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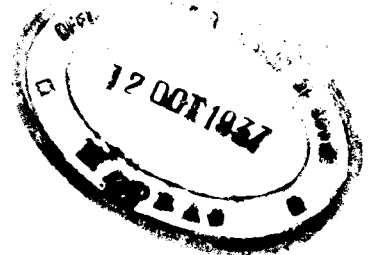
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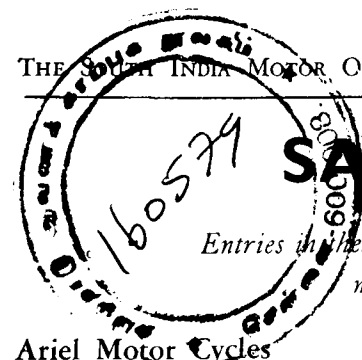
Expert Engineering advice.

The Government of India is now contemplating the passing of a bill for the compulsory Insurance of all motorists against third party risks—and if this is passed the 10% reduction being offered by the approved Insurance Companies to our members will practically pay your subscription.

The proposal to start A.A. Road Patrols in smart yellow uniforms has been adopted by the Committee, and as soon as suitable men have been engaged they will be trained immediately and commence their duties in the very near future.

The following proposals are now under consideration and will shortly be adopted.

1. A. A. Signposts at doubtful turnings on main roads.
2. A. A. Warning signs at danger spots on main roads.
3. A. A. Roadside telephones.



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Oldsmobile Trucks

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COIMBATORE—United Motors (Coimbatore) Ltd.

MADRAS—Byramshaw & Co., Ltd.

MADURA (& Branches)—T. V. Sundram Iyengar & Sons Ltd.

Plymouth Cars

MADRAS (& Branches)—Addison & Co., Ltd.

Pontiac Cars

COIMBATORE (& Branches)—Stanes Motors (S.I.) Ltd.

MADRAS (& Branches)—Simpson & Co., Ltd.

MADURA (& Branches)—T. V. Sundram Iyengar & Sons Ltd.

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Standard Cars

MADRAS—Union Co.

Triumph Motor Cycles

MADRAS (& Branches)—Addison & Co., Ltd.

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BANGALORE—Automobiles Ltd.

COIMBATORE (& Branches)—Stanes Motors (S.I.) Ltd.

MADRAS (& Branches)—Simpson & Co., Ltd.

MADURA (& Branches)—T. V. Sundram Iyengar & Sons Ltd.

Wolf Motor Cycles

MADRAS (& Branches)—Addison & Co., Ltd.

Wolseley Cars

MADRAS—Union Co.

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THE SOUTH INDIA MOTOR OWNER



The Official Organ of the
Automobile Association of Southern India



Vol. IX, Number 7]

JULY 1937

[Single Copy As. 8

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

Road Reports

THE following reports regarding the conditions of the roads have been received:—

1. Mangalore/Saklespur road—This road is blocked by a bridge having gone at Mile 51.
The Bridge is being repaired but some delay is anticipated.
2. A culvert has gone on the Mysore section of the Charmadi Ghaut.
The P.W.D. have the matter in hand.

Kistna Anicut

It has been notified that the road over the Kistna Anicut has been closed for motor traffic. Motorists are therefore required to rail their cars from Guntur to Bezwada or Kistna Canal to Bezwada.

Taxation in Mysore State & Bangalore C. & M. Station

Some doubt has arisen as to the validity of C. & M. Station license at frontier toll-gates which have been obtained by visitors in advance. The authorities concerned are being addressed in this matter and a further announcement will be made in the next issue. It is very much regretted that it was stated last month that "Mysore licenses are not valid in Bangalore C. & M. Station after six days" to which should have been added the words "for visitors who stay within the C. & M. Station".

Foreign Touring Documents

Arrangements have been recently made whereby Carnets and other foreign touring documents can be obtained by members from this Association.

Members in Arrears of Subscriptions

It is regretted to announce that a few members have ignored our reminders in regard to their subscriptions. Of course it is realized that some of them may have left the country, however, further reminders have been sent out by registered post and it is hoped that these will have the desired effect.

Trade Branch of the A.A.S.I.

A sub-committee was appointed to consider the proposal to open a Trade Branch of this Association and the following report which was placed before the general committee was unanimously approved and accepted:—

"This Committee has discussed the proposal to open a "Commercial Users Branch and decided that the time is not "opportune for such extension of the Association's activities.

"They are impelled to this opinion by reason of the fact "that until the Insurance Companies are ready and willing to "grant to lorry owners a discount, such as is now given to "owners of private cars who are members of the A.A.S.I., the "Association cannot offer Commercial Users adequate advantages "in return for membership.

"The Sub-Committee considers that it may be profitable "to reopen the subject, in so far as it applies to *private* lorry "owners, when the Motor Insurance Bill becomes law, and the "attitude of Insurance Companies is known.

"Meanwhile, the Committee suggests that further investi- "gation into the number of private lorries registered in South "India and the financial implications of such extension of th "Association's activities be conducted".

Members' Complaint

The following items of general interest to Mo- been dealt with in the manner shown:—

- (1) *Uncontrolled Bandies on main roa wrong side of the road—not giving way to*

going left and others right—sleeping drivers—lengthy loads etc.

The authorities concerned have been addressed in this matter and if no satisfaction is received it will be taken up again with the higher authorities.

(2) Licenses being issued by Mysore Toll Gate Keepers to visitors to Bangalore C. & M. Station—and C. & M. Station Licenses.

These matters are being investigated by a special Sub-Committee.

(3) Delay caused to Motorists at Level Crossings. This has been taken up with the M. & S. M. Railway, S. I. Railway and Mysore State—with a suggestion that complaint books be kept at crossings in future.

The following is an extract from a reply received from one of these Railways:

"We are very anxious that the public should not suffer undue inconvenience and it has been our practice in the past to subject each complaint to detailed investigation. I consider that individual reports sent, either direct or through your Association, is the most satisfactory way of dealing with excessive delays at level crossings".

WHEN VISITING MADRAS
STAY AT
FOR COMFORT

HOTEL BOSOTTO

AND
EXCELLENT CUISINE

And the following letter has been received from the Secretary, I.R.T.D.A., Madras, who had also taken up this matter with the Railways:—

LEVEL CROSSINGS.

"I am directed to advise you that, at a Committee Meeting held on the 15th instant, replies received from the Agents of the M. & S. M. Railway, South Indian Railway and the Mysore Railways, were considered, and in view of the fact that all Agents offered to investigate complaints received by them, and that in certain cases complaint books are already maintained at level crossings, my Committee has decided to drop correspondence on the matter. However, they are very ready, in view of the offer of the three Agents, to take up with the three Agents any specific complaints received. Such complaints would naturally be more numerous from members of your Association, and it is suggested that your Association should take the initiative in forwarding such complaints to the Agent concerned for investigation, and that this Association, if necessary, should support you. In view of the offer of the three Agents, it is thought that support to other Associations in connection with railway complaint will seldom be necessary."

(4) Summonses for Technical Offences.

It is being proposed to Government that motorists should be given the option of paying a fine instead of being summoned to appear before a magistrate in the place where the alleged offence was committed.

(5) Toll bars (gates), Mysore State. The following letter has been received from a member: "At mile 5/10 (9½ miles) about, on the Bangalore-Kankanhalli Road there is a State toll of Re. 1.

It is a mere rusty-chain which with a background of a similarly coloured road surface has poor visibility at the best of times and less so when travelling at speed. Twice recently, I passed that way and could see no signs of a 'warning' road-sign of this toll.

The toll man depends—it seems—on hearing the approach of a car and then dashes out to hold up a stupidly little red flag.

Even the flag lacks visibility when held against his body. About 2 weeks ago, a car accompanying mine, failed to see the chain in good time and damaged his radiator etc.

The road passes through jungly country, lots of trees, hedges etc. and is twisty and undulating at the site of this toll-chain.

Signposts, well in advance, and on each side of approach are required.

Further, all these dangerous chains should be abolished as apart from collisions, there are many narrow escapes which causes damage to the brakes and transmission of cars at speed.

Gates or red painted broad wooden bars should be introduced all over the Mysore State."

The matter was taken up with the authorities concerned and whose reply is as under:

"With reference to your letter No. 792 dated 2nd July 1937 regarding the State Toll Gate on the Bangalore-Kankanhalli Road, I write to inform you that needful instructions are being issued in the matter."

Traffic Control in Madras City

Our note of last month on this subject asking for useful suggestion instead of abusive criticism as had previously appeared in the Press has had the desired effect. A most interesting and useful letter to the Editor of the Madras Mail appeared over the nom de plume "Another Such" on the 9th instant.

This problem was again discussed by our Committee this month and they are of the opinion that the system of Roundabouts now on trial in Madras is not suitable for the traffic to be dealt with and suggest that the adoption of automatic traffic signals such as are in use after a long trial in England would be a more suitable solution.

Secretary's Tour

The Secretary of this Association will travel by road via Krishnagiri and Mettur to Coimbatore on 20th and will be

staying there at the Club until 25th, returning to Madras via Ootacamund, Gudalur, Mysore and Bangalore.

Will any motorists desirous of meeting the Secretary during this tour kindly write to Coimbatore.

Encouragement

A most encouraging letter has been received from the Private Secretary to His Excellency the Governor of Madras regarding the introduction of A.A. Road Patrols. He states that His Excellency has read the article with much interest and hopes that the enterprise displayed by the Association will meet with real success and a ready response from the motoring public.

Chairman's Arrival

At 6 a.m. on the 17th morning, I had much pleasure in welcoming our Chairman, the Hon'ble Mr. Justice F. W. Bentele at the Central Station, on his return from England. At the same time he was introduced to our first batch of Road Patrols who had received their uniforms only the night previous.

Route Itineraries and Letters

104 itineraries were issued during the month covering 34,825 miles.

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

1,129 letters were written and despatched.

By post	837
By local delivery	292
	1,129

Letters from a Member on Tour

1. After a hard and perilous journey through swamps and up terrible ghats with narrow hairpin bends under heavy rains, and a pitch dark night through thick forests, we reached Mudgere, a distance of 187 miles from Bangalore. Our journey was to Mangalore from Bangalore. At 10 p.m. we reached Mudgere, and halted there at the T.B. for the night. We left Bangalore at 3.45 p.m. At 7 a.m. the next morning we left Mudgere and reached Bangalore at 11 p.m. We had to pass 13 miles climbing ups and downs through a terrible ghat, Bundhi Ghat by name. In spite of a very heavy rain, pushing our little car, we made the journey successfully and reached Mangalore safely. We are at present Camping at the T.B. Tomorrow I am leaving for Dharwar. I intend seeing your Mangalore Representative and obtain proper road information. While I was in Bangalore your representative was really very helpful and gave us the proper road information to Mangalore. Mangalore is having a heavy downpour. It is a real thrill to travel places by road and have real adventure.

What I really feel about it is that it is such a great advantage to be a member of the A.A.S.I. and enjoy its full benefits.

2. It was a hundred rupees bet that made me leave Bangalore for the second time to Mysore. My first trip to Mysore was for the Birthday of H. H. The Maharajah of Mysore on the 19th June 1937. The bet was taken by a close friend of mine who is also an A.A.S.I. member whose name I don't want to mention because he backed out of his bet when we did the record run successfully.

The bet was, that the whole distance of 88 miles from Bangalore to Mysore was to be covered in 2 hours and

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.†
BEZWADA	Marlin.
CALICUT	Morris.*
CANNANORE	Beach.
COCHIN (Br.)	Hotel Westcliffe-on-Sea.
COIMBATORE	Harbour.
COONOR	Davy. Majestic.*
ERNAKULAM	Hillgrove. Manor.‡
GOPALAPUR	Terminus.
KODAIKANAL	Seaside. Yatton Hall.*
KOTAGIRI	Carlton. Wissahickon. §
KURNOOL	Blue Mountain.*
MADRAS	Udipi.*
MAHE (Tellicherry)	Bosotto. Clarence. Lyric.
MYSORE	Riverside.*
NELLORE	Metropole.
OOTACAMUND	Majestic.†
PONDICHERRY	Cecil. Savoy. Willingdon House. 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.....193

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.

10 minutes (non-stop). Accordingly another friend of mine was our honourable time keeper and travelled in the car with me. We left Bangalore Race Course Road exactly at 12-31 in the afternoon. At the first hour we covered a distance of 41 miles and reached Madur. On the stroke of 2-53, we reached Mysore Race Course Road.

Our stoppage on the way was for about 2 minutes to pay tolls. In spite of a terrible headwind for about 15 miles, we were able to maintain a speed of 50 to 55 miles per hour. At some places we touched 69 miles speed (speedometer record). After reaching Mysore, we attended one or two Races, and then we had been to Zoological Gardens, and to Chamundi Hills and then in the evening we went to Brindavana Gardens and saw the illuminations and the fountains. The next morning we left for Bangalore. On our way we saw Seringapatam including Tippu's places and other worth seeing objects. By 12 o'clock we reached Bangalore and it was our dinner time. We had our food and slept well for 2½ solid hours. It was not the to and fro journey that made us tired to go to bed, but as a rest, we took a nap.

Membership

38 new members were enrolled during the month of June 1937.

These new members were introduced by the following:—
7 by Mr. W. Tippets,

Lt. G. H. Lawrence,
British Military Hospital, Bangalore.

Miss A. Watson,
Kadayanallur, Tinnevely District.

J. R. Vincent, Esq.,
Muttampalam, Kottayam.

J. F. Smail, Esq.,
Glendale Group, Coonoor R.S., Nilgiris.

Dr. P. C. Amat,
"Bliss Ville", Calicut.

Major A. Krishnamoorthy,
District Medical Officer, Anantapur.

H. C. Berwick, Esq.,
Drayton House, 5, Nandydroog Road, Bangalore.

W. G. W. Reid, Esq.,
Brooklands, Perambur.

A. Ramaswamy Iyengar, Esq.,
Pleader, Entrenchment Road, Secunderabad.

Capt. F. A. B. Sheppard, I.M.S.,
District Medical Officer, Calicut.

M. D. C. Watson, Esq.,
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2 each by Major A. W. Waters, M.B.E., and Mr. V. Duraisamy,

1 each by Dr. S. J. Eapen, Capt. K. Ananthan, Messrs. L. H. Jacob, D. C. Dasapa, C. R. Raghavachari, F. J. Chadwich, E. R. Rose, A. P. Adam, C. E. Woods-Scawen, A. C. T. Booth, T. W. U. Park, P. R. V. Sarma and Dr. W. F. Rule, D.D.S., and the Commercial Union Assurance Co., Ltd.

The remaining 9 were enrolled by the staff.

New Members

T. Drummond, Esq.,
Nellikuppam P.O., South India.

James Vellapally, Esq.,
Kottayam, Travancore.

Capt. R. C. Horsley, M.C.,
Barwood Estate, New Hope P.O., Nilgiris.

E. J. Thom, Esq.,
Kaliyar Estate, Thodapuzha P.O., Travancore.

E. T. C. Farr, Esq.,
Ettumanoor, N. Travancore.

S. P. Sri Ram., Esq., M.A., B.L.,
Advocate, Gandhi Peak, Pycroft's Road, Madras.

A. F. Clay, Esq.,
C/o M. & S. M. Railway Co., Ltd., P. T., Madras.

The Hon'ble Mr. Justice A. J. King, I.C.S.,
The Albany, College Road, Nungambaukam.

V. O. Markos, Esq., B.A., B.L.,
High Court Vakil, Kottayam.

Rev. J. Yule Rennie,
5, Haddow's Road, Nungambaukam.

B. J. Tapner, Esq.,
60, Phipps Road, Perambur.

E. A. M. Smye, Esq.,
Port Officer, Marine House, Mangalore.

Messrs. Alfred Herbert (India) Ltd.,
C/o Messrs. Parry & Co., 1st Line Beach, Madras.

R. B. Dias, Esq.,
No. 1-1A, Sydney Park, Bangalore.

E. W. Clarke, Esq.,
"Monteith Lodge", Egmore, Madras.

A. I. Itty Ipe, Esq.,
Managing Director, Kottayam Bank Ltd., Kottayam.

C. M. Sharma, Esq.,
197, Govindappa Naicken Street, Madras.

Ian D. Edward, Esq.,
Isfield Estate, Kalthuritty P.O., Travancore.

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District Board Engineer, Trichinopoly.

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Lt. R. W. Obbard, R.E.,
Officers' Mess, Q.V.O., M. S. M., Bangalore.

SECRETARY'S VISIT TO BANGALORE BY ROAD

I LEFT Madras with Scout Taylor by car at 8-30 a.m. on Saturday 10th instant for Bangalore.

The road is in a disgraceful condition for the first 14 miles after which it improves until 24/4 where there are some bad patches for about 5 miles—it again improves and is not bad as far as the boundary of North Arcot and Chittoor Districts.

On entering Chittoor District there is (milestone about 83 from Madras) a vast improvement—it becomes an excellent road well maintained and danger signals are plentiful and well placed. They are clear and distinct and kept painted.

On entering Mysore State, mile 135 from Madras, the road is not so good but with the exception of several bad patches it is very fair until reaching milestone 24 (from Bangalore) where ruts and potholes are met with all the rest of the way to Bangalore, but is under repair.

Our route itinerary, in the main, is correct, but the following points will be included in future:—

- 19/4 Bend to left—caution—bad camber.
- 25 Sriperumbudur—a large Hindu temple and tank.
- 25 Ror to Trivellore, bear right in village, TURN LEFT at MONUMENT.

- 27 Bear right.
- 77/1 Small bridge under repair—diversion.
- 87 Bear right.
- 98 Bear right (not straight on)

When it is decided to adopt A. A. signs, I would like to see the following erected on this route:

- 19/4 Caution: (bend to left)
- 87 A. A. Sign—bear right for Bangalore
- 95/5 A. A. Sign—bear left for Bangalore
- 98 A. A. Sign—bear right for Bangalore

and on the further side of these turnings similar signs—bear left (or right) to Madras.

The following personal calls were made:—

1. The President, Municipal Commission,

2. The Commissioner of Police,
3. The Secretary, Municipal Commission,
4. The Engineer, Municipal Commission,
5. The Commissioner, Bangalore Municipal Commission,
6. The Engineer, City Municipality,
7. The Inspector-General of Police was unfortunately out of the Station, but I saw his personal Assistant,
8. The First Member of Council, Mysore State,
9. Superintendent of Police, Bangalore City,
10. The Editor, 'Bangalore Post,'
11. The Editor, 'South India Motor Owner,' and
12. Mr. Webb, an enthusiastic member.

It was most unfortunate that I was not able to see the Dewan of Mysore but he has very kindly invited me to make another appointment when I next go to Bangalore.

These visits were of invaluable assistance in making personal contacts and I must express my very great appreciation of the very courteous manner in which I was received by the officials and the interest displayed by them all in the activities of the Association.

The main object of my visit was to make my first acquaintance with our most active and enthusiastic Honorary District representative Major A. W. Waters, M.B.E., who had very kindly made preliminary arrangements for these other interviews, and had gone to much trouble to see that a full programme was prepared for my short visit.

As a result of my contact with him it is obvious that his house is in fact a very busy A. A. branch office, and that very much of his time is given up to members who call upon the services of his information bureau, and that he spares no pains in seeing that they are supplied with the information and free service applied for.

On the return journey I came via Kolar Gold Fields and found a very excellent road via Venkatagirikota and Pallmaner which would save visitors at least 20 miles instead of going via Kolar Town and Bowringpet.

THE MOTOR GYMKHANA

[The following very interesting report of the Motor Gymkhana held in connection with the Rotary Hospital Week has been received from Major A. W. Waters, M.B.E., our Bangalore Honorary District Representative.]

NOTES on the Motor Gymkhana run in conjunction with the Bangalore Rotary Club Hospital Week held in the grounds of the (old) Sampanghi Tank, Bangalore, from 30th May to 30th June 1937 as also the Car Parks run on the A. A. system.

The Rotary Amusements Park and Carnival was opened by the Dewan of Mysore on 30th June and the Carnival ran for a whole month.

Major A. W. Waters, M.B.E., Honorary District Representative of the A. A. S. I., was asked to join the Committee and served on several sub-committees responsible for various side-shows but in particular the "Motor Gymkhana" and the Car Parking arrangements.

The Motor Gymkhana

Sub-Committee—

The following Sub-Committee was appointed:

Major A. W. Waters (Organizer),
Major J. P. Williams, Mr. F. Webb, Mr. J. Ramgopal, Mr. Dozey, Mr. Rajamanickavelu and Mr. Sundramanickavelu, but was eventually left to be run by Major Waters, Mr. F. Webb and the last two named, whilst Mr. Manickavelu Mudaliar and his son Mr. Sundaramurthy of "Manickavelu Mansions"—the convenors of the Amusements.

General Committee rendered invaluable assistance in having the printing etc. done, the allotment of funds, initial expenses and giving general advice besides arranging for the Silver Cups etc. for prizes.

Dates—

The 1st June was fixed for the Motor car events, and the 3rd June for Motor cycles, and the concours d'elegance for cars only.

List of Events—

Programme of Events

- | | | |
|----------|------------------------------------|-----------|
| 1st Day. | CARS. | 1st June. |
| (1) | Affinity Race, Pairs | |
| (2) | Driving Skill Test | |
| | (a) Chatties | |
| | (b) Balloon Bursting | |
| | (c) Reversing | |
| (3) | Parking Cars | |
| | (a) Park into Line in one movement | |
| (4) | Lime and Spoon Race | |
| (5) | Driving Knowledge | |
| | (a) Driving Signals | |
| | (b) Road Signs | |
| (6) | Three-Legged Race | |
| (7) | Bun Race | |

2nd Day.

MOTOR CYCLES.

3rd June.

- (1) Musical Chairs.
- (2) Balloon Bursting
- (3) Blindfold Race to a given point
- (4) Slow Race
- (5) Bun Race
- (6) Chatty Breaking
- (7) One Mile Race for Bicycles
- (8) Slow Race for Bicycles
- (9) Concours D'Elegance. Cars only.

Entrance Fee As. 8 per event. Entries closed on 29th May '37.

USEFUL SILVER CUPS FOR ALL EVENTS

There were 9 events for cars and 8 for cycles. The Concours D' Elegance was dropped for lack of sufficient entries and the sub-committee decided not to compete this to make up the required number. A fair number entered for the 17 events and moderately large crowds of spectators were attracted. No charge was levied for spectators as all events in the centre Arena were free right throughout the Hospital Week (or month as it happened).

Locale and time—

The Gymkhana was held in the centre Arena (No. 28 in the plan) with ample space, and commenced each day at 4.45 p.m. This hour proved to be too late and resulted in taking up a third day to finish off some of the events, but in this matter it was necessary to conform to the general arrangements of the Rotary Club.

Notes on some events—

A high standard of driving and riding was shown in all the events except in the "parking of cars". Except for 3 or 4, most competitors completely failed in this.

Parking a car—

The idea was to park into a gap left in a line of cars parked by the curb on the left-hand side of a road. The gap was formed by small white chatties for the curb and flags representing the existing cars on each side of the gap i.e., in front, and behind the gap.

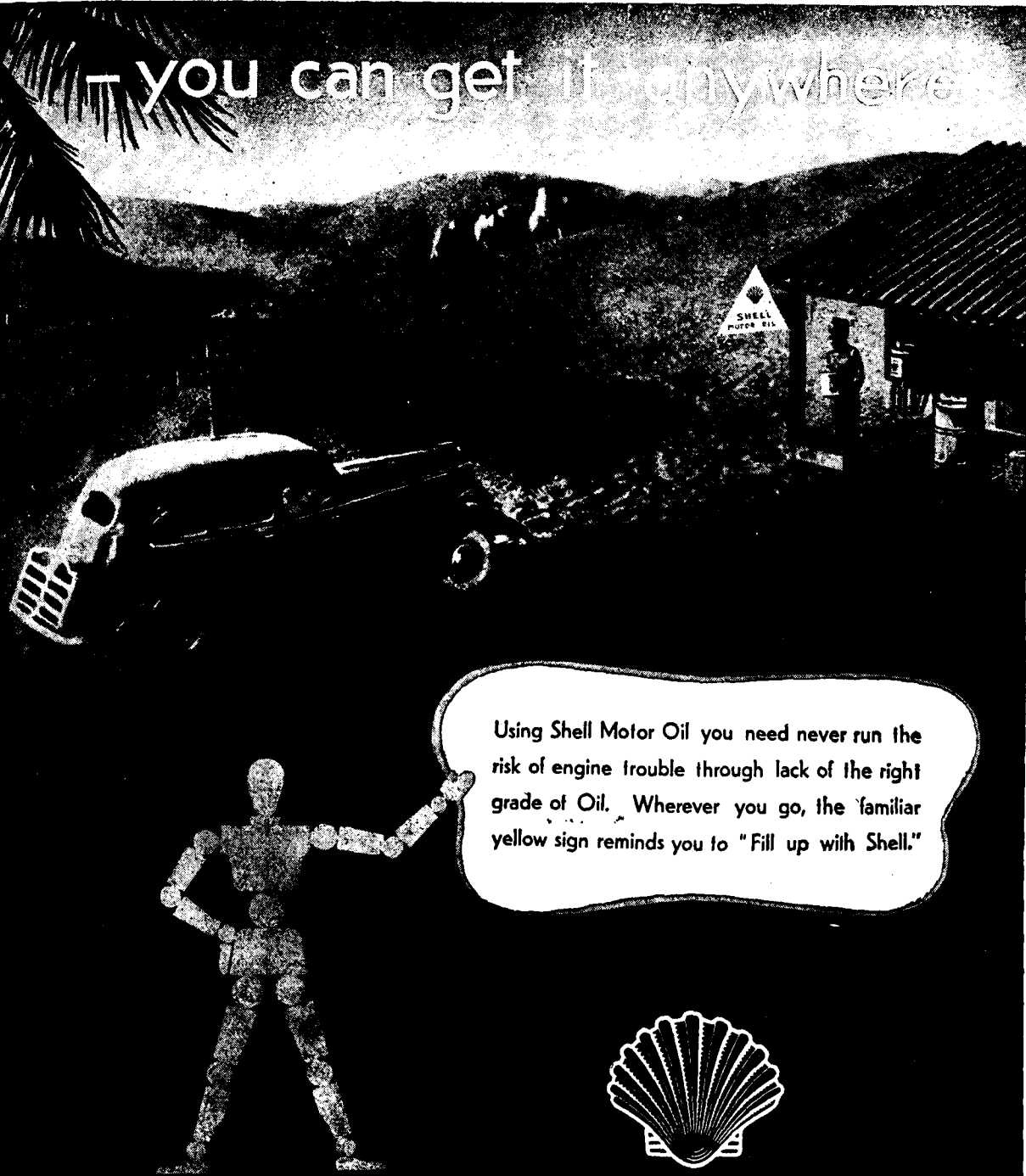
One had to make only *one movement* either forward or in reverse into the gap—the preparatory run past not counting of course.

The car pulling up closest to the curb with no touch of the front and rear flags or the chatties won.

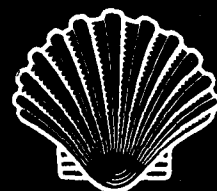
The handicap was fixed by a previous and secret test of putting a car into a gap. Measurements were taken of the length, overall of the car and the gap, both of which set the basis or "scratch". Each car at the time of competing was measured and space added or taken off in relation to its length as compared with the "scratch" car and gap.

One driver made the initial error of driving forward into the gap instead of reversing in and lost badly. A few drivers only avoided this error after seeing others do the right thing.

— you can get it anywhere



Using Shell Motor Oil you need never run the risk of engine trouble through lack of the right grade of Oil. Wherever you go, the familiar yellow sign reminds you to "Fill up with Shell."



SHELL MOTOR OIL

BURMAH-SHELL OIL STORAGE & DISTRIBUTING CO., OF INDIA LTD.
AGENTS: CALCUTTA. BOMBAY. MADRAS. KARACHI. NEW DELHI.
(INCORPORATED IN ENGLAND)

Winners—

Mr. T. Jordan (Ford Motor Garage) won this in great style by placing both near-side wheels within 6 inches or so of the curb and this despite his handicap of being seated very deep down in a big car with no view even of his near-front wing.

A good second was Lt. Mahomed Mirza of the Mysore Lancers.

The Bun Race—

Cars were lined up and raced about 200 yards to eat a bun and drink a bottle of lemonade. First back to starting post won. This was won by the "astute" driver who reversed home whilst others were turning round.

There was no rule against reversing and his win was upheld. Each bun etc was marked by the big flagposts encircling the Arena.

Conclusion drawn—

Car-parking is a neglected part of motoring and any big motor Gymkhana should include 2 or 3 different kinds or methods of parking.

Driving Knowledge—

My idea to test driver's knowledge of signals, etc., met with the Sub-Committee's instant approval and two were introduced; they were:—

"A" Traffic signals etc.—10 questions—maximum marks 100.

"B" Road signs—17 questions—maximum marks 170.

In addition one additional mark was allotted for each minute short of the time limit.

"A" was won by Mr. T. C. Lindsell with .. 70
plus 1/2 mark for 1/2 minute short
of the six minutes allowed .. 1/2

Total .. 70 1/2

Mr. T. Jordan was a good second with .. 65
plus 1 mark for 1 minute short of
time .. 1

Total .. 66

Mr. S. R. Bhode came next with 51 and Mr. T. Abraham 50. The rest were nowhere.

"B" was won by Lt. M. S. Hussein of the Mysore Infantry with the high number of 155 in the extraordinarily quick time of 4 minutes thus gaining 6 marks for time—total 161 marks out of 170.

Mr. S. R. Bhode was second with 100 marks
plus 6 minutes gained .. 6

Total .. 106

The rest were nowhere gaining only about 1/3rd the maximum. Three competitors failed to hand in any replies.

Incredible ignorance—

I could never have believed that such ignorance of signals and Road Signs, etc., etc., existed amongst otherwise really good drivers. What inference is to be drawn as regards the mediocre ones?

Passing led-horses—

Only one competitor answered correctly Question (A) 6 despite the fact that the question included the obvious provision to be observed that other traffic be not obstructed by "passing led-horses" on the opposite side of the road.

Cross Roads—

The most subtle reply received was in answer to (A) 7 (b) Cross roads of equal status.

The answer was "the other car".

We gave him full marks, the justness of which some motorists may question; but it must be remembered that no law in this station (not Bangalore City mind you) exists to govern the status of 2 roads of equal (or unknown) status and the motorist who gives way to "the other car" is a good driver and a "gentleman of the road".

It will be noted that "Paper" (A) refers mainly to the C. & M. Station of Bangalore.

Conclusion—

- (1) The sooner Madras, Mysore, Bangalore C. & M. Station and adjacent states have one set of rules the better. All-India rules seem desirable.

A.A.S.I.—

- (2) What can the A.A.S.I. do to educate our Members in e.g., Road Signs?

Remedy—

They might be published in the S.I.M.O. but far better, print them (pictorially) in a handy folder or on stiff cardboard and issue to each member on joining, either free or at cost price.

Girl Guides have them in England.

The Car Park*Car Park—*

Your Representative was specially requested to run the car parking arrangements.

I therefore addressed you and you obtained literature on the subject as also a sample of car-park ticket from A.A. London and your Committee decided and requested me to carry out all arrangements and make the takings cover the costs.

Liabilities—

As the expenses were all merged in those of the Rotary Club Hospital Week Carnival no liabilities devolved on me.

Two "parks" were arranged ((2) and (19) in plan).

No. (2) was merely a space set aside for cars to arrange themselves. Taxis had to park outside the grounds under ordinary police control.

The other "park" (19) was laid out on the A.A. London plans i.e., diversions of 32 feet broad (turfed) for cars parked head to tail with 16 feet roadways between each.

The entrance and exit down a steep bund can be seen in the Plan.

This park held comfortably at 16 feet by 8 feet about 150 cars as it was rightfully calculated that—unlike a football match etc., our cars would be coming and going all the time from 4 p.m. to 1 a.m. daily.

Rotarian G. H. Krumbeigel, Esq., very kindly laid out the plan and had the park and roads etc. made. I cannot thank him sufficiently for his help.

Tickets on A.A. pattern—

Car park tickets on the A.A. London pattern except that a portrait of a Nurse took the place of the A.A. sign and annas 4 charged.

Everything worked splendidly except that it was a financial failure because the main road (Sampanghi Road) on the adjacent bund and which is a C. & M. Station road (all other roads and the Grounds being within City limits) became a free car park and apart from saving owners 4 annas caused some congestion.

Cars at times even parked opposite the exit and thus cars running up the bund and turning left on a hairpin bend could not get round.

Nothing could be done as all cars on this road were under the police of the C. & M. Station.

The loss incurred was mainly for enclosing the park as attendants were drawn from the Rotary Carnival Staff and Police supplied by the Superintendent of Police, Bangalore City.

Conclusion—

The laying out of this park afforded your Representative some experience and it certainly advertised the A.A.S.I. a bit, but future A.A.S.I. Car Parks should have A.A. Scouts and A.A.S.I. signs.

Invaluable advice and untiring help was rendered by our Member Mr. F. Webb. His experience was mainly responsible for the success of the Motor Gymkhana particularly during the preceding fortnight when I was ill and much "spade-work" devolved on him.

Mr. Webb was also the Organizer of the Motor Cycle Football matches.

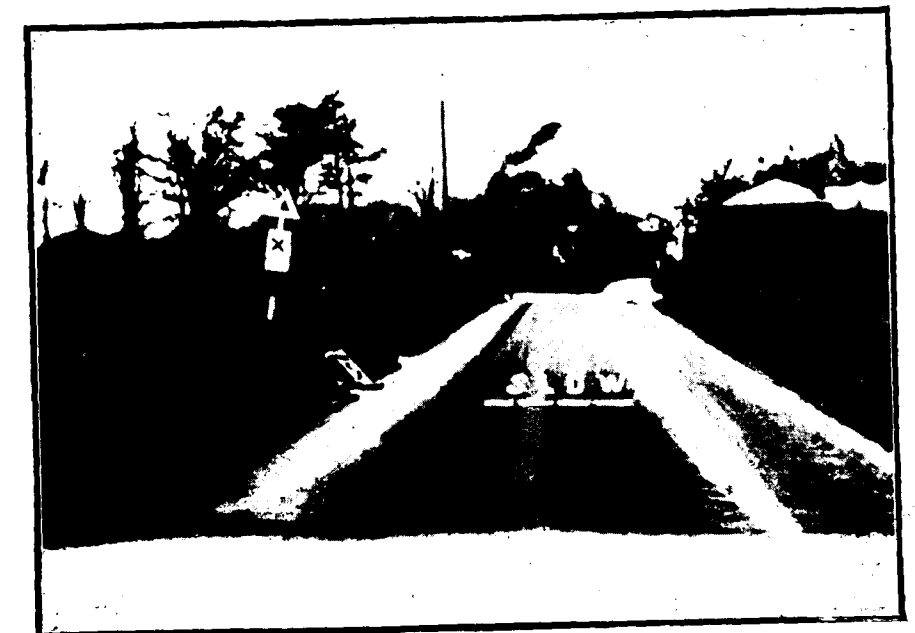
ROAD SURFACE SIGNS

I WAS very interested to see a picture in the W.I.A.A. Magazine of a new road sign in use on the Marina at Bombay, and enclose herewith a snapshot of my first experiment with similar signs near Tunbridge Wells in 1932.

The sign which is legible, is only 12 feet long and each letter is only 11 inches in width. The photograph was taken from the driving seat of a car at 75 feet distant.

What appears to be a dotted line below it, is actually the usual method of printing the word Slow in block letters.

These are now the well-known patented Sefa Signs in England, and handy rubber stencils for outlining the letters on the road surface can be obtained from Messrs. Gowshall Ltd., of Lamb's Conduit Passage, Red Lion Square, London, W.C. 1, and Cheston Road, Aston, Birmingham.



CALCUTTA:
Standard
Buildings
32, Dalhousie
Square

LAHORE:
The Mail

KARACHI:—New Forbes Buildings

MOTOR OCEAN POLICIES

THE OCEAN ACCIDENT & GUARANTEE CORPORATION LTD.

MADRAS:—169, Popham's Broadway

BOMBAY:
Churchgate
House
Churchgate
Street

RANGOON:
128, Phayre
Street

NANDI HILL

(By A. K. S.)

NANDI HILL, the popular health resort, forty miles from Bangalore and a favourite place of rest for Mr. Gandhi, now promises to be more popular than ever as the motor road is completed and visitors will be able to reach the summit in comfort, saving themselves the trouble of climbing 1,750 steps! The season has commenced and a record number of visitors are expected. The climate is most salubrious and there are many amenities for the holiday makers. The height is 4,850 feet above sea level and the entire circumference of the hill station about four miles. The prospect of the surrounding valleys is a grand one.

