly that they can actually give the engine a little petrol and put some power in the wheels. With power turning the wheels, we are not so likely to skid.

After all, the main thing to do about driving in slippery weather is just what we do about walking in slippery weather. We are all pretty careful about that. The first thing most of us do when we go out on a slippery morning is put out one foot cautiously and get the feel of the surface to see how careful we have to be. The best drivers, we know, do practically the same thing with their cars. The first thing they do after they get started, is to test the surface. They make sure that there are no cars too near, and then they gently apply the brakes. If they don't skid they resume speed and apply the brakes again—this time a little more firmly. In this way they determine the surface and know the degree of caution they must exercise to be safe. This seems like a very sensible idea.

City Traffic

When we look down from a tall building and watch the traffic in the streets below, we wonder how in the world all those cars can keep moving along, crossing intersections, passing each other, turning in and out of parking positions, without getting hopelessly tangled.

As a matter of fact, from away up there, we do see traffic jams now and then, and many times the reasons for the trouble are just as plain as day. Someone will try to turn from a wrong position, and in a few seconds the whole line of cars is thrown out of kilter for blocks.

fine day there we are, out on the main line, at the throttle of our "Overland Limited", if you please.

Railways put only their best drivers on important runs like that. What the Railway men mean by the best driver is the one who has taken his train out and brought it in, time after time, year after year, without a thing to regret. Now there's one thing about this driver that explains his good record better than anything else. He believes in signs. All along the way there are signals that tell him what to do, and he does exactly what they say. When a semaphore says slow down, he slows down. Whenever he gets the sign of a curve or grade, he adjusts his speed accordingly. Every red and green and amber light that comes winking through the darkness means a definite order that he'd never dream of ignoring. And when a flare warns him of danger, he just stops until he gets the go-ahead. Now, when we pull out of our station and on to the main track, if we are good engineers we will take careful heed of our signals as they come flashing by—"Curve", "Steep Hill", red light—"Stop". But along comes one that says "Major Road", and there doesn't happen to be any car passing on that other road. Or one that says "School, go slow" and there aren't any children about. Or "Slippery when wet", but to-day the road is dry. And what's the result? Why, a good many of us get to taking those signals with a grain of salt, and,

after a while with so much salt that if we aren't careful those warnings may lose their meaning. It isn't hard to imagine what would happen if the engine driver got into that habit. He wouldn't be an engine driver very long. No matter how many times his warnings prove unnecessary, he still goes on accepting them as gospel truth. And people who drive thousands of miles every year tell us they have trained themselves to the very same habits as the engine drivers. We can just as easily form one habit as the other, and it pays to form the habit of automatically acting on the advice of our roadside signs.

So it isn't enough just to have our engine in good shape, and to watch our fuel and oil, or even to follow the rule of not driving too many hours at a stretch. Those things are highly important, but it is just as important to watch for our signals and follow them religiously. Then we can look forward to sending back that ever-welcome message—"Arrived safely after pleasant trip."

This concludes the series of talks "WE DRIVERS". Should you wish to have a copy of these talks, please send your name and address and a 1½ anna stamp, to The Safety First Association of India, Electric House, Fort, Bombay.

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FOR BANGALORE MOTORISTS—MIRZA HILL

By F. H. S.



The Banjo Well

AMONGST the most picturesque spots lying close around Bangalore Mirza Hill is, I think, one of the most attractive. When talking of it I was asked, as I in turn had previously asked, (1) Where is it? (2) What is there special about it?

No. (1) is easily answered. Only fourteen miles from Bangalore. The reply I received to No. (2) was—It is one of the nicest spots you can think of for a picnic. Therefore we went there by car one afternoon a few weeks ago. Motoring southwards down Hosur Road turn to the right at the Ookad, which is immediately beyond the European Cemetery, on to the Bannirghatta Road—clearly indicated by a huge stone slab—and carry on without any turns. The tarred road ends about a quarter of a mile beyond the Ookad and thereafter you get bad and good surfaces alternately, the road crumbling a good deal on the cambers with a very large share of pot holes. In spite of the road undulating all the way with some long down and up grades, to negotiate which the engine has to be in good tune, you feel that you are ascending all the time. The bad road is compensated for by a succession of charming scenes, low hills and valleys and numerous sheets of water. By a rough calculation we passed more than a dozen of the latter so we ran through a sort of lake district. One such scene especially attracted our attention. A large sheet of water disappearing between two low hills in the distance with a single tall palm tree on the water's edge, which had shed all but four of its fronds, and now resembled a windmill. It was unfortunately too far off



One of the many pretty scenes on the way

the road for a successful snap with a small camera. Six miles from Bangalore there is a large pucca well of at least 50 or more feet in diameter, with a stairway leading down to the water giving the well the appearance of a banjo. It is commonly known in Bangalore as "The Banjo Well" and is a favourite resort for swimmers in defiance of a large notice board prohibiting bathing, washing of clothes, etc. One precocious lad told me he and his friends don't *bathe*, they *swim*! A convenient distinction perhaps. We took a snap of this well. Close to it is a small building which appears to have, at one time, housed an electric pump; note the post and the remnants of wire dangling from it, but I have not been able to ascertain what the water, which is very clear, was originally used for. There do not appear to be any irrigation drains in the vicinity. A little further on we took another snap of a large tank bunded in a semi circle on one side, the top of the bund a road as usual. Exactly twelve miles from Bangalore is the sacred hill of Bannirghatta. Its height is 3,217 feet above the level of the sea, 200 feet above Bangalore, which explains the sensation of climbing, mentioned before. At the foot of this hill is the village of the same name. It has only one street, as far as we could see, with the temple of Sampangi Ramaswamy, the square white building seen in the accompanying snapshot, at the end of it. Here a "Rathosava" (Car Festival) is held every year for three days during the second half of February, when there is an assemblage of about 4,000 people on an average. The hill behind the temple is really one long barren rock having the appearance of the walls of an ancient fort. We found climbing along this hill was very tiring. The picture was taken from near the Travellers' Bungalow, a fine modern electrically lighted building standing on high ground overlooking the village. From the large tree in the foreground of the snap, forking to the left, a road of easy gradient climbs steadily for two miles to the foot of Mirza Hill. This road, which is not pucca by any means, but is fairly soft and smooth, winds practically over its whole length between hedgerows of lantana, in full bloom at this season. The ground has been nicely levelled off at the foot of the hill with three shady trees inside a circular drive, where picnic parties

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Bannirghatta village with the temple of Sampangi Ramaswami at the foot of the hill.



The easy way to the top of Mirza Hill.



Looking down from the Northern brow of Mirza Hill.

apparently prepare refreshments. Later on, perhaps, some kind person will provide a few seats and a shelter where people can spend a pleasant time.

A few easy steps took us to the top of the hill, which is nothing more than a huge ridge of rock, standing separate from the other hills around, not quite flat with some bamboo, lantana and other wild stunted trees and bushes on it, but the scenery all around is delightful, especially towards the west where there are rows of rugged hills and wooded valleys stretching into the distance. Looking across from the Northern brow there is a beautiful deep valley of which we could not resist a picture.

After wandering over Bannirghatta and Mirza Hills we relished our evening tea and returned to Bangalore before sunset pleased with the outing and refreshed by the clear air of the hills and open country.

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Fuller details may be had from the Secretary.

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

For Office use only

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Name of Member
Address
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	Rs.
Motor Car Owner	15
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There is no entrance fee and subscriptions are current for 12 months from date of signing application form.	

