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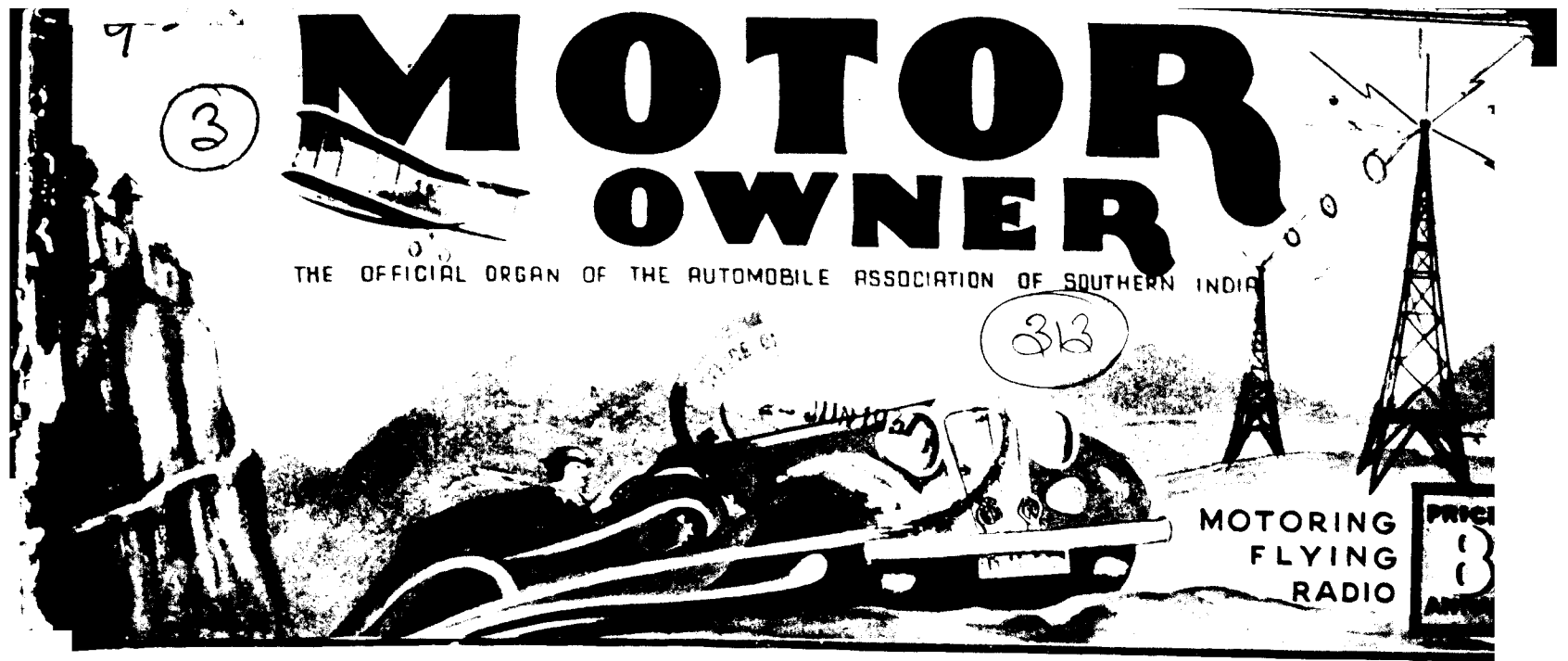
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NO. 4. to. 6

April to June. 1937.

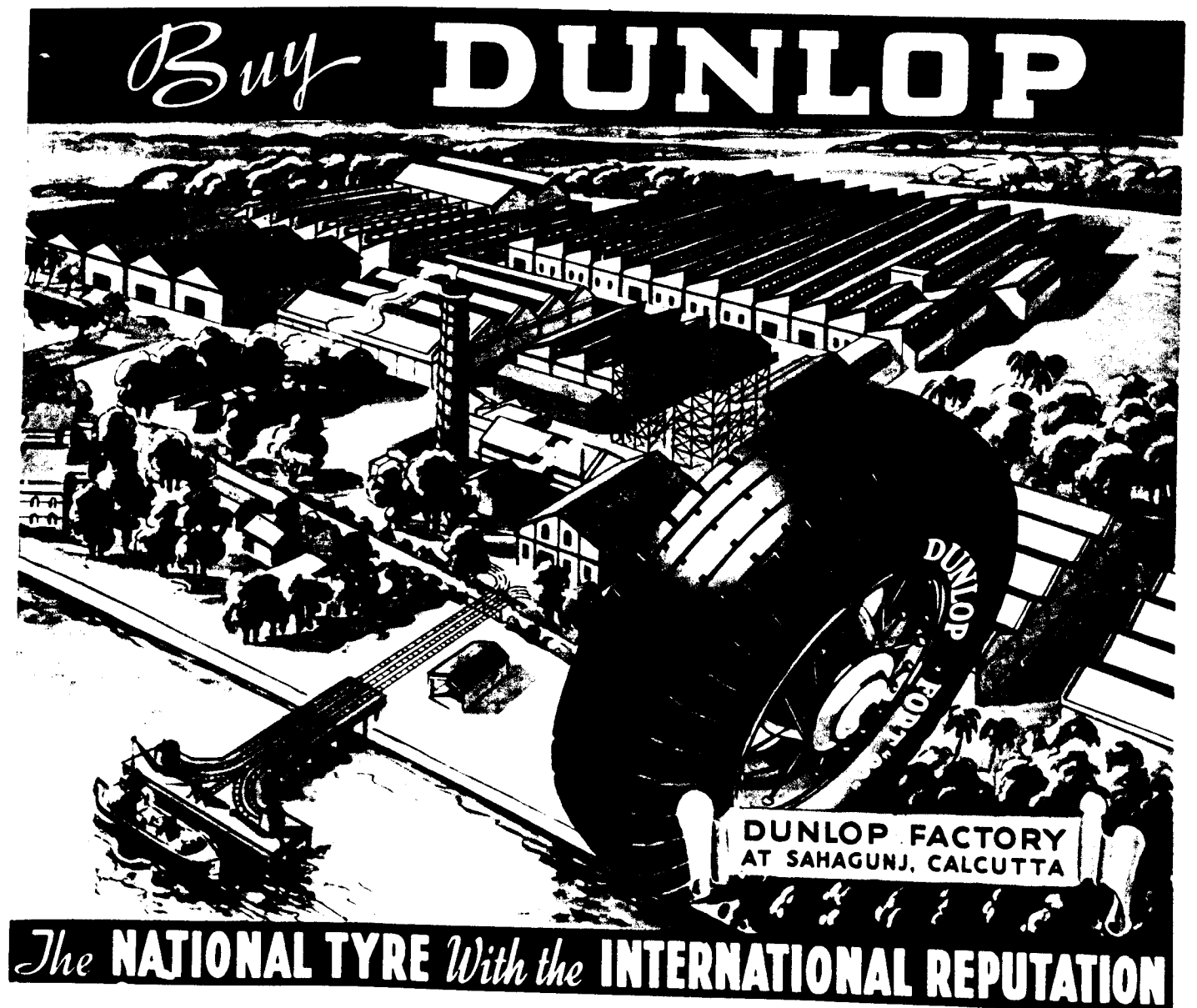
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VOL. IX

APRIL 1937

No



AUTOMOBILE ASSOCIATION OF SOUTHERN INDIA

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THE SOUTH INDIA MOTOR OWNER

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The Official Organ of the
Automobile Association of Southern India



Vol. IX, Number 4]

APRIL 1937

[Single Copy As. 8

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

Secretary

MR. G. W. OWEN has been appointed Secretary of the Automobile Association of Southern India and takes over his duties as from the 16th April 1937.

Road Information

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

Palghat-Coimbatore Road.

This road which was reported to be in a bad condition in a previous issue of this journal, has since been repaired and it is now learnt from the authorities concerned that the road is in a good state.

Level Crossings.

During the month several complaints regarding unnecessary delay at Railway level crossings were received. The authorities concerned were approached with a request that they would take steps to minimise this long-standing complaint. The Association's representations had the support of other interested bodies and it is hoped that the necessary action will be taken in due course.

Dindigul-Manaparai Road.

The Association is indebted to Sir Alexander Tottenham, C.I.E., an enthusiastic member, for pointing out the danger of unbridged "varies" on the above. The authorities concerned took a sympathetic view of the matter and it is satisfactory to be able to report that warning signs have now been erected.

Free Shooting of Tigers

We have received information that licenses for the shooting of tigers will not be necessary for a period of 3 months

expiring at the end of June 1937 in the following districts:—

Naduvanamada, Kalu, Kollibailu and Kuduvali in Mudigere Taluk, and Ranganahalli in Tarikere Taluk, Kadur District.

Warning to C. & M. Station Motorists

Motorists with C. & M. S. Licenses which expired on 31st March and who avail themselves of the authorized "days of grace" before renewing them, are advised to keep out of Mysore State which, of course, includes Bangalore City, also Cubbon Park.

It is not permitted for a motor vehicle to use any public road in Mysore State without a current and valid license, and nothing can be found in the Rules which takes cognisance of the C. and M. S. "days of grace" in Mysore State. Cars without a valid license must also pay Mysore Municipal, as well as Government Tolls.

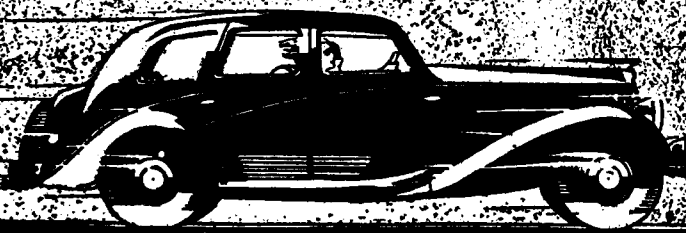
Six Hundred Thousand Handbooks—A. A. London's Members' Huge Mail

By the end of this week over 600,000 members of the Automobile Association in all parts of the World will have received the familiar green-covered A.A. Handbook for 1937-38.

The new edition has been thoroughly revised and brought up-to-date and in the interests of safety a reproduction of the Highway Code with supplementary notes has been included. The huge circulation of the Handbook increases the value of this new feature. Since the Code was distributed to every household throughout the country no attempt has been made to bring the basic principles of safe road usage before the public on such a large scale.

Other items in the new issue cover places in England, Wales and Scotland served by A.A. appointed hotels and garages which appear in the gazetteer occupying nearly 500

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DREAM SINCE WE
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Those marked with ‡ grant reduction only for casual (daily) guests.

Those marked with § grant only 3% reduction.

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KODAIKANAL	..	Carlton. Wissahickon. §
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MAHE (Tellicherry)	..	Riverside.*
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NELLORE	..	Majestic.†
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SECUNDERABAD	..	Montgomery. Percy's.
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TINNEVELLY	..	Chandra Vilas.
VIZAGAPATAM	..	Grand.*
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	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 1937 (A list of the principal events during 1937 with information for visitors).	
Touring in Great Britain and Europe 1936 A. A. publications ...	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
Map of Madras City showing principal roads and buildings produced by the Madras Calling League, Folder or flat	1 0 0

Postage extra in all cases.

pages and giving details of over 2,880 hotels and some 3,400 garages. This section is followed by a service map showing the location of A.A. telephone boxes, roads covered by the Association's patrols, towns containing establishments holding the A.A. appointment and the position of garages "open always". A brief description of A.A. services to members and a table which enables a motorist to tell at a glance the amount of tax payable for licenses taken out at various times of the year, by no means completes the information in the new Handbook.

Details are also given of ferries, steamship communications and rail rates for motor cars in Great Britain and the last few pages are devoted to calendars and tables showing lighting-up times at eleven representative points as far separated as Exeter and Inverness.

Despite this wealth of information, the Handbook is of a convenient size and slips easily into an overcoat pocket or the "cubbyhole" of a car.

Madras M. V. Tax Short-Term Licenses & Mysore M. V. Tax Short-Term Licenses

Members desirous of obtaining short term M. V. Tax licenses for their cars for Madras Presidency and Mysore State are requested to furnish the Association with full particulars

1 each by Messrs. E. S. Conner, V. Duraisamy, A. P. Adam, P. R. Sarma, P. L. Lazarus, M. K. Streman, W. H. Luker, Major A. W. Waters, M.B.E., Major D. Stuart Shepherd, D.F.C., Dr. P. V. Cherian, Dr. H. S. Thomas and Rane (Madras), Ltd.

The remaining 10 were enrolled by the staff.

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3. Unladen weight.
4. Horsepower.
5. Date on which the member proposes to enter the Presidency or State, i.e., the date from which the license is to be valid.

Route Itineraries

During the month of March 93 itineraries covering a distance of about 28,285 miles were issued.

Membership

37 new members were enrolled during the month of March 1937.

These new members were introduced by the following:—

5 by Mr. M. Kazim Khaleeli,

4 by A. F. Byramshaw, Esq.,

2 each by Messrs. A. P. Madapa, K. Govindan and A. W. Hopton,

C

Lt. N. H. L. Isacke, R.E.,
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Pasumalai, Madura District.

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District and Sessions Judge, Trichinopoly.

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Madras District Headquarter, Bangalore.

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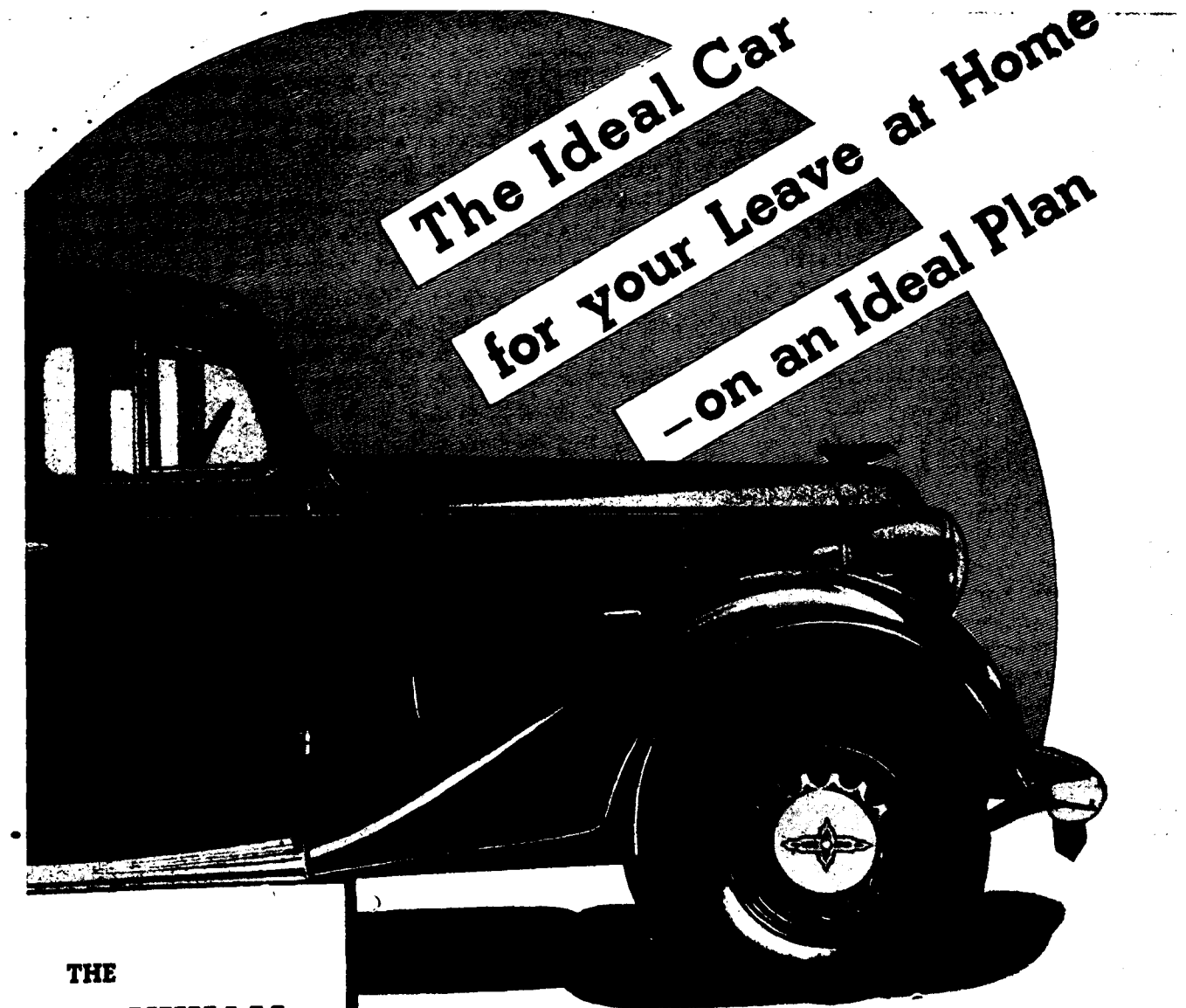
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GENERAL MOTORS  INDIA LIMITED

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

Road Development in Bihar

A COMPREHENSIVE six-year programme of road development costing nearly Rs. 45 lakhs was adopted at a meeting of the Bihar Road Board held on the 27th February on a report submitted by Mr. R. E. Russell, the Special Officer. Mr. Russell was appointed Special Officer in September last and his duties were to examine and select schemes so as to conform to the new conditions recommended by the Transport Advisory Council as regards percentages of the Road Fund to be spent on different classes of roads.

The programme is divided into two parts—the 'original programme' which is to be commenced immediately, and the 'supplementary programme' to be taken up if funds in excess of present expectations become available. Each part is sub-divided into 3 classes—(a) feeder roads, (b) competitive roads, and (c) other roads. A sum of Rs. 8 lakhs roughly is recommended for schemes in classes (b) and (c) and the whole of the remainder for feeder roads which will include the completion of through roads from Motihari to Sitamarhi via Dhaka and from Dumka to Jamtara.

Road Projects in Bengal

Among the more important road schemes in Bengal which have either been generally approved or are under consideration are the Mymensingh-Tangali Road (excluding bridging which has already been taken up under separate estimates) approximately 58 miles in length and estimated to cost Rs. 21,00,000; the North Bengal Highway (along alignment taken by the Public Works Department), length 98 miles approximately and roughly costing Rs. 59,00,000; and the Chittagong-Arracan Road (excluding bridges already included under separate estimates), length 84 miles approximately and costing Rs. 34,00,000.

Road Traffic Census in England

Considerable Increases Recorded

The fifteenth annual census of road traffic, undertaken by the Automobile Association, London, early in September, reveals the fact that there has been a sharp decrease in the volume of traffic using certain important arterial roads, in spite of the average increase per traffic point. While this dispersal or segregation of traffic might, at first sight, appear desirable, its ultimate effect was undoubtedly detrimental, and resulted in dense traffic being diverted into roads of a secondary nature, ill-equipped to carry it. The census, taken during a week of



Mr. G. D. Riedel, Regional Director of General Motors for the Mediterranean Region has arrived in Bombay on a visit of inspection to the Assembly Plant of General Motors India Limited. He is accompanied by his wife. Mr. Riedel is second figure from left. On the extreme right is Mr. E. S. Yocum, Assistant Sales Manager, General Motors India Ltd., who returned to Bombay after his vacation in the State.

seven days of eleven hours each, shows an increase of 49.2 per cent. in total traffic since 1931. Private cars make up 63 per cent. of the total traffic, compared with 61 per cent. in 1935. The total of cars, 2,830,962, shows an increase of seven per cent. Mechanically propelled commercial vehicles have also increased and constitute 18.7 per cent. of all road traffic. Motorcycles at 5.7 per cent. are approximately stationary in volume. There are clear indications of the continued tendency for cars to increase at a greater rate than other classes of traffic.

Densest Traffic.—There were some unexpected changes in volume at the densest traffic points and obvious diversions into improved or less crowded routes. There were six points where traffic volume during the 77 hours of the A.A. road census exceeded 85,000 vehicles and at all of them there was an average of more than 1,100 vehicles per hour. The maximum, traffic 1,444 vehicles per hour at Callowland, was accompanied by an increase of 80 per cent. in private cars. Here the average time-gap or "headway" between successive vehicles was only 2½ seconds, a figure which implies excessive congestion at the busiest times of the day. At South Mimms on the Coventry road where, in 1935, there was an increase of 27.2 per cent., this year there was a decrease of 18.8 per cent.

Private Car Traffic.—The yearly fluctuations in the volume of private car traffic are greater than in other classes. In the Home Countries, private cars increased by 3.5 per cent. compared with the national increase of 7 per cent. There was more traffic to East Anglia and the North. A definite diversion of Southward traffic away from the Portsmouth Road and towards Worthing is recorded. North-Western car traffic through South Mimms was 23 per cent. less, but even here cars passed at the rate of 1,773 an hour, with an average time-interval of 4¾ seconds per car. The "headway" or time-gap for total traffic was 3 seconds. The increase in private cars through Banstead (40.8 per cent.) is influenced by growing London-Brighton traffic. This route is slightly the longer but has less 30-mile an hour restriction stretches. There were sixteen points where car traffic exceeded a total of 35,000 varying in rate of flow from 500 to 1,000 cars per hour. Observers of the Automobile Association have also taken recently a night census of traffic at a number of busy points.

Madras Road Development Scheme

The maps published in connection with the valuable report by Mr. A. Vipan on Road Development in Madras Presidency and to which we have referred in the News Letters on several occasions

are now available. The set suitably bound consists of 25 maps, one for each district, showing in different colours (1) the proposed new roads, (2) improvements to existing roads, (3) proposed new bridges and causeways, (4) present bus routes, (5) important marketing centres, (6) pilgrim centres, (7) present Trunk roads, (8) present metalled motorable roads, (9) present unmetalled motorable roads, (10) present unmetalled roads unfit for motor traffic, (11) present railway routes and stations and (12) proposed interdistrict roads. The value of such a map must be apparent to anyone interested in the development of communications for one can see at a glance what the present conditions are and what is proposed in the way of development.

Other provinces may well follow the excellent example of Madras so that the public may know what is required and what Government propose to do to improve the provincial communications.

Unfortunately in so far as concerns Madras the financing of the whole scheme amounting to 3¼ crores by means of a loan has been held up owing to the forthcoming changes in constitution, but it is now understood that the new Government will give favourable consideration to the raising of a loan for the early execution of part of the scheme.

Turkish Highway Schemes

State-Owned Vehicles

The Turkish Government is anxious to improve roads in Turkey to encourage the transport of goods by motor vehicle, thus speeding up traffic and providing better communications. The new five-year plan provides in particular for an improvement of the roads leading from the ports to the interior of the country, and certain roads, similar to the special motor roads in other countries, are on the point of completion. Among them of special importance is one leading from Trebizond on the Black Sea to the Iranian border, an old caravan track now transformed into a road specially adapted for motor lorries. On this and other roads to be transformed regular motor lorry services will be run, the organisation of which has been entrusted to the Turkish State Railways. Regular services will be

inaugurated next spring on the road between Trebizond and the Iranian frontier and eventually beyond into the interior of Iran (Persia).

Road Transport in Czechoslovakia

The Czechoslovakian State Railways operate 298 passenger transport services, covering a route mileage of 5,008 miles. They have 152 lorries and 720 cars and buses. In 1935 road transport services covered 14,904,000 route miles, but estimates for 1937 prophesy a decrease in this figure, passenger services being estimated to cover 11,907,000 miles and goods transport services 1,584,000 miles.

Restricting Road Transport Argentina to have Rail-Road Act

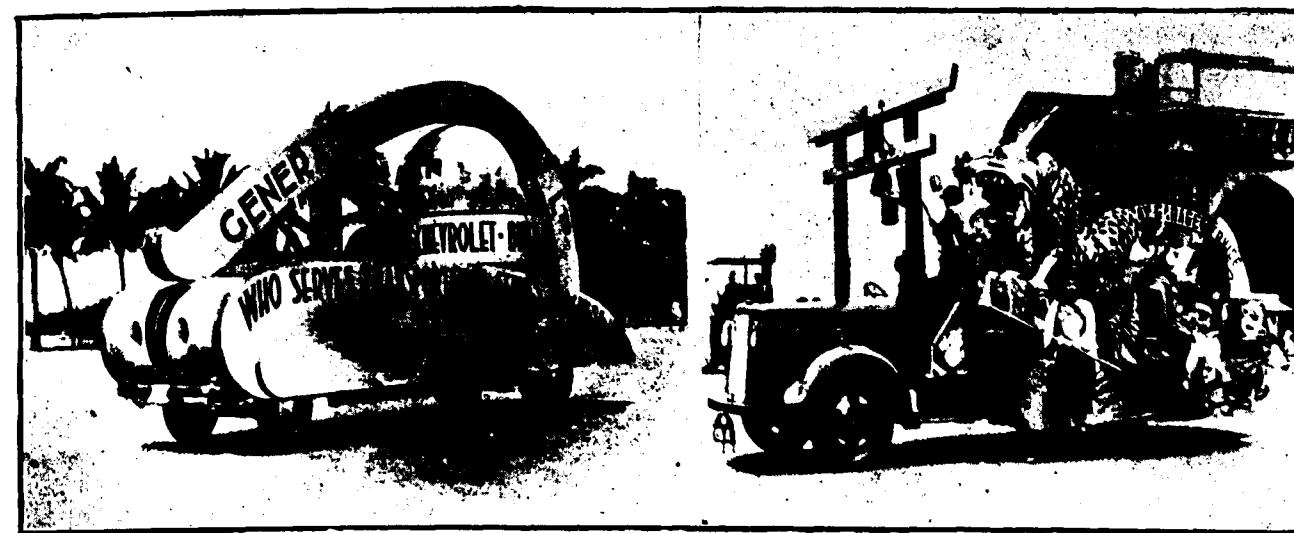
Laws to control road transport are to be introduced in the Argentine following the approval given by the Senate to the Argentine National Co-ordination of Transport Bill. The Bill was first presented to the Argentine Chamber of Deputies four and a half years ago.

Under the Bill a commission of seven members will be set up to co-ordinate transport. All road transport services carrying passengers or goods for hire will have to obtain licences from the commission. Services operating entirely within a single Province will not be affected by the national law, but local authorities will be given increased power to regulate such services. In granting licences, the commission will take into account the public necessity and desirability of transport in the district served and the services already established; the preservation of existing and future efficiency in the district and the need for avoiding wasteful duplication; and preference will be given to carriers effecting regular services under the best conditions of price and time.

A road maintenance fund will be created by new vehicle taxes.

Railways Lose Appeal Against Road Transport

An interesting case arose recently between the Railway and Road interests in England when Messrs. Bouts-Tillotson Transport Ltd., long distance hauliers, applied to the Licensing



Motor Pageant held at the Bombay Race Course on March 29th.

This truck was entered in the Motor Pageant by General Motors India Limited. The float was mounted on a 157" Chevrolet Chassis.

Mrs. A. P. Sabavala won the cup presented by the Maharaja of Kolhapur for the best decorated private vehicle. The float was mounted on a Bedford Chassis.

Authorities for the renewal of licences to use 139 motor vehicles and 56 trailers. The authorities granted the application in respect of 128 motor vehicles of an aggregate tonnage of 650 tons and of 42 trailers aggregating 138 tons.

The four railway companies appealed before the Transport Appeal Tribunal against the award of licences by the Metropolitan Licensing Authorities, which was however dismissed.

The question which the railways, in appealing, sought to test was whether or not it was in the public interest that all or substantially all road transport services on Trunk routes in England, Scotland and Wales should be eliminated, thereby giving the railways a monopoly, except in exceptional circumstances, of all traffic on those routes.

The railways endeavoured to prove that the transport facilities they offered were suitable and capable of carrying all the goods of the classes which the road transport company had been carrying, that the road facilities were therefore in excess of requirements and wasteful competition, which was not in the public interest, would be created.

The Tribunal was satisfied that the vehicles which, it was sought to have authorised, had been fully employed during the first currency period and there had been no material change in the circumstances relating to respondents' haulage business.

The evidence given by certain traders, customers of the road transport company, proved that the railway companies were not in their opinion suitable for carrying all their goods on all the occasions on which they required transport. These occasions were not isolated but of frequent occurrence.

It was impossible for the Tribunal to form an opinion from the relevant evidence as to what were the circumstances which influenced any trader (other than those who had been called) to send goods by road and it was equally impossible to say that the facilities provided by the railways were suitable for carrying goods carried by the road transport company on the occasions when they were so carried or for the persons who employed them. Industrial and commercial conditions in the country had materially changed during recent years and transport facilities, which were at one time suitable, were not necessarily suitable now.

The Chairman stated in giving judgment that for the foregoing reasons the railway companies did not prove that the transport facilities provided by them in the district or between the places intended to be served by the road transport company are suitable transport facilities and that consequently no over-riding circumstance was proved which would make it in the public interest that the application for licences should be refused. The appeal of the Railway companies was therefore dismissed and the licences granted to the road transport company confirmed.

Motor Vehicle Rules

Changes Contemplated in Delhi

Certain draft amendments which it is proposed to embody in the Delhi Motor Vehicles Rules, 1933, have been published by the Chief Commissioner, Delhi, under which Registration Certificates and Driving Licenses issued anywhere in British India after April 1, 1937, will be valid in the Delhi Province.

Preference for Pneumatic Tyred Carts—Bombay

In a recent Bombay Government Resolution, P.W.D., Government point out that the use of pneumatic rubber tyres on bullock carts will be a distinct advantage to the life of roads

and to their maintenance costs. In order to encourage the use of rubber-tyred vehicles, Government have therefore inserted the following clause in the "Notice to Contractors," P.W.D. Form 96 (e):—

"When tendered rates are the same, preference will be given at the discretion of the accepting authority to those who tender for the carting of materials by vehicles having pneumatic tyres."

Annual Meeting of the Association

The Branches of the Association have now held their annual meetings and issued the reports on their work. The Annual General Meeting of the Association is to be held in Bombay on Thursday, April 22nd.

Transport Questions in the Council of State

It is learned from press reports that non-official elected members of the Council of State numbering a dozen discussed recently the question of the formation of an opposition party in the Council.

The preliminary draft of the objects of the proposed party shows that the party's programme of work includes amongst some 16 items the following:—

- (a) The conduct of transport services in such a way as will help to develop both external and internal markets,
- (b) the rationalization of railway transport with a readjustment of personnel to reduce overhead charges and utilise Indian talent,
- (c) co-ordination between the railways and road transport.

This Association specialising in such subjects could no doubt render the group valuable assistance in their deliberations.

Motor Insurance Committee

Most Provinces in Favour

The Motor Vehicles Insurance Committee is now completing its report and it is hoped that it will be available during the next two or three weeks.

The *Statesman* understands that there is a preponderance of opinion among the provinces in favour of compulsory insurance. Supporting its introduction are Bengal, Madras, Bombay, Assam, Orissa, C. P. and Delhi while the N. W. F. P., the Punjab and the U. P. are against the scheme. Those who favour it are chiefly influenced by the large number of road accidents, while the opposition is based mainly on the difficulties of giving practical effect to the measure in the case of villagers who are mainly affected. The view is also expressed by the minority that the operation of the scheme might tend to encroach on a provincial source of taxation.

While agreeing that compulsory insurance might not reduce the number of accidents, the Committee are believed to hold the view that it would tend to act as an inducement to bus-owners to ensure careful driving. The Committee, it is understood, do not agree that the scheme would be of little use to the villagers, believing that as soon as it becomes generally known that all buses were insured, they would, in the event of an accident, automatically take advantage of their rights under the law.

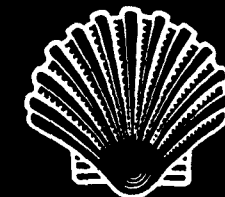
In one province in particular, the Government were opposed to compulsory insurance because of the low number of accidents there. It seems, however, to be admitted that in that

-who knows better than the maker?



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province the records are not complete but in any case motor traffic is responsible for the great majority of road accidents.

Dealing with the contention that there is no demand for compulsory insurance, the Committee are understood to point out that the villagers are not a very vocal section of the public and that their views on the matter are not as well publicized as those of the scheme's opponents.

Insurance Companies appear to be opposed to the plan under the present conditions, their reason being the inadequate control in such matters as speed limits. They are prepared to take up the matter, however, if the various Governments will introduce measures of control to prevent the more common type of accidents on country roads, caused by careless overtaking and other forms of reckless driving. So fierce is the competition amongst bus-owners that a good deal of overtaking is done at breakneck speeds and in clouds of dust. If legislation is introduced to check this sort of driving, the companies are prepared to consider compulsory insurance in a favourable light.

The motor industry on the whole appears to favour the scheme. The bulk of the opposition comes of course from the owners of public vehicles but even here it is not as strong as was at first expected. Strong owners' associations are inclined to the view that it would be a good thing for the trade as a whole.

The I.R.T.D.A. Safety First Association and other organizations which may be considered to represent the public are generally in favour.

Co-ordination of Transport in East Africa

Sir Osborne Mance at the request of the Colonial Office recently undertook an investigation into the problem of co-ordinating and regulating all forms of transport in Kenya Colony, Tanganyika Territory and the Uganda Protectorate. The inquiry was designed to secure maximum co-operation between the transport services in such a manner as to be fair to all interests concerned, to avoid inter-territorial competition, to effect all possible economies in working without impairing efficiency and to further the economic interests and progressive development of the East African Territories as a whole.

Sir Osborne has gone somewhat fully into the principles on which his recommendations are founded and the report should be a useful guide in dealing with the problem in other countries.

Starting from the standpoint that "the primary consideration is the public interest, to which the individual interests of the provider of transport and the user must be subordinated" he observes the principle that the cost of transport should be borne by the users and not by the general taxpayer. Transport undertakings however cannot fulfil their "public service" obligations unless they are afforded some protection from unregulated competition but co-ordination should be of a nature which encourages the user, in the exercise of his own free choice, to utilise the most economic service from the point of view of the community.

A large percentage of railway goods revenue arises from exports and imports and the low rates on export traffic, which alone enable the latter to compete in world market, are made good by the high rates on imports. This beneficial arrangement is now generally upset by a competitive agency which without such responsibilities is enabled to attract the import traffic by lower rates. But if this agency (road transport) were to be made to submit to the same obligations as the railway it

would have to go out of business. Hence it is generally agreed that some form of control is required but the present system in East Africa of safeguarding the higher rated rail traffic by prohibiting goods transport on certain scheduled roads is recognised as lacking in flexibility. Sir Osborne rejects the idea of a combined monopoly, first because the ancillary road user would have to come under the monopoly and secondly because of the possible loss of incentive to efficiency. He also dismisses as impracticable the levying of tolls on road traffic and is driven back to the protection of the railway monopoly as the basis of a policy for co-ordinating road and rail.

He recommends a system of licensing free from complicated formalities and ensuring free movement of road transport consistent with regulations. The great majority of motor transport is employed on feeder services to the railways. It is proposed that traffic zones, corresponding as closely as possible with the normal field of operation of feeder services to one or more railway stations, should be created with separate zones for certain outlying areas.

The report also recommends a monopoly for air services with railway representation on the Board. Its most significant feature lies in the rejection of the idea of a road-rail transport monopoly as being contrary to public interest owing to lack of efficiency. (Modern Transport).

The American Automobile Industry in 1936

In our April 1936 issue of the News Letter we gave some statistics for 1935 of the value of the Automobile industry to the United States of America. We now give below the figures for 1936:—

PRODUCTION AND VALUE.	
Car and truck factory sales, U.S. and Canada	4,565,000
Passenger cars	3,767,000
Motor trucks	798,000
Percentage increase over 1935	11%
Wholesale value of cars, U.S. and Canada	\$1,991,300,000
Wholesale value of trucks, U.S. and Canada	457,625,000
Wholesale value of cars and trucks combined	2,448,925,000
Wholesale value of parts and accessories for replacement and service equipment	\$874,687,000
Wholesale value of rubber tires for replacement	\$303,000,000
Motor vehicles, accessories, service equipment and replacements of parts and tires	\$3,626,612,000
REGISTRATION.	
Motor vehicles registered in U.S.	28,270,000
Motor cars	24,250,000
Motor trucks	4,020,000
World registration of motor vehicles	40,000,000
Per cent. of world's automobiles in U.S.	71%
TAXES.	
Total motor vehicle user taxes	\$1,400,000,000
Gasoline taxes, federal, state and municipal	880,000,000
Percentage motor user taxes to all taxes from all sources, federal, state and local	14%
AUTOMOBILE'S RELATIONS TO OTHER BUSINESS.	
Automotive industry is the largest purchaser of gasoline, rubber, steel, malleable iron, mohair, lubricating oil, plate glass, nickel and lead.	
Number of carloads of automotive freight shipped over railroads	3,525,000

THE 25-MILLIONTH

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IT has never occurred before in motor car history that 25 million cars of one make, bearing one name, have been manufactured under one management. The 25,000,000th Ford Car rolled off the Rouge Plant production line on January 18, 1937.

25 million cars since 1903... more than one-third of all the cars ever built.

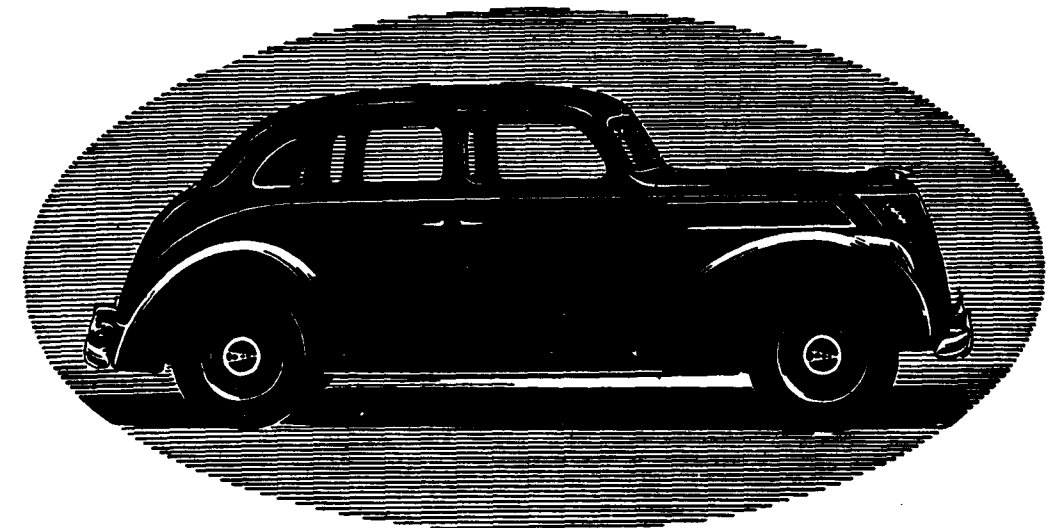
People respect Ford efficiency. They know Ford uses fine materials, the best workmanship, the most exact precision measurements. They know these things are passed along to purchasers in the form of extra value. Naturally, they like to do business with such a company. That is the only reason it has been required to produce 25 million Cars. Naturally, too, they expect more of a Ford Car, more this year than last year—more each

year than the year before. They have every right to. This experience gained in building 25,000,000 cars enables Ford to produce today a really superb motor car at a really low price—with the Beauty, Comfort, Safety and Performance of much more expensive cars.