Nandi was Tippu's favourite refuge and resort. The Fort of this great Sultan now lies in ruins. He used to



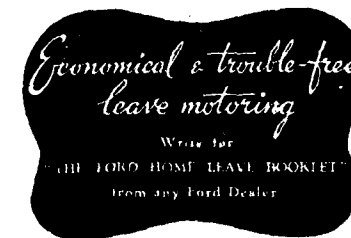
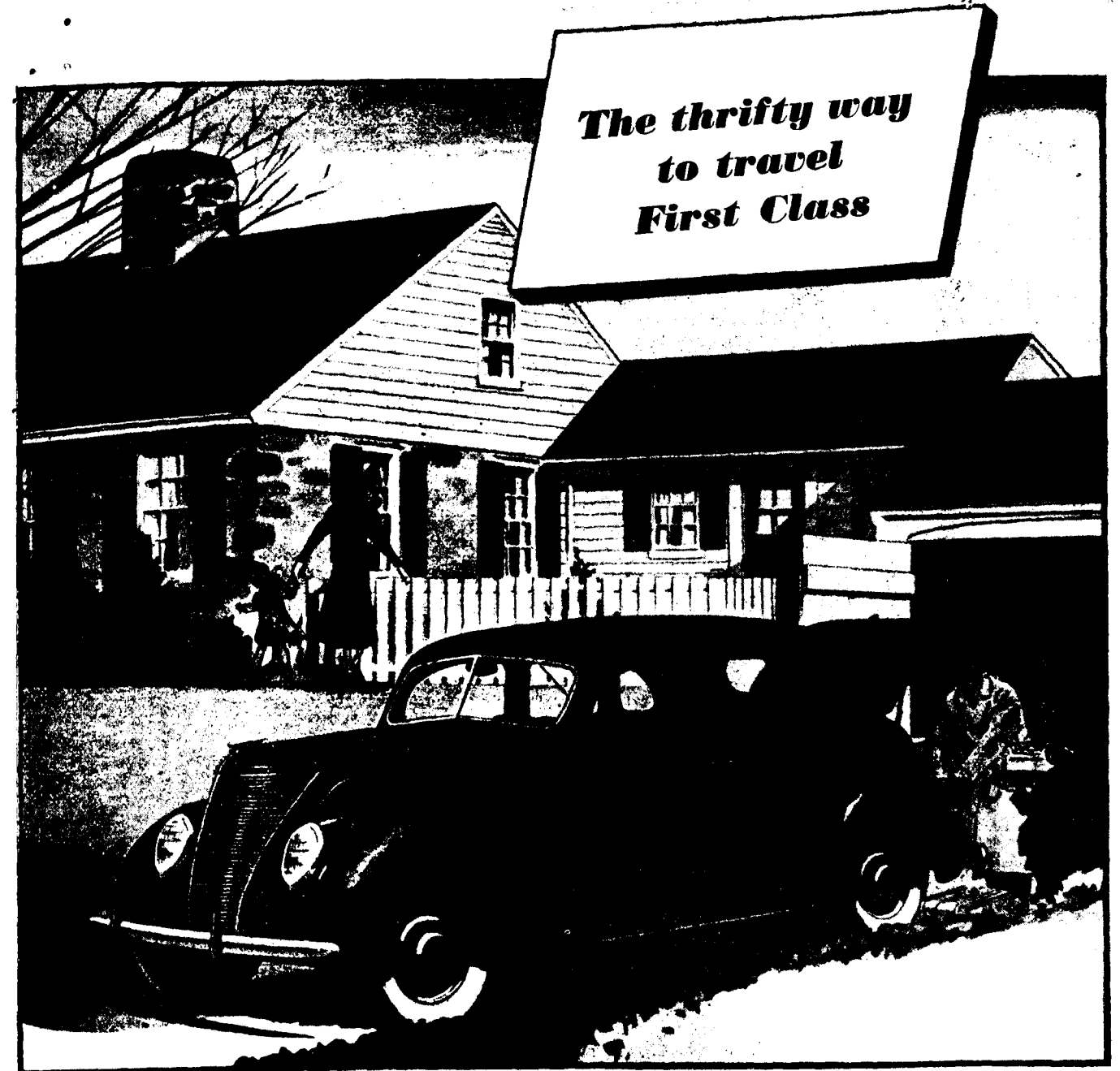
Tippu's Lodge



The old wall of the Fort, now the entrance to the Hill

throw his war-prisoners and those who would not be converted to the Muslim faith, from a rocky precipice, now known as Tippu's Drop. Vandals have created havoc on the battered walls of this Fort by inscribing their names and comic messages. The palace of Tippu Sultan, set amidst a beautiful garden, once his royal residence, is now converted into offices for those who are in charge of the administration of the hill. Though the outer walls of the Fort are over two hundred years old, it took a month merely to make an archway through a part of the ramparts so that the motor road may terminate there.

There is a pretty temple, greatly patronised by devout Hindus on festival days; well laid out gardens; groves of oak and eucalyptus which enhance the beauty of the hill and several shady walks in the woods add to the enjoyment of a restful holiday. Indeed, Nandi is an ideal place for a delightful week-end.



Large, roomy interiors with luxurious appointments ensure your comfort... Adequate luggage space is provided, accessible from the rear.

For excessively bulky articles, bedrolls, etc., a luggage carrier is available at a small extra cost.

Ford V.8 **F O R**
1 9 3 7

A. A. S. I. ROAD SCOUTS

THE first Road Scouts will be seen in Madras within the next few days.

They will wear a smart yellow uniform, and will be equipped with a set of motor tools and a small supply of petrol, to assist members stranded by minor breakdowns, and will render efficient assistance in tyre repairs and small adjustments. Assis-



tance is not rendered however, to non-members except in cases of personal injury.

Every patrol's equipment includes a first-aid outfit, maps enabling him to give local information to members, a road map of the District, a small tool roll, the addresses of the nearest doctors, ambulances, approved repairers and forms for the convenience of members who may wish to send telegrams.

They will assist at parking grounds at any large gathering of motorists and will be available to drive members' cars if necessary to meet and take delivery of their cars at ports.

The Patrols are required to report to the Association all cases of reckless and inconsiderate driving, and to give the police all reasonable assistance.

(N.B.—When cases of dangerous or inconsiderate driving are reported to patrols by members, it will be of great assistance if the complainant also writes to the Secretary. The Patrols will submit his own report).

To advise the Association of all cases of wilful obstruction of motorists and other abuses of the highway likely to lead to accidents, delay and inconvenience. The patrols are supplied,

as part of their equipment, with red danger flags, which they place at short distances from road obstructions not in full view.

To report any interruption of the highways—roads under repair, floods, slips, fallen trees, etc.—and to indicate alternative routes.

To send all property dropped from cars or motor-cycles to the nearest police station, and to advise the Head Office.

To make, in the event of accidents, especially those likely to lead to legal proceedings, a written report giving names of all witnesses and persons present, the exact situation and any special circumstances, and if necessary to make a sketch plan, or in exceptional cases, to obtain a photograph.

In the interests of road safety, members are earnestly requested not to pull up in the middle of cross-roads, where police officers are directing traffic, to obtain information. Vehicles should be stopped by the roadside and the required information obtained by the driver, or a passenger.

Patrols are instructed that their main duty is to look after the interests of members generally, and not to concentrate unduly on individual cases. They must also report upon all matters coming under their observation likely to affect the relations between motorists and the general public.

Signals to Members

A whistle is always blown when patrols observe anything wrong with cars or motor-cycles (luggage insecurely fastened, etc.). This is the recognized means of attracting members' attention on the road.

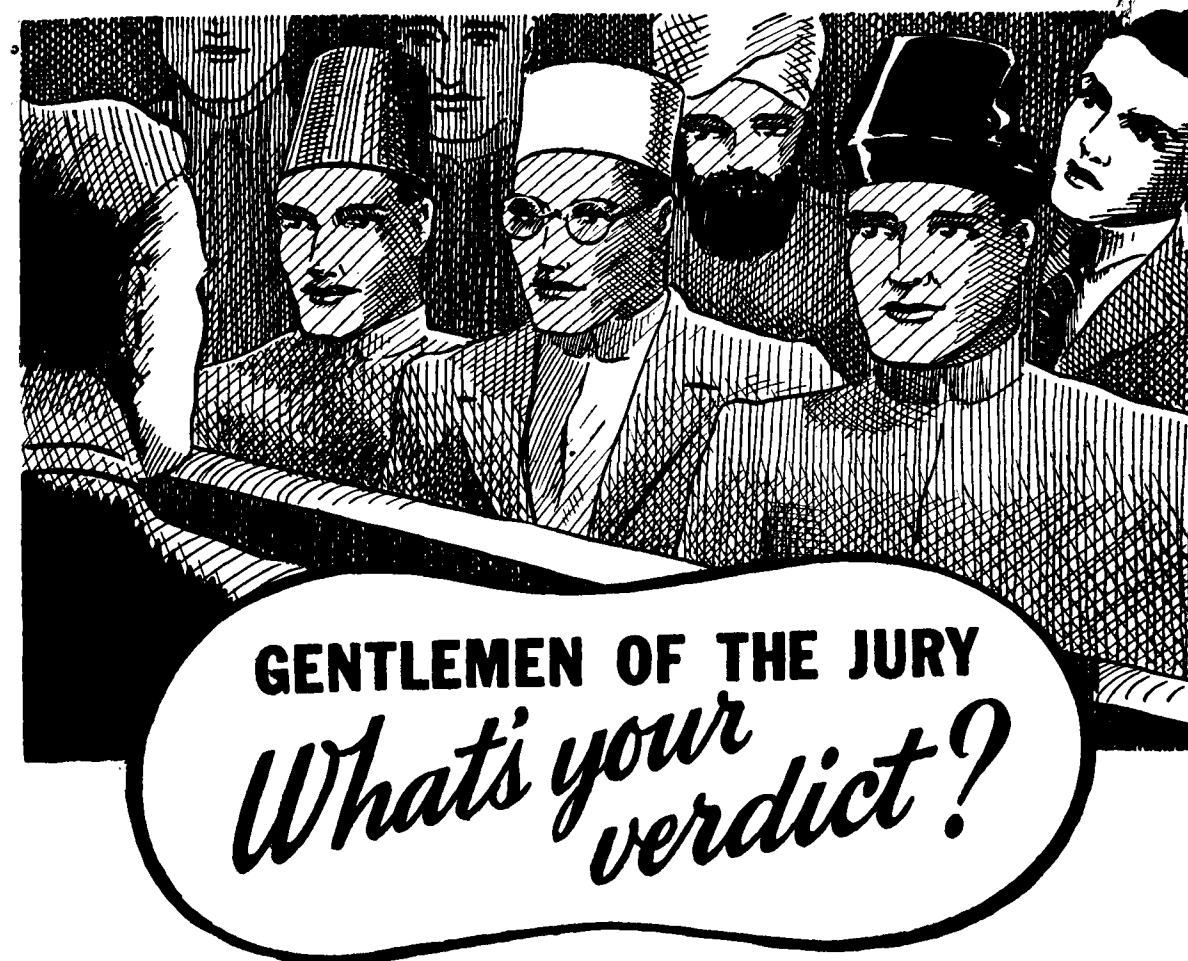
Patrols are instructed that in no circumstances are they to make any other signal to the driver of a car, except, of course, the A.A. salute.

Gratuities etc.

Patrols are forbidden to ask for gratuities and are not permitted to receive directly or indirectly any sum by way of commission or allowance from appointed garages or others, for the introduction of business.

A motor-cycle scout will tour the districts and his duties will be to report upon road conditions affecting the safety and welfare of members and to survey little used or unmarked roads. He will be expected to make daily reports on road conditions, and this first hand information supplemented by frequent reports sent in by a large number of Honorary District Representatives and District Board Engineers is used by the Touring Department in preparing itineraries which are supplied free of charge to members. This procedure also enables the Association to issue accurate and up-to-date road reports to the Press.

The Madras Scouts will also be available to attend any large gathering of motorists in the Mofussil from time to time—upon application being made to the Secretary at least one month in advance.



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.

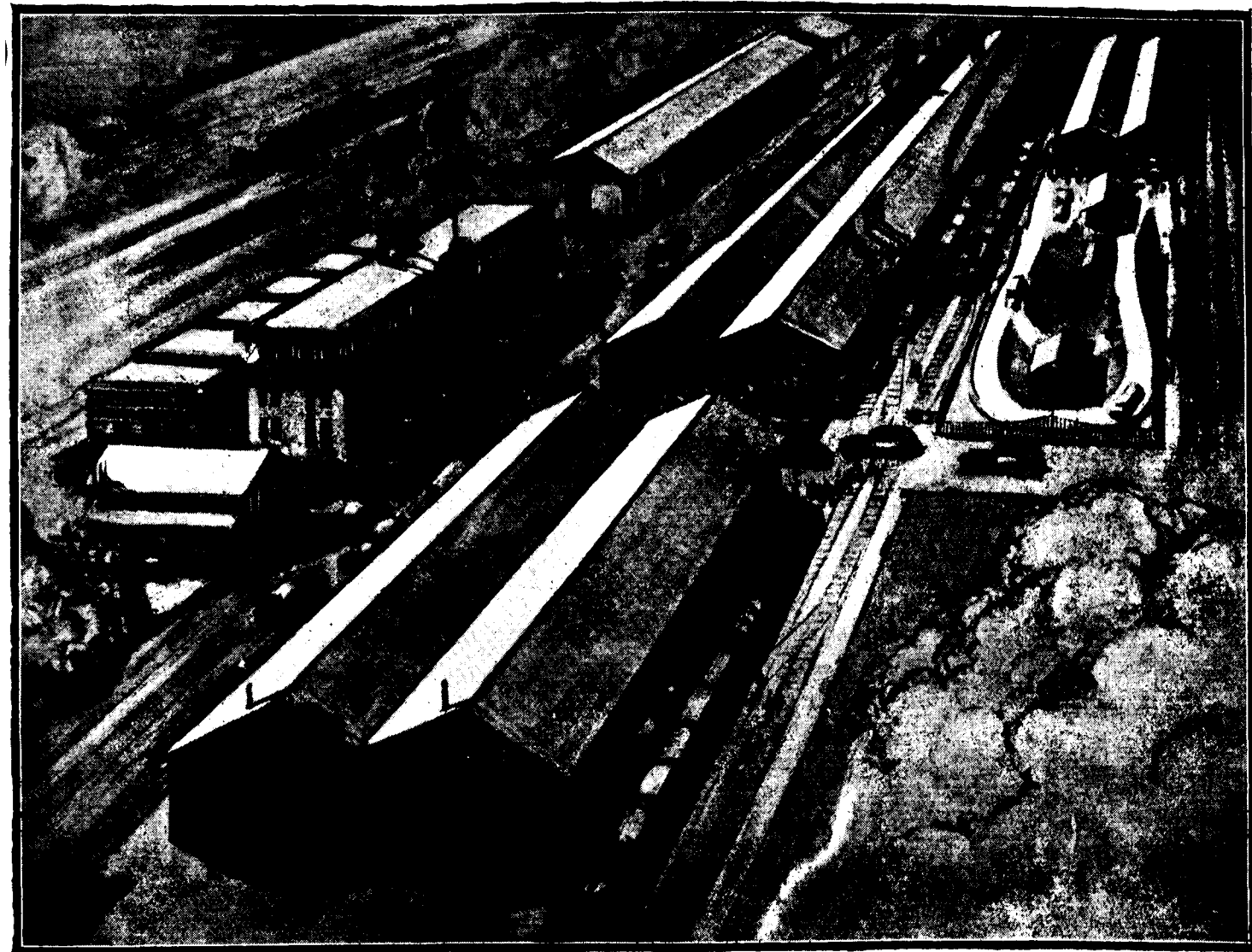
MECHANIC: I see what happens inside the engine. There's no hard flinty carbon, no gummed up piston rings, no tar and sludge and no excessive wear when you use the New **TEXACO MOTOR OIL**.

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

GENERAL MOTORS IN BOMBAY

Vast Expansion Programme
Remodelling Factory and Equipment



The present offices and works of General Motors India Limited at Sewree, Bombay

ON account of the increasing demand for motor cars throughout India, General Motors India Ltd. is expanding and modernizing the facilities of its plant in Bombay. Both offices and works are being brought up to the very latest standards by the expenditure of three lakhs of rupees.

The work which is being done in the execution of this programme is entirely in the hands of Indian architects, builders and workmen. This is in keeping with the policy of the company to operate entirely as an Indian Industry.

Designs of modern equipment have been received from England and America, from which new equipment is being built in the works.

The new facilities will make it possible to produce a motor vehicle every seven minutes of the working day.

Although there are approximately one hundred makes of motor vehicles offered for sale in India, 40 per cent. of all motor vehicles purchased in the year 1936 passed through the Assembly Plant of General Motors India Ltd.

Among the lines which are assembled in Bombay are the British Vauxhall motor car and Bedford truck, and the German Opel, an 11 horsepower car of fine appointments which is reputed to give 35 miles per gallon of petrol. The American lines are Chevrolet car and truck, Oldsmobile car and truck, Pontiac, Buick, La Salle, and Cadillac.

It is interesting to note that of the many thousands of lorries and buses which ply throughout India, Burma, Ceylon and Afghanistan, two out of every three have come through this assembly plant in Bombay. Of all British lorries and buses purchased in the year 1936, three out of every four are Bedfords which originate in the works of General Motors India Ltd. It is indicated, on the other hand, that more people purchase Chevrolet chassis than all other makes combined.

India may feel justly proud of this progressive nucleus of a national motor car industry. When the present improvements are completed later in the year, the public will be invited to visit this replica of Western mass production works.

EASIER STARTING...

WITH LESS BATTERY STRAIN



SLUDGE and gum make oils thick at atmospheric temperatures, causing delayed oil circulation and increased frictional drag.

Gargoyle Mobiloil, cleansed from sludge and gum, removes this invisible brake... allows higher cranking speed... easier starting... without straining the battery.



MOTORING THROUGH THE BLACK FOREST

A Few Tips Worth Having

(Contributed)

THE capabilities of the modern car are such that travellers need no longer fear visiting territory of a definitely mountainous nature. With a trip to the Black Forest, "Europe's loveliest forest-clad mountains," to use Baedeker's description, the motorist has the additional advantage of an excellent network of first-rate roads. It is not true (as is frequently assumed), that the motorist, for the sake of his car, is compelled to keep to the best roads, thus missing the finest landscape beauty-spots.

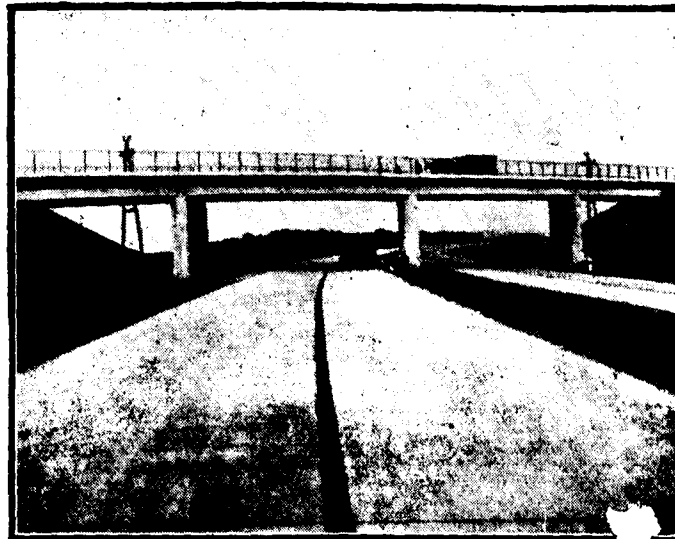
In the Black Forest, excellent motor roads have been systematically laid through districts world famous for the charms and entrancing loveliness of the countryside, and even the motorist who is forced to travel swiftly through South-West Germany, to any point of the compass, will be surprised again and again by the number and richness of the impressions gained during this trip.

Baden's main thoroughfare is the broad, sunny Upper Rhine Plateau on whose eastern edge the Black Forest, like a mighty wall, stretches upwards into the blue of heaven. The wayfarer coming from the north *via* the Great German Motor Road, Frankfurt-Heidelberg/Mannheim-Bruchsal-Karlsruhe, and laying himself open to the charm of the mountain road between Darmstadt and Heidelberg, is led by this allegretto of the Baden-landscape symphony to the mighty, sustained theme sung by the dark pine trees of the Black Forest, finding its fulfilment in a merry scherzo of the Upper Rhine and Lake Constance, and to whose strains of music the hum of his engine plays the double-bass.

Geographically, the motorist's easiest approach to the Black Forest is really from the direction of the east, as the mountainous country rises thence in a gentle incline, reaching its highest point at the west edge, whence it precipitously descends into the Rhine Valley. It is, however, also a good plan to enter this district of steep hills and mountains from north or west. Deeply-indented valleys, starting from the Rhine divide up the whole district leading to the heights along the gradient, which, though uniform, never becomes monotonous.

One of the most beautiful and imposing routes (it may reasonably be described as the show-piece of the Black Forest) is the so-called Black-Forest Main Road (Schwarzwaldhochstrasse), which rises like an approach arranged by Dame Nature from Baden-Baden to the heights of the North Black Forest. This motor road, which is being developed with special energy, as a Great German highway, runs at an average height of about three thousand feet above the sea-level over the ridge of the mountain direct from north to south, and provides, along almost the whole route, views of the Rhine Valley and the Vosges Mountains, of entrancing beauty, imposing vastness and exquisite loveliness.

This highway has now been finished as far as Ruhestein. A branch runs westwards to Freudenstadt, a second one south-west *via* Allerheiligen as far as Renchtal. Plans have been drawn up to continue this road southwards over Triberg to the Upper



An example of Germany's excellent motor roads. This one is on the route from Reichsautobahn to Kreibitz.

Rhine, and here the German engineers are also trying to build a road as far as possible along the crest of the mountain from which the finest and most magnificent views are to be obtained.

Crystal-clear mountain springs musically ripple down the steep hill-side, ever and anon forming tiny cascades of bewitching beauty. They flow through valleys overgrown with dark pines and the genial, mellow, golden rays of the sun, striking through their branches, form a carpet of green and gold on the mossy swards on their banks. From north, south, east and west, well-built roads creep like bands of white ribbon out of the valley depths to the craggy heights aloft, where they all meet. Hence a special feature of the Black Forest is the possibility of making a great number of interesting, circular tours whereby motorists get, so to speak, a composite picture of the character of the mountains; they are able to enjoy the beauty of the landscape in all its overwhelming magnificence.

Thus, from the old town of Pforzheim, so full of history, gold and silver ware, three roads lead through three remarkable valleys; Enztal, Nagoldtal, Würmtal to the dizzy heights above.

The northern part of the Black Forest in the Alb Valley opens out in the direction of the capital of Baden, Karlsruhe; it proceeds with conscious aim from the one-time stronghold of Rastatt, along the road to the Murg Valley, in a southerly direction to Freudenstadt. From Oberkirch we follow the Rench Valley to its spas, while Offenburg points the way to Kinzig Valley and Gutach Valley to the heart of the Black Forest and the murmuring splashing of Triberg's waterfalls.

It is in that invitation of the mountains, however, along whose southern edge Freiburg im Breisgau is situated, that a number of valleys vie with one another to charm the visitor into the southern part of the Black Forest. We would mention, primarily, the Elz Valley (Elztal) near Waldkirch, and that branch taking its way to the south-east, which receives its name from the smiling village of Simonswald; also the Glottertal where the mild Glottertal vine grows; Günterstal which takes the traveller to Schauinsland. Above all, we must not forget the old road which, in the south of the Black Forest, shows the passage from west to east: Höllental, which, being interpreted, is: The Valley of Hell!

From the Upper Rhine, the valleys of the Wiese, the Alb, the Wehra and the Murg rise high up into the arrogant peaks

round Feldberg. To enjoy motoring in the Black Forest, a definite programme is imperative. From the towns of the Rhine Plateau, full of life and energy, bustle, colour and movement, with their ancient castles, churches and cathedrals towering heavenwards, the road leads through friendly, enticing villages into valley depths with broad spaces where one can admire and rejoice in the kaleidoscopic variety of colourful, beautiful, old, national costumes won at church parades and village fêtes. Swiftly, smoothly, surely we climb the road and reach the sunlit heights above.

It is characteristic of the Baden network of motor-roads that the highest elevations of the Black Forest, Hornisgrinde, 3,840 feet and Kniebis 3,200 feet, in the north; Kandel 4,200 feet, Feldberg 5,000 feet, Schauinsland (translated: Look into the land) 4,250 feet, Belchen 4,700 feet, and Blauen 3,850 feet in the south, may be comfortably reached by car.

Quite imperceptibly, however, the roads in the south-east of the Black Forest lead as far as the great clarifying tank of the Rhine to Lake Constance with its old towns and cities steeped in another world atmosphere, to the Hegau with its characteristic, volcanic, conical peaks, or *via* the Baar as far as the deeply-indented valley of the Upper Danube.

With so rich a motley and variety of landscape, it is hard to map out a journey including all these enjoyments and pleasures in the course of an unbroken journey. We have, however, drawn up a programme comprising, in our opinion, the best that the Black Forest has to offer of the landscape treasures making up its bill of fare.

Starting from Frankfurt to Heidelberg, we make our way: Heidelberg - Neckartal - Heilbronn - Eppingen - Bretten - Bruchsal - Heidelberg (105 miles).

Heidelberg - Bruchsal - Karlsruhe (35 miles).

Karlsruhe - Pforzheim - Würmtal - Weilderstadt - Calw - Wildbad - Schönmünzach - Gernsbach - Herrenalb - Karlsruhe (130 miles).

Karlsruhe - Rastatt - Baden - Baden - Schwarzwaldhochstrasse - Hornisgrinde - Ruhestein - Baiersbronn - Freudenstadt - Rippoldsau - or Schiltach - Wolfach - Hausach - Triberg (102 miles).

Triberg - Schönwald - Furtwangen - Simonswäldertal - Waldkirch - Freiburg (40 miles).

Freiburg - Höllental - Hinterzarten - Titisee - Donaueschingen - Engen - Singen - Radolfzell - Constance (87 miles).

Constance - Meersburg - Salem - Heiligenberg - Pfullendorf - Sigmaringen - Donaual - Beuron - Tuttlingen - Donaueschingen - Villingen St. Georgen - Triberg (110 miles).

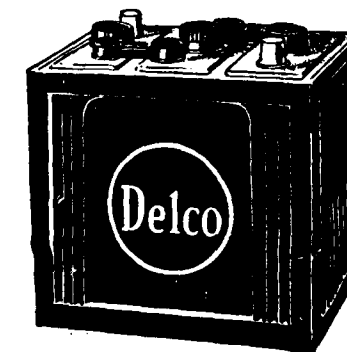
Triberg - Schönwald - Furtwangen - St. Märgen - St. Peter - Glottertal - Freiburg (40 miles).

Freiburg - Müllheim - Badenweiler - Schönau - Todtnau - Notschrei - Schauinsland - Freiburg (63 miles).

Freiburg - Höllental - Titisee - Schluchsee - St. Blasien - Albtal - Albruck - Säckingen - Wehr - Wiesental - Todtnau - Feldberg - Bärenthal - Höllental - Freiburg (130 miles).

Freiburg - Breisach - Sasbach - Reigel - Konzingen - Offenburg - Oberkirch - Oppenau - Kniebis - Freudenstadt - Horb - Stuttgart (155 miles).

DELCO
TAKES
the LEAD



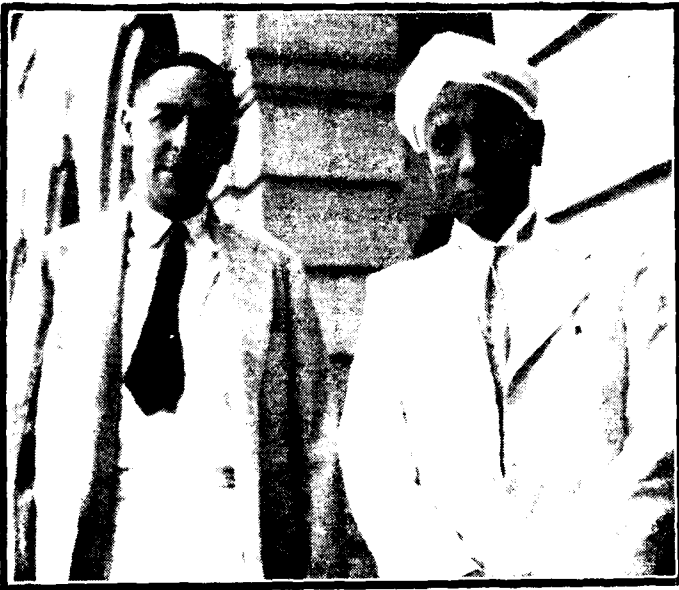
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Mr. J. Walter Collins, Reuter's Agent to the Government of India, very recently paid a visit to the Indian Institute of Science, Bangalore. He is seen here with Sir C. V. Raman, the Director, who showed him round the Institute. (I. K. S.)

N. Z., Australia & India

New Zealand, where Morris cars have been topping all sales, and Australia are two of the territories responsible for this advance. Another is India, where Morris Industries (India) Ltd., report that during April they received twice as many orders as in any previous April. An analysis of motorcar imports into India for the twelve months ended December last reveals that 25% more Morris units were imported than of any other British make.

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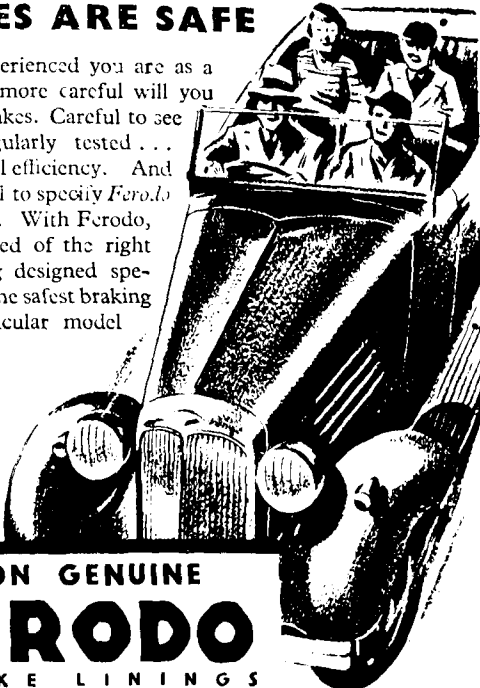
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Automobile Association of Southern India

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)

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.

	Rs.
Motor Car Owner	15
Motor Cycle owner or non-motorist	5
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	„

BANKER'S ORDER FORM

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.

54. Hukumchand Insurance Co., Ltd.



Miss Sheila Martin who was chosen as the outstanding young woman to represent Australian girlhood at the Coronation is seen stepping into the Vauxhall "25" saloon which she used during her stay in England. Miss Martin was subsequently presented at Court.



Marjory Gage, rising starlet of the silver screen, owns this Buick which she drives herself.

PARTICULARS OF MOTOR VEHICLES IMPORTED INTO INDIA.

MONTH OF MAY				TWO MONTHS 1ST APRIL TO 31ST MAY																			
1935				1936				1937				1935				1936				1937			
Quan- tity	Value Rs.	Quan- tity	Value Rs.	Quan- tity	Value Rs.	Quan- tity	Value Rs.	Quan- tity	Value Rs.	Quan- tity	Value Rs.	Quan- tity	Value Rs.	Quan- tity	Value Rs.	Quan- tity	Value Rs.	Quan- tity	Value Rs.	Quan- tity	Value Rs.		
487	8,82,194	347	6,49,757	420	7,54,743	1,008	19,10,620	724	13,71,181	978	17,95,192												
15	27,690	52	81,485	29	50,497	15	27,690	108	1,83,234	108	1,87,602												
14	23,303	1	982	17	27,799	26	41,287	1		62	83,368												
444	6,58,374	39	80,151	138	2,23,338	654	9,76,058	131	2,46,999	482	7,11,867												
398	8,11,458	201	4,18,172	353	7,50,202	733	15,53,594	647	11,94,448	694	14,23,374												
5	4,898	13	21,506	111	1,96,916	13	17,212	37	45,837	142	2,59,620												
1,363	24,07,917	653	12,52,053	1,068	20,03,495	2,449	45,26,461	1,648	30,42,681	2,466	44,61,023												
340	576,645	128	2,47,858	350	6,06,947	484	8,53,268	372	7,09,685	694	12,32,015												
646	11,61,833	233	5,47,517	478	9,69,201	1,334	25,07,907	844	14,89,809	1,257	22,94,291												
63	1,28,625	62	1,24,239	60	1,22,886	147	3,00,089	128	2,83,550	172	3,55,064												
262	4,44,406	120	2,34,499	180	3,04,461	375	6,59,469	199	3,81,010	343	5,79,653												
52	96,408	50	97,940			108	2,10,728	105	1,98,627														
1,363	24,07,917	653	12,52,053	1,068	20,03,495	2,449	45,26,461	1,648	30,42,681	2,466	44,61,023												
71	32,460	16	7,467	47	24,443	137	65,105	66	32,628	108	58,362												
8	5,931	29	8,625	68	16,540	11	7,878	49	13,090	119	29,040												
79	38,391	45	16,092	115	40,983	148	72,983	115	45,718	227	87,402												
21	82,722	17	49,967	28	53,874	62	1,96,883	48	77,801	65	1,05,647												
643	10,94,927	643	7,70,747	964	13,42,278	1,080	17,75,433	1,446	17,19,097	2,476	31,76,929												
83	3,97,444	67	1,22,861	189	3,44,889	132	5,58,100	93	2,04,105	373	6,75,516												
319	4,16,415	116	1,52,890	318	4,21,777	698	7,99,491	188	2,57,312	582	7,49,328												
253	3,25,367	466	5,08,763	411	4,90,216	371	4,95,942	1,190	12,65,995	1,498	16,78,781												
9	38,423	11	36,200	74	1,39,270	31	1,18,783	23	69,486	88	1,78,951												
664	11,77,649	660	8,20,714	992	13,96,152	1,142	19,72,316	1,494	17,96,898	2,541	32,82,576												
	8,21,312		4,68,255		8,92,662		13,86,149		9,59,386		18,87,584												

Extracted from the Publication of the Department of Commercial Intelligence and Statistics, India.
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MADRAS FLYING CLUB NOTES

THE usual grim trail of sweltering days and nights appertaining to the season and following on May at last succeeded in totalling thirty and with them the month of June just past; relieved though on an evening towards the tail end by a single almighty cloud burst when nearly 2 inches of blessed rain fell on the aerodrome within the space of half an hour—to be straitway "spurlos versenkt". Thereafter the green grass proceeded to grow all round. A similar wetting was vouchsafed from on high on the month's last night, so July starts verdant.

Herr Leuchs successfully performed his first solo on the first of the month, and Mr. Parthasarathy his, also successfully, on the last day but one, while on the 18th was witnessed the unprecedented spectacle of a gentleman and his spouse taking the air together, yet separately, each solo, Monsieur Triou in the Gipsy and Madame in the Swallow.

Early in the month Mr. Saravanam accompanied by the pilot instructor flew the Leopard *via* Bellary to Poona, and back *via* Sholapur and Hyderabad. Both Mr. Sundaram and Mr. Duraiswamy flew the Leopard to Bangalore and back on private business and Mr. Sundaram successfully performed the two triangular cross country tests required for his B licence, one of 450 miles in the Leopard touching at Cuddapah and Bangalore, with Mr. Lomax as official observer, and the other of 200

miles in the Gipsy with the instructor for navigation and forced landings. Mr. Pieris also tried his hand at a 200 miles triangular cross country flight solo in the Gipsy. On the last day of the month Mr. Grubb flew with the instructor in the Leopard to Hyderabad and back on most successful business, returning in time for an early tea.

An all day charter flight was arranged during the month for a film company, to scatter many thousands of hand bills from the Leopard over the bazaars and crowded areas of the five largest towns of the south, namely Salem, Coimbatore, Madura, Tinnevely and Trichy, involving a tour of a tract about the size of England. Mr. Rowson ably assisted the pilot instructor in this enterprise, though suffering no little inconvenience from multiple turns performed amidst rousing bumps all amongst the chimney pots had there been chimney pots. Happily his solar topi was available for fulfilling a secondary function and contributing to good order.

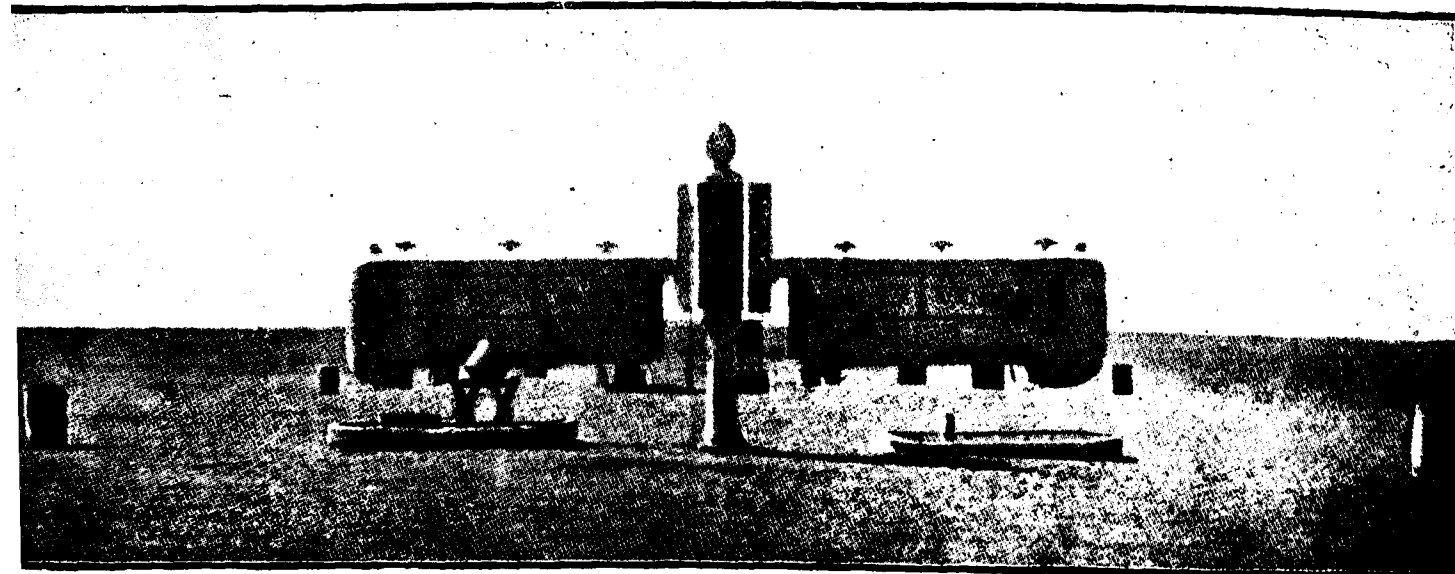
On the 27th the Club had the pleasure of welcoming Comte de Sibour piloting a Dragon Moth chartered from Indian National Airways on a business cruise. It was the Comte's intention to proceed to Pondicherry, but word came through that the erstwhile landing ground there was now once more busily growing monkey nuts. The Comte proceeded instead on the last day of June to Trichy.