Non-returnable fee for a badge is Rs. 5. Badge includes two small bolts with double nuts. Special fittings can be supplied, if required, as follows:—

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



MIDGET CAR WITH BIG POSSIBILITIES

THE only immediate solution to the problem of traffic congestion in built-up areas is the use of smaller vehicles.

That is the opinion expressed by Mr. J. W. Shillan, Managing Director of the British Motor Boat Manufacturing Co. Ltd., London, when announcing his company's decision to embark on large-scale production of midget two-seaters.

The British Motor Boat Manufacturing Company who were pioneers in British outboard engines are also pioneers in the midget car field. Hundreds of their Rytcraft Scoota Cars are in use all over the British Empire, and the latest 2½ h.p. three-speed Rytcraft embodies the results of considerable experimental work at the company's works at Britannia House, Ampton Street, London, W.C.1, and actual experience on the road.

Though midget in size—the overall dimensions are only 8 ft. by 3 ft. 6 ins.—the Scoota car's performance compares favourably with that of many "baby" cars of twice its dimensions and price, and in reliability and accessibility is far in advance of the "small" cars on the road a few years ago.

Small though it is the Scoota car can seat two people in comfort in its smart, semi-streamlined body, and a speed of 45 m.p.h. is easily maintained.

The car is powered by a single cylinder air-cooled engine of 250 cc. capacity, rated at 2½ h.p. Acceleration is well above the average for this type of engine, while petrol consumption is remarkably low, 80 m.p.g. being achieved without difficulty.

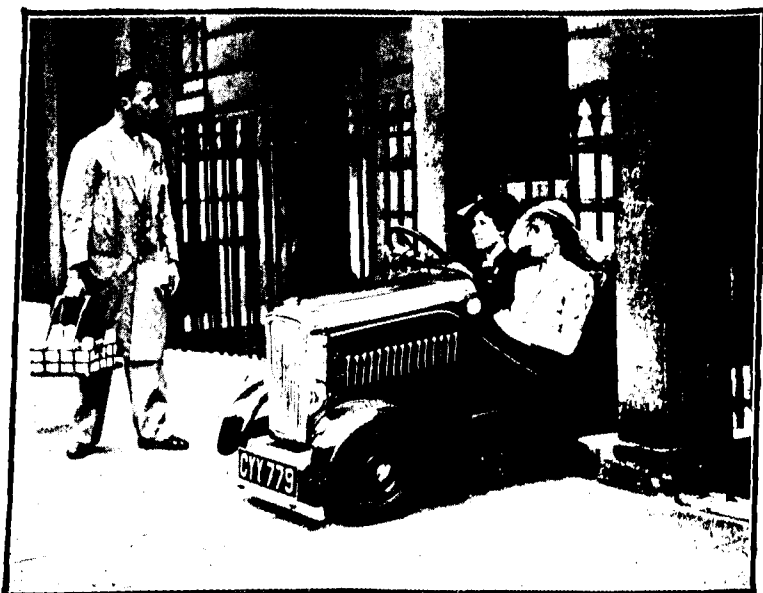
On hills the car's performance is equally impressive. No main road gradient offers any

difficulty, and under test she has taken gradients of 1 in 4 under full load with flying colours.

The chain drive is unusually quiet and efficient, much care having been taken to avoid loss of power. Short chains are used in conjunction with a normal type gear box providing three forward speeds and reverse. The change is effected by a short lever operating in a gate.

The cork insert type clutch is smooth and light. The engine and transmission, forming a unit with the back wheels, are carried on a sprung sub-frame bolted to the chassis in such a manner that they can be removed by any owner-driver in three minutes.

Sixteen-inch wheels are fitted with low pressure, quickly detachable four inch tyres. The hand or foot operated brakes are powerful but smooth in action.

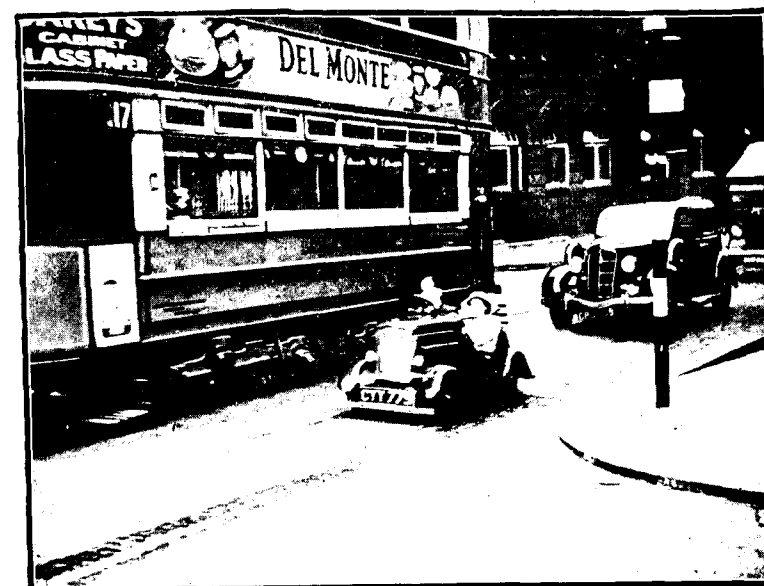


The designers of the Rytcraft Scoota car, realising that this type of car will be required to run for long periods with very little attention, have reduced to a minimum the number of parts requiring lubrication. Engine lubrication is entirely automatic, the oil being mixed with the petrol before it is poured into the tank. Under the severest tests the engine shows no tendency to overheating, natural cooling being supplemented by two fans. The crankshaft runs on ball bearings, and the big end on roller bearings.

As befits a car whose outstanding advantage is its manoeuvrability in congested traffic, the steering is both positive and light. In fact all the controls are so simple and well arranged that despite its diminutive size the Scoota car at once inspires the most inexperienced driver with confidence.

Although the Scoota car can well be used for normal touring its future will most probably be as a nippy "tender"

to save the expense of running a larger car for shopping purposes or to enable people living just out of town to become independent of trains, buses or trams. Its midget size makes garaging a very simple matter. No special facilities are needed, for the car can be put away end up in a very small space.



Any doubts as to the strength and ability of these little cars to stand up to really hard work will be dispelled when it is known that a large number of these chassis are already in use as delivery vans covering a substantial mileage daily.

For ordinary road work the usual registration and licensing regulations apply, but many Scoota cars have already been supplied to motorists for use on private roads on estates. When such facilities are available the Scoota car is ideal

for youngsters not old enough to obtain a driving licence. . . . or oldsters who have failed to qualify!

Rytcraft Scoota cars cost £80 with full equipment including electric lighting and a choice of colour for the body.

PRESS COMMUNIQUE

G. O. No. Ms. 3477, dated the 2nd December 1936

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 mofussil stations during the period from 23rd December 1936 to 3rd January 1937. 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 mofussil 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 Self-Government),
H. M. HOOD,
Secretary to Government.