The 1937 Ford V-8 combines advanced design, all-steel construction, extra body room, brilliant brakes and the improved V-type 8 Cylinder engine—the most modern type of power-plant on land, sea, or in the air.

The new engine provides top performance with unusually good economy for its high power.

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Steel used by automobile industry ..	22%
Lumber, hardwood, used by automobile industry ..	7%
Copper used by automobile industry ..	17%
Lead used by automobile industry ..	35%
Zinc used by automobile industry ..	15%
Tin used by automobile industry ..	13%
Aluminium used by automobile industry ..	16%
Nickel used by automobile industry ..	28%
Gasoline consumption by motor industry ..	89%
Gasoline used by motor vehicles (gallons) ..	17,900,000,000
Gasoline consumption by motor vehicles, retail value including taxes ..	\$3,300,000,000
Lubricants used by motor vehicles (gallons) ..	535,000,000
Lubricants, per cent. used by motor vehicles ..	57%
Number of tires shipped ..	53,000,000
Crude rubber used by motor industry (pounds) ..	960,000,000
Cotton fabric used in tires (pounds) ..	226,000,000

MOTOR TRUCKS AND BUSES.

Motor trucks in use ..	4,020,000
Total special motor truck taxes ..	\$354,000,000
Trucks represent 14% of all motor vehicles, and pay 25% of all motor taxes ..	
Fleets of more than 5 trucks, No. of operators ..	29,500
Number of truck drivers ..	3,000,000
Communities served exclusively by trucks ..	48,500
Motor buses owned ..	120,000
Number of buses in revenue service ..	47,500
Number of buses in local or transit service ..	20,000
Consolidated schools using motor transportation ..	23,650
Buses used by consolidated schools ..	74,000
Buses used by street railways ..	12,000
Street railways using motor buses ..	190
Companies in city service including street railways ..	800
Steam railroads using motor buses ..	65

FOREIGN SALES.

Number of American motor vehicles sold outside U.S. ..	501,000
(U.S. exports and output in Canadian plants owned by U.S. firms) ..	
Per cent. of production sold outside U.S. ..	11%
Value of motor vehicles, parts and tires exported from U.S. and Canada ..	\$265,000,000

MOTOR VEHICLE RETAIL BUSINESS.

Total car and truck dealers ..	41,200
Total repair shops ..	97,500
Total retail outlets, duplications eliminated ..	102,000
Wholesalers ..	5,900
Retail gasoline outlets ..	325,000

Some Information on Motor Transport

The Automobile is a necessity and not a Luxury.—The rapid growth of motor transport throughout the world is due to the fact that the motor vehicle provides needed transportation better and more satisfactorily than do other agencies.

Fourteen years ago when the first annual census of motor vehicles was completed, scarcely more than 2 million motor vehicles were in use in all countries other than the United

States. That number has now increased nearly sixfold—approximately 12 million motor vehicles are providing needed and essential transportation.

The Automobile is no longer a pleasure car with the radically altered recognition of its utility, it is no longer a novelty or a machine for use only by the favoured few. It is beginning to be considered in terms of the entire population, that is, for its service and usefulness to the whole country or nation. In short motor transport is to-day of major concern to Governments, to Bankers, to Agriculture, to Industry and to the people of the country.

Accepting as a reality that the motor vehicle is here to stay many new transport problems have come to the front and must be approached and solved in the interests of each country. These problems concern motor taxation, the provision of streets, highways and bridges, the creation of new and changed transport facilities and call for particular attention in India.

The perfect Automobile.—Since the first Automobile was crudely put together some 75 millions have gone into service about half of which are still in use. From the experience with these vehicles and the billions of miles of travel, the Automobile industry approaches the achievement of the perfect car.

A medium priced car to-day requires nearly 10,000 separate pieces in its various manufacture, some of them machined within limits of accuracy not surpassed in the finest of watches, subject to tremendous strains and stresses. The completed machine must be simple of operation, easy to drive that it may be used constantly, without strain and with minimum of fatigue by any driver, man or woman in any part of the world. Other such complicated machines require to be operated by experts longer trained in their care and use.

The cost of motor transport.—The field of motor transport utility has been steadily widened by the lowering of prices and costs. For every opportunity that existed for the use of a motor vehicle fifteen or twenty years ago, there are scores to-day, the great increase of potential utilization has been made possible by the decrease in the cost of the vehicle and its operation.

In eleven years the average price of an Automobile has been reduced from an average of 38 cents per pound weight to 21 cents per pound or nearly 45 per cent. or in terms of Horse Power the reduction is even more marked, the factory price per unit of horse power having been reduced from 27.50 dollars in 1925 to 7.00 dollars in 1936, a decrease of about 75 per cent.

The bare cost of tyres in utility, is only 19 per cent. of the similar cost ten years ago, the net factory price has decreased just 50 per cent. but the operating life of the tyre has been increased by 115 per cent. In other words 19 cents will buy as many miles of tyre service as did one dollar in 1926.

Unfortunately these striking economies are not universally available to every user and operator of cars, trucks and buses. In numerous places taxation increases have withheld a part of these economies from those who would benefit by lowered transportation costs in every country of the world. (The American Automobile.)

Tyre Makers and Road Surfaces

Firms making motor tyres are regarding the new non-skid surfaces in England with mixed feelings. Actual sales, as well as research data, show that rough surfaces result in faster wear of pneumatic tyres which is very nice for the Sales Department but gives obvious excuse for motorists to complain.

From the point of view of tyre wear the ideal surface is that which gives the maximum skidability in greasy weather. The difference is much greater than one would expect.

The Research Department of one of the biggest tyre manufacturers recently published some figures which showed that on extremely smooth, polished surfaces one millimetre of rubber is worn off in about 1,100 miles of running, whereas the same quantity of rubber would be worn away in about 330 miles running on waterbound macadam.

Knowing the deplorable condition of some of our motor roads in India one can well imagine the consequent wear and tear on our tyres which together with other factors represent a very considerable increase in the cost of operation of motor transport.

New Roads in Egypt

The road network which will transform the country, as a result of the new Anglo-Egyptian Treaty, is to be constructed according to a programme which divides the projects involved into three groups. The first consists of roads which must be completed before the British troops can evacuate Cairo, the second of roads to be built before Alexandria can be evacuated, and the third of roads for the construction of which no time-limit is set.

The first group comprises five major roads: that from Ismailia to Abbassiya, 35 miles, will cost £150,000. The road

from Abbassiya to Alexandria, 120 miles, will cost £970,000; the one from Abbassiya to Heliopolis, 40 miles, will cost £138,000; the one from Port Said to Suez, 105 miles, will cost £300,000; and lastly, the road from Genaifa to the Cairo-Suez road, 14 miles, will cost £33,000. Thus the total cost of road construction under group one will be 1.59 million pounds.

In the second group are the road from Amria to Mersa Matruh, 165 miles, to cost £180,000, and that from the Giza Pyramids to Amria, 117 miles, to cost £210,000. The third project is for improvements to the Cairo-Suez trunk road, at a cost of £9,000. The total expenditure in this group will thus be £398,000.

The third group includes the much longer, but less immediately essential, roads in Upper Egypt. Firstly, that from Cairo up the Nile to Kous, 410 miles, which will cost £1,455,000; secondly, from Kous to Kosseir on the Red Sea, 112 miles, to cost £120,000; and thirdly, from Kenah to Gardaka, 112 miles, to cost £180,000. "Group three" roads will thus cost in all £1,815,000.

The five-year plan of the Egyptian Ministry of Communications calculates an outlay of only £150,000 per annum on road construction. This sum will probably be raised to about £500,000 per annum over a period of eight years, now the new treaty has come into existence.

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OPENING OF THE DUNLOP INDIAN FACTORY AT SAHAGUNJ

In the presence of a distinguished audience of more than seven hundred people who had specially come up to Sahagunj from different parts of India, His Excellency Sir John Anderson, the Governor of Bengal, recently declared the Dunlop Factory open.

The spacious lawns of the factory on the banks of the Hooghly were tastefully decorated for the occasion.

Mr. Joseph Wilson, Managing Director of the Dunlop Rubber Co. (India) Ltd., and Vice-Chairman of the Board of Directors, opened the proceedings with his speech in which, after thanking His Excellency Sir John Anderson, the Governor of Bengal, for agreeing to open the Factory read out a cable from the Chairman, Sir Eric Geddes, reading as follows:—

"Please convey to His Excellency my appreciation of his associating himself with the inauguration of our manufacturing Company in India, and to our many friends in India for their support of you and your colleagues at the opening ceremony."

Proceeding further, Mr. J. Wilson said:—

"The opening of this—the first Motor Tyre Factory in India must, I think, be a momentous occasion, marking as it does, the advent of a new Indian Industry. Experience in other lands has shown that the Motor Industry plays a vital part in the Industrial and Social Development of a country, and indeed in Great Britain and the United States of America it now ranks as one of the most important in those countries.

At present, India's position in the Automobile world can be best illustrated by the following figures:—

In the United States there is a motor vehicle for every 5½ persons and in Great Britain for every 23 persons. In India the number of persons per vehicle is 2,017.

While the economic position in India cannot for many years permit an approach to the figures of these other countries, it is evident the Motor Industry has yet a great part to play in its Industrial and Agricultural Development. To this end the construction of new roads and the improvement of old ones is a prime necessity. Railways have served their purpose well, but it is now generally realised that if the wealth of the country is to increase, systems of communications must be extended and improved. Undoubtedly, the pressing need at the moment is the provision of more rural Roads and feeders to Railways, to assist in opening up the vast undeveloped areas in this land: it is to be hoped that the co-ordination of Roads and Rail Transport Services will have the effect of providing the great improvement in communications so necessary to progress in this country.

The Royal Commission on Agriculture pointed out that—

"India being essentially an Agricultural Country, bad communications not only hamper the Agriculturist in marketing his produce and purchases from elsewhere." and proceeds to say that—

"bad communications also impose a constant strain on the stamina of draught animals and seriously reduce their efficiency for the all important work of cultivation."

My Company has a keen realisation of the importance of the Bullock Cart in the internal economy of this land and has closely studied the problem of Rural Transport in its relation to the destructive effect to Road Surfaces of the indigenous type of Iron-Tyred Carts. As the result of such research work we

are now marketing Equipment for Bullock Carts, which besides providing substantial economic advantages to the user, greatly minimises the strain on draught animals and almost entirely eliminates damage to road surfaces. The extension of the use of this Equipment will, by enabling large sums of money to be saved on Road Maintenance, help to promote the development of the roads which the Country so much needs.

I would now like to give you a few details concerning the activities of our new Factory.

Our immediate programme is the manufacture of Motor, Cycle and Agricultural Tyres, and we are planning production of Mechanical and General Rubber Goods, for which a very considerable market exists in India.

Rubber and Cotton are the basic Raw Materials used in the manufacture of these products. The former we are obtaining from South Indian Plantations and Burma, whilst Indian Cotton is also being used though unfortunately, India is not yet producing the special quality of Cotton utilised in the manufacture of Motor Tyres; experiments, however, are already being carried out and the supply of suitable qualities of cotton in sufficient quantities is, I believe, only a matter of time.

Tyre production necessitates a considerable amount of trained and experienced labour and we are taking all possible steps to train Indians for the work. I desire to emphasise that our intention is to employ Indians to the fullest possible extent. Key-men have been brought out from our English Factory to act as Instructors. A large number of Indian workers have already been engaged and our short experience already shows that the Indian worker is fully capable of the high standards of craftsmanship we require.

Finally, I wish to take this opportunity of acknowledging our very real sense of the part played by our friends in the Motor Trade who by their loyalty and co-operation over a long period of years have done so much towards making this Project possible and to welcome those of them who have been able to come here to-day.

It is our earnest hope that the opening of this Factory will strengthen the bonds of friendship and mutual understanding that exist between us.

Your Excellency, in the very limited time at my disposal, I have attempted to convey some idea of our belief in the great future that lies ahead of the Motor Industry, and in the part it will play in the Industrial and Agricultural Development of this land."

He then invited His Excellency to declare the Factory open.

His Excellency Sir John Anderson, the Governor of Bengal, before declaring the factory open said:—

"MR. WILSON AND GENTLEMEN,

I have taken this opportunity, on my way to a somewhat different ceremony, of coming here to inaugurate the opening of this factory because it seems to me that the establishment of this industry, not merely in India but on this side of India, is an event of some importance to the province of Bengal. The invention of the pneumatic tyre can fairly be classed among those discoveries which have exercised a profound influence on the course of civilisation; but of more immediate significance to the province is the opening here of an enterprise which promises to supply employment not only for a good type of labour but

Automobile Association of Southern India

To members of the A.A.S.I. 10% **REBATE** on the premia of all private individual cars and motor cycles insured with any of the "TARIFF" Companies (List on application.)

Join **NOW** and secure this 10% reduction given on the insurance of your car. A 10% **REDUCTION** which will pay your subscription to the A.A.S.I. or go a long way towards it—according to the value of your car.

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

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

For Office use only

Date

Name of Member

Address

Member proposing

Ackd.

Entd.

Cheque/Cash/M.O.

Badge No. Fitting

Elected

ANNUAL SUBSCRIPTION.

Motor Car Owner	Rs.
Motor Cycle owner or non-motorist	15
There is no entrance fee and subscriptions are current for 12 months from date of signing application	5

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 "

also for a certain number of skilled technicians. I have been pleased to learn that an overwhelming preponderance of your staff of something over 600 has been employed locally and more than half of those employed are Bengalis. Moreover, I understand that there are likely to be some 20 positions of a superior type available for Indians when they have received a full training and I trust that you will find it possible to ensure that those who belong to this province, so far as they are able to qualify themselves for such appointments, will be given every opportunity to obtain them. It is welcome news that the staff of Laboratory and Process Control Technicians numbering 12 consists entirely of Bengalis holding degrees from the Calcutta University and I feel sure that given the opportunity of training there will be found no lack of men fit to be trusted with work requiring skill, diligence and intelligence.

As you have said, Mr. Wilson, this enterprise is only a beginning. It has a vast field before it and in the supply of the potential demand of India in the rural no less than in the urban areas there is scope for an industry of great magnitude. This is not the time to speculate as to the possible course of future developments but we may at least hope that your decision to select the Banks of the Hooghly as a suitable location for your enterprise may result in a very notable addition to the scope of industrial employment in this area: if this should be the case you will have rendered a valuable service to the province.

I would have liked, had time permitted, to pay a visit to your labour lines which, I understand, have been the object of careful planning in the interests of healthy and contented employees. As you understand however, my time here is necessarily brief and I must content myself with viewing the factory itself and its operations in progress.

I will proceed therefore to declare the factory open."

His Excellency Sir John Anderson and other distinguished guests then inspected the factory. Before departure the guests were entertained to lunch and tea. The Band of the Black Watch Highlanders was in attendance throughout.

Description of the Factory

Sahagunge is a small village situated on the banks of the Hooghly. Its narrow main street meanders through two rows of closely built single-roofed houses belonging to middle class Bengali families, and opens abruptly into a vast green turfed landscape. In this magnificent arcadian setting stands the Dunlop Tyre Factory in India. The very magnitude of the spreading landscape dwarfs the huge structure. As you enter the factory you leave behind the Hooghly river. Lawns green with close clipped grass and motley beds of variegated flowers line its bank. Nearby is a modern bathing pool, a small club house, and a two-storied structure, with a red brick frontage, intended for European employees—a sort of "*Urbs-in-rure*."

As one enters the factory premises, what strikes one most is the large dimensions of the huge structure. On one side like the offices, the stock rooms, the laboratory and the dispensary. On the other stand the Power House, the godowns and the main mill. The main mill alone measures 34,000 square feet. The godowns cover an area of 20,000 square feet. But the most striking feature of the whole factory is, its clean, spick and span appearance.

The main godown is filled with layers of cubes: large cubes, small cubes, cubes dark brown and pale brown, plain cubes and cubes with patterns. From the rich plantations of South India or Burma, these large quantities of rubber are despatched to be converted, by an elaborate scientific process evolved during

forty nine years of research and experiment, by the Dunlop organisation, for the manufacture of tyres for bicycles, motor cycles, motor cars, buses, lorries, bullock carts and other means of transportation.

The durable non-skid low pressure tyre, for heavy fast moving automobiles of to-day bears but a remote resemblance to the tyres that were used in the beginning of the twentieth century, or even with those which were in use before and during the war. Up to and during the war car tyres were made with canvas casings, the treads which were either light plain cross grooved, ribbed or steel studded in pattern, were solutioned to the casing, and the beaded edge type of fitting was almost universal. It was usual to provide undersizes, as well as oversizes, and thus as many as 43 sizes came into existence.

A tranverse section of the modern motor car tyre reveals three distinct parts; the patterned tread, the casing and the wired edges. Beaded edge tyres were at one time the most popular, but the wire edge is now accepted as the best, being both durable and dependable. It does one's heart good to see, intelligent-looking Indian youths making coils of high tensile steel wire and then with deft fingers cunningly rolling a thick ribbon of coils for the tyre beads in a short time.

After the Armistice the Dunlop Rubber Company were making a series of experiments to replace what was then known as the standard Pneumatic Tyre with high inflation pressure by a tyre of much larger section and considerably reduced inflation pressure, and in 1923 they placed at the disposal of the motoring public an intermediate tyre known as the Low Pressure Tyre.

This marked advance in the pneumatic tyre has been still further improved by the introduction of the extra Low Pressure Tyre.

At the same time as the improvements in Tyre dimensions and pressures constant progress was being made in the structural details and the special type of weftless fabric was being developed and thoroughly tested. This fabric now forms one of the special features of the Dunlop Tyres and is applied to all sizes.

Coming now to the process of manufacture the cubes of rubber are taken from the Godowns to the Workshop, where they are cut into smaller cubes or pieces for more easier handling.

These are then passed between huge steel rollers which mangle, tear and fold the rubber until it is a plastic mass.

In this state the rubber is cleansed from all grit, sand and splinters by being squeezed through a fine sieve and thus purified is now in a condition acceptable for the manufacture of the Dunlop products.

Then commences the art of conditioning and tempering the rubber to play its all important part in the tyre construction, and to fit it to carry its important functions many ingredients are added in varying proportions to give to the rubber those properties necessary and in accordance with the part it is to play, such as hardness or softness or elasticity, all of which is the result of years of experience and research of testing both in the elaborate laboratories and on the road and observations under all imaginable conditions.

A machine specially built for the purpose, manufactures from strands of cotton of chosen fibre, the Dunlop weftless fabric intended for the tyre casings.

This fabric is embedded in 2 layers of the highest quality Indian rubber and having been allowed to mature is passed

forward to the cutting machine to be made into plies, and from these plies the tyre casing is built.

Coils of wire are carefully attached to the sides, and here Indian workers have shown special aptitude and care and they have been taught the importance of executing this work correctly and with precision.

The various parts now assembled, the tyre in a semi-plastic condition, is taken forward to the stamping and vulcanizing. These operations being carried out practically at the same time. The tyre is placed in a strong steel jacket and inflated to several times its normal working pressure and subjected to a baking process for vulcanizing.

This being a very delicate process is controlled by instruments of the most minute precision.

The heavy or laborious tasks have been considerably lightened by the use of modern conveyors and lifters watched over by Indians, who have been trained to use them in the most efficient manner and without personal fatigue.

While the daily routine of the manufacture is in progress every part which goes to make up the tyre is exposed to a careful check and examination and a group of University-trained Indians are making constant tests by means of Laboratory apparatus to assure that every component part will be in the exact condition to support the responsibilities allotted to it in the finished product. In the meantime another group of Technical Assistants similarly trained are working in the Laboratory testing the raw materials before these latter are allowed to be passed into the Workshop.

Even these precautions do not satisfy completely the conditions which go to make the Dunlop tyre what it is and samples of the finished product are taken without choice and either fitted to machines, the object of which is to wear down the tread, or to find any possible points of weakness, whilst others are torn to pieces to test their strength, and it is only after the conditions which have been found to be necessary from experience have been fulfilled that the manufacture is allowed to pass into the Finished Goods Stores for shipment to the Dunlop customers.

THE A.A.S.I. IN THE DISTRICTS

It seems to be the considered opinion of the majority of non-members of this Association, and also of many members, that the Association exists solely for the purpose of mulcting them, in a nice way, of the sum of Rs. 15 annually and the fact that they are also expected to disgorge another Rs. 5 for a badge which, however, remains the property of the Association is merely further proof of the duplicity of those who attempt to gather them into the fold.

It may, therefore, interest some of these Doubting Thomases to know that the Association is very much alive and growing in spite of a lamentable lack of support from the motoring public of this Presidency. The following extracts from the report of an enthusiastic and energetic Honorary District Representative show that a lot of good work is being done in a quiet way to help the motorist, whether member or non-member.

"Some years ago, on taking over from my predecessor I asked, 'What do you do?' and received the answer, 'Oh! the job is just what you like to make of it', a statement

The Indian employees have only been a few months under training. The key-men have been imported from England. But even to-day the dominant impression created by the scene one witnessed in the workshop is that everyone from the operator who mixes the chemicals with plastic Indian rubber to the men who fit the mould, know their job thoroughly. The Dunlop Factory is an excellent example of discipline, organisation, and efficiency. If the greater part of the raw material used is Indian, the part that Indian skilled operatives play in the manufacture of the tyre is of no less importance. But it must be admitted that the average operative in the Factory is drawn from a superior class of artisans.

In this connection, a particularly noteworthy feature of the Factory is the clean hygienic conditions under which the operatives live and work. Special pains seem to have been taken to provide clean, healthy, spacious quarters for them. A few hundred yards removed from the factory, and on the other side of a football ground, lie the residential quarters. They are built of red brick, each quarter having two rooms, a kitchen, and a small yard of its own. The quarters open into broad, brick floored lanes, and are connected by deep, well flushed drains.

Adequate provision has been made for games and other means of recreations for the operatives. Free medical aid is made available to the operatives and their families, and a well equipped and up-to-date Dispensary under the control of a competent medical man is attached to the Factory for the purpose.

It would be no exaggeration to characterise the Dunlop Factory in Sahagunge as ideal in several respects, and more specially in regard to the care and consideration shown for the needs and comfort of the operatives. It is, in short, under conditions that readily conduce to efficiency and skill that the new Indian Dunlop tyre is manufactured at Sahagunge, and as one leaves the factory premises the dominant impression left by the whole picture is the many-sided success which have been achieved in a very short period by the pioneers of an industry which was hitherto unknown in India.

which I have since proved to be true. For a few years there seemed to be little to do; I received a caller about once a month and requests for Route itineraries came in with similar frequency. Occasionally letters passed between me and the Secretary, mine containing generally road information gathered during my own travels in the District.

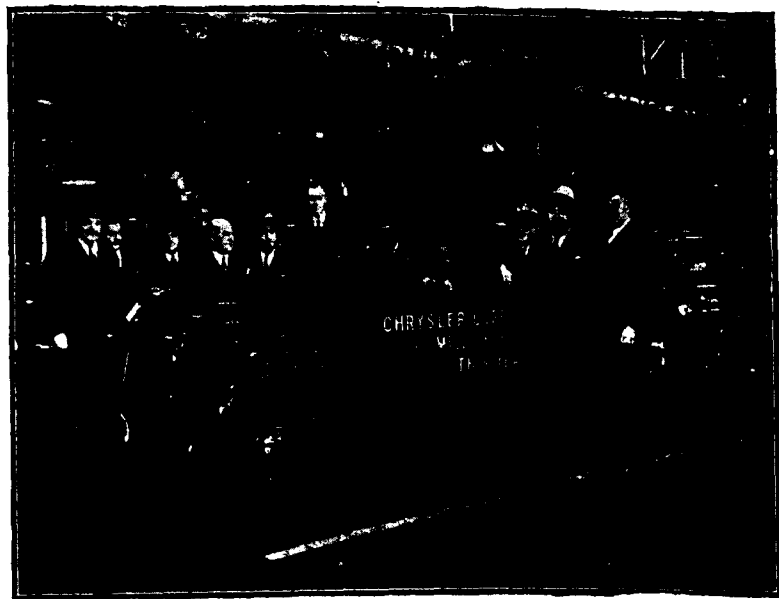
Letters then averaged about one a week or less and if I left the station for a fortnight or so I never seemed to be missed very much. I soon realized, however, that this was not good enough and that something more was required, more publicity for example. I talked to my friends, passed on my copy of the magazine to friends, clubs, libraries, and institutes and finally asked for a special A.A.S.I. signboard which was duly forthcoming.

This signboard repaid itself by attracting new members and by drawing the attention of visiting motorists from other Presidencies, many of whom have asked for and received service.

(Continued on page 147)

NEW LUXURY FEATURES IN CHRYSLER-PLYMOUTH 1937 MOTOR CARS

New Models are Longer and Wider;
Bodies "Pillowed" on Rubber;
Have Hypoid Rear Axles



MILLIONTH CAR THIS YEAR.

A REVOLUTIONARY type of safety design and new levels of luxury performance sum up the impressive list of eight major developments in the low price field introduced by Chrysler-Plymouth for 1937.

The new Chrysler-Plymouth looks bigger, with massive fenders and sweeping lines. Greater streamlining emphasizes the increase in car size, with the streamline note pointed up by a new sloping stern of Streamlined design.

Specially important this year are Chrysler-Plymouth innovations in "floating" ride, handling ease and safety. Among the major contributions for 1937 are these eight principal features:

1. A new Safety Interior, first sign of a new scientific approach to the safeguarding of motorists against modern traffic hazards.
2. Massive bodies of a size made possible only by the invention of new patented outrigger mountings that extend beyond the frame. Also new body construction; with cowl, windshield posts, new seamless steel roof and back panel all formed in a single solid unit.
3. Rubber-Poised Body, said to be as revolutionary a development as Floating Power. Outrigger cushions of live rubber support only the weight of the body without being subjected to the compression from body bolts as in all former designs.
4. Big airplane type shock absorbers, with low-pressure action. These are a new "telescopic" design adapted from the type that cushions the landing of giant transport planes.
5. New "hushed" ride, with complete insulation that blocks out hum, rumble and drumming and seals the car against heat, cold and exhaust fumes. Soundproofing as scientific as that in a radio or movie sound studio.
6. Hypoid rear axle, formerly limited to high priced cars, permits the removal of driveshaft tunnel in rear compartment. Hypoid design is now further improved through the use of "amola" steel, the special alloy for greater strength developed for use in other Chrysler-Plymouth parts.
7. Easier parking and improved steering that prevents wander or straying, and keeps the car grooved to the road.

For the first time in its history, Chrysler Corporation has produced a million cars and trucks within one year. Walter P. Chrysler personally drove the millionth car off the Plymouth assembly line, marking a total production this year more than twice that of 1929. Beside Mr. Chrysler in the foreground are K. T. Keller, president of Chrysler Corporation; F. M. Zeder, vice chairman, and B. E. Hutchinson, chairman of finance committee. Back row, left to right: P. C. Sauerbrey, Plymouth vice president; A. van DerZee, general sales manager, Dodge Bros. Corp.; Byron C. Foy, president of DeSoto; J. E. Fields, president of Chrysler Sales Corp.; W. Ledyard Mitchell, vice president Chrysler Corporation in charge of International Sales; and D. S. Eddins, Plymouth president.

Easier gear shifting, too, through the application of additional anti-friction bearings.

8. Four-way ventilation, with new clear-vision butterfly vanes in front windows. Also built-in defrosting or anti-fog vents at the base of the windshield, in front of both driver and passenger.

"Stretching" Room for Six

All sedans of the new Chrysler-Plymouth line contain more than ever before, stretching room for six passengers. The bigger bodies permitted by new outrigger mountings and wider tread have front seats widened by 3 inches, and 2½ inches more in the rear. The new seam-less steel roof provides an extra inch of head room both front and rear without increase in car height.

Overall length has been increased to 194 inches on all models. The complete Chrysler-Plymouth line for 1937 includes three "Business" and nine "Deluxe" body types, all on 112-inch wheelbase with L-head engine of 78 horsepower.

For the first time all sedans either have trunks or luggage space accessible from the back of the car. Built-in trunks, with body lines extended to encompass additional space, have much greater capacity than last year—enough room to permit two persons to kneel inside. Or luggage compartments that are in reality concealed trunks, utilize the extra space behind the back seat cushions to provide as much luggage room as former built-in trunk models.

Spare tyres now completely disappear from the back of the car, being carried inside the trunk. Coupe models carry the spare behind the passenger seat cushion, to preserve maximum space beneath the rear deck for luggage or rumble seat.

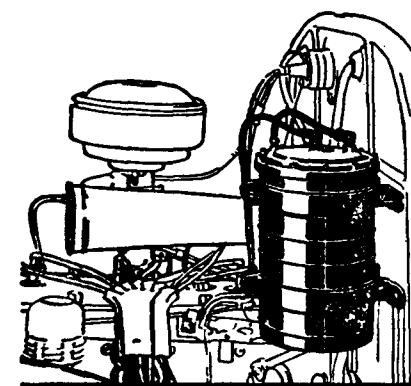
USE CRANKCASE OIL OVER AND OVER AGAIN.

Luber-finer

THE ONLY GENUINE OIL REFINER FOR YOUR MOTOR

The Luber-Finer continuously and automatically refines crankcase oil during the operation of an engine. Dirt, sludge, acid, water, etc., are removed. In its refining operation the Luber-Finer employs the same scientific principles that are used and approved of by the world's largest manufacturers and refiners of lubricating oil. The result is that refined oil, equal in every respect to the best new oil that you can purchase, is steadily and continuously fed to the engine as it runs. Luber-Finers are equally efficient for petrol driven Car and Truck engines, Diesels, Marine, Oil and Tractor engines.

Luber-Finers are reasonable in price, are quickly installed, and have no parts to get out of order. The initial cost is quickly saved, and, your engine will always operate under ideal lubrication conditions.



Contains a powerful exclusive refining agent recognised and approved by leading oil refiners.

"OIL NEVER WEARS OUT"
READ WHAT THE U. S.
BUREAU OF STANDARDS
SAYS:

"The bureau has analyzed a considerable number of samples of reclaimed crankcase oil and found many of them do show as great excellence in the commonly measured properties as do so-called new oils. It is believed that such oils may be more stable than new oil. Because the more readily oxidizable constituents presumably have been removed. . . ."

DISTRIBUTORS FOR S. INDIA:

ADDISON & CO., LTD., MADRAS.

NEW OIL EVERY MILE—REFINED AS YOU DRIVE.

Completely restyled inside and out, the new Chrysler-Plymouths appear distinctively new and different. Long, low contours sweep back from a new radiator grille of classically simple design, with vertical bars of bright chromium on each side of a centerstrip finished in the same color as the body.

The familiar Chrysler-Plymouth sailing ship slants back at a more rakish angle in a modified tear-drop outline of chrome. New large tear-drop headlamps are mounted on windstream supports attached to the sides of the radiator.

The hood has been lengthened and comes far forward, extending to the foremost edge of the radiator shell in an unbroken line. Longer, deeper hood louvres of modernistic design sweep back the length of the hood, in gleaming bars of chrome surmounted by a flare in body color.

A wider windshield slopes back at a more acute angle, cutting down wind resistance. Added sleekness is gained by the new, smooth, seamless steel top that curves gracefully back to the sloping lines of the aerodynamic rear panel.

Fenders are massive and have a higher crown, dipping lower in front and flaring wider at the sides. New steel disc wheels in body color, with larger hubcaps, complete the effect of graceful sturdiness and strength.

Numerous conveniences add comfort and luxury. Deep drip moldings extend the full length of the car over all doors and windows, to prevent water from dropping inside. New defrosting or anti-fog vents are built into the bottom of windshields in front of both driver and passenger. A headlamp beam indicator glows on the light control as a reminder when the high beam is in use. The glove compartment is larger and located more conveniently toward the center of the instrument panel. Provision is made for an extra radio loudspeaker in the back of front seats, for the convenience of rear seat passengers. Ash trays in deluxe sedans are inserted in the arm-rests. A rear compartment foot rest, redesigned this year, adds three more inches of leg room to the already lengthened interior.

Innovations in Safety

Safety is the keynote of 1937 Chrysler-Plymouth design. It begins on the outside, with all surfaces smoothly rounded, and door handles re-designed to curve inward so that they cannot catch sleeves or other parts of the clothing. Even the rear license plate moves from its familiar place above the tail light to a recessed bracket in the middle of the trunk lid, with a separate lighting fixture of its own.

But the real safety surprise is the Chrysler-Plymouth interior, which reveals an entirely new approach to the problem of safety in motor car design.

Starting at the front, the whole instrument panel is re-designed. Throttle, choke and light switch disappear on special slides in the rounded base of the new panel, and even the switch key is recessed. The flat panel is raised above knee height of front seat passengers, and the windshield crank folds into a smooth, round dome.

Underneath the panel, the dash has been recessed for greater toe clearance and safer operation of clutch and brake pedals. Windshield wiper controls are of soft rubber instead of metal. Arm rests, too, are soft sponge rubber. Inside door handles are redesigned, also curving inward with no projections. Back seat passengers are protected by a padded roll across the front seat, and a silk robe cord replaces the metal rail. The dome light is gone, and appears as a reading light over the back window, behind all passengers.

"Million Dollar" Ride

The pioneers of Floating Power and hydraulic brakes also bring out several engineering achievements for "a new kind of floating" ride. Special attention is called to a new-style rubber-poised body, regarded as the major development of recent years.

Although the bigger bodies still follow the contour of the frames they are no longer mounted directly on the frame, but are pillowed on short outrigger brackets of special design.

These new rubber mountings are not compressed by the body bolts. The mountings are so engineered that instead of squeezing down the rubber under the pressure of the body bolts—pressure which would destroy the life and resilience of the rubber—the rubber mountings support only the weight of the body and are free to work with rubber's full efficiency.

Sharing the spotlight with the body mountains are new airplane type shock absorbers, patterned after the kind used on the latest giant air-liners. These are a new "telescope" design, or direct-acting type, which operate in a cushion of oil four to five times greater than the amount used in ordinary cam-and-lever shock absorbers.

The new design gives two-way control of both up and down spring action at all four wheels, and mounting them at an angle also gives additional control of side movement for greater stability in rounding curves. With greater oil capacity and larger valves, pressure inside the shock absorbers is much lower and road shocks are smoothed out more effectively. They are designed to meet all road, load or temperature variations, and give a Plymouth ride that is uniform under all conditions.

Greater stability is also provided by a wider rear tread, which is now increased to 60 ins. Rigid front axle sway eliminator bars and a low center of gravity won for previous Chrysler-Plymouth models an enviable reputation for ability to hold the road. This feeling of stability is now more pronounced as a result of the two-inch increase in rear wheel tread, and the ride control improvements introduced with the 1937 models.

The new Chrysler-Plymouth not only holds the road better, but also responds more instantly to the wheel. Important engineering advances in the steering system provide easier parking and faster response with less effort at the wheel. The king-pin angle has been reduced from 9 to 4 degrees, and other mechanical improvements raise steering efficiency by 20 per cent. Gone is any tendency to wander or stray, and the car holds its straight-ahead course even through gravel, sand and snow.

1937 Style "Hushed" Ride

Another luxury feature for the low price field is Chrysler-Plymouth's new "hushed" ride for 1937, with complete sound-proofing that blocks out nine-tenths of all noise and seals the car against gas, heat and cold.

Long recognized as a major cause of fatigue in motoring, noise elimination was made the subject of a special study by Chrysler-Plymouth engineers. They did a detective job on noise of all sorts. They developed special instruments to take noises apart, and thus were able to analyse any particular sound as the sum of certain components—little voices blending to make one particular noise.

After the sounds were tracked to their source, five different insulating materials were developed to block them out. Wafflex takes care of sound absorption and heat insulation in the new one-piece steel roof and cowl. Cordex protects the floor, with the addition of asphalt-impregnated felt in front near the engine.

Silento prevents the side panels from acting as sounding-boards, and deck lids are lined with a sound-deadener first sprayed on in liquid form.

Have Hypoid Axle

Chrysler-Plymouth's new hypoid rear axle results in quieter operation and longer life. Previously limited to high priced cars, hypoid design uses longer and stronger gear teeth, and permits a lower propeller shaft. Thus another important result is elimination of the necessity for a tunnel through the rear compartment, permitting a low floor with chair-height seats and no tunnel. Chrysler-Plymouth brings all the advantages of hypoid to the low price field with an added improvement. This is effected through the use of "amola" steel, the special alloy for greater strength developed for other Chrysler-Plymouth parts.

New improvements in ventilation include clear-vision butterfly vanes in the front door-windows of deluxe models. When the rear section of the window is lowered, there is no metal moulding to obstruct vision. Rear quarter windows on deluxe four-door sedans also swing outward on friction pivots, with the same simplified control employed on the front window vanes.

Engine Performance

The fundamental character of the six-cylinder L-head engine of the 1936 Plymouth is retained in the new models with important improvements. New U-slot pistons give quieter operation and longer life. A new oil filter is stronger, and has more

filtering elements to clean oil better. The whole chassis is better sealed to keep oil in, and keep dirt out, with fewer places to lubricate. The engine develops 78 horse-power, with a compression ratio of 6.07 to 1 contributing to increased power and economy.

Major features of the Chrysler-Plymouth engine that proved so satisfactory to thousands of owners include Floating Power engine mountings, valve seat inserts, full-length water jackets, directional water circulation and calibrated ignition. Pistons are aluminium alloy, with four rings instead of three, and are treated with a sapphire-hard "anodic" coating that makes them practically immune to wear.

Hydraulic Brakes

The new Chrysler-Plymouth, like all previous models before it, has double-action hydraulic brakes with both shoes at each wheel operated by individual hydraulic pistons. Centrifuse brake drums, combining the strength of steel with the ideal braking qualities of cast iron, add to the safety of the braking system. The parking brake, entirely independent of the service brakes, operates on the propeller shaft with a contracting band worked by a hand-brake lever.

All Chrysler-Plymouth bodies, fenders and sheet metal parts are rust-proofed. Bodies are painted in the same high colour enamel introduced last year to prolong the life of the exterior finish.