PARIS TO TIMBUKTU

By Paul de Forges

(Courtesy Shell Aviation News).

[M. de Forges has travelled much by air and has made several notable flights. In 1935 he flew to Madagascar and in 1936 was co-pilot with M. d'Estailleur Chanteraine on a flight to the French colonies in India and the East. On the flight he describes below he was accompanied by his mother in his Caudron Aiglon aircraft, F-AOGT, which is fitted with a Renault Bengali engine of 100 h.p.]



The capital of the land of thirst—Bidon Cinq.

[HAVE just returned from an interesting journey only marred by a stupid accident on the last lap. When I left Paris with my mother, as keen an air traveller as I am, on the 20th January, my intention was to make a journey across Africa. We had already explored the whole of North Africa from Morocco to Lower Egypt and knew Eastern Africa

as far south as Tanganyika; this time it was the Niger which attracted us with the towns of Gao and Timbuktu, where the desert regions of the Sahara meet the tropical forest of West Africa. Unfortunately, it appears that on a journey of more than 12,000 kilometres you cannot hope to be favoured with good weather everywhere, and in fact, although we close the best time of year the flight resolved itself into a long struggle with the science of meteorology from beginning to end.

After a long wait at Paris we eventually found on the 20th January that the fogs of Morvan would permit us to pass; Provence was in tears and Marseilles showed us a very black aspect. Squalls on the Côte d'Azur and sullen weather over Corsica and Sardinia took us as far as Cagliari, where we found the formalities not less trying than the rain for they forced us to stop for two days. On the morning of the 24th Tunis, all bathed in light, welcomed us on the other side of the water, but in the afternoon of the same day the *sirocco* gave us a bad shaking on the coast between Tunis and Algiers. After that we had a halt of several days at this point in abnormal heat. At last on the 30th January we took the route south.

Our first encounter with the Kingdom of the Sands was no more fortunate. A sand storm (rare at this season) barred our way in the Oran plateau and a little north of Ain Sefra I was to turn eastward and land at Mecharia where I brought the aircraft down in the middle of a series of gusts. There followed two days of enforced stay in this, the most sinister of countries, while the wind blew furiously, filling the air with the red sand. On the 2nd February, freed at last, we started off for Colomb-Béchar. Now for a period of fifteen days we were not to see a single drop of rain or a cloud in the deep blue of the sky. Béni Abbès and Adrar were passed and to the left could be seen the dim outline of the Great Erg. In the early morning of the 4th we left the little oasis of Reggan nestling in the Sahara for our first crossing of the Tanezrouft.

From Reggan to Bidon 5 is a distance of 520 kilometres and in that 520 kilometres we did not see a car, caravan, nor the slightest sign of animal or vegetable life; the only thing to be seen was sand. If Bidon 5 has little geographical importance, I know no place which remains so fixed in the memories of those who have crossed that country and seen it. After hours of flight with nothing at all to be seen, the appearance of a few objects gathered in the sand by the hand of man is unforgettable. Around the Vuillemin beacon, a recent construction, are the two old cars which form the living accommodation, the fuel pumps, and the "cairns." There is a little colour, and a little movement—provided by the two black guards, the only inhabitants of the "village"; that is Bidon 5, the capital of the Tanezrouft, a post house in this land of thirst. Somehow you replenish here not only your fuel supply but your sense of security. You are no longer pushing your way through a world of nothingness.

The first prickly shrub announces the victory of the vegetable kingdom over the mineral kingdom. Somewhere near Aguelok dry-looking trees commence to be seen in the dry channels which become torrents each year during the tornado season. It was impossible to reach Gao before the 5th February. A piece of my mica windscreen had been cracked by vibration and threatened to come adrift and hit me in the face. From Bidon 5 onwards I held it with one hand and flew the machine with the other; hence my landing at Aguelok to get it repaired by the chief engineer there of Air Afrique. We had a charming welcome at the military post there where we joined in the favourite pastime of the officers—shooting guinea fowl which abound in that neighbourhood.

The next day at dawn we left for Gao, yet another 400 kilometres over the desert, now decorated with a little vegetation or a few patches of sulphur deposits or moss until we reached the Niger. A great splash of blue in the sand, the Niger is a quiet river which seems to delight in the desert for it is in no hurry to reach the sea. It wanders, forming complicated curves and gives one the impression not so much of a river as a pool of water spilt from a bowl. At last we reached Gao, a river-side oasis—a city of dried mud where native huts are grouped in mud-walled compounds. We remained here for several days, being given a warm welcome by all the officials of the colony. At that time the well-known pilot-author, Saint Exupéry, was passing through in his Caudron Simoun.

In a canoe on the Niger we floated quietly between the rice plantations and fields, and here, too, I hunted water buck which is plentiful in these parts and appreciated the delicious freshness of the evenings after the heat of the torrid day.

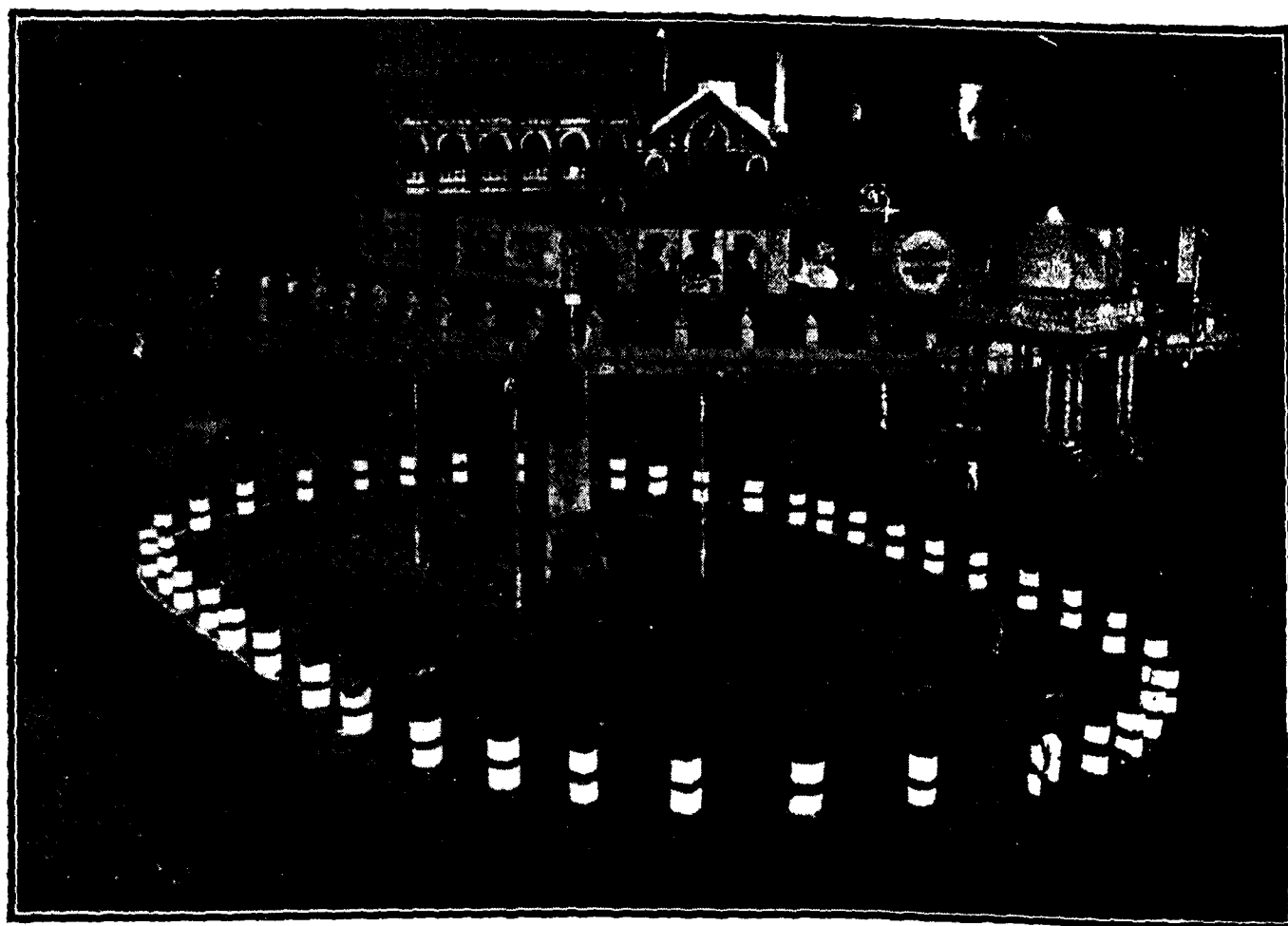
By the 7th February we were staying at Timbuktu where Captain Delange did the honours. There was no hotel there and the only refuge is the military post. There are only forty French people in this important native city where the narrow and twisting streets make a maze of grey mud. We visited several native houses and the market, where there were avalanches of water melons mingled with black skins, all shining under the brazen sky; we took a glass of *Mandarin* with Father Yakouba, the white monk of Timbuktu.

On the way back to Gao along the Niger where we could see the alligators sleeping on the banks of the river, we stopped at Bourem, the purple city. On the 10th February we were forced reluctantly to turn our faces northward. This time we covered the distance between Gao and Reggan, about 1,300 kilometres, in one day, a complete crossing of the Sahara which on the map appears to be little enough; in reality it is a hard and long journey. Perhaps because we no longer had the attraction of unknown country ahead and because of the headwinds which we encountered, the stages on this return journey seemed so long; we felt as if we should never reach the end. At Bidon 5 we had a remarkable meeting. Three Tuaregs were there having been brought in that morning by an agent of the Transsaharienne, the motorcar company whose services cross the Sahara. He had discovered them on the road 100 kilometres to the south, half-dead from thirst. Their camels having broken their halters, had run away and for five days they had lain beside the road waiting for help to come to them—or perhaps death. When the rescuing car passed them, only one of the three had sufficient strength to make any sign that they wanted help; the other two were unconscious. Water had brought them round and now they stood there, mysterious behind their blue veils. They saluted us as we stepped from the cabin of the aircraft. Perhaps they thought that aircraft, like cars, have some virtue on occasions! With the end of the day at Reggan we came to the end of the great desert waste of the Sahara.

To vary our route, we had decided to return to the East by the Great Erg, making landings at Timimoun, the curious citadel of mud, and El Goléa, the dream oasis of flourishing gardens; then having flown over the closed town of M'zab on the 13th of February, we landed at Algiers. The Algerians complained bitterly of not having had any rain for two months—always sun, and always blue sky. How difficult it was not to linger a little in a city which was suffering from such a calamity! At Tunis several days later, all the treachery of the weather did its worst. On the 21st February, despite an unfavourable weather report, we left the African Continent and reached

Sicily under the clouds, landing at Palermo. On the 22nd, after a stop at Naples, we arrived at Rome in a fog. On the 23rd, a particularly hard day, we went from Rome to Sarzana where our machine had to withstand a violent wind. On the 24th, we landed at Cannes in the mistral. Then on the 25th, having succeeded in spite of fog and rain in getting through, I emerged into the valley of the Loire at Paray-le-Monial and reached the landing ground of Nevers in flooded country. Once there, all difficulties seemed to be over. As I wished to reach Paris at the exact time that I had told my friends (16.00 hours), I decided to lunch at Nevers.

My plan was destined to go awry despite all my efforts, for on taking off the mud and water on the aerodrome prevented the aircraft from gaining flying speed and we went into the ditch at the end of the aerodrome. Both my mother and I were miraculously unhurt. My friends were most sympathetic that we should have had such an unfortunate accident only an hour from the end of our journey. My mother's reply, for she always succeeds in seeing the bright side, was that it was most fortunate that the accident should have occurred at a time when there was nothing interesting left to see.



The new traffic roundabout erected at Neill's Statue, Madras, by the Madras Police. Encouraged by its success, they have also introduced another similar roundabout further up the Mount Road near the Cathedral.

Visitors from India

A party of approximately 400 Indian troops, in England for the Coronation celebrations, was shown over the Morris factory at Cowley (which now covers 124 acres and affords direct employment for 5,700 persons) on 6th May, and after-

wards entertained to tea in the Club House.

The troops made a picturesque sight as they filed down the assembly lines, and evinced the keenest interest in everything they saw.

BROADCASTING NEWS

Relationship of Broadcasting to Press and Public

The Director-General of the BBC Addresses Empire Press Conference.

THE Director-General of the BBC addressed the delegates to the Empire Press Conference in London on May 25. In the course of his speech he said: 'There may be elaborate programmes produced and presented by the Empire Department of the BBC, but I am not certain, if we want a criterion of our Empire service of great significance, whether we need go very much farther than to take the simple chiming and tolling of Big Ben. It can be heard every day in every part of the Empire. That means a lot.'

The programmes, he added, were sent out from Daventry for more than seventeen hours a day, and there was no station and no group of transmitters, which had a better world coverage than Daventry.

How long that was going to last nobody knew. It was a melancholy fact that in the sphere of overseas short-wave broadcasting they had problems analogous to that of naval armaments. At present they thought that Daventry was better than any other station in that respect, but whether they would be able to say that nine months or a year hence they did not know. Short-wave work was newer even than talking pictures.

News Bulletins.

Dealing with wireless news bulletins, the Director-General said:—

'They give a taste of the news, and to suggest that any one who is within reach of a newspaper is going to be satisfied with the Empire news bulletins that are given out would, we submit, be quite absurd.

'You will agree,' he went on 'that there is a good deal in common to journalism and broadcasting. Competitors or allies? I hear people in this country say there is no doubt at all that there is no competition such as would result in a decline of circulation of morning papers, but there may be in regard to evening newspapers. I don't know.

'Europe is at this time in a tremendous state and every mutilated division of it looks to England for information and courage. It sounds topical but that is a remark recorded in a secret State paper over one hundred years ago. I think it is an extraordinarily interesting remark, and very significant. We will look for the fulfilment of that aspiration of one hundred years ago in regard to the article of courage to the politician.

Meaning of Freedom.

'The other article, information, interests you and it interests us, 'We are a free Press,' you say, and pride yourselves on it. A great deal is said about freedom of this and that in this sphere and the other—a certain amount of nonsense included. What do we mean by freedom? It wants definition and I doubt if there is any freedom which is not or should not be conditioned. What by? By this and that. By moral responsibility. Is every possessor of great power and influence conditioned by moral responsibility? Some of them may be, but some of them don't give much evidence of it. Anyhow freedom wants defining.

'You mean you are independent of State control. Well, so is broadcasting. In whatever respects the freedom of the BBC is curtailed it is in black and white in the Charter. If and when the BBC is doing something which it does not want to do, by Government orders, then that would be clear.

'In Germany and Russia and Italy broadcasting is a mouth-piece of the State and an instrument of Government. A controlled Press and a controlled broadcasting system may mean biased or censored news. But there are other forms of control. I suppose it is possible to have a commercial control which produces something like the same sort of results—in general effect. I would say with regard to broadcasting that the dividend motive is incompatible with the public service motive. Well, maybe you will find a newspaper or two to which that remark might apply, and if it is not the dividend motive it may be some other motive.

'Has broadcasting any effect on irresponsibility of whatever kind it may be, any effect on these ulterior motivations, whatever they may be? It was possible for news to be suppressed or invented. Is it ever done to-day? Anyhow, it is less easy. There have been unscrupulous influences, I suppose you would admit. Will they be as common in the future? Will they get away with it as easily in view of the fact that the reading public is also a listening public?

Broadcasting Allied to Responsible Journalism.

'These ulterior motives, this irresponsibility and unscrupulousness, are to the embarrassment of honest and honourable journalism. Is not broadcasting an ally there? I submit that we are definitely allied to the responsible journalist. BBC news is accepted as accurate. There has been no demand for sensationalism in our news. Let us compete if you like in terms of who can give the best service. We are an extraordinary amenable body. There is all sorts of nonsense talked in this country about the unamenability of the BBC.

'The BBC is more than anxious to hear what people think about it, provided that those people are responsible.

'We are up against tremendous competition in the matter of foreign propaganda broadcasting, and the more you care for the Empire the more you will be willing to help us in perfecting and improving our Empire service.'

The Director-General paid a tribute to the excellence of the Dominion papers which he had read during the course of his visits overseas, and thanked the overseas Press heartily for their most valuable support of the BBC Empire Broadcasting Service.

BBC Televises Oversea Rulers

Maharaja Gaekwar of Baroda; King Yeta III.

H. H. the Maharaja Gaekwar of Baroda and H. H. King Yeta III, Paramount Chief of Barotseland, appeared in the BBC's television broadcasts from Alexandra Palace, London, during their visit to England for the Coronation. They took part in a programme entitled 'Some Visitors to London,' during which they were interviewed by Leslie Mitchell, one of the television announcers. Viewers saw King Yeta wearing the uniform that was presented to him by His Majesty King Edward VII.

Before facing the television camera, the Maharaja and King Yeta watched the reproduction of a television programme

on a receiving set, and while at Alexadra Palace took the opportunity of seeing something of the station and its working.

Other interesting visitors from overseas who appeared in recent television programmes were Mr. Harold Speed, an Australian artist, who introduced and described pictures from the Empire Pictures Exhibition, the Reverend G. H. Eastman, a missionary from the Gilbert Islands representing the Pacific at the Coronation, who described to viewers his work among the natives, Mr. Claude Corea, the Cingalese Minister of Commerce from Ceylon, and Mr. Maurice Holland, the leader of a party of American bankers and executives who are visiting Europe to study business methods.

Developments in BBC Studio Technique

'Multi-Microphone' Method for Operetta Production.

During the last three years the broadcasting by the BBC of big-scale musical shows has been the subject of a number of experiments in studio technique. Some of the complicated productions such as operettas and light and comic operas (mixtures of music, dialogue, noise effects, etc.), which, at one time, were broadcast from a number of isolated studios linked to a remote dramatic-control panel, are now handled in one large studio: in these operetta-type productions the 'multi-studio' method has been replaced by what is known as the 'multi-microphone technique.'

The studio used is actually a converted theatre—St. George's Hall, the headquarters of the BBC's Variety Department, where music-hall and variety programmes are also performed before an audience. By means of collapsible rostrums, the stage space in St. George's Hall can be extended over the area occupied by the orchestral well, which means that the studio can be used for every type of show—from a light operatic performance, with a large chorus and augmented orchestra, to a small scale revue with a dance-band combination, or an intimate cabaret act.

The 'multi-microphone' equipment consists of seven ribbon microphones and a six-table gramophone unit, which are controlled by the microphone technician, or balancer, by means of an eight-channel 'mixing' unit, housed in a glass-fronted listening cubicle perched high above floor level on the side of the stage. From this vantage point the balancer and producer can see and hear cast, chorus, and orchestra throughout the course of the programme. In direct communication with the listening cubicle is a remote listening room, which is equipped with a microphone connected to a loudspeaker in the theatre, thus enabling the producer, if he so desires, to direct rehearsals while listening to them under the conditions of the ordinary listener.

An 'Atmosphere' Microphone.

Additional reverberation can be obtained by means of a remote 'atmosphere' microphone, so placed that it cannot pick up direct sound. When a definite 'echo' effect is required, the 'atmosphere' microphone is placed in an adjacent cement-walled passage. When partial segregation of any scene or effect is necessary, rock-wool tents or mobile screens are used.

It has been found that apparent changes in acoustics, in perspective, and in quality can be obtained by microphone placing and mixing. In order to simplify the 'positioning' of artists, a non-absorbent canvas carpet, marked out in numbered spaces, is used, and on this carpet there are red lines indicating the axis of the microphone, and also the approximate limits within which artists may be given fixed positions.

Essentially, the system consists of using different microphones in such a way that the listener is helped to visualise the

action as it would appear upon the stage. Changes of scene are denoted by altering the acoustical 'colour'; dramatic effect can be heightened by changing over from one arrangement of microphones to another. The standard lay-out makes use of five microphones: one for the orchestra, three at varying heights and distances for the artists, and the 'atmosphere' microphone previously referred to. The three microphones for the artists are not used simultaneously, but any one of them can be selected to give the required effect. The 'atmosphere' microphone helps, when required, to give a strikingly realistic impression that the performance is taking place in a hall having acoustics quite different from those of St. George's Hall.

Two members of the BBC production staff—Rex Haworth and Gordon McConnel, working in collaboration with F. W. Alexander, a BBC research engineer—have carried out the experiments. In 1934, Gordon McConnel visited Italy to examine the methods of technicians there. He found that Dott. Ing. Tutino, the leading expert of E.I.A.R., the Italian broadcasting organisation, had adopted and developed to a fine art a 'multi-microphone' technique. Subsequently, by pooling ideas, the foundations of the present St. George's Hall system were laid.

Recordings have been made of important productions so as to form a historical record of the progress that has been made.

BBC's Director of Variety

Mr. John Watt to Succeed Mr. Eric Maschwitz.

The BBC's Director of Variety, Mr. Eric Maschwitz, has asked to be relieved of his full duties with the Corporation, and from July 1 he will cease to occupy the post that he has held since 1933. He wishes to seek more experience in other sides of the entertainment world, but will still be connected with the BBC as a writer and contributor of programmes.

Mr. John Watt will act as Director of Variety from July 1 and Mr. Charles Brewer will remain as Assistant to the Director.

Mr. Maschwitz joined the BBC in 1926, after some years experience as author, journalist, and actor. He was first an assistant in the Outside Broadcast Department, and, from 1927 until the establishment of the Variety Department in 1933, was Editor of *The Radio Times*, the official organ of the BBC. As the first Director of Variety, which had previously been a small section of the Productions Department, he has been primarily responsible for the considerable expansion in the BBC's light entertainment programmes.

Mr. Watt joined the BBC at Belfast in 1927, and came to London in 1930. He is well known to listeners as the producer and compere of many popular programmes.

Mr. Brewer joined the BBC in 1926 at Cardiff and was transferred in 1928 to Birmingham, where he developed the light entertainment side of the Midland Regional programmes. He shares with Mr. Leslie Baily the credit for the 'Scrapbook' broadcasts. Both Mr. Brewer and Mr. Watt joined the Variety Department with Mr. Maschwitz when it began in 1933.

No 'Verifications,' Issued by BBC

Despite reports appearing in the American Press to the contrary, the BBC does not issue cards or letters which verify the reception of its short-wave transmitters at Daventry.

Certain cards bearing the signatures 'Carroll H. Weyrich' and 'Bernard L. Ahman Jr.', and worded in a manner which gives the impression that they emanate from the British Broadcasting Corporation, have been brought to its attention. The BBC wishes to make it known that these cards are issued without the authority or approval of the Corporation.

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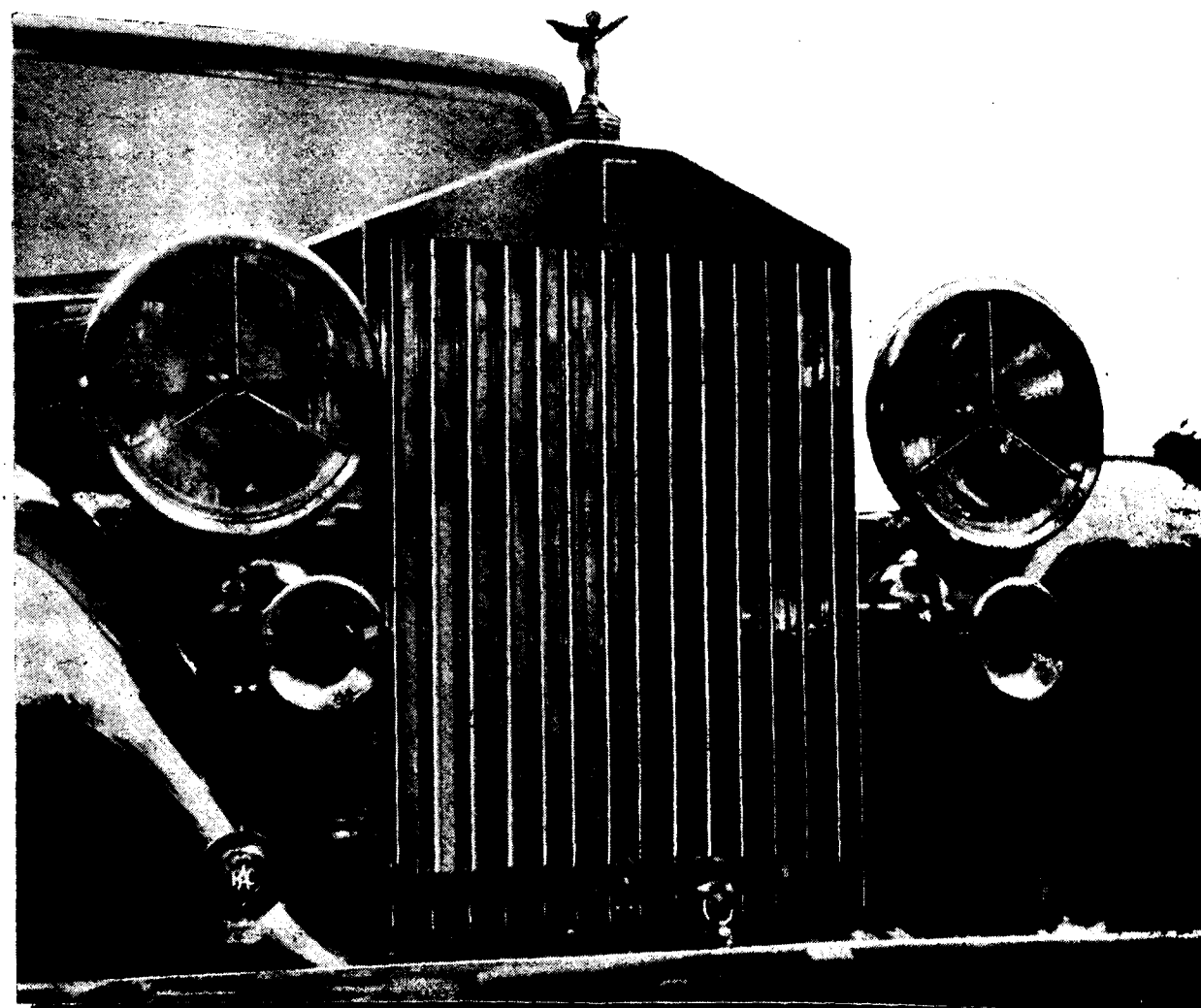
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Vol. IX, Number 8]

AUGUST 1937

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Road Conditions

REPORTS have been received during the month from various sources, but mostly from District Board Engineers to whom our thanks are due for their co-operation. The most important of these are as follows:—

Gudalur-Sultan's battery	The bridge between Nalpuza and Sultan's battery has been improved and the road on the whole will improve after the maintainance work for the year has been carried out.
Salem-Mohanur via Mallur, Nammakkal	In fairly good order.
Crossing of the Cauvery river: from Mohanur to Karur town ..	Crossing is done by ferries (small basket boats). Cars cannot be carried.
Valiyapatti-Salem via Nammakkal	In fairly good order.
Kottayam-Trivandrum	Road is in good order, but small lengths were submerged for short periods of less than a foot in depth.
Trivandrum-Kottayam	The first 27 miles from Trivandrum the road is trafficable and is not affected by floods.
Someshwar-Mangalore via Karkal, Marpadi and Muluru ..	Road is fully bridged and in fair order.
Mangalore-Sulliya via Panemangaluru, Mani, Patturu, Madanuru and Jalsuru	The road is fully bridged. But drive with care during heavy rains.
Mangalore-Charjadi via Bantvel, Punjalkatta, Beltangadi and Mundaji	Road is fully bridged and in fair order.
Udipi-Someshwar via Bommarabetta and Hebri	In fairly good order. There are 2 unbridged crossings which are to be crossed by ferries.
Udipi-Mangalore via Padu, Mulki and Suratkal	There are 4 unbridged crossings which are crossed by ferries.
Mangalore-Mudagire Road	Road is fully bridged and in fair order.
Mangalore-Sakleshpur Road	Do. Do.
Mangalore-Mercara Road	Road is fully bridged. But drive with care during wet weather.
Kalverpatti-Dindigul via Vadasandur, Agaram, Tadikumbo ..	Motorable throughout the year, except in heavy rains when the unbridged crossing from Dindigul will be impassable.
Gurguntla-Gangavati via Lingsgur, Mudgal, Tawargiri and Kanakgiri	Road good but impassable during rains owing to unbridged rivers.
Lingsgur-Sindhur	Road impassable in heavy rains.
Sindhur-Koratgi	Road good, but impassable during rains.
Lingsgur-Devarsugur via Morat, Kalmalai and Raichur ..	Road good and bridged.

Gurguntla-Sirwar via Hutti and Kurkundi	No road from Gurguntla to Hutti, but the road from Hutti to Sirwar via Kurkundi is good.
The bridge across the Heggari river	The roadway over this bridge was opened for traffic after its repairs.
Meppadi-Iritty via Panamaram, Mannantoddy and Nedumboyil	Fair for most of the length. But from Nedumboyil to Iritty the condition of the road is bad. The two river crossings, Panamaram and Mannantoddy are crossed by ferries.
Kollengode-Govindapuram via Periyachallai	Fair. No unbridged crossings.
Palghat-Kollengode via Pudunagaram	Do. Do.
Kollengode-Vadakancherri via Ellavancherri and Muddapallur	Very fair. No unbridged crossings.
Kollengode-Vadakancherri via Allathur	The road between Kollengode and Kaunneseri is unfit for motor traffic. There is also an unbridged stream from Kollengode.
Calicut-Cannanore via Tellicherry	In fairly good order. There are two unbridged crossings which can be crossed in ferries except in heavy floods.
Kottayam-Ernakulam of the main Central Road	The Main Central Road was submerged under 4 ft. of water near Parampavoor on 6/8/37.
Gulbarga-Thathni via Shahapur	The road is in good condition except in monsoon period.
Gulbarga-Kinhi via Kamalapur	Road good.
Yadgiri-Surapur via Khanapur and Hattigudur	Road good.
Gulbarga to boundary of Hyderabad State	Road up to Alland is in fair order. Alland to the boundary there is no road. Unbridged streams under construction.
Palghat to Vadkancherri via Kannadi river, Kullal, Mananam and Allathur	The road is in a bad condition, but no unbridged crossings.

WHEN VISITING MADRAS

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Palghat-Chilkalancherri via Tenkurussai and Kunnisseri	This is a 3rd class road unfit for motor traffic. No unbridged crossings.
Palghat-Pattambi via Ottapalam and Shoranur	In fairly good order. No unbridged crossings.
Thiruthani-Ballipalli via Nagore, Puttur, Vadamala, Renigunta and Mananderi	Road is in fair order. Several unbridged crossings which may hold up traffic for a few hours.
Nagri-Chittoor via Palliputtu	Do. Do.
Kalashti-Chittoor via Chandragiri and Gadanki	There is one unbridged stream which may obstruct traffic for a few hours.
Palladam-Pollachi via Kattampatti	The surface of the road is in fair order. Unbridged crossings during heavy rains are unfordable.
Pollachi-Masinayakampaliyam	Annual repairs have not yet been taken up. Road unfit for traffic at present.
Pollachi-Dharapuram via Pudupaliyam, Peddappampatti and Ponnapuram	Do. Do.

Members in arrears of Subscription

It is very gratifying to be able to announce that 75 per cent. of the members who were in arrears have now paid their subscriptions. It is hoped that the other 25 per cent. and the current members whose subscriptions fall due this month will send along their subscriptions, and in this respect I would like to point out that members who have not done so will not be eligible to vote at the annual general meeting.

Annual General Meeting

The twenty-fifth Annual General Meeting of the Association will be held at the Association's Registered Office, "Canonbury", Mount Road, Madras, on Friday 24th September 1937, at 6 o'clock in the evening, for the purpose of passing the Committee's Report and Accounts for 1936, to elect a Committee and Auditors for 1937 and for the ordinary business of the Association.

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

Proxies must be received by the Secretary at least 24 hours before the Meeting.

The Association's New Offices

Another advance has been made this month. It was decided that the present offices were inadequate and inconspicuous. A large house on Mount Road at present known as Canonbury has therefore been leased where separate offices for each department and a large compound for parking cars will be available, and the premises will be seen and known by everybody passing through Madras.

Madras M.V. Taxation Short Term Licenses

British Cochin

The following notifications in the Fort St. George Gazette dated 14th July and 31st July, 1937 are reproduced for the benefit of members.

In exercise of the powers conferred by clause (c) of subsection (1) of section 5 of the Madras Motor Vehicles Taxation Act 1931 (Madras Act III of 1931), the Government of Madras are hereby pleased to direct that, with effect on and

In exercise of the powers conferred by section 11 of the Indian Motor Vehicles Act 1914 (VIII of 1914), the Government of Madras are hereby pleased to make the following amendments to the Madras Motor Vehicles Rules 1923, published with Law (General) Department Notification No. 209 at pages 327 et seq. of Part I of the Fort St. George Gazette, dated 20th March 1923, as subsequently amended:—

- For the heading before rule 14 of the said rules, the following heading shall be substituted, namely:—
"Conditions of registration and use of motor vehicles."

- In the same rule,

(a) for the words "Before registering a motor vehicle, the Registering Officer shall be satisfied that," the following words shall be substituted namely:—

"The Registering Officer shall not register any motor vehicle and no motor vehicle shall be used, unless the following conditions are satisfied, namely that

(b) in clause (5) the word "and" occurring at the end shall be omitted; and

(c) at the end of clause (6) for ":", read ":", and

(7) the motor vehicle is fitted with a mirror which is so placed that the driver can have a distinct view of the traffic approaching from the rear."

FOR HOME OR OFFICE

PABCO PAINTS

Agents:— SPENCER & CO., LTD., Madras & Branches

from 15th July 1937, temporary licenses may be issued for periods not exceeding two days at a time, and subject to the conditions specified below, on payment of tax at the rate of rupees two per license in respect of motor vehicles not being motor vehicles used in the course of trade and industry for the transport or haulage of goods or materials or plying for hire:—

CONDITIONS.

- The license shall be issued only in respect of motor vehicles brought into British Cochin for temporary visits.
- The license shall be purchased either in advance or immediately on arrival in British Cochin, from the Sub-Treasury Accountant, British Cochin or any other Officer who may be appointed by the Government of Madras in this behalf.
- The applicant for a temporary license shall furnish the following particulars:—
 - Name and address of the registered owner of the vehicle.
 - Registered number of the vehicle.
 - Days on which the vehicle will be used in British Cochin.
- No refund of the tax paid shall be allowed under any circumstances.

C

Order—No. 2991, Home, dated 31st July 1937

The Government are pleased to appoint, with effect from the 1st September 1937, the following officers of the Mysore Government viz., the officers in charge of the District Treasuries at Mysore, Hassan, Kadur, Shimoga, Chitaldrug, Kolar and Tumkur, and the officer in charge of the State Huzur Treasury, Bangalore, to be licensing officers under the Madras Motor Vehicles Taxation Act, 1931, for the purposes of issuing temporary licenses for periods not exceeding seven days and exceeding seven days but not exceeding thirty days. This appointment is made on the understanding that—

- the licensing officers will satisfy themselves before issuing a temporary license in the appropriate form that the amount of tax paid in respect of a vehicle is that prescribed for that class of vehicle with reference to its unladen weight and type of tyres;
- at the end of each month, they will send to the Commissioner of Police, Madras, by registered post one set of duplicate copies of the licenses issued by them during the month together with a statement showing the particulars of the amounts collected as tax; and
- the amount of tax collected by the licensing officers will be adjusted through His Majesty's Jamakarch Account between the Comptroller to the Government of Mysore and the Accountant-General, Madras.

2. The appended notification will be published in the Fort St. George Gazette.

3. The Commissioner of Police, Madras, is requested to arrange for the supply to the licensing officers of licence forms and of circulars, etc., which may be necessary in connexion with licensing work.

Correspondence

The following letter has been received from a member of A.L.A. Tourist Club of Los Angeles, California.

"For the past few years I have been a member of the A.L.A. Tourist Club of Los Angeles, California, and being a member, I feel free in asking you, as an affiliated club, for the following information.

I would like to carry on a friendly correspondence with someone in India. Are you in contact, thru any members of your club with a person who desires to correspond with some one in America? As a Tourist Club Membership favour would it be possible for you to locate some one for me?

Thanking you for a reply and hoping that you will be able to find a correspondent for me, I remain, etc."

Note.—The Secretary will be pleased to give the name and address of this Correspondent.

Honorary District Representative's Monthly Report

The following report has been received from Major A. W. Waters, M.B.E., Honorary District Representative for Bangalore. I would be very much obliged if other District Representatives would follow his excellent example by sending me a short report every month which could be published in this magazine.

1. A fairly quiet month due possibly to the keeping up its traditional reputation for being the wettest month in Bangalore.

2. This month has, however, been made memorable because of the Secretary's visit here, an account of which has already appeared in our Journal.

These visits must *inter alia*, enthuse us Hon. Dist. Representatives to greater efforts to increase the number of new members as also service to existing members.

3. *Correspondence.* Letters were received almost every day, mainly from the Secretary.

Despatches to the Secretary	..	32
Others	..	19

Total	..	51
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4. A few proposals for new members were sent along.

5. *Callers.* 23 persons (including 8 non-members called on me for information regarding licenses; state of roads; advice on driving rules in relation to a minor accident; another as regards a reported minor driving offence; several complaints as regards surcharges of Motor Tax at Mysore frontiers (these latter have already been reported to the Secretary); another called to consult me as to fixing a car badge and some to study my various road maps. Three wanted suggested

short trips in Mysore State and off the beaten track which necessitated rough sketch maps, distances with suitable T. Bs; another wanted advice as regards the right course to be taken as regards the existing driving licence of a person who had made good a physical defect.

6. I made no tours during the month but in the course of running about within 40 miles of Bangalore I reported to the Secretary two dangerous Toll gate chains as also an unmarked bend on a bund.