SODIUM LIGHTING OF TRUNK ROADS

The Inauguration of the latest form of Sodium Lighting in Purley Way, Croydon, sets a New Standard in Arterial Road Illumination

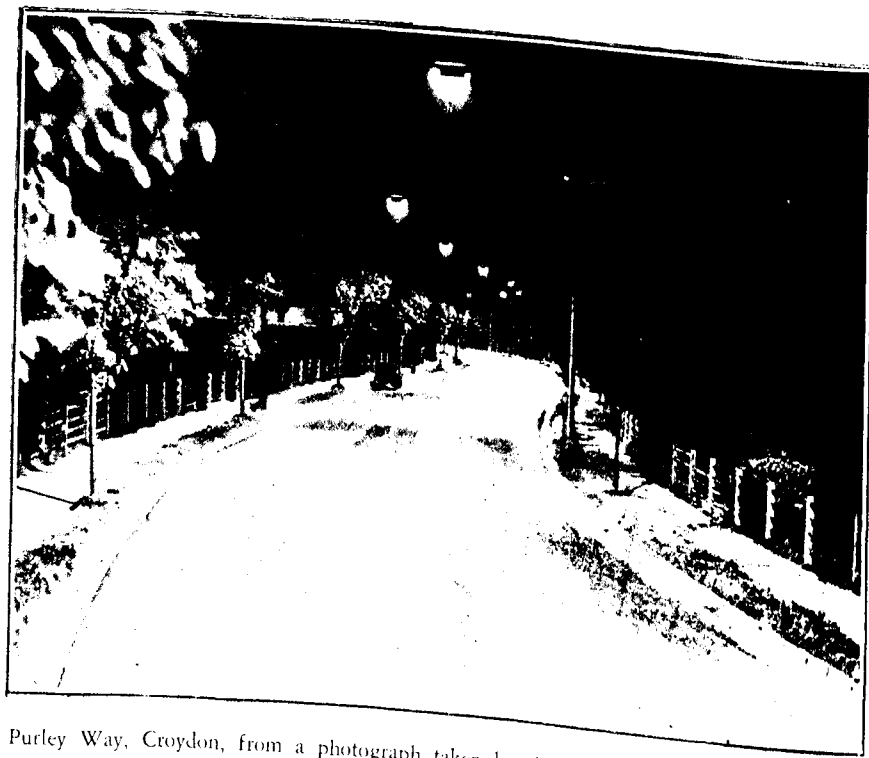
Reprinted from "The Electrical Times," 8th October, 1936.

ON Tuesday evening last week the Mayor of Croydon, Alderman Arthur Peters, officially switched on the new sodium lighting installation along Purley Way. The ceremony was carried out at the Aerodrome Hotel in the presence of a large number of guests, and its importance really extends far beyond the local boundaries of the Borough of Croydon. The Purley Way new installation is in some respects the finest example of trunk road lighting in the world, and looking back a few years hence its inauguration will probably be the most prominent landmark in the introduction of a new era in arterial road lighting. Throughout the four mile stretch of road from Purley to Thornton Heath the standard of illumination is such that motorists can traverse it at speed with no greater risk of accident than in daylight, and without the use of headlamps. The fine picture reproduced herewith reveals the excellence of the visibility provided. It deceives only in one respect, the halation round the lanterns is a photographic illusion, there is no dazzle from them whatever.

The new lighting installation, which was planned by Mr. F. N. Rendall Baker, borough electrical engineer of Croydon, comprises some 235 "Philora" sodium lamps, 150 watt size, accommodated in "Wardle No. 4161" units, centrally suspended at a height of 26 ft., with 90 ft. spacing between lamps. The method of suspension is that adopted by Mr. P. J. Robinson in Liverpool, and described in his I.M.E.A. paper, which reduces the number of poles used to only half the normal number required. The total width of the road is 60 ft., and the carriageway 38 ft. Illumination under the lamps is 1.0 ft. candles, and at the mid-span point .7 ft. candles. The combination of "Philora" sodium lamps and "Wardle"

fittings is a particularly happy one, and nowhere, perhaps, are its advantages better displayed than along Purley Way. Street lighting engineers should certainly not miss any opportunity to inspect this installation, and investigate its economy in first cost and operating expenses.

On the occasion of the inaugural ceremony facilities were provided by Philips Lamps, Ltd., for visitors to go up and view the installation from the air. It was a splendid sight. Purley Way stood out as a broad golden band running boldly through the maze of lights from houses and street lamps. Traffic on the road was clearly discernible. By contrast all other roads, even Croydon's well lit thoroughfares, were indistinguishable other than as rows of light dots.



Purley Way, Croydon, from a photograph taken by the light of the new Sodium Lighting Installation inaugurated last week.

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AMONG THE LIONS

"PERHAPS you would be interested to hear," writes Mrs. E. M. Lord of Randfontein, South Africa, of the splendid performance of our Morris Eight roadster on a trip through the National Game Reserve here. The roads are rotten, full of dry river beds and loose gravel, and often feet deep in loose sand, and nothing like the glorious highroads of England. The greatest excitement of our lives occurred there, when we met three huge lions unexpectedly. The hood was up, fortunately, but no sidescreens, and we just had time to grab them as one brute approached us. Of course, in the excitement we stalled the engine, and sat breathing very heavily as he walked round us, sniffing hard, and then came around on the right and tried to chew the front tyre. We started up again then, and the sudden noise made him veer off.

"At the end of the trip, we went over the Barberton Pass, a climb of about 2,000 ft. of very steep going, most of the way in second gear, and were thoroughly satisfied with the performance of the car, particularly as added to the weight of my husband and myself, we were carrying camping gear."

Big Contracts

It was announced by Morris Motors Ltd., in the middle of October that Morris Cars and chassis to the value of over £13,000,000 have been contracted for by Distributors and Dealers for sale during the present season. The actual number of cars contracted for at the time of issuing this statement was 98,063, but, as in the past it is expected that this initial figure will be greatly exceeded.

A New Morris-Commercial

Morris Industries Exports Ltd. announce a new model from the famous Morris-Commercial factory, to be known as the Heavy Duty "Leader." Its specification is based upon the very successful existing "Leader" 4-tonner, and incorporates a six-cylinder engine developing 80 brake horse power. Other features of the new engine include high lift camshaft, Austenitic cylinder liners, bi-metal pis-

tons and stellite exhaust valves and valve inserts—ensuring long life and minimum maintenance costs. The triangulated braced frame possesses Lockheed hydraulic brakes and graduated heavy duty springs. The tyres are 3.4 x 7 on 7 inch rims, with twin tyres on each rear wheel. The rear axle hubs are of heavy duty three bearing type, and reduction ratios of 7.57-1 or 6.57-1 are available. The petrol tank holds 20 gallons, and has Autovac feed.

The addition of this heavy duty model will meet the demand from many quarters for an increased gross load rating, and, with its generous tyre equipment, improved power output and sturdy layout, the Morris-Commercial Heavy Duty "Leader" should be extremely popular.

A large gathering, including the Press, was invited to Adcley Park to receive news of this latest truck, and afterwards had the opportunity of inspecting the resources of the largest and most up-to-date commercial vehicle factory in Europe. The total area is 17½ acres—7½ acres for body building and 10 acres for chassis production—which includes a new three-acre building erected at a cost, including plant, of half a million sterling. The number of workers directly employed is 3,000, and it is estimated that 50,000 people are indirectly employed. In the general machine shop there are 16 long aisles of expensive machinery, including gear cutters, boring bars, multi-spindle drillers, millers, shapers, automatic lathes—in fact every variety of modern machine shop equipment.

The body works have recently been entirely re-organised. Units are moved by way of 35 conveyors, the total length of which is several miles. Efficiency is the keynote throughout: in the laboratory, the heat treatment department and the nickel and chromium plating plants; in the machine shops and on the erecting lines; in the engine test section, the saw mills and the huge spare parts store where sufficient material is stocked to service thousands of vehicles. Both in chassis and engine manufacture and in body building a rigorous system of inspection is maintained. All work is continually supervised by viewers, from the arrival of the raw material at the store to the final examination of the completed unit.