(Continued from page 143)

In 1936 activities have increased considerably although unfortunately this has not been directly reflected by a corresponding increase in membership. Letters despatched have averaged one a day and are now averaging slightly more. Callers in search of information averaged three or four a week and are steadily increasing. Of these at least 70% belonged to the A.A.S.I. or to sister Associations in India, the United Kingdom, Ceylon, and Malaya. Information was sought on such matters as Travel itineraries, Cars, Traffic regulations and rules, Licenses and Taxes, etc., most of which I was able to furnish on the spot. I might mention that some of the non-members understood that I was the constituted authority on such matters and that they had a perfect right to such information without obligation. Many were personal friends, or persons sent by such, but all were treated with courtesy and reminded of the benefits of membership of the Association. Of the former 70% more than half belonged to sister Associations in India and were directed to me through their own Associations or through Hotels, Motor Dealers, or Service Agencies.

Other activities include the occasional publication of articles of a non-controversial character on motoring and

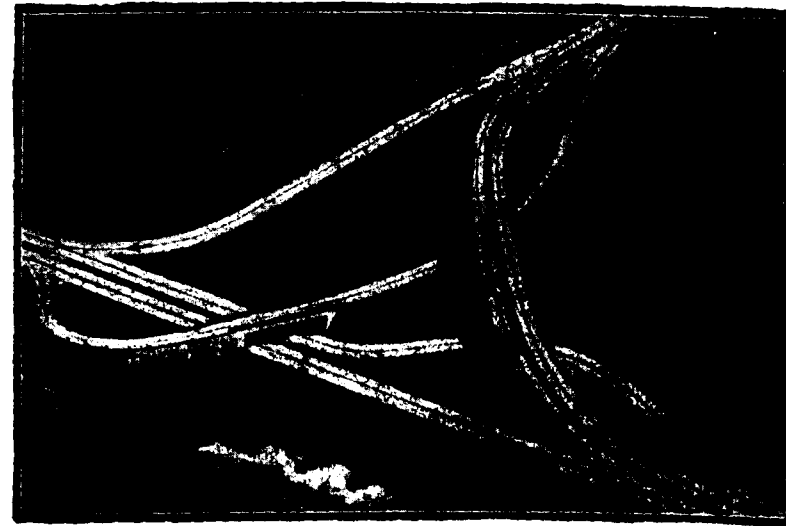
traffic matters in the local 'Daily', assistance to prospective motor owners, participation in local motoring events, and keeping the Secretary posted in all local matters affecting touring members. So largely have the duties increased that it is now necessary to arrange for someone to carry on the work if I am likely to be out of the Station for a day or two.

In conclusion, I would like to draw attention to the following points:—

1. The Association seems to be improving in every way.
2. Is it improving fast enough and is it getting sufficient publicity?
3. Are my efforts comparable with those of other Honorary District Representatives?"

The answer to 1 is that the Association is definitely improving in every way. With regard to 2, however, there is room for considerable improvement and it is in this direction that every member of the Association can, and ought, to help. If each member were to make himself an Honorary Advertising Agent the membership would swell at an ever increasing rate. 3. The Secretary will be very glad to receive reports from other Honorary District Representatives.

ON THE ROAD IN GERMANY



German Motor Roads, a Reichsanotbahnen triangle near Mannheim.

GERMANY is rapidly becoming Europe's favourite motor touring country. As a nation the Germans are motor-minded to a high degree and the foreign tourist finds that every possible provision is made for his comfort.

The usual International Touring Documents are required and the German Customs Officers are most courteous and helpful to motorists arriving from abroad. No tax or licence fee of any kind is payable by a motorist who takes his car into Germany for a period of up to three months.

Traffic regulations in Germany are very simple. The rule of the road, as in the majority of European countries is "Keep to the right, overtake on the left." All roads are clearly marked with traffic signals and the signposting system is particularly clear and thorough.

With the exception of the 25 m.p.h. limit in towns and villages there are no speed restrictions and as traffic is comparatively light, high average speeds can be maintained on the open road.

Taken as a whole there is no other country in Europe whose road system compares better with that of Great Britain. The minor roads are kept reasonably well surfaced and are not cut up unduly by heavy traffic, while the main roads are consistently good. Apart from the ordinary road system the vast new network of the Reichsanotbahnen, nearly 4,500 miles of completely new State Motor Roads, is of exceptional interest and attraction to the tourist. About 700 miles of these new motorways have already been completed and further long sections will be thrown open to traffic before the coming summer. At the time of writing the sections most easily accessible to motorists from Great Britain are those from Cologne to Düsseldorf, from Frankfurt to Bad Nauheim and from Frankfurt via Darmstadt to Heidelberg, Mannheim and Karlsruhe, also the splendidly picturesque section from Munich along the foot of the Bavarian Alps to the frontier near Salzburg.

Petrol stations with standard fuels, selling at about the same price as in Great Britain, are everywhere and

garages and workshops are very competent. They are able to undertake every type of repair and are always most considerate to foreign tourists, doing everything possible to get the job completed at once.

This consideration of the tourist's needs is one of the most pleasant aspects of travelling in Germany. Not only in the hotels, where it might be expected, but in some countries it is not always found, but throughout all classes of the population with which one comes in touch—and this includes officials—one soon finds a very real desire to help and to give as much service as possible. English is very widely understood and the language difficulty is never a very serious one.

Two of the traveller's chief problems—hotels and meals—are easily settled in Germany. The "German Hotel Guide" gives a most reliable list of hotels at all price levels both in towns and villages throughout Germany. The charge for bed and breakfast in towns usually works out at about RM 4.00 to RM 6.00 (about 4*sh.* to 6*sh.*) and in the wayside and country inns rather less. Garage is frequently provided free or costs about RM 1.00 or RM 1.50.

The midday meal in Germany is a hot luncheon, three course, usually costing about RM 1.60–RM 2.00 (1*sh.* 8*d.* to 2*sh.*), evening dinner the same—and hot dishes, *a la carte*, are gladly provided at about RM 1.50–RM 1.80 at any hour of the day and most of the night.

All travelling and incidental expenses while in Germany are met by the use of German Reichsmarks obtained by cashing Travel Mark Cheques. By this means you obtain at present about RM 25.00 for £1 (in the summer the rate is usually about RM 20 or RM 22 ± £1) and can tour Germany comfortably on as little as 10*sh.* to 15*sh.* a day including petrol. Full particulars of the system are given in a leaflet "Germany—Travel Mark Cheques and Declaration of Currency."

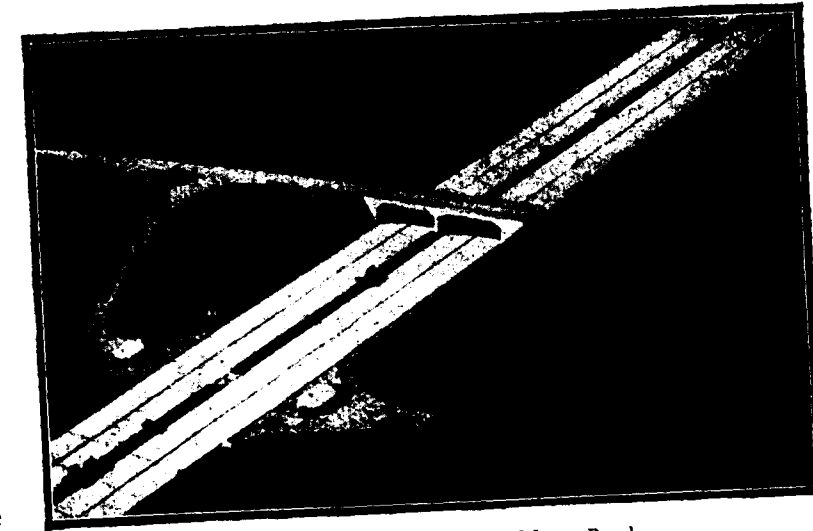
Beer and wines are cheap, good and plentiful and there are no closing hours. Tea (usually rather weak

APRIL, 1937

but very refreshing) and coffee are obtainable everywhere. A standard charge of 10% (15% in a few of the larger hotels) on the bill is made for tips, and nothing additional is expected except for exceptional services. The staff does not congregate to see the guest off the hotel premises.

Germany offers a tremendous variety of delightful tours and a number of them are described in detail, with sketch maps, in a useful folder "Speed along German Roads" published by the German Railways. A multitude of special prospectuses of every part of the country is obtainable from the same source.

We would only warn members against one thing—don't try to see the whole of Germany in one visit, it's too big! Rather confine yourself, for the first time, to the most picturesque districts, those of the south and west, covered by the itinerary Cologne—up the Rhine Valley past Coblenz and Mainz to Heidelberg, thence into the Black Forest via



Another fine view of German Motor Roads.

Baden-Baden-Freudenstadt-Titisee and eastwards to the Lake of Constance. From Lindau on the Lake of Constance an excellent road leads through the Bavarian Alps to the Royal Castles of Hohenschwangau and Neuschwanstein, thence to Linderhof, Oberammergau and Garmisch-Partenkirchen—one of the finest of the German alpine resorts. Munich is not far distant and from there one can return through the mediaeval towns of Nürnberg, Rothenburg and Dinkelsbühl to Frankfurt, the Taunus Hills, Lahn Valley and Cologne—a total distance of round about 1,300 miles from the Continental port.

This leaves Northern and Central Germany for another visit, which could include Cologne-Düsseldorf—The Weser Valley—Hannover—the Harz Mountains—Berlin—The Spreewald—Dresden—Saxony—Switzerland—Leipzig—Thuringia—Kassel—Cologne, again a round journey of about 1,200—1,300 miles from the Continental port.



Best Quality CLIX WAX POLISH

Protects the lacquer finish of your car
from sun, rain and dust and restores
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Will not remove the paint

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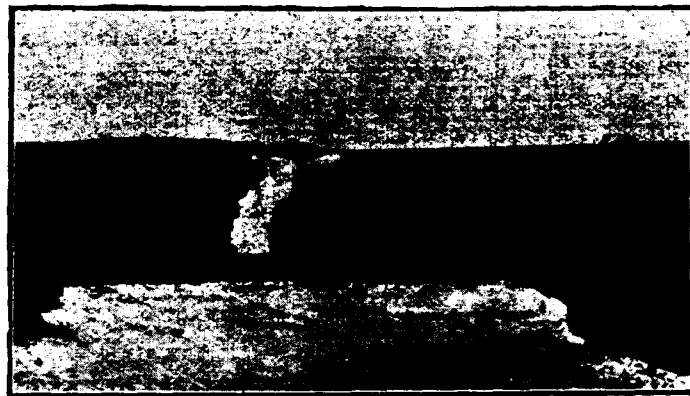
MADRAS

BANGALORE

A CAMPING HOLIDAY IN THE BRITISH ISLES

A £20 TOUR

By Patricia O'Mara



The Sussex Cliffs with Beachy Head in the distance.

PERHAPS you are going on home leave this year? And perhaps, like me, you have not a vast amount of money to spend (particularly if you intend taking the Coronation in your stride!) and want to see as much of the British Isles as possible.

I can suggest no cheaper or pleasanter way than the plan I adopted on my last home leave—but if you follow my example I wish you one sincere wish—that the English climate may be as kind to you as it was to me that summer. Without this to back you up I cannot guarantee the success of the plan.

My husband and I possessed a second-hand Wolseley drophead coupe. This we equipped with board and lodging—the former included a Primus stove and a few cooking utensils, a picnic outfit of plates and cutlery, and a few tinned provisions. A diminutive tent six feet by five by four, and a valise of bedding, (we slept on the hard hard ground then, "Li Los" would be a useful addition now!) and the minimum of camp clothing—shorts and shirts, stout shoes, bathing gear and warm pullovers, also a first aid set. A "Folboat" might also be included.

There was also Binks—wire-haired fox-terrier and aristocrat of the canine world. Thus laden, and looking rather like a couple of tramps, we set forth one June morning from the Sussex coast—no definite plans or stopping places in view—just a desire to "see the British Isles".

I do not propose to go here into enthusiastic ecstasies over the scenery we saw—the mountains, lakes, and coastal stretches—the ever-varying delight of that trip. I will leave my pictures to give but a poor impression, and simply suggest you see them yourself!

But I propose to give a rough outline of our day's programme, together with a map, an itinerary, and details of a few figures of interest.

If you decide to follow our example I do not suggest that you follow the itinerary absolutely—since an entire lack of plan was the essence of that delightful trip—it merely serves as a guide.

We did roughly about one hundred and twenty-five miles a day (taking it in turns at the wheel) but there was no fixed mileage. We stopped just as long as we wanted to in each camping ground of our choice, a night, two days, or a week, as the spirit moved us.

We never once sought shelter at night, or food in any indoor house, except when encounters with friends resulted in invitations to meals.

On the only occasion that we encountered bad weather (in the Lake District) our little tent stood the test nobly and the Primus cooked the bacon and eggs for breakfast!

The days procedure was as follows:—

We arose when we wanted to, bathed (in sea or river, if handy), dressed in the limited space of our little tent, and cooked and ate a leisurely breakfast.

Then, unless we were staying on in the same place, we struck the tent and packed up, taking the road by about 10 a.m. and motoring till lunch time. Lunch was usually a cold meal—one of the numerous delightful little snacks one can purchase at Home. Then after a rest we took the road again. Camping time varied (and usually produced heated arguments as to a suitable spot!) we might stop for tea or go on till late—but not till too late to pitch the wee tent—a simple business and one at which we became experts!

Before dark a walk and then the preparations for supper—purchased at lunch time—sausages, haddock, eggs, and all the variety of delicious supper dishes one can think of at Home. Then a trip to the nearest farm-house for milk and eggs for the morning.

We often had to pay for our camping site (but it was a modest fee) and sometimes shared it with others and we found the farmers a hospital crowd.

It is interesting to note that in Scotland (that reputedly tight-fisted country) we never once paid for a camping site and even had difficulty in making the farmers accept payment for their produce.

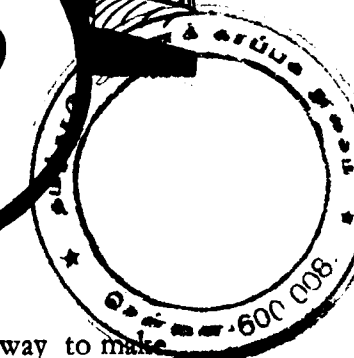


A ruined castle on the South Coast.



GENTLEMEN OF THE JURY

What's your verdict?



OIL CHEMIST: We've made a remarkable discovery and found a way to make motor oil that *keeps* its protective oiliness for *hundreds of additional miles*.

ENGINEER: Our service tests show this new TEXACO MOTOR OIL gives 500 or more extra miles of full protection to the engine.

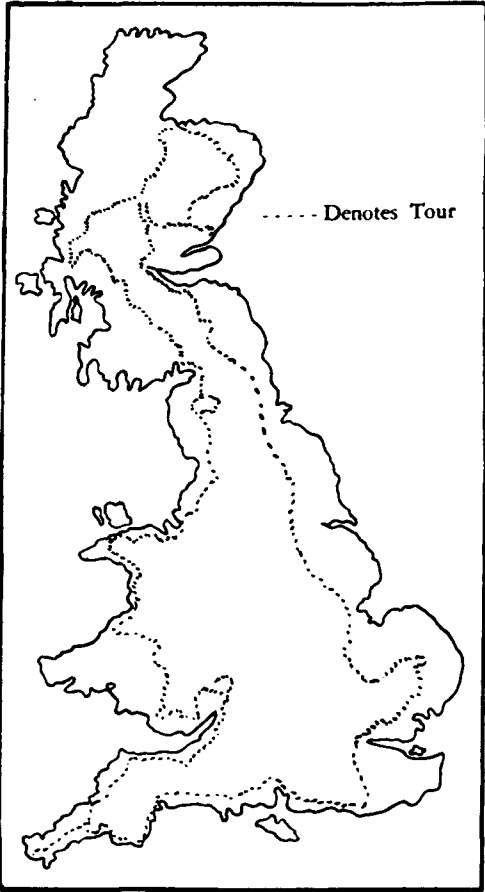
MECHANIC: I see what happens inside the engine. There's no hard flinty carbon, no gummed up piston rings, no tar and sludge and no excessive wear when you use the New TEXACO MOTOR OIL.

MOTORIST : I know this new oil makes my engine smooth and powerful at no extra cost.

Ask for the **NEW TEXACO MOTOR OIL**

— IT **KEEPS** YOUR MOTOR YOUNG

The British Isles



..... Denotes Tour

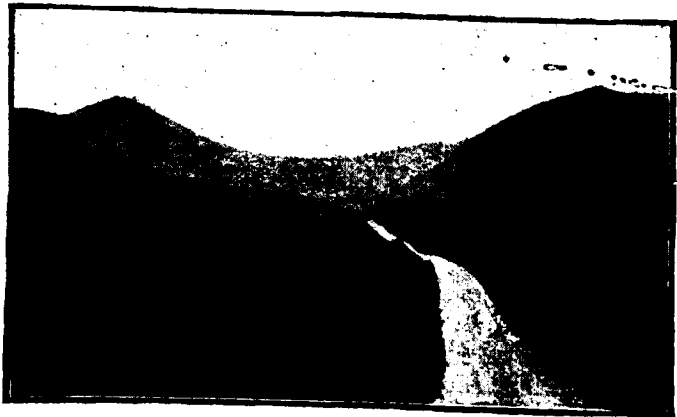
I cannot tell what part of that tour I most enjoyed—the New Forest, the rugged coast of Cornwall, the moors of Devon, the Wye Valley, the Welsh mountains, the Lake District, the beauty of Scotland, or the seaside beauties of the East and South coast of England. Each in their turn delighted us and besides these beauties of nature, we visited many historical places of interest, abbeys and caves, and the famous old city of Chester.

We augmented our larder and amused ourselves by black-berrying, mushrooming and shrimping.

We walked and swam and never saw the inside of a cinema or dance hall.



"Land's End"—a good example of the rugged Cornish Coast.



In the Welsh mountains.

Meeting en route numerous friends, we accepted their hospitality at meals (always insisting, however, on camping in their garden!) and joined them at tennis and riding, for which we were equipped, but took no "glad rags."

And so after just over a month we returned to London, the colour of mahogany, very fit and with a delightful panorama of the British Isles in our memories.

This left us time and money to plunge into the giddy round of life in Town, and "do" the theatres and shows before embarking for India.

The following details may be of interest:—

Time on tour. 31 days.
Date of tour. 15th June to 23rd July.



Midst Scottish Scenery.

Mileage. 3378.3 miles.
Petrol used. 123 gallons.
Cost of tour (inclusive of all food and fuel). £19-6-11½

ITINERARY

15th June,	Eastbourne—Rottingdeane	18.4 miles.
16th "	Rottingdeane—Ditchling—Southampton—New Forest	125.4 "
17th "	N. Forest—Southampton—Dorchester—Hooke	103.4 "
18th "	Hooke—Netherbury	7.8 "

19th June	Netherbury—Shaldon—Dartmouth—Shaldon	123.8 miles
20th "	Shaldon—Dartmouth—Bodmin—Penzance	141.8 "
21st "	Penzance—Land's End—Bodmin—Clovelly	133.7 "
22nd "	Clovelly—Taunton—Bristol—Stroud	177.3 "
23rd "	Stroud—Ross—Stroud—Symond's Yat	88.4 "
24th "	Symond's Yat—Monmouth—Wye Valley—Hereford	81.7 "
25th "	Hereford—Aberystwith—Dolgelly	128.1 "
26th "	Dolgelly—Carnarvon.	81.4 "
27th "	Carnarvon—Bettws y coed—Abergelly	104.1 "
28th "	Abergelly—Chester—Wallasey	74.0 "
29th "	Wallasey—Chester—Wallasey	64.0 "
1st July,	Wallasey—Liverpool—Lancaster—Keswick	109.0 "
2nd "	Keswick—Whitehaven—Seascale—Keswick	132.7 "
3rd "	Keswick—Ambleside—Penrith—Keswick	117.8 "
4th "	Keswick—Carlisle—Gretna Green—Loch Lomond	184.0 "
5th "	Loch Long—Tarbet—Oban—Fort William	185.0 "
6th "	Fort William—Blair Atholl—Dundee—Carnoustie	132.0 "
7th "	Carnoustie—Montrose—Carnoustie	69.0 "
8th "	Carnoustie—Dundee—Aberdeen—Huntley	167.6 "



Stepping Stones.

9th July	Huntley—Elgin—Nairn—Inverness—Kingussie	124.0 miles
10th "	Kingussie—Callender—Stirling—Linlithgow	135.4 "
11th "	Linlithgow—Edinburgh—Peebles—Selkirk—Carter's Bar	98.5 "
12th "	Carter's Bar—Newcastle—Durham—York—Doncaster	146.4 "
13th "	Doncaster—Lincoln—Huntingdon—Cambridge	135.6 "
14th "	Cambridge—Newmarket—Wymondham	59.0 "
21st "	Wymondham—Felixstowe	57.0 "
23rd "	Felixstowe—London	

CORONATION VISITS

Special arrangements have been made by Morris Motors Ltd., to conduct visitors around their Works at Cowley, Oxford, during the Coronation celebrations. A new reception centre has been built, and there is a staff of 20 trained guides to concentrate on making visitors' tours both interesting and instructive. Last year over 100,000 people visited the factory.

Oxford is little more than an hour's train journey from London, and, apart from its attraction as one of the most beautiful cities in the world, the proximity of Europe's largest car assembly plant gives it added interest.

OF INTEREST TO MOTORISTS

The Secretary of the Automobile Association of Southern India has received information that a bridge and culverts at the following points on the North Trunk Road are under construction or repair, necessitating short diversions:—

Mile 48 furlong 3	Bridge under reconstruction.
Mile 53	Culvert under construction.
Mile 55 furlong 1	Culvert under repair.
Mile 60	Culvert under construction.

The new culvert at Mile 60 will eliminate a very nasty little dip in the road which has caused many an unwary motorist a bad bump.

Particular caution is required after sunset as the red warning lights are not always visible.

PUT YOUR FOOT DOWN

FOR SAFETY

Make sure of safe motoring by making sure of your brakes. Have them tested regularly... maintained always at maximum efficiency. And when relining becomes necessary, follow the lead of the majority of British car manufacturers—specify Ferodo Linings. Then you will get the brake linings specially made to give the utmost safety and efficiency on your particular model of car.

INSIST ON GENUINE FERODO BRAKE LININGS

Sole Distributors in India: **FERODO ASBESTOS CEMENT LIMITED**
Vulcan House, Ballard Estate, Bombay (P.O. Box 775)
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MADE IN ENGLAND BY FERODO LIMITED, CHAPEL-EN-LE-FRITH.

THE NEW MOTOR ROAD UP THE NANDI HILLS, MYSORE

To the Editor of
THE SOUTH INDIA MOTOR OWNER.

Sir,

THERE is a deal of uncertainty in the minds of our Members as to whether this road is open to the public so I motored up on 4th April to get particulars which may interest your readers:—

The road is not yet open to the public and this is clearly indicated on the granite signpost which stands at the foot of the ghat road. It reads: "Motor road to Nandi Hill, No Thoroughfare."

It faces two ways, hence can be seen whether approaching from Doddballapur or Chickballapur and Devanahalli side.

Anyone motoring up does so at his own risk but quite a number do go up and there seems to be no objection raised.

How To Get There From Bangalore

Proceed along the Kurnool Road (Route No. 524) through Hebbal and Devanahalli. Turn left at about 23½ miles, and at about mile 29½ at the Motor sheds and cross roads turn left around the foot of the Nandi Hills to milestone 4 over 41 where the ghat road commences at milestone 0. From Bangalore to foot of ghat road about 33 miles and from 0 to top 4¾ miles, approx., total 37¾. Road still under construction; no parapet at any part of it, and in places surface not consolidated and on the edge of a precipice throughout my car, a member of Council and yet another; also a motor side car all got into difficulties at one steep hair-pin bend owing to wheel-spin and I have heard of many others with similar experiences, the rear wheels digging in quite deep.

My 4 passengers alighted and I dug out some 8 inches of loose sandy shingle and made tracks with pieces of flat rock and with some difficulty from wheel-spin got out of it. When this bend is finished and boulders removed the biggest car will get round all hair-pin bends without reversing.

The first 2 miles along the side of a twin-hill has an easy gradient which with a 15 h.p. car I romped up in 2nd gear, but could have done it in 3rd or twin-top; but after that one tackles the face of Nandi proper. Stiff gradients and numerous hair-pin bends towards the top for which I used 1st and 2nd gears with 5 up and baggage any medium h.p. car attempting this hill

should be tuned up otherwise don't attempt it. There was no sign of my radiator boiling. Novices and nervous drivers should not attempt it until the road is consolidated and parapets erected: the last named giving one moral if not actual support.

I have been up worse ghats than Nandi Hill but I can best sum up the situation in its present state by saying that by comparison, the Gudalur-Ooty ghat is just a pleasant "Piccadilly Circus", and I might add that from a layman's point of view, the Nandi enterprise is a grand piece of engineering.

I do not know what the average and maximum gradients are but if this catches the eye of some one who knows perhaps he will oblige with it.

Car Park on Top

There is room on top to park some 8 to 10 cars with shade for some. It is against the Sarovara (water supply) and police and a car-park attendant (the latter unofficial I expect) are on duty there. There are no Sheds on top.

Caution

In very heavy and continuous rain drive with caution from mile 23½ to 29½ miles on the Devanahalli route—Minor road. The road surface is then very treacherous in places and dangerous side-slips likely to land a car down over a bund. The alternative and all-weather route is Doddballapur an extra mile, i.e., 34. For this turn left at Tellahanka 9 miles from Bangalore, then right at 24½ and again right at 40½ up to milestone 5 over 41 at the ghat road.

Tolls

One toll-gate Re. 1 at 14½ miles from Bangalore to Devanahalli. There is none, at present, via Doddballapur.

Altitude

Nandi Hill is 4,813 feet. The Plains below about 3,107.

BANGALORE,
7th April, 1937.

A. W. WATERS, Major, (Retd.),
(Hon. District Representative,
A.A.S.I.).

CALCUTTA:
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Buildings
32, Dalhousie
Square

LAHORE:
The Mall

KARACHI:—New Forbes Buildings

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NO excessive carbon... no hard, crusted deposits... on valve stems, piston rings, cylinder heads, if you use Gargoyle Mobiloil.

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Prolongs the life of your engine

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(THE LIABILITY OF THE MEMBERS OF THE COMPANY IS LIMITED.)

MADRAS FLYING CLUB NOTES

MARCH proved a totally dry month as expected, and the withering of the greensward reached its limit. It is however some small comfort to know that any change must now be for the greener. March was also a dull month aviationally with very little instructional and solo flying. The solitary cross country flight by a member was when Mr. Duraiswami took two electrical experts in the Leopard northwards as far as Bitragunta, some 120 miles away, to study the route for an overhead high tension line, a venture which the experts found of real practical value. Other cross country flying was charter work by the Pilot Instructor in the Leopard, three flights in number; the first to Chettinad and back in the day with Mr. Alagappa Chettiar, the next to Karachi to take Lady Marion Phillips to catch an Imperial Airways connection home, two days out and two days back, and the last to Quilon, and back next day, with two representatives of the Bata Shoe Company, a total of 3,600 miles in 35 hours. Opportunity was taken, for the delectation of the passengers, to fly over the ancient ruined Hindu City of Vijayanagar near Bellary, the hill station of Mahabaleshwar for Bombay and various ancient forts and fortified cities, Portuguese and Indian, all on the way to Karachi, and over the great French fortress of Gingee and the hill station and green downs 8,000 feet above the sea of Kodaikanal, on the way to Quilon and back.

A short local flight at the aerodrome was arranged for an Indian Cinema Company one morning and scenes were shot—of the hero (in British Military uniform) running breathlessly up to the Swallow to charter it from its owner, of him scrambling in, of the take off, of the aeroplane circling about above and finally of the landing and thanks being returned to the pilot, all sound recorded.

Two new members joined during the month, Messrs. S. Parthasarathy and K. Eswara Iyer, and both started to learn to fly, and Mr. Saravanam qualified for his A licence.

There were breakfast parties on Sundays and a special one with hot cross buns on Good Friday.

CROSS COUNTRY FLIGHTS DURING THE MONTH OF MARCH 1937.

Date	Machine	Pilot	Passenger	Journey	Time
14-3-37	VT-AIL	Mr. T. M. Duraiswami	Two passengers	Madras-Nellore & back without landing	2-40
15-3-37	"	Mr. Tyndale-Biscoe	Two passengers (Charter flight)	Madras-Chettinad	2-0
15-3-37	"	"	"	Chettinad-Madras	2-0
22-3-37	"	"	(Charter flight) 1 passenger		
22-3-37	"	"	Lady Marion Phillips	Madras-Bellary	2-35
23-3-37	"	"	"	Bellary-Bombay	3-50
23-3-37	"	"	"	Bombay-Rajkot	3-20
23-3-37	"	"	"	Rajkot-Karachi	2-50
24-3-37	"	"	"	Karachi-Rajkot	2-45
24-3-37	"	"	"	Rajkot-Bombay	
25-3-37	"	"	"	Bombay-Bellary	3-30
25-3-37	"	"	"	Bellary-Madras	2-45
29-3-37	"	"	(Charter flight) 2 passengers		
30-3-37	"	"	"	Madras-Quilon	3-15
			"	Quilon-Madras	3-40

FLYING TIME FOR MARCH 1937.

Dual instruction to members under training	11-15
Advanced dual to "A" pilots	2-30
Solo flights by members under training	3-30
Solo flights by "A and A-1" pilots	10-5
Pilot with passengers (A, A-1 & B pilots)	10-45
Joy rides	2-40
Cross country trips by the Club instructor	35-35
Other flying	0-10
Test flying	0-25
Total Hours	76-55

The following members took dual instruction during the month:—

Europeans:—

Mr. P. Triou.
Mrs. Triou.

Indians:—

Mr. S. Parthasarathy.
Mr. Eswara Iyer.
Mr. V. G. Saravanam.
Mrs. Kapadia.
Lt. Sankaran Nair (Advanced dual).
Mr. W. Parthasarathy do.
Mr. T. M. Duraiswamy do.
Mr. R. Rajaram do.
Mr. R. Sitaram do.

Member qualified for "A" licence during the month:—

Mr. V. G. Saravanam.

New Members during the month:—

Mr. S. Parthasarathy.
Mr. K. Eswara Iyer.

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. Wave-lengths 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:—4.15 to 7.25 p.m. I.S.T. (10.45 a.m. to 1.55 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.).

Transmission 3:—7.45 to 10.30 p.m. I.S.T. (2.15 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.).

WEDNESDAY, APRIL 21.

4.15 p.m.—Big Ben. Talk: World Affairs.*
4.30 p.m.—The BBC Regional Orchestra.
5.30 p.m.—Big Ben. 'Yorkshire Pudding'.*
6.0 p.m.—The Birmingham Hippodrome Orchestra.
6.30 p.m.—Variety.*
7.0 p.m.—The News and Announcements.
7.25 p.m.—Close down.
7.45 p.m.—Big Ben. The BBC Empire Orchestra.
8.45 p.m.—An Irish Feature Programme.*
9.15 p.m.—Interlude.†
9.20 p.m.—The MacArthur Quintet.
9.40 p.m.—The News and Announcements.
10.0 p.m.—Dance Music.
10.30 p.m.—Close down.

THURSDAY, APRIL 22.

4.15 p.m.—Big Ben. Feature Programme: The Spy.*
5.5 p.m.—The Trocadero Cinema Orchestra.
5.30 p.m.—Big Ben. 'John Londoner at Home'—16.
6.0 p.m.—Light Programme.
6.30 p.m.—'Food for Thought'.*
6.50 p.m.—Syncopated Piano Records.
7.0 p.m.—The News and Announcements.
7.25 p.m.—Close down.
7.45 p.m.—Big Ben. The Bournemouth Municipal Orchestra.
9.15 p.m.—Talk: An Ulster Notebook.
9.30 p.m.—'Variety Stars'.†
9.40 p.m.—The News and Announcements.
10.0 p.m.—Dance Music.
10.30 p.m.—Close down.

FRIDAY, APRIL 23.

4.15 p.m.—Big Ben. The Rutland Square Orchestra.
4.30 p.m.—Feature Programme: The Last Days of Sail.*
5.0 p.m.—The B.B.C. Dance Orchestra.
5.45 p.m.—A Midday Concert from Queen's College, Birmingham.
6.30 p.m.—The News and Announcements.
6.45 p.m.—Speeches at the Shakespeare Birthday Luncheon, Stratford-on-Avon.
7.30 p.m.—Close down.
7.45 p.m.—Big Ben. The Carlton Hotel Orchestra.
8.15 p.m.—A Pianoforte Recital.
8.30 p.m.—St. George's Day Programme.
9.30 p.m.—A Military Band Concert.
9.40 p.m.—The News and Announcements.
10.0 p.m.—A Programme of Light Music.
10.30 p.m.—Close down.

SATURDAY, APRIL 24.

4.15 p.m.—Big Ben. Talk: Responsibilities of Empire—2.*
4.30 p.m.—The BBC Dance Orchestra.
4.45 p.m.—A Play: The Fifth Mask.*
5.25 p.m.—Interlude.†
5.30 p.m.—Big Ben. The Commodore Grand Orchestra.
5.50 p.m.—'Mr. Penny'—3.*

6.5 p.m.—The Commodore Grand Orchestra.
6.30 p.m.—For the Children.
7.0 p.m.—The News and Announcements.
7.25 p.m.—Close down.
7.45 p.m.—Big Ben. Songs of the Hebrides.*
8.15 p.m.—A Short Actuality Programme.*
8.30 p.m.—Variety.
8.50 p.m.—Dance Music.
9.25 p.m.—Talk: Responsibilities of Empire—2.*
9.40 p.m.—The News and Announcements.
10.0 p.m.—For the Children.
10.30 p.m.—Close down.

SUNDAY, APRIL 25.

4.15 p.m.—Big Ben. 'Gallipoli'.
5.5 p.m.—Richard Crea and his Orchestra.
5.30 p.m.—Songs of the Hebrides.*
6.0 p.m.—The New Georgian Trio.
6.30 p.m.—A Short Religious Service from the Studio.*
6.45 p.m.—A Violin Recital.
7.0 p.m.—Weekly Newsletter, Sports Summary, and Announcements.
7.25 p.m.—Close down.
7.45 p.m.—Big Ben. A Song Recital.†
8.0 p.m.—The BBC Theatre Organ.
8.30 p.m.—Talk: A Hundred Years Ago—4.*
8.45 p.m.—Pianoforte Interlude.†
8.55 p.m.—A Religious Service (Baptist) from the Studio.*
9.40 p.m.—Weekly Newsletter, Sports Summary, and Announcements.
10.0 p.m.—The Park Lane Hotel Orchestra.
10.30 p.m.—Close down.

MONDAY, APRIL 26.

4.15 p.m.—Big Ben. 'Swift Serenade'.*
4.45 p.m.—The BBC Welsh Orchestra.
5.45 p.m.—Feature Programme: The First Days of Steam.*
6.10 p.m.—Interlude.†
6.15 p.m.—Talk: Names that are History—5.
6.30 p.m.—Tunes Everybody Knows—2.†
7.0 p.m.—The News and Announcements.
7.25 p.m.—Close down.
7.45 p.m.—Big Ben. A Cinema Organ Recital.
8.15 p.m.—A Revue: 'All in Pink'.
9.0 p.m.—A Sonata Recital.
9.30 p.m.—Variety.†
9.40 p.m.—The News and Announcements.
10.0 p.m.—The Charles Ernesco Quintet, with Webster Booth (Tenor).
10.30 p.m.—Close down.

TUESDAY, APRIL 27.

4.15 p.m.—Big Ben. The Forum Theatre Orchestra.
4.30 p.m.—The Pride of the Regiment.*
5.30 p.m.—Big Ben. An Organ Recital.
6.15 p.m.—Coronation Ceremonial—2.
6.30 p.m.—A Programme of Light Music.
6.45 p.m.—'Syncopation'.
7.0 p.m.—The News and Announcements.
7.25 p.m.—Close down.
7.45 p.m.—Big Ben. Talk: World Affairs.
8.0 p.m.—The Torquay Municipal Orchestra.
9.0 p.m.—Variety.*
9.20 p.m.—Jack Wilson and his Versatile Five.
9.40 p.m.—The News and Announcements.
10.0 p.m.—John Londoner at Home—16.*
10.30 p.m.—Close down.

* Electrical Recording.

† Gramophone Records.

WEDNESDAY, APRIL 28.

4-15 p.m.—Big Ben. The New Victoria Orchestra.
 4-45 p.m.—Talk: World Affairs.*
 5-0 p.m.—Interlude.†
 5-5 p.m.—Variety.*
 5-45 p.m.—Big Ben. An Organ Recital.
 6-30 p.m.—All-Star Variety.†
 7-0 p.m.—The News and Announcements.
 7-25 p.m.—Close down.
 7-45 p.m.—Big Ben. The BBC Empire Orchestra.
 8-45 p.m.—Feature Programme: The International Six-days Motor-cycling Trial.*
 9-15 p.m.—Interlude.†
 9-20 p.m.—The MacArthur Quintet.
 9-40 p.m.—The News and Announcements.
 10-0 p.m.—Dance Music.
 10-30 p.m.—Close down.

THURSDAY, APRIL 29.

4-15 p.m.—Big Ben. Variety.*
 4-45 p.m.—The Trocadero Cinema Orchestra.
 5-0 p.m.—'John Londoner at Home'—17.
 5-30 p.m.—Big Ben. Light Programme.
 6-0 p.m.—'Food for Thought'.*
 6-20 p.m.—Variety Stars.†
 6-30 p.m.—The BBC Theatre Organ.
 7-0 p.m.—The News and Announcements.
 7-25 p.m.—Close down.
 7-45 p.m.—Big Ben. The Band of the Royal Marines, Plymouth.
 8-30 p.m.—Talk: A Countryman's Diary.
 8-45 p.m.—'Swift Serenade'.*
 9-15 p.m.—An Instrumental Recital.
 9-40 p.m.—The News and Announcements.
 10-0 p.m.—Dance Music.
 10-30 p.m.—Close down.

FRIDAY, APRIL 30.

4-15 p.m.—Big Ben. 'Inversnecky Snash': Scottish Variety.*
 4-55 p.m.—Interlude.†
 5-0 p.m.—The BBC Dance Orchestra.
 5-35 p.m.—'Village Opinion'.*
 6-0 p.m.—Big Ben. A Light Operatic Programme.*
 7-0 p.m.—The News and Announcements.
 7-25 p.m.—Close down.
 7-45 p.m.—Big Ben. The Carlton Hotel Orchestra.
 8-0 p.m.—A Scottish Concert.
 8-30 p.m.—A Programme of Nonsense.
 9-0 p.m.—A Recital by Peter Dawson (Bass-baritone).*
 9-30 p.m.—Dance Music.†
 9-40 p.m.—The News and Announcements.
 10-0 p.m.—Variety.*
 10-30 p.m.—Close down.

SATURDAY, MAY 1.