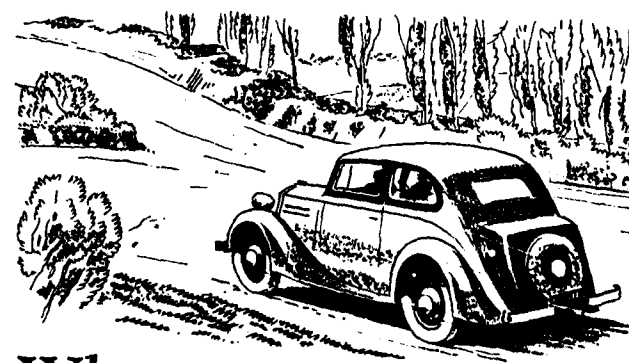
7. *Roads* in Mysore, are generally improving but the first 15 miles or so on the Bangalore-Madras Road have some bad patches.

In July, and August too, one can expect to run into road repairs all over the State; and on minor (and narrower) roads, the whole width of the road is taken up.

8. *Licences.* Complaints are still rife about the quarterly licences in the C. & M. Station and the want of a 30-day period one.

Purchasers of new cars, as also visitors to the station are caught at the end of one quarter and the new quarter coming in. The Secretary went fully into this matter when visiting Bangalore.

9. The New Motor Road up to Nandi Hills, though motorable is not yet officially open to motor thoroughfare. *Bangalore Horticultural Show.* Two scouts were sent up from Madras to attend this show which was held on the 7th and 8th of August of 1937, a report of which Major Waters will no doubt submit for publication next month. One scout



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has been attached to Bangalore to work under the Honorary District Representative there.

Madras Scouts. Scout Munuswamy has been passed out by the Traffic Inspector as efficient in Police Traffic Signals and drill.

Secretary's Tour

I left Madras with Road Scout Venkatapathi at 2-15 p.m. on Tuesday, 20th July and reached Krishnagiri at 8-40 p.m. where we spent the night at the T. B.—First class T. B. with butler who can provide meals if given notice—but no electric light or mattresses.

Leaving Krishnagiri at 8 a.m., we reached Mettur at 11-30, where I inspected the Rest House and found it very comfortable with electric light and fans, and displays a specimen A.A. membership card. After lunch at the Circuit House which is fully furnished, and equal to a first class hotel, we proceeded at 12-30 and reached Coimbatore at 4 o'clock. I stayed in the S.P.M.R. Camp and paraded with them during the day. In the afternoons and evenings, I attended the social functions as follows, and Scout Venkatapathi assisted in the parking of cars at every opportunity:—

Thursday, 22nd	..	Swimming Gala Coimbatore Club.
Friday, 23rd	..	S.P.M.R. Gymkhana Recreation Ground.
"	..	Guestnight—S.P.M.R. Mess.
Saturday, 24th	..	Tennis and Golf—Coimbatore Club.

On Saturday, 24th the S.P.M.R. was inspected by Brigadier Wilson, who also acted as umpire during the tactical exercises which lasted until late in the afternoon.

The commandant of the camp kindly announced my presence in Orders and I was able to make contact with every member in camp.

There was a large percentage of A.A.S.I. members who showed keen interest in the Scout and his activities—over 50 non-members took away application forms, many of whom promised to join the Association.

During my stay here, I also made the acquaintance of Mr. Windle, Deputy Inspector-General of Police, Mr. Beckett, District Superintendent of Police, Mr. L. Dee, our Coimbatore Honorary District Representative and Mr. C. H. John who is our Honorary District Representative of Travancore.

We left Coimbatore on Sunday at noon and arrived at Coonoor that evening where I stayed with Mr. G. W. S. Agar, a defunct member whom I re-enlisted, and visited Lovedale next day in order to see my children and there had the pleasure of enrolling the Principal, the Rev. C. B. Hall.

We stayed Monday night at Gudalur with Mr. C. C. Couchman, an old member, who kindly put us up, and proceeded at 8 a.m. to Mysore where I had lunch and reached Bangalore at 5 p.m. on Tuesday. Six miles from Bangalore our Scout who had stopped the car to replenish the oil, had the unique experience of a fellow motorist pulling up to offer assistance to an A.A. Patrol. The good samaritan turned out to be Mr. H. S. Cameron (an old member) whose action was much appreciated.

On entering the Mysore State at Tippukadu boundary toll-gate on my way from Ootacamund, I informed the Toll-gate keeper that I intended to stay in Bangalore C. & M. Station for one month.

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

He immediately offered to issue me with a 30-day license. On my asking him if that would be valid there, he assured me that it would and on my informing him that he was incorrect, he more vehemently assured me that he was not and offered to show me the rule.

I waited 15 minutes when at last he produced a Mysore Government notice stating that under the reciprocal agreement the C. & M. Station licenses were valid in the Mysore State.

He spoke English well, and asked how it could be reciprocal if Mysore licenses were not valid in the C. & M. Station. I assured him that for visitors residing in the C. & M. Station, they were not valid, paid rupees three for a 7-day license and left him bewildered.

I spent that evening and from 8-30 till 10-30 next morning with our Honorary District Representative, Major A. W. Waters and further discussed the Mysore State and Bangalore C. & M. Station Licenses—upon which I have written a separate note for the Sub-committee dealing with this matter.

Leaving Bangalore at 11 a.m. we returned direct to Madras arriving soon after dark on Wednesday evening.

The routes supplied by the Association for the whole journey were checked and a few alterations and additions have been noted.

The A. A. of Great Britain

The following is a report of the annual general meeting:

The Annual Meeting of The Automobile Association was held at the Savoy Hotel, London, at noon, 21st July, 1937. Mr. Chas. McWhirter, the Chairman of the Association presided.

The Chairman stated that it had been one of the most successful years in the whole history of the A.A. and the increase in membership of 46,663 was the greatest ever achieved. At the conclusion of the financial year, April 30th last, the Association's membership was 645,107 and today the figure was 666,500. There are now more than 100,000 lady members in their own right, a distinction that no other organisation in the world could claim.

During the year over 40 million miles were covered by the patrol staff in the course of their normal duties. At the Bank Holiday periods alone, Whitsun, August and Easter, more than 26,000 members received roadside aid from the Association's patrols and information and advice were given to members on over one million occasions.

Mr. McWhirter said that in recent years there had been a growing tendency to pass legislation governing almost every activity in which anyone elected to indulge. This tendency to over-regulate was ten times more marked in motoring than in any other sphere and but for the vigilance of the A.A. acting through the Motor Legislation Committee, bureaucratic rules and regulations would be even more irksome than they are now.

To illustrate this point Mr. McWhirter said that the proposals in the recent Construction and Use Regulations to give police power to enter garages and test vehicles without the owners' consent were an unwarrantable infringement of the liberty of the subject. The Association strongly resisted this section of the Regulations and was instrumental in arousing public and Parliamentary opposition, with the result that they were amended. Work of this kind was frequently dependent on confidential negotiation and therefore it did not receive the prominence and publicity it deserved, but it was persistently conducted often in spite of organised opposition.

In concluding his speech Mr. McWhirter referred to the Association's free legal defence scheme and said that in cases where the charges were denied by the defendants the A.A. solicitors were able to secure the dismissal of more than 8,000 prosecutions during the year, representing over 50 per cent. of the 'contested cases' dealt with by the Association.

The Report and Accounts were unanimously adopted and the proceedings terminated with a hearty vote of thanks to the Chairman.

Motor Gymkhana, held on 1-6-37 at Bangalore

At the request of several members the following is the list of questions asked in the Driving Knowledge competition which was reported last month.

Traffic Signals, etc. to be used by drivers of motor vehicles, etc.

Describe or answer in words the following traffic signals:—

Time limit—6 minutes.

1st all correct answers handed in wins.

10 marks allotted for each correct answer.

1 additional mark will be allotted for each minute short of the time limit.

Half marks allotted for partially correct answers.

1. I am going to stop.
2. I am going to turn right.
3. I am going to slow down or turn left.
4. Come past and overtake me on my right.
5. What signal would you usually give to the car in front if you desired to overtake or pass him?
6. On which side of the road would you pass (led horses) assuming that no obstruction to other traffic is likely to be caused thereby.
7. In the C. & M. Station, Bangalore:—
At a junction with no traffic constable or any road sign:—
Which road has the right of way at
(a) A main road and minor road.
(b) Cross roads (junction) of equal status.
8. In the C. & M. Station, Bangalore:—
What parking lights are required
(a) When normally parking on the road.
(b) When cars are parked in an unbroken line.

Notes:—1. Number your answers: do not repeat questions.
2. The use of notes, books, licenses etc., will disqualify.
3. Please sign your answers.

Route Itineraries and Letters

108 itineraries were issued during the month covering 44,469 miles, 675 letters and many personal and telephone calls, were received. 1020 letters were written and despatched, 527 by post and 493 delivered locally by peons.

Membership

46 new members were enrolled during the month of July, 1937.

These new members were introduced by the following:—

4 by Md. Kazim Khaleeli, Esq.,

3 by Major A. W. Waters, M.B.E.,

2 by P. R. V. Sarma, Esq.,

1 each by Messrs. E. R. Rose, V. Duraisamy, F. J. Chadwick, K. Govindan, C. R. Raghavachari, C. E. Woods-Scawen, A. P. Adam, D. C. Dasapa, U. R. Rao, R. N. Rowson, Dr. B. Seshigiri Rao, Sir Alexander Tottenham, C.I.E., I.C.S., Messrs. W. Tippetts, J. L. P. Roche-Victoria, Gordon Woodroffe (Motors) Ltd., J. L. Benson, O. W. Horrocks, P. Harichandra Rao, R. Allen, T. E. Peppercorn, P. Triou, J. L. H. Williams.

The remaining 15 were enrolled by the staff.

New Members

K. S. Raghavan, Esq.,
Nizam College, Hyderabad, Deccan.

R. B. Carrick, Esq.,
C/o Best & Co., Ltd., Madras.

A. M. Webb, Esq.,
Sidapur Estate, Sidapur P.O., Coorg.

P. T. Gopalachari, Esq.,
Stonehousepet, Nellore.

Miss E. Wardle,
S. P. G. Mission, Nandyal R.S., Kurnool.

K. Swaminathan, Esq., M.A. (Oxon.),
Additional Professor of English, The Presidency College, Chepauk.

K. Parthasarathy Naidu, Esq.,
11, Ormes Road, Kilpauk, Madras.

H. L. Hodge, Esq.,
C/o Emigration Commissioner of Malaya, Avadi, Madras.

G. S. Thorpe, Esq.,
5, Carnatic Gardens, Perambur Barracks, Madras.

D. Siddanna, Esq.,
Kusbur Estate, Somwarpet P.O., Coorg.

Dr. C. R. Krishnaswami, M.B., M.S.,
"Essor", Poonamallee High Road, Madras.

S. M. Hamilton, Esq.,
Inspector of Excise, Vellore.

J. H. Warburton, Esq.,
C/o Associated Electrical Industries (India) Ltd.,
1st Line Beach, Madras.

W. H. Marshall, Esq.,
C/o Carnatic Mill, Perambur Barracks P.O., Madras.

Mir Fateh Ali Khan, Esq.,
Banganapalle Estate, Madras Presidency.

Dr. K. V. Subrahmanyam,
577, Pycroft's Road, Triplicane.

W. J. Ward, Esq.,
The Custom House, Madras.

P. S. Krishnaswamy, Esq.,
The Oriental Life Office, Armenian Street,
G. T., Madras.

D

W. J. Bannister, Esq.,
Officer's Flat, Constable Road, Perambur.

R. Ramjeedass Iyer, Esq.,
90, Poonamallee Road, Kilpauk.

K. Rangaswami, Esq.,
State Engineer, Pudukotah.

G. Sreenivasulu Chetty, Esq.,
2, Murthi Lane, P. T., Madras.

Rev. T. G. Stuart Smith,
Bishop's House, Kottayam, Travancore.

P. Sikandar Pasha, Esq.,
Income Tax Officer, Tuticorin.

Mrs. L. Grace,
C/o Bosotto Bros. Ltd., Mount Road, Madras.

M. W. Hoare, Esq.,
Arniekudy Estate, Vandiperiyar, Travancore.

Major D. N. Pitcairn,
Coromandel P.O., Kolar Gold Fields.

T. M. S. Mani, Esq., I.C.S.,
Monteith Lane, Egmore.

L. Mukerji, Esq.,
30, 2nd Line Beach, G. T., Madras.

O. Garrett, Esq.,
Daverashola Estate, Devarshola P.O., Nilgiris.

D. O. Tweedie, Esq.,
Arnakal Estate, Vandiperiyar P.O., Travancore.

K. P. Seshagiri Prabhu, Esq.,
Karakala P.O., S. Kanara.

Major J. R. West,
The Supply Depot, Bangalore.

The General Electric Co., Ltd., (Rep. C. E. Cutting, Esq.,)
Mount Road, Madras.

Lt. W. G. Sherard,
8, Rest House Road, Bangalore.

Dr. Gualtherus H. Mees, M.A. (Cantab), LL.D. (Leyden),
C/o Ramakrishna Students' Home, Myslapore.

J. Donaldson, Esq.,
The P. & O. Banking Corp'n. Ltd., Coimbatore.

C. Abdul Hasen, Esq.,
C/o C. Hoossain Saib & Co., 16, Mannady Street, Madras.

The Firestone Tyre & Rubber Co. of India Ltd.,
(Rep. K. V. P. Rao, Esq.),
Woods Road, Mount Road, Madras.

J. S. Reddy, Esq.,
Secretary, East & West Insurance Co.,
121, Armenian Street, G. T., Madras.

K. Chandy, Esq.,
Aymanam, Kottayam.

N. Chinnakannu Pillai, Esq.,
82, W. G. C. Road, Tuticorin.

Christian J. Revel, Esq.,
Tellicherry, Malabar.

Dr. T. K. Natesan,
Asst. District Medical Officer, Trichinopoly.

L. A. F. Gaudoin, Esq.,
"Rocklyn Farm," Golden Rock, Trichinopoly.

J. B. Trafford, Esq.,
Korangamudi Estate, Valparai P.O., Coimbatore.

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

REPORT OF THE INDIAN RAILWAY ENQUIRY COMMITTEE, 1937

THIS report was issued on the 28th June and the recommendations contained in it on the subject of Co-ordination of Road and Rail Transport are of such importance and interest to all concerned with the development of Roads and Transport that we make no apology for devoting the greater portion of this month's *News Letter* to it.

It will be remembered that the terms of reference of the Committee were to examine the position of Indian State-owned Railways and to suggest such measures as may, otherwise than at the expense of the general budget—

- (i) secure an improvement in net earnings, due regard being paid to the question of establishing such effective co-ordination between road and rail transport as will safeguard public investment in railways while providing adequate services by both means of transport; and
- (ii) at a reasonably early date place railway finance on a sound and remunerative basis.

We do not intend to comment upon those chapters of the Report dealing with purely Railway problems and subjects. Chapter X is that portion of the Report dealing with the "Co-ordination of Road and Rail Transport" and as it is probable that the majority of our readers will not have seen the complete Report we reproduce below extracts from the chapter containing the most important of the Committee's recommendations. There has hardly been time since the receipt of the Report to prepare a detailed criticism of the recommendations, but the brief notes in italics represent the Association's preliminary comments.

"Section 135. *Development of Road Transport in India.*—Road transport has not developed to the same extent in India as in other countries of the world. The number of buses and lorries is small in relation to the size and population of the country and is bound to increase as the road system is improved and extended. We consider that the country should enjoy the advantage of this development and that no restrictions should be imposed which would unfairly hamper it".

This sentiment has our full support.

"Section 136. *Chaotic conditions caused by Inadequacy of Regulation.*—It is undisputed that road services in India are at present carried on in unsatisfactory conditions. No reliable information is available as to the number of vehicles in use, the nature of the work which they do, or the districts or routes which they serve. The machines generally are in bad mechanical repair, and their operation is carried on in a haphazard manner, over-crowding of buses and overloading of lorries being the rule rather than the exception.

"It is true that a few road services in India are conducted with a sense of public responsibility; but it would be difficult to exaggerate the conditions of chaos in which the great bulk of commercial motor vehicle operation is conducted."

"Section 138, Para 2. (*Adequate Regulation of Transport Essential in Public Interest.*)—We consider it essential that the situation should be taken in hand without delay; and in our view the first necessity is an adequate system of regulation of road traffic. It is useless to try to bring about effective co-ordination until road and rail transport are both operated as public services, and under regulations appropriate to a public service."

We have constantly advocated for regulations for Motor Transport in the interests of public safety and convenience, but we have opposed any regulations whose object was merely to drive traffic from motor transport to railways. Our support for the measures proposed must depend upon how far they are merely restrictive in effect and object.

Road Transport Regulation

"Section 140, Paras 3 and 4. (*General Objects of Regulation.*)—It is rightly claimed for road transport that it is flexible and that, wherever suitable roads exist, it gives convenient service from door to door. These inherent qualities make it particularly suitable for the development, step by step with the development of the highway system, of the large tracts of India which have not yet been provided with public transport facilities. In these directions there is adequate scope for the growth of motor transport for many years to come; and there is no other way in which the new form of transport can so effectively confer its special advantages on the community. In India, no less than in other countries, the omnibus can do much to transform life in the villages by bringing them into direct contact with the neighbouring towns and the railways. The goods lorry, too, will render invaluable service, particularly to the agricultural community, in opening up new markets either by direct delivery where they are near at hand or by conveyance to a convenient railhead where they are more remote. It is along these lines that the authorities can most profitably direct a policy of road improvement and construction, and the establishment of public road transport services which will follow that development.

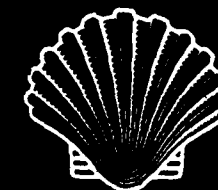
"This objective can be reached only by conscious direction through the medium of regulation."

There appears to be much common sense in this view.

"Section 142. *Regulation common to Passenger and Goods Road Transport.*—Regulation is at present carried out through a system of licences or road service permits, and this seems to us to be the appropriate method.

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"The first consideration should be regulation in the interests of safety, applicable alike to buses and lorries, and should cover the following conditions:—

- (a) *Fitness of Vehicle.*—There should be periodical inspection of vehicles and provision should be made for suspending the use of a vehicle found to be defective.
- (b) *Overcrowding and Overloading.*—The number of standing passengers to be permitted should be specified, and the number so specified should be exhibited clearly both on the outside and in the inside of the vehicle.

We consider that overloading of lorries can best be prevented by prescribing the maximum laden weight, and the weight so prescribed should be exhibited clearly on the outside of the vehicle.

- (c) *Speed Limits.*—Speed limits are notoriously difficult to enforce and we suggest that the fullest consideration should be given to the desirability of requiring all buses and lorries to be fitted with mechanical governors so as to ensure their keeping within the prescribed limits.
- (d) *Hours of Duty.*—It is important, in the interest of public safety, that the hours during which a person may drive a bus or lorry should be restricted, and this restriction should apply to the owner-driver as much as to the employed driver.
- (e) *Fitness of Driver.*—This includes both physical fitness and ability to drive a vehicle of the description intended. A system of driving tests should be set up with this object in view.

"Infringement of the foregoing conditions should render a licence-holder liable to have his licence suspended or revoked, according to the seriousness of the offence."

We support these recommendations.

"Section 143. *Regulation in accordance with Public Need.*—We consider that safety regulation on these lines is essential, but it is not sufficient in itself. Experience in Great Britain and South Africa, of which we have first-hand knowledge, and evidence from all other countries in which the road transport problem has arisen, show that reliable and satisfactory road transport services can be built up only when the supply of transport is regulated in accordance with the demand. Neglect of this principle results in excessive provision and maldistribution of road transport facilities.

"Excess means waste, and waste has to be paid for by the body of transport users as a whole. India in its present state of economic development can ill-afford to bear an unnecessary burden of this kind. Maldistribution is apparent in the redundancy of facilities provided on certain routes linking large centres of population and in the neglect of more sparsely populated districts.

"We therefore recommend that the number of vehicles should be regulated according to public need with the twofold object of preventing wasteful competition and ensuring that new facilities are provided wherever they can be economically developed."

We agree that encouragement should be given to the establishment of motor transport services in sparsely populated districts but healthy competition between other services must benefit transport users. We therefore do not favour the elimination of competition. Transport users should have the option of choosing which form of transport they shall use.

"Section 144, Para 1. *Special Regulation of Passenger Road Transport.*—Passenger services should be regulated by a system of route licensing, and time-tables on each route should be fixed. By no other system is it possible to secure a proper distribution of passenger road services. A regional system of licensing, such as was advocated in some quarters, would perpetuate the concentration of buses on the more populous routes and discourage attempts to establish services on the less populous, and presumably less profitable, routes."

This seems sound.

"Para 2.—Fares should also be fixed, not in relation to maximum or minimum limits, but absolutely. This is necessary in order to prevent unfair and uneconomic competition where, as may frequently happen, two or more operators are serving the same route."

We cannot support the fixing of fares by the licensing authorities unless such fares have been agreed upon by the bus owners. The basis of any fixed fare should in our opinion be the cost of providing the transport facility. In any case there will be great difficulty in enforcing "fixed passenger rates" except through co-operative action of the bus-owners.

"Para 3.—Subject to the foregoing conditions a licence should be granted where public need or convenience is shown, and regard should be paid to the adequacy and convenience of existing transport services, including transport by rail. The licensing authority, in deciding whether a licence should be granted or refused, should take into consideration representations made by persons already providing alternative transport facilities in the district concerned; but this should not preclude the provision of road services parallel to the railways in cases, for instance, where the road service will be quicker, more intensive, or more convenient than the rail service."

This seems reasonable.

"Section 145. Para 1. *Special Regulation of Public Goods Road Transport.*—The position of freight road services is different. The case for such services on grounds of public need or public convenience is as a rule much weaker, except where feeder services are concerned; and in our view a more stringent system of licensing is appropriate."

Even if this view is accepted, and it is open to argument, it is certain that on the grounds of needs of trade and commerce or individual needs and convenience, there will often be strong cases made out in favour of the licensing of freight road services other than feeder services.

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"Para 2.—We do not advocate a system of route licensing as in the case of passenger vehicles. In our opinion such a system would not be flexible enough for a freight road service. We favour rather a system of regional licensing, and we recommend that permits should be granted to operate within the area of a District Magistrate's jurisdiction. Freedom of operation within a district will generally enable services to be established which will form links with the trunk traffic routes, whether by rail or by water. We do not contemplate, however, that freight road transport should be rigidly confined to the limits of a District Magistrate's area. Such a limitation would be unjustifiable and contrary to the public interest, and permits to penetrate adjoining districts should be issued where no suitable alternative facility is available."

This seems reasonable.

"Para 3.—It is desirable in principle that rates for the transport of goods by road should be subject to regulation. This, however, is admittedly a difficult problem and has not been solved even in Great Britain, where the regulation of road transport has proceeded much farther than it has in India. We believe that, in the conditions which exist in India to-day, it will be wise to postpone the regulation of rates until the general measures of regulation recommended in this Report have enabled the goods road haulage industry to organise itself and attain reasonable stability. Provision for regulation of rates should, however, be included in any legislation which is enacted, and this should be capable of being brought into force when the circumstances are judged to be favourable."

We consider that the regulation of rates for the transport of goods by road is practically impossible, and it is in our opinion unnecessary to legislate for it.

"Paras 4 and 5.—Apart from the general conditions already mentioned, we recommend that the licensing authority should have power to attach to goods road service licences either or both of the following conditions:—

(a) that certain classes or descriptions of goods only shall be carried;

(b) that the vehicle may not be used on specified routes; and that he should exercise these powers in such a way as to prevent wasteful competition.

"Subject to the foregoing conditions a licence should be granted where public need is shown and, in determining public need, regard should be paid to the adequacy of existing transport services, including transport by rail. The licensing authority, in deciding whether a licence should be granted or refused, should take into consideration representations made by persons already providing alternative transport facilities in the district concerned."

We consider any regulation to control the class of goods which shall be carried will prove vexatious in practice and are strongly opposed to the suggestions. If, however, steps are taken in this direction it will be important to see that those goods which are not to be carried are specified and not those which may be carried.

The Committee's reasons for the inclusion of these possible limitations in goods licences are not stated. We do not consider that they are either desirable or necessary. In our opinion the prohibition of goods vehicles from using specified roads is a matter for the Road Engineers and not the Licensing Authority to decide.

"Section 146.—Regulation of Private Lorries.—We have carefully considered whether this system of regulation (other than rate regulation) should be applied to private as well as public lorries and we recommend that it should be so applied. It has been represented to us that private lorries should enjoy more freedom than public lorries on the ground that any restriction would involve interference with private business. We do not accept that contention. The regulation which we recommend for the public lorry aims at building up a co-ordinated system of transport in which each agency will be the complement of the other, and which will afford the best possible service under conditions of stability. Every trader recognises the importance of stable conditions of transport both in regard to service and in regard to rates. It is of far greater importance in the general public interest that that stability should be preserved than that individual traders should secure the narrow and isolated advantages which would alone be derived from the indiscriminate use of private lorries."

We maintain that the use of a bona fide private lorry, carrying goods belonging to its owner, should be governed by the same regulations only as regards public safety and convenience, as detailed in Section 142 of the Report, and that the issue of a licence should be a mere formality. We are, in this connection, entirely in agreement with the remarks made by Sir Frank Noyce in the Central Legislative Assembly on 4-9-36 during the discussion on the Motor Vehicles Amending Bill. Sir Frank said:—

"My Honourable friend raised the question of the private lorry, and I think it might make things easier, shall I say, if I said at once that I agree with the point that he raised. I should like to make it perfectly clear that we have no intention of interfering with the private lorry carrying private goods, carrying goods belonging to its owner and no others, beyond requiring it to take out a road service permit."

"Section 147. Licensing of Existing Vehicles.—In order to avoid the possibility of hardship to existing operators we consider that all vehicles, whether passenger or goods, in use on the date of our Report should be licensed without regard to the test of public need; in other respects they should be made subject to the conditions of regulation already recommended. In cases where the number of vehicles is now excessive the situation should be met by a redistribution of vehicles or, where that is not practicable, should be allowed to correct itself by the normal process of attrition."

This seems reasonable.

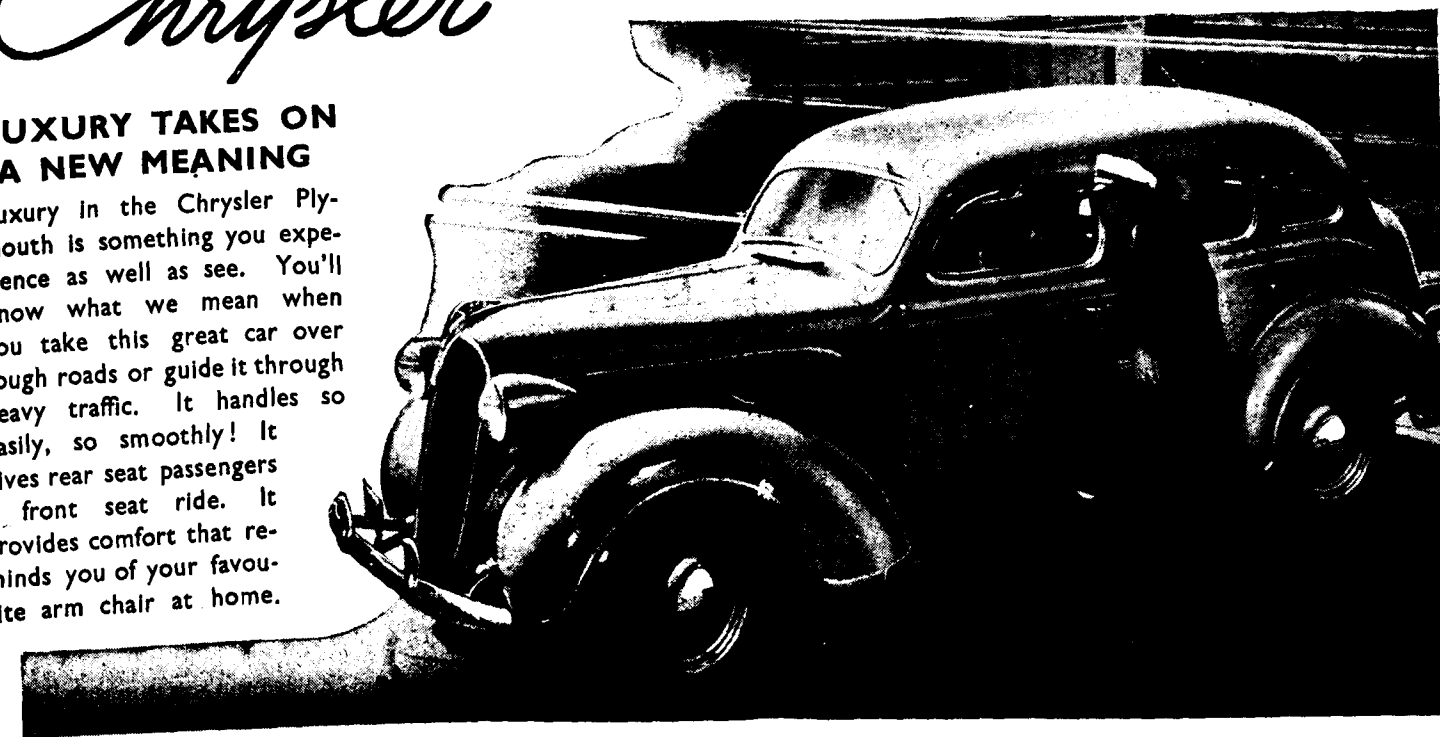


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"Section 148. *Legislation necessary.*—We now come to consider the form of legislation necessary to give effect to the system of regulation described in the foregoing paragraphs.

"Except in the United Provinces where special powers were taken in 1934, the law relating to the control and regulation of road traffic is inadequate and out of date. New legislation is urgently needed.

"We have examined the Motor Vehicles Amendment Bill which has been before the Legislature. It is purely of an enabling character. It would be preferable in our opinion, that a mandatory Act should be passed laying down the principles upon which the regulation of road transport should be carried out. Should, however, this involve serious delay or difficulty, we strongly recommend that the Amendment Bill should be passed as quickly as possible.

"Section 149. *Inadequacy of Police Control.*—The conditions which exist in India make it a matter of extreme difficulty to ensure adequate police enforcement of the Provincial rules. Far more is necessary in this direction if road transport is ever to rise, as it should, to the responsibilities of a public service."

We think it very important that control should be strengthened.

Taxation of Motor Vehicles

"Section 151. *Lack of Uniformity.*—There are very wide differences in the rates of licence fees, provincial taxes and other duties levied on motor vehicles. In the case of a 30 cwt. lorry the variation is as much as from Rs. 125 in one Province to Rs. 800 in another. We see no reason why such wide differences should continue and we recommend that a movement should be made towards equalisation. The concern of the Provincial Governments will quite properly be to obtain the maximum revenue from these sources, but we consider that the contributions by motor vehicles should be fixed at a level which shows due regard for the proportionate cost of providing, maintaining and policing the roads."

We have constantly advocated this.

"Section 152. *Taxation of Private Lorries.*—In the case of private lorries the difference in the scales is even more marked. In certain Provinces they are on the same footing as public lorries. In other Provinces they are charged substantially less, whilst in some cases a nominal fee only is charged. This distinction is, in our view, without warrant. It has been represented to us that a private lorry should pay less than a public lorry because it is not used for making profit. In this matter, however, we are unable to draw any distinction between the direct profit made from the carriage of goods for hire and the indirect profit which is the only commercial motive for the use of a private lorry. We therefore recommend that in this matter private lorries should be placed on the same footing as public lorries."

We agree.

"Section 153. *Basis of Taxation of Lorries.*—The usual basis of taxation of lorries is unladen weight. In at least one Province it is loading capacity. We are of the opinion that the most equitable basis is maximum laden weight, and we recommend that this be adopted in any revision that is carried out. This basis would be consistent with that which we recommend in connection with the overloading of lorries (paragraph 142 (b))."

We agree.

"Section 154. *Fuel Oil used for Road Traction.*—There has so far been little utilisation in India of the diesel motor vehicle. In order to correct the preference which it enjoys over the petrol vehicle and to prevent uneconomic development we recommend that, as regards duty on fuel, the diesel vehicle be placed on a footing corresponding to that of the petrol vehicle."

We agree in principle that diesel vehicle fuel should be taxed on the same basis as petrol if ways and means could be found to do so equitably.

Road Construction

"Section 157. *Contact between Provincial Governments and Railways.*—Under present arrangements the Provincial Governments consult railways on questions of road construction through the medium of Road Boards or Boards of Communications. On these Boards the railways are represented by the Agents concerned, who are called upon to express their approval or their disapproval of each road proposal put before them. In our view the Agents are thereby placed in an unfair position. If a new road is likely to diminish the traffic on his railway, an Agent has no option but to withhold approval, however great may be its advantages from a non-railway point of view. We think it is proper that the Provincial Government should call the Agent into consultation on these matters, but that his responsibility should be limited to placing before the Provincial Government, and the Railway Board, an estimate of the loss of railway traffic which would be involved if the scheme were adopted. The proposal under dispute would then fall to be adjudicated between the Central and Provincial Governments with a full knowledge of the arguments for and against its adoption."

We are in agreement with the proposal.

"Section 158. *Para 2. Future Road Construction.*—We are convinced that the relations between the Provincial Governments and the railways would be much improved if the Provinces were to work out long-term programmes of road construction and settle, in consultation with the Central Government, the order of priority in which the works should be undertaken."

"Para 3.—This should be rendered all the easier if our recommendations concerning the regulation of road transport are adopted. In the existing conditions of road traffic much of the railway objection to proposals for new road construction is in our view legitimate; the railways are bound to protest against any new road facility which will lead to an extension of uneconomic and unregulated competition. If, however, proper regulation is imposed the main ground of the railway objection will be removed, and we contemplate that Provincial Governments will then find much greater freedom than they have hitherto enjoyed in carrying out their projects."

We strongly support the idea of Provinces preparing long-term programmes of road development.

Railway Participation in Road Transport

"Section 159, *Para 1. Powers needed by Railways in Interests of Co-ordination.*—We consider it of the first importance that the railways shall have full powers to run road services for the conveyance of passengers and freight traffic, subject to the same licensing and operating conditions as apply to every other person

providing road services for hire. These powers should enable the railways:—

- (a) to run road services themselves;
- (b) to hold a financial interest in undertakings providing passenger or freight services for hire, and to enter into working agreements with such undertakings with the object of co-ordinating rail and road transport facilities; and
- (c) to make agreements with contractors for the running of road services whether on a profit-sharing, charter-hire or other basis."

We agree that Railways should have full powers to run road services subject to the same considerations and regulations as are applicable to other operators.

"Section 160. *Present Railway Powers and Policy.*—We think it regrettable that railways have not embarked upon road services and faced the losses involved, regarding them as the price to be paid in order to gain their footing in a new and important branch of the transport service. Our reasons for this view are:—

- (a) A resolute attempt by the railways to provide a good and efficient omnibus service would have done something to earn them the goodwill, from the lack of which they suffer so much at present, in any attempt to make good their position against road transport. They would at the same time have established a claim for consideration as road carriers by the mere fact that they were on the roads and endeavouring to provide a respectable service.
- (b) The existence of an efficient and economical road service run by the railways would have made more evident the deplorable character of the service provided by others and would have strengthened the demand for some measure of regulation in order to bring other services up to the railway level.
- (c) The annual loss to the railways would in our opinion have been trifling compared to the loss which has been incurred by the diversion of traffic to the roads, and would probably have been more than counter-balanced by the effect which the railway services would have had in discouraging the establishment of outside competition.

"We hold this view the more strongly having in mind the experience of the South African railways in this matter. These railways provided services when they had no exclusive powers or preference as against outside competition. Their services were frequently run at a loss, but they made it their business to share the work with outside competitors and to create a good understanding with them. When the time came for the institution of a proper system of regulation, the railways had shown that they were well disposed to road transport and capable of providing it on economic terms in co-operation with other road transport interests. In these conditions the railways were able to secure a strong position as participants in the road transport industry, and it can be claimed that a more complete measure of co-ordination between road and rail has been achieved in South Africa than in any other country in the world.

"Section 161, *Para 2. Railway Policy Recommended—Passenger Road Services.*—We emphasise, however, that the

matter does not admit of delay. All railway administrations should immediately examine the possibilities of engaging in passenger road services in their respective areas, and should submit definite proposals to the Provincial Governments concerned. In seeking to justify the capital expenditure it will be impossible to support such proposals by any precise forecast of the financial result; indeed, it is likely that many projects will at the outset result in loss and will continue to do so until a licensing system has been fully established. We repeat that it is worth incurring this loss in return for the general benefits, both immediate and prospective, which the policy will confer."

We do not understand why it should be thought necessary for Railways to submit their proposals to Provincial Governments unless they are hoping to obtain some special concession or monopoly thereby. As stated above we agree that Railways should be allowed to operate motor services subject to exactly the same considerations and regulations as are applicable to other operators.

"Section 162. *Railway Policy Recommended—Freight Road Services.*—It will obviously be useful for the railways to develop and encourage non-competitive road services for the conveyance of goods. Lorry services operating from railheads will afford valuable facilities to the trading and the agricultural communities, and will bring additional revenue to the railways.

"We would also stress the special need of developing collection and delivery services and of establishing goods collecting stations in the heart of large cities. Both of these points are dealt with at greater length in our next chapter.

"In our opinion there is little, if any, advantage to a railway in providing parallel freight services on the road. Such services convey no general advantage and establish no goodwill. If provided by a railway they are just as wasteful and injurious to public interest as if provided by an independent operator."

Parallel freight services are often of value to agricultural and commercial interests in providing a door to door service which is more convenient, quicker or cheaper than the Railway can give and we strongly oppose the withdrawal of these advantages in the "public interest." We cannot agree with the suggestion that they are wasteful and injurious to public interests.