To cover ALL accident risks

Insure Your Car with

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MADRAS.**

MADRAS FLYING CLUB NOTES

NOVEMBER set in wetish, with showers of small frogs (or is it toads?) raining as usual in the heavier downpours, but dried up completely at the end. Just escaping before the worst spell of weather our entire fleet flew off to Hyderabad, though it did happen to return with a splash right into the thick of the tail end of it. However, the visit to Hyderabad has already been described and of the two Madras papers, "The Hindu" has published the account, how the Madras and Bombay flying clubs sent each its fleet of aeroplanes to take part in the celebration of a foundation stone laying at the Hyderabad airport on the 4th November, in which Princess Durra Shevar Wurdana Begum did the honours. The next event of importance was the visit of Aircraft Inspector, Mr. Wellington, from Bombay, and at this inspection poor old ACB the Puss Moth had sentence passed on her, invalidated out of the Club fleet on account of sheer old age, never alas to fly no more. Nothing much of interest then took place till the end of the month when a recrudescence of cross country activity set in, flights simply tumbling over each other to get fitted in.

For the Hyderabad celebration Mr. Sundaram in the Puss Moth flew from Allahabad, having come round circuitously *via* Bombay, Karachi, Jodhpur and Delhi. On the day itself Mr. Italia flew up in the Swallow, Messrs. Bhuyan and Mathai in one of the Gipsies and Mr. Duraiswami with the Pilot Instructor in the other Gipsy—and so back again, all safely, with various harmless adventures, particularly on the return in the general downpour. Followed a slack spell of two weeks. Then an ascent on Bangalore was organised, built up around a flight to be performed there and back blind (*i.e.*, under the hood) by our instructor, with Mr. Law in the front seat. Why not make it a party? Messrs. Somerville and Lomax decided they'd fly up too, but as neither had ever done a cross country each first took an instructional flight to Bangalore and back, with some practice landings there thrown in, and the two flew up together in the Swallow on the day, the blind Gipsy following on behind. Next day back to Madras but, before they left, Mr. Bhuyan in the other Gipsy had arrived from Madras with a passenger making three aeroplanes on the Bangalore ground and the following afternoon flew on to Trichy and back home to Madras ending up with a night landing safely accomplished by the light of a green Verrey flare. In and amongst all this our instructor took two charter flights in a Gipsy, one to Chettinad and the other to Trivandrum, and both of his fares, Indian gentlemen, expressed a wish to join the Madras Flying Club to learn to fly. We hope they will.

Madame Triou's venture into aviation has inspired her husband to follow her example and join the club, so he, who flew as an observer in the French Air Force in the War, is now for the first time learning to be a Pilot and intends to do his best to beat Madame to the "A" licence.

At the close of the month many members were putting in a lot of ding-dong bombing practice in preparation for a forthcoming bombing competition. The exercise is of practical value in that it accustoms pilots to the accurate throwing down of message bags and wind direction indicators, and to a more free and easy relationship with their aircraft.

FLYING TIME FOR NOVEMBER 1936.

	Hours.
Dual instruction to members under training	7-30
Advanced dual to "A" pilots	22-30
Solo flights by members under training	1-50
Solo flights by ("A, A-1," pilots)	36-10
Pilot with passengers ("A, A-1 & B" pilots)	47-10
Joy Ride	0-55
Cross Country trips by the Club Instructor	12-55
Test flights	0-30
	Hours 129-30

DUAL INSTRUCTION IN NOVEMBER.

The following members took dual instruction during the month:—

Europeans:—

Mr. Davis	Advanced dual.
Mr. Prynne	do.
Mr. Lomax	do. Cross country
Mr. Somerville	do. Cross country instructional.
Mrs. Triou.	Cross country instructional.
Mr. Triou.	

Indians:—

Mr. T. M. Duraiswami	Advanced dual Cross country instructional.
Mr. Parthasarathy	Advanced dual.
Mr. S. Bhuyan	Advanced dual.
Mr. V. R. Srinivasan.	
Mr. S. Thirumalai.	

New member during the month:—
Mr. Triou.

B. B. C. Empire Service Programmes

Transmissions 2 and 3

NOTE.—All times given are Indian Standard Time which is five hours and thirty minutes ahead of Greenwich Mean Time. Wavelengths shown for each Transmission are those in use at time of going to press. Changes, if any, will be duly notified by microphone which should be listened for in the announcements made at frequent intervals.

Transmission 2:—4-30 to 7-15 p.m. I.S.T. (11 a.m. to 1-45 p.m. G.M.T.).

GSH 21.47 Mc/s (13.97 m.).
GSG 17.79 Mc/s (16.86 m.).
GSF 15.14 Mc/s (19.82 m.).

In this transmission Greenwich Time Signal is given at 6-30 p.m. (1 p.m. G.M.T.).

Transmission 3:—7-30 to 10-30 p.m. I.S.T. (2 to 5 p.m. G.M.T.).

GSH 21.47 Mc/s (13.97 m.).
GSG 17.79 Mc/s (16.86 m.).
GSF 15.14 Mc/s (19.82 m.).
GSB 9.51 Mc/s (31.55 m.).

In this transmission Greenwich Time Signal is given at 9-30 p.m. (4 p.m. G.M.T.).

SUNDAY, DECEMBER 20.

4-30 p.m.—Big Ben. The BBC Empire Orchestra.
5-30 p.m.—A Football Commentary. Arsenal v. Chelsea*
6-0 p.m.—The Commodore Grand Orchestra.
6-25 p.m.—Weekly Newsletter, Sports Summary, and Announcements.
6-50 p.m.—Musical Interlude†
6-55 p.m.—A Short Religious Service*
7-10 p.m.—Envoi†
7-15 p.m.—Close down.

7-30 p.m.—Big Ben. A Programme of Classical Songs.
7-50 p.m.—The BBC Military Band.
8-30 p.m.—Feature Programme: Trinity House.*
9-10 p.m.—Bells and a Religious Service from St. Paul's Cathedral.*
10-0 p.m.—Weekly Newsletter, Sports Summary, and Announcements.
10-25 p.m.—Envoi†
10-30 p.m.—Close down.

MONDAY, DECEMBER 21.

4-30 p.m.—Big Ben. "Turn Round."*
5-2 p.m.—Talk: Policeman's Lot—6.
5-17 p.m.—Haydn Heard and his Band.
5-45 p.m.—The BBC Dance Orchestra.
6-30 p.m.—The News and Announcements.
6-50 p.m.—An Eye-Witness Account of the 2nd Test Match*
7-5 p.m.—Envoi†
7-15 p.m.—Close down.

7-30 p.m.—Big Ben. Henry Hall's Music Makers.*
7-51 p.m.—Dance Music.*
8-0 p.m.—A Ballad Concert.
8-30 p.m.—Feature programme: Milford Haven to Billingsgate.*
9-0 p.m.—A Recital by Harp Trio.
9-15 p.m.—Eye-Witness Account of the 2nd Test Match.*
9-30 p.m.—A Sonata Recital.
10-0 p.m.—The News and Announcements.
10-20 p.m.—The Hotel Victoria Orchestra.
10-30 p.m.—Close down.

TUESDAY, DECEMBER 22

4-30 p.m.—Big Ben. Cinema Organ Recital.
4-50 p.m.—A Programme of Irish Christmas Readings.
5-0 p.m.—An Instrumental Recital.
5-15 p.m.—The Orchestra of the Theatre Royal, Birmingham.
5-30 p.m.—"Empire Magazine". Christmas Number.
6-15 p.m.—A Programme of Light Music.
6-30 p.m.—The News and Announcements.
6-50 p.m.—An Eye-Witness Account of the 2nd Test Match*
7-5 p.m.—Billy Mayert†
7-15 p.m.—Close down.