4-15 p.m.—Big Ben. A Concert of Military Band Music.†
 4-30 p.m.—Responsibilities of Empire—3.*
 4-45 p.m.—A Pianoforte Recital.
 5-15 p.m.—'Mr. Penny'—4.*
 5-30 p.m.—Big Ben. The Commodore Grand Orchestra.
 5-40 p.m.—A London Diary.*
 5-50 p.m.—The Commodore Grand Orchestra.
 6-5 p.m.—For the Children.
 6-35 p.m.—News and Announcements.
 6-55 p.m.—Close down.
 7-15 p.m.—Big Ben. The Football Association Cup Final.
 9-15 p.m.—A Programme of Light Orchestral Music.†
 9-25 p.m.—Responsibilities of Empire—3.*
 9-40 p.m.—The News and Announcements.
 10-0 p.m.—For the Children.
 10-30 p.m.—Close down.

SUNDAY, MAY 2.

4-15 p.m.—Big Ben. A Recital on Pianoforte and Flute.
 4-30 p.m.—A Commentary* on the British Hard-Courts Lawn Tennis Championship.
 5-0 p.m.—The BBC Military Band.
 6-0 p.m.—Troise and his Mandoliers.
 6-30 p.m.—Big Ben. A Short Religious Service* from the Studio.
 6-45 p.m.—A Violin Recital.

7-0 p.m.—Weekly Newsletter, Sports Summary, and Announcements.
 7-25 p.m.—Close down.
 7-45 p.m.—Big Ben. 'The Life of Elgar'.*
 8-45 p.m.—Talk: Twenty-five Years Ago.*
 9-0 p.m.—Evensong from York Minster.*
 9-40 p.m.—Weekly Newsletter, Sports Summary, and Announcements.
 10-0 p.m.—Fred Hartley and his Sextet.
 10-30 p.m.—Close down.

MONDAY, MAY 3.

4-15 p.m.—Big Ben. Haydn and his Orchestra.
 4-45 p.m.—Scenes from 'Henry V'.*
 5-15 p.m.—A Ballad Concert.
 5-45 p.m.—A Programme of Nonsense.*
 6-15 p.m.—A Violin Recital of Welsh Airs.
 6-30 p.m.—Big Ben. 'Tunes Everybody Knows'—3.†
 7-0 p.m.—The News and Announcements.
 7-25 p.m.—Close down.
 7-45 p.m.—Big Ben. A Cinema Organ Recital.
 8-0 p.m.—'Love in Greenwich Village'.
 9-0 p.m.—A Sonata Recital.
 9-30 p.m.—Melville Gideon.†
 9-40 p.m.—The News and Announcements.
 10-0 p.m.—A Programme of Music.
 10-30 p.m.—Close down.

TUESDAY, MAY 4.

4-15 p.m.—Big Ben. The Forum Theatre Orchestra.
 4-55 p.m.—A Feature Programme: Whaling.*
 5-25 p.m.—Bransby Williams.*
 5-45 p.m.—A Brass Band Concert.
 6-30 p.m.—Big Ben. Talk: Coronation Ceremonial—3.
 6-45 p.m.—Syncopation.
 7-0 p.m.—The News and Announcements.
 7-25 p.m.—Close down.
 7-45 p.m.—Big Ben. Talk: World Affairs.
 8-0 p.m.—Strauss Waltzes.†
 8-10 p.m.—Variety.*
 8-50 p.m.—The Hungaria Gypsy Orchestra.
 9-10 p.m.—'John Londoner at Home'—17.*
 9-40 p.m.—The News and Announcements.
 10-0 p.m.—A Programme of Music.
 10-30 p.m.—Close down.

WEDNESDAY, MAY 5.

4-15 p.m.—Big Ben. Revue: 'All in Pink'.*
 5-0 p.m.—Talk: World Affairs.*
 5-15 p.m.—The Birmingham Hippodrome Orchestra.
 5-45 p.m.—An Organ Recital from Birmingham Town Hall.
 6-15 p.m.—Feature Programme: 'Willow the King'.
 7-0 p.m.—The News and Announcements.
 7-25 p.m.—Close down.
 7-45 p.m.—Big Ben. The BBC Empire Orchestra.
 8-45 p.m.—Reading.
 8-55 p.m.—A Pianoforte Recital.
 9-10 p.m.—'In the Cotswolds'.*
 9-40 p.m.—The News and Announcements.
 10-0 p.m.—Dance Music.
 10-30 p.m.—Close down.

THURSDAY, MAY 6.

4-15 p.m.—Big Ben. 'In the Cotswolds'.*
 4-45 p.m.—The Trocadero Orchestra.
 5-0 p.m.—'John Londoner at Home'—8.
 5-30 p.m.—Big Ben. Beethoven Pianoforte Sonatas—3.
 6-0 p.m.—Talk: Behind the Scenes at the Coronation—1.*
 6-20 p.m.—Variety.†
 6-30 p.m.—'The Glens of Antrim'.
 7-0 p.m.—The News and Announcements.
 7-25 p.m.—Close down.
 7-45 p.m.—Big Ben. The Bournemouth Municipal Orchestra.
 9-15 p.m.—Talk: A Northern Notebook.
 9-30 p.m.—Music of the North.†
 9-40 p.m.—The News and Announcements.
 10-0 p.m.—Dance Music.
 10-10 p.m.—Bransby Williams.*
 10-30 p.m.—Close down.

* Electrical Recording

† Gramophone Records.

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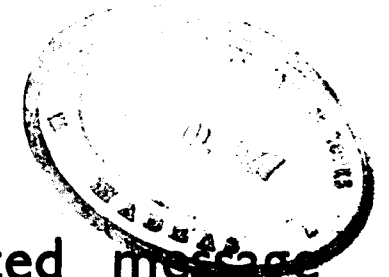
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THE SOUTH INDIA MOTOR OWNER



The Official Organ of the
Automobile Association of Southern India



Vol. IX, Number 5]

MAY 1937

[Single Copy As. 8

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

Coronation

THE following telegram has been sent by the Committee to the King-Emperor's Most Excellent Majesty at Buckingham Palace on behalf of the Members of the Automobile Association of Southern India.

"THE MEMBERS OF THE AUTOMOBILE ASSOCIATION OF SOUTHERN INDIA HUMBLY BEG TO OFFER TO YOUR IMPERIAL MAJESTY AND TO HER IMPERIAL MAJESTY THE QUEEN-EMPRESS EXPRESSIONS OF THEIR DEEPEST AFFECTION AND LOYALTY. EARNESTLY THEY PRAY THAT YOUR IMPERIAL MAJESTY MAY ENJOY HEALTH AND HAPPINESS AND LONG BE SPARED TO REIGN OVER THE UNITED KINGDOM, THE COLONIES, THE DOMINIONS AND THE INDIAN EMPIRE AND THAT PEACE AND PROSPERITY MAY FLOURISH THROUGHOUT YOUR IMPERIAL MAJESTY'S REIGN".

The illuminations and decorations in Madras generally were a wonderful sight and crowds of sightseers thronged the City from 7 in the evening until late that night—cars came in from the mofussil in thousands and progress along Mount Road was so slow that it would have been far quicker to walk. The Police are to be congratulated on the efficient manner in which they controlled the sudden influx of traffic.

The A.A. sign outside this office was suitably decorated and illuminated in red, white and blue lights, kindly lent by our Honorary Treasurer.

The Flying Club had a busy and successful day, with their three machines, giving joyrides to the holiday makers on the Gymkhana Club Island—in fact the day proved too short for them, though no doubt the pilots were glad of a rest when it was over, as they had been at it ceaselessly since early morning.

There were many social gatherings and dances on the 11th and 12th evenings and a fine firework display in the National Colours by the Madras Club at midnight, of the 12th.

Road Information

Kathipudi/Chinchinada Road (Cocanada-Kotipalle Section)

A thirty feet span road bridge over Injeram Canal near Venkatayapalam at mile 39/4-300 of Kathipudi-Chinchinada road (Cocanada-Kotipalle Section) in Godavari Eastern Delta is being reconstructed so as to provide adequate roadway to meet the demands of modern fast traffic. A diversion road and temporary bridge are being provided for the use of the general public during the period of reconstruction, which is expected to be about one year from 15-3-'37. The diversion road will be thrown open to traffic from 20-4-37, the date fixed for demolition of the existing bridge.

Motorists are warned to drive with caution on the diversion road and bridge for the entire duration of the block.

Warning signs, lights and speed limit boards will be provided at both ends of the diversion road in order to help the motorists.

Nellore/Bezwada Road

The floods in Penner River on Nellore/Bezwada road have subsided and the causeway is free for all traffic.

North Trunk Road

A bridge and culverts at the following points on the North Trunk Road are under construction or repair, necessitating short diversions:—

Mile 48 furlongs 3	— Bridge under construction.
Mile 53	— Culvert under construction.
Mile 55 furlong 1	— Culvert under repair.
Mile 60	— Culvert under construction.

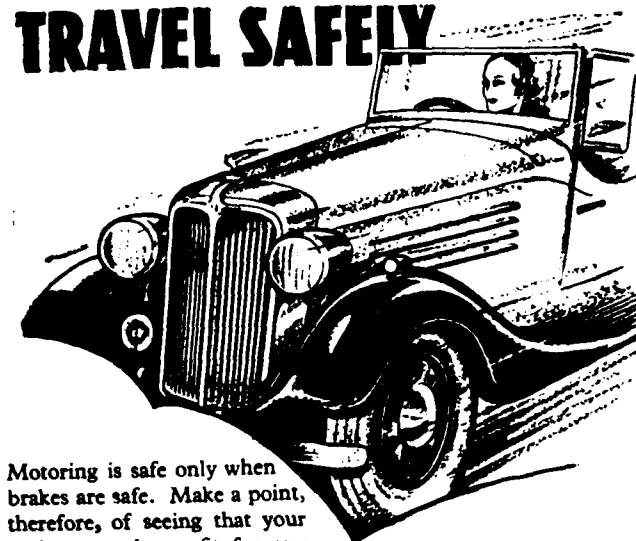
The new culvert at Mile 60 will eliminate a very nasty little dip in the road which has caused many an unwary motorist a bad bump.

Particular caution is required after sunset as the red warning lights are not always visible.

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THE NINTH ANNUAL GENERAL MEETING

OF

The Indian Roads and Transport Development Association, Limited

on 22nd April 1937

Speech of Mr. H. E. Ormerod, President

GENTLEMEN,

IT is again my privilege to address you at your Annual Meeting. Before reviewing the work of the Association I would like to say how gratified we are that Their Excellencies Sir Lancelot Graham, the Governor of Sind, and Sir Herbert Emerson, Governor of the Punjab, have honoured us by becoming Joint Patrons of the Association with His Excellency Lord Brabourne. I hope that, as an all-India body, we may be honoured in due course by the Governors of other Provinces in a similar manner.

We are all very sorry to think that Bombay Presidency will soon be losing Lord Brabourne's active sympathy and guidance in road matters consequent on His Excellency's impending departure for Bengal to assume the Governorship of that Province, but Bombay's loss will be Bengal's gain in this instance and I am sure that we can count on His Excellency giving us the same encouragement in Bengal that he has given to us in Bombay. I should like to thank His Excellency on your behalf for the deep interest he is taking in our activities and to wish him many happy years in this country.

The year under review has been one of steady, although not spectacular, progress. Our activities cover a very wide field and we continue our efforts knowing that results will follow although progress may appear to be slow.

During the year we have had to consider various important proposals which affect the development of roads and motor transport in India. The Central Government set up a Transport Advisory Council to assist them in this connection and, although we made strong representations for the inclusion of non-officials on this body, I regret to say that the Government of India have not seen their way to accede to our request.

The importance of the opinion of all authoritative bodies interested in the development of communications and transport being available on the Transport Advisory Council makes me believe the Government of India will decide at a not very distant date to reorganize the Council on a basis which will admit non-officials as members. This point of view has been represented to the Government of India by at least one Provincial Government, and it is hoped that some action will be taken in the matter before another meeting is called.

Arising out of the recommendations of the Transport Advisory Council, a revised Road Fund Resolution was submitted by the Government of India for the consideration of the Assembly, and, while most of the clauses remained the same as the Resolution which came into force in April 1934, certain additional clauses were included which constituted important changes in the administration of the Fund. Of these changes the most important was the clause giving the Government of India power to withhold the Provincial share of the Fund if, in their opinion,

any Province failed to take such steps as the Government of India might recommend for the regulation and control of motor vehicles within the Province.

The Council immediately submitted a most emphatic protest to the Government of India with a request for the deletion of this clause from the Resolution as the implications of the clause constitute a complete reversal of the administration of the Fund to that originally laid down.

The European Group and others in the Assembly opposed this particular clause. The Resolution, however, coming before the Assembly at a time when a large number of its members were absent for the Provincial elections, was passed practically in its original form.

Another matter of considerable importance is the Bill to amend the Motor Vehicles Act, 1914, in order to obtain unification of the regulations affecting motor vehicles throughout the country. Your Association welcomed the Bill as a general measure, while recommending certain modifications in its contents. The Bill which came before the Assembly at the Simla session was strongly opposed and eventually circulated for an expression of public opinion and it is understood that Government now intend to examine the reports of the Wedgwood Railway Enquiry Committee and the Motor Vehicles Insurance Committee before taking any further action. From information which has more recently come to hand it is understood that Government intend to abandon the amending Bill, and proceed instead with the revision of the 1914 Motor Vehicles Act, a procedure which is long overdue.

I would like to take this opportunity of placing on record our appreciation of the complimentary references to the Association made by Sir Frank Noyce in the Legislative Assembly during the debates on the Motor Vehicles Amending Bill. On this occasion he referred to the Association as the "premier body of its kind representing roads and transport in the country." This is particularly gratifying to us as it is an assurance that the standing of the Association as a body qualified to speak on behalf of transport interests generally is recognized by Government.

On the subject of the Road-Rail controversy your Council, in giving evidence before the Wedgwood Committee, objected to the prominence given to road competition in the terms of reference.

They pointed out that losses caused by motor competition in India were small in comparison to losses due to other causes such as the general economic condition of the country and the adjustment of railway finances.

It was also pointed out that other means of transport such as that by motor, air and sea have gained traffic by improving their services during the past 10 or 20 years, whereas railways have undoubtedly lost traffic through failing to keep pace with the trend of modern times.

In our desire to see a closer co-operation between the railways and the Association most of the Branches have extended an invitation to the Agents of the various railways to nominate a representative to sit on their respective Branch Committees when matters of interest to them are on the agenda for discussion and I am very glad to say that the railways have responded to this invitation.

This contact and co-operation with the railway authorities in the Provinces is eminently desirable. In addition, however, there is a growing and urgent need for closer co-operation between the Association, the Railway Board and other departments in the Government of India.

Closer contact with the Government of India and the Central Legislature is particularly necessary under the new Constitution when the tendency will be for the Provinces to become more independent and isolated.

On the subject of roads I would like first of all to draw your attention to the latest statement showing the position of the Road Development Fund, a copy of which is before you. I am sorry to have to say that, although this Fund has now been in existence for six years, the condition of the road system of the country still leaves much to be desired.

Provincial and Local allotments for roads have diminished from over Rs. 8 crores in 1928-29 to less than 5 crores in 1934-35 which, I imagine, is one of the main reasons for the deterioration of roads. In some cases amounts which became available from the Road Fund were borrowed temporarily for road maintenance and only a few Provinces had any definite road improvement programme.

Looking to the future, we see that almost every Province is considering or has decided to embark upon a well-planned road development programme which includes the construction of feeder roads from the Road Development Fund.

The Punjab has the longest mileage of dustless roads, but the first place in the development works in progress, however, must be given to the United Provinces, where a programme was commenced last year estimated to cost Rs. 97 lakhs over a period of six years. This includes the construction of 135 miles of new road at a cost of Rs. 18 lakhs, the improvement of 993 miles of metalled roads at a cost of Rs. 77½ lakhs and construction and repairs to bridges estimated to cost a little more than Rs. 2 lakhs. The funds are provided by the Province's share in the Road Development Fund supplemented by a special loan of Rs. 50 lakhs which will be repaid from future allotments from the Fund in the next 20 years.

The Central Provinces have prepared a programme covering an estimated expenditure of Rs. 14 lakhs from their ordinary share of the Road Fund and a capital programme of Rs. 27 lakhs which includes Rs. 10 lakhs for minor bridges. The capital programme was started in 1935 and roughly Rs. 4½ lakhs were spent up to 31st March 1936. Rs. 7½ lakhs were to be spent in 1936-37.

In Bengal 225 miles of road, including District Board roads, have been constructed or reconstructed from the Road Fund. A special officer is engaged in drawing up a programme of work to link up outlying districts and generally develop the road system of the Presidency, and it was announced some time ago that the scheme, when ready, would be financed partly by means of a loan.

Here it is also interesting to record that approximately 191 miles of the Calcutta-Benares Grand Trunk Road have now been treated with a dustless surface.

Madras recently decided to inaugurate a seven-year programme costing Rs. 318 lakhs but their application for a loan was turned down by the Government of India in view of the constitutional changes. A revised programme has therefore been drawn up for Rs. 118.6 lakhs spread over 7 years, of which Rs. 105 lakhs will be covered by allotments from the Road Fund and Rs. 13.6 lakhs borrowed on the security of provincial revenues, to be repaid by the levy of tolls on the new bridges to be constructed.

Sind has a five-year programme costing approximately Rs. 35 lakhs, embracing treatment of a total length of 862 miles of road, of which about 20 per cent. will be metalled and the remainder improved as earth roads. To meet this expenditure the Province is expecting a contribution of roughly Rs. 10 lakhs from the Reserve in the Road Fund, apart from the normal share due to the Province, and in addition District Boards will bear one-seventh of the cost of the work within their districts.

Burma last year adopted a five-year programme costing Rs. 60 lakhs out of which Rs. 39 lakhs will be spent on premix coating to various important roads.

The Punjab has recently drawn up a programme embracing new metalling of 646 miles of road and improvements to 632 miles of metalled and 5,225 miles of unmetalled roads, also the building of seven bridges, at a total cost of Rs. 131.6 lakhs. Opposition to some of the proposed schemes has been raised by the railways but works costing some Rs. 63 lakhs have been approved and others amounting to Rs. 26 lakhs agreed to conditionally. It was originally intended that the programme should be spread over 12 years. It is possible, however, that it will be completed in a shorter period of time, the work to commence in 1938. During the last ten years the Punjab P.W.D. have metalled over 1,130 miles of Provincial roads and surfaced or made dustless over 2,410 miles.

Bihar has drawn up a six-year programme costing nearly Rs. 45 lakhs, the bulk of which will be spent on the construction and improvement of feeder roads, and in Assam a programme financed by a special grant of Rs. 25 lakhs from the Road Fund Reserve is nearing completion.

I am sorry to say that the Province which comes last in planned development is Bombay where progress made in spending the money received from the Road Development Fund has been exceedingly slow. A substantial programme has now been prepared and approved by the Government of India which includes the appointment of a special officer one of whose duties will be to frame a complete programme for future years.

The third meeting of the Indian Roads Congress took place this year at Lucknow, and not at Calcutta, as was originally intended. This change was found necessary as the valuable experiments which are to be carried out at the Alipore Test House in connection with road materials were insufficiently advanced to be of interest to the members of the Congress. The Congress will meet next year at Hyderabad at the invitation of H. E. H. The Nizam's Government.

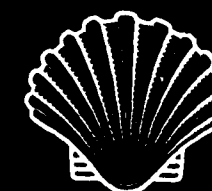
Our efforts to encourage the use of pneumatic-tyred bullock carts with a view to the saving of public money by a reduction in wear and tear of road surfaces have continued throughout the year. Representations have been made for concessions to be granted in the taxation of this type of cart and permission from the authorities to increase the permissible loads which make this modern type of cart much more economical.

The increasing number of these pneumatic-tyred carts to be seen in use on the roads is sufficient evidence of the progress of our activities in this direction.

— what suits the air lines ...

... suits me !

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(INCORPORATED IN ENGLAND)
AGENTS: CALCUTTA. BOMBAY. MADRAS. KARACHI. NEW DELHI.

There is, however, still very much which your Association can do to convince the various local bodies of the many advantages of this type of bullock-cart equipment and it is our intention to continue to place these facts before them.

During the year two new independent Provinces, *i.e.*, Orissa and Sind, have come into existence and your Association, I am glad to report, has been granted representation on their newly formed Boards of Communications. The Government of Bihar at present allow our representative to watch the proceedings of their Board and we hope that full representation will be granted in the near future.

With a view to preventing the rapid deterioration of the roads the Government of India sought the opinion of your Association regarding the desirability of limiting the maximum gross laden weight of motor vehicles operating outside Municipal areas to 4½ tons. Your Council have replied that they do not favour the proposed limitation for the reason that in their opinion the damage done to the roads is not due to the weight of vehicles alone, but is caused by other factors such as speed, tyre equipment, also the volume and type of bullock-cart traffic using roads, all of which are in urgent need of control if undue deterioration of the roads is to be prevented.

Your General Secretary has been working during the year on the collection of data regarding road mileages under different classifications in every Municipality and Local Board throughout the country, and when I tell you there are more than two thousand different bodies with whom it has often been necessary to communicate many times before the information is made available, you will appreciate the vast amount of work entailed.

This information will be published in book form as soon as it is ready, together with other data on taxation, and it is hoped it will be of considerable value to those who are interested in communications and transport.

The circulation of the *Monthly News Letter* has been greatly increased and many people have expressed appreciation of its value. A number of pamphlets on current subjects such as the road and rail question, taxation on motor transport, etc., have been issued and circulated throughout the country with a view to the education of public opinion on these subjects, and I would like to thank the *Times of India*, the *Statesman*, the *Civil and Military Gazette*, the *Madras Mail*, the *Indian and Eastern Engineer*, and many other papers and journals for the publicity they have willingly given to us from time to time in the interests of the country's communications.

Many important representations were made by the Association during the year to Provincial Governments, Local Boards, and Municipalities throughout the country covering the following subjects:—

- (1) The need for immediate action to curtail ribbon development resulting on the increase in building which is now taking place in many centres.
- (2) The need for by-pass roads to enable through traffic to avoid narrow and congested villages.
- (3) The provision of dustless surfaces through villages and towns.

The Committee appointed by the Government of India to report on the desirability of making compulsory insurance of motor vehicles against third party risks has completed its inquiries, and we have read their report with considerable interest. Mr. Nurmohamed Chinoy, a member of your Council, has, I understand, rendered sterling services on this Committee, and your General Secretary gave evidence before it favouring compulsory insurance.

I would like to congratulate our Branches on the excellent progress they have made during the year, and to draw your attention to the very interesting and instructive reports which they have issued. A comparison of these reports with those issued in previous years will give you a better indication of what they are doing and the progress made, than anything I can say, and they are well worth a careful study.

Burma from the 1st of April has been separated from India. The Branch in Rangoon, however, in view of the valuable assistance and advice it receives from the Association, has decided, I am glad to inform you, to continue for the present as a direct Branch of the Association.

Once again it is my privilege to express, on your behalf, our thanks to your Vice-President, the Hon'ble Mr. R. H. Parker, also Sir Leslie Hudson, Mr. F. E. James, Mr. G. Morgan and other members of the Association for their willing assistance and co-operation in dealing with matters of interest to the Association in the Council of State and the Legislative Assembly. Our thanks are due also to Mr. Cooke who was Vice-President in the early part of the year before he went on leave. I am glad to be able to say that he has rejoined the Council since his return to India and we shall once again have the benefit of his valuable advice and opinion.

In conclusion I wish to express my sincerest thanks to my colleagues on the Council for the assistance they have given me during the year, also to all Chairmen and Members of Branch Committees whose work I have referred to above. Our thanks are due also to our General Secretary and his staff for the ready and willing way in which they have always carried out their duties.

I now beg to propose that the audited statement of accounts for the year 1936, which has been circulated, be approved and confirmed.

Speech of the Hon'ble Mr. R. H. Parker, Vice-President.

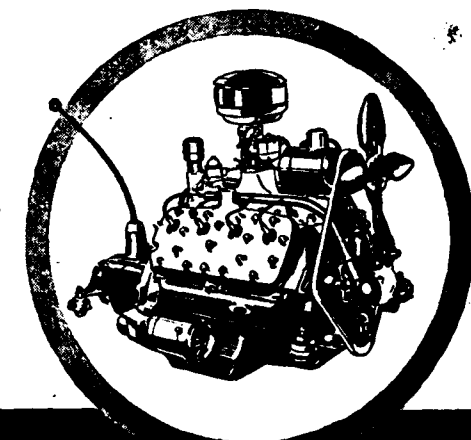
MR. PRESIDENT AND GENTLEMEN,

There is very little that I can usefully add to what you, Sir, have said to-day. I would, however, like to welcome the announcement recently made that we may look forward to Railways and Roads being dealt with in the comparatively near future by the same member of the Governor-General's Executive Council. The Indian Roads and Transport Development Association have always asked for this and I am sure that we shall all be bitterly disappointed if the arrangement does not result in notable improvements in transport facilities.

Any Executive Councillor or Minister who has to deal with both railways and roads must necessarily take a broader view of the subject than one dealing with only railways or roads. He must necessarily come in contact with both the Railway and the Roads Staff who are under him and examine very carefully the problems placed before him by them. A great deal will undoubtedly depend upon the Central Legislature taking a lively and active interest in rail/road affairs, and I think we can reasonably assume that the Central Legislature in the future will do so and that an Executive Councillor or Minister who is in charge of both will be bound to meet the criticisms of members who will want to obtain the best out of all available forms of transport for the national good.

Roads and Motor Transport are very much more developed in some other countries than they are in India where the motor

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transport problem, and in particular competition by motor transport, is in its comparative infancy and there seems to me to be a chance, which has not been taken in some other countries, which can be taken here, to let motor transport and roads grow up in a planned way side by side with the railways. The definition of parallel lines has changed since I was a child, but it is still possible for lines that are not parallel to meet.

Statement showing the position of the Road Fund as at the end of 1936-37.

	Lakhs. Rs.		Lakhs. Rs.
Gross Receipts to end of 1935-36	813.18	Amount distributed to end of 1936-37:	
Gross Receipts for first half of 1936-37 (i.e., from 1st April 1936 to 30th September 1936)	71.95	Provinces	610.27
Total Receipts to end of 30th September 1936	885.13	Minor Administrations and British Adminis- tered Areas in States	22.28
Deduct Civil Aviation Grant	4.27	Indian States	87.22
Net Credit to the Road Fund	880.86		719.77
		Balance to be carried forward for allotment in 1937-38	12.48

Statement showing the Allotments and Expenditure from the Road Fund in the Governors' Provinces during the year 1936-37.

Name of Province.	Opening balance on 1st April 1936.	Amount allotted during the year (Balance for 1935-36) and "on account" for first half of 1936-37.	Total at the end of 1936-37.	Expendi- ture during the year 1936-37 (including estimated expendi- ture for last quarter).	Balance at the end of 1936-37.	Average annual share for past 7 years ending 1935-36.	Balance of share in terms of shares for years.	REMARKS.
	Rs. Lakhs.	Rs. Lakhs.	Rs. Lakhs.	Rs. Lakhs.	Rs. Lakhs.	Rs. Lakhs.		
Madras	33.84	16.70	50.54	5.05	45.49	14.30	3 2 12	*Includes the share of Sind for the second half of 1935-36.
Bombay	41.61	22.65*	64.26	20.00	44.26	18.70†	2½	†Average for Bombay and Sind on past actuals. Share of Sind is expected to be about Rs. 2 lakhs.
Bengal	38.61	15.70	54.31	4.76	49.55	13.65	3 8 12	Bombay's share is steadily increasing.
United Provinces	10.63	7.19	17.82	14.35	3.47	5.80	1 year	In recent years it has been about Rs. 20 lakhs a year.
Punjab	16.93	10.05	26.98	4.14	22.84	7.40	3	‡Average for Bihar and Orissa. Share of Orissa is expected to be Rs. 0.50 lakhs a year.
Burma including Federated Shan States	31.75	14.89	46.64	1.71	44.93	9.90	4½	§Amounts so far ad- justed.
Bihar	8.75	3.64	12.39	1.09	11.30	3.50‡	3½	
Central Provinces	6.18	3.97	10.15	6.09	4.06	3.20	1½	
Assam	0.77	2.96	3.73	0.96	2.77	2.20	1½	
North-West Frontier Province	1.76	2.15	3.91	1.18	2.73	1.80	1½	
Orissa	1.29§	0.80	2.09	0.50	1.59		3 years	
Sind	8.16§	0.20	8.36	2.00	6.36		3 2 12	
Total Governors' Provinces	200.28	100.90	301.18	61.83	239.35	80.45	3 1 12	

Statement showing the Opening Balance of 1936-37 and the Anticipated Revenue and Expenditure in the Reserve in the Central Road Fund up to 1939-40.

	Lakhs. Rs.	Estimated Expenditure from 1936-37 to 1939-40 on—	
Opening Balance at the end of 1935-36, i.e., Actual Revenue less Expenditure	75.04	(a) Administration	4.26
Probable Revenue in respect of the years 1936-37 to 1939-40 (Estimated)	88.00	(b) Schemes, Experiments, etc., already approved	131.78
		Total	136.04
		Amount available for grants	27.00
		Further Schemes about to be sanctioned	21.19
		Balance	5.81
	Total .. 163.04		

Statement showing the works for which grants have been made from the Reserve which have been completed or substantially completed during the year 1936-37.

Province.	Name of Work.	Esti- mated cost. Lakhs. Rs.	Grant. Lakhs. Rs.
Punjab	Improving and Metalling the Sohna-Rewari Road, section from Taoru to Rewari	1.92	0.90
Bihar	Guly Bridge on the Chatra-Champaran Road	0.87	0.87
	Jamunia Bridge on the Dumri-Bermo Road	1.04	1.04
Central Provinces	Provincial section of the Bhopal-Saugor Road, section between Saugor and Rahatgarh	1.92	1.92
	Construction of two bridges on the Nandura-Mutala Road	0.49	0.49
	Three bridges on the Burhanpur-Amraoti Road	1.53	1.35
Assam	Raising in class 32 miles of the Great Eastern Road—Nagpur-Raipur in Nandgaon State	1.65	0.80
	Metalling the Sylhet-Jaintiapur section of the Shillong-Sylhet Road	2.20	2.20
	Bridge over the Ranganadi	2.45	2.45
	Improving the unmetalled sections of the Rangagora Road	0.68	0.68
	Constructing the Desang Bridge on the Assam Trunk Road between Dibrugarh and Gauhati	2.29	2.29
	Constructing a bridge over the Surma River at Sylhet	4.50	4.50
	Constructing the Tikalmukh Bridge	0.79	0.79
	(Good progress has been made with the remainder of the schemes in Assam for which grants-in-aid were given by the Committee two years ago and the majority are nearing completion.)		
Ajmer-Merwara	Constructing a submersible bridge over the Banas River on the Indore-Ajmer Road	4.37	4.17
Ajmer-Merwara, Indore, Gwalior, Jhalawar, and Bundi States.	Bridging and completing the metalling and missing links on the Indore-Ajmer Road	5.38	4.62
Central India	(This road has been practically completed and through communication has been provided where none previously existed.)		
Alwar	Constructing the Gohi Bridge—Bombay-Agra Road	0.80	0.80
	Completing the metalling of a road to complete through connection between Jaipur and Delhi	1.43	1.37
Gwalior	Bridge over the Parpatti River—Bombay-Agra Road	3.75	1.88
Tonk	Constructing a bridge over the Banas River near the Tonk City	3.33	1.68
Mysore	Bridge over the Kabbini River	3.45	1.73

THE SOCIETY OF MOTOR MANUFACTURERS AND TRADERS LTD.

EXHIBITIONS TO BE HELD IN 1937

THE world-renowned series of Exhibitions organised by the Society of Motor Manufacturers and Traders, Ltd., London, England, in the interests of the various branches of the Motor Industry in Great Britain, will henceforward be held in new accommodation now in an advanced stage of construction at Earls Court.

The events to be held in 1937 are:

INTERNATIONAL MOTOR EXHIBITION 14th/23rd OCTOBER.

INTERNATIONAL COMMERCIAL MOTOR TRANSPORT EXHIBITION 4th/13th NOVEMBER.

The former will embrace Sections for Private Cars, their Carriage Work, Components, Accessories & Tyres; for Motor Boats & Marine Engines & Equipment; Caravans & Trailers; Service & Garage Equipment; and the latter, Vehicles for Goods and Passenger Transport and Utility purposes; Rail & Industrial Motors; Accessories; Components & Tyres and Service & Garage

Equipment, and together the events will embrace the products of over 900 Manufacturers of motor goods.

Notwithstanding that the Exhibitions in their former accommodation have represented the largest displays of their kind the world over, the new premises will supply a much needed increase in the accommodation for exhibits and will give unsurpassed facilities both for Exhibitors and the public.

The new Exhibition Hall is within 20 minutes journey from Piccadilly Circus or Charing Cross and is immediately adjacent to two Stations on the Underground Services of the London Passenger Transport Board, with one of which it has direct escalator access. The Car Parking accommodation on the site is ample for every need.

The Society is able to provide valuable admission and travel facilities to visitors from overseas for these events, and will gladly supply them on application made to the Exhibition Manager, S.M.M. & T. Ltd., 83, Pall Mall, London, S.W. 1, England.

HOLIDAY TRAVEL BY MOTOR BUSES FOR HEALTH AND INSTRUCTION

SUMMER 1937.

A CARE-FREE Tour for 15 days, June 13th to 27th, of about 1,600 miles of road-journey, in easy stages, full of varied and enchanting scenery, visiting a number of places* of historical, scientific and religious importance, is now organised for the special benefit of Teachers, Students, Parents and others interested.

The buses chartered will be of the latest type, dust-proof and rain-proof, with plenty of room, and fully equipped to permit of the longest runs being made with the minimum of fatigue or interruption. The journeys will, as a rule, be made in the day, not only affording the greatest possible scope for the study of the country traversed and the enjoyment of the road-side scenery, but eliminating chances of accident as well.

Every facility is given for all sight-seeing, and necessary permits obtained beforehand. As usual, arrangements for boarding (in Brahmin hotels) and lodging in decent places during the tour will be made in advance. The all-in cost per head will be Rs. 61/4, or Rs. 45 only without board. Special concession will be given for Students, Ladies and Families.

Advantage will be taken of this Tour to be present in Mysore for the Celebrations of H. H. the Maharaja's Birthday.

As the number of members taken will be strictly limited, intending Tourists will be advised to book their seats before June 1st, with an advance.

A shorter Tour, June 16th to 21st, to Bangalore, Sivasamudram, Somnathpur, Seringapatam, Mysore and environs, will also be arranged for H. H. the Maharaja's Birthday, for an inclusive cost of Rs. 25 per head.

Details of the Tour and other particulars from:

V. S. Mahadevaiyar, 12 Nori Virasami St., Nungambakam, Madras.

* Mettur, Coonoor, Ooty (3 days), Paikara Falls, Nanjangud, Sivasamudram, Somnathpur, Seringapatam, Mysore and environs—Chamundi Hill, Krishnarajasagara Dam and Brindavan Terrace Gardens etc.—(3 days), Melkote, Sravanabelgola, Belur, Halebid, Sringeri, Gersoppa Falls, Arsikere, Bangalore (2 days), Kolar.

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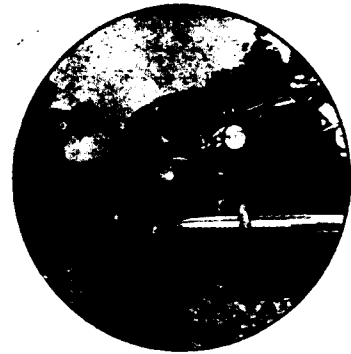
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New CHEVROLET 1937

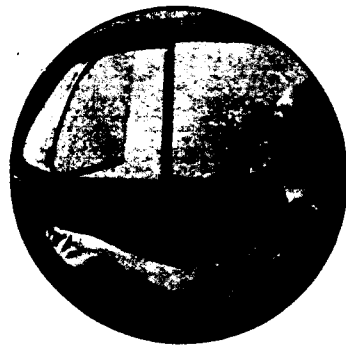
The Complete Car - Completely New



IMPROVED SIX CYLINDER ECONOMY
New High-Compression Valve-in-Head Engine—much more powerful and spirited and thrifter than ever before.



NEW ALL-SILENT ALL-STEEL BODIES
(With UNISTEEL Turret Top Construction)
Wider, roomier, more luxurious, and the first all-steel bodies combining silence with safety.



GENUINE GM ALL-WEATHER VENTILATION
Eliminating draughts, smoke, windshield clouding—promoting health, comfort, safety.

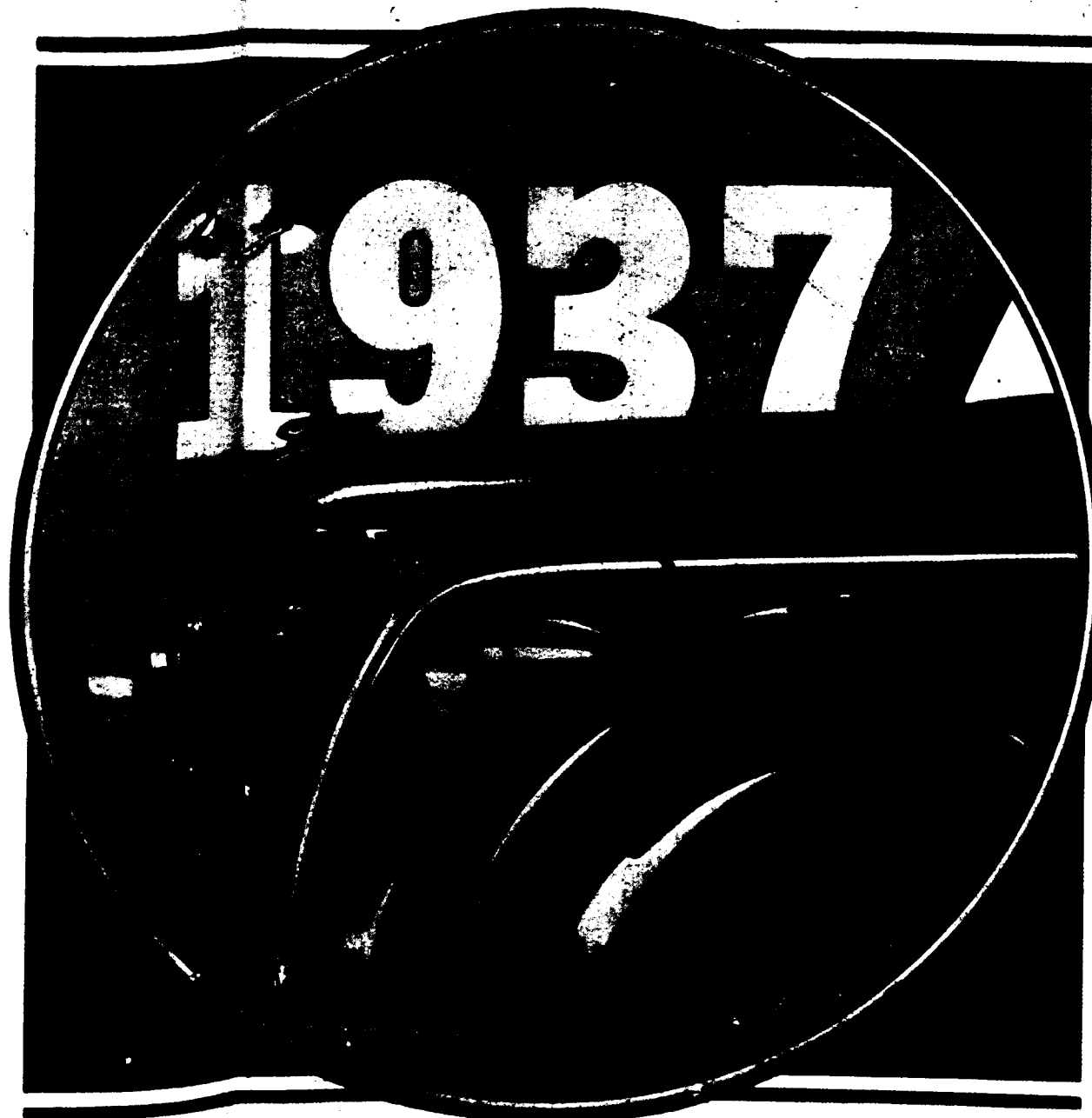
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The new Chevrolet can be purchased on easy terms through the General Motors Hire Purchase Plan.