Future Development

"Section 165, *Para 2. (Responsibility of Licensing Authorities).*—The omnibus has already made much more headway in India than the motor lorry. It seems to us that that development is natural and that there is, in fact, greater economic scope for bus than for lorry services. It is because of this conviction that we recommended "public need" as a criterion for the grant of a lorry licence, and "public need or convenience" as a criterion for the grant of a bus licence. For the same reason we consider that lorry services parallel to and in competition with the railway should not be licensed, unless the service afforded by the railway is shown to be unsuitable; and in deciding suitability the question of charge should not arise. A motor lorry service might well be able to undercut the railway rate for a specific

traffic between specific points; none the less, its existence would, in our view, result in wasteful competition. It would confer no general advantage and its effect, if it were multiplied many times over, would be to destroy the stability of the transport system as a whole and, by impairing the earning power of the railways, to throw a burden on the shoulders of the taxpayer for the benefit of the few. This is just as true of private as it is of public lorries."

We strongly oppose this recommendation. A parallel service to a Railway should be allowed if it is shown to be more suitable than the Railway: it should not depend upon showing that the Railway service is unsuitable: at the same time we do not agree that in deciding suitability the question of charge should not arise. On the contrary we consider it should be taken into account as an essential factor. As it stands, the recommendation in effect might result in the elimination of practically all motor lorry competition, both private and public, with the Railways. The possible effect of this restriction in forcing traffic from motor lorries not to Railways but to bullock carts—thus resulting in increased road costs—has apparently not been considered.

"Section 166, Para 2. (Formulation of Provincial Rules).—We would again urge the great importance which we attach to adequate police enforcement of the rules and to the necessity for a drastic overhaul of existing arrangements for traffic control, in order to ensure that this object will be attained.

"Para 3.—We would add that most of the Provincial Governments with whose representatives we had interviews expressed themselves as favourable towards the establishment of road services by the railways subject to compliance with Provincial rules. We would venture to commend the need of encouraging the extension of road transport into those parts of the Provinces where facilities do not exist at present and where transport development, if it is to be undertaken at all, must be entrusted to a large concern such as a railway. We would also point out, as affecting Provincial Governments, that concentration of road transport in the hands of large concerns with a sense of public responsibility will not only ensure more reliable services but will render police control at once less expensive and more effective.

"Section 167. Need for Co-operation between Central and Provincial Governments.—The recommendations contained in the foregoing paragraphs involve a considerable sacrifice on the part of the Provincial Governments. It is an essential part of the policy outlined that Provincial authorities shall provide for the administration of the licensing law on more or less uniform principles agreed with the Central Government. In the acceptance of this policy we see the only hope for the proper co-ordination of road and rail transport, and indeed, leaving railways out of the picture, the only hope for the development of a sound and efficient road service.

"At the same time, the adoption of the policy here recommended would encourage road extension on comprehensive lines, without substantial injury to the revenues of the railways or the finances of the Central Government. We firmly believe that

the acceptance of an enlightened and uniform policy of road transport regulation will do far more to protect the railways from uneconomic competition than could ever be effected by holding back the development of an adequate and independent system of public roads."

There is much in these paragraphs, with which this Association agrees. It is worthy of notice that the Committee realises that if their recommendations are carried out, considerable sacrifices on the part of the Provincial Governments will be involved.

We cannot help viewing with concern the prospect of Road Development being seriously retarded if the recommendations contained in this chapter are carried into effect. Other things being the same:

(a) Provincial Revenues will be adversely affected by the restrictions in numbers of commercial motor vehicles and the resulting reduction in receipts from licences and taxes.

(b) Provincial expenditure will be increased by the cost of enforcing the regulations.

(c) Petrol Fund allocations will be less due to the restrictions on the use of commercial motor vehicles.

(d) The Provinces are not led to expect to benefit from the Central revenues as a result of Railway Profits.

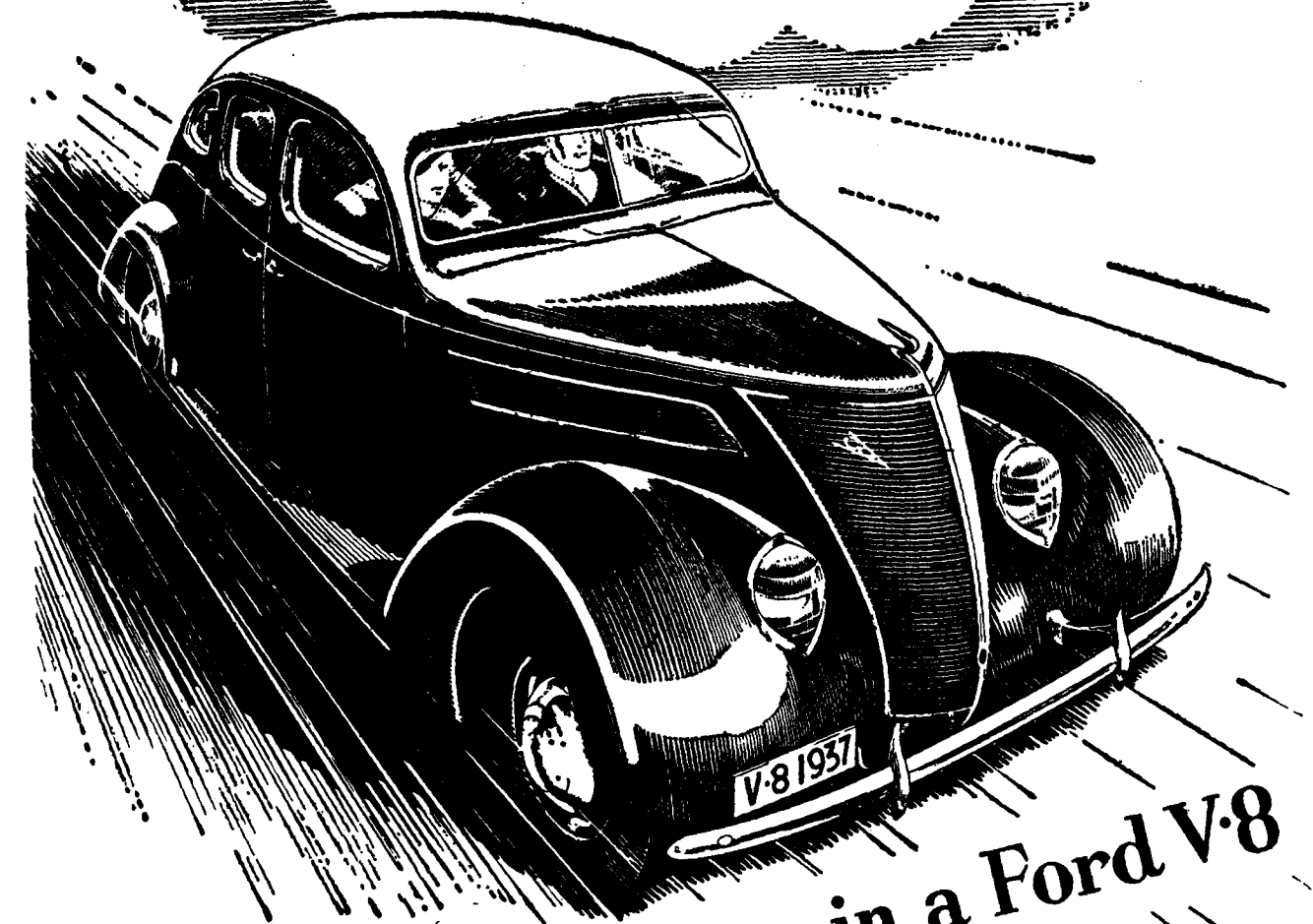
Thus Funds available for Road Construction and Maintenance from both Central and Provincial Revenues may be considerably reduced if the Committee's proposals in full are carried into effect.

It cannot be maintained that road maintenance costs will be less due to reduced motor traffic because the result of an increase in bullock cart haulage must be taken into account.

Bullock carts are in fact the complicating factor in the evolution of any system of Road-Rail co-ordination in India, and one criticism that can be levelled at the Wedgwood Report is that, in the chapter on this subject of co-ordination, bullock carts are not mentioned once—in fact the problem is dealt with as though only two means of goods transport existed, namely, Railway and Motor Lorries. A satisfactory solution to the problem of co-ordinating transport in India is not likely to be found unless bullock cart transport is taken into account and is included in the scheme of co-ordination.

Finally as explained in the memorandum presented to the Railway Enquiry Committee by the Association we believe that the losses sustained by railways from road competition so far in India have been grossly over-estimated. We pointed out in the memorandum that against what motor transport has taken from the Railways there must be set off the very considerable amount of traffic it has brought to them and that any restriction on motor transport will not only directly affect the Revenue of the Government of India and Provincial Governments but also react unfavourably on railway revenues. Further we impressed upon the Committee our view that restrictions on motor vehicles solely to drive traffic to the railways would be absolutely unwarranted in the interests of the country as a whole; and that the introduction of regulations for closer control of motor transport in the interests of public safety and convenience would place this form of transport on a more equal basis with railways and that any further restrictions were unnecessary.

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Travancore Transport Scheme

Some months ago, it will be recalled, the Government of Travancore, in a communique, indicated their desire to reorganize the system of transport in the State in order to induce a speedy recovery and growth of trade and to make for industrial and agricultural prosperity. The first step in this connection is to be taken during the forthcoming Malayalam year (commencing in the middle of August) at a cost of Rs. 5 lakhs, the major portion of which will be utilised for purchasing a fleet of motor buses and lorries.

The transport scheme is to be tried on the main road from Trivandrum to Cape Comorin, which will be handed over to the Transport Department as one of its assets. The Department will operate motor transport on the road under the direction of an expert with full powers of control, and will be responsible for maintaining the road hereafter. For the present all feeder roads on the Trivandrum-Cape Comorin road, as well as all remaining roads in the State will continue to be in the hands of the present bus owners.

Communications Portfolio

In amplification of the announcement made in April, the Government of India have since issued a communique detailing the Departmental distribution which will be effected when the Portfolio of Communications comes into being. In place of the two existing departments of Commerce and of Industries and Labour, there will be three departments; namely, the Department of Commerce, the Department of Communications and the Department of Labour.

"The Commerce Department will deal with all subjects at present entrusted to it except ports (including pilotage within ports) and inland navigation, which go to the Communications Department. The Commerce Department will in future be responsible also for industries, including stores, industrial research and exhibitions, and will deal with patents and designs. It will thus deal generally with commerce, industries, industrial property, insurance and actuarial work, and with blue water shipping.

"The Department of Communications will deal with posts and telegraphs, broadcasting, civil aviation, meteorology, ports, inland navigation and roads. Railways will continue to form a separate department but this will be under the same member of the Council as the Communications Department, and it is intended that the Secretary for Communications should attend the meetings of the Railway Board as an ex-officio member.

"The Department of Labour will deal with all labour subjects now dealt with in the Department of Industries and Labour and will also assume responsibility for labour in docks and for the administration of certain statutes affecting labour on the railways. It will deal also with public works and irrigation, with mines including minerals and geology, with technical education as far as that concerns industry, with printing and stationery and various items of safety legislation and administration such as boilers, electricity, explosives and petroleum.

"Ecclesiastical affairs, which are at present dealt with by the Department of Industries and Labour, will be dealt with by the Defence Department.

"The Department of Commerce and Labour will be under the charge of Sir M. Zafrulla Khan, who will be designated Member for Commerce and Labour, and the departments of Communications and Railways will be under the charge of Sir Thomas Stewart who will be designated Member for Communications."

The change in portfolios will take place at the autumn move of the Government of India from Simla to New Delhi. Departmental adjustments are under consideration.

Road Maintenance in Madras

The Government of Madras, finding that delay in the execution of minor repairs to trunk and important roads often necessitate expensive repairs at a later date, have commended a new scheme to all District Boards.

It is desirable especially in the case of trunk and important marketing roads, state the Government, that timely petty repairs should be effected. While the rolling wheels of vehicles do not cause much wear on a smooth road, once the road is rutted serious impact stresses are set up and the rutted road is damaged considerably within a short time. Ruts and pot holes should therefore be closed as soon as they are formed. Moreover, for the proper maintenance of a road, a number of miscellaneous works not easily susceptible of measurements are necessary. A little binding when required, timely diversion of flood water, picking out loose stones and the execution of various other petty works at the proper time will avoid subsequent costly repairs and will tend to economical maintenance of the road.

It has been suggested, observe the Government, that an improvement in the present position is likely to result if a system of gang coolies working either throughout the year or at least throughout the working season is introduced and these coolies are made responsible under the supervision of the road maistri to attend to all patch work and other miscellaneous items. A coolie per mile, as sometimes employed in the mile coolie system, is of little use since for efficient road repairs a number of tools are required and a single coolie cannot even carry them. Instead of a coolie per mile, a gang of five coolies may be employed to work on a 5 mile stretch. All the renewals can be done on contract and materials for patch work collected by contract agencies, but execution of patch work and all miscellaneous works may be entrusted to gang coolies whose number in a five mile stretch may be fixed with reference to the allotment which can be spared for this class of work.

The gang coolies should also clear side drains of silt, remove vegetation and level up the bends. The District Board Engineer should reserve a small quantity of metal and gravel for use for patch repairs. The work done by the gang coolies may be periodically measured and evaluated so as to ensure that full outturn of work is obtained for the expenditure and that in case of failure, suitable action taken against the gang coolies for the poor outturn.

Motor Vehicle Taxation—Kolhapur State

With effect from June 7, 1937, a new tax on motor vehicles has been introduced in Kolhapur State, at the rates shown below:—

Passenger Vehicles.	Rate per year.
	Rs. A.
Carrying not more than 2 passengers	60 0
For every additional passenger	8 0

Goods carrying Vehicles.	Rate per year.
	Rs. A.
Carrying capacity not exceeding 15 cwts.	120 0
Carrying capacity exceeding 15 cwts. but not exceeding 30 cwts.	200 0
Carrying capacity exceeding 30 cwts. but not exceeding 50 cwts.	250 0
Carrying capacity exceeding 50 cwts. but not exceeding 70 cwts.	300 0
Extra for solid tyred vehicles	33%

Cars visiting the Presidency temporarily are exempted from the new taxation if the duration of the visit does not exceed 30 days in one complete year, this exemption being granted only once annually.

With the introduction of the new tax the fee for the initial registration of a motor vehicle has been reduced to Rs. 8 and that for annual renewal of registration to Rs. 2.

Bombay-Nasik Road

According to a notification issued by the District Magistrate, Nasik, on the 15th June the portion of the Bombay-Agra Road within the District, between milestones 80 and 195/2, was closed to heavy vehicles exceeding 4½ tons in weight laden during the monsoon period from 1st July to 1st October; and another notification limited the laden weight of vehicles not registered as "heavy motor vehicles" to 4 tons for the same period.

Forging Ahead

Particular reference was made by Lord Nuffield, at the recent annual general meeting of Morris Motors Ltd., to the continued expansion of overseas sales. The actual percentage increase in combined Morris, Wolseley, Morris-Commercial and M.G. export business for the first sixteen weeks of 1937, compared with the corresponding period of last year, was the satisfactory figure of 25%.

For the week ending 16th April, more orders were received than in any previous week in the history of Morris Industries Exports Ltd.

Kumasi to Khartoum

Gellatly Hankey & Co. (Sudan) Ltd., report that a standard Morris Eight tourer, driven by Lieut. T. E. Dobson of The Royal Signals, and a Mr. Marsh, has completed a 4,500 mile journey from Kumasi (Gold Coast) to Khartoum. Average petrol consumption was 33 m.p.g.

"They were considerably delayed," write our informants, "at El Fasher, where they had to wait for the lorry which was carrying the bedding. They returned over their tracks to Kebkabiya before meeting the lorry, which had been unable to keep up the pace. This delay added about 240 miles to their journey. The Morris Eight behaved very well throughout, and never gave the travellers one moment of anxiety."

The Bombay Branch of the Association strongly protested against the limitation of the laden weight to 4½ tons, stating that the Association viewed with dismay the total prohibition of any particular class of vehicles from using any particular road—and more especially one of the most important trunk roads of the Presidency linking Bombay with Northern India. Such prohibition must inevitably expose the operators of heavy vehicles to great hardship and considerable financial loss as the vehicles will have to be put out of use during the period.

As presumably the object of the restriction is to prevent accidents, the Association urged that consideration be given to alternative methods which while securing equally satisfactorily the object in view, would at the same time obviate the hardships and public inconvenience referred to, and it was recommended that heavy vehicles be allowed to operate on the road at a restricted speed limit, which would also have the further advantage of preventing excessive damage to the road surface. This suggestion followed along the lines of the precedent established last year when a prohibition of certain vehicles on a section of the Bombay-Agra Road was imposed, but subsequently withdrawn on the recommendation of the Association, by the substitution of a speed limit over that particular portion of the road.

We are glad to report that the restrictions have since been withdrawn.

Patrons

We are pleased to announce that His Excellency Sir John Hubback, the Governor of Orissa, has become a Patron of the Association.



HARRISONS & CROSFIELD LTD.

(INCORPORATED IN ENGLAND)

Shipping and Forwarding Agents

LET US CLEAR YOUR CAR

AT

COCHIN



Mr. William S. Knudsen, President of General Motors Corporation.



Mr. Alfred P. Sloan, Jr., Chairman of the Board of Directors.

GENERAL MOTORS CORPORATION MAKES IMPORTANT CHANGES

New President Appointed

RECENTLY the announcement was made that Mr. William S. Knudsen, formerly Executive Vice-President, had been elected President of General Motors Corporation and Mr. Alfred P. Sloan, who had been President since 1923, had been elected Chairman of the Board of Directors, and Mr. Donaldson Brown Vice-Chairman of the Board.

As to organization, a proposal submitted to the Board by the President, and adopted, embodies important changes in the handling of the Corporation's business affairs. While it is believed that certain features of the new plan involve a departure from former Corporation practice, from the organization standpoint as applied to General Motors, the action taken by the Board simply serves to finalize, in concrete form, a procedure which has been in process of evolution for some years past. During that time it has demonstrated its usefulness so effectively as to warrant being incorporated in the Corporation's organization structure.

The changes involve two important features: one affecting executive, and the other, committee responsibility. As to the first, heretofore the President has been the chief executive officer of the Corporation. That is now changed. The Chairman of the Board now becomes the chief executive officer. As to the

second, heretofore the final authority as to the financial function, has been the Finance Committee, and as to the operating function, the Executive Committee. Both these Committees, as such have been eliminated.

A Policy Committee has been established. This Committee will have jurisdiction on questions of broad Corporation policy, involving both finance and operation. In addition, it will likewise have the responsibility of promoting new methods of operating technique from the policy standpoint, involving all functional activities throughout the Corporation's operations.

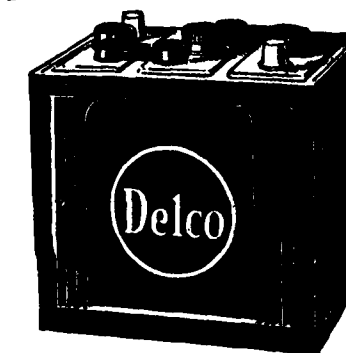
In addition, an Administration Committee has been established. This Committee will have complete charge of the administration of the business and, in collaboration with the Policy Committee, the development of forward operating policies. All divisions and subsidiaries of the Corporation, except those of a strictly financial character, will be under the general jurisdiction of the Administration Committee.

The new plan now adopted, is based upon the conviction that the broader problems of management divide themselves into two groups—one involving policy, and the second, administration of policy. It is recognized that there can be no definite border line between the two; however, as applied to General Motors, on account of the magnitude of its operations (the

many industries of which it is a part, all in rather a large way), experience has demonstrated that these two functions become quite separate in character—sufficiently so as to permit them to be dealt with, to an important degree, independently. Experience has also shown that owing to the pressure under which the Corporation's executives operate, the demands of administration limit the opportunity for the effective development of advanced policies, particularly as there is involved in their evolution, much study and research. While the success of the Corporation will always depend upon effective administration, the policy phase is becoming, through evolution, of greater and greater importance. It is for that reason that the new organization has been set up, having in mind a broader distribution of the executive load, thus permitting the concentration of greater executive attention on that phase of business. It might be added, that such a procedure is of particular importance at this time, in view of the period of rapid change through which business, all over the world, is now passing. No changes are involved in the organization of the Corporation's divisions and subsidiaries, or in their relationship to the general staff.

In view of the enlarged operating responsibilities now attached to the Chairmanship of the Board, Mr. Lamont duPont who has served the Corporation in this capacity for many years past, declined re-election on account of his other business responsibilities. Mr. Alfred P. Sloan, Jr., was elected Chairman of the Board and Chairman of the Policy and Administration Committees. Mr. Donaldson Brown was elected Vice-Chairman of the Board. Mr. William S. Knudsen, who has contributed so effectively to the Corporation's progress as General Manager of the Chevrolet Motor Division, for ten years, and for four years as Executive Vice-President, was elected President of the Corporation, and as such will assume complete responsibility as to administration of all the Corporation's operating divisions and subsidiaries other than those of a strictly financial nature. In addition Mr. Marvin E. Coyle, General Manager of Chevrolet Motor Division, and Mr. Floyd O. Tanner were elected Vice-Presidents. Mr. Tanner, formerly in charge of Manufacturing Functions on Mr. Knudsen's Staff, will deal with labour relationships, as a member of the General Staff.

**DELCO
TAKES
the LEAD**



**"STANDARD
EQUIPMENT"**

ON

LEADING CARS

When such manufacturers as Chevrolet, Buick, Pontiac, Oldsmobile, Cadillac, La Salle, and Packard, choose Delco Batteries, *you too* can depend on them for *better Battery value*—Come in and see our new Batteries—**WITH LOWER PRICES.**

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MADRAS BANGALORE

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ANNIVERSARY OF A ROAD TRANSPORT COMBINATION

ON August the fifth the Modern Motor Service of Mysore and the Ganesh Motor Service of Coorg had a very pleasant function under the Chairmanship of Mr. G. R. Josyer, M.A., F.R.E.S., F.M.U., to celebrate the Second Anniversary of their combined agency on the Mysore-Coorg Road. On behalf of the hosts Mr. Puranik welcomed the guests and explained the benefits of joint action on the part of bus-owners. The Chairman, Mr. G. R. Josyer, addressing the gathering said:—

"Gentlemen,

I tender heartiest congratulations on behalf of you all, to the Modern Motor Service and the Proprietor of the Ganesh Motor Service, on the second Anniversary of their combined operation. The Modern Motor Service is part of the Canara Public Conveyance Company of Mangalore, and that has long been known to us as one of the most efficient, most successful and most exemplary Road Transport Organisations of South India. The Ganesh Motor Service too has been known as a pioneer and well-conducted organisation of our sister State of Coorg.

The managements of these two operating lines between Mysore and Coorg have exemplified to other services in our State that co-operation is the key to success in business, and that competition is not. It is certainly the most common sense arrangement, since it not only ends the rate-war due to competition, but also equalises the returns to the service owners, whatever the fluctuations in the volume of traffic may be.

This arrangement is quite fair to all. It is more flexible than joint ownership, because each owner is complete master of his own services, while at the same time he is sure that he will get as much as his rival service owners, without the worry and the loss of cut throat competition.

Therefore, it is the most rational and civilised arrangement possible. I am glad that several other service owners in the State, for instance, those between Mysore and Malavalli and Mysore and Ramnathpur, have followed this excellent example. I hope that today's delightful function will inspire those others, who are still trying to cut each other, to seek the benefits of joint action.

The development of road transport during the last 10 years or so has been amazing. Due entirely to private initiative, without any encouragement from Governments, hampered with endless restrictions, Motor service owners everywhere have built up all over India a net work of transport, which is rendering incalculable service to the public at large. It is a field of public enterprise which the public are themselves working successfully, and it is the duty of Governments to encourage them as a stimulus to public initiative in general, and as some means of relief to unemployment in the country.

But on the other hand Governments delight in keeping up hampering and-irrational restrictions, or even expropriating the whole service from the hands of the public, as in Travancore and Hyderabad! To give an example:—To insist on the carry-

ing of First Aid Outfit, as the Mysore Road Board has resolved, or to insist on 3rd party Insurance as the Indian Government propose, is, if one may say so, irrational and quixotic. What kind of First Aid Box is it which will remain intact when a bus has capsized, and who is to operate it in the wilderness? And if it is necessary for Road Transport Services, is it not necessary also for Railways and for private Motor Cars? Are accidents in the latter less numerous than in the former? Whoever that reads his daily papers can say that they are?

And as to the State taking over the road transport and ousting public owners as in Travancore, one regrets that our Indian Administrators have such poor conception of a Government's work that they can stoop to this, and be blind to their more legitimate functions. Our Administrators are no doubt able and good men, but easy going. They have no problems as those that the Rulers of Japan, or Turkey, or France, or China have to face. What administrative work is done, is being done somehow or other, uninspired by public sympathy, and often greatly to public discomforts. So mostly the State Railways are run, and so also most other lines of public administration. That they should nevertheless seek to enter the field of public owned road transport and dispossess private owners wholesale is unstatesmanlike and petty.

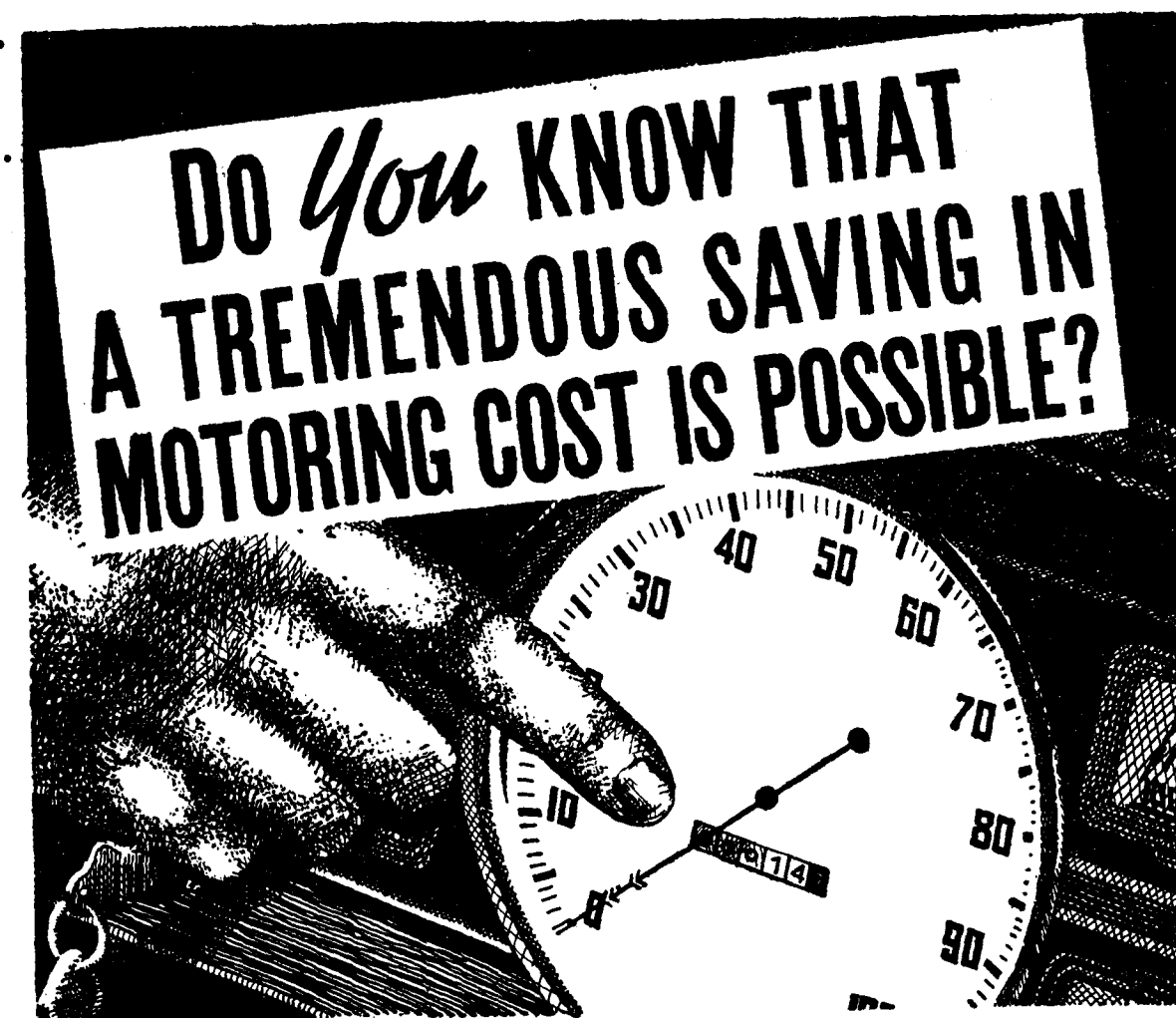
Governments were silent when the Railways ousted the pack-saddle and bullock-cart. The Railways have had their hey-day. Road transport has grown solely in satisfaction of public demand, as providing in some respects greater facilities to the public. Therefore the Railways should now seek to "live and let live", and not hit Road transport below the belt.

No doubt some public money has been invested in Railways and that capital may depreciate to a certain extent. That is the fate of all capital; and after all it is the public that pays for it. The amounts invested in Road transport are also public money, and no wise administrator should meddle with it. And if Governments' income from Railways has somewhat lessened, they must remember that their income from Road transport is bounding. They have taxed Road transport to the hilt, in Service Tax, Vehicle Tax, Petrol Tax, Customs Dues, and Income Tax. The total of these makes good the Railway loss many times over, and that without the investment of a pie of Government money!

I should not argue this case further on this pleasant occasion. I have had to refer to it because so much wrong thought is misleading Government and Railway circles that someone had to expose it.

I must thank the Management, and especially Mr. Puranik for giving me an opportunity to participate in today's happy function. I once again congratulate both the Modern Motor Service and the Ganesh Motor Service on the Second Anniversary of their successful co-operation, and hope that their friendly efforts will last for many years to come.

The guests were treated to light refreshments, and music by Mr. N. S. Krishna Rao and party, and with a vote of thanks to the Chair, the function came to a close.



But, naturally you want to know **WHY.**

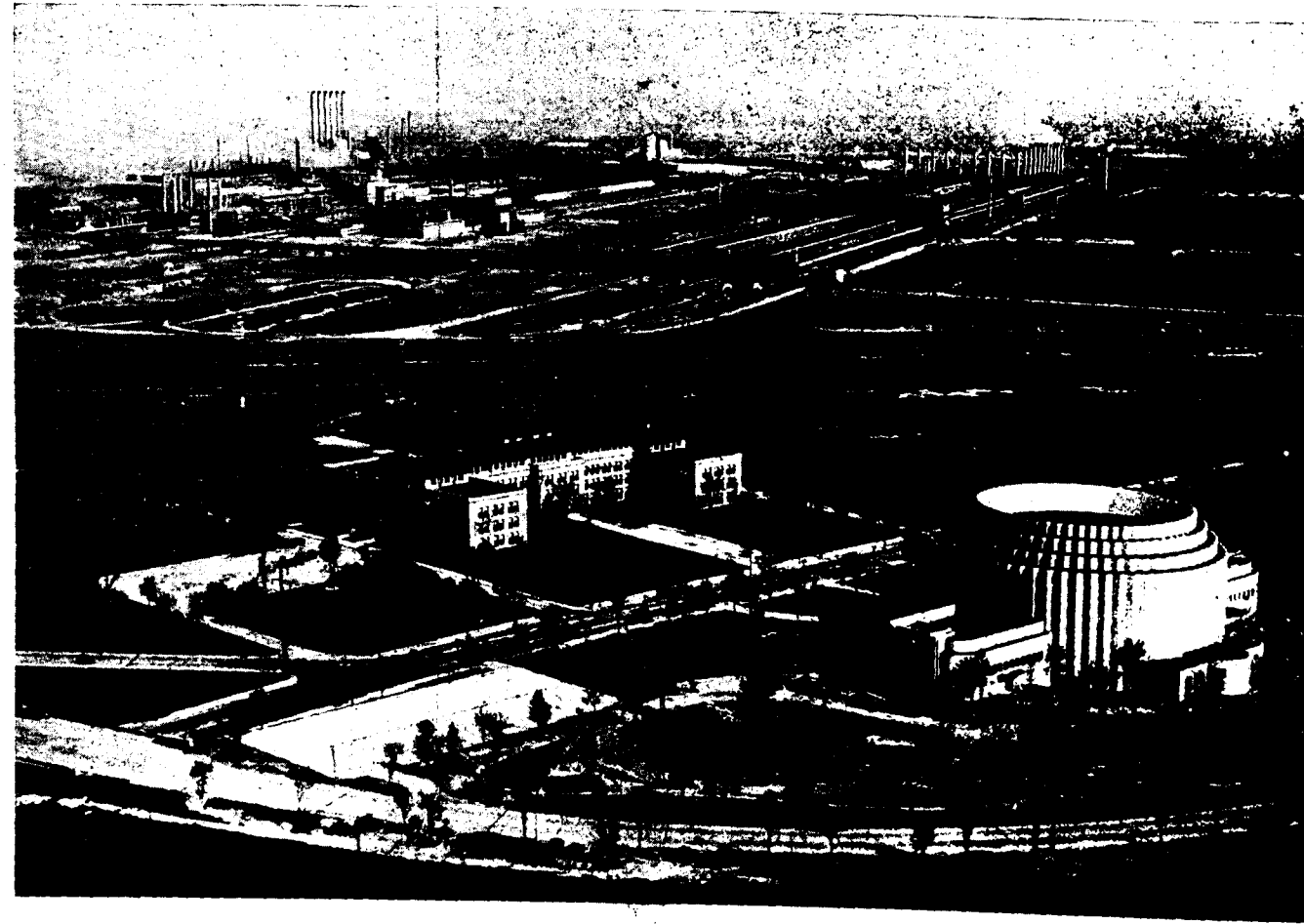
....Through a remarkable discovery you can now secure a new kind of motor oil that is more durable, and retains its protective oiliness for hundreds of additional miles.

....This outstanding new **TEXACO MOTOR OIL** reduces repair bills and enables the engine to give smooth, powerful new-car performance for thousands of additional miles.

This is the kind of oil you've always wanted because it greatly adds to the pleasure of driving. Of course, it eliminates carbon trouble and gives greater protection to every part of the engine.

Millions are already using the new **TEXACO MOTOR OIL**. Ask for it. Get this important added protection—and save money, too.

Ask for the **NEW TEXACO MOTOR OIL**
IT KEEPS YOUR MOTOR YOUNG



NEW FORD FACTORY IN NEW ZEALAND

CONGRATULATIONS to the Directors of the Ford Motor Company of New Zealand Limited were extended by the Minister of Transport, the Hon. R. Semple, on the occasion of the official opening of the New Assembly Plant at Wellington, New Zealand.

This occasion marked the forging of another link in the

chain of British Empire Ford Factories. From Canada, the foundation of British Empire Ford activities, right round both Eastern and Western Hemispheres to New Zealand, a chain of factories now links up every major British territory.

The new Factory is built on the site of the old-time Maori Village of Chiti. It contains the latest ideas in modern Factory design and represents an investment of over Rs. 50,00,000.

4,000,000th FORD V-8

ANOTHER million mark was passed by the Ford Motor Company recently when the 4,000,000th Ford V-8 Engine was produced at the River Rouge Plant at Dearborn, Michigan.

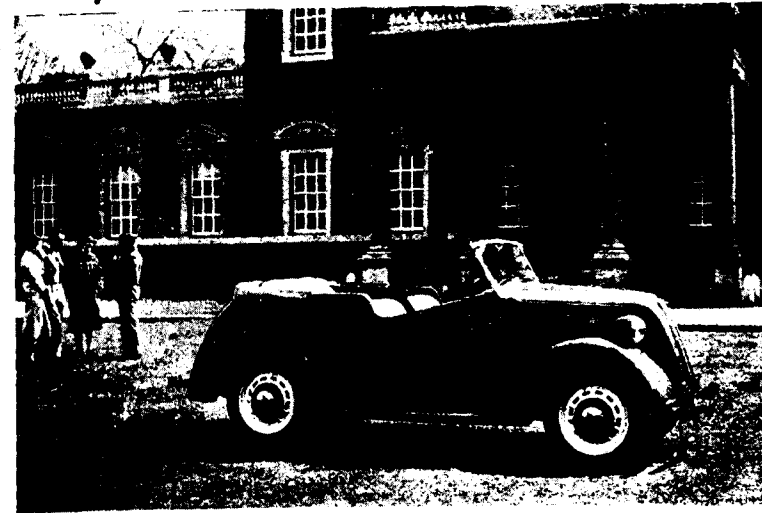
This represents the building of 1,000,000 V-8s in little more than 10 months.

When the first Ford V-8 was produced on March 9, 1932, it introduced the V-type engine to the low-priced field.

The 1,000,000th was built in June 1934. The 2,000,000th was completed in June 1935, and the 3,000,000th came off the River Rouge Assembly line in May, 1936.

Almost coincident with the production of the 4,000,000th V-8 was the reception of the 1,000,000th visitor at the Ford Rotunda at Dearborn. The Rotunda, which serves as a visitors' gateway to the great River Rouge Plant, was opened to the public in May, 1936.