7-30 p.m.—Big Ben. Talk: Imperial Affairs
7-45 p.m.—The BBC Empire Orchestra.
8-45 p.m.—"Round London at Night."*
9-15 p.m.—An Eye-Witness Account of the 2nd Test Match.*
9-30 p.m.—Fred Hartley and his Novelty Quintet.*
10-0 p.m.—The News and Announcements.
10-20 p.m.—"Serenade."†
10-30 p.m.—Close down.

WEDNESDAY, DECEMBER 23

4-30 p.m.—Big Ben. Talk: Imperial Affairs*
4-47 p.m.—The BBC Welsh Orchestra. Soloist.
5-45 p.m.—Christmas Variety Programme*
6-15 p.m.—Talk: London at Christmas Time.
6-30 p.m.—The News and Announcements.
6-50 p.m.—The Birmingham Hippodrome Orchestra.
7-15 p.m.—Close down.

7-30 p.m.—Big Ben. "Street Show."*
8-0 p.m.—A Brass Band Concert.
9-0 p.m.—Talk: Policeman's Lot.*
9-15 p.m.—Empire Magazine.*
10-0 p.m.—The News and Announcements.
10-20 p.m.—The MacArthur Quintet.
10-30 p.m.—Close down.

THURSDAY, DECEMBER 24.

4-30 p.m.—Big Ben. "Harry Hopeful's Reunion".*
5-17 p.m.—Fred Hartley's Novelty Quintet*
5-47 p.m.—Variety.†
5-55 p.m.—Talk: Food for Thought.*
6-30 p.m.—The News and Announcements.
6-50 p.m.—Pantomime Memories.†
7-15 p.m.—Close down.

7-30 p.m.—Big Ben. A Cinema Organ Recital (or The BBC Theatre Organ).

7-55 p.m.—The BBC Military Band.*
8-55 p.m.—A Carol Service from King's College, Cambridge.
9-40 p.m.—Musical Interlude.†
9-45 p.m.—Talk.
10-0 p.m.—The News and Announcements.
10-20 p.m.—Old-time Dance Music.†
10-30 p.m.—Close down.

FRIDAY, DECEMBER 25

4-15 p.m.—Big Ben. A Religious Service from St. George's Chapel, Windsor.

5-0 p.m.—Popular Oratorio†
5-15 p.m.—"Street Show."*
5-45 p.m.—Talk.*
6-0 p.m.—The BBC Dance Orchestra.
6-30 p.m.—The News and Announcements.
6-55 p.m.—Studio Party.*
7-15 p.m.—Close down.

7-30 p.m.—Big Ben. A Programme of Irish Christmas Readings.

7-41 p.m.—Pianoforte Recital.
8-5 p.m.—"When the Snow Lay...."†
8-45 p.m.—The BBC Military Band.
9-30 p.m.—Christmas Variety Programme.*
10-0 p.m.—The News and Announcements.
10-5 p.m.—"Home, Sweet Home".†
10-30 p.m.—Close down.

* Electrical Recording.

† Gramophone Records.

SATURDAY, DECEMBER 26

- 4-30 p.m.—Big Ben. The BBC Military Band.*
 5-30 p.m.—"Round London at Night."*
 6-0 p.m.—Students' Songs.†
 6-15 p.m.—Children's Hour Programme from the West of England.
 7-0 p.m.—The News and Announcements.
 7-15 p.m.—Close down.
 7-30 p.m.—Big Ben. The BBC Theatre Orchestra.
 7-55 p.m.—"Hansel & Gretel". Acts 1 and 2, from Sadler's Wells.
 9-5 p.m.—The Children's Overture, by Roger Quilter.†
 9-20 p.m.—The News and Announcements.
 9-55 p.m.—An Empire Christmas Pantomime.
 10-35 p.m.—Close down.

SUNDAY, DECEMBER 27.

- 4-30 p.m.—Big Ben. The BBC Theatre Orchestra.*
 5-55 p.m.—A Description of a football match: Aston Villa v. Swansea Town.*
 5-55 p.m.—An Interlude of Gramophone Records.
 6-0 p.m.—A Brass Band Concert.
 6-25 p.m.—Weekly Newsletter, Sports Summary, and Announcements.
 6-40 p.m.—An Interlude of Gramophone Records.
 6-45 p.m.—A Short Religious Service.*
 7-10 p.m.—Envoi.†
 7-15 p.m.—Close down.
 7-30 p.m.—Big Ben. A Recital of Roger Quilter's Songs.
 7-50 p.m.—The London Palladium Orchestra.
 8-30 p.m.—A Roman Catholic Service from the Studio.*
 9-5 p.m.—An Organ Recital.
 9-30 p.m.—A Concert of Students' Songs.
 10-0 p.m.—Weekly Newsletter, Sports Summary, and Announcements.
 10-25 p.m.—Envoi.†
 10-30 p.m.—Close down.

MONDAY, DECEMBER 28.

- 4-30 p.m.—Big Ben. The BBC Dance Orchestra.*
 5-0 p.m.—Talk: Empire Exchange.
 5-15 p.m.—Haydn Heard and his Band.
 5-25 p.m.—A Christmas Pantomime.*
 6-25 p.m.—The News and Announcements.
 6-45 p.m.—A Violoncello Recital.
 7-15 p.m.—Close down.
 7-30 p.m.—Big Ben. New Dance Records.
 8-0 p.m.—A Ballad Concert.
 8-30 p.m.—"Festival of Food".
 9-0 p.m.—A Cinema Organ Recital.
 9-30 p.m.—A Sonata Recital.
 10-0 p.m.—The News and Announcements.
 10-20 p.m.—Viennese Waltzes.†
 10-30 p.m.—Close down.

TUESDAY, DECEMBER 29.

- 4-30 p.m.—Big Ben. "Festival of Food".*
 5-0 p.m.—A BBC Regional Orchestra.
 6-0 p.m.—Variety Feature Programme.*
 6-15 p.m.—A Programme of Light Music.
 6-25 p.m.—The News and Announcements.
 6-45 p.m.—A Brass Band Concert.
 7-15 p.m.—Close down.
 7-30 p.m.—Big Ben. Talk: World Affairs.
 7-45 p.m.—The BBC Empire Orchestra.
 8-45 p.m.—An Australian Variety Programme.*
 9-10 p.m.—The BBC Dance Orchestra.*
 10-0 p.m.—The News and Announcements.
 10-20 p.m.—A Recital of Organ Solos.†
 10-30 p.m.—Close down.

WEDNESDAY, DECEMBER 30.

- 4-30 p.m.—Big Ben. A Cinema Organ Recital.
 4-45 p.m.—Talk: World Affairs.

- 5-0 p.m.—A Concert by Serge Krish and his Orchestra.
 5-40 p.m.—"Varitone".
 5-55 p.m.—"Children of the Stars".* No. 1.
 6-25 p.m.—The News and Announcements.
 6-45 p.m.—An Organ Recital from Birmingham Town Hall.
 7-15 p.m.—Close down.
 7-30 p.m.—Big Ben. Musical Comedy.†
 7-45 p.m.—Talk: Empire Exchange.*
 8-0 p.m.—A Brass Band Concert.
 9-0 p.m.—A Pianoforte Recital.
 9-30 p.m.—A Folk-lore Programme.*
 10-0 p.m.—The News and Announcements.
 10-20 p.m.—The MacArthur Quintet.
 10-30 p.m.—Close down.

THURSDAY, DECEMBER 31.