TWO-SPEED REAR AXLE
Provides the effect of Two Engines in One Car. Optional equipment at slight extra cost on De Luxe models only.



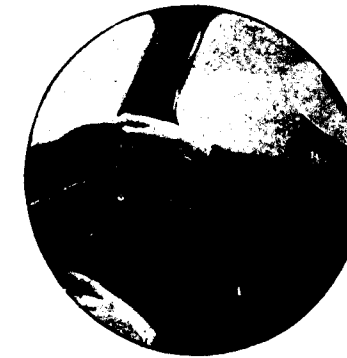
PERFECTED HYDRAULIC BRAKES
(With Double-Articulated Brake Shoe Linkage)
Recognized everywhere as the safest, smoothest, most dependable brakes ever built.



IMPROVED GLIDING KNEE-ACTION RIDE
(on De Luxe Model)
Proved by more than two million Knee-Action users to be the world's safest smoothest ride.



SAFETY PLATE GLASS ALL AROUND
(at no extra cost)
The finest quality, clearest-vision safety plate glass, included as standard equipment



SUPER-SAFE SHOCKPROOF STEERING
(on De Luxe Model)
Steering so true and vibrationless that driving is almost effortless.

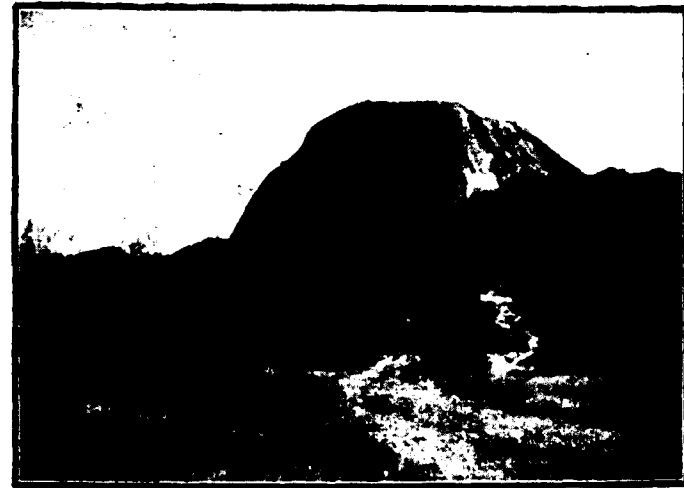
ALL THESE FEATURES AT CHEVROLET'S LOW PRICES

GENERAL MOTORS INDIA LIMITED

AN EXCURSION TO SAVANDURGA

By F. H. S.

WHILE motoring one afternoon during the cold weather with a shooting party to a reputed partridge ground on the Magadi Road, soon after passing beyond the limits of Bangalore, I saw an imposing looking hill standing out conspicuously far away on the western horizon and was told it was Magadi Hill. Later I had an opportunity of looking through a telescope from the verandah of the Inspection Bungalow at Thippogondanahalli and got quite a clear view of the hill with the afternoon sun showing up some ruined buildings on it. This made me curious and from a map of the Bangalore District I discovered that this hill was no other than Savandurga mountain in the Magadi Taluq and familiarly called Magadi Hill. It is an enormous mass of granite rising to 4,024 feet above the level of the sea and standing on a base 8 miles in circumference. The summit consists of two peaks separated by a chasm each being independent of the other and abundantly supplied with water. It was first fortified in 1543 and named Samanta Durga by Samanta Raya, an officer in charge of the Magadi District, under Achyuta Raya, the King of Vijayanagar. The Government being feeble and relying on the natural strength of his position he made himself independent and took up his residence on the Droog. After 17 years' rule he died and was succeeded by his son Chikka Raya, who, after a rule of 16 years, threw himself, in a fit of madness, into the chasm and was drowned. Gunga, a watchman, seized the place and began plundering to enrich himself. But Immadi Kempe Gauda of Bangalore put him to death and secured the stronghold for his own family and changed the name from Samanta-durga to Savandurga. He was soon after driven out of Bangalore by the Bijapur Army and had need of his retreat which his descendants held till 1728 when Deva Raja, Dalavayi of Mysore,



The highest point of Savandurga on which some of the old fortifications still remain.

obtained possession and carried Kempe Gauda to Seringapatam where he ended his days. Savandurga eventually became one of Tippoo Sultan's strongholds and was captured by the British under Lord Cornwallis in 1791 everything being carried in one hour from the commencement of the assault.

Places of historic interest have always fascinated me and my family and computing the distance from the Inspection Bungalow to be about 13 miles by road we determined on a visit and an attempt to get to the top at no very distant date. However, circumstances decreed that we should not make the trip for another month or more, but a heavy shower one evening towards the latter end of February hastened a decision, and we started out next day in the hope of a less dusty journey than usual and a cool forenoon for climbing. It was a perfect morning with the sun hot on our backs and the wind fresh in our faces, the rain of the previous evening having laid the dust to some extent and the trees on the roadside looked washed and refreshed after a dry spell of almost four months. We had left home, four of us, on coffee and sandwiches, not too early, intending to make the Inspection Bungalow at Thippogondanahalli (23½ miles) our first stage for breakfast. There is no difficulty in following the Magadi road which takes one past the City Railway Station on the left under the B-G Railway Bridge at which point turn right and then left on to what looks like, and feels like, a cart road in comparison with the Tarmac left behind. From this turning one has to wind left and keep a sharp lookout for sign posts "To Water Works" and once away from the quarters of the Railway colony there is nothing to do but to keep going as there are no branches from the main road. A continuous succession of grades, some exceedingly steep, and severe curves, combined with the very bad surface of the road calls for careful handling of the car. Just when we did strike a fairly smooth length and began to speed up: "Toll gate ahead" and bang went the price of a gallon of petrol, minus one anna! Approaching the Water Works the scenery is grand and we took one picture where the road curves away to the right and runs through a cutting into a vale. From here the river can be seen between the hills on the right.

We drove straight under the porch of the Inspection Bungalow but as a spring cleaning was in progress we were obliged to go down the side of the bluff on which the bungalow is built and have breakfast on a concrete bench in the sun. The bungalow, which is beautifully built and equipped, stands on



A scene on the road showing the river between the hills towards the right.

7
new
keys

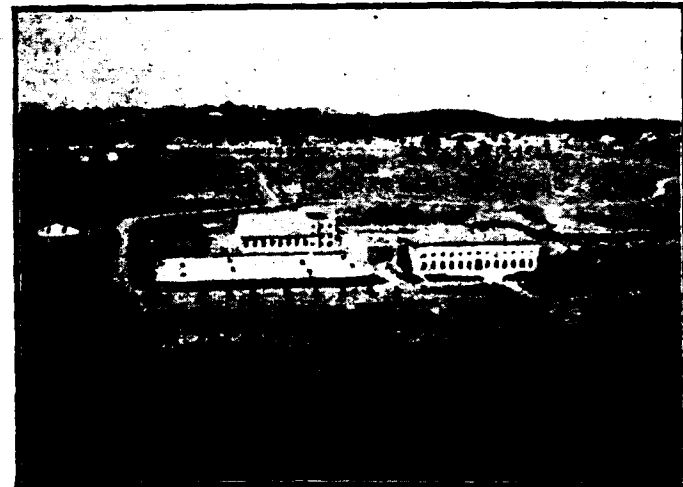
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3. Reduces repair bills—lubricates better and greatly reduces wear.
4. Eliminates carbon trouble—The new TEXACO MOTOR OIL has lowest carbon residue by actual test. Keeps cylinders, valves and spark plugs clean.
5. The engine gives full power over thousands of additional miles—Protects every part of the engine. Reduces wear—prolongs new-car performance.
6. Safer in heat—and cold—It is full-bodied at high temperatures and resists heat, but flows freely at zero.
7. Increases motoring pleasure. Millions are using it because it eliminates worry, and gives the motor greater protection in every way.

Ask for
the **NEW TEXACO
MOTOR OIL**

— IT **KEEPS** YOUR MOTOR YOUNG



The Pumping Station from the road above with the quarters of the Water Works Staff and the hills behind them.

what may be called a high promontory overlooking a large expanse of water formed by the river Arkavati flowing in between hills and continuing on its course to the right and on the left up to where it is banded in and, after passing through various stages of filtration, supplied as drinking water to the whole of Bangalore by the Pumping station (seen in the snap) at the rate of 6 million gallons a day. This installation is actually about 800 feet below the level of Bangalore so it is a case of force feed pumping all the day. The next picture taken from the road above shows the back of the bund with the concrete channels leading to the Engine room. After this we decided to run straight through to Savandurga about 13 miles away. The road surface, as usual, is in a disgraceful state but the scenery is fine and driving is interesting up and down steep grades, round curves and through cuttings keeping a sharp look-out for straying cattle of which we passed quite a few. In some parts this section of the road is actually dangerous and as we swung round each corner, hooting frantically, I breathed a sigh of thankfulness that no buses had appeared. But we seemed to be a bit too early for them.

Exactly 10½ miles from Thippooogondanahalli we turned left at the sign-post "Closepet 20 miles", and found this branch

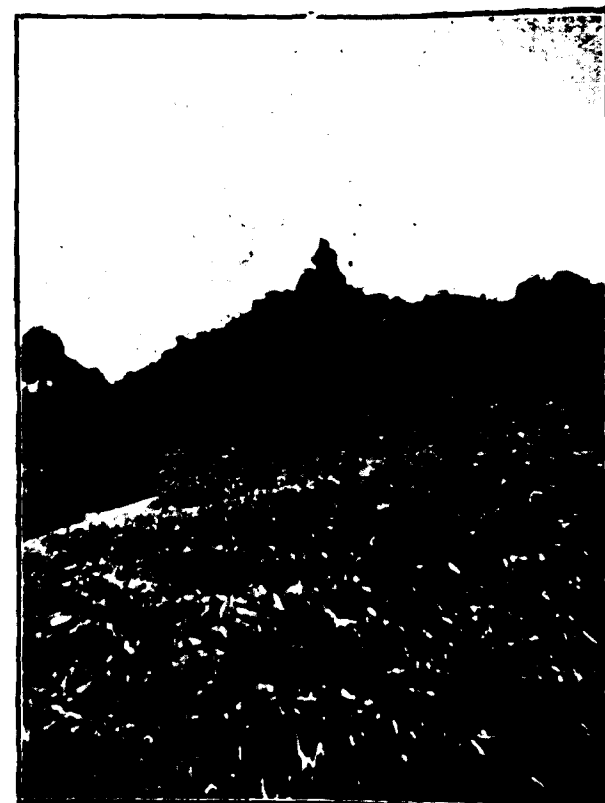


The bund with the river forming the reservoir as seen from the road after leaving Thippooogondanahalli.



The lower wall of the Fort showing the highest point with a watch tower on the summit. We got no higher than this.

road very good (narrow and dusty of course) but quite smooth with very little traffic on it and the little car simply ate up the short 4½ miles to the foot of the mountain. The huge mass of almost bare granite seen at close quarters dispelled all our ideas of getting to the top from that angle at least, so we drove a little way further and stopped where a rough cart track, branching off to the left, appeared to wind round the bottom of the hill. Here we parked the car and, determined to get up somewhere, followed the track for about a mile. Some old fortifications caught our eye high up the side of the hill. Less than half way up we encountered sheer smooth rock slabs. This



A pile of rocks near Savandurga resembling a stout person with arms folded across the chest.

was enough and down we slithered. Acting on the advice of a cowherd we took to the track again and further on came to a path and some rough steps leading through a rather dense jungle (state forest to be exact) but having sighted an old wall on the hill side we persevered and got as far as the lower ramparts of the old fort and took a snap of a ruined gate showing the mountain in the background with a watch tower at its summit. The fortifications appear to have been one huge irregular space enclosed by a straggling wall, constructed of rough hewn rocks thrown together, following the undulations of the ground on the lower slope of the mountain. There are now no remains of the original buildings but commanding, as it does, a good view of the country for miles around the situation is admirable for a fort and it must have been a fairly useful stronghold in the days of hand to hand fighting.

The trek downhill was not too comfortable. We seemed to have lost our way and got deep into the forest until we came to a dry nullah, which we remembered to have crossed. Fol-

lowing its course we eventually emerged into the open and spotted our landmark, a collection of rocks resembling a huge human figure with folded arms. By this time the sun was blazing down from a cloudless sky and we were exceedingly pleased to get back to the car, very thirsty, but none the worse for our exploit. Then we had lunch in the shadow of Savandurga and decided to go on to Closepet. This road, over which we had not travelled previously, undulates and winds through beautifully wooded and hilly country and we were agreeably surprised to find it has the best surface of all the district roads we have used in Mysore. More surprising still there is no toll! The afternoon having become oppressively hot we rested awhile at Closepet, where we had tea in the Travellers' bungalow and motored leisurely home in the cool of the evening. Thus ended a rather strenuous but enjoyable excursion made doubly so by the perfect performance of our Morris '8' which ran throughout the total distance of 85 miles without a falter on 2 gallons of Petrol.

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LAND'S END TRIAL

THE annual M.C.C. Land's End Trial provided severe obstacles this year, with the result that only 20 Premier Awards were granted. Of these, however, no fewer than five went to M.G. cars, which also secured 17 silver medals (half the total awarded) and 37 bronze medals (more than 25% of the total).

An M. G. Midget "T" type was second in the whole Rally held in Ulster, and at a recent Brooklands meeting, M. G.'s secured two Firsts and a Third.

In the Inter-Varsity Speed Trials, won by Cambridge, M. G. cars, in addition to winning two Cups, collected four Firsts and two Seconds in the various classes.

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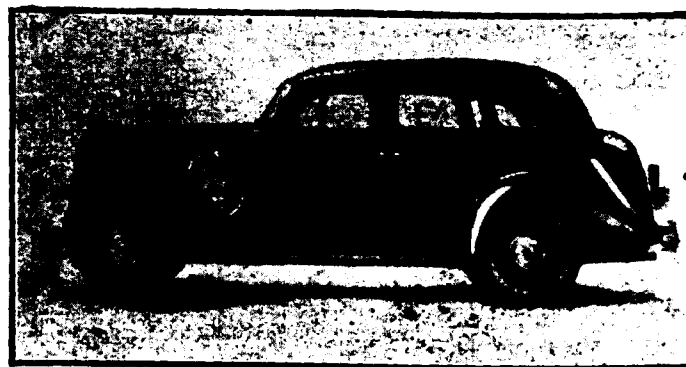
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1937 CHEVROLET

TWO NEW MODELS

TWO-SPEED REAR AXLE OPTIONAL ON DE LUXE MODELS



1937 Chevrolet Master De Luxe Model with built-in trunk.

THE Master De Luxe and Master models comprise the two series of new Chevrolets. They are identical in chassis, engine, and body design, except for their front spring suspension, rear axle and steering gear ratios, and accessory equipment.

New features common to both models include:

Improved performance, especially in acceleration and hill climbing, resulting from a greater ratio of horsepower to weight.

Diamond crown speedline styling—a distinct departure from previous designs in overall appearance.

All-silent all-steel bodies, with solid steel turret top and unisteel construction.

Safety plate glass all around at no extra charge.

Box-girder chassis frame made up of box section side rails and cross members, giving increased strength and reduced weight.

New 6-cylinder high-compression valve-in-head engine, of larger bore and shorter stroke, developing 85 horsepower.

Hypoid rear axle drive gears, never before used in cars in the low-priced field.

Besides these new features the Chevrolets retain all their previous basic principles, redesigned and improved. While

completely changed in chassis and body, the new models adhere closely to the proved engineering developed by Chevrolet through constant improvement year after year. In general the new chassis units are more compact, with a gain in strength and a reduction in weight.

General effects of the changes are improved performance, safety, economy and comfort. Reduction in the overall height has been made possible by the use of the hypoid rear axle, while increased roominess has been obtained by the re-location of the power plant and the body on the chassis frame. Greater strength and durability result from the combination of the new box-girder frame and all-steel body. Greater car stability has been procured by lowering the centre of gravity, and through wider-spaced rear springs and larger cross-section tyres on wider rims.

Features of the new bodies aside from the new all-steel construction, include greater visibility, through wider windshield and larger windows; wider seats, and completely new interior styling. There is commodious luggage space, either in a built-in trunk or in a large compartment behind the rear seat. In addition, both models have a package ledge at the top of the rear seat and a spacious compartment in the instrument panel.

Appearance Features

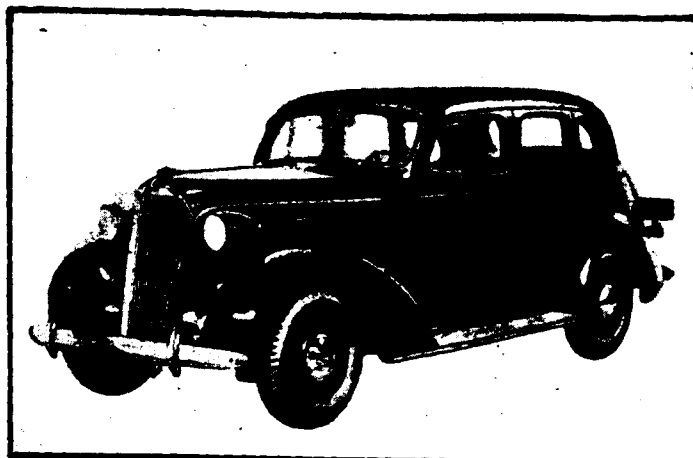
The new bodies are lower and longer. The lines are straighter and less rounded than previous models. Speedlines are used to emphasize the sleekness of appearance. An entirely new note is given by the distinctive speedline that extends from the bonnet into the body and doors. All floors and toe boards are of steel. A foot rest is formed into the rear compartment floor. In the new instrument panel, the dials have been grouped directly in front of the driver. Dials are illuminated by indirect lighting.

Box-Girder Frames

An entirely new box-girder type of frame is used in both models. It is both lighter and stiffer than the elaborately braced type of frame formerly used. Both the side rails and the structural cross members, of which there are four, are of box section. The frame is much simpler, allowing better access to the chassis units for inspection and servicing.

Improved Engine

The new Chevrolet engine is of 3-1/2 inch bore by 3-3/4 inch stroke, instead of 3-5/16 by 4, as formerly. The displacement is 216.5 cubic inches (formerly 206.8). The compression



1937 Chevrolet Master Model with spare carried at rear.

ratio has been raised from 6 to 1 to 6.25 to 1. Increased power and greater torque are available at all engine speeds.

Accessory equipment includes a new air cleaner with easily removable filtering element; a gear-type oil pump, replacing the former vane type; shorter, self-adjusting leakproof water pump; new design high reserve fuel pump.

Instrument Panel

A new treatment of the dials and controls produces an instrument panel of striking appearance. Speedometer, oil pressure gauge, and other instruments are separately mounted on a carrier plate for easy servicing, but are installed in a unit grouping under a single plate of glass. Dial numerals are printed on the glass and the calibrations on sub-dials, all being indirectly lighted. The controls are arranged in a line at the centre of the panel; from left to right, they are the lighting switch knob, dummy knob concealing opening for cigarette lighter accessory, throttle control, ignition lock, and choke control. All Master De Luxe models are provided with an ash receptacle above the control knobs. All models have a radio control plate in the centre of the instrument panel.

Front and rear bumpers are of new design, of deeper section. As compared with the Master models, the De Luxe models have knee action instead of semi-elliptic front springs; double-acting shock absorbers front, and single acting rear, as compared with single acting front and rear; worm and roller sector steering, 17 1/2-to-1 ratio, instead of worm and straddle-mounted sector, 16-to-1 ratio.

One of the important refinements in the Master series, resulting in a degree of steering ease entirely new in conventionally-sprung cars is a new shock-absorbing drag-link in the steering mechanism. This link is essentially a "floating" member, the ball-and-socket at either end being spring-cushioned on both sides. It operates to absorb practically all road impacts before they can reach the steering wheel, thus making an important contribution to safety and to driving ease.

Exclusive features of the Master De Luxe include a water temperature indicator on the instrument panel, rubber pads on clutch and brake pedals, instrument panel ash receiver, concealed roller curtain at rear window, stainless steel moulding on the running boards, bumper guards front and rear, metal covers on the rear springs, and a trumpet-tone horn.

TWO-SPEED AXLE

In line with the Export Engineering Programme to adapt American domestic models to meet more closely the product demands of foreign markets, the Chevrolet De Luxe line of passenger cars for 1937 is being offered, for export territories only, with an optional Two Speed Rear Axle.

This overdrive option has been made available for countries like India, where high fuel cost has been a handicap to sales.

In such countries the single axle ratio is a compromise. American fuel costs are low and manufacturers have inclined toward low ratios because motorists demand high power, flashing get-away and reserve power to cruise at high speed in hilly country. In Export, conditions are reversed. Owners prefer the power, acceleration and performance of American motors—but

they also must have greater economy and long life because of the higher fuel expense, car maintenance and repair costs.

The two speed axle retains the flashing Chevrolet performance and adds a high ratio overdrive to provide New Phase Performance which makes for greatly reduced running costs, longer life and, last but not least, smoother and quieter operation with less driving fatigue. Either ratio is instantly available at the flick of a finger.

The low (3.8 to 1) ratio transmits more power but requires higher engine speed to exert this power.

The high (2.9 to 1) ratio transmits less power but is smoother, quieter and more economical. This is known as the overdrive ratio. It uses less petrol and oil and greatly increases the life of the car because the motor runs relatively slower.

The Conventional Axle contains a single set of gears which transmits power from the propeller shaft through the axle to the driving wheels.

The Two Speed Axle contains a second set of planetary gears which permits the car to maintain any given road speed with the engine and all driving parts from the fan to the axle shafts revolving 28% slower than normal.

Two sets of gears transmit power to the wheels at different speeds or ratios—hence the descriptive term—Two Speed Axle. Because the added set of gears steps up the car speed in relation to the engine speed, the unit is often referred to as an overdrive.

Does Not Increase Car Speed

It should be noted that the overdrive does not increase the top speed of the car. Its purpose is to maintain the full range of car speeds with greatly reduced speed of a maximum number of important rotating parts.

At any car speed you may select the ratio which the road conditions dictate. There is provided on the steering column a "ratio control" which permits of selecting either ratio at the flick of a finger without removing the hands from the steering wheel. Select the ratio wanted on the control and depress the clutch pedal. Heavy traffic, hills or deep mud may require maximum power under the accelerator pedal. Shift into Low Ratio. Then out on a smooth level road and swing back into the smoother, quieter and more economical High Ratio.

What The Dual Axle Ratio Does

Its purpose is to maintain car speed while reducing engine speed. It makes possible greater economy because it permits the same car-speed with less engine-speed—e.g., you travel at 60 M.P.H. car-speed with only 43 M.P.H. engine-speed.

It therefore follows that the speed of all driving parts from fan to rear axle—pistons, propeller shaft, bearings, ring gear, gears, pinion gear, universal joint etc.

The Two Speed Axle might be explained as providing the effect of two motors—a large one for starting, rough going, hills, etc., and a small one for level roads and smooth going. A big one for Power—a small one for Economy. These savings in engine revolutions represent a substantial saving in Petrol and Oil, longer life of all moving parts with quieter and smoother operation and less Driver and Passenger fatigue.

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

Annual General Meeting

THE Annual General Meeting of the Association took place in the Committee Room of the Chamber of Commerce, Ballard Estate, Bombay, at 6 p.m. on Thursday, 22nd April. At the meeting of the Council the following day the Hon'ble Mr. R. H. Parker was elected President for the ensuing year and Mr. D. E. Gough, B.Sc., as Vice-President. Warm appreciation was expressed of the services of Mr. Ormerod, the retiring President, who has held the office since the departure of Sir Ernest Miller and who was also the first President of the Association.

New Road Fund Resolution

The Resolution as passed by the Legislative Assembly on the 10th of February 1937 reads as follows:—

"In supersession of the resolution adopted by this Assembly on the 21st April 1934, this Assembly recommends to the Governor-General in Council that:—

1. There shall continue to be levied on motor spirit an extra duty of customs and of excise of not less than 2 annas per gallon, and the proceeds thereof shall be applied for the purposes of road development.

2. (1) From the proceeds of such extra duty in any financial year there shall be deducted a sum as near as may be equivalent to the share in such proceeds arising from taxed motor spirits used for purposes of civil aviation during the calendar year ending in the financial year concerned, and such sum shall be at the disposal of the Governor-General in Council for allotment as grants-in-aid of civil aviation.

(2) The balance of the proceeds shall be credited as a block grant to a separate Road Fund.

(3) For the purposes of this resolution "taxed motor spirit" shall mean motor spirit upon which the duty of customs or excise shall have been paid and in respect of which no rebate of such duty shall have been given.

3. (1) The Road Fund shall be allocated as follows:—

(a) a portion equal to fifteen per cent. shall be retained by the Governor-General in Council as a central reserve;

(b) out of the remainder there shall be allocated by the Governor-General in Council—

(i) a portion for expenditure in each Governor's Province;

(ii) a portion for expenditure elsewhere in British India;

(iii) a portion for expenditure in Indian States and administered areas,

as near as may be in the ratio which the consumption of taxed motor spirit other than motor spirit used for the purposes of civil aviation, in each area for which an allocation is to be made shall bear to the total consumption in India of taxed motor spirit, other than motor spirit used for the purposes of civil

aviation, during the calendar year ending during the financial year concerned.

(2) The portions allocated for expenditure in Governor's provinces shall be retained by the Governor-General in Council until they are actually required for expenditure in the manner hereinafter specified.

(3) 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 re-allocated as the case may be for expenditure within the province,

the Governor-General in Council may resume the whole or part of any sums which he may at that time hold for expenditure in that province.

(4) All sums resumed by the Governor-General in Council from the account of any local Government as aforesaid shall be re-allocated between the credit accounts of local Governments and the Reserve with the Governor-General in Council in the ratio of the main allocation for the financial year preceding the year in which the re-allocation is made. Provided that the sum so calculated as the share of the province from whose account the resumption has been made shall also be credited to the Reserve with the Governor-General in Council.

4. The balance to the credit of the Road Fund or of any allocation thereof shall not lapse at the end of the financial year.

5. No expenditure shall be incurred from any portion of the Road Fund save as hereinafter provided.

6. The Central reserve with the Governor-General in Council shall be applied first to defraying the cost of administering the Road Fund and thereafter upon such schemes for research and intelligence and upon such special enquiries connected with roads and upon special grants-in-aid for such objects connected with roads as the Governor-General in Council may approve.

7. The sums allocated for expenditure in British India may, subject to the previous approval of the Governor-General in Council to each proposal made, be expended upon any of the following objects, namely:—

(i) on the construction of new roads and bridges of any sort;

(ii) on the reconstruction or substantial improvement of existing roads and bridges;

(iii) in special cases, on the maintenance of roads and bridges, constructed, reconstructed or substantially improved from the Road Fund or from loans approved or sanctioned by the Governor-General in Council;

(iv) to meet charges, including the cost of establishment, connected with the preparation of schemes of road development, or with the administration of provincial Boards of Communications;

(v) to meet charges including the cost of establishment connected with the control of motor transport; and

(vi) on the interest and amortization of loans approved or sanctioned before the date of this Resolution by the Governor-General in Council, and spent or to be spent on the construction, reconstruction, or substantial improvement of roads and bridges.

8. In considering proposals for the construction, reconstruction or improvements of roads and bridges from the Road Fund, the Governor-General in Council shall have regard to the present urgent need for improving the efficiency and reducing the cost of transport by road of agricultural produce to markets and railways.

9. (1) A Standing Committee for Roads shall be constituted each financial year consisting of—

(a) the Member of the Governor-General's Executive Council in charge of the department dealing with the Road Fund, provided that should the said Member of the Governor-General's Executive Council be unable to be present at any meeting he may nominate some one in his place;

(b) one nominated official member other than a Railway official who shall be a member of the Legislative Assembly;

(c) three members elected by the members of the Council of State from amongst themselves;

(d) six members elected by the members of the Legislative Assembly from amongst themselves; and

(e) the Chief Commissioner of Railways.

(2) The Chairman of the Committee shall be one of the Official Members of the Committee other than the Chief Commissioner of Railways whom the Governor-General in Council may from time to time appoint.

(3) No approval to any proposal for expenditure from the Road Fund shall be given by the Committee unless it is supported by—

(i) a majority of the members present and voting who are members of the Legislative Assembly, and

(ii) a majority of the members of the whole Committee present and voting.

(4) All proposals for expenditure from the central reserve and all other proposals for expenditure from the Road Fund to be made in British India shall be referred by the Governor-General in Council to the Standing Committee before he approves of them.

10. The functions of the Standing Committee shall be:—

(a) To consider the annual budget and accounts of the Road Fund.

(b) To advise upon all proposals for expenditure from the central reserve.

(c) To advise upon the desirability of all other proposals involving expenditure from the Road Fund in British India.

(d) To advise upon proposals for the resumption of monies held by the Governor-General in Council as provided for in sub-paragraph (3) of paragraph 3 of this Resolution.

(e) To advise the Governor-General in Council generally on all questions relating to roads and Road traffic which the Governor-General in Council may refer to the Committee."

Portfolio of Communications

The Government of India communique announcing their acceptance of the principle "that the various branches of activity relating to communications in the Central Government should be combined to form a single portfolio of communications" is very gratifying and should be welcomed by all members of the Association for it is largely due to the persistent representations made by the Council of the Association during the past nine years that this important change is taking place. The decision means a redistribution of portfolios. The Industries and Labour portfolio comprising a majority of the subjects dealt with in the Industries and Labour Department will now come under the Commerce Department and will be designed the portfolio of commerce and labour and will be assigned to Sir Muhamed Zafrulla Khan.

The portfolio of communications which includes railways, posts and telegraphs, aviation, roads, broadcasting, ports and cognate subjects, has been assigned to Sir Thomas Stewart.

It is understood the change will come into effect when the Government of India move in the autumn from Simla to New Delhi.

There can be little doubt that the appointment of a member for communications will ensure the future development of communications whether by road, rail or air will be carried out in the interests of the country as a whole and not as hitherto by duplicating transport which is competitive one with the other.

It was at the Annual Meeting in 1928 that Mr. Ormerod, the President of the Association, referred to the need for a Ministry of Communications at the Centre. Then in 1931 in giving evidence before Messrs. Mitchell and Kirkness, who were conducting an enquiry into "the state of Road and Rail competition and the possibilities of their future co-ordination and development" further representations were made by the Association to this effect. At the Road-Rail Conference our President Sir Ernest Miller again urged that Government should form a Board of Communications if co-ordination was to be brought about since when the Association has carried out considerable propaganda in educating public opinion in favour of the appointment of one member to control all forms of communications.

Compulsory Motor Insurance

The Committee appointed by Government of India to consider the advisability of enforcing compulsory insurance of motor vehicles against passenger and third party risks to which we have referred in our News Letters on several occasions has now published its report.

As a result of the comprehensive enquiries made by the Committee in all parts of India they recommend:—

- (1) that third party insurance should be compulsory,
- (2) that motor insurance should be separated from other accident insurance in returns of companies and should require a separate deposit,
- (3) all accidents should be reported,
- (4) a more vigorous punishment for negligent driving.

One of the important findings which has no doubt influenced the Committee in their recommendations is that the rate of deaths per motor vehicle in India is at least 93 per 10,000 compared to 59.4 the next highest figure in Italy and 7.4 the lowest in New Zealand.

The figures of non-fatal accidents reported in India were also found to be high although there was reason to believe that a large number of such accidents were not reported.

The Committee point out that if steps are not taken to minimise the number of accidents any scheme of compulsory insurance might fail because of its expense. The following quotation serves to show how necessary further control of motor transport is becoming:

"We have received evidence that overloading of public vehicles, both passenger and goods, is common. We ourselves observed, at a place in Sind, a bus full inside, with a heavy

we consider that any funds available could with greater advantage be spent on the control of public vehicles."

"Opinion is fairly unanimous that the standard of skill in driving both public and private vehicles is adequate. Accidents are due not so much to lack of skill as lack of road sense and irresponsible driving. We consider that the Magistracy should make greater use of the power to proceed against negligent drivers, and we think that following the precedent of the English Act the Indian Act should be redrafted so as to place the onus on the Court of using more frequently their powers to suspend or cancel driving licences."

From the point of view of the travelling public, their most interesting conclusion is that the development of public transport is preceeding on wrong lines.

The "one man one bus" system has been proved to be a frequent source of accidents, and should in the opinion of the Committee be replaced by a system of vehicles operating on definite routes to a definite time-table. It did not necessarily follow that the small man had to go out of business, for a system of small pools or combinations had already developed in certain areas from the single owner. There was no reason why similar pools should not be organised elsewhere.

Some provinces had already taken steps towards this end, particularly the United Provinces, where a system of road licensing boards was already in force. Development on these lines was an urgent need for Indian road transport. Steps had to be

PABCO "CIN-DEK" PAINT

FOR CAR BODIES AND FENDERS

PERMANENT GLOSSY FINISH

Agents:—SPENCER & CO., LTD., MADRAS

load of luggage on the roof and a further complement of passengers on top. Goods vehicles are frequently loaded beyond the maker's specifications with a dangerous strain on their machinery, particularly the brakes."

"We were informed in Bombay, that accidents had been caused by such vehicles bringing down the ghats loads which were in excess of the limit of safety. In Karachi town, the statistics show that on an average every goods lorry plying in the town has an accident involving injury to the person once every 15 months."

"Most local Governments appear to have made adequate arrangements for the inspection of public motor vehicles at the more important centres, but at places where traffic is small funds are not always available for the employment of technical staff. We have been informed of cases in which vehicles failed to pass the test at one place have then been successful elsewhere. The quarterly inspection of the mechanical condition of vehicles is required in some provinces while in others an annual inspection is considered sufficient. We consider that more use might be made of qualified travelling inspectors for less busy centres. We also think that inspections should be required at not greater intervals than six months."

"There is little check over the mechanical condition of vehicles but we have no reason to believe that this is one of the main causes of accidents; it is possible that it might be necessary to tighten up control in this respect in due course; but at present

taken to eradicate the evils that undoubtedly exist, before vested rights and interests took root too deeply.

The Committee make a number of other recommendations, particularly in regard to the protection of third parties against defects in insurance policies to which they are not a party. This aspect of the problem is at present under examination by an expert committee in England. The Committee have utilised freely the experience of six years compulsory motor insurance in that country, and have recommended for adoption those measures which appear suited to Indian conditions.

Although the figures are not in all cases reliable—and the Committee have made recommendations for the improvement and co-ordination of statistics—the report of the Committee demonstrates incontrovertibly that early measures must be taken to secure the safety of the travelling public, and the proper development of road transport in India.

In view of the foregoing it is hoped Government of India will not delay in revising the All-India Motor Vehicles Act which will assist the provinces in introducing measures to effect a closer control over motor transport and to put a stop to the growing danger of overloading.

Growth of Motor Transport, World Census

Going far beyond any previous total, enlarging demand for motor transportation required the addition to service last year of

To

WALTER P. CHRYSLER, Esq.,

We, of Addison & Co., Ltd., through the medium of the leading Motor Journal in Southern India, congratulate you and your whole organization on the fine range of motor cars, that you have produced for 1937. Foremost is the Chrysler, illustrated below, to which you give your personal name. A leader, as usual, in style and beauty.

The New De Sotos are equally distinguished. The dependable Dodge will this year earn a reputation as the greatest motor car value in 23 years. We congratulate you too on the enormous world popularity of the Plymouth and on its great progress. We are delighted with its appearance, value and performance.

Yours very truly,

Addison & Co. Ltd.



CHRYSLER, DE SOTO, DODGE & PLYMOUTH CARS.

2,587,196 automobiles and brought operation, in all countries of the world, to the record of 39,821,927 cars, trucks and buses. The increase was 6.9 per cent. larger than in any recent year, and was the fourth successive gain since the low point of the depression.

With all of this larger demand and larger use, the building of automobiles, in nearly all of the producing nations, went forward to the world total of 5,727,692 automobiles. The combined plans of the United States and Canada were forced to turn out 4,616,815 units, a total exceeded only in the "boom" year of 1929. Other producing countries, led by England, Germany, France and the U.S.S.R., produced 1,110,877 cars, trucks and buses, according to the careful estimates made as a part of this census. This total was 149,956 units more than in any previous year and included 461,352 units in England (increasing 14 per cent.), 271,000 units in Germany (increased 24 per cent.), 188,000 units in France (practically unchanged from 1935) and 115,500 in the U.S.S.R. (increased by 24 per cent.). The record was an impressive one, showing again that the world is rapidly enlarging its needs for motor transportation and—north, south, east, west—is taking the first opportunity with the return of more prosperous conditions to reconstruct and improve its highway transport machine. This was never more significantly illustrated than in the past year.