THE NEW FORD

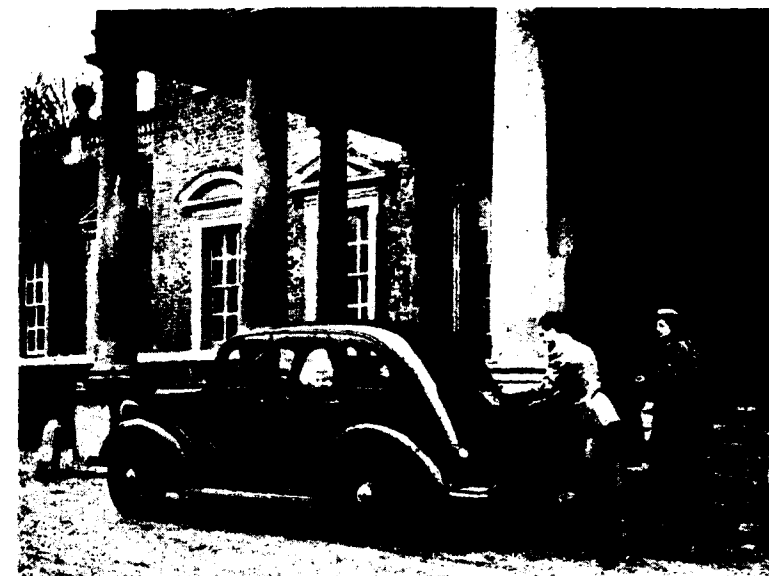


THE NEW FORD "TEN" TOURER

Enthusiastic motorists who had sampled the fine performance of the Ford "Ten" with enclosed bodywork asked for this distinctive open car. Modern style, fine performance. A car with long, pleasing lines which seats four adults comfortably, providing exceptionally generous legroom and elbow space. The all-weather equipment is of new, up-to-date design. Safety glass windscreen. It is offered in the same choice of attractive body colours as in the Ford "Ten" Saloons.

THE NEW FORD "TEN" FORDOR SALOON.

Welded steel bodywork—steel reinforced with steel—helps to make the Ford "Ten" a safe, silent and durable car. The body construction, while of immense strength, permits the use of narrow pillars and an unusually large area of glass, so that an attractive feature is the lightness and airiness of the body and the good road-view obtained. Wide doors, a low flat floor without footwells, and modern-style running boards make it exceptionally easy to enter and leave the car.



THE NEW FORD "TEN."

It carries all your Luggage.

The large enclosed luggage compartment—easily loaded and unloaded from outside the car through the wide, deep lid—carries normal luggage. The spare wheel is enclosed in a separate locker below the luggage compartment.

THE AUSTIN BIG SEVEN AND A NEW EIGHTEEN

The Austin Programme Reveals Two Notable Newcomers

To the Range of Cars Produced at Longbridge

TWO new models, one an addition to the Austin range and the other an established model re-designed, constitute the outstanding feature of the new Austin programme, which also reveals that the popular Seven, Ten, Twelve, Fourteen and Twenty models are to continue unchanged.

Of the newcomers the Austin Big Seven, being something entirely new, merits first attention. The Big Seven is undoubtedly a car of many attractions. Firstly, it is a four-door saloon with all-steel bodywork that is stylish in conception and practical in service. Full advantage being taken of the 7 ft. 3½ ins. wheelbase and 3 ft. 9 ins. track (at rear), it is surprisingly roomy. In either the front or rear seats there is no sense of restriction.

The engine of the Big Seven is a four-cylinder unit with cylinders and crankcase formed as one casting, enclosed by the detachable head and sump. The counterbalanced crankshaft is supported by three large bearings and the camshaft is driven by double roller chain. The bore is 56.77 mm. and the stroke is 88.9 mm. giving a cubic capacity of 900 c.c. and an R.A.C. rating of 7.992 h.p. The side-valves are slightly inclined and the pistons are of anodised aluminium alloy.

The ignition is by coil and distributor with automatic advance and retard and the downdraught carburettor has an intake silencer. The carefully designed one-piece manifold incorporates a hot-spot. The distributor is driven from the camshaft as is also the mechanical pump. The gear-type pump is also camshaft driven and forces the lubricant under full pressure to the main big-end and camshaft bearings which are of the bi-metal type, as well as to the timing gears. Accessibility is excellent throughout.

The power output is as high as 25 b.h.p. at 4,000 r.p.m., but all pulsation or torque reaction is effectively insulated from the chassis and body by the three "live" rubber mountings for the engine and the rubber silencer mountings as well. The transmission is by a single-plate clutch with a spring mounted flexible centre, and a four-speed gearbox with synchromesh engagement for second, third and top. As on the small Seven a Hardy-Spicer needle-bearing propeller shaft transmits the power to a bevel-pinion shaft enclosed in the torque tube, which is anchored on rubber to the rear cross-member of the frame.

The frame of the Big Seven is formed by two single-piece side-members of deep inverted U section with stiff transverse and longitudinal bracings, and the single transverse front spring and quarter-elliptic rear springs are long and of low periodicity and are controlled by large friction shock absorbers that follow previous Austin practice. The dropped front axle is held by stiff radius rods anchored through rubber to the frame, and the floor level of the car under normal load is but 12½ ins. above the ground.

The brakes are of Girling design, operated by a wedge and roller mechanism and they give exceptional retardation. Safety is also contributed to by the easy yet positive operation of the hour-glass worm-and-sector steering. The steering cross-tube is mounted forward of the axle.

Reverting to the body, it is of interest to note that its steel panels are all sound insulated, including the floor and roof, and a large aperture sliding roof is incorporated. The front seats have a sliding adjustment over a range of 5½ ins. and there are folding footrests for the rear passengers.

Essentially practical in design and pleasing in appearance are the deeply domed wings and easy-clean wheels which blend attractively with the flowing body lines. The tyres are of the extra low pressure type.

The equipment for a car so modest in price is exceptional, for it includes a large-dial illuminated instrument panel, electric windscreen wiper, automatic return direction indicators, compensated voltage control, five lamps, an interior light, Triplex toughened glass throughout, and a built-in luggage platform.

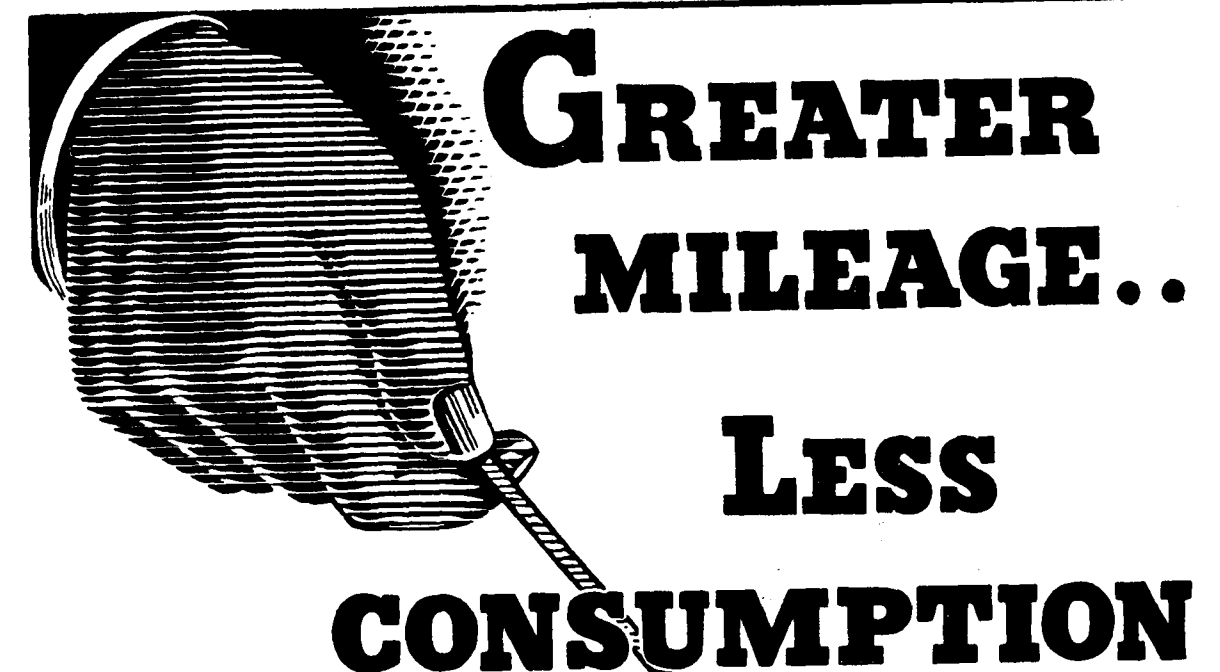
The Big Seven is claimed to have excellent running qualities. The driving position is very comfortable and the controls are convenient to hand or foot. The car holds the road well and its performance, coupled with Austin dependability and economy, should assure the wide popularity of the Big Seven, which is priced at Rs. 3,620 for the sliding-head saloon. It is certainly a most notable addition to the small car market.

The other newcomer to the Austin range, although very different from the Big Seven, can aptly be described as a big seven-seater, and it is safe to say that the advent of the new Austin Eighteen Windsor saloon, priced at £375 (the rupee price has not yet been released) initiates a new standard of motoring luxury.

The chassis reveals many notable features of design. In the first place the frame is of rigid cross-braced construction, with deep side members dropped to give a low body mounting. Where the cross-bracings run into the side members they are welded and form a box section of great stiffness.

The engine and gearbox unit is carried on four "live" rubber mountings which absorb all power pulse, and the silencer and exhaust pipe are also rubber mounted. In addition, the power transmission is insulated from the frame by the adoption of a two-piece propeller shaft. Behind the gearbox there is a short transmission shaft. This shaft is supported in a bearing mounted in rubber in the frame cross-bracing, and then a Hardy-Spicer propeller shaft with needle-bearing universals transmits the power to the three-quarter floating spiral-bevel rear axle.

The six-cylinder engine is rated at 17.9 h.p., having a bore and stroke of 69.35 m.m. and 111 m.m. respectively, giving a cubic capacity of 2,510 c.c., and is of more or less normal Austin design with four bearing crankshaft, side valves, and detachable head, the main engine casting forming both cylinder block and crankcase. A special feature is the new manifold with downdraught carburation and hot-spot induction, which is of a design to give easy access to the tappets. The gearbox has synchromesh engagement for 2nd, 3rd and top speeds with positive control of the synchronising cones and engagement dogs.



GREATER MILEAGE.. LESS CONSUMPTION

YOU get greater mileage...
because Gargoyle Mobiloil,
being practically 100% pure
lubricant, lasts longer.

You save when you buy
Gargoyle Mobiloil... because you
buy less often.

NO OTHER
OIL DOES
SO MUCH
FOR
you



Mobiloil
Prolongs the life of your engine
STANDARD-VACUUM OIL COMPANY
(THE LIABILITY OF THE MEMBERS OF THE COMPANY IS LIMITED.)

The steering, which is of Marles-Weller design, has been improved in operation, and the track rod is forward of the axle to allow of the advanced engine mounting. A hydraulic jacking system is fitted as on the superseded Eighteen. Girling brakes are employed on all four wheels, but the pistol-grip scuttle-mounted handbrake control operates on the rear wheels only.

Special care has been taken to ensure a thoroughly comfortable yet fully controlled suspension system. The long springs are of the low-periodicity type and, additional to being zinc-interleaved and provided with oilite self-lubricating discs for the ends of the main leaves, they incorporate special provision for feeding oil between the leaves by grease gun applied to a nipple below each spring. The spring shackles and anchorages have silent bloc bushes and the riding is controlled by Luvax hydraulic shock absorbers.

This chassis has a wheelbase of 10 ft. 3 ins. and a track of 4 ft. 9 ins. to permit of a seven-seater body that is exceptionally roomy. Actually, by advancing the engine mounting, the Austin designers have found it possible to seat the driver and front passenger 9 ins. further forward than in the York saloon which the Windsor supersedes, and as a result, with the 3 ins. increase in wheelbase, the length of chassis available for passenger accommodation is considerably greater.

Accommodation is not the only factor improved by this means. Due to the comparatively short bonnet forward visibility from the driving seat is surprisingly good for so large a car. Further, being seated more advantageously in respect of the wheelbase, riding comfort has been very positively improved.

In its dimensions the Windsor is equally luxurious and the width of seating, headroom, and ease of ingress and egress through the doors, which are fully 31 ins. wide, are all excellent. There is in fact no obstruction in the form of controls to impede exist from either of the front doors. The gear lever is swept forward to give footroom, and the hand-brake being of the pistol-grip type mounted under the dash, is entirely out of the way, while if anything being more convenient for operation than the vertical type of lever. Another feature promoting

ease of passenger movement through the car is the flat floor, with no foot wells or transmission tunnel.

A number of accessory amenities contribute to the luxury of this new saloon. The folding occasional seats which can be erected immediately are most comfortable. The rear seat is of very generous size with wide side and centre arm rests and is adjustable for rake. For the rear, or occasional seat passengers, folding tables are incorporated in the backs of the sliding front seats. Folding foot-rests are also fitted.

An important feature of this new Eighteen is the draught-free ventilation provided by the sliding movement of the front and rear-quarter windows. This provision has the effect of extracting air without draught from the inside of the car.

Finally, this new model incorporates in full measure the refinements to be found on the other Austins. There is an adjustable reach steering wheel which can be instantly set at any position over a 3 in. range of movement. The instruments are of the large-dial illuminated type. The roof as well as the side panels is of steel with the sliding panel flush fitting, and all the body panels are sound insulated. The screen and windows are of Triplex toughened glass and at the rear a large spare wheel and luggage compartment is incorporated, two suitcases being included in the equipment, while the rear panel, when dropped, serves as a platform for further luggage.

There is also the Iver saloon with division on the long wheelbase chassis and a five-seater saloon styled the Norfolk, on a chassis of 9 ft. 4½ ins. wheelbase. This latter model is identical in general design with the Windsor, but, due to the reduced length, has doors no quite so wide and does not incorporate the occasional seats.

Taking into account the performance derived from the up-to-date chassis features, the Austin Eighteen provides at economic cost every large car refinement likely to be required by the modern motorist, and renders the Austin range more than ever representative of present-day motoring needs.

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MADRAS FLYING CLUB NOTES

A BALMY MONTH of overcast skies, occasional evening drenchings and a delightfully green aerodrome plentifully embellished with large white puff balls in fairy rings.

Messrs. Grubb, Rowson and Madame Triou obtained their "A" licences during the month and Herr Leuchs passed his flying tests. One fine morning Mr. Pieris set forth to see how high he could fly in the Leopard Moth with a passenger and reached 17,200 feet as registered by his altimeter, 2,800 feet short of the height he reached solo in the Swallow. He also put in a good deal of cross country flying, namely twice to Bangalore and back, once to Chettinad, Trichy and back and three hither and thither return flights on compass courses without landing anywhere, the first via Cuddapah, Ongole and Venkatagiri, the next via Karaikal and Tanjore and the third via Gingee and Arkonam, respectively 440, 370 and 170 miles. On the 25th the Leopard in the hands of the pilot instructor and with Messrs. Lomax and Rowson to assist, carried a load of jasmine blossom and jasmine garlands to the remote little town of Proddatur 165 miles distant where Gama the great wrestler of the north was giving an exhibition. Promptly at 4-30 p.m., as scheduled the Leopard arrived and, repeatedly swooping low over the throng of wrestling fans and the banners and pandals, proceeded to unload its cargo into the ring. For a few blissful moments amidst the plaudits of the crowd the great he-man stood while it rained sweet scented flowers about him and garlands lassoed him around the neck. A moment more and the bird of Heaven had gone, winging its way o'er mountain, valley and crag back to its lair on the far "coast of Coromandel, where the early pumpkins grow."

During the month the Madras aerodrome had its first taste of organised night flying, complete with ground flares and boundary lights and a head lamp to the Swallow, nor yet forgetting green, red and white navigation lights, all to enable the pilot instructor to perform the three night landings now required for the six-monthly renewal of the "B" licence. It was a dark and gloomy night, moonless and starless, but gaiety reigned at the flying club.

In the way of visitors, the Compte de Sibour in his I.N.A. Dragon with Mr. Pease passed through from the south on his return journey northwards and a Hyderabad Flying Club Tiger Moth with Messrs. Reddy and Jessawala touched here on a round flight.

Mr. Moes of K.L.M. also visited us by Tatas Air Mail. Mr. Kearney became a flying member during the month and started dual instruction.

FLYING TIME FOR JULY 1937.		H. M.
Dual instruction to members under training	..	8-55
Advanced dual to "A" and "A-1" pilots	..	0-55
Solo flights by members under training	..	5-55
Solo flights by "A" and "A-1" and "B" pilots	..	17- 0
Pilot with passengers (A, A-1 and B pilots)	..	35-10
Joy rides	..	1-25
Cross country trips by the club instructor	..	6-20
Other flying	..	0-10
Night flying	..	0-55
Test flights	..	0-30
Total Hrs.	..	77-15

The following members took dual instruction during the month:—

- Europeans.—
Mr. R. N. Rowson.
Mrs. Triou.
Mr. Leuchs.
Mr. Kearney.
- Indians.—
Mrs. Kapadia.
Mr. S. Parthasarathy.
Mr. W. Parthasarathy. Advanced dual.
- Ceylonese.—
Mr. David Pieris. Advanced dual.
- Pupils qualified for "A" licence during the month:—
Mr. H. T. Grubb, Mr. Rowson and Mrs. Triou.
- New members during the month:—
Mr. Kearney.

CROSS COUNTRY FLYING DURING THE MONTH OF JULY 1937.

Date	Machine	Pilot	Passenger	Journey	Time
6-7-37	VT-ABH	Mr. D. Pieris	With passenger	Madras-Bangalore	2-50
6-7-37	"	"	"	Bangalore-Madras	1-55
13-7-37	"	"	"	Madras-Bangalore	2-50
13-7-37	"	"	"	Bangalore-Madras	1-30
15-7-37	"	"	Nil	Madras-Chettinad	3-20
15-7-37	"	"	"	Chettinad-Trichy	0-45
15-7-37	"	"	"	Trichy-Madras	1-55
20-7-37	VT-AIL	"	With two passengers	Madras-Cuddapah-Ongole-Venkatagiri-Madras (without landing)	4-30
20-7-37	"	Mr. Tyndale Biscoe	With passengers	Madras-Conjeeveram and back	0-50
21-7-37	"	Mr. D. Pieris	With passenger	(1) Madras-Karaikal-Tanjore-Madras (without landing)	3-45
22-7-37	"	"	"	Madras-Gingee-Arkonam-Madras (without landing)	2-0
23-7-37	"	Mr. Tyndale Biscoe	With passengers	(2) Madras-Conjeeveram and back	0-50
24-7-37	"	"	"	Madras-Conjeeveram	0-30
24-7-37	"	"	"	Conjeeveram-Madras	0-20
25-7-37	"	"	Mr. Lomax & Mr. Rowson	Madras-Cuddapah	1-35
25-7-37	"	"	"	Cuddapah-Madras	2-5

BROADCASTING NEWS

Summer Meeting of the International Broadcasting Union

THE International Broadcasting Union has concluded its 1937 Summer Meeting at Ouchy, Lausanne (Switzerland). The Meeting comprised, as usual, meetings of the *Assemblée générale*, the Council, and the various committees. Monsieur Rambert (Switzerland) presided, and delegates attended from the broadcasting companies of twenty European nations, including the Vatican City, as well as a number of observers from European P. T. T. administrations, representatives of the National Association of Broadcasters (Washington), the Columbia Broadcasting System and the National Broadcasting Company (New York), the Radio Corporation of America, the P. T. T. Administration and the Broadcasting Company of the Dutch East Indies (N. I. R. O. M.). In addition, observers were present from the office of the International Telecommunications Union at Berne, the International Organisations of Intellectual Co-operation, and the League of Nations (communications and transit section).

Concert from Australia

It was decided to invite the Commonwealth of Australia to arrange the fourth Inter-Continental Concert, to be broadcast in the Spring of 1938.

The programme committee drafted recommendations (later adopted by the Council), relating to a plan for a 'Travellers' Exchange,' whereby travellers to foreign countries will make known to the public of their own country the life of the countries they visited. The committee also made suggestions concerning new ways of extending the use of programme sources that members of the Union have at their disposal, and drafted suggestions, which were later adopted by the Council, with a view to regular meetings of representatives of the different programme departments of its member broadcasting organisations.

Investigations were also made into the possibility of an exchange of gramophone records of historical interest for broadcasting.

Wavelength Problems

The technical committee again considered aspects of the problems affecting the operation of European long and medium-wave and short-wave stations. It reaffirmed that it had not been possible to solve the several serious cases of interference in the long waveband by the Lucerne Plan, or by arrangements with other radio services. In the medium waveband, a higher stability of certain transmitters could make possible the reduction of existing interferences.

The committee continued its study of the short wavebands, where the situation is steadily becoming more serious, owing to the number of stations in bands too narrow to contain them. At the request of an Inter-Continental meeting, recently held at Bucharest by the Union, the committee prepared a programme of tests involving the close collaboration of American stations. These tests will take place within the next few months, so that the results obtained may be used by the International Radio-communications Conference at Cairo next year in the preparation of a world plan for the distribution of short-waves.

Bearing in mind future improvements in the European bands, the committee has confirmed the advantage resulting

from the adoption of synchronised transmitters for national systems, as compared with the system of waves shared among different countries. In addition, the committee has continued its regular studies of microphones, studio acoustics, and anti-interference campaigns in co-operation with the *Comité International spécial des perturbations radiophoniques*.

The juridical commission, continued the study of questions normally on its agenda—in particular, problems regarding copyright, the revision of the Berne Convention, the wrongful use of transmissions, etc. The committee also studied the various juridical problems which the development of television brings into being.

Election of New Council

At the end of the meeting, the Union elected its new Council: Monsieur Antoine Dubois, Director of N.O.Z.E.M.A. (Holland), was elected President, and Vice-Presidents were elected as follows: Vice-Admiral Sir Charles Cappendale (Great Britain); Monsieur Robert Jardillier (former Minister of P. T. T., France); S. E. Professor Vallauri (Italy); Professor V. Ylostalo (Finland).

An electric clock was presented by members of the Union to its Vice-President Vice-Admiral Sir Charles Cappendale, Deputy-Director-General of the British Broadcasting Corporation, in recognition of his services as President of the Union during its first ten years. In recognition of the notable services rendered to the Union since its foundation by Monsieur Maurice Rambert, the General Assembly conferred upon him the title of honorary member.

The next meetings of the Union will take place towards the end of the year at Nice. Their principal object will be to draw up the Union's final recommendations to the forthcoming International Radio-communications Conference at Cairo.

The New Empire Air Mail Scheme

By Major the Rt. Hon. G. C. Tryon, M.P.
Postmaster-General of Great Britain

In the Empire Air Mail scheme we have a remarkable development. We see the British Empire not only united in a great partnership, but taking definite action together for a common end.

On Tuesday, in company with Lord Swinton, the Secretary of State for Air, Senator Clarkson, Minister of Posts and Telegraphs of the Union of South Africa, and other Empire Ministers, I had the honour of taking part in the inauguration of the first stage of this great Imperial project.

A letter sent by the King to His Majesty's Representative in the Union of South Africa marked the significance of this event. The flying boat, *Centurion*, which left Southampton at half past eleven yesterday morning, carrying the King's letter, arrived at Alexandria this afternoon, having spent the night at Rome.

On this occasion, for the first time, we despatched by air, without surcharge, all the letters and postcards posted in this country to the Anglo-Egyptian Sudan, Kenya, Uganda, Tanganyika, Zanzibar, Mauritius, Northern and Southern Rhodesia, Nyasaland, the Union of South Africa, South-West Africa, Bechuanaland, Basutoland, and Swaziland.

There will be three services a week to East Africa and two services a week to South Africa. Hitherto, they have had only one ordinary mail a week.

So far as this service is concerned, aircraft is no longer an exceptional vehicle for the carriage of mails, but just an ordinary form of transport, though one possessing great speed.

Henceforth, on this route letters and postcards will go by air as a matter of course, and the United Kingdom postage will be for letters, 1½d. a half ounce, and for postcards, 1d. These conditions will apply to the other new services as they come into operation.

Nowhere outside the British Empire is it possible to send a letter by air over such immense distances at so low a cost.

It was not possible to bring the whole scheme into full operation all at once, but the first stage has now been launched. The next stage to India and Malaya will, I hope, begin about the end of this year, to be followed by a service to Australia early in 1938.

At the outset, under the provisional schedule, Kisumu and Karachi will be reached in three to four days; Capetown and Singapore in six to seven days, and Sydney in ten days.

There is no other fleet of flying boats in the world comparable for size and speed with the twenty-eight Empire flying boats which have been specially constructed for the Empire-scheme. They are a triumph of design and construction. They uphold worthily the prestige of British aeronautical engineering.

Later on, it is intended by the organisation of extended night-flying progressively to attain a schedule which, with these flying boats, will bring Kisumu and Karachi within sixty hours of London, Cape Town and Singapore within a hundred hours of London, and Sydney within seven days. This will, however, depend upon the equipment of the routes with adequate night-flying facilities.

The operation of the new air services will be shared by Imperial Airways in this country, Qantas Airways in Australia, South African Airways, Indian Transcontinental Airways and Tatas Airways, Wilson Air Lines in East Africa, and Rhodesia and Nyasaland Airways.

All the Empire countries concerned have agreed to contribute to the cost of the scheme.

I hope you will agree that we all have reason to be proud of this great project, and of the developments which have made it possible.

But we must not forget the gallant pioneering work done by such Englishmen as Alcock and Brown, who were the first to make a non-stop flight across the Atlantic, and by Ross and Keith Smith, the brothers from South Australia who were the first to fly to Australia from England.

I know you will join with me in offering God-speed to those who, carrying on this fine tradition, will operate these giant flying boats to the furthest parts of the Empire.

Broadcasts from the 'Proms'

Plans for the 1937 Season

There are several new features in the scheme for the forthcoming eight weeks' season of Promenade Concerts in the

Queen's Hall, London, to be conducted by Sir Henry J. Wood, which will begin on August 7. Many of the concerts will be broadcast in the Empire programmes from Daventry.

Monday nights will be devoted to Wagner and Fridays to Beethoven, but there will be some interesting and unusual concerts devoted to the works of a single composer. An entirely new feature will be the inclusion of all the Sibelius Symphonies in the course of the season: two all-Sibelius programmes are to be given, at which four of the Symphonies will be heard, and the remaining three Symphonies will be placed in miscellaneous programmes.

The other one-composer evenings will be devoted to Elgar (one), Vaughan Williams (one), Tchaikovsky (two—one on a Saturday), Strauss (one), Handel (one) three concerts will be devoted to Bach, one to Bach-Handel, three to Brahms, two to Mozart-Haydn, one to Liszt-Busoni, one to Debussy-Stravinsky, one to Schubert Schumann, and one to Brahms-Dvorak.

Works by British Composers

New or unfamiliar works by British composers will include: *Fantasia for Violin and Orchestra*, by Edmund Rubbra; *March, Crown Imperial* (Walton); *Overture, The Sea Venturers* (Frederic Austin); *Variations on an Original Theme* (Gordon Jacob); *'Essex' Suite for Strings* (Armstrong Gibbs); *Welsh Rhapsody* (Maurice Johnstone); and *Suite, Soirees musicales* (Rossini, arr. Britten). With the exception of the last-named, each of the above works will be conducted by its composer.

Other British works to be conducted by their composers are: *Rondo Burlesco, King Pest ('Summer's Last Will and Testament')*, by Constant Lambert; *Prelude, The Forgotten Rite* and *Symphonic Rhapsody, Mai-Dun*, by John Ireland; *Symphony No. 4 in F minor*, by Vaughan Williams; *Dance Overture*, by Alan Bush; and *Colour Symphony*, by Arthur Bliss.

The distinguished Hungarian composer, Zoltan Kodaly, has promised to conduct his *Hary Janos Suite* on September 11.

Foreign novelties will be *Concerto for Harp and Orchestra* (first concert performance in England), by Germaine Tailleferre; *Violin Concerto* (first concert performance in England), by Francesco Malipiero; *Ballet-Musik* (first performance in England), by Kodaly; and *Escales* (first concert performance in London), by Jacques Ibert.

Among artistes making their first appearance at the 'Proms' are: Soulima Stravinsky and Louis Kentner (Pianoforte); Ida Haendel (Violin); Fernando Germani (Organ); Ruth Naylor, Cecilia Wessels, and Jeanne Dusseau (Sopranos); John McKenna and Redvers Llewellyn (Tenors); Ronald Stear (Baritone).

The BBC Symphony Orchestra of ninety players will be led by Paul Beard.

Famous Brazilian Singer's BBC Recital

Madame Olga Prager Coelho, the Brazilian singer, broadcast a recital of Brazilian and South American music in the British programmes during July. Her programme included songs of a popular or traditional character based on the folk lore of Brazil, Bolivia, Columbia, Cuba, and the Argentine.

Madame Coelho is visiting Europe on a mission approved by the President of the Brazilian Republic, her object being to introduce Brazilian and South American music to European audiences. She is herself a composer, and has arranged many of her songs for the guitar, on which she plays her own accompaniments.

Madame Coelho has already given public and broadcast concerts in Germany, Italy, Austria, Hungary, and in Belgium, where she sang before King Leopold.

The Surgery at Broadcasting House

First Aid Facilities for BBC Staff

A Surgery in the charge of a matron who is a qualified hospital nurse has been a feature of Broadcasting House, London, ever since the building was occupied by the BBC in 1932. The surgery exists to deal with all casualties in Broadcasting House and to provide staff with advice and treatment for minor ailments. Although use of the surgery by members of the BBC staff is in no way compulsory, recent figures show that in one year 4,545 treatments were given: 2,518 to women, 2,027 to men.

It is within the authority of the Matron to send home a member of the staff who complains of feeling unwell, and to advise the seeking of medical advice. Should the patient's indisposition appear slight, the Matron herself may dispense treatment, after which, if no improvement is apparent, she suggests consultation with a doctor. Staff returning to work after illness frequently visit the surgery for advice.

Arrangements exist for the free inoculation of the staff against the common cold, a doctor attending the Broadcasting House surgery for that purpose. During last winter, nearly two hundred members of the staff took advantage of these arrangements.

All facilities necessary to meet emergencies such as accidents or sudden collapse are available. The services of a doctor can be called upon at short notice, and arrangements have been made with a hospital near Broadcasting House for emergency treatment. Despite the thousands of people in Broadcasting House each day, however, only two or three cases of collapse through sudden illness are on record. Accidents are rare, and even attacks of fainting are uncommon. A stretcher is provided in the surgery, but so far has been used only once.

BBC Television Progress

A Three Weeks' Interval for Internal Adjustments and Studio Improvements

In order to effect certain internal adjustments and to make improvements in studio facilities at Alexandra Palace, arrangements have been made, with the concurrence of the Television Advisory Committee and the approval of the Postmaster-General, for normal television transmissions to be suspended for a period of three weeks, beginning on Monday, July 26.

For the benefit of the radio industry, however, there will be two test transmissions daily during that period—with the exception of Saturdays, when the morning transmission alone

will be given. In addition, the Davis Cup Challenge Round lawn tennis match will be televised from Wimbledon on July 26 and July 27. There will be no transmission on Sundays or on Saturday, July 31st, or Monday, August 2.

Television has made history since, the BBC station was officially opened by the Postmaster-General last November. It is estimated that there are now more than 3,000 receivers in private house in the London Area.

The success of attempts to televise outdoor scenes, particularly the Coronation Procession and the Lawn Tennis Championships at Wimbledon, has been especially noteworthy. At one time, technical reasons necessitated that any outdoor episode to be televised should occur within 1,000 ft. of the control room at Alexandra Palace. These difficulties were overcome with the introduction of the BBC Mobile Television Unit—a motor vehicle about the size of a standard single-deck saloon 'bus in which is installed all the essential control-room apparatus. The Mobile Unit and Alexandra Palace can be linked by radio, or by a 'balanced' television cable which has been laid in London for regular use.

Mr. Bernard Shaw at Alexandra Palace

Mr. Bernard Shaw, the distinguished author and dramatist, made his first, unrehearsed appearance on the television screen recently. He was visiting the studio at Alexandra Palace, where the first Shaw play to be televised—*How He Lied to Her Husband*—was being transmitted. After seeing the play on a receiving set, he walked into the studio with Gerald Cock, the BBC's Director of Television.

While vision was still being broadcast to the whole London area, Mr. Shaw peered round a property door backstage, and then advanced towards the camera.

'You might not suppose it from my veteran appearance,' said Mr. Shaw, 'but the truth is that I am the author of that ridiculous little play you have just heard.'

'This is a very special occasion because, as a writer of plays, I never come before the curtain and accept a call. But, you see, on this occasion you have not called me. You are not like the unfortunate people in the theatre who, no matter how much they may be bored, cannot get up and go away.'

'You who are still listening show that you are interested by that very fact. I myself very nearly went to sleep during the play.'

Mr. Shaw showed great interest in the television equipment, transmitters and studio.

Televising H. H. the Aga Khan

Another distinguished personality televised by the BBC recently was H. H. the Aga Khan, who consented to be interviewed before the camera during a visit to Alexandra Palace. His Highness was seen in close-up, an almost life-size picture of his face appearing on the screen.

The Aga Khan, owner of Bahram, winner of the Triple Crown in 1935, and many other famous race-horses, was questioned about his racing success. He attributed them mainly to luck and proper breeding of the horses.

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Name of Member

Entd.....

Address

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

.....

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

Member proposing.....

Elected.....

ANNUAL SUBSCRIPTION.

	Rs.
Motor Car Owner	15
Motor Cycle Owner or non-motorist	5

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 „

BANKER'S ORDER FORM

To

Address.....

THE MANAGER,

Date.....193

Bank,

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.

SALES AND SERVICE GUIDE

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MADRAS (& Branches)—Simpson & Co., Ltd.

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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
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Map of Madras City showing principal roads and buildings produced by the Madras Calling League, Folder or flat	1 0 0

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WISE MADRAS

MOTORISTS INSIST ON



THE SOUTH INDIA MOTOR OWNER



The Official Organ of the
Automobile Association of Southern India



Vol. IX, Number 9]

SEPTEMBER 1937

[Single Copy As. 8

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

Headquarters

ON the first of August we moved into Canonbury and are most comfortably settled down, with separate offices for the Secretary, the Accountant, the Touring Department, the General Office, a Waiting Room and a separate room for the filing cupboards—not to mention the up-to-date lavatories and sanitary arrangements.

All members are invited to suggest a new name for the house to take the place of Canonbury before the next issue of the journal—anything Auto should be avoided if possible as there are so many firms in Madras connected with the Motor Trade which use the word Automobile in their title.

For example some suggestions received are Fanum House, A. A. House, even Ayeaye House, but it is argued that our naval members would not pronounce that correctly.

Road Information

BELLARY DISTRICT.

Hospet to Ujjain <i>via</i> Kudligi	..	..	..	The condition of road surface is in good condition.
Bellary to Rayadrug	..	..	..	In fair condition.
Kudligi to Bellary <i>via</i> Hosahalli and Kadatini	..	..	..	The condition of road surface is in good condition.
Bellary to Hospet <i>via</i> Kadatini	..	..	..	The condition of road surface is in good condition.
Hospet to Humpi	..	..	..	Do. Do.
Bellary to Teligiri <i>via</i> Hospet, Bellahallu, Ulhavatti, Nandi-bhevuru, Harpanhalli	..	..	..	Do. Do.

COIMBATORE DISTRICT.

Satyamangalam to Coimbatore <i>via</i> Pulliyampatti and Annur	..	..	..	Condition of road fair—unbridged streams—not fordable during rainy season.
Satyamangalam to Bhavani <i>via</i> Kasipaliyam, Gopichetti-paliyam, Kavundappaddi	..	..	..	Condition of road fair.
Satyamangalam to Ammapettai <i>via</i> Vaniputhur, Kanakampaliyam, Attani and Andiyur	..	..	..	Do.
Attani to Bhavani	..	..	..	Condition of road fair. Not fit for motor traffic during rains.

MALABAR DISTRICT.

Tellicherry to Kuttupupuya, <i>via</i> Kadirur, Ponnayam, Naravar, Kuttupramba, Mattanur, Chevvasherri, Iritty and Kunnoth	..	..	..	The road is fully bridged and in first class condition.
--	----	----	----	---

MADRAS M. V. TAX FOR OCTOBER/DECEMBER QUARTER SHOULD BE PAID BEFORE 1st OCTOBER 1937

MYSORE STATE.	
Mysore to Punjur <i>via</i> Kadakola, Nanjangud, Chamarajanagar ..	In fair condition.
Seringapatam to Chamarajanagar <i>via</i> Bannur, T. Narsipur, Santemarahalli	In fair condition with minor unbridged streams.
Mysore to Kakankote <i>via</i> Hampapura	In fair condition.
Mysore to Panchavalli	Do.
NORTH ARCOT.	
Vellore to Tiruvannamalai <i>via</i> Polur	The road is in good condition. There are two unbridged crossings (Kalasapakam and Paduvedu Causeways).
Arni to Vellam	The road is in fair condition.
Arni to Arcot <i>via</i> Timiri	The road is in fair condition, one unbridged crossing <i>viz.</i> Arni Causeway near Arni.
TRAVANCORE STATE.	
Kottayam to Perampavoor <i>via</i> Ettumanur, Kuttattukulam, and Muvattupuzha	Road is in good condition.
Kottayam to Tokkadi, Mundakayam and Peermade	Do.
Kottayam to Trivandrum <i>via</i> Chenganacherri, Chengannur, Kottarakara etc.	The road is in good condition.
Quilon to Shencottah <i>via</i> Kottarakara	The road is in good condition. There are no unbridged crossings in any of the above routes.
CEYLON.	
Talaimannar Pier to Mannar	The road is motorable at all seasons of the year. There is a good Rest House at Mannar, which is 19 miles from Talaimannar.

WHEN VISITING MADRAS

STAY AT

FOR COMFORT

HOTEL BOSOTTO

AND

EXCELLENT CUISINE

Tiger Shooting in Mysore State

The area round about five miles in Banabudhi village, Banavar Hobblis, Arsikere Taluk, Hassan District, Mysore State, is thrown open for free shooting of tigers for a period of three months.

The area within a radius of three miles round about Vanivilasapura village, Hiriyur Hobli, Chitaldrug District, is thrown open for a period of three months for free shooting of tigers.

An area within a radius of five miles about Yeraganahalli village, Bellagutti Hobli, Honnalli Taluk and Sagarapetta village, Basavapatna Hobli, Chennagiri Taluk, Shimoga District, Mysore State, has been thrown open for free shooting of tigers for a period of three months.

The area within a radius of five miles round about the Talguppa village, Sagar Taluk, Shimoga District, Mysore State, is thrown open for a period of three months for free shooting of tigers.