- 4-30 p.m.—Big Ben. Dance Music.*
 5-0 p.m.—"Empire Magazine". No. 20.
 5-30 p.m.—A Cinema Organ Recital.
 5-45 p.m.—A Schumann Concert.
 6-25 p.m.—The News and Announcements.
 6-45 p.m.—An Interlude of Gramophone Records.
 6-58 p.m.—"Food for Thought".*
 7-15 p.m.—Close down.
 7-30 p.m.—Big Ben. The BBC Theatre Organ.
 7-45 p.m.—"A Night at the Bursts".
 8-45 p.m.—The Bournemouth Municipal Orchestra.
 10-0 p.m.—The News and Announcements.
 10-20 p.m.—A Programme of Serenades.†
 10-30 p.m.—Close down.

FRIDAY, JANUARY 1.

- 4-30 p.m.—Big Ben. Fred Hartley and his Novelty Quintet.*
 5-15 p.m.—A Talk by the Empire Service Director.
 5-30 p.m.—The Chelsea Arts Ball.*
 5-45 p.m.—Talk: This is England.*
 6-0 p.m.—The BBC Dance Orchestra.
 6-25 p.m.—The News and Announcements.
 6-45 p.m.—An Eye-Witness Account of the 3rd Test Match.*
 7-0 p.m.—A Programme of Military Marches.†
 7-15 p.m.—Close down.
 7-30 p.m.—Big Ben. A Light Orchestral Concert.
 8-0 p.m.—A Talk by the Empire Service Director.
 8-15 p.m.—A Pianoforte Recital.
 8-45 p.m.—Talk: Under Big Ben.
 9-0 p.m.—Dance Music.†
 9-25 p.m.—Interlude.†
 9-30 p.m.—"The Four Winds".
 10-0 p.m.—The News and Announcements.
 10-20 p.m.—A Recital by Jelly d'Aranyi.†
 10-30 p.m.—Close down.

SATURDAY, JANUARY 2.

- 4-30 p.m.—Big Ben. "A Night at the Bursts".*
 5-30 p.m.—Talk: Under Big Ben.*
 5-45 p.m.—An Interlude of Pianoforte Records.
 5-55 p.m.—Children's Hour.
 6-40 p.m.—The News and Announcements.
 7-0 p.m.—An Eye-Witness Account of the 3rd Test Match.*
 7-15 p.m.—Close down.
 7-30 p.m.—Big Ben. The Coventry Hippodrome Orchestra.
 7-45 p.m.—Talk: Tales of the Sea. No. 1.
 8-0 p.m.—War-Time Musical Comedies.†
 8-30 p.m.—"Children of the Stars".*
 9-0 p.m.—An Eye-Witness Account of the 3rd Test Match.*
 9-15 p.m.—Dance Band.*
 10-0 p.m.—The News and Announcements.
 10-20 p.m.—A Light Orchestral Concert.†
 10-30 p.m.—Close down.

* Electrical Recording.

† Gramophone Records.

SUNDAY, JANUARY 3.

- 4-30 p.m.—Big Ben. The BBC Empire Orchestra.
 5-30 p.m.—A Programme of Poetry of 1936.
 6-0 p.m.—The Coventry Hippodrome Orchestra.
 6-25 p.m.—Weekly Newsletter, Sports Summary and Announcements.
 6-50 p.m.—Interlude.†
 6-55 p.m.—A Short Religious Service.*
 7-10 p.m.—Envoi.†
 7-10 p.m.—Close down.
 7-30 p.m.—Big Ben. "Sealed Orders".*
 7-51 p.m.—A Brass Band Concert.
 8-30 p.m.—A Religious Service, Church of England, from Croydon Parish Church.*
 9-20 p.m.—An Orchestral Concert of Classical Music.†
 9-30 p.m.—The Celebrity Trio.
 10-0 p.m.—Weekly Newsletter, Sports Summary, and Announcements.
 10-25 p.m.—Envoi.†
 10-30 p.m.—Close down.

MONDAY, JANUARY 4.

- 4-30 p.m.—Big Ben. The BBC Dance Orchestra.*
 5-0 p.m.—Talk: I Was There.
 5-15 p.m.—Haydn Heard and His Band.
 5-55 p.m.—"The Four Winds".*
 6-25 p.m.—The News and Announcements.
 6-45 p.m.—A Commentary on the 3rd Test Match.*
 7-0 p.m.—A Programme of Marches.†
 7-15 p.m.—Close down.
 7-30 p.m.—Big Ben. "Empire Magazine".*
 8-2 p.m.—A Ballad Concert.
 8-30 p.m.—Talk: Lord Ponsonby.*
 8-45 p.m.—A Variety Feature Programme.*
 9-0 p.m.—A Cinema Organ Recital.
 9-15 p.m.—A Commentary on the 3rd Test Match.*
 9-30 p.m.—A Sonata Recital.
 10-0 p.m.—The News and Announcements.
 10-20 p.m.—Dance Music: Quick Steps.†
 10-30 p.m.—Close down.

TUESDAY, JANUARY 5.

- 4-30 p.m.—Big Ben. Cinema Organ Recital.
 5-0 p.m.—"Empire Mailbag".*
 5-30 p.m.—A Sonata Recital.
 6-15 p.m.—A Programme of Light Music.
 6-25 p.m.—The News and Announcements.
 6-45 p.m.—A Commentary on the 3rd Test Match.*
 7-0 p.m.—A Programme of Viennese Waltzes.†
 7-15 p.m.—Close down.
 7-30 p.m.—Big Ben. Talk: Imperial Affairs.
 7-45 p.m.—The BBC Empire Orchestra.
 8-45 p.m.—A Programme of the Poetry of 1936.*
 9-15 p.m.—A Commentary on the 3rd Test Match.*
 9-30 p.m.—A Programme of Scottish Dance Music.*
 10-0 p.m.—The News and Announcements.
 10-20 p.m.—Dance Music: Tangos.†
 10-30 p.m.—Close down.

WEDNESDAY, JANUARY 6.

- 4-30 p.m.—Big Ben. An Australian Variety Programme.*
 4-55 p.m.—Interlude.†
 5-0 p.m.—Talk: Imperial Affairs.*
 5-15 p.m.—A Programme of Light Music: Serge Krish, from the Granada Cinema, Walthamstow.
 6-0 p.m.—A Military Band Concert.†
 6-25 p.m.—The News and Announcements.
 6-45 p.m.—An Organ Recital from Birmingham Town Hall.
 7-15 p.m.—Close down.

- 7-30 p.m.—Big Ben. Gounod's "Faust", Act. 1.†
 8-0 p.m.—A Brass Band Concert.
 8-45 p.m.—Talk: I Was There.*
 9-0 p.m.—A Pianoforte Recital.
 9-30 p.m.—"Empire Mailbag".*
 10-0 p.m.—The News and Announcements.
 10-20 p.m.—Dance Music: Waltzes.
 10-30 p.m.—Close down.

THURSDAY, JANUARY 7.

- 4-30 p.m.—Big Ben. A Programme of Mozart's Music.†
 5-0 p.m.—"John Londoner at Home". No. 1.
 5-30 p.m.—Dance Music.*
 6-10 p.m.—A Recital of Sanderson's Songs.
 6-25 p.m.—The News and Announcements.
 6-45 p.m.—London Regional Programme.
 7-15 p.m.—Close down.
 7-30 p.m.—Big Ben. A Cinema Organ Recital (or the BBC Theater Organ).
 8-0 p.m.—A Variety Feature Programme.*
 8-20 p.m.—"Oddities".†
 8-30 p.m.—"...is not a happy one".*
 9-0 p.m.—A Military Band Concert.
 9-45 p.m.—A Violin Recital.
 10-0 p.m.—The News and Announcements.
 10-20 p.m.—Dance Music: Rumbas.†
 10-30 p.m.—Close down.