Highway building and improvement reports from many localities evidence the fact that, more and more, governments are recognizing the essential necessity of improving inland transport, both by creating better traffic ways in the cities and towns and by providing all-year roads through the rural sections and between cities. Restored business and the return of better agri-

cultural conditions have made new and greater needs for transport and, with funds again becoming available, much construction is under way. Argentina perhaps is the most typical example, although numerous others might also be cited. Argentina is building highways today under a large new programme, financed for ten years, that is linking the major centres with hard-surfaced roads. Argentina, incidentally, is one of the few great countries of the world that last year did not increase the number of automobiles in operation. Despite the fact that new registrations have greatly expanded during the past few years, obsolescence is still greater than replacements and the transport machine has slightly decreased. Despite this regression, the Argentine has embarked on a highway programme indicative of the country's expectation of a much more active automotive demand. Highway building is proceeding apace in most sections of the world.

The significance of the census findings is great. Mounting motor registrations has expanded governmental revenues, particularly where taxes and revenue imposts are not so high as to hamper normal and necessary development. More people are at work in automotive sales and service. Demand has greatly enlarged for all of those commodities and materials utilized in the production and operation of motor vehicles—products affecting almost literally every section of the globe. New transport needs have been created and essentially new wealth has been created. The 1937 World Motor Census is a document of high interest and filled with significance, not only for the motor trade in every territory, but likewise with all who are concerned with the world development of trade, commerce and finance. It proves that "The Automobile Serves the World."

INCREASING REGISTRATION.

	1937	*1936	1935	1933	1931	1929
Africa	519,492	466,603	425,573	369,814	351,931	275,173
† America	2,005,521	1,917,676	1,860,135	1,896,380	2,097,289	1,809,346
Asia	622,159	597,601	548,201	486,292	551,467	427,068
Europe	7,626,533	7,136,425	6,656,012	5,498,704	5,287,472	4,138,016
Oceania	961,842	890,669	826,711	740,016	805,545	707,609
Total	11,737,547	*11,008,974	10,314,632	8,991,206	9,093,704	7,357,210
United States	28,086,380	26,225,757	24,881,467	24,374,182	26,690,949	24,494,850
World Total	39,821,927	*37,234,731	35,196,099	33,369,388	35,784,653	31,852,060

*Revised

† Not including United States

CENSUS JANUARY 1, 1937

	Automobiles.	Cars.	Trucks.	Buses.	Motorcycles.
Africa	519,492	*417,373	*98,139	†	*52,613
America (Excluding U. S.)	2,005,521	*1,586,321	*391,278	*27,872	*20,866
Asia	622,159	*379,710	*185,396	*57,053	*89,721
Europe	7,626,533	*5,345,315	*2,014,022	*142,196	*2,196,353
Oceania	961,842	*724,092	*237,150	†	*100,036
U. S.	28,086,380	24,168,329	3,846,752	71,299	100,320
World Total	39,821,927	*32,821,140	*6,772,737	*298,420	*2,559,909
World Total (Excluding U.S.)	11,735,547	*8,452,811	*2,925,985	*227,121	*2,459,589

† Included as Trucks.

* Not complete for all territories.

Royal Automobile Club's Road Policy

The Royal Automobile Club have recently submitted a memorandum to the Minister of Transport on the subject of road policy. The document was begun and substantially concluded before the first announcement of the proposals foreshadowed in the Trunk Roads Bill and does not oppose the spirit of that important measure.

The conclusions which have been arrived at are based on the need for providing for the future as being the only constructive and economical policy, and the following are among the principal recommendations:

To facilitate the natural growth of all systems of transport, whether by road, rail, canal, sea or air, to serve the traffic best suited to each.

To improve existing roads and to maintain them in the highest state of efficiency for modern traffic.

To provide a national system of road arteries for the use of motor traffic to be additional to, but connected with, the present roads by a limited number of junctions.

To unify in one department of the State the administration of all that relates to traffic and transport on roads other than the enforcement of the law, and so to provide for the unhampered movement of traffic consistent with public safety.

To consider how the funds required for roads can more equitably be raised than at present and by whom they should be administered.

To provide annually for the next five years from national revenue the sum of £51,500,000 towards a minimum annual expenditure on roads of £88,000,000.

The Royal Automobile Club is not the only representative body of road users to raise its voice in protest against the manner in which the money they are providing is being spent or rather not being spent.

The accident toll of the road, though no doubt the most urgent, is not the only incentive to protest on the part of road users, but the thorough discomfort of road usage of any description, and the resultant economic loss due to overcrowding. Whilst in the past decade the number of vehicles using the roads has been practically doubled, not more than one per cent. has been added to the road mileage of the country. The road industry, we are told, comes third in magnitude. We would go further and say that upon it the whole of the industry of the country depends. Railway interests continue to reiterate that rail transport is the transport backbone of the country. This is not true. The two forms of transport have reached a point of interdependence, but, whereas, if a complete breakdown of motor transport occurred tomorrow, no effort the railways could make could fill the gap, if a similar thing happened to rail transport, within a comparatively short time road transport could meet the emergency. Cut out the main line rail traffic and there would be very little left that road transport could not do better. Rail transport moves more passengers at greater speed in urban areas, it is true, but this is more by virtue of the unimpeded access the railways have to the centres of population, than to any inherent superiority on the part of the rail. No sane man condemns the

over rail. Its immediate discontinuance has never been advocated in any quarter. Only the means employed to bolster up its obvious inadequacies are deplored and resented. Motor manufacturers, in association with manufacturers of component parts and accessories, have produced vehicles of marvellous efficiency, and the highway engineer, in association with the chemist, can, if allowed to do so, construct roads to enable the vehicle to make full use of their potential powers. The country has available the cheapest form of transport ever known, and all there remains to do is to encourage its development. Apart from a business asset, and apart from the deplorable toll of the road, motoring is a social asset of inestimable value.

Bullock Carts in the U. P.

It is understood that the Representative of the United Provinces Automobile Association on the U. P. Board of Traffic and Communications at the next meeting proposes to take up the question of tightening of the rules for bullock cart traffic so that it should be made an offence for bullock carts, as it is for motor traffic, to travel on the wrong side of the road and otherwise to obstruct traffic.

It is high time that all Provinces did something in this connection as well as the introduction of some control over the overloading of bullock carts which are so destructive to the road surfaces.

Roads for Medical Amenities

At the September 1936 session of the Bombay Legislative Council Mr. Noel Paton, M.L.C., called the attention of the House to the Surgeon-General's Report for 1935 on Civil Hospitals and Dispensaries in which he said:

"With the increasing use of mechanical transport larger numbers of the village population are finding their way, by motor lorry, to the larger and more popular hospitals. In some districts private doctors themselves are making use of the motor car and are visiting regularly the villages near their own headquarters. It is, therefore, obvious that improved communications, a generous road construction policy, are as necessary for the solution of the medical problem as the building of additional hospitals and dispensaries."

AUSTIN R. A. C. RALLY SUCCESSES

FIRST AND SECOND IN CLASS IN COACHWORK COMPETITION

ON the first occasion that an official manufacturer's team of Austin cars competed in the R.A.C. Rally, which concluded at Hastings last Saturday, two of the Austin models carried off the first and second awards respectively in the Coachwork Competition for four-door saloons of from £161 to £250 list price.

The cars in question were the Fourteen "Goodwood" saloon driven by C. D. Buckley and K. Flood, and the Twelve "New Ascot" saloon driven by W. S. Sewell and W. H. Scriven.

The Coachwork Competition was decided by the highest aggregate of marks given for appearance, including design and colour; comfort, interior convenience, and ease of ingress and egress for both driver and passengers; condition, after covering

over 1,000 miles in the Rally; and general arrangement, including visibility to the front and rear when travelling forward and reversing, position of controls, switches, etc., luggage carrying, and accessibility of tools.

This success strikingly endorses public opinion which is responsible for the record demand that the latest Austins are enjoying.

In the Rally and tests at Hastings the Austin Team, which also included a Ten "Cambridge" saloon driven by H. L. Hadley and G. Valentine, put up an excellent performance and, despite atrocious weather conditions over the entire route, arrived at all checks in good time to complete the Rally with no trouble whatsoever and give a typical Austin display of dependability.

A MODEST YOUNG MAN

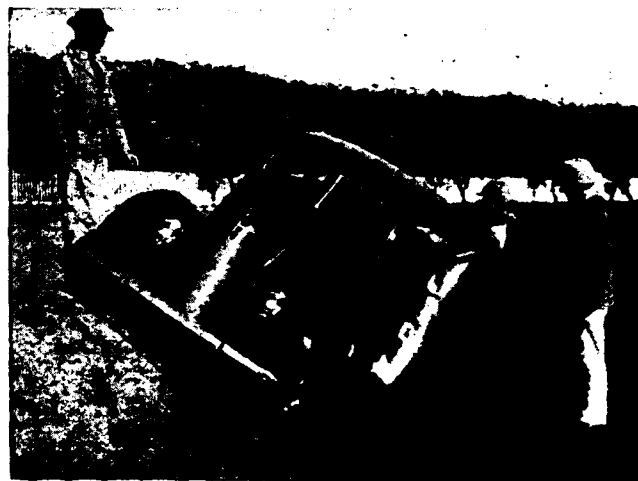
By G. M. Slocum

(Publisher of the Automotive Daily News).

DOWN at Dearborn the other day, as one of the hundred or so Detroit Newspapermen and invited guests who came to see the "25th Millionth" Ford come off the line, I was again impressed with a young man regarding whom the public knows too little. The only reason in the world why you do not know all about him, what he eats, wears and thinks is because he is even more diffident to publicity than his modest father. He is even more adroit in avoiding the spotlight than his dad, whose statements have been "front page news" now for almost a generation. Although dozens of biographies and countless newspaper and magazine articles have been written about Henry Ford, no one to my knowledge, has ever written a pen portrait of his son, Edsel Bryant Ford, who, as all Ford men know, is the actual President and one of the three owners of the world-wide institution, the Ford Motor Co.

I speak of him as a fellow townsman, because Edsel Ford was born in Detroit and has lived here all of his life. The conduct of his life could well be set down as a primer for all wealthy sons (and particularly their doting fathers) to read. Son of the world's wealthiest genius, this young man, now just turned 43, has a reputation in his own home town for clean living, modesty and civic mindedness which has never been blemished, even by a lying slanderer. I weigh my words carefully in making that statement and any newspapermen in Detroit who has lived here for 20 or more years will bear me out. It is a little hard to write into cold type the admiration which the average citizen of Detroit feels for this worthy son of famous father without having it appear like flattery. That, of all things, I imagine Edsel Ford would abhor most.

And do not gather from this statement that he is not a virile,



STABILITY AND LOW CENTRE OF GRAVITY

Although the 1937 Ford V-8 is at an acute angle, weight of two men on running board fails to pull it over. Demonstration witnessed by Mr. A. S. Trollop, Honorary General Secretary of the Safety First Association of India.



Mr. Henry Ford with his son Edsel.

red-blooded, two-fisted young man. His modesty and frankness win confidence immediately from all with whom he comes in contact. I have talked with many men who have had business dealings with him for years and who say he has an alert, piercing mind that goes directly to the core of a question and finds no delay in deciding it. I have talked with Ford men who work for him and Ford Dealers who sell for him and their opinion that "he is a fine fellow" is unanimous.

His influence on the policies of the Ford Company are undoubtedly very greatly minimised in the minds of the majority who have come to look upon the names "Henry" and "Ford" as synonymous. It is no secret in Detroit, however, that the modern lines of the new Fords, first tested out in the Lincoln-Zephyr, were the result of his sponsorship. Or that the progressive sales and advertising campaigns, radio programmes, world's fair buildings and generous use of practically every form of media, came into the Ford picture only after Edsel took the helm. Detroit has a justifiable right to point proudly to this man as "her son".



Demonstrating Ford knee-action springing on All Four wheels. With one front wheel and one rear wheel raised 8" body stays level.

WAVY HIGHWAY LINE NEW SAFETY IDEA

WAVY, wriggly lines, painted on the centre of the highway to warn motorists of busy intersections and danger spots is the latest idea for safety developed by traffic engineers.

Recently two California motorists Georgia Moore and Lois Joyner, drove a new De Soto out San Fernando Valley and had Traffic Officer Jack Markham of the San Fernando Police Department explain the new highway phenomena.

The familiar white highway dividing line has been made to do strange things—but all in the interest of safety.

For 200 feet on each side of intersections and other danger spots the "white line" has been waved and twisted until it looks like a giant serpent.

The newest highway safety idea is attributed to Los Angeles City Traffic Engineer Ralph Dorsey and is being tried and tested to determine if the theory at the back of the idea is sound.

Motorists say it is.

Dorsey explains that in addition to watching wayside warning signals, drivers have at night to watch the "white line" which marks the center of the highway. Unconsciously, according to doctors' analyses, drivers become sensitive to the white line and follow it automatically.

Hence, reasoned Dorsey, if drivers are given an added safety reminder by the white line, it should provide an excel-



WAVY LINES AID SAFE DRIVING

Lois Joyner, California motorist, stopped her new De Soto and scratched her head over the new "wiggly white line" which recently appeared in the San Fernando Valley in California. Traffic Officer Jack Markham explained to Miss Joyner and her friend, Georgia Moore, that the curvy lines are to warn night drivers that they are approaching a curve or intersection. Motorists and traffic engineers alike have hailed this new safety innovation.

lent supplement to other safety signals and caution warnings.

Now, drivers approaching a sweeping curve or a dangerous intersection are warned by the wriggly line to "slow down". California traffic authorities say that the brief time in which it has been in operation has resulted in scores of congratulatory comments.



Best Quality

CLIX WAX POLISH

Protects the lacquer finish of your car
from sun, rain and dust and restores
the lustre

Will not remove the paint

THE MADRAS AUTO SERVICE CO., LTD.

DISTRIBUTORS FOR LEADING LINES OF AUTOMOBILE PARTS

MADRAS
BANGALORE

MADRAS FLYING CLUB NOTES

A QUEER depression from the Bay of Bengal attacked the coast of Coromandel and thence the inwards of India at mid month. It delayed the Tata Airmail at Hyderabad a day and deposited one inch and a quarter of rain on the aerodrome, much to the joy of all living creatures. Colour thereupon returned to the withered lawn and remained throughout the rest of the month.

On the first Sunday of the month there was staged a bombing competition, the missiles as before being sand weighted message bags with coloured streamers. There were eleven entrants. Winner Mr. Law, the Club's Hony. Secretary, with three bulls out of three and 100% points. Second Mr. Davis, the club's quick soloist (3 hours and 40 min. *ab initio* dual). Third Mr. Saravanam, the club's last soloist and still at the time not in receipt of his A licence. Both with two bulls. The shooting was extraordinarily good and there was at one time a run of seven consecutive bulls, with Mr. Law's three in the middle. The bull of course being the home circle, with a diameter of 30 yards, and the drop 400 feet.

There was a recrudescence of cross country activity during the month, largely practice and instructional. Mr. Pieris, who has returned from his home in Ceylon after almost a year's absence, and Mr. Saravanam each flew solo to Pondicherry and then to Nellore or Gudur (without of course landing) and each thereupon passed his cross country cum landing test to Bangalore dual, and each then flew solo to Trichy. Mr. Pieris later flew to Cuddappah and finally carried a passenger to Bangalore and started dual instruction on the Leopard. Mr. Duraiswamy flew solo to Trichy on business and Monsieur Triou, who won his "A" licence during the month, flew dual one day to Trichy and another day to Bangalore, also on business. Mr. Davis flew solo to the neighbourhood of Bangalore and back without landing and there were some dual cross country flights of this nature. Mr. Bhuyan passed his examinations and tests for the "A-1" licence, including a triangular cross country flight, though he flew the whole length and breadth of India earlier in the year, and he took Mr. Narayanan to Bombay on business in the Leopard, which practically amounted to a charter flight. Cross country flying thus accounted for 77 hours out of a total of 142 hours. The outstanding event of the month was Mr. Pieris reaching an altitude of 20,000 feet one morning in the Swallow after two hours climbing, thus beating Mr. Bhuyan's record of 18,000 feet. At that height the Swallow was apparently at its last gasp and clutching wildly at the tenuous air to keep its level but Mr. Pieris though very cold was keeping very fit and experiencing no atmospheric deficiency.

Sunday breakfast parties were held as usual and the party for the bombing competition was particularly well attended.

Mr. Whitehead, Chief Conservator of Forests, and Herr Leuchs, the celebrated German rugger player, became flying members during the month and the latter started dual instruction.

FLYING TIME FOR APRIL 1937.

	H. M.
Dual instruction to members under training	7-35
Advanced dual to "A" pilots, including cross country instructional flights	38-20
Solo flights by "A" and "A-1" pilots	66-55
Solo flights by members under training	3-45
Pilot with passengers (A, A-1 & B pilots)	22-50
Joy rides	2-30
Cross country trips by the club instructor	—
Other flying	—
Test flights	0-10
Total Hours	142-5

The following members took dual instruction during the month:—

Europeans:—

Mr. P. Triou.
Mrs. Triou.
Major Wigfall.
Mr. H. F. Leuchs.

Indians:—

Mrs. Kapadia.
Mr. S. Parthasarathy.
Mr. V. G. Saravanam (Advanced dual).
Mr. W. Parthasarathy do.
Mr. S. Bhuyan do.

Ceylonese:—

Mr. D. Pieris (Advanced dual).
Mr. P. Triou qualified for "A" licence during the month.

New members during the month:—

Messrs. C. E. Holland and H. F. Leuchs.

BROADCASTING NEWS

Extensions at Daventry

Three New Transmitters; Twenty-three Aerial Arrays

DETAILS of the three new high-power transmitters that are being installed by the BBC at Daventry and of the reorganisation of the aerial system have been announced by Sir Noel Ashbridge, the BBC's Controller of Engineering. It is hoped that at least two of the new transmitters will be in operation for the Coronation broadcasts.

Sir Noel said that each of the new transmitters will have a power of 50 kilowatts in the aerial. They are additional to the two 10-kW transmitters which, with that of the first British short-wave station, G5SW, comprise the existing transmitters at Daventry. The power of the ex-G5SW transmitter is to be increased to 25 kW, and it is possible that, at a later date, the other two will be combined to form a single unit of greater power. Ultimately, therefore, the BBC will have five transmitters in use exclusively for the Empire service. In ordinary circumstances four of these will be used simultaneously.

A building measuring approximately 103 ft. by 229 ft. will accommodate the new equipment, Sir Noel announced, and space will be available for the installation of still another transmitter. Two Diesel engines have been installed to provide an emergency power supply. Land owned by the BBC at Daventry has been increased by ninety-five acres to 153 acres, in order to accommodate the new aerial system.

The Chief Engineer said that to the four existing masts (two of 350 ft.; two of 500 ft.) eleven masts had been added. They comprise five of 325 ft., two of 250 ft., one of 150 ft., and three of 80 ft. Twenty-three aerial arrays will be provided by the system, to any one of which any of the transmitters may be connected. A complicated framework utilising the 'tramway-arm' principle has been constructed to facilitate change-overs. In order to eliminate echo effects, all the aerials for wavelengths of 20 metres and below and some of the 25-m. and 31-m. aerials are equipped with reflectors.

To connect the twenty-three aerials to the 'transmitter-to-aerial' exchange, six miles of open-wire feeder lines carried on 550 poles were required. The masts at the extremes of the

site's area are three-quarters of a mile apart. From the point of view of the number of transmitters, the area of land occupied, and the cost, Daventry will be the largest station in the BBC system.

'As a result of these developments,' Sir Noel said, 'the station should be able to give a service as good as any of its kind in the world. Reception should be far more consistent, and, along the centre lines of the main directions of transmission, the full strength is expected to be four times greater than it is now. For much of the transmission time, the quality, we hope, will resemble that of a local station.'

Sir Noel warned listeners, however, not to expect that result immediately. 'At first,' he said, 'the new aerials may be put into service using the old transmitters, and for some days the new transmitters would probably work below their maximum power.'

Broadcasting Copyright Music

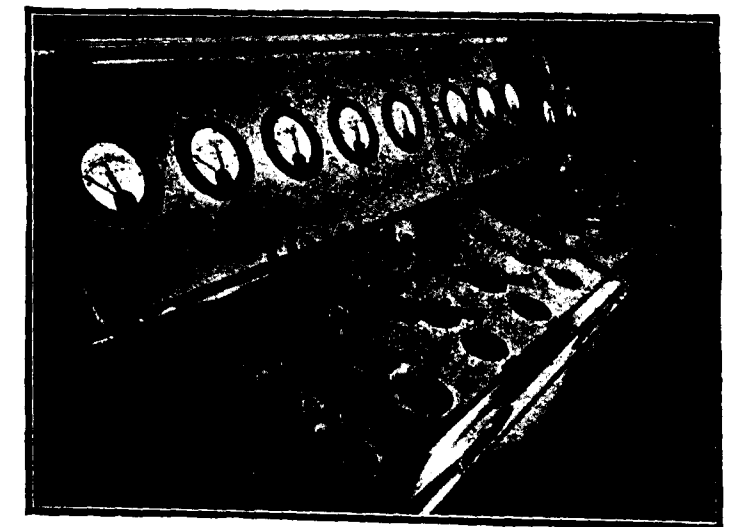
The following statement was issued recently by the Performing Right Society of Great Britain:—

'The licence granted by the Performing Right Society for the broadcasting of the copyright music it controls by the British Broadcasting Corporation having expired on December 31 last, both bodies agreed that the terms of payment for a further licence should be settled by voluntary arbitration. The arbitrators (Mr. A. T. Miller, K.C., Chairman; Sir Harold Gibson Howitt; and Sir William Jarratt) whose hearings extended over thirteen days, have now issued their Award. This provides for payment to the Society in respect of the Home broadcasting stations of a sum calculated at the rate of 7d. per listener's licence, such payment to be made monthly on the basis of the number of licences in force at the end of the preceding month. In addition, payment is to be made in respect of the Empire service at the rate of one-tenth of the amount payable for the Home stations.'

The Award is for a period of two years from January 1, 1937.



One of the 50-kW TRANSMITTERS that have been installed at the Empire Station at Daventry, showing (left) the crystal oscillator and frequency-doubling stages, and (centre) the intermediate amplifying stages and output stage. The modulator stages are on the right. (By courtesy B.B.C.)



A TRANSMITTER CONTROL TABLE at Daventry, from which the various power supplies to the transmitters are regulated. (By courtesy B.B.C.)

Coronation Contingents Broadcast from Daventry

Thirty-two members of the contingent that will represent the Australian Forces at the Coronation and seven members of the contingent of British South African Police from Rhodesia took part recently in a community-singing broadcast from Daventry. They were conducted in some of the old Army choruses by Joseph Lewis, the BBC conductor, and were accompanied on the organ by Harry Vowles, of the BBC's Empire Department, who spent many years in Australia—he was a music-master at Guildford Grammar School, viola player in the Metropolitan String Quartet, and was frequently heard in broadcasts from the Australian stations.

Variety was added to the programme by Kitty Reidy, the well-known Australian variety artist, who sang a number of popular songs.

Two broadcasters popular among Empire listeners, Henry Hall and Howard Marshall, seized the opportunity of meeting some of their overseas listeners, and were present in the studio during part of the broadcast.

Reports subsequently received from Rhodesia and Australia stated that reception conditions during the programme were good.

Rediffusion of Coronation Programmes

As far as the BBC's rights are concerned, no objection will be taken to the rediffusion to the public by loudspeaker of the various ceremonies and special performances broadcast in connection with the Coronation.

The BBC is also authorised to make the same statement on behalf of the Earl Marshal and the Performing Right Society.

No recording of any kind may be made of the Coronation ceremonies except by permission of the Earl Marshal.

Televising the Coronation Procession

The BBC hopes to televise the Coronation Procession at Apsley Gate, Hyde Park Corner, London, on the return journey from Westminster Abbey. A running commentary will accompany the broadcast, which will open with crowd scenes and last approximately an hour.

It is hoped to use three cameras. One of these, installed on the plinth of Apsley Gate, will give overhead views of the

advancing Procession, and a second camera, operated from the pavement immediately to the north of the Gate, will provide close-ups as the Procession passes through the arch. Another camera, facing southwards from Apsley Gate, will show the end of the Procession crossing Piccadilly towards the Green Park and Constitution Hill.

Cost of the Empire Broadcasting Service

Questions in British House of Commons

The question of contributions by the Colonial Governments to the cost of the Empire Broadcasting Service has recently been raised by Members of Parliament in the British House of Commons.

On April 12 the Postmaster-General was asked by Mr. S. P. Viant, Member for the constituency of Willesden, whether, in view of the projected improvement in the Empire Broadcasting Service, the British Broadcasting Corporation is to receive any financial assistance from the Colonial Governments to meet the increased costs.

The Postmaster-General (Major G. C. Tryon): 'The Broadcasting Committee, 1935, under the chairmanship of Lord Ullswater, recommended that the Empire Broadcasting Service should be expressly authorised in the new Charter of the British Broadcasting Corporation and that the additional funds required for its development should be provided by the Corporation from its increased share of licence receipts. In the White Paper on the Broadcasting Committee's report the Government announced their acceptance of this recommendation. In the circumstances, the question of financial assistance from the Colonial Governments is not being considered.

In reply to a further question from Mr. Viant, the Postmaster-General said that the Government was not making any representations on the matter to Colonial Governments.

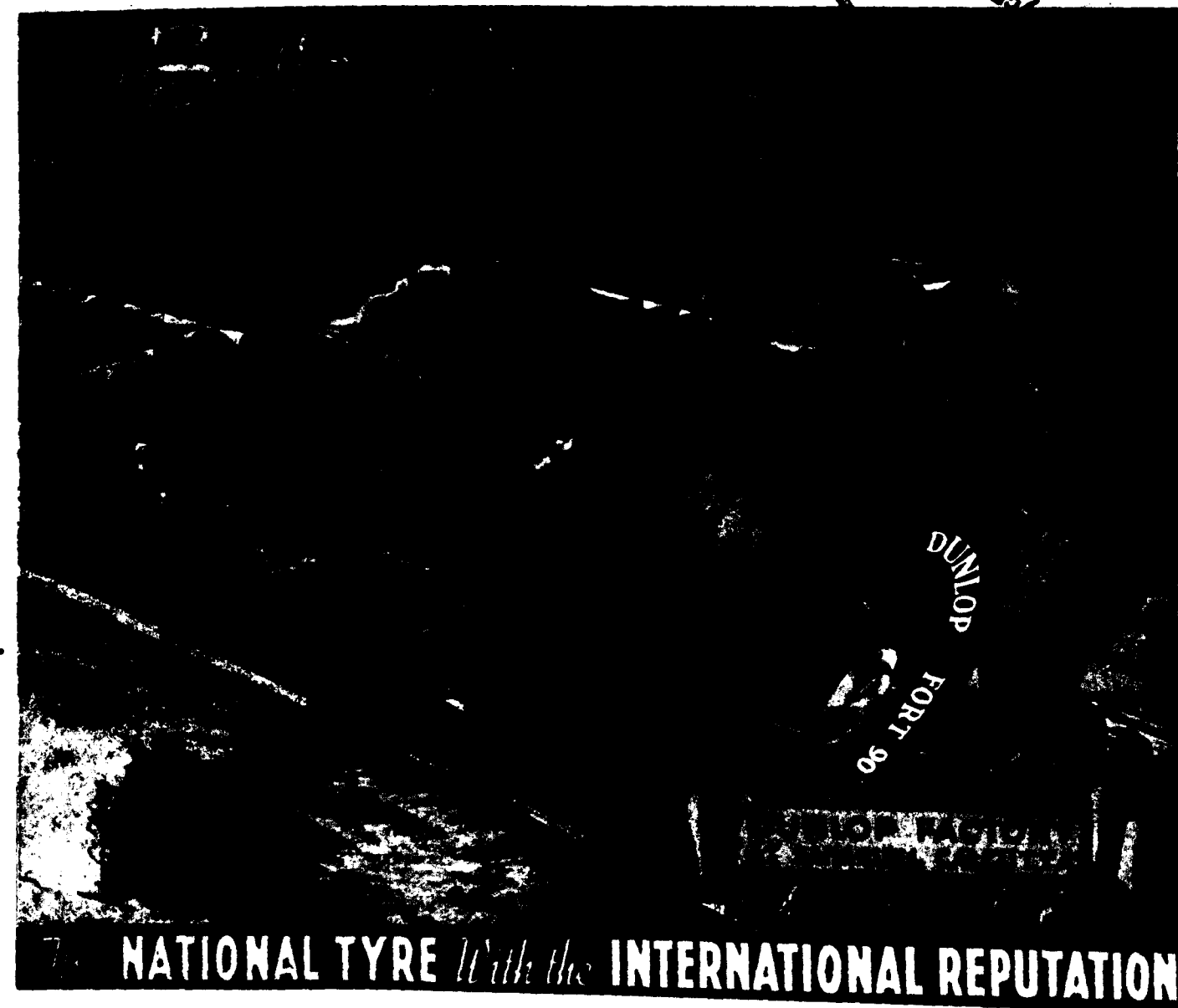
The question of financing the Empire Broadcasting Service was also referred to in the reply to a question asked by Mr. Viant on April 8. Mr. Viant enquired whether any decision had been reached 'as to the proportion of revenue derived from wireless licences which shall in future be passed on to the British Broadcasting Corporation with a view to meeting the increased costs rising from the development of television.' Sir W. Womersley, the Assistant Postmaster-General, said that it would rest with the Treasury, if at any time they were satisfied that the income of the British Broadcasting Corporation was insufficient to support their services, including television and Empire broadcasting, to approve an increase in the proportion of net licence revenue payable to the Corporation.



THE SPECIAL GROWN OF THE AUTOMOBILE INDUSTRY OF BRITAIN

MOTORING FLYING RADIO 8

VOL. IX JUNE 1937 No. 17 JUL 1937



DUNLOP

PORT 90

NATIONAL TYRE With the INTERNATIONAL REPUTATION

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SHIMOGA—U. Subraya Nayak.

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BANGALORE—Automobiles Ltd.

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MADRAS—Byramshaw & Co., Ltd.

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Automobile Association of Southern India

Dear Sir,

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

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

(Signature).

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

For Office use only

Date.....

Name of Member.....

Address.....

.....

Member proposing.....

Ackd.....

Entd.....

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

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

Elected.....

ANNUAL SUBSCRIPTION.

Motor Car Owner

Motor Cycle owner or non-motorist

There is no entrance fee and subscriptions are current for 12 months from date of signing application form.

The fee for a badge is Rs. 5 which includes two small bolts with double nuts. A refund of Rs. 2/8 is being paid on its return when membership ceases.

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 "

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To

THE MANAGER,

..... Bank,

Address.....

Date..... 193 ..

Dear Sir,

Will you please pay now to the Secretary, Automobile Association of Southern India, Madras, to the debit of my a/c, the sum of Rs. 15 only and continue to pay a like sum on this date in subsequent years till further notice.

Yours faithfully,

Signature.

The following is the revised list of Approved Insurance Companies who have agreed to offer 10% REBATE on the insurance of cars and motor cycles registered in the name of private individuals who are members of the A.A.S.I.

1. Alliance Assurance Co., Ltd.

2. Atlas Assurance Co., Ltd.

3. Bombay Fire and General Insurance Co., Ltd.

4. British India General Insurance Co., Ltd.

5. Caledonian Insurance Co.

6. Century Insurance Co., Ltd.

7. Clive Insurance Co., Ltd.

8. Commercial Union Assurance Co., Ltd.

9. Concord of India Insurance Co., Ltd.

10. Eastern Federal Union Insurance Co., Ltd.

11. Essex and Suffolk Equitable Insurance Society, Ltd.

12. Fine Art and General Insurance Co., Ltd.

13. General Accident, Fire and Life Assurance Corporation, Ltd.

14. Guardian Assurance Co., Ltd.

15. Hercules Insurance Co., Ltd.

16. Indian Globe Insurance Co., Ltd.

17. Jupiter General Insurance Co., Ltd.

18. La Concorde Insurance Co., Ltd., of Paris.

19. Liverpool and London and Globe Insurance Co., Ltd.

20. London Assurance Corporation.

21. London and Scottish Assurance Corporation, Ltd.

22. London and Lancashire Insurance Co., Ltd.

23. Motor Union Insurance Co., Ltd.

24. National Fire and General Insurance Co., Ltd.

25. New India Assurance Co., Ltd.

26. New Zealand Insurance Co., Ltd.

27. Northern Assurance Co., Ltd.
28. Norwich Union Fire Insurance Society, Ltd.

29. North British and Mercantile Insurance Co., Ltd.

30. Ocean Accident and Guarantee Corporation, Ltd.

31. Pandyan Insurance Co., Ltd.

32. Pearl Assurance Co., Ltd.

33. Phoenix Assurance Co., Ltd.

34. Prudential Assurance Co., Ltd.

35. Queensland Insurance Co., Ltd.

36. Railway Passengers Assurance Co.

37. Royal Exchange Assurance Corporation.

38. Royal Insurance Co., Ltd.

39. Scottish Insurance Corporation, Ltd.

40. Scottish Union and National Insurance Co.

41. South British Insurance Co., Ltd.

42. Sun Insurance Office Ltd.

43. Tokio Marine and Fire Insurance Co., Ltd.

44. Triton Insurance Co., Ltd.

45. Union Assurance Society, Ltd.

46. Union Insurance Society of Canton, Ltd.

47. Universal Fire and General Insurance Co., Ltd.

48. Vulcan Insurance Co., Ltd.

49. Yorkshire Insurance Co., Ltd.

50. Deutscher Lloyd Insurance Co., Ltd., of Berlin.

51. L'Union Fire, Accident and General Insurance Co., Ltd., of Paris.

52. Sea Insurance Co., Ltd.

53. National Employers' Mutual General Insurance Association, Ltd.

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THE SOUTH INDIA MOTOR OWNER

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Contributions and photographs are invited and will be paid for if accepted. An adequately stamped, addressed and suitable envelope should accompany all contributions and photographs for their return if not accepted.

The Proprietors of this journal do not hold themselves responsible for the opinions expressed or statements made by its contributors.

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Advertisement "copy" to be supplied without application from the publishers by the 20th of the month preceding that in which the advertisement is to appear, failing which current "copy" will be repeated or where no current "copy" is available, space booked will be reserved and the advertiser will be held responsible for the cost.

LIST OF A.A.S.I. PUBLICATIONS

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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
List of Petrol Depots in Southern India	0 4 0
Great Britain and Ireland 1937 (A list of the principal events during 1937 with information for visitors).	
Touring in Great Britain and Europe 1936 A. A. publications	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
Map of Madras City showing principal roads and buildings produced by the Madras Calling League, Folder or flat	1 0 0

Postage extra in all cases.

Announcing

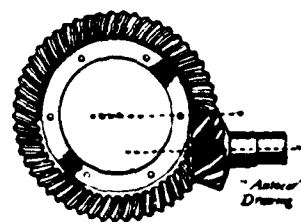
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The illustration indicates how the small bevel gear meshes with the crown wheel below the level of the axle shafts. Thus a sliding frictional movement is developed compared with the rolling frictional movement used when bevel and crown wheel engage at axle level.



Many of the new car models have Rear Axles fitted with "Hypoid" type gears. Ordinary Gear Oil will not stand up to the pressures developed between the teeth of hypoid gears. To meet this situation C. C. Wakefield & Co., Ltd., working in close co-operation with the leading car designers and builders, have developed a new lubricant—Wakefield Castrol HYPOY—which will withstand enormous pressure while providing perfect lubrication.

If your Car has a "Hypoid" Rear Axle, it must have Castrol HYPOY—"ordinary" Gear Oil will not do.

CASTROL HI-PRESS IS STILL AVAILABLE
Hypoid gears are not standard on all cars and therefore Castrol HI-PRESS [a milder kind of Extreme Pressure lubricant] is still correct for certain spiral bevel axles.

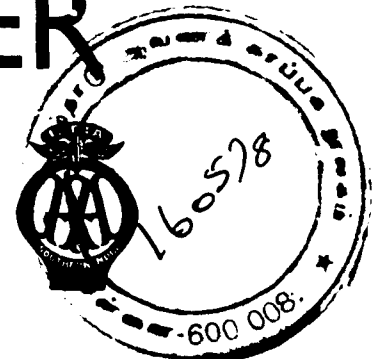
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WAKEFIELD
Castrol HYPOY FOR
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AXLES

THE SOUTH INDIA MOTOR OWNER



The Official Organ of the
Automobile Association of Southern India



Vol. IX, Number 6]

JUNE 1937

[Single Copy As. 8

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

Scouts

At a meeting of the Committee on 11th instant it was unanimously approved that the time had arrived when Scouts in smart uniforms should be started. Two cycle-patrols will be engaged in Madras and one motor/cycle patrol in the Mofussil. For the time being the duties of the motor/cycle Scout will be to survey routes in the districts and to give every assistance to members at the same time. The Madras scouts after being trained will be available to attend any large gatherings of motorists in the Mofussil from time to time and members are requested to give notice of any forthcoming events.

Road Information

The following Road information has been received this month:—

North Trunk Road.

"Since the report which appeared in the May issue of the 'South India Motor Owner' was written, the condition of the North Trunk Road, from Madras to Nellore, has deteriorated very rapidly.

"The portion in Chingleput District, from Madras to mile 33, is very bad, being full of pot-holes. Travelling over this stretch in a small car it was found necessary to restrict speed to between 15 and 20 m.p.h. practically the whole way.

"After mile 33, where the road enters Nellore District, it improves but up to mile 47 a moderately good surface is spoilt by two deep cart ruts down the middle, making steering at any speed difficult. From mile 47 right into Nellore the surface is becoming badly corrugated, loose, and stony. In Nellore Town the road is in a condition which can only be described as disgraceful.

"Construction of culverts at mile 54, 60 and 83 is in progress necessitating short diversions. The diversion at mile 54 is very loose and lumpy and should be traversed with caution. In its present condition this diversion seems likely to become quite impassable in the event of a heavy rainstorm, which may be expected about this time of year."

Dharmapuri/Tirupattur Road.

Information has been received that the Dharmapuri/Tirupattur Road No. 26 (III) will be completely closed for traffic for one month from 10th June 1937 on account of repairs to be done to tank bund in mile 23/2, 3, 4 by the Minor Irrigation Department. There is no diversion road as it is not feasible to put one.

In order to bring our office information bureau up-to-date and to make it easily available, a register has been started under the following 5 headings—Map corrections, General road information, Signposts, Local Taxes and Licenses, Garages and repair shops.

Reply paid printed postcards have been obtained, and a number were sent out this month, with the result that many useful replies have already been received.

Members are again requested to assist in bringing route itineraries up-to-date by reporting any improvements they can suggest.

Route Itineraries and Letters

148 itineraries were issued during the month covering 52,453 miles.

342 letters were received and many personal enquiries and telephone calls.