Talguppa.—Talguppa is about 9 miles from the Gersoppa (Jog) Falls.

There is a second class T. B. there, furnished, but no beds. No supplies beyond bazaar stuff, eggs and chickens and milk. Bedding-straw usually procurable.

T. B. is perched up on the top of a hill overlooking and close to a bigish tank with plenty of ducks etc., the whole is set in delightful surroundings and makes a good spot to camp over-night which enables one to reach the Jog at the earliest

possible moment next morning and avail oneself of the maximum time-limit in the Jog Bungalow.

In this way too, one can go straight to the Bombay T. B., spend an hour or two there, get a close-up view of the Falls from the top and look around, get refreshments at T. B. if required and then go on to the Mysore Bungalow.

The ferry is about 2 miles from the Bombay T. B. Jog season November onwards, but there is little water (by comparison) after January.

The South India Motor Owner for December 1936 has some more notes on the Jog.

Our Post Bag

The following are letters and extracts of letters received which may be of general interest to members:

(1) "This evening I had the luck to see a shaft driven motor cycle chugging along. It struck me as belonging to the museum order.

It passed on at the comfortable speed of a trotting dog. Greater luck was in store for me, for five minutes later, I came upon it at rest under a tree. Surely it could not be an F. N.! But so it turned out to be. . . F. N. is the abbreviation of a fuller and fearsome name; something like this: Fabrique Nationale Arme des Guerre, and probably corresponds to dear old Blightly's B.S.A. What can equal the speed of thought! (Certainly not an F. N.). But my memory flashed to pre-war days, and my second-hand one of that ilk. The train journey

from Calicut to Madras was probably the reason for its reaching me Sans front number. In fact I don't think I ever had a number on it, for there was certainly no number at the rear. Those were motor-free or rather motor-care-free days. I rode that bike several days all over Madras in innocent (almost) transgression of a motor offence. Eventually I registered at Bangalore and it is still fresh in my memory as B.A. 216. I even took out a motor license and felt good all over. That bike had two gears, the low and the (High)? My knowledge of motor mechanics was very elementary in those days. I blush even now to think that I rode it for three days on what I thought was its one gear. Oh the transport of delight, when I discovered the High! I'm not disparaging that old Effphen, for have I not taken the short cut from Coonoor to Aravankadu by the old Ghaut Road, in that Jurassic Period, when in even these days, of Super Motor Vehicles that is no mean feat on a vastly improved old ghaut road, whose steepness of course has not altered.

But what a coincidence, I have to relate! The Effenn, I saw half an hour ago was also Sans Number in front! When I, with a smile pointed out the Sans ness to the owner, his countenance registered surprise saying in the unspoken words "that is not a matter worth bothering about." He volunteered the information that he often goes from the Bangalore City to the Cantonment. Well, I am not divulging his number, but I give it on a separate piece of paper, but there is no harm in saying it is of four digits and bears the magic hieroglyphics of Mys.

Dangerous Corners and turnings in some parts of the City, especially in school zones and the temple area.—To quote an example in Triplicane, where a number of schools are located and where a very important and much frequented temple stands:

- (1) Junction of Bandy Venkatesa Naick Street and Veera-
raghava Mudaly Street.
- (2) Junction of Tholasinga Perumal Koil Street and Singari
Chari Street.
- (3) Junction of Nallathamby Mudaly Street and Pycrofts
Road.

These are not broad roads and traffic is heavy, because of the many schools situated in close proximity and the number of worshippers visiting the holy temple of Sree Parthasarathy Swami. Nobody can deny that a large number of motor vehicles pass this area throughout the day and till a late hour in the night. Between 3 a.m. and 11 a.m. and between 4 p.m. and 10 p.m. the traffic is very heavy.

Dangers to public and vehicular traffic.

Some motor cars are not provided with sheds, but are left on the sides of the roads and the streets. Of course, other vehicles, such as rickshaws, hand carts, kerosene oil barrel carts etc. are also treated in the same way. The Police Department can set right these defects, and does launch prosecutions, but the evil is still there. Radical steps are necessary.

(Sd.) C. A. NAIDU.

DEPENDABLE

DURABLE

ECONOMICAL

PABCO "CIN-DEK" PAINT

COLOUR CARDS & LIST UPON APPLICATION,

Agents:— SPENCER & CO., LTD.

Madras & Branches

Have you ever read the finest story on polo,—I think by Rudyard Kipling? Where's the ball says the leading horse (or rather pony). "Under your tail" quoth the canine gentleman in the rear.

Can it be that the Bangalore Police, both City and Cantonment, have had their eye under their tail. The metaphor is as mixed as Mussolini's, but you know what I mean.

(Sd.) W. HECTOR MOORE.

(2) *Cyclists.*—It is a common sight on many of the important and thoroughfares of the City, that inexperienced and boy cyclists ride their push-cycles in a reckless manner, so as to endanger the public, the general traffic and the motor traffic in particular. Even experienced cyclists do not observe the traffic regulations and not infrequently, disregard the Police Traffic signals. Some prompt action is therefore called for in the interests of public safety.

Motor Lorries are driving at a high speed (higher than the usual speed of Motor Buses), especially when they are empty. This can be easily verified by a visit to the Beach Road. It is therefore essential in the interests of public safety that the speed limit be restricted, as in the case of Motor Buses. A report from the A.A.S.I. Road Scouts on this subject and the other subject referred to above, will be both interesting and instructive.

(3) I am writing to express the hope that something will be done soon to improve the roads of this district. I am a visitor from Malaya, a small country, but possessing over 3,000 miles of good tarred roads. I am a keen motorist, and have driven in various parts of the world, but nowhere have I seen such appalling roads as exist in this neighbourhood. There are three possible routes from Avadi to Madras. All of them are execrable. The one metalled route, i.e., by Poonamallee and the Mount, is in some respects the worst of the lot. I consider this particular stretch a perfect scandal. Heaps of stones line the route for some miles but I understand, they have been there for months if not for years. My car, although large, heavy and well-sprung, on which stiff import taxes and other dues have had to be paid, shakes and bumps about here even at 15 m.p.h. and one door has already developed a steady rattle.

I find it difficult to imagine what the feelings of small-car owners must be as they pursue a painful course along this perfect nightmare of a highway.

(Sd.) H. L. H.

(4) *Bangalore-Kankanhalli Road.*—At 12th milestone a famous "Linaloe" plantation of 100 acres—the only one, I believe, in India. Seeds brought from Mexico by a Mr. Anderson.

The linaloe berries are exported for some of the best scents in the world and a berry tied in a handkerchief will leave an aroma that will defy several washes by the dhoby.

The place is rather exclusive and one is not advised to "barge in" there without previous invitation or permit.

Milestones 12½ to 14 a real bit of ghat road down through a wide periphery of hills.

The road right through the Kankanhalli is hilly and tortuous through some of the finest and pleasing landscape scenery to be found in Mysore.

Shikar Duck and divers on tanks at mile 17, 20¼, 20½, etc., and the usual jungle game elsewhere.

(Sd.) A. W. WATERS, MAJOR.

Scouts

The following is a copy of a Government Order signed by the Secretary to Government by order of His Excellency the Governor:—

"The Government approve the proposal of the Inspector-General of Police that the Police should render assistance to the Road Scouts of the Automobile Association of Southern India and co-operate with them in their duties."

The following extracts of letters received, go to prove that the new Scouts are appreciated by some members:

(a) "I am really very thankful to your Association particularly to your Scout who rendered to-day such nice help when my car broke down between 1-30 and 2 p.m. He helped me at a time when I did not have the A.A.S.I. badge attached to my car although I am a member of that Association. I wish the Scout Movement every success in its development and trust it will be maintained to do further useful service. Thanking you once again."

(b) "I am desired by the Joint Sub-Committee of the S.P.C.A., C. & M. Station and S.P.K.A., Bangalore City to thank you for so kindly sending your scouts to assist in directing and parking of the cars at the Pagal Dog Show on Saturday, 14th August 1937.

We found the man of great assistance, and his help is appreciated."

(c) "Your Scout was of great assistance to me this evening to get me petrol tin and also otherwise. My thanks to the Automobile Association for arranging such help."

(d) "Just a line to thank you for the splendid service that your Scouts did for us on the occasion of the party given to the Premier and to members of his Cabinet."

(e) "I am glad to acknowledge the help done by the Scout in getting petrol to our car which went short of it on the beach with all thanks for the Association."

Rules re Motor Accidents in Mysore

Powers to Police Officers

The Government of Mysore have published the following rules under the Mysore Road Traffic and Taxes Regulations with regard to enquiry into accidents.

"In all cases of accidents arising out of the presence of a motor vehicle on a public road which involves loss of human life or grievous injury to one or more persons, the Police Officer in whose jurisdiction the accident occurs shall send immediately a brief report to the Secretary of the Traffic Board and to the Inspector-General of Police regarding the details of the accident.

"In cases of accidents involving death of persons, the report should be communicated telegraphically.

"The Inspector-General of Police shall in cases of all accidents connected with motor vehicles, send a full report on completion of enquiries. The Chairman of the Traffic Board may, in those cases in which he considers it necessary, depute any officer or member of the Traffic Board or any other officer to hold enquiry into the accident and report to him. The Officer thus deputed will have all powers conferred on a police officer. He shall also have powers to summon witnesses, to summon documents and examine the motor vehicles concerned in the accident. For the purpose of this examination, he may enter any premises at reasonable working hours.

"The report of the Officer thus appointed will be submitted to the Chairman. This enquiry does not affect or supersede any other enquiry, which according to any other Regulation and Rules is to be held by Police, or any other authority."

Traffic Control in Bangalore City and C. & M. Station

The subject of traffic control, signalling and general direction, as contrasted between City and Cantonment was again brought up for consideration, at a meeting of the Bangalore Trades' Association, the meeting feeling that disparities should not be allowed to stand unquestioned. Finally the meeting agreed that the whole question might be again brought up and that the Master might, usefully, bring the Association's views to the notice of Major A. W. Waters, as representing the Automobile Association of Southern India.

On the incidental report of a member that on the 23rd evening, he had seen a dog run over at the Wrenn Bennett's corner, and that the car disappeared unidentified (an impossible happening were that junction is still police controlled) the Secretary was asked to report the incident to Mr. Milton, the Commissioner of Police, the main point being that this accident might have happened to a child or grown-up person.

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.

There are variations in the above rules.

- (1) Traffic Constables—In the C. & M. Station traffic must keep left of a constable but in the city it is generally directed to pass in front of him especially when an awkward and wide detour would be necessary otherwise.
- (2) Righthand or Offside-rule—This is the rule in the City, but not in the C. & M. Station.

Tolls Bars in Mysore State

The authorities concerned were approached and a reply has been received to the effect that our two suggestions with regard to their visibility and colours will receive due consideration.

Collection of Municipal Tolls

A complaint was made against the toll-gate keeper at Kolar for collecting a toll from a motorist who was in possession of a 7-day license, a refund of the fee has been obtained and information received that the services of the man in charge have been dispensed with on account of this wrongful collection. (The motorist was myself).

More Taxation for Madras Motorists

The following amendment to the Motor Vehicles Rules is proposed by Government:—

"The fee payable in respect of any transfer of ownership or of possession shall be:

(i) in the case of a motor/cycle, with or without a side car—Rs. 2.

(ii) in the case of a motor vehicle not exceeding two and a half tons in weight unladen—Rs. 4.

(iii) in the case of a motor vehicle exceeding two and a half tons in weight unladen—Rs. 5."

This Association has made a strong objection to any further taxation on the already overburdened motorist.

Route Itineraries and Letters

140 itineraries were issued during the month covering 39,241 miles.

692 letters and many personal and telephone calls were received. 2,263 letters were despatched by post and 685 letters were delivered locally by peons.

Membership

Over 200 new members have been enrolled since 15th April last, an encouraging increase which we must get up to 500 by Xmas. Our territory, I must remind you not only covers Madras Presidency, but Hyderabad State, Mysore State, Travancore State and Coorg.

Lend a hand chaps, both mine and arms and legs are all in the effort.

57 new members were enrolled during the month of August 1937.

These new members were introduced by the following:—

3 by Mr. L. Deo.

2 each by Messrs. K. N. Parameswara Sarma, P. Matthan, Md. Kazim Khaleeli, V. Duraiswamy, K. Govindan and

1 each by Messrs. C. H. D. Leonard, S. Govardhan Rao, Dewan Bahadur Govindoss Chathurbujadoss, The Ocean Accident & Guarantee Corporation Limited, Messrs. A. Hall, W. Tippetts, O. W. Horrocks, R. V. Shama Rao, C. Seshachalam, J. F. E. d' A. Willis, G. Gompertz, J.P., C. M. Sharma, H. A. Adam Sait, A. F. Byramshaw, G. W. Thomas, T. S. Manikkam, The Hon'ble Mr. Justice F. W. Gentle and Major A. W. Waters, M.B.E.

The remaining 24 were enrolled by the staff.

New Members

K. Viswanathan, Esq.,
'Sarda Gardens', Gopalapuram, Cathedral P.O.

K. Raghuramaiah, Esq.,
'Arul Nilayam', Edward Elliot's Road, Mylapore.

M. C. Pothan, Esq.,
Planter, Tamacherry P.O., Malabar.

M. C. Chandy, Esq.,
20, Nowroji Road, Chetput.

T. P. M. Alexander, Esq.,
Wallaces Gardens, Nungambakam.

C. G. Slark, Esq.,
c/o The Indian Radio & Cable Comm. Co., Ltd.,
Beach, Madras.

Th. Lykiardopulo, Esq.,
Messrs. Ralli Bros. Ltd., Madras.

K. Kunhikuttan Unni Nair Esq., B.A.,
Kottaram, Post Kavalappara, via Shoranur.

G. E. Dunkerley, Esq.,
Champion Reef P.O., S. India.

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J. Kenyon, Esq.,
Buckingham Gardens, Perambur Barracks, Madras.

K. M. Navada, Esq.,
Agent, Quilon Bank Ltd., Alleppey.

Rev. R. M. Bennett, B.A., B.D.,
Canadian Baptist Mission, Vuyyuru, Kistna.

Capt. K. S. Thimayya,
Fort St. George, Madras.

V. Ratnavelu Pillai, Esq.,
Messrs. Gillanders Arbuthnot & Co., Madras.

Dr. A. Thirumaliah,
"Temple View", Barnaby Road, Kilpauk.

Messrs. Kothari & Sons,
Oriental Building, Armenian Street, Madras.

Rev. C. B. Hall,
Lawrence Memorial Royal Military School, Lovedale,
Nilgiris.

Dr. K. Narayanan,
7/115, R. S. Puram, Coimbatore.

B. M. Yousuf Sait Faiz, Esq.,
68, Godown Street, Madras.

Khan Sahib Abdus Salam Sayeed Sahib,
Assistant Commissioner of Income-Tax,
Central Range, Bezwada.

T. N. Venkatasubba Reddy, Esq.,
Madanapalle, Chittoor.
K. T. Krishnamurti, Esq.,
The Imperial Bank of India, Madras.
M. R. A. Challam, Esq.,
1/69, Karaneesvaru Coil Street, Mylapore.
Ivor Bull, Esq.,
Planter, Pollibetta, Coorg.
G. H. Armstrong, Esq.,
c/o Imperial Chemical Industries (India) Ltd.,
P.O. Box No. 130, Madras.
S. Ramaswami Nadar, Esq.,
District Health Officer, Trichinopoly.
Saiyed Mohiuddeen, Esq.,
No. 6, Napier Park, Madras.
C. R. Pattabhi Rama Aiyar, Esq., Bar-at-Law,
The "Grove", Teynampet, Madras.
William Hayward, Esq.,
Mysore.
V. Rangachari, Esq., M.B., B.S.,
2 B Pudupet Garden Road, Royapettah.
Nawab Syed Saifullah, Esq.,
8, Langford Road, Bangalore.
Messrs. Mayura Films Ltd.,
"Meena", Thiagaraja Road, Thiagarajanagar, Madras.
S. S. S. Chokalingam Chettiar, Esq.,
"Meena", Thiagaraja Road, Thiagarajanagar, Madras.
C. V. Raghavachary, Esq.,
Tahsildar, Tanjore.
C. P. Hariachar, Esq., G.D.A., R.A.,
Accountant & Auditor, Coimbatore.
M. V. R. K. Kondala Rao, Esq.,
Kumara Raja Saheb, Narasaraopet, Guntur.
Rao Sahib B. S. Nirody, B.A., M.S.,
Govardhan, Cathedral P.O., Madras.
B. Ramachandra Reddy, Esq., C.B.E.,
Buchireddipalem, Nellore District.

S. A. Ramaswami, Esq.,
Bombay Mutual Life Assurance Society Ltd.,
11, Lingi Chetti Street, G. T., Madras.
Miss B. Amirthammal,
Inspectress of Schools, 3rd Circle, Madras.
R. C. Broadfoot, Esq.,
Agricultural College, Coimbatore.
Dr. U. Krishna Rau,
323, Thambu Chetty Street, G. T., Madras.
P. Sowriah Bros.,
Narasaraopet, Guntur District.
Messrs. Poppat Jamal & Sons,
Jamal Buildings, Broadway, G. T., Madras.
A. Piedro, Esq.,
c/o The Eastern Bank Ltd., Madras.
K. V. Obbiah Chetty, Esq.,
25, Elephant Gate Street, Madras.
G. G. Milne, Esq.,
Kotamullai Estate, Fairfield P.O., Peermade.
T. I. Kurian, Esq.,
Kurian's Hotel, Kottayam.
James A. Hall, Esq.,
Teekoy Estate, Erattupetta P.O., via Palai, Travancore.
S. S. Sankara Mudaliar, Esq., B.A., B.L.,
Saravana Lodge, Vepery, Madras.
K. George Joseph, Esq.,
The Palai Central Bank Ltd., 16, Broadway, Madras.
M. P. Chettiar, Esq.,
"Jagadalaya", Oppanakara Street, Coimbatore.
Mrs. M. Lindley,
Marikuppam P.O., Mysore State.
K. Sadasiva Rao, Esq.,
Hindustan Co-operative Insurance Society, Bezwada.
A. V. Sundaram, Esq.,
Extra Assistant Conservator of Forests,
R. S. Puram, Coimbatore.
L. D. Robson, Esq.,
c/o M. & S. M. Rly. Co. Ltd., Perambur, Madras.

Honorary District Representative's Monthly Report for August 1937

Bangalore

1. *A.A.S.I. activities and interest* are certainly on the increase here. I mentioned in my last report that July had been made memorable by the Secretary's visit but August was (for Bangalore) a "milestone" in the history of the A.A.S.I. because of the posting here of a Road Scout to work under my orders.

Actually, two scouts reported to me on the 5th idem for duty at the Bangalore Horticultural Show which was held at the Lal Bagh on the 7th and 8th August. On the 6th and 7th, I motored these Scouts to some important offices and places; also to the Lal Bagh where the Committee most courteously issued passes for the Scouts and having previously arranged with the Superintendent of Police, Bangalore City, the Scouts reported to the senior Police Officer on duty at the Flower Show and stayed there from 2 to 8 p.m. on the 7th and again from 8 a.m. to noon on the 8th.

No other function in Bangalore could have been the means of introducing these Scouts to the general public in so short a time, and for weeks after practically every one I met referred to the subject.

The Scouts' further attendance at the Cubbon Park on Sunday the 8th August where H. H. The Maharajah of Mysore's Palace Band, with radio amplifiers, performed in the presence of thousands of listeners and hundreds of motor cars, completed a fitting *debut* for our Scouts.

The next day one Scout returned to headquarters, Madras leaving Scout White to carry on.

The effect of the Scout's activities began to show in August but I will not anticipate September's report by saying more here. As the Scout's activities are the subject of a separate and monthly report to the Secretary, I need say no more about him.

2. *Correspondence*.—Letters were received almost daily, the covers from the Secretary often containing several letters.

Despatches to the Secretary . . 31 letters and routine office notes.
Others . . . 15
Total . . 46 a light falling off.

A saving of time, labour and stationery has been effected by a system of "Office Notes" on plain paper, between me and the Secretary. These notes deal with routine matters from an ephemeral nature and which do not need a separate letter or file. In this way, some half a dozen or more matters are disposed of with a minimum of time and expense as also, of course, in the "number of letters issued".

All local letters etc. are delivered by the Scout with a further saving of postage.

3. *Interviews* both at my house and outside increased considerably and scarcely a day passed without rendering some service or advice.

The questions referred to include: obtaining local or Mysore licenses for visiting motorists; Tolls; Routes and studying my maps; licenses and advice to intending visitors; itineraries and supplemental information to tourist from affiliated A.A.s, etc. I have already passed on a few appreciatory (and quite unexpected) letters from visiting motorists to the Secretary. We District Representatives neither look for, nor expect any return from Members, for the help we can render them, but I must say that when we do receive recognition in the way of a warm letter of thanks (and there are many extending even to America), they are—apart from the friendships, following on "contacts made", a source of satisfaction.

4. *New Members*.—Several application forms and literature were supplied and some to out-stations, I hope these have all materialised as also those who called at all hours of the day and evening (not excluding Sundays) and learnt all about the A.A.S.I.

A member once jokingly suggested that I should put up office hours on my signboard.

"That would never do here" I said.

When members and others call on me, it is a quasi official and social call combined.

A tourist will arrive in Bangalore at 9 p.m. and call for a road report say to Madras, Trichy, or Kurnool as he wishes to leave at day-break next day. They want to talk about India (if from abroad) or Mysore etc. Sunday is quite a popular day.

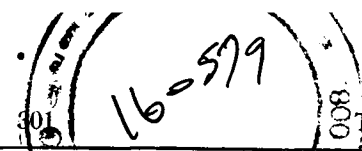
The "rigour" of an office and a notice to the effect that "if you've 5 minutes to waste don't do it here" would never do. Next to motoring, horse-racing to philately form topics of long talks and fortunately for me, with the last named subject, my wife can relieve me a great deal if not entirely and this is made easier by the fact that my office extends to most parts of my house. Next month, I hope to say a word or two on how, I think, an inquiring or potential member should be dealt with.

5. I have already reported the prompt action by the Mysore State authorities to replace some dangerous toll-gate chains by stout bamboo bars and I do not doubt that all such chains throughout the State will shortly be dealt with.

The question of painting these bars for the greatest visibility by night has been under reference to the Secretary.

6. *C. & M. Station, Bangalore License*.—Apropos of my note last month, I have been able to advise a few out-station members not to arrive in the station on or a little before the 24th September but to do so after sunrise on the 25th. The

D



six days grace then carries one on to the next quarter's license which if one can avail of six days grace in October means taking out a quarter's license on the 7th.

I thus saved one member a whole quarter's license for one day viz., 30th September.

7. *Composition fees for a single (or all) toll-gate in Mysore*.—From inquiries to me, it seems that many members are not conversant with these rules.

I shall always be glad to furnish application forms and full information to any member to save the time taken to write to the Secretary but who, of course, can supply the same.

Briefly (a) A single toll costs Rs. 30 per annum or any part of a year, for a car 30 cwt or less.

(b) Fees for all tolls: Rs. 15 and Rs. 20 respectively for small and big cars, per quarter, a rebate of 10% is allowed on these quarterly fees if paid for the year in advance.

Note The Mysore year is from 1st July to 30th June.

8. *Bangalore Roads*.—It seems necessary to say that the Museum is not in Museum Road but in Sydney Road.

Neither is the Residency within a mile or so of the road by that name.

9. I am often asked: which is the prettiest road leading out of Bangalore.

I place them as follows:

(i) Bangalore—Kankanhalli=30 miles, or so.

(ii) " Bannirgatta (Mirza Hill)=14 miles.

(iii) " Magadi (and on to Kunigal)=32 miles.

(iv) " Mysore.

Note! No. 1 is, however, the worst road and though motors have to use it, and I do, it is for miles unfit, for motor or even bullock cart traffic.

It has a small ghat section after the 13th mile.

(ii) Magadi Road for real driving.

Undulating winding and 1/2 a mile or more of a real stiff ghat road at mile 6 1/2.

There is a loop road round the hill which very few use.

Try out any car for climbing powers here.

10. *The New Motor Road up to Nandi Hills*.—I am reliably informed that this road will be opened to the general public about the middle of November next perhaps a little earlier.

It will then be necessary to drive carefully etc. especially during rain and until the road is thoroughly consolidated.

This road, which has for some time been used by numerous motorists, at their own risk, etc., is now closed by barriers to enable culverts and drainage to be completed, as also protecting walls at certain dangerous spots and bends.

Only certain State cars and those of officials are allowed to use the road.

Special permits may however be applied for from the Executive Engineer, Kolar Division, Kolar when, if granted, arrangements will be made for such cars to pass the barriers. Such motorists will, even so, use the road at their own risk.

It is proposed to erect motor sheds on the top of Nandi Hills as also to carry on the road to the summit of the hill at the Cubbon Bungalow.

Bangalore.

(Sd.) A. W. WATERS,
Hon. District Representative.

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

Road Development Fund

THE total receipts in the Road Development Fund up to the end of September 1936 (7½ years) amounted to Rs. 880.86 lakhs, out of which the amount taken to the Reserve was Rs. 148.61 lakhs, leaving a balance, for distribution, amounting to Rs. 732.25 lakhs. The following statement shows the manner in which this has been distributed and the amounts expended up to the end of March 1937:—

Amount actually distributed to end of 1936-37.

Province.	Amount distributed to end of March 1937.	Expenditure to end of March 1937, including estimated expenditure for the last quarter of 1936-1937.	Balance at the end of 1936-37.	REMARKS.
	Rs. Lakhs.	Rs. Lakhs.	Rs. Lakhs.	
Madras	107.49	62.00	45.49	
Bombay	108.43*	66.72	41.71	
Bengal	102.55	53.00	49.55	* Excluding the amount transferred and to be transferred to Sind up to separation.
United Provinces	43.48	40.00	3.48	
Punjab	55.84	33.00	22.84	
Burma including Federated Shan States	78.92	34.00	44.92	
Bihar	24.80†	13.50	11.30	† After excluding Rs. 1.29 lakhs so far transferred to Orissa on separation.
Central Provinces	24.06	20.00	4.06	
Assam	16.77	14.00	2.77	
N.W.F.P.	13.74	11.00	2.74	
Orissa	1.49‡	0.50	0.99	‡ Taking into account Rs. 1.29 lakhs transferred so far from Bihar.
Sind	32.70§	23.18	9.52	
Total Governors' Provinces ...	610.27	370.90	239.37	§ After taking into account sum transferred and to be transferred from Bombay up to separation.

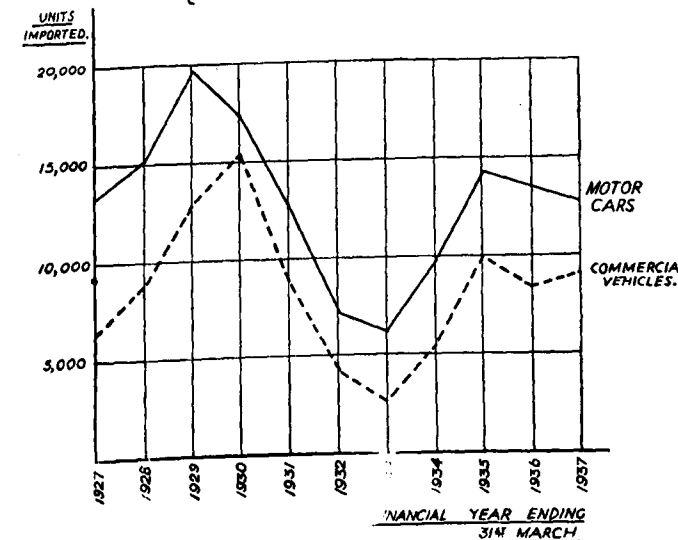
Motor Vehicle Imports

The following table shows particulars of motor vehicles imported into India during the last three official years:

	1934-35		1935-36		1936-37	
	Quantity.	Value Rs.	Quantity.	Value Rs.	Quantity.	Value Rs.
<i>Motor Cars (including Taxi Cabs.)</i>						
From United Kingdom	6,311	1,23,73,224	6,744	1,26,85,932	6,337	1,22,18,054
„ Germany	120	2,45,913	335	7,02,016	813	15,71,527
„ Italy	267	4,41,421	210	3,30,119	382	4,76,685
„ Canada	2,057	33,21,113	2,328	38,19,540	1,290	21,16,190
„ United States of America	5,564	93,37,312	3,851	73,92,026	3,870	75,57,232
„ Other Countries	115	2,02,675	122	1,98,811	247	3,55,768
Total ...	14,434	2,59,21,658	13,590	2,51,28,444	12,939	2,42,95,456
<i>Motor Omnibuses, Vans and Lorries</i>						
From United Kingdom	1,171	25,49,061	982	30,86,555	1,217	33,14,950
„ Canada	2,058	25,61,799	2,335	30,81,847	1,719	23,19,685
„ United States of America	6,559	67,54,766	5,051	54,53,509	6,012	67,89,838
„ Other Countries	185	2,32,994	102	3,67,110	212	6,81,425
Total ...	9,973	1,20,98,620	8,470	1,19,89,021	9,160	1,31,05,898

The imports during the last 10 years are shown in the graph below:—

INDIA : IMPORTS OF MOTOR VEHICLES
DURING LAST TEN YEARS.
(FIGURES INCLUDE ASSEMBLED AND UNASSEMBLED VEHICLES.)



It will be noticed that importation of cars reached a maximum in 1928-29 and that of commercial vehicles in 1929-30. Shortly afterwards is noticeable a great drop in imports of both types of vehicles due largely to the trade slump but also no doubt in part to the levy of additional import duties in 1931-32 which still continue, thereby hampering the imports from regaining the level of the peak years.

It is admitted on all hands that the number of motor vehicles in operation is very small in India in relation to the size and population of the country, there being 2,017 persons per motor vehicle in this country, as against 5½ in United States and 23 in Great Britain. It is noteworthy that the Railway Enquiry Committee, after stating in their report that road transport has not developed to the same extent in India as in other countries of the world, recommend that no restrictions should be imposed which would unfairly hamper it. There can, in the circumstances, be little justification for continuing the high level of import duties which are at present being levied on motor vehicles.

Road Classifications

The Council of the Association has had under consideration the question of the classification of roads in India and the desirability of provinces adopting a uniform method.

At present there is no regularity whatever in the methods of classifying roads in this country nor does road classification bear any exact relation to the loads which roads can carry, with the result that information is seldom available as to the types of vehicles which can safely be taken over a given route. There seems to be very strong reasons therefore why the classification should be based on the weights which can be safely carried over the roads and the Association has recommended that the matter should receive the attention of the Indian Roads Congress.

It is felt that a uniform classification would assist the development of transport and commerce and later on district maps could be prepared on similar lines to that published for

Ceylon, showing the classifications under which the various roads fall. Such maps would also be of great value to provincial authorities in determining which roads and bridges required to be improved or strengthened in order to obtain a balanced road system.

The actual classification is a technical matter which, it has been suggested, should be evolved by the technical Sub-Committee of the Indian Roads Congress.

It is thought that consideration should be given to defining the classes of road by the maximum wheel loads they are capable of carrying.

Weight Limit for Motor Vehicles on Rural Roads

Reference has been made in the February issue of the News Letter to a proposal emanating from the Government of India that an All-India weight limit should be fixed for motor vehicles operating on Extra-Municipal Roads, of 4½ tons laden. The Government of India circulated their suggestion to all Local Governments and to this Association for an expression of views and while the Government of India are not expected to make a definite recommendation on the subject until it is considered by the next session of the Indian Roads Congress as well as by the Transport Advisory Council, it was noted with surprise from a notification received by the Bombay Branch of the Association that the Government of Bombay were proposing to introduce a 4½ tons limitation without waiting for the final recommendations of the Government of India. The notification in question further proposed that speed limits for goods transport motor vehicles should be 30, 25 & 20 miles per hour according as the weight of vehicles did not exceed 60 cwt., 70 cwt., & 90 cwt., respectively.

The Executive Sub-Committee of the Bombay Branch held an urgent meeting to consider this notification and a letter was addressed to the Government of Bombay on the following lines:—

It would be unwise for the Government of Bombay to proceed with the introduction of the proposed new rules pending the introduction and passage of the new Motor Vehicles Bill in the Indian Legislative Assembly in which it was assumed would be regulations dealing with overloading and speed limitation. Frequent and quick changes in the transport regulations would cause unnecessary inconvenience, hardship and loss to trade and commercial interests. It should not be understood from this that the Association is opposed to the introduction of any regulations regarding overloading, speeds, etc.; on the contrary it would welcome all reasonable proposals and would be happy to co-operate with Government in measures calculated to place motor transport in a more organised and healthy basis.

As regards the proposed weight limitation, it was pointed out that if the object was to prevent road damage, the total laden weight is not the sole criterion as to the intensity of pressure produced on a road surface because it takes no account of uneven loading or of distribution of the pressure by means of multiple wheels.

There are several other factors such as weight transmitted by a vehicle on an unit area of road surface, speed, design of chassis, springing etc. It can be easily proved that a light, but badly designed vehicle, running at a high speed is far more detrimental to road surface than a well designed and well equipped heavier vehicle.

It appeared to the Committee that the correct method and one which is adopted in most countries is to limit the axle load taking into consideration whether a vehicle is fitted with single or dual tyres and the Committee further desired to submit that a high enough limit should be fixed to cover all road conditions in Bombay, there being roads in the Presidency quite capable of withstanding loads considerably in excess of the proposed maximum load and it would be only fair that commerce and trade should not be deprived of the advantages of the existence of such roads.

As regards speeds, the Association suggested a speed limit of 35 miles per hour for vehicles weighing up to 60 cwt. laden and 30 miles for those heavier.

Deputation to Bombay Minister

Mr. Nurmahomed M. Chinoy, Chairman of the Bombay Branch of the Association, accompanied by Mr. D. E. Gough, saw the Hon'ble Mr. K. M. Munshi, Minister for Law and Justice, and discussed with him questions affecting the motor industry in the Presidency.

The draft notification of the Government of Bombay, proposing to restrict the laden weight of motor lorries to $4\frac{1}{2}$ tons and also 2 notifications issued by the District Magistrates of Thana and Kolaba, closing a portion of the Bombay-Poona Road up to 15th October to all goods lorries as well as to buses exceeding $\frac{3}{4}$ ton in carrying capacity, were discussed. The deputation pointed out that the restriction of the weight to $4\frac{1}{2}$ tons, as against the existing limit of 12 tons, would be a heavy blow to lorry owners, as it would not be economical to run many lorries under the proposed conditions. If the restriction is proposed with a view to avoiding excessive strain on the road surfaces and for the safety of the roads, the deputation submitted that the same purpose could be achieved by other means. It was also urged that in view of the impending all-India legislation contemplated by the Central Government for regulating road transport, it would be better for the Bombay Government to maintain the *status quo*.

The Minister assured the deputation that their point of view would be considered by Government, and in the meanwhile, he asked them to submit alternative suggestions for better safety on the roads.

With regard to the closing of certain roads to heavy traffic, the deputation pointed out that it was causing much hardship to lorry owners. If the action was taken on account of the unsafe condition of the roads, there was a better and more proper course to follow, namely, to improve the roads and maintain them in good condition. The Chief Engineer to Government who was present at the interview promised to cancel the notifications as soon as the monsoon subsided giving place to better weather conditions.

6 Lakhs Road Scheme for Madras City—Plea for Lessening Road Damage

A six lakhs' programme for the improvement of roads in Madras city was sanctioned at an urgent meeting of the Madras City Council held recently. The programme covers about 91 miles of road, representing one-fourth of the total mileage vested in the Corporation.

In the course of discussion in the City Council, Mr. G. E. Walker, a member of the Madras Branch Committee of the Association, supported the scheme and said they should at the same time consider the causes of damage to roads. The Chief factor that contributed to the deplorable condition of the roads was

the prevalence of iron-tyred carts, and he considered it useless to spend money on the improvement of roads by giving them proper surfacing, unless the Council was going to do something at the same time to reduce the number of iron-shod wheels using the roads. No road surface, he said, could stand up to the effect of such wheels. The Council from the very beginning was up against climatic difficulties and the use of hard wheels intensified the natural difficulties they had to contend with. He could point to many roads which had been badly damaged by the use of such wheels. He referred to certain experiments carried out by the N. W. F. Government and the Central Public Works Department to get accurate figures relating to the effect of iron and pneumatic tyres on the roads. The conclusions arrived at showed the enormous damage done to roads by iron tyres and the advantages of pneumatic tyre. The Council should discourage the use of iron-tyred carts as far as possible. He suggested an increase in the tax on iron-tyred vehicles and exemption for pneumatic equipment. Regulations might be imposed to restrict the weight of loads to be carried or correlating loadweight with tyre-widths, as was done in England in the case of traction engines. He would even suggest the prohibition of iron-tyred vehicles on expensive main roads.

Mr. Walker observed that many private concerns who had taken up the equipment of pneumatic tyres had discovered that the increased efficiency more than counterbalanced the initial capital expenditure.

Concluding he hoped that the Council, which had dealt courageously with the question of encroachments, would show the same courage in dealing with this question of the wanton destruction of roads by the use of an uneconomic type of vehicle. He hoped they would realise the indirect financial advantage that would accrue as a result of encouraging pneumatic tyres which would afford increased protection to the money invested by them in road improvement.

Improvement of Communications : Chitaldrug Board's Five-Year Plan

The Chitaldrug District Board under its president, Mr. Mohamed J. Iman, has drawn up a five-year plan for construction and improvement of roads and bridges in the District.

In this connection, Government have sanctioned the proposal of the Board to utilise Rs. 5 lakhs out of the Railway cess invested by the Board in the Government fixed deposit and which matures in December 1937 and also to use the annual Railway cess collections and the yearly interest received on it.