FRIDAY, JANUARY 8.

- 4-30 p.m.—Big Ben. "...is not a happy one".*
 5-2 p.m.—The Rutland Square and New Victoria Orchestra from Edinburgh.
 5-45 p.m.—Talk: This is England.*
 6-0 p.m.—The BBC Dance Orchestra.
 6-25 p.m.—The News and Announcements.
 6-45 p.m.—A Programme of Light Songs and Duets.
 7-15 p.m.—Close down.
 7-30 p.m.—Big Ben. A Light Orchestral Concert.
 8-0 p.m.—"Round and About".
 8-10 p.m.—The BBC Theatre Orchestra.*
 9-15 p.m.—Talk.
 9-30 p.m.—A Miniature Revue.
 10-0 p.m.—The News and Announcements.
 10-20 p.m.—Dance Music: Foxtrots.†
 10-30 p.m.—Close down.

SATURDAY, JANUARY 9.

- 4-30 p.m.—Big Ben. Variety.*
 4-47 p.m.—A Light Orchestral Concert.†
 4-55 p.m.—Talk.*
 5-10 p.m.—The BBC Military Band.*
 5-45 p.m.—A Pianoforte Recital.
 6-15 p.m.—A Programme for the Children.
 6-45 p.m.—The News and Announcements.
 7-5 p.m.—A Programme of Lullabies.†
 7-15 p.m.—Close down.
 7-30 p.m.—Big Ben. The Orchestra of the Commodore Theatre Hammersmith.
 8-30 p.m.—Variety.*
 8-45 p.m.—A Running Commentary on a football match: Portsmouth v. West Bromwich Albion.
 9-45 p.m.—A Programme of Old-time Dance.†
 10-0 p.m.—The News and Announcements.
 10-20 p.m.—Dance Music: Comedy Numbers.†
 10-30 p.m.—Close down.

* Electrical Recording.

† Gramophone Records.

SUNDAY, JANUARY 10.

- 4-30 p.m.—Big Ben. A Religious Service in Welsh from Ebenezer Congregational Church, Cardiff.
 5-45 p.m.—A Pianoforte Recital: Schubert.†
 6-0 p.m.—The BBC Military Band.
 6-25 p.m.—Weekly Newsletter, Sports Summary, and Announcements.
 6-50 p.m.—A Short Religious Service.*
 7-15 p.m.—Close down.
 7-30 p.m.—Big Ben. A Programme of Students' Songs.
 8-0 p.m.—The London Palladium Orchestra.
 8-30 p.m.—A Religious Service from St. Martin's Church, Birmingham.*
 9-20 p.m.—Organ Music.†
 9-30 p.m.—Fred Hartley and his Novelty Quintet.
 10-0 p.m.—Weekly Newsletter, Sports Summary, and Announcements.
 10-30 p.m.—Close down.

MONDAY, JANUARY 11.

- 4-30 p.m.—Big Ben. The BBC Dance Orchestra.*
 5-0 p.m.—Talk: Empire Exchange.
 5-15 p.m.—Haydn Heard and His Band.
 5-55 p.m.—A miniature Revue.*
 6-25 p.m.—The News and Announcements.
 6-45 p.m.—A Recital of Chopin's Works.
 7-15 p.m.—Close down.
 7-30 p.m.—Big Ben. "John Londoner at Home". No. 1.*
 8-1 p.m.—A Harpsichord Recital.†
 8-10 p.m.—The BBC Military Band.*
 8-45 p.m.—Talk: Books and Reading.*
 9-0 p.m.—A Harp Trio.
 9-10 p.m.—A Broadcast from Quarantine Kennels.*
 9-30 p.m.—A Sonata Recital.
 10-0 p.m.—The News and Announcements.
 10-20 p.m.—Dance Music Through the Ages, No. 1.
 10-30 p.m.—Close down.

TUESDAY, JANUARY 12.

- 4-30 p.m.—Big Ben. The New Victoria Orchestra.
 5-0 p.m.—A Variety Feature Programme.*
 5-20 p.m.—An Instrumental Recital.
 5-45 p.m.—"Camp Fire on the Karroo."*
 6-15 p.m.—A Programme of Light Music.
 6-25 p.m.—The News and Announcements.
 6-45 p.m.—The Manchester Midday Society's Concert.
 7-15 p.m.—Close down.
 7-30 p.m.—Big Ben. Talk: World Affairs.
 7-45 p.m.—The BBC Empire Orchestra.
 8-45 p.m.—"Plough Monday".*
 9-15 p.m.—A Programme of New Gramophone Records.
 10-0 p.m.—The News and Announcements.
 10-20 p.m.—Dance Music Through the Ages, No. 2.†
 10-30 p.m.—Close down.

WEDNESDAY, JANUARY 13.

- 4-30 p.m.—Big Ben. Talk: World Affairs.*
 4-45 p.m.—The BBC Welsh Orchestra.
 5-45 p.m.—Scenes from Shakespeare.
 6-25 p.m.—The News and Announcements.
 6-45 p.m.—The Birmingham Hippodrome Orchestra.
 7-15 p.m.—Close down.
 7-30 p.m.—Big Ben. Act 2 of Gounod's "Faust".†
 8-0 p.m.—A Brass Band Concert.
 8-45 p.m.—Talk: Empire Exchange.*
 9-0 p.m.—A Pianoforte Recital.
 9-30 p.m.—"Folk-Lore".*
 10-0 p.m.—The News and Announcements.
 10-20 p.m.—Dance Music Through the Ages, No. 3.†
 10-30 p.m.—Close down.

* Electrical Recording.

† Gramophone Records.

THURSDAY, JANUARY 14.

- 4-30 p.m.—Big Ben. A Studio Concert.
 5-0 p.m.—"John Londoner at Home". No. 2.
 5-30 p.m.—"Round and About".
 5-40 p.m.—"The Old Folks at Home". No. 4.*
 6-25 p.m.—The News and Announcements.
 6-45 p.m.—Classical Overture.†
 6-53 p.m.—"Food for Thought".*
 7-15 p.m.—Close down.
 7-30 p.m.—Big Ben. The BBC Theatre Organ.
 8-0 p.m.—"A Mixed Grill".†
 8-30 p.m.—A Short Story.
 8-45 p.m.—The Bournemouth Municipal Orchestra.
 10-0 p.m.—The News and Announcements.
 10-20 p.m.—Dance Music Through the Ages, No. 4.†
 10-30 p.m.—Close down.

FRIDAY, JANUARY 15.

- 4-30 p.m.—Big Ben. "Cue for Adventure". No. 3.*
 5-2 p.m.—Coloratura Sopranos.†
 5-15 p.m.—An Organ Recital.
 5-45 p.m.—"This is England". A Talk.*
 6-0 p.m.—The BBC Dance Orchestra.
 6-25 p.m.—The News and Announcements.
 6-45 p.m.—A Midday Concert from Queen's College, Birmingham.
 7-15 p.m.—Close down.
 7-30 p.m.—Big Ben. Dance Music.*
 8-10 p.m.—"A Countryman's Diary".
 8-25 p.m.—Dance Music.
 9-25 p.m.—Interlude.†
 9-30 p.m.—A Play: "Sea Fruit".
 10-0 p.m.—The News and Announcements.
 10-20 p.m.—Dance Music Through the Ages, No. 5.†
 10-30 p.m.—Close down.

SATURDAY, JANUARY 16.