**MADRAS M. V. TAX FOR JULY/SEPTEMBER QUARTER SHOULD BE
PAID BEFORE 1st JULY 1937**

1,025 letters were written and despatched:

By post	685
„ local delivery	340
	1,025

Mysore M.V. Tax

Members are again reminded that short term licenses must be taken out, in addition to paying State Tolls. The rate of which are as follows:—

Cars of over 15 cwt. = Rs. 3/- for one week.
Rs. 9/- for 30 days.

These licenses are issued from any date to any date.

N.B.—These licenses are not valid in Bangalore C. & M. Station after 6 days.

Bangalore C. & M. Station M. V. Tax.

No license is necessary for the first 6 days, after which a quarterly or half-yearly license must be obtained, these are available from 1st June, 1st April, 1st July and 1st October only. (No refunds are paid.) That is to say that if a motorist visits the station 7 days before the end of a quarter, he is allowed 6 days grace, but must pay a full quarter's license for the remaining one day.

The rates being Rs. 15 for a quarter,
Rs. 28 for a half-year.

WHEN VISITING MADRAS

STAY AT
FOR COMFORT

HOTEL BOSOTTO
AND
EXCELLENT CUISINE

Many members do not appear to know that these short term licenses can be obtained at this office, and their attention is specially drawn to the fact that if a Bangalore C. & M. Station license is obtained *in advance*, no license is necessary for the Mysore State, but on the other hand a Mysore State license is not valid in the C. & M. Station.

N. B.—Three clear days notice should be given when requiring C. & M. Station licenses though Mysore State licenses can be issued immediately.

Madras M.V. Tax

For the convenience of visiting motorists to this Presidency, the Government of Madras have appointed the following Licensing Officers for issuing of short term licenses, of 30 days and 7 days:—

1. The Commissioner of Police, Travancore.
2. The Commissioner of Police, Trichur, Cochin State.
3. The Anji Kaimal District Superintendent of Police, Cochin State.
4. The Inspector of Police, Nemmara, Chittur, Palayannur, Vadakkancheri, Kunnamkulam and Trichur Town, Cochin State.

Rules of the Road in Bangalore & Mysore State

The following suggestions have been placed before the Commissioner of Police, Bangalore C. & M. Station and the Inspector General of Police, Mysore State, by our Committee:—

That the "righthand rule" as adopted by the Madras Motor Vehicles Rules (Madras Motor Manual—Section 26-c, and No. 1, page 24 of the Driving License) should be adopted by Bangalore C. & M. Station and the Mysore State and embodied in their Rules of the Road and in the Driving licenses issued by them.

That all roads entering main roads in Bangalore should be clearly marked with a "Major road ahead" symbol, and that where there is a doubt, in the case of two main roads crossing one another, one or other, at the discretion of the authorities concerned, should be so signposted.

The righthand rule only applies in Madras to minor road junctions or crossings where no police control or sign-post exists. If this "Major Road ahead" symbol with its interpretation is included in every driving license, it will not be necessary to embody a number of vernacular languages on the sign.

It is generally found where funds permit, that the safest method is to construct roundabouts at the crossings of main roads.

The Commissioner of Police C. & M. Station has acknowledged receipt and states that the matter is receiving his attention.

List of Approved Repair Shops

The Committee of the Automobile Association of Southern

India is desirous of compiling a list of reliable motor repair shops in South India for inclusion in route itineraries issued to touring members.

May I please request your assistance in this connection and ask you to favour me with a list giving the addresses of any motor repair shops that you may know of in the towns and principal villages in your District.

In submitting recommendations for inclusion in the list of "Registered repairers" information as to the extent of the repair which the workshop is equipped to execute should invariably be given, e.g.

- (a) Minor repairs, also storing accommodation for cars and washing facilities;
- (b) thorough repairs and adjustments, also facilities for charging accumulator, batteries and reasonable accommodation for storing cars;
- (c) Efficient machinery and staff for chassis, overhauls, electrical adjustments and minor coach work repairs, also convenient accommodation and a supply of spares;
- (d) full equipped and suitable staff to undertake every class of repair, including coach-building and complete overhaul of chassis and engine and having a full range of spares and supplies; also ample accommodation.

Driving License Reminders

Members are again reminded to make use of the form to be found on another page and furnish the necessary particulars in order that we may remind them to renew their driving licenses before they expire.

We shall be pleased to extend this free service to remind members of any other date of importance, if they so wish, such as gun or game licenses, birthdays, etc., etc.

Traffic Control in Madras City

It is interesting to note that the Madras Police have erected a temporary roundabout at the Neill Statue. This is a step in the right direction and every encouragement should be shown by useful suggestions rather than abusive criticism as has recently appeared in letters to the Press. It is to be hoped that the Corporation and the Tramway Company will co-operate with the Police to erect an efficient roundabout opposite the Elphinstone and that when these have proved their efficiency, in making safer conditions for all, that similar action will be taken in other parts of the City.

Rallies, Picnics, etc.

A circular letter has been addressed to all our Honorary District Representatives with a view to getting more into personal touch with members in their districts, with suggestions for holding Rallies, Paper-Chases or Picnics with the object of encouraging the party spirit. Routes could be supplied by this office and it would assist in checking these up and keeping our District Maps up-to-date. Reports of these outings might be published in the magazine and help to brighten it up, especially if we could incite a little competition among the districts.

A copy of a letter from the General Secretary, A.A., London, to the Secretary of the A.A.S.I.

Dear Mr. Owen,

I learn that you have been appointed Secretary of the Automobile Association of Southern India and I feel I should like to write and offer you every good wish for the continued progress of the A.A.S.I. under your guidance. I assure you that we shall be very happy to give whatever assistance and advice may be in our power.

We shall be only too pleased to co-operate in any way possible for the furtherance of the good relations which have always existed between the A.A.S.I. and ourselves.

Please, therefore, do not hesitate to call on us for assistance whenever you may require it.

Yours faithfully,
(Sd.) Stenson Cooke.

Membership

31 new members were enrolled during the month of May 1937.

These new members were introduced by the following:—
4 by Mohamed Kazim Khaleeli,
3 by Mr. P. R. V. Sarma,
2 each by Messrs. K. Govindan, V. Duraiswamy and R. V. Shama Rao,
1 each by Messrs. South Indian Motor Company, A. F. Byramshaw, Dr. W. F. Rule, D.D.S., Rao Bahadur C. Gopal Menon, Messrs. C. R. Raghavachari, T. R. Bushanam, E. V. Padmanabha Pillai, R. R. Aitken, H. M. Molesworth and Messrs. Rane (Madras) Ltd.

The remaining 8 were enrolled by the staff.

LIST OF HOTELS AND BOARDING HOUSES

GRANTING 5 to 10% reduction on Total Bills exclusive of drinks to members of this Association on production of their current membership cards immediately on arrival.

N.B.—Those marked with * grant only 5% reduction.

Those marked with † grant reduction only for stay of 1 week or more.

Those marked with ‡ grant reduction only for casual (daily) guests.

Those marked with § grant only 3% reduction.

BANGALORE	Joyburn.	Mrs. Maish.	Rochester.
	Rugby.	Sastry's.	Shilton.†
	Marlin.		
BEZWADA	Morris.*		
CALICUT	Beach.		
CANNANORE	Hotel Westcliffe-on-Sea.		
COCHIN (Br.)	Harbour.		
COIMBATORE	Davy. Majestic.*		
COONOR	Hillgrove. Manor.‡		
ERNAKULAM	Terminus.		
GOPALAPUR	Seaside. Yatton Hall.*		
KODAIKANAL	Carlton. Wissahickon. §		
KOTAGIRI	Blue Mountain.		
KURNOOL	Udipi.*		
MADRAS	Bosotto. Clarence. Lyric.		
MAHE (Tellicherry)	Riverside.*		
MYSORE	Metropole.		
NELLORE	Majestic.†		
OOTACAMUND	Cecil. Savoy. Willingdon House.		
PONDICHERRY	Grand Hotel d' Europe. Hotel L'Alsacien. Sanker Lodge.*		
SECUNDERABAD	Montgomery. Percy's.		
TELLICHERRY	Empire.* Victoria.		
TINNEVELLY	Chandra Vilas.		
VIZAGAPATAM	Grand.*		
WALTAIR	Beach. Seaview.		

Driving Licence Reminder Form

The Secretary,
Automobile Association of Southern India,
Box No. 352,
Mount Road, Madras.

Name of member.....

Membership No.....

Full Postal Address.....

Dated.....1937

My Driving License No.....

dated.....issued by.....

Expires on..... Will you kindly

record this for your reminder service.

Signature.....

N.B.—It is important that every change of address be promptly communicated.

New Members

N. V. S. Palanivel, Esq.,
N. V. Shanmugam & Co., Washermanpet P.O., Madras.
V. Swami Iyengar, Esq.,
Pattamangalam Street, Mayavaram.
Miss E. L. Rebeiro,
9, Sembudoss Street, G.T., Madras.
S. Osman Ali, Esq., I.C.S.,
Assistant Collector of Chingleput, Cathedral P.O., Madras.
F. S. Rama Rau, Esq.,
"The Hermitage," Luz, Mylapore, Madras.
Hugh D. Latham, Esq.,
Dy. Commissioner's Bungalow, Egmore.
L. Rathnam Chettiar, Esq.,
57-58, Wallajah Road, Mount Road, Madras.
John Burton, Esq.,
Secunderabad, Deccan.
V. L. Ethiraj, Esq.,
Victoria Crescent, Egmore.
A. Cargnelli, Esq.,
Manager, F. Racek & Co., 4, Singanna Naick Street, Madras.
S. J. Ispahani, Esq.,
Runnymede, 54, Poonamallee High Road, Kilpauk, Madras.
R. K. Varma, Esq.,
A. T. S., S. I. Railway, Trichinopoly.
S. Sivarama Krishna Iyer, Esq.,
Government Pleader, Ellesmere Lodge, Lloyd's Road,
Kodaikanal.
K. M. Oommen, Esq., B.A.,
Agent, The Travancore National Bank, G.T., Madras.
R. Parthasarathy, Esq.,
Secretary, S. I. Railway Co-operative Stores, Trichinopoly.
Major H. W. C. Lloyd,
Wills Regiment, Bangalore.

K. S. Venkataraman, Esq., I.C.S.,
Assistant Collector, Chandragiri.
K. Ramaswamy, Esq.,
District Board Assistant Engineer, Trichinopoly.
V. Varadachari, Esq.,
Assistant Secretary to Government, Finance Department,
Fort St. George, Madras.
G. Sri Ram Babu, Esq., B.A., B.L.,
94-B, Poonamallee High Road, Kilpauk, Madras.
C. L. Ramaswami, Esq.,
Indo-Commercial Bank, Ltd., 107, Armenian Street,
Madras.
N. Govindarajan, Esq.,
Dy. Chief Engineer, 28, Lloyd's Road, Royapettah.
D. J. Batliwala, Esq.,
Asst. Transportation Superintendent, M. & S. M. Railway,
Power, Madras.
H. Hadow, Esq.,
Post Box No. 48, 22, Errabalu Chetty Street, Madras.
K. P. Padmanabha Pillai, Esq.,
Bus Owner, Mangalore.
The Manager,
Suntikoppa Estate, Santikoppa, N. Coorg.
R. T. Trotter, Esq.,
C. o. H. J. Foster & Co., Ltd., P.O. Box No. 108, Madras.
S. H. G. Nayudu, Esq.,
Income-Tax Officer, Guntur.
M. S. Patel, Esq.,
Patel Electric Co., 52-54, Rattan Bazaar Road, Madras.
J. K. Lindsay, Esq.,
Marikuppam, Mysore State.
G. S. Whimster, Esq.,
C/o Messrs. The Imperial Chemical Industries (India)
Ltd., Madras.

FOR THE UNDER SIDES OF MUDGUARDS

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BOOKING ACCOMMODATION AT BANGALORE WATER WORKS*"Sri Chamarajendra Reservoir" and Bangalore Water Works at Thippagondanahalli (22 miles West of Bangalore).*

Motorists intending to stay at the "Inspection Lodge" are advised to book accommodation in advance by applying or by letter to

"The Executive Engineer,
Water Supply Division,
Seshadri Road, Bangalore."

N.B.—Do not book at the Works!

THIS office is situated at the junction of Seshadri (Jail Road) and Race Course Roads and right opposite the Modern Hindu Hotel near Bangalore City Railway Station. As one must pass this office on the way to Thippagondanahalli one could, in emergencies, and during office hours, call in on one's way and arrange matters and if accommodation is available, the staff will telephone straight away to the Works.

There is no need to book temporary use of the Verandahs and Hall, also use of garden or to park cars for picnic parties for which a small charge is made.

How to get there

To proceed to the Water Works from the C. & M. Station; as also from all, but the most southerly or South-West parts of Bangalore City, one should go *via* the City Railway Passenger (not Goods) Station; that is to say,—on passing down and under the Broad Gauge Railway Bridges—Don't turn left to Station—instead, turn right and 15 yards or so on, turn left at the signpost "To Water Works".

This nice open road joins the Magadi Road near the Leper Asylum where one turns right.

Thus, one avoids the terribly bad and congested road which meanders around the Goods shed and Binny's Mills and saves much time and possibly broken springs or damaged "wings".

Major A. W. Waters, M.B.E. of 10, Infantry Road, Bangalore, who is our very enthusiastic Honorary District Representative, will always be pleased to assist our members with advice in regard to trips and shikar round about the Water Works.

The Indian Roads & Transport Development Association Ltd.

Monthly News Letter

Why Tyres Puncture

THE Automobile Association in England have published the results of an enquiry made by over 1,000 road patrols on the main roads of the country, as to why tyres puncture; why the puncture should usually be in a rear tyre; and why that tyre should in most cases be on a near side wheel. There have already been complaints that modern methods of road-surfacing, combined with the higher braking power and quicker acceleration possessed by cars, shorten the life of the best tyres by several thousand miles.

An analysis of the returns shows that three-quarters of the punctures that come under the notice of the observers were in rear tyres and two-thirds of that number were in tyres on the near side wheel.

The explanation is that any loose material on a roadway is scattered by passing cars to the edge of the highway. The remedy is more careful road-surfacing and systematic road cleaning with more attention to the sides. (British Road Federation Bulletin).

Road Development in Bombay**Rs. 56 Lakhs Schemes**

Details are now available of 77 schemes of road development in Bombay Presidency, which have been sanctioned by the Government of India for being financed from the Road Fund. These schemes are estimated to cost Rs. 56.42 lakhs and will, therefore, absorb the revenue of the Bombay Government in the Road Fund for about four years.

The programme includes 11.50 per cent. of competitive roads, 42.80 per cent. of feeder roads, 29.00 per cent. of urban or sub-urban roads and 16.70 per cent. of non-competitive rural roads. Then again Rs. 8,90,656 will be spent on roads in the Bombay, Baroda and Central India Railway area, Rs. 20,02,271 on the Great Indian Peninsula Railway area and Rs. 24,54,757 on the area covered by Madras and Southern Maratha Railway.

It is also understood that the Government of Bombay will shortly forward to the Government of India the Bombay-Ahmedabad Road project, which is estimated to cost about Rs. 50 lakhs. They also intend to employ their special officer, when appointed, to work a scheme of local feeder roads to railway stations.

Competitive Roads.

It may be explained that the Government of Bombay had put up six projects of road development, the total estimated cost of which was over Rs. 4 lakhs. All of them were competitive roads. One of these projects related to modernizing the Igat-puri-Ghoti section of the Bombay-Agra-Delhi Road at an estimated cost of Rs. 1,33,700. This project was sanctioned.

The most important projects amongst those sanctioned by the Government are as under.—

Providing cement concrete road on Andheri-Mira section of Bandra-Ghodbunder Road at an estimated cost of Rs. 1,19,801.

Improving the Dahanu-Jawahar Road at an estimated cost of Rs. 1,38,164. This is an important feeder road to Dahanu Railway Station.

D

Improving the Sion-Thana section of Bombay-Agra Road at an estimated cost of Rs. 1,37,879.

Improvements to Kurla-Andheri-Versova Road at an estimated cost of Rs. 2,29,600.

Reconstructing and substantially improving the Baramati-Sangvi Road and Phaltan-Sangvi Road at an estimated cost of Rs. 3,66,000 is necessary for the development of sugar factories on the two Nira Right and Left Bank canals which are joined by these two Roads.

Modernizing the Provincial Road in and adjoining Ahmednagar at an estimated cost of Rs. 2,04,288.

Improving the existing Ratnagiri-Kolhapur-Miraj-Bijapur-Hyderabad Road at a cost of Rs. 1,09,638.

Improvements to sections of Bombay-Poona-Bangalore Road from Satara border to Kolhapur at an estimated cost of Rs. 1,21,290.

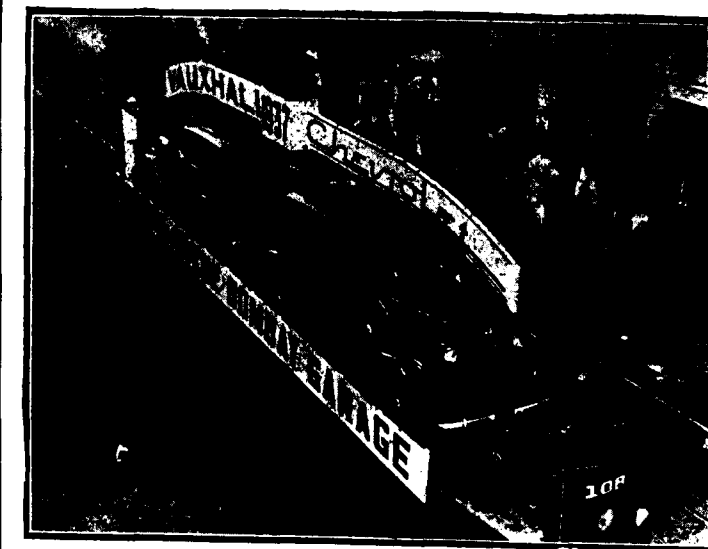
Improvements to Yellapur-Sirsi Road at an estimated cost of Rs. 2,53,876.

Mr. R. A. Fitzherbert, I.S.E., has been appointed Special Officer in charge of road development with effect from April 30th.

The Progress Party formed in the Bombay Provincial Legislature have given considerable prominence to the development of road communications in their programme so that everything augurs well for an improvement in the road system in the Bombay Presidency.

Rearmament Motor Transport

In an article in the Petroleum Press Service attention is drawn to the position of road transport and the recognition of



A novel but effective idea was instituted to announce the 1937 Chevrolet and Vauxhall by mounting the new cars on a tramway freight wagon which was run through the city streets in Bombay for nearly a fortnight. It attracted a great deal of notice from the public.

its indispensability for the purpose of national defence. Comparison is made between the situation in Germany and England and it is pointed out that the former give every encouragement to the construction of heavy lorries whereas in England the country road operators, by the scale of taxation introduced in 1933, are discouraged from the use of the heavier type of vehicles.

The following figures give the number of goods vehicles (excluding local authorities' and special vehicles) in operation in Great Britain as at September 1935 compared with the figures for lorries in use in Germany at 1st July 1935:—

Goods Vehicles				
Weight	Great Britain.		Germany.	
	Number	%	Number.	%
Up to 1 ton	1,21,982	29.2	35,932	17.3
1 to 2 "	1,81,236	43.4	86,806	41.7
2 to 3 "	73,801	17.7	38,881	18.7
3 to 4 "	17,697	4.2	17,447	8.4
Over 4 "	22,744	5.5	28,982	13.9
Total	4,17,460	100.0	2,08,048	100.0

Considerations of national defence add cogency to the plea for the alleviation of taxation and the encouragement of the use of the heavier vehicles so that road transport may play its full part in an emergency. Any attempt to restrict the use of the heavy vehicles in India should also for this amongst other reasons be opposed.

Proposed Road from Baghdad to Palestine

A good motor road will be a valuable addition to facilities for travel between Iraq and Palestine and this has been promised. Once Amman is passed there is nothing but desert and desolation for hundreds of miles except where the oil pipe line has been given little settlement for its supervision and protection. One famous track runs between Baghdad and Rutah wells, an old campaign ground and modern blockhouse and forks for Jerusalem and Damascus. This track is used regularly by the Nairn Transport cars.

Board of Traffic and Communications in United Provinces

Several important decisions were reached at the second meeting of the Board of Traffic and Communications, U.P., held at Lucknow on April 30 with Mr. G. K. Darling, President of the Board, in the Chair.

One of the most important items discussed at length by the Board was the desirability of steps being taken by the Government to encourage the use of pneumatic tyres on bullock carts. In this connection, Rai Bahadur Mr. Chhuttan Lal, late Chief Engineer, U.P. Government, had submitted a long note to the Board in which he had made the following suggestions to encourage the use of pneumatic tyred bullock carts.

(a) The Government should address all Municipalities pointing out the financial benefit they would reap by the use of pneumatic tyred carts and urging them to introduce preferential taxation.

(b) In the case of all contracts which involve considerable cartage tenders should be invited to quote alternative rates for carriage on pneumatic tyred carts and departments should be specially authorized by Government to accept slightly higher rates.

(c) All Government departments maintaining carts of their own should be told that when replaced these must be replaced by pneumatic tyred carts.

(d) Government should again take up the question of bullock cart taxation and in doing so, should tax iron tyres of less than 3" width.

Board's Decision.

The Board expressed itself in general agreement with the suggestions of Rai Bahadur Chhuttan Lal and resolved that every possible encouragement should be given to the adoption of the pneumatic tyres on bullock carts, primarily through the local bodies and big concerns such as sugar mills, brick-kilns, cotton mills and large industrial and agricultural concerns. It was further resolved that a system of licensing should be introduced by which all carts fitted with iron tyres of less than 3" width should be prohibited, whilst those fitted with iron tyres of 3" width or more should be taxed through a license fee and all those fitted with pneumatic tyres should be exempt from the necessity of taking out a licence.

Introduction of Highway Act approved by Board.

The Board next approved of the suggestion of Mr. Haig, Chief Engineer, regarding the introduction of a Highway Act in the United Provinces. The Chief Engineer had proposed the introduction on the ground that there was no Act at present which gave the authorities any power to make rules in regard to the control of traffic other than motor traffic, the limitation of weights or restrictions regarding tyres of vehicles and the rules of the road and the carrying of lights, etc. The Chief Engineer also suggested that the proposed Act might also be used as an instrument to assist in the prevention or removal of encroachments of roads. He said that such cases were becoming more and more common and the difficulties and delays which occur in dealing with these under the present law make their removal extremely difficult. He stated that with a view to enable the Civil Authorities and the Public Works Department to deal with encroachments the question of including in the proposed Act provision for formal surveys and settlement of the boundaries of provincial roads should be considered.

The Board is reported to have resolved to recommend to the Government the early introduction of a Highway Act in the Legislature. The introduction would be highly desirable for the purposes of uniform control of traffic in roads, the prevention of encroachments and the proper enforcement of the rule of the road.

Bye-Passes on Roads.

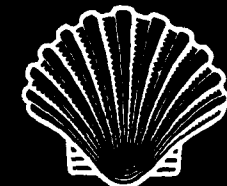
The Board also accepted Mr. Haig, Chief Engineer's suggestion about the giving of a grant from the Provincial Road Fund for the purpose of painting through and constructing bye-passes round villages on provincial roads. The Board decided to recommend to the Government that a sum of Rs. 50,000 per annum be allotted from the Road Fund to the Public Works Department for the purpose. It was pointed out in the course of the discussion that if this grant continued, the whole of the province would be covered in 10 years as far as the bye-passes round provincial roads were concerned.

The Board next rejected the proposal of the G.I.P. Railway about the introduction of a railway line from Muttra to Aligarh.

— what suits the air lines ...



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MOTOR OIL



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(INCORPORATED IN ENGLAND)
AGENTS: CALCUTTA. BOMBAY. MADRAS. KARACHI. NEW DELHI.

It was pointed out that there were already good roads running parallel to the proposed Railway line and also that the proposed Railway line would not be profitable to the Railway itself. The other proposal of the G.I.P. Railway about the construction of a railway line from Kartal to Kamasin, the Fatehpur-Banda District, was approved partly. It was pointed out in the course of a Note that there were some roads but they were not good and required considerable improvement.

Reconditioning Roads.

The Board, therefore, decided to recommend to the Government that communication on the southern section from Atarra to Kartal should be developed, preferably by the improvement of the present road, but in the alternative, by the construction of the proposed rail-road. If a grant could be given for the reconditioning of these 25 miles of road as a provincial project, the Board resolved, there would be no necessity for the Railway. But, the Board emphasised that it is most desirable that one or the other plan should be adopted for the purpose of tapping the agricultural area, not only in British territory, but also in that of the bordering Indian states more particularly, Panna and Ajaigarh. It should be remembered, it says, that the prevailing black cotton soil renders ordinary communications impossible for the greater part of the year, for both men and beast.

The Board resolved further that if the southern section of the Railway is constructed then the northern section of the proposed Railway project from Atarra to Baberu and Kasmin may also be undertaken so that the two sections may be worked as a single project. It was considered that the northern section should provide an adequate income from passenger traffic owing to the complete absence of roads in that part.

Special Routes.

The Board had before it certain recommendations of the various Controlling authorities about classifying certain routes as "special routes". These routes are Lucknow-Cawnpore, Sharanpur-Dehra-Dun-Mussoorie, Jwalapur-Hardwar-Rikhikesh, Meerut-Delhi border *via* Ghaziabad, Haldwani-Almora, Haldwani-Naini Tal, Haldwani-Garur, Naini Tal-Almora and Lansdowne-Kotdwara. It was decided to add the following routes also:—Muttra-Brindaban, Bareilly-Haldwani, Haldwani-Naini Tal and Haldwani-Ranikhet.

The Board considered a proposal from the Chief Commercial Manager, E.I. Ry., on behalf of the G.I.P. Ry., regarding the most suitable manner in which the growing evil of the conveyance of goods, on hire, by lorries registered as private vehicles could be checked. It is understood that the Board decided to institute test prosecutions in the cases which are detected.

Controlling Road Competition.

The Board then considered a proposal from the Chief Commercial Manager, East Indian Railway, Calcutta, that in the case of routes which are competitive with Railway, a general restriction be placed on the grant of permits for carriage of merchandise by lorries functioning as public service vehicles. It was resolved that improper competition of the roads with the Railways should be controlled by:

- (1) Elimination of so-called private lorries operating as public service vehicles for the conveyance of goods.
- (2) The employment of an inspectorate equipped with portable weighing machines to prevent the overloading of all public service vehicles and

- (3) Restricting the issue of permits for carriage of goods in public service vehicles over long distances which are adequately served by the Railways.

The proposal whether it is desirable that motor buses, meant primarily for the carriage of passengers, should also be available for the carriage of goods was postponed for further consideration at the next meeting as many difficulties were pointed out by a member in distinguishing what is personal luggage and what is not.

The proposal of the Inspector-General of Police about amending rule 114 of the U. P. Motor Vehicles Rules, 1935, was not approved of as it was considered that no case for change in the present rule had been established and that the multiplication of signals was undesirable. The Inspector-General had desired that separate signals should be provided for stopping, slowing down or turning to the left for the motor drivers.

We look forward to the day when each Province will have an active and efficient Board of Communications dealing with all matters relating to communications and transport.

Papers for the Fourth Indian Roads Congress

It is proposed to hold the fourth annual session of the Indian Roads Congress in about the third week of December 1937 at Hyderabad (Deccan) and members are invited to contribute papers for the meeting on any subject connected with Highway Engineering. As it is desirable to circulate copies of Papers to members well in advance of the meeting, and as it takes a good deal of time to print the same, it is desirable that all papers should reach the Secretary through the local Member of the Council by the end of June 1937.

Final acceptance of the Papers rests with the Council. In order, however, to avoid disappointment through the Council having to reject Papers owing to an excessive number being written on any one subject, it is particularly requested that any Member intending to write a Paper should intimate his intention of doing so *at once* to the local Member of Council who will forward the same with his comments to the Secretary. The Member offering a Paper will then be informed immediately whether his offer can be accepted.

The Council has decided that Papers from non-members who are experts or who have specialized knowledge of highway engineering will be welcome, and acceptance of Paper will carry honorary membership for the author for the year, provided there are good reasons why the contributor should not join the Congress as an ordinary member.

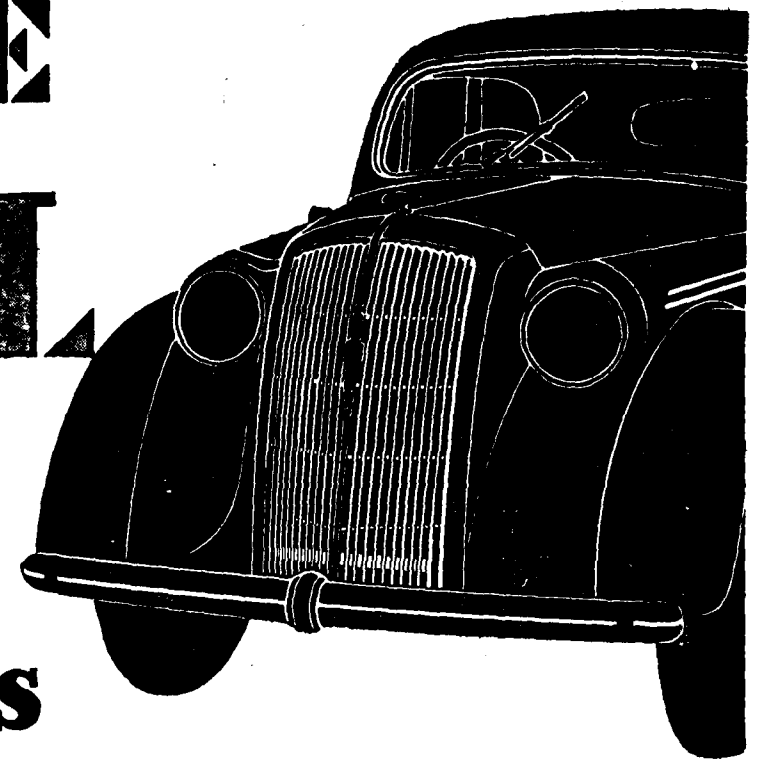
The following instructions are circulated for the guidance of authors of papers:—

- (i) Papers should be typed on one side of good stout paper of foolscap size, double or treble spacing being used, and leaving an ample margin on the left-hand side.
- (ii) The author's full name and designation should be given below the title of the paper.
- (iii) Illustrations fall into 2 classes:
 - (a) Line drawings.
 - (b) Half-tones.

Line drawings which form the bulk of the illustrations of most technical papers, should be made in black Indian Ink on

(Continued on page 221)

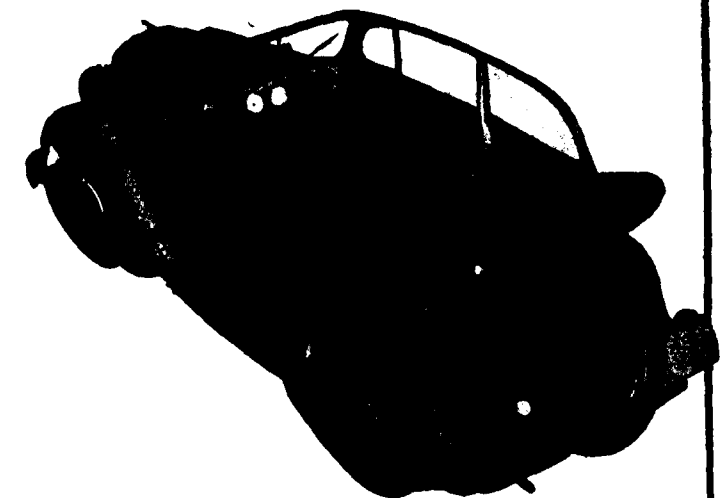
SAVE WITH AN OPEL *See the New* 1937 Models



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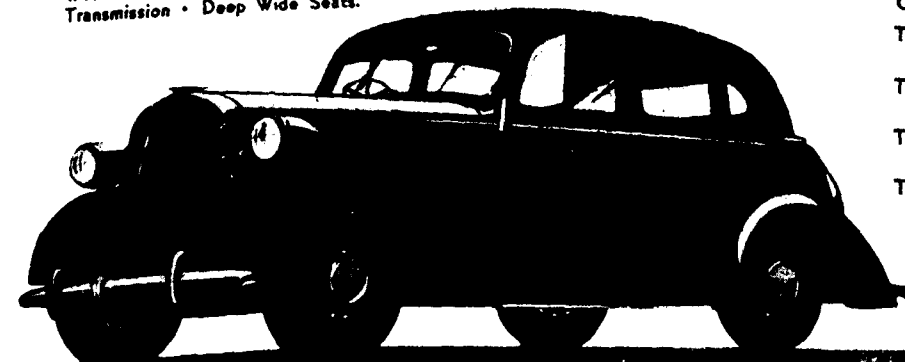
★ 1.1 LITRE 4CYL. CABRIO-COACH

92-inch Wheelbase • Entirely New Streamlined Appearance • Unequalled Petrol Economy • All Steel Composite Body Construction • 4-Wheel Hydraulic Safety Brakes • All-Weather Ventilation • Improved Independent Front Wheel Springing • Smooth Positive Clutch Action • Body thoroughly insulated against noises and heat • Extremely Low Prices.



★ 2.5 LITRE "SUPER SIX" SEDAN

104-inch Wheelbase • Attractive New Appearance • Powerful Six-Cylinder Overhead Valve Engine • Greater Economy • Increased Power and Acceleration • Improved Independent Front Wheel Springing • All Steel Turret Top Roof • New Hydraulic Safety Brakes • All-Weather Ventilation • New Silent Synchromesh Transmission • Deep Wide Seats.



Other models available are:
The Opel "Kadett" 1.1 Litre Coach
The Opel "Olympia" 1.3 Litre Coach
The Opel "Olympia" 1.3 Litre Cabrio-Coach
The Opel "Super-Six" 2.5 Litre Cabriolet

The new Opels can be purchased on easy terms through the General Motors Hire Purchase Plan.

PRODUCT OF GENERAL MOTORS

north of that line is in a category by itself. Motoring there is different, but very enjoyable if approached in the right frame of mind—that is, with the knowledge and expectation that this is wild, remote country. The little group of villages and townships lying west from Strathpeffer must be excepted from this observation; they offer all the amenities of civilisation and are served by up-to-date roads.

With this exception and also that of the main coast road to Wick, Thurso and John O'Groats, all the roads in this area are narrow and in places rough, although not so rough as to deter the lover of wild nature at her grandest. The roads are, in any case, being re-surfaced steadily, and the provision of passing places at short intervals accompanies this process. The motorist who likes to explore unfrequented parts, and to see some of the grandest scenery in Europe, should not, therefore, be deterred from taking his car north of the Caledonian Canal. On the other hand, he who cannot enjoy motoring except on broad, smooth roads, with service stations every few miles, should refrain.

In spite of what has been said about these roads being, if primitive, at least passable, the visiting motorist would hesitate about tackling one of them—and a "main road" to boot—the road from Fort William to Mallaig. It is definitely bad.

No mention of motoring in the far north-west would be complete without reference to the subject of ferries. The west coast of Scotland is much cut up by sea-lochs, long fjord-like arms of the sea penetrating many miles inland through the mountains, and so far north the provision of bridges is not always feasible. Ferries are, therefore, the only alternative, and they are expensive. Farther south, the question of ferries is not of importance except for crossing the estuaries of the Tay and Forth, but these ferries are reasonably priced and of ample capacity. There is, however, the toll bridge at Connel Ferry, on the direct route from Oban to Fort William. The bridge is owned by the railway company, but motorists are allowed to use it—for ten shillings a time. However, most tourists avoid this charge by going round by Glencoe, which they want to see anyway.

In the far north-west, however, it is difficult to avoid the ferries without missing much fine country. There are two routes to the Isle of Skye—besides the Mallaig road—and each of them entails two ferry-crossings before the car is on the Island. Those who are not going to Skye can, of course, leave out this part of the country altogether and still get a good glimpse of the north-west coast and its hinterland by going from Inverness through Achnasheen round by Loch Maree, and following the coast road up through Scourie to Durness, near Cape Wrath, all of which can be accomplished with only one ferry to negotiate, at Kylesku.

There remains the subject of islands. Scotland is rich in islands, and the tourist who neglects them is making a mistake. Many motorists are now taking their cars across to some of the larger of them, to Bute, Arran, Mull, Skye, Orkney and Shetland. High-speed motoring would be out of place on such islands, but a car is useful for exploring the countryside. In any case, it is well for the motorist to abandon motoring for an odd day now and then to take to the water. He will get a better idea of the scenery round the Firth of Clyde from the deck of a ship than from the seat of a car, and he can conveniently park his car in Ayrshire, in Glasgow, or in Helensburgh, while he goes sailing. The steamers are cheap, swift, clean and comfortable. Again, when he reaches Oban, he will find it an excellent centre for some modest voyaging, and what is more, he will be foolish if he does not avail himself of the opportunity.

As to general motoring conditions in Scotland, the visitors will find conditions much the same as in England except that the roads are not so crowded. In the cities it should be remembered that local bye-laws make it an offence to pass between a stationary tram car and the pavement while passengers are being taken up or set down at a stopping-place. Petrol prices are graded in "Zones," another penny per gallon being added for each zone northwards. Except in remote districts filling stations are plentiful, but when motoring in the wilder parts of the Highlands the visitor would do well to glance at his petrol-gauge when he sees a petrol-pump, as he may not have another opportunity for a fill-up for many miles.

Scottish hotels, in common with the hotels of other countries, have been steadily improved in recent years. Prices are generally on a level with those in England. The hotels are, however, often full to capacity in July and August, and this fact leads to the question of the best time of year to visit Scotland. Undoubtedly June is the answer. Not everybody can come in June, but those who can, should. The days are then the longest in the British Isles; rainfall is, in an average year, lower in June than in any other of the summer months; hotels are uncrowded and there is no difficulty about securing accommodation when arriving unannounced. Failing June, September is a good month. It has most of the advantages of June except that the days are shorter; but the gorgeous autumn colourings of the Scottish countryside (which have to be seen to be believed) are there as compensation. It is not, however, necessary to confine oneself to June or September. Scotland, speaking generally, has an out-of-doors climate all the year round (the winter temperature over most of the country is considerably above that of London) and the best time for a motoring holiday in Scotland could be described as any time from April to October.

AN UNUSUALLY ATTRACTIVE TOURER

Step Up
to the V8 Class



Large and Roomy

Those who wish the freedom of the open car—the luxury of the bright sky and flow of fresh air on a fine day, will be delighted with the Ford V-8 Phaeton.

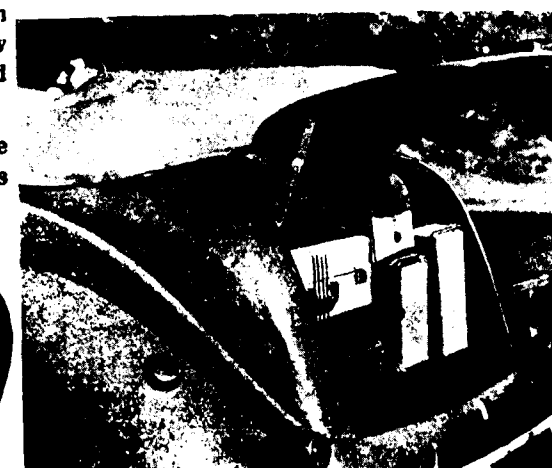
Like the luxurious Ford V-8 Saloon the Tourer is beautifully streamlined and is capable of seating eight if necessary.

*Economical & trouble-free
leave motoring*

Write for
"THE FORD HOME LEAVE BOOKLET"
from any Ford Dealer

The attractive top raises easily and curtains snap quickly into place when it rains. The windscreen and wings are safety glass. All seat cushions are in genuine leather. Other features are: Improved V-8 engine—Easy Steering—Long tapering pressure-lubricated Springs—Slanting V-type Windscreen—New easy action, self-energizing, Safety Brakes, etc.

That is why it is called—The Quality Car in the Low-Price Field.



LARGE LUGGAGE COMPARTMENT

Large enough for several pieces of luggage in addition to the spare tyre and wheel.

The Quality Car in the Low-price Field

CALCUTTA:
Standard
Buildings
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BOMBAY:
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128, Phayre
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THE OCEAN ACCIDENT & GUARANTEE CORPORATION LTD.

MADRAS:—169, Popham's Broadway

REGIONAL CHARACTERISTICS AT THE PARIS EXPOSITION, 1937

AMONG the many interesting features of this International Exposition is the Regional Centre. This section gives visitors from France and abroad the opportunity to study the life, arts and industries of the different regions of France. It was not found possible to give a separate presentation of every department or province, and for this reason recourse was had to the somewhat vague division into regions which are closely bound together by economic ties.

Each region is provided with its own pavilion, the architecture of which is inspired by the local tradition yet fulfilling all modern requirements. In each of these pavilions are displayed the wares of the particular district, and competitions organised by the regional committee have shown that France still boasts many craftsmen—the heirs to a long issue whose masterpieces have identified themselves with the people.

The regional centre shows the intellectual life of the various provinces, and displays the books devoted to each region, the work of local publishers, the reports of learned societies and the leading local reviews. Lectures and readings, similar to those which met with such marked success at the Colonial Exhibition, will deal with the merits of those writers who have clung faithfully to their native region. Moreover, this enquiry into the crafts and intellectual life of France has been made the occasion for drawing up a list of local festivals in France in connection with folklore and native costumes. Each region gives displays of its local dances and sports, and of its songs, which are a revelation to many of the visitors.

A central open space has been laid out to bring out the importance of a few of the larger French towns around which are built the pavilions of the regions having one of these towns as its vital centre, e.g., Alsace with Strasbourg; Lorraine with

Nancy; Lyons; Pyrenees-Languedoc with Toulouse; Guyenne-Gascogne with Bordeaux; The Limousin with Limoges; and the Champagne with Reims.

In demonstrating to the visitor the great variety of the French regions, care has been taken not to give the impression of too great diversity, for the great national unity is due to the kinship existing between them all.

By visiting one of the pavilions, the visitor may take a stroll through that region of France and study the regional characteristics. As an example, in the pavilion devoted to the Poitou-Angoumois-Aunis-Saintonge he will see among other things:—

The Agricultural Hall where is displayed a modern home with its furniture supplied by local craftsmen and artists, many pieces of which are real works of art—hand woven tablecloths; Nesmy pottery; Angoulême table sets, etc.

The Hall of Thought and Art where can be viewed the religious art and the regional Library containing theses of a regional character.

The Hall of Industry which illustrated the industries of the sea; and where local industries are represented:—Martin steel, Angoulême paper mills, etc.

The Hall of the Vine dealing with the making of Brandy and Wines, supplemented by the other local products.

The Hall of Tourism decorated with maps and panoramas, and summing up the whole region.

This is only one example of one of the many interesting pavilions which may be visited and which give to the visitor an excellent idea of the provincial life which has contributed much to the greatness of the French Nation.

Why Take Unnecessary Risks—

When Insurance is So Cheap

If you join or are already a member of the Automobile Association of Southern India

THE NATIONAL EMPLOYERS' MUTUAL GENERAL INSURANCE ASSOCIATION, LTD.

(INCORPORATED IN ENGLAND)

Offer you 10% reduction of Premium

The saving on your Motor Car Insurance premium will nearly cover your annual A.A.S.I. subscription. Let us quote you.

Please send for full details of our full comprehensive Policy covering all risks

Chief Agents:—**ADDISON & CO., LTD., MADRAS**

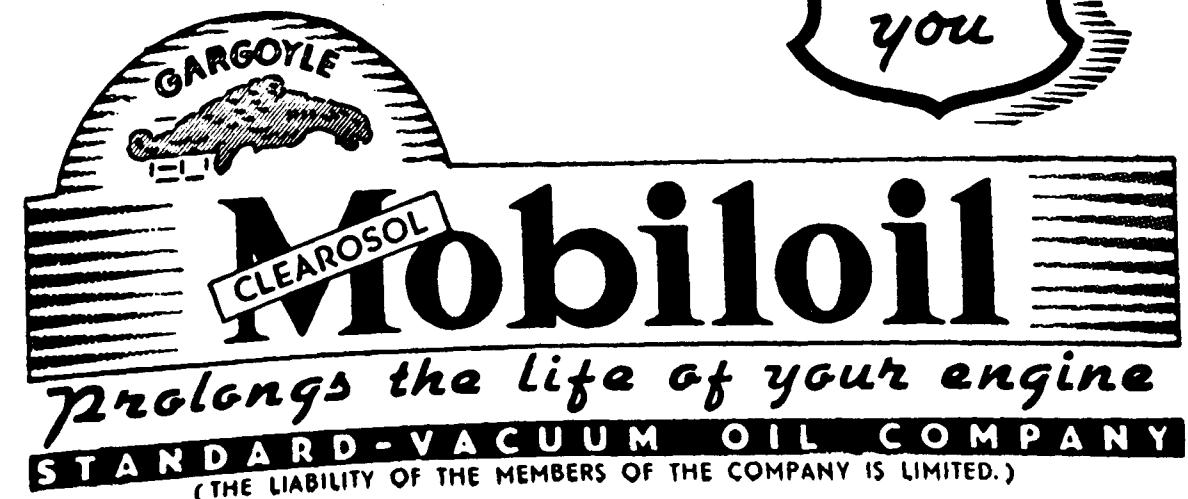
MINIMUM WEAR... MAXIMUM PROTECTION



SLACK, worn bearings... scored cylinder walls... result from oils incapable of withstanding the exacting operating conditions of the modern motor car engine.

Gargoyle Mobiloil provides an enduring oil film which protects bearings and cylinders from premature wear... and saves the expense of costly overhauls and repairs.

NO OTHER
OIL DOES
SO MUCH
FOR
you



THE STORY OF THE YOUNG INDIAN WHO REVOLUTIONISED THE BUS SERVICES OF A LARGE PART OF SOUTH INDIA

MR. G. D. NAIDU is the managing agent not only of United Motors (Coimbatore) Ltd., but of at least ten other bus companies, combines of more than sixty once-private concerns.

As a young man he knew nothing of commercial vehicle mechanics and nothing of the English language. But he was determined to learn; and learn he did, surmounting both obstacles with the help of the British Settlement Officer.

His next move was to purchase a bus, which necessity being the dictator of policy, he drove himself. Soon he was able to afford a driver, and as time went on, one or two more buses and one or two more drivers.

Making the Business Grow

Most men, having got so far, would grow with the demand.

Not so Mr. G. Doraiswamy Naidu. He took to riding in his competitor's buses; looking for faults and complaints which could remedy in his own. He also travelled "incog" in his own vehicles and noted everything that might have an adverse effect on the growth of his business.

Rash driving, rudeness to passengers and dishonesty were rife among the native drivers. Mr. Naidu stamped them all out with a system of fines and bonuses.

He invited complaints, in unstamped envelopes, from his passengers, and imposed heavy fines on the drivers or conductors at fault. Six months' good behaviour earned remission of the fine. Those members of the staff who did their work efficiently and honestly were rewarded with special prizes and bonuses. Gradually the malpractices disappeared, and as they disappeared, most of the road accidents went with them. So much so, that in 1934 there were 90% fewer accidents than in 1929!

Nowadays, Mr. Naidu, besides managing most of the bus services in the district, is the legal representative, the reformer and the political force of the South India bus industry.

He and his companies have opened modern workshops and garages at strategic points over a 50-mile radius, and the experience of his recent world tour has been applied to the general improvement of passenger facilities.

The new bus junction at Palladam on the Coimbatore-Trichinopoly road is an excellent instance. On a two acre site, garages, workshops, offices and a restaurant and waiting rooms have been built.

Profit Sharing and Profit Making

Mr. Naidu's latest moves have been to set aside 25% of the net profits for distribution to the staff—efficient members only!—and to standardise Bedfords for the entire fleet of over 150 vehicles.

Time will show what effect the profit sharing scheme has had on staff efficiency. Time has already shown what effect the Bedfords have had on the amount of profit to be shared. The photographs speak for themselves.

We give below a few of the long distant services connecting principal towns:—

1. Coonoor to Trichinopoly via Mettupalayam, Avanashi, Tiruppur and Karur—162 Miles.
2. Karur to Trichur via Dharapuram, Pollachi, Kollengode and Nemmara—148 Miles.
3. Coimbatore to Trichinopoly via Palladam, Kangayam and Karur—127 Miles.
4. Mettupalayam to Dindigul via Annur, Tiruppur, Dharapuram, and Ottanchattram—108 Miles.
5. Pollachi to Bhavani via Coimbatore, Mettupalayam, Satya, Attani and Andiyur—103 Miles.
6. Coimbatore to Trichur via Palghat, Chittoor, Nemmara and Vadakkancherry—102 Miles.
7. Erode to Dindigul via Vellakoil, Sinnadharapuram, Aravankurichi and Vidasandur—92 Miles.
8. Pollachi to Erode via Sultanpet, Palladam, Kangayam, Sennimalai and Perundurai—90 Miles.
9. Erode to Palni via Palayakottai, Sennimalai, and Dharapuram—82 Miles.
10. Coimbatore to Palni via Palladam, Dharapuram, Dasanackanpatty—72 Miles.

Small as it is in comparison with the Coimbatore headquarters of United Motors, this junction deals daily with 70 buses and 1,500 passengers. Printed time-tables are issued, and arrival and departure times are controlled by automatic time recorders.

The waiting rooms are furnished like club lounges, with arm-chairs, settees, refreshment tables and electric fans, and there is even a bathroom for the convenience of waiting passengers!

At other points on the routes shelters have been built each with a booking office and information clerk.

The lessons learned from the world tour are equally evident in the workshops. Compressed air-lifts, high-pressure washing and greasing apparatus, air-gun engine cleaners, brake-testing machines, even vacuum cleaners for bus interiors are included in the equipment.

All the bodies for the United Motors fleet are made in the company's premises and 180 buses are overhauled completely every year.

The Office system, too, is in keeping with the most up-to-date European methods. Automatic internal telephones, dictaphones, and card index record systems have been installed and machines are used for all routine work including envelope sealing. In fact Mr. Naidu's car is fitted with a dictaphone as well so that every minute of his time is usefully employed.

A dossier of every member of the staff is kept for ten years, and a library of engineering text books is available to any ambitious employee who wishes to improve his knowledge of his job.



Top: (Left) Interior view of the Service Station maintained for the buses.

(Centre) A view of the Head Office as seen from the road.

(Right) Interior of the visitors' room maintained at the Head Office. It is fully furnished and is equipped with the latest sanitary fittings, electric hot and cold baths etc.

Bottom: (Left) A conductor with a Bell punch machine and wallet containing tickets.

(Centre) A bus on the brake testing rack. The brakes of all buses are regularly tested on this airdraulic machine before they are allowed to go on service.

(Right) A bus being tested for wheel alignment.



Best Quality CLIX WAX POLISH

Protects the lacquer finish of your car
from sun, rain and dust and restores
the lustre

Will not remove the paint

THE MADRAS AUTO SERVICE CO., LTD.

DISTRIBUTORS FOR LEADING LINES OF AUTOMOBILE PARTS

MADRAS

BANGALORE

IMPORTED INTO INDIA.

PARTICULARS OF MOTOR VEHICLES

	MONTH OF APRIL				1937			
	1935		1936		1937		1937	
	Quantity	Value Rs.	Quantity	Value Rs.	Quantity	Value Rs.	Quantity	Value Rs.
Motor cars (Including taxi cabs)								
From United Kingdom	521	10,28,426	377	721,424	558	10,40,449	79	1,37,105
" Germany	12	17,984	56	101,749	45	55,569	344	4,88,529
" Italy	210	317,684	92	1,66,848	341	673,172	31	62,704
" Canada	335	742,136	446	776,276				
" United States of America	8	12,314	24	24,331				
" Other Countries								
Total	1,086	21,18,544	995	17,90,628	1,398	24,57,528		
Share of Bengal								
" Bombay	144	2,76,623	244	4,61,827	344	625,088		
" Sind	688	13,41,074	351	9,42,292	779	13,25,090		
" Madras	84	171,464	66	1,39,311	112	232,178		
" Burma	114	215,063	79	1,46,511	163	275,192		
"	56	114,320	55	1,00,687				
Total	1,086	21,18,544	995	17,90,628	1,398	24,57,528		
Motor cycles (Including scooters)								
From United Kingdom	66	32,645	50	25,161	61	33,919		
" Other Countries	3	1,947	20	4,465	51	12,500		
Total	69	34,592	70	29,626	112	46,419		
Motor omnibuses, vans and lorries								
Imported with bodies	41	114,161	31	27,834	37	51,773		
Chassis	437	6,80,506	803	948,350	1,512	18,34,651		
Total of motor omnibuses etc.	49	160,656	26	81,244	184	330,627		
From United Kingdom	289	383,076	72	104,422	284	327,551		
" Canada	118	170,575	724	757,232	1,087	11,88,565		
" United States of America	22	80,360	12	33,286	14	39,681		
" Other Countries								
Total	478	794,667	834	976,184	1,519	18,86,424		
Parts and accessories (excluding rubber tyres)								
Total Value		564,837		491,131		994,922		

Extracted from the Publication of the Department of Commercial Intelligence and Statistics, India.

THE MOTOR MANUFACTURERS & IMPORTERS' ASSOCIATION LTD.

Ford, Rhodes & Parks,

Secretaries,

Chartered Accountants,

Registered Accountants.

DODGE

THE GREATEST MOTOR CAR VALUE IN 23 YEARS.

OF course, you have heard of Dodge dependability! The word was voted into the dictionaries when Dodge established its meaning. . . . That was many years ago Dependability, however, will be just another word to you until you investigate its true meaning Arrange to drive the New Dodge Six Take it over a variety of road—smooth, choppy, rough Note the easy way in which it handles Note the absence of side sway when you swing around a sharp curve. Try the four-wheel hydraulic brakes and learn the meaning of sure, quick stopping. Test its economy. Treat it any way you like, a Dodge will never disappoint you.

ADDISON & CO., LTD.
MADRAS

BANGALORE, COIMBATORE,
TRICHINOPOLY, VIZAGAPATAM and
OOTACAMUND.



Dodge Six Touring Sedan

RYTECRAFT VAN MAKES A SUCCESSFUL TRIP FROM LONDON TO MANCHESTER

THE accompanying photograph depicts a 2½ h.p. Rytcraft Scooter Van manufactured by Messrs. The British Motor Boat Manufacturing Co., Ltd., London, for Messrs. Meabert Limited, Manchester. This little van recently made a very successful trip from London to Manchester and we give below a report on the trip by Mr. H. W. Meadowcroft, a Director of Messrs. Meabert Limited.

Mr. Meadowcroft says "Upon taking delivery of our new Silmet van a number of people very admiringly asked where it was going to and we told them that Manchester, via Nottingham and Buxton was its destination. It was rather funny to observe the expressions on the faces of the various people who made the enquiry as, after looking at my six foot of length, and then at the four foot height of the van they one and all asked how I was going to get inside. The best way to answer them was, of course, to get in, through the door, and after making a visit to our London Office we set off on the road for Nottingham. The little engine ticked over merrily away up the Edgware road through St. Albans, Luton, Bedford, Kettering and on to Nottingham.

The advertising value was obviously worth the money expended on this vehicle from the beginning, as all the way along everybody noted the vehicle and consequently read our business, which is painted on it, and there is no doubt that all the way we left a trail of people talking over the smart little van, belonging to some people who sell a silver plating paste named Silmet.

Policemen and A. A. road scouts were both amused and surprised as the speedy little vehicle passed them, and they all had a smile and a wave of the hand for the little van on its way North. Going in to Matlock, in fact, the A.A. scout at the join of the road to the Via Gellia also a policeman both got on their hands and knees in a humorous attempt to see the vehicle and the driver.

When we arrived at Nottingham I pulled up the van in Clumber Street, in order to make a call, and when I came out, there were three policemen and a large crowd of people all admiring the vehicle and obviously trying to see "what made the wheels go round". There was a real gasp here when I disappeared inside, and after answering numerous questions regarding where I had come from, and where I was going to, we were off again.

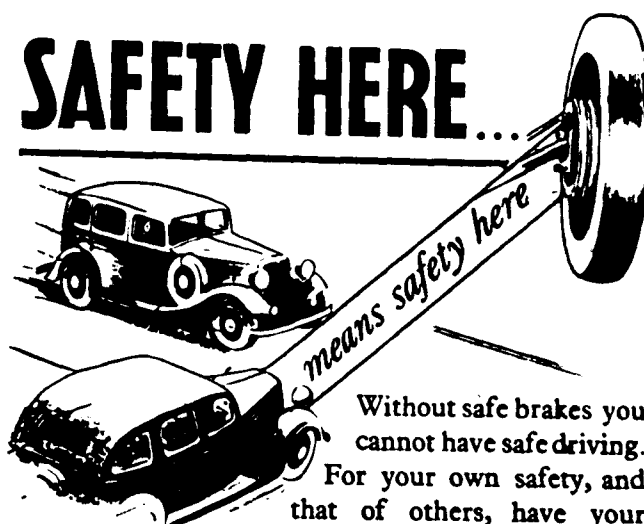
The biggest surprise of the whole journey, and one which fully illustrates these little vehicles climbing power was the snakelike climb out of Buxton on the road to Manchester. She came up the gradient on top gear all the way to the top of Long Hill. Cars of three and four times, and in some cases larger H. P. have to change to second gear up this gradient, but not the Rytcraft Van. She simply took the hills in her stride, and although the engine is still new and stiffish, she made no bones of showing what she is capable of in the future.

To sum the journey up, although these little vans are made for local delivery work, I have proved to my own satisfaction that they are capable of long journey work as well, should the necessity arise. The total petrol consumption for the journey was under three gallons, and one and a half pints of oil which, of course, is only that which a motorcycle would use, and the speed, having regard to the newness of the engine, and a certain



amount of initial stiffness, averaged 22 miles per hour which is not bad going".

From the consumption figures furnished the van averaged 80 miles per gallon—very economical indeed. The manufacturers inform us that a number of these trucks have been already exported to various countries.



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.

INSIST ON GENUINE FERODO BRAKE LININGS
Sole Distributors in India:
FERODO ASBESTOS CEMENT LIMITED
Vulcan House, Ballard Estate, Bombay (P.O. Box 775)
Also at Calcutta (P.O. Box 374), and Madras (P.O. Box 87)
MADE IN ENGLAND BY FERODO LIMITED, CHAPEL-EN-LE-FRITH.

THE PROBLEM OF THE USED CAR

THE anomalies which exist in the values of second-hand cars are as perplexing to those in the motor trade as to those members of the public who are either buying or selling them. Of course it is largely a question of supply and demand with a readier market for cars with practical bodywork and good accommodation. But the most important factor in deciding the value of a second-hand car is its "unused mileage".

Its potentiality for reliable trouble free running—with no more care and maintenance than a new car—it is the criterion by which the buyer of a second-hand car makes his choice. It is a significant fact that while we hear much about the difficulty of getting a good price for second-hand cars there is no used car problem with quality cars.

A second-hand car of quality will give as good service as many a new car and many motor dealers now back their second-hand cars with a similar guarantee as a new car.

Armstrong Siddeley Motors Ltd. claim that they were the first people to adopt the policy of offering a guaranteed used car in an equal-to-new condition. This practice speaks highly of the reliability of their cars and it is said that the supply of used Armstrong Siddeleys is barely sufficient to meet the demand.

A used car represents so much unused mileage and the higher this factor the greater the value of the car. This is becoming much more widely realised with the result that the motoring public in making their choice now pay more attention to the potential life of a car and appreciate that the more carefully a car is made the longer it will last.

COLOMBO TO LONDON BY ROAD AUSTIN VAN'S UNIQUE JOURNEY

AS road communications improve throughout the world and motor vehicles become more efficient and dependable, trans-continental journeys, which only a few years ago would have seemed fantastic, are being undertaken by adventurous motorists.

The latest motoring enterprise on the grand scale is a journey from Colombo to London by road, a distance of fully 9,000 miles.

This venture is being undertaken by Mr. S. Graham Taylor and Mr. D. C. Stewart Smith, of Colombo, who recently left that port on their long trail across India, Persia, Asia Minor, Turkey, Bulgaria, Hungary, Austria, Germany and Northern France.

An aspect of this venture is the fact that an Austin Twelve van, of the type so familiar on British roads, is being used.

The van, which is standard in every respect, easily accommodates all the equipment required for the journey.

Mr. Taylor at the start of the trip stated that he hoped to reach London in ten weeks, and it is expected that enough will be saved in expenses as compared with the journey by boat or plane, to write off the purchase price of the van.

Meanwhile a somewhat similar venture is in progress with a Seven van.

This van is being used by an art student, Mr. John A. Danford, winner of the Gold Medal and travelling scholarship awarded each year by the Royal Academy of Arts.

Mr. Danford has chosen to fulfil the conditions of his scholarship by making the circuit by land of the Mediterranean, and his Seven van not only carries all his personal luggage, but also serves for sleeping in.

The southern half of the journey is being undertaken first, so that the hottest countries are covered during the cool spring months.

Having journeyed through France, and crossed the Mediterranean from Marseilles (Spain and Morocco being avoided owing to the Spanish Civil War), artist and van are now on their way through Algeria, Tunisia and Libya, and will shortly be in Egypt.

From there Palestine, Trans-Jordan and Syria will be explored, the return being made through Turkey, Greece, Albania, Yugo-Slavia, Austria, Hungary, Czechoslovakia, Germany, Holland and Belgium.

Mr. Danford states that he chose the van on account of its economy, reliability, its sturdy build and the accommodation it provides for his kit as well as for sleeping.

He hopes to conclude his tour within a year, and will then have sketched most of the ancient sites of Western civilisation.

(Continued from page 208).

good quality white drawing paper. Blue prints are of no use for reproduction, and black line prints are unsatisfactory.

Half-tones are ordinary photographs and it is necessary to see that the prints are clear slightly over-printed and glazed. Photographs which are dim or out of focus do not come out distinctly in reproduction. The size of photographs should be from quarter plate to full plate. Negatives should accompany where possible and will be returned when done with.

Members contributing Papers on any actual bridge work carried out are requested to give *inter alia* the following details:—

(1) A dimensioned cross section of the roadway;

- (2) The loadings on which the design is based;
- (3) The cost per square foot of the elevation area comprised by the road level and the bottom of the foundations; and
- (4) The ratio of the total cost of the substructure to the cost of those parts of the superstructure as are subject to variation with variations of span.

Members are particularly requested to use the units of weight measure and cost standardised by the Congress (vide page 176 of Proceedings of the II Indian Roads Congress and in papers describing road works to give the information required by the form of record drawn up by the Congress, vide pp. 184-185 of the Proceedings of the II Indian Roads Congress).

MADRAS FLYING CLUB NOTES

"Full many a lowering evening was there seen,
Smothering the sun and sky in towering storm".

AS Shakespeare would possibly not have put it, and sometimes distant rain could actually be smelt. What time members exercising aeroplanes aloft would gnash their teeth in impotent envy, unaccompanied, however, by malice and all uncharitableness, at the western panorama presented to their view—of vast black thunderstorms heartily sousing places like Conjeeveram, Arkonam and Vellore, yet not a drop for the coast. Though oft-times, flying finished, the pealing thunder could be heard, so close at hand would rage the tempest. But then May never has brought rain to Madras and nothing else could really be expected. Very, very tawny in consequence stares the grass of the great landing ground and hard as concrete rings the baked earth to landings.

On May Day there flew over and by, in high though unintentional disdain, a French Salmson monoplane under the guidance of two of its country-women, Madams Claire Roman and Mlle. Alix Lucus-Naudin, bound for Pondicherry, some eighty miles to the southward. Next day the entire fleet of the Madras Flying Club followed in hot pursuit, the Leopard, the Swallow and the sole surviving Gipsy, bearing between them Monsieur and Madame Triou (the instigators of the raid) Messrs. Law, Lomax, Bhuyan, Chandy and Mr. Tyndale-Biscoe, the instructor. The invaders landed on fields temporarily flattened together and prepared as a landing ground for the French ladies, the very plot used by Monsieur D'Estailleur Chantereine and his Farman monoplane last year, and were greeted upon emerging from their aircraft in right hearty fashion by the intrepid aviatrixes themselves and by many French officials. They were then, after having duly inspected the Salmson, borne off in many cars to a royal lunch party generously thrown by H. E. the Governor of the French Indies for the whole French community as well as for the aviators in his fine palace, reminiscent of old Versailles and the days of Clive. A few joy rides over Pondicherry were afterwards given to members of the French community and the fleet then returned to Madras, a very good

time as all agreed having very definitely been had. Five days later the French air ladies in their aeroplane returned the visit and much rejoicing ensued, and a large tea party at the Flying Club took place. The very tired Salmson engine was rejuvenated by Mr. Hulcoop by means of monkey gland or monkey wrench—or both or neither, and fresh horses to make good the casualties of the long flight were led in with clanking hoof and shut firmly inside. The necessary litreage of essence was poured into the tanks and off next morning the ladies flew for Calcutta, the first stop en route being Vizianagram.

Another outstanding event of the month was joy rides to the public on Coronation Day off the Gymkhana Club ground on the Island in Madras. The Leopard and the Gipsy did all the flying, in the hands of Mr. Law and Mr. Tyndale-Biscoe, and between them carried 245 passengers in the course of 158 flights, while the Swallow stopped on the ground, to draw an income from admiration only, and right handsomely it performed the duty allotted to it.

In the way of cross country flying Mr. Saravanam flew on May Day to Cuddapah and back, and Mr. Sundararajan performed two triangular flights in the way of final flying tests for his "B" licence. One was in the Leopard with Messrs. Lomax and Parthasarathy as passengers, to Trichy to Bangalore and back to Madras, 525 miles between breakfast and tea. And the other was a flight of 200 miles without landing, with the Instructor to test navigational and forced landing skill. Monsieur Salzany the French Consul, became a member during the month. Also Mr. Rowson, who forthwith set to with flying lessons and went solo 15 days later. And Messrs. Davis and Saravanam went solo in the Leopard.

Every Sunday morning saw a cheery breakfast party as usual and Mr. Sundararajan gave a tea party on the 20th to club members to celebrate the winning of his "B" licence. He, Mr. Mathai and Mr. Viswanath, all from this club, get their "B" licences and join Tata Sons Ltd., Aviation Department as second pilots on the coming monsoon flying.

ACROSS THE TASMAN SEA

The Australian Civil Aviation Board decided that it could not ban Miss Batten's flight across the Tasman Sea because her machine was not overloaded. What was the load the single Gypsy engine of her Percival Vega Gull had to carry? The machine itself, unloaded, weighed 1,600 lbs. Full loaded it weighed 2,950 lbs., including the 145 gallons of petrol.

To fly for eight hours over what Sir Charles Kingsford-Smith called "the world's worst bit of ocean," and find one's way unerringly across an unfrequented sea is a considerable feat. To do so immediately after flying alone 10,633 miles from England through all kinds of weather is something never before accomplished. The fact that Miss Batten set out on this adventure does not mean that she was foolhardy but rather that

she knew the risks; knew her own ability and skill as a pilot; trusted a good machine, and was "Sure of Shell."

With the Greatest of Ease

There are three essentials for the modern air man—an aeroplane, a passport, and a Shell Aviation Carnet. The Shell Carnet is a talisman which ensures him immediate attention and service, wherever he goes; and supplies of Shell Aviation Petrol and Shell Lubricating Oils on credit terms. And at the end of his travels there is a simple bill in sterling. No working out of currency rates; francs, marks or liras—the airman with a Shell Carnet floats serenely over them all. Shell are the pioneers of this international service, and the majority of modern aviators never fly without a Shell Carnet.

BROADCASTING NEWS

Reception of Coronation Broadcasts

Satisfactory Results from the New Daventry.

REPORTS telling of satisfactory reception of the Coronation broadcasts on May 12 were received by the BBC from all parts of the Empire and from many foreign countries.

The broadcasts brought into service, for the first time, the new transmitters and aerial arrays that have been established at the Empire broadcasting station at Daventry, and the accounts of reception that have so far reached the Corporation indicate that the effort to improve the service has been generally successful. The new aerial system, all three new transmitters, and the three existing transmitters were in operation, two working with a power in the aerial of 50 kW., two with 20 kW., and two with 10 kW.

In addition, parts of the programmes were transmitted over the radio-telephone services of the British Post Office to the Dominions, to India, and to the U. S. A.

We give below a representative selection of the messages received at Broadcasting House.

Montreal, Canada, reported 'very successful' reception, and Ottawa's comment was 'satisfactory'.

In Australia reception was 'very satisfactory', and the Coronation Service was rebroadcast by over-ninety-seven local stations in the Commonwealth.

A message from New Zealand stated that all broadcasting stations in the Dominion relayed the BBC broadcasts. In Wellington fair reception of the commentaries on the Procession was obtained and the Abbey Ceremony was 'well received throughout'. Auckland's report on 'The Empire Homage' broadcast was similar, and added that reception of his Majesty's Address was excellent.

South African messages spoke of variable reception, but fair results were obtained generally, the King's Address being heard in its entirety and at excellent strength.

India missed nothing of the broadcasts through poor reception conditions. From New Delhi came a report on the Ceremony recording 'one hundred per cent intelligibility' and stating that the whole programme was successfully relayed on the medium waves. Reception there of the King's Message was excellent. 'Good throughout' was the comment received from Bombay.

According to a message from Rhodesia, the Coronation Service and descriptions of the Procession were well received and were relayed in local public gardens. The King's address was described by the same source as 'very distinct and clear', and was also publicly rediffused.

Excellent was the general verdict of the many Colonies and Dependencies from which reports were received. They included Ascension, Barbadoes, the Gold Coast, Hong Kong, Kenya, Jamaica, Nigeria, and Sierra Leone. Sierra Leone described the day's transmissions as 'perfect', and reception of his Majesty's Address as 'amazingly clear'.

Many congratulatory messages reached the BBC from foreign countries. From Buenos Aires, Argentine, came news of excellent reception, and several stations retransmitted all the principal broadcasts. 'Transmission greatly appreciated by

British colonies' was one of the comments in a report from Rio de Janeiro, Brazil, where the quality of reception was excellent throughout. Here, again, the broadcasts were relayed by local stations.

Shanghai, China, reported that excellent reception of the Coronation broadcasts provided a 'fitting culmination to local celebrations.'

Cairo, Egypt—where the broadcasts were relayed in their entirety by all transmitters—informed the BBC that reception had been 'perfect' and that the Solemnity at the Abbey had been rediffused in St. Mary's Pro-Cathedral in Cairo.

A considerable number of reports were cabled from various centres in the United States of America, and all told the same story of perfect reception of the day's transmissions. 'Everyone here delighted' was one statement received from New York.

'Perfect reception' was also reported by Belgrade, Yugoslavia.

Television of Coronation Procession

'Perfect' Reception Seventy Miles Away.

Despite the inclement weather on May 12, the attempt to televise the Coronation Procession as it passed Apsley Gate, Hyde Park Corner, on the return journey to Buckingham Palace was a marked success.

Three Emitron cameras, mounted on the plinth of the Gate, gave viewers clear and well-defined views of the Procession as it approached from Marble Arch and receded towards Constitution Hill, and brief but highly satisfactory pictures were obtained of the State Coach, their Majesties being clearly seen.

Many congratulatory telegrams and telephone messages were sent to the London Television station at Alexandra Palace. They showed that the transmissions were well received at many places well outside the normal twenty-five-mile range of the station. One viewer at Ipswich, nearly seventy miles from station, telegraphed 'an unforgettable experience; Alexandra Palace, telegraphed 'perfectly'. Another at Brighton, sound and vision received perfectly. Another at Brighton, over fifty miles away, told the BBC that he had been able to entertain an audience of sixty people.

The procession was also seen perfectly at Fleet, Hampshire, thirty-seven miles away. A cinema at Southgate, Middlesex, sent a message to say that 100 people, after seeing the entire Procession on one set, had stood up and cheered wildly.

Lawn-Tennis from Wimbledon

Maximum Flexibility in Transmission 3 Programmes.

In order to meet the widespread demand from overseas listeners for uninterrupted commentaries on the play in this year's Championship Meeting of the All-England Lawn Tennis Club, the BBC is arranging for the maximum possible flexibility in the programmes of Transmission 3 from Daventry.

The effect of the state of play in the matches being described far as possible the length of the commentaries, irrespective of the published timings. On those occasions when commentaries published timings. On those occasions when commentaries from Wimbledon immediately precede the News, efforts will

be made to abide by the published timings, but if at the end of the advertised time of any commentary the game has reached an exciting stage, the News may be delayed accordingly. Similarly, if occasion arises, Transmission 3 may be extended beyond the normal close-down hour to allow for the satisfactory conclusion of commentaries broadcast at the end of the Transmission. In such circumstances, however, the normal interval between Transmissions 3 and 4 will operate, and Transmission 4 will start correspondingly late.

Listeners to Transmissions 1, 4, and 6 during the 'Wimbledon Fortnight' will be able to share in the most exciting phases of the 'live' commentaries in Transmission 3 by means of subsequent reproductions, which will be broadcast daily in those transmissions throughout the fortnight.

BBC Listeners to Aid Life-Saving at Sea

Speeding up Broadcast Warnings.

The active co-operation of listeners round the coasts of Britain is a vital and integral factor in an improved scheme of broadcast marine-distress messages recently announced by the BBC.

Gales which cause heavy damage to shipping, with consequent loss of life, also frequently interrupt or break normal coastal communications. Coastguards, especially at isolated stations, are not able to get in touch immediately with neighbouring coastguard or lifeboat stations to summon help for a vessel that they know to be in distress.

For a considerable time the BBC, by agreement with the Mercantile Marine Department of the British Board of Trade, has been anxious to do everything possible to minimise delay, and on such occasions a message is broadcast asking people in the neighbourhood of a specified coastguard or lifeboat post to convey information to the officer in charge of the station. Obviously, everything then depends upon the speed with which listeners for whom the message is intended take their part in the errand of mercy.

Internal arrangements made by the BBC ensure that, once a coastguard is satisfied that direct communication with another station is impossible or likely to be seriously delayed, only a few minutes need elapse between the receipt of his telephone call at the nearest BBC offices and the broadcast of a distress message. His call will have the immediate attention of a responsible official and the message given priority in transmission over private lines to Broadcasting House, London. There it will be decided what transmitters shall be used to radiate the message to ensure its reception by those for whom it is intended. Programmes of any kind will at any hour be interrupted for the broadcasting of the message.

The general text of marine-distress messages will continue to be :—

'We have been asked by H. M. Coastguard at..... to broadcast the following: Vessel in distress..... (e.g., three miles South of Barra Head, Hebrides). Will any person hearing this message who is in the neighbourhood of..... inform the officer in charge.....'

'I will repeat the position of the vessel in distress and the name of the authority to be informed: Vessel in distress..... Please inform.....'

BBC Televises Fire-Walker

Events in Alexandra Palace Programmes.

FIRE-WALKING was demonstrated in the BBC television programmes from Alexandra Palace on April 20 by Ahmed Hussain, the twenty-three year old son of a Cawnpore tool-maker. Earlier in the month, in the presence of eminent British scientists, Hussain gave a demonstration which was described to listeners to the Home sound programmes. Both demonstrations were arranged by Harry Price, Honorary Secretary of the London University Council for Psychical Investigation. That seen by viewers was staged in Alexandra Park, and a commentary was given by F. H. Grisewood and Dr. J. C. Flugel. A trench 12 ft. long was filled with burning pine-logs to a depth of 9 ins., across which Hussain walked on his bare feet. After he had done so, a young Englishman, Reginald Adcock, volunteered to cross the trench in a similar way, which he did without injury.

Judy Kelly, the Australian film star, and Sandy Tulloch, a seventy-eight-year old Rhodesian pioneer who was a member of the Rhodes Column, were interviewed before the camera, in a recent edition of 'Picture Page,' one of the regular features of the BBC's television programmes. Miss Kelly related some of her experiences during her recent tour of South Africa in the play *The Amazing Doctor Clitterhouse*, and Tulloch described his colourful life in Rhodesia.

H. M. the King's four Indian Orderly Officers—who will have a prominent place in the Coronation Procession—appeared in 'Picture Page' on April 28, and gave their impressions of the great event in which they are to take part.

Artists from the United States of America have also had contributions to make to the entertainment of viewers; the programme on April 28, included Miny Wain, an American dirt-track 'ace' who is at present demonstrating his skill at Wimbledon, London, and Sylvia Froos, an artist well known to U.S.A. listeners.

Three 'singing mice' were an attraction in another 'Picture Page' programme. They were brought by their respective owners from Swansea (Glamorganshire), Devonport (Devonshire), and Croydon (Surrey). The mice gave satisfactory evidence of their musical ability both before and after the broadcast—the owner of one said that she had been kept awake for ten consecutive nights by her 'pet's rehearsals' but each was apparently overcome by 'microphone fright' when it entered the television studio, and though seen, none was heard.

Among the forthcoming events in the programmes from Alexandra Palace will be the first television appearance of John Masefield, the Poet Laureate. He has consented to read his Coronation Ode during the evening programme on Coronation Day.

A Radio Link

A Portsmouth (England) mother recently received letters from two sons, one living in Simonstown, South Africa, and the other in Pennsylvania, U.S.A. Both said how much they had enjoyed hearing a commentary from the BBC Empire broadcasting station at Daventry on a football match between Portsmouth and West Bromwich Albion. Her third son had actually been present at the game.