- 4-30 p.m.—Big Ben. A Cinema Organ Recital.
 5-0 p.m.—"A Countryman's Diary".*
 5-15 p.m.—The Commodore Grand Orchestra.
 6-15 p.m.—A Programme for the Children.
 6-45 p.m.—The News and Announcements.
 7-5 p.m.—Musical Comedy Records.
 7-15 p.m.—Close down.
 7-30 p.m.—Big Ben. Eugene Pini and his Tango Orchestra.
 7-50 p.m.—A Commentary on a Rugby Football Match: England v. Wales (Twickenham).
 9-30 p.m.—A Variety Programme.†
 10-0 p.m.—The News and Announcements.
 10-20 p.m.—Dance Music Through the Ages, No. 6.†
 10-30 p.m.—Close down.

SUNDAY, JANUARY 17.

- 4-30 p.m.—Big Ben. The BBC Empire Orchestra.
 5-30 p.m.—"Made in Scotland".*
 6-0 p.m.—The Commodore Grand Orchestra, from the Commodore Theatre, Hammersmith.
 6-25 p.m.—Weekly Newsletter, Sports Summary, and Announcements.
 6-50 p.m.—A Short Religious Service.*
 7-15 p.m.—Close down.
 7-30 p.m.—Big Ben. A Flute Recital.
 7-50 p.m.—An Orchestral Concert.
 8-30 p.m.—Bells and an Empire Service from St. Paul's Cathedral.*
 9-20 p.m.—An Organ Recital.†

* Electrical Recording.

† Gramophone Records.

- 9-30 p.m.—The Celebrity Trio.
 10-0 p.m.—Weekly Newsletter, Sports Summary, and Announcements.
 10-30 p.m.—Close down.

MONDAY, JANUARY 18.

- 4-30 p.m.—Big Ben. The Leslie Bridgewater Harp Quintet.*
 5-0 p.m.—Talk: I was There, No. 2.
 5-15 p.m.—Interlude, Pianoforte.
 5-25 p.m.—"Sea Fruit".*
 5-55 p.m.—"Memories of the London Theatres".†
 6-25 p.m.—The News and Announcements.
 6-45 p.m.—An Organ Recital.
 7-15 p.m.—Close down.
 7-30 p.m.—Big Ben. "John Londoner at Home". No. 2.*
 8-0 p.m.—The BBC Scottish Orchestra.
 9-0 p.m.—"Cue for Adventure". No. 3.*
 9-30 p.m.—A Sonata Recital.
 10-0 p.m.—The News and Announcements.
 10-20 p.m.—Dance Music.†
 10-30 p.m.—Close down.

TUESDAY, JANUARY 19.

- 4-30 p.m.—Big Ben. A Cinema Organ Recital.
 4-55 p.m.—A Dramatic Reading: Drinkwater's "Abraham Lincoln".
 5-20 p.m.—The BBC Empire Orchestra.
 6-20 p.m.—Interlude.
 6-25 p.m.—The News and Announcements.
 6-45 p.m.—A Commentary on a Snooker Match: Lindrum v. Davis.*
 7-5 p.m.—Dance Music.†
 7-15 p.m.—Close down.
 7-30 p.m.—Big Ben. Talk: World Affairs.
 7-45 p.m.—A Programme of Irish Traditional Songs.†
 7-55 p.m.—Mat Muleaghey. The Old Besom Man from County Tyrone.*
 8-5 p.m.—A Programme of Irish Traditional Songs.† (Contd.).
 8-15 p.m.—Tales of the Sea, No. 2.*
 8-30 p.m.—The Torquay Municipal Orchestra.
 10-0 p.m.—The News and Announcements.
 10-20 p.m.—Dance Music.†
 10-30 p.m.—Close down.

WEDNESDAY, JANUARY 20.

- 4-30 p.m.—Big Ben. A Pianoforte Recital.
 5-0 p.m.—Talk: World Affairs.*
 5-15 p.m.—The Forum Theatre Orchestra, from the Commodore Theatre, Hammersmith.
 5-40 p.m.—"The Missing Girl".
 6-25 p.m.—The News and Announcements.
 6-45 p.m.—Variety.
 7-15 p.m.—Close down.
 7-30 p.m.—Big Ben. Act 3 of Gounod's "Faust".†
 8-20 p.m.—A Brass Band Concert.
 9-0 p.m.—Talk: I Was There, No. 2.*
 9-15 p.m.—Star Variety.†
 9-30 p.m.—"Made in Scotland".*
 10-0 p.m.—The News and Announcements.
 10-20 p.m.—Dance Music.†
 10-30 p.m.—Close down.

THURSDAY, JANUARY 21.

- 4-30 p.m.—Big Ben. The BBC Dance Orchestra.
 5-0 p.m.—"John Londoner at Home". No. 3.

- 5-30 p.m.—An Operatic Concert.*
 6-25 p.m.—The News and Announcements.
 6-45 p.m.—A Programme of Strauss Waltzes.†
 6-53 p.m.—"Food for Thought".*
 7-15 p.m.—Close down.
 7-30 p.m.—Big Ben. The BBC Theatre Organ.
 8-0 p.m.—Scottish Dance Music.*
 8-20 p.m.—Dramatic Reading: "Abraham Lincoln".
 8-45 p.m.—Royal Air Force Band, from Uxbridge.
 9-45 p.m.—A Pianoforte Recital.
 10-0 p.m.—The News and Announcements.
 10-20 p.m.—Dance Music.†
 10-30 p.m.—Close down.

FRIDAY, JANUARY 22.

- 4-30 p.m.—Big Ben. "All at Sea".*
 5-20 p.m.—An Organ Recital.
 6-0 p.m.—The BBC Dance Orchestra.
 6-25 p.m.—The News and Announcements.
 6-45 p.m.—A Midday Concert from Queen's gham.
 7-15 p.m.—Close down.
 7-30 p.m.—Big Ben. An Outside Broadcast Orchestra.
 8-15 p.m.—A Pianoforte Recital.
 8-45 p.m.—Talk.
 9-0 p.m.—The Leslie Bridgewater Harp Quintet.
 9-30 p.m.—"Butter Wouldn't Suit the Works".
 10-0 p.m.—The News and Announcements.
 10-20 p.m.—Dance Music.†
 10-30 p.m.—Close down.

SATURDAY, JANUARY 23.

- 4-30 p.m.—Big Ben. A Programme of Scottish Songs of the Hebrides.†
 4-52 p.m.—"Songs of the Hebrides".†
 5-0 p.m.—Talk.*
 5-15 p.m.—The Commodore Grand Orchestra, from the Commodore Theatre, Hammersmith.
 6-15 p.m.—A Programme for the Children: 1.
 6-45 p.m.—The News and Announcements.
 7-5 p.m.—Song Recital by Peter Dawson.†
 7-15 p.m.—Close down.
 7-30 p.m.—Big Ben. "All at Sea".*
 8-15 p.m.—The Vario Trio.
 8-45 p.m.—A Running Commentary on a Birmingham v. Charlton Athletic.
 9-45 p.m.—Variety.
 10-0 p.m.—The News and Announcements.
 10-20 p.m.—Dance Music.†
 10-30 p.m.—Close down.

SUNDAY, JANUARY 24.

- 4-30 p.m.—Big Ben. The BBC Theatre Organ.
 5-40 p.m.—A Running Commentary,* on a Birmingham v. Charlton Athletic.
 6-0 p.m.—A Brass Band Concert.
 6-25 p.m.—Weekly Newsletter, Sports Summary, and Announcements.
 6-40 p.m.—A Short Religious Service.*
 7-15 p.m.—Close down.

* Electrical Recording. † Gramophone Records.