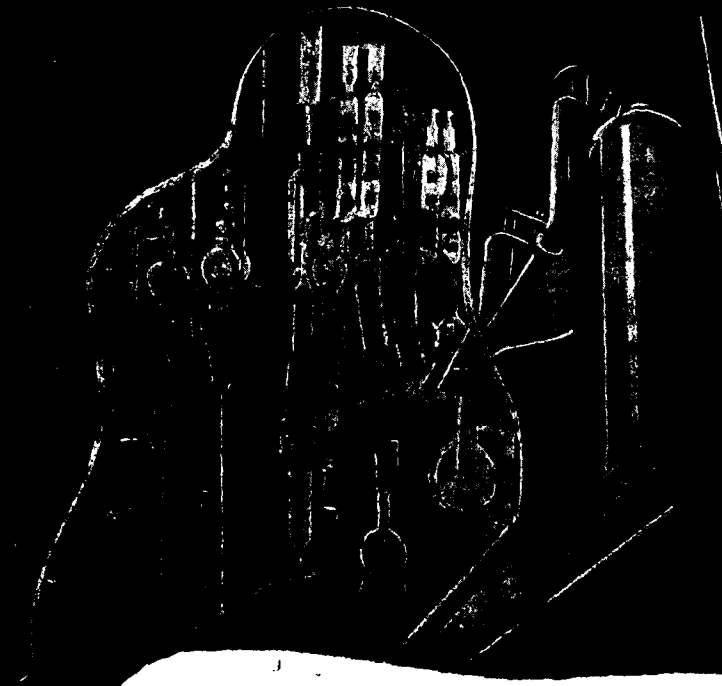
In sanctioning the Board's proposal, the Government have stated that the funds should be utilised only for the construction of the roads and bridges, the expenditure on which was beyond the capacity of the Board.

Besides constructing new roads and bridges, provision has been made for the payment of lump sum grants to needy village panchayets to improve small bits of approach roads from the main roads, and culverts, etc. A small sum is also set apart for planting avenue trees every year.

According to this programme, four important bridges are to be constructed at Kellode, Bilichodu, Chowlur and Donehalli. About twenty new roads of over 260 miles have to be laid out. These roads connect important villages in remote corners of the district.

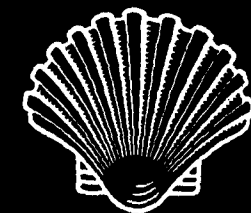
The Board would get a permanent income of Rs. 70,000 every year by way of railway cess and interest on the balance

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of cess invested amounting to Rs. 7,50,000. Half of this income would have to be diverted to repairs and improvement of these roads.

New Supporters

The Association has much pleasure in welcoming the following new Supporting Members who have joined during the current year:

Messrs. Shalimar Tar Products (1935) Ltd., Bombay,
 „ Provincial Automobile Co., Nagpur,
 „ Gannon Dunkerley & Co., Madras,
 „ Irrawaddy Flotilla Co. Ltd., Rangoon,
 „ Surma Valley Branch, Indian Tea Association, Binnakandi, Assam.

Delhi Transport Enquiry Committee

The Delhi Electric Supply and Traction Co. Ltd., having applied to the Delhi Municipality for permission to abandon their tramway undertaking in Delhi, the Chief Commissioner of Delhi, at the request of the Delhi Municipal Committee, has appointed a Committee to enquire generally into the question of transport facilities in that town. The Committee will report upon (i) the system or systems of public transport best suited to the Delhi urban area, (ii) whether it is in the best interests of the Delhi urban area that the Delhi Tramway should be abandoned or maintained, and (iii) if abandonment of the tramway is recommended, what arrangements are necessary to provide an alternative service and what should be the relation between this alternative service and the transport services generally.

As the views of the Association have been invited on the above points, members in or around Delhi who wish to express any opinion are requested to forward their views to the Association before the 10th September.

Big Development Scheme in Tripura

The Government of Tripura are expected to launch a big road development scheme shortly in Tripura State, according to a project recently approved by the Durbar. The scheme has been referred to a committee with the Chief Minister as president and the Public Works Minister as vice-president for consideration.

The scheme is reported to be a ten-year plan aiming at a net-work of roads linking all the trade and administrative centres in the State. It provides about 600 miles of roads out of which about 50 miles will be macadamised and 250 miles brickmetalled.

An important feature of the scheme is that no extra provision of expenditure is made in the ordinary public works Budget to working out the project as the construction and maintenance costs of new roads will be met from the proceeds of the proposed nominal export duty on rice and molasses. The estimated minimum income from this source, according to the scheme, is expected to be about four lakhs of rupees annually which will be ear-marked exclusively for working out the road development scheme.

Aeroplane "Lorries" for Road Construction

In order to expedite construction of the road from the Red Sea port of Assab to Addis Ababa, the Italians are using aeroplanes to transport material. The new road passes through the Danakil desert, which even motor tractors find difficulty in negotiating, taking from four to five days for the journey.

Aeroplanes, carrying loads of 2 tons, perform the journey in two hours, and each aeroplane makes two return trips per day.

German Motorways' Report 2,000 New Bridges

The official report of the German Motorways Co. for 1936 states that, while in 1933 only 4,028 workmen were employed, 115,657 were working in 1935 and 121,688 in 1936.

Expressed in terms of a full day's work per man, this means that in 1936 no less than 27,580,000 full single working days have been spent on the big national motor road scheme.

This brings the total working days of Herr Hitler's road construction effort to 64,620,000 since 1933.

No fewer than 8,171 officials were employed in the administration in 1936, compared with 6,388 in the previous year.

About 680 miles of new non-skid, double-tracked motorways were completed and in operation on December 31, 1936. More than 1,000 additional miles were under construction.

During the past year 1,299 bridges were completed and 851 new ones begun.

Financial Statistics.—Seven hundred and eleven million marks (£35,500,000) were spent in 1936 for road construction and additional buildings, such as bridges, fuelling stations, workers' camps, and administration offices.

This amounts to about the same expenditure as was incurred during the 2½ preceding years since the scheme has been inaugurated in September 1933.

It shows a marked improvement since 1933.

The total expenditure for all motorways construction schemes amounted to 1,415,500,000 marks (£70,775,000) by December 31, 1936.

By the end of 1937, 1,400 miles of double-tracked motorways (or nearly one-third of the complete scheme) are expected to be in operation.

Economic Motor Roads.—A car driven over Germany's new motor roads at moderate speed consumes up to 50 per cent. less fuel as compared with ordinary roads, states Dr. Todt, Inspector-General of German roadways. When the network of 4,350 miles is completed, he estimates that the annual saving to motorists will amount to £23,000,000.

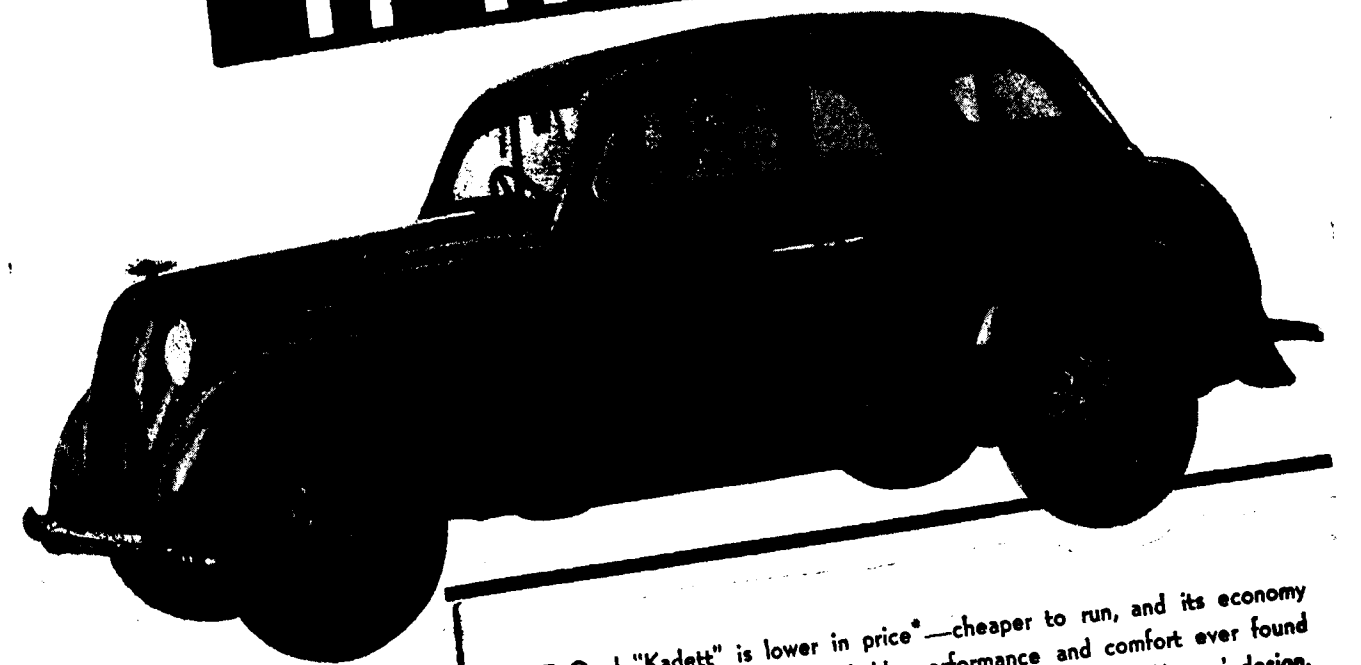
The former statement receives support from the results of certain official tests recently carried out on the motor road and the parallel ordinary State road from Bruchsal to Bad Nauheim: these two roads measuring 92 miles and 101 miles respectively.

There is no doubt about the advantages of a specially built Motor Road when the ordinary road is bad. The object of this test was to ascertain the advantages of the Motor Road when the ordinary road is well constructed and runs parallel for hundreds of kilometres with the specially constructed Motor Road.

The same motor car (3.21 litre capacity) did three journeys.

- (1) On the ordinary road at an average speed of 44 m.p.h. Fuel consumption 17 m.p.g.
- (2) On the Motor Road at the same average speed. Fuel consumption 29.7 m.p.g.
- (3) On the Motor Road at a high average speed of 74 m.p.h. Fuel consumption 16.75 m.p.g.

and now a
4 door
"KADETT"



See the "Kadett" before
 you decide on a new car.

Save
 WITH AN
OPEL

THE Opel "Kadett" is lower in price*—cheaper to run, and its economy is wedded to the most remarkable performance and comfort ever found in a light car. It incorporates every star feature of General Motors' design.

A POWER-FULL Motor Car
 Priced surprisingly Low*
 35 Miles per gallon
 *as low in price as baby cars

General Motors Equipment:
 All Steel Body • Hydraulic Brakes
 Turret Top • G. M. Ventilation
 KNEE ACTION

Ask for particulars of the
"OPEL HOME DELIVERY PLAN"

BYRAMSHAW & CO. LTD., Mount Road, Madras
 UNITED MOTORS (COIMBATORE) LTD., Coimbatore
 T. V. SUNDARAM IYENGAR & SONS LTD.,
 21, Goods Shed Street, Madura
 MAMMEN & COMPANY, Quilon

The Conclusions are:—

In general.

(1) On the ordinary road we cannot make the journey from Bruchsal to Bad Nauheim under 2 hours 16 minutes.

(2) On the Motor Road, covering the distance in the same time is no exertion but rather a pleasure and spares the driver from exertion and the car and the tyres from wear and tear.

(3) The same car covers the distance on the Motor Road in 1 hour 14 minutes without strain on the driver or the car.

Cost.
For the journey on the ordinary road 5.95 gallons of fuel were consumed. For the journey on the Motor Road at the same speed 3.1 gallons were consumed, and for the fast journey 5.5 gallons. These figures can be taken as the most surprising results of the driving test. They show that the car used, driven quickly on the ordinary road, had an overall normal consumption of fuel (for such a powerful and high speed car) of 17 miles per gallon, and that this consumption of fuel does not considerably increase, namely, only to 16.75 m.p.g. when the car runs at double the speed and at about 10 per cent. under maximum speed on the Motor Road. At present, the remaining costs, such as wear of tyres, car and brakes, etc., have not been calculated.

Other particulars—the accelerator, for instance, was used 597 times on the ordinary road and five times on the Motor Road; similarly, the manipulation of the steering wheel was in the ratio of 570 : 1. The brake was used 491 times on the ordinary road as against 3 times on the Motor Road.

Naturally, the measurement of one motor vehicle is not conclusive. Tests will therefore be made with various types of motor vehicles.

Road Traffic Regulations: Federated Malay States

The Federal Council of the Federated Malay States on the 29th of June 1937 passed into law the Road Traffic Enactment 1937, presented to the Council by Mr. Stanley W. Nelson, Chairman of the Central Transport Board, Federated Malay States. Mr. Nelson is an official of the Ministry of Transport in Great Britain and it had been arranged for him to spend two years in Malaya in order to advise the Government on transport legislation.

The Act is a most comprehensive one, providing for the regulation, classification, licensing and compulsory third party risk insurance of Motor Vehicles, also for regulations regarding the use of the Highways by other types of vehicles.

The Enactment provides that the High Commissioner may appoint different dates on which different parts or provisions of the Enactment shall come into force.

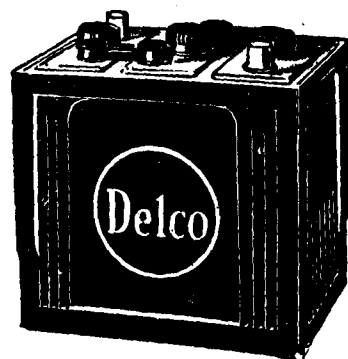
It is probable that Part IV (Regulation and Public Service Vehicles and Goods Vehicles) will be brought into effect on the 1st of October 1937, and Part I (General Regulations relating to the Registration and Licensing of Motor Vehicles, Drivers, etc.) on the 1st January 1938.

No decision has yet been reached as to when Part II (Provision against third party risks) and Part III (Provision as to use of Highways by other vehicles) shall come into force.

"We Want Good Roads—No More Mud"

The Association has obtained a supply of posters reading as above, size roughly 15×21½". Members wishing to display the poster are requested to write to the Association, stating how many they can usefully employ.

**DELCO
TAKES
the LEAD**



**"STANDARD
EQUIPMENT"
ON
LEADING CARS**

When such manufacturers as Chevrolet, Buick, Pontiac, Oldsmobile, Cadillac, La Salle, and Packard, choose Delco Batteries, you too can depend on them for better Battery value—Come in and see our new Batteries—WITH LOWER PRICES.

DISTRIBUTORS

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MADRAS

T. V. SUNDARAM IYENGAR & SONS, LTD.

BANGALORE

Madura, Karaikudi, Pudukottah & Tinnevely

THE towering strength of steel . . . the smartness of streamline design . . . the swiftness of a bird in flight . . . these are the things that contribute to the popularity of the New Dodge. People . . . alert to the new and the proved . . . are turning to Dodge . . . the car that will measure up to your most rigid requirements.

Dodge

**ADDISON & CO., LTD.,
MADRAS AND BRANCHES.**

QUEEN MARY IN OXFORD

A VISIT to Oxford was paid in July by Queen Mary, to lay the foundation stone of the extension to the world-famous Bodleian Library, to which Lord Nuffield was a generous donor.



Queen Mary talking with Lord Nuffield and (right) Mr. A. D. Lindsay, Vice-Chancellor of Oxford University

A garden party was held afterwards in Balliol College grounds, when Lord Nuffield, on whom the University conferred some years ago the honorary degree of Doctor of Civil Law, was presented to Her Majesty.

£112,500 For Employees

A large number of workers of the various companies controlled by Lord Nuffield have just received approximately sixteen pounds each in bonus and holiday pay. All employees have benefited according to length of service.

The first pay-out derived from the dividend on the one million Morris Motors shares presented by Lord Nuffield to his employees last year was allocated by a committee of works managers and others in close contact with the workers. The dividend amounted to £112,500 and at the donor's wish it was shared out, not on a basis of wages earned, but broadly in respect of service. Thus a shop sweeper and a skilled worker, for example, stood to have equal benefits.

For the first two weeks of August, employees of all Lord Nuffield's companies are being given holidays with pay—a full fortnight for all those who have completed five years' service.

Inventions

There are so many inventions of interest to the motor trade that Morris Motors Ltd. have now a special patents department under the control of a specialist to consider them. Nearly 2,000 come before this department every year, and each of these properly protected by patent receives consideration; otherwise it is rejected.

As first-hand experience in manufacture is necessary before an opinion can be expressed, inventors of parts relating to specialised products such as electrical equipment, tyres, etc., would be saving their time by approaching the specialist manufacturers direct.

Most suggestions come from British inventors. Others are received from continental countries—Germany, Austria, France, Czechoslovakia—with a few from the Dominions and Colonies. The large majority are impracticable, as offering no advantage over existing ideas or being so complicated as to exclude them commercially. Those which appear to possess possibilities are subjected to extensive tests and, if satisfactory, may be adopted.

Inventions similar in many respects, or designed to serve the same purpose, are often received simultaneously by the Morris patents department from entirely different sources. It is also curious to note that inventors whose names begin with "B" are the most prolific, followed closely by "W's" and "M's."

"Excellent Quality"

"About a year ago," states Mr. Kurt Seipt of Vienna, "I wrote you a letter in which I told you of the great satisfaction I have experienced with my Morris Minor car. Since then I have driven another 12,500 miles, so that altogether I have now done over 62,000 miles. I have had the engine and most important parts of the chassis thoroughly overhauled and I must tell you that I am astounded by the excellent quality of the materials used."

"I found that the cylinder bore wear amounted to 8/100th of a millimetre, which amount of wear for such a great distance is, to say the least, the minimum. I am now having the cylinders bored out and new pistons fitted, although actually I might still be able to drive many more miles with the old pistons. It will perhaps interest you to know that the crankshaft and big-end and rear main bearings show only the very slightest signs of use, so that even these parts will only require very little repair."

"All other parts of the chassis, gearbox, differential, steering, hubs, etc., are in such good condition that no repairs are necessary. I am amazed at the excellence of your work and the materials used. I know many other makes of automobiles and I know that only the minimum approach your Morris Minor in quality and execution."

"In spite of the fact that the car is eight years old, it can even to-day overtake practically every modern product in its class."



CALTEX (INDIA) LIMITED

(Incorporated in the Bahama Islands)

SUCCESSORS TO THE TEXAS CO. (INDIA) LTD.

WE are pleased to notify the public that the business hitherto conducted in India by "The Texas Company (India) Limited," will henceforth be carried on by "Caltex (India) Limited." We will continue the sale of all the well-known Texaco Products and, in addition, we now have under construction for completion this year, eight ocean terminals in India with a combined tank capacity of 256,70,000 gallons, four Tin Factories with a total capacity of 110,00,000 tins annually, numerous up-country Distributing Depots, Petrol Service Stations, necessary Lorries and Petrol Pumps throughout the country—and

we will soon offer
the New—Powerful—Quick-Starting

CALTEX PETROL

and the

New—Superior—Long Burning

CALTEX KEROSENE

Texaco Lubricating Oils and Greases . . . Caltex Diesel Oil.

CALTEX (INDIA) LIMITED, BOMBAY, Calcutta, Karachi, New Delhi, Madras.

FORD MAKES MOTOR NEWS AGAIN

A Striking Popular Development

Big Car at Low Cost

THE Ford Motor Company of India, Limited, have provided the motoring news of the month with the announcement of the "New Ford Ten".

The new car is a strikingly graceful, spacious four-seater saloon. Its size, quality of appointment and design features unquestionably make it a remarkable addition to popular British Cars, and one which thousands of motorists will study with tremendous interest.

New Features

With its many entirely new features, the design of the new Ford Ten is a development of one of the most successful 10 h.p. cars ever produced in England, the 'DeLuxe' Ford.

Powered with a 4-Cyl. side-valve engine of 10 h.p. nominal rating, the new car has a wheelbase of 94 inches—4 inches longer than its predecessor. The frame is of the doubledrop type and is of unusual sturdiness for a car of this size, being diagonally braced with a robust "A" shaped member.

A feature is the entirely new, graceful style of the car from the distinctive front-end treatment to the sloping rear panel concealing a luggage compartment, with a rear lid and the spare wheel, under lock and key, in a separate enclosure.

All passengers will appreciate the generous legroom, head-room, and elbow space. It is a real four-seater, overall length being no less than 13 feet.

Another outstanding point is that all seats are between the axles. With special suspension, giving a springbase several inches longer than the wheelbase, this should give remarkable riding smoothness, especially in the rear seat, which the makers claim as one of the car's distinctive advantages. The springs too have interleaf lubrication which will ensure silence, smooth action, and dependability. Shackles are of the greaseless type.

In general appointment the car reaches a standard of luxury and refinement scarcely less than amazing in one so accurately described as an economy car.

Seats are deep and restful, tastefully upholstered, with arm rests for rear passengers and new seat cushions in front. Carpets, snugly fitting to exclude draughts, cover the floor in both compartments; there are such conveniences as the sun visor, dual windscreen wiper, package tray and glove compartment. The instrument panel is attractively finished in natural wood grain, a clock and ashtray forming a handsome central feature.

Direction indicators, flush fitting in the centre pillars, are controlled by a switch on the steering wheel and are of the self-cancelling type.

New Braking

Outstanding amongst the design advances is the new braking system. Of the 'Girling' type, its special feature is full compensation between all wheels; smooth, powerful action with extremely light pedal pressure.

Synchronized gear-change between second and top of the three forward-speed transmission; helically cut "silent" intermediate gears; a light, smooth clutch; and exceptionally easy steering are other features.

A short run is sufficient to show that the car is very pleasing to drive. As with all Ford cars, a good power-weight ratio is a great advantage, and with the smooth, silent, highly efficient engine one has excellent acceleration and effortless speed at command.

The comfort of the driving seat and handiness of all controls add to the pleasure of handling the car.

Power without Expense

The engine retains the interesting and well-proved design features of the Ford 'DeLuxe' 10 h.p. units.

It has a sturdy, three-bearing counterbalanced crankshaft; and forced feed lubrication is by oil lines cast in the cylinder block and drilled in the crankshaft. Inlet and exhaust valves are of the mushroom-ended, unit assembly type developed by Ford, precision-set at the factory for clearance and needing no periodic adjustment. A down-draught carburettor and automatic ignition control are features.

Good points of this engine, which have been well demonstrated in the hands of thousands of owners, are its economy, long-lasting good performance with little attention and smooth power out-put. The last-named has been enhanced by improved mounting, the unit being suspended at four points on rubber.

In short, the new model is unquestionably an important addition to British high-value cars.

Its economy gives it obvious interest to most motorists, and whether one is chiefly impressed by modern appearance, roomy comfort, speed or safety, or by less obvious advantages such as sturdy design and construction, it has all-round appeal.

THE NEW FORD "TEN"



Crowds stormed the London Showrooms on the announcement of this New Ford "Ten".

Four inches longer wheelbase—roomy comfort and really generous legroom—attractive bodywork, inside and out—new powerful brakes—exceptional luggage accommodation accessible from outside—separate spare wheel compartment with lock.

Arrange for a demonstration at the local Ford Dealers.

● For your next leave—THE NEW FORD "TEN".

FORD MOTOR COMPANY OF INDIA LTD., BOMBAY, CALCUTTA, MADRAS, COLOMBO.

With outstanding improvements based on the experience of 1,00,000 owner-drivers, almost all over the world.



CALCUTTA:
Standard
Buildings
32, Dalhousie
Square

LAHORE:
The Mall

KARACHI:—New Forbes Buildings

MOTOR OCEAN POLICIES

THE OCEAN ACCIDENT & GUARANTEE CORPORATION LTD.

MADRAS:—169, Popham's Broadway

BOMBAY:
Churchgate
House
Churchgate
Street

RANGOON:
128, Phayre
Street

Another British Ford Achievement

FUTURE OF THE MOTOR CAR

They will Change with the Passing Years

SPEAKING before the American Society of Civil Engineers in Detroit, Mr. Charles F. Kettering, Vice-President of General Motors in charge of Research and famous originator of many outstanding automobile inventions, predicted that "the car of ten or twenty-five years from now will be just as different and have just as many improvements as that of to-day, compared with the car of ten or twenty-five years ago."

Mr. Kettering based much of his talk on answers to a questionnaire he had sent to a great many people in the automobile and allied industries, asking for opinions on the growth of automobile registration, future highway and parking problems and future automobile design changes that will affect road-building problems. Following are a few excerpts from his talk:

"The automobile industry has never been able to predict what it will offer the public two years in advance. If we knew what the car of ten or twenty-five years ahead was going to look like, I believe we would be making it."

"We will have to provide roads for 50% more motor vehicles in the next 23 years. . . ."

"Almost all of the men who answered our questionnaire believe that the population trend is away from congested areas and back to smaller communities. Traffic congestion and the problem of parking will have the greatest influence on this movement. . . ."

"We could almost double the traffic capacity of our present city street system by eliminating parking and using streets for travel only. . . ."

"Our Customer Research surveys have shown that people, on the average, do not want to go much over 60 miles per hour, but want to go that fast without effort. Certainly roads should not be designed for any less than 60. . . . As roads and cars become better, speeds may go up still farther and with more safety than at present. . . ."

"Accelerations will probably increase. . . . It will affect the timing of traffic lights and regulating devices. . . ."

"A rear-engined car would provide better visibility with clear vision directly ahead. It would probably eliminate much engine noise, heat and odors, and allow lower floor boards. However, for proper maneuverability, a rear-engined car of reasonable wheelbase will require an engine of about half the weight of the present units. . . ."

"Photo-electric cells, relays and mechanical devices have been proposed for automatically stopping cars. This could be done in a practical fashion just as is now done on railway trains. I doubt, however, whether we could justify the expense and difficulties of enforcement. . . ."

"For several years there has been a persistent clamour for governors on all motor vehicles. . . . Automatic devices which

limit speed or take the control away from the driver may be the cause of accidents. . . ."

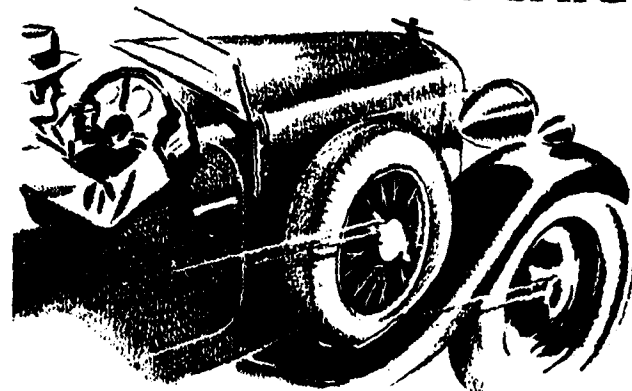
"Night driving is three or four times as hazardous as day-time driving. . . . To obtain good vision without glare is our problem. . . . At present the use of polarized light as a solution has received widespread attention. . . . At present the objection to the use of polarized light is that it requires about four to eight times the candle power of present systems to give the same visibility. To be effective, it would have to be on all cars. . . ."

"There will be a great expansion in the use of trucks and buses. . . . The public has sold itself on the value of buses with their speed, economy and schedules. . . ."

"The Diesel engine is here to stay and will soon be common in large motor vehicles. The main reason why we do not have Diesels in passenger cars is that we do not know how to build them. I have never seen a successful Diesel engine in automobile cylinder sizes. . . ."

"To sum up, the highway of the future must be as different from the present highway as the automobile of the future will be from the present automobile. . . ."

TRUST TO FERODO— TO MAKE ROADS SAFE



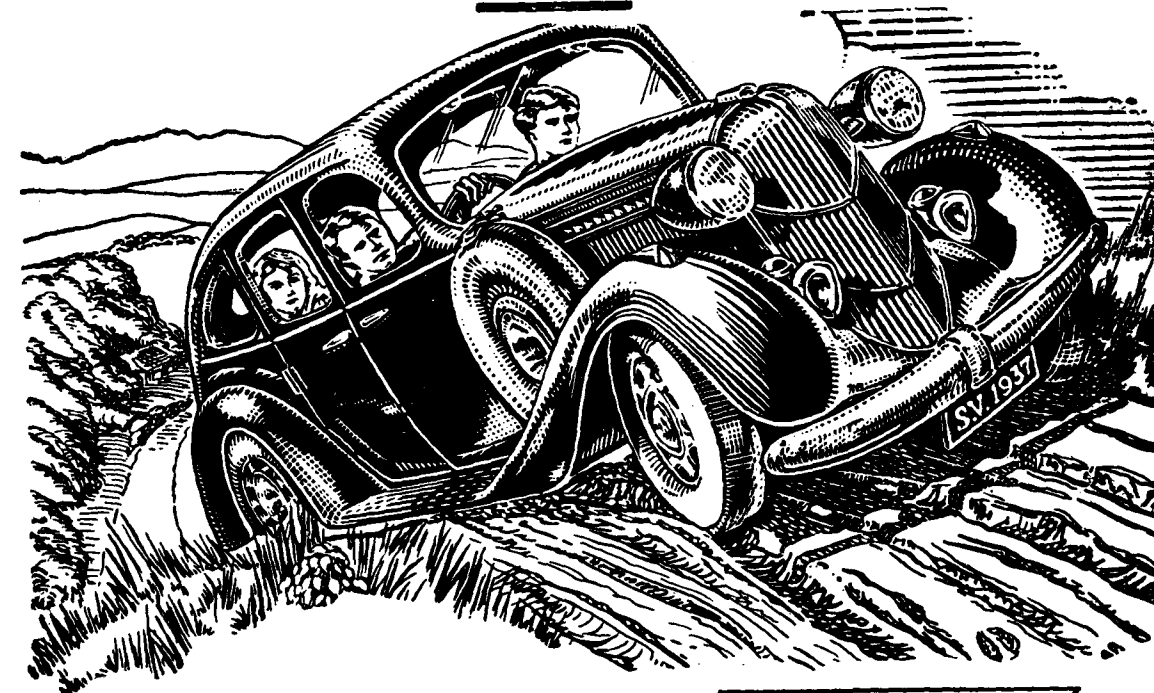
Safe braking—no factor is more vital to safe motoring. Only by having your brakes regularly tested and adjusted can you be sure of this safety. And, when relining, only by specifying Ferodo can you be sure that your

brakes will be as safe as the best linings can make them. For, with Ferodo, you get the type of brake linings specially designed for your car. That's why leading British car makers standardise on Ferodo.

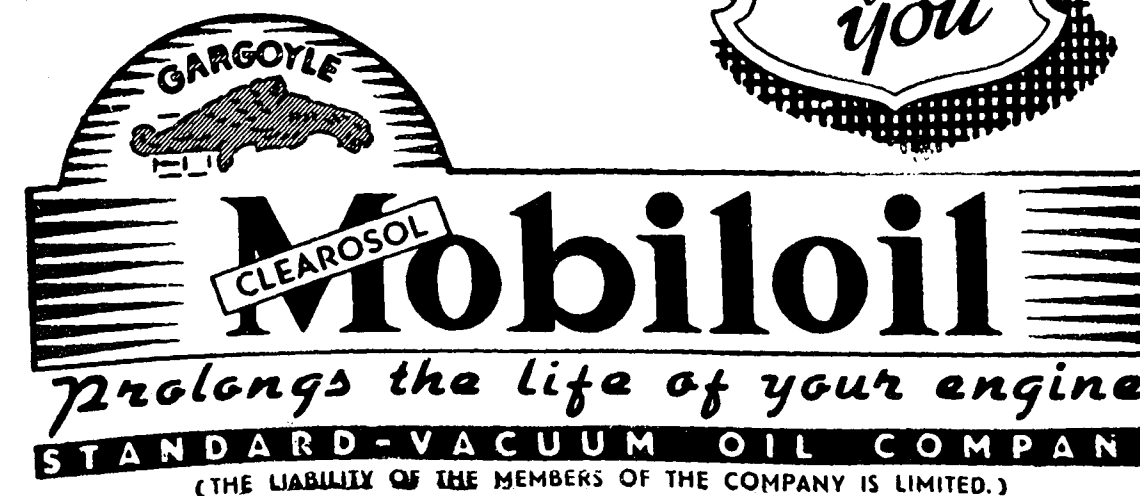
INSIST ON GENUINE FERODO BRAKE LININGS

SOLE DISTRIBUTORS IN INDIA:
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.

SMOOTHER RUNNING UNDER ALL CONDITIONS



GARGOYLE Mobiloil, free from impurities, eliminates choked oil-ways and oil screens... keeps valves and piston rings clean... operating smoothly and maintaining the designed compression. You get the power you paid for!



TRAVANCORE TO HAVE COMMERS FOR PUBLIC SERVICE

WE learn that the Travancore Government will shortly place in commission on the Trivandrum-Cape Comorin Bus Service, motor buses with Commer No. 3, 153 inch wheelbase Chassis, fitted with Perkins "Lynx" Diesel Engines. It is understood that the Travancore Government have placed an order for sixty of this type of vehicle with Rootes Ltd., of London, and obviously intend to standardise the diesel powered Commer Chassis for the new State Motor Bus Service.

The diesel powered motor bus is not exactly a stranger in India, but we believe Travancore will be the first to introduce diesel engined vehicles on a large scale.

The particular type of chassis selected for the Travancore State Service will be fitted for 'forward control', i.e., the driver's cab will be located immediately over the engine, in which position the driver is so placed as to have uninterrupted view of the road and the best possible control of his vehicle. It is presumed that the bodies of the vehicles will be constructed locally, but no information is yet available as to the style of body that will be adopted.

Some of the main features of the sturdy chassis selected by Travancore are:—

A new spacious cab of exceptional comfort and convenience which will provide ample seating space for three persons.

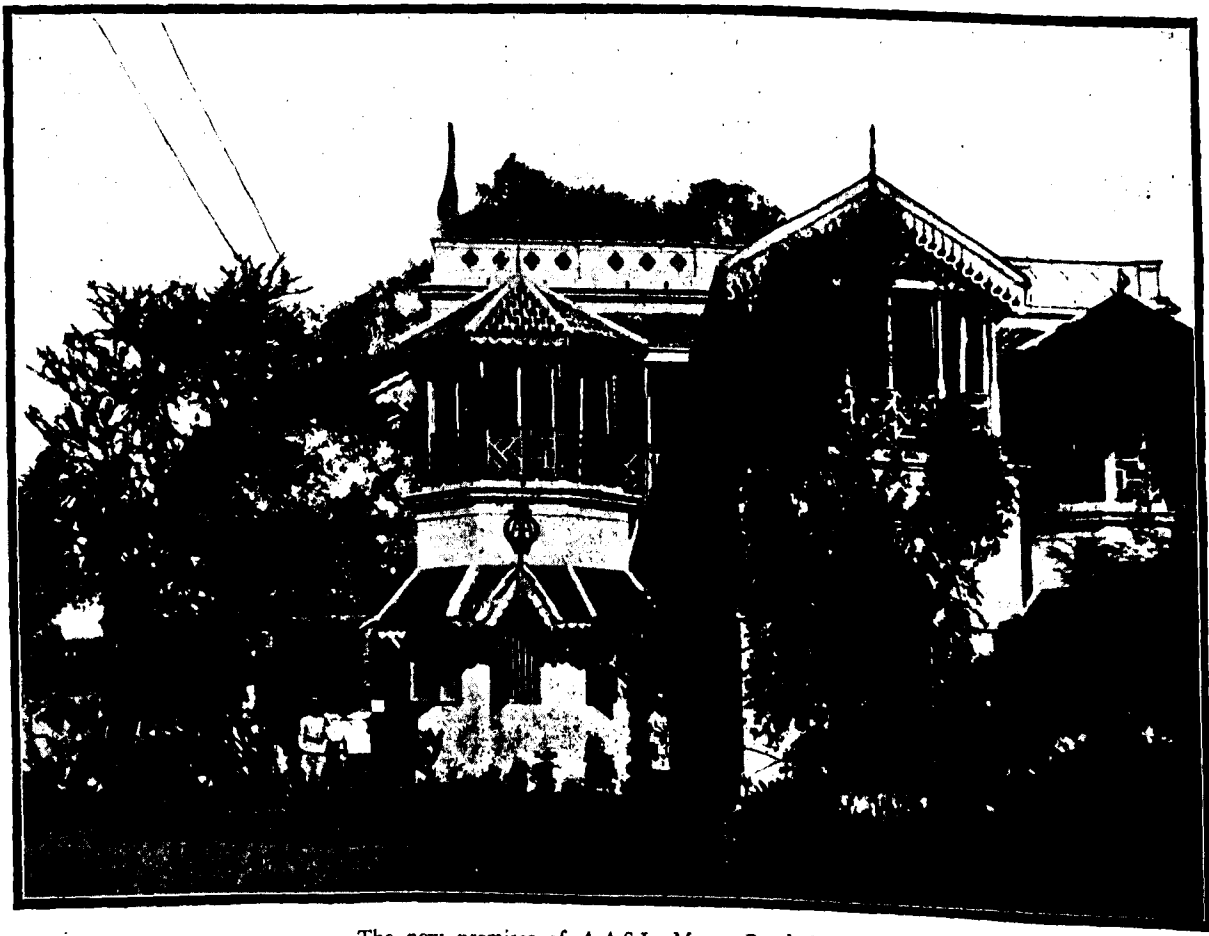
Specially designed rear axle to carry three ton loads with new progressive type springs with twelve plates in front and thirteen plates in rear.

Six detachable steel disc interchangeable wheels, twin wheels on rear axle.

Cowdrey self-energising brakes, foot operated on all wheels, hand operated on rear wheels only.

Alloy steels utilised in construction of chassis and components giving great strength and increased mobility.

Forward control, which ensures the maximum pay load space being available. Diesel Engine operating on oil fuel which will ensure minimum operating costs, with a governed speed of 2,400 revolutions per minute.



The new premises of A.A.S.I., Mount Road, Madras.

PARTICULARS OF MOTOR VEHICLES IMPORTED INTO INDIA.

	MONTH OF JULY				FOUR MONTHS 1st APRIL TO 31st JULY			
	1935	1936	1937	1937	1935	1936	1937	1937
	Quan- tity	Value Rs.	Quan- tity	Value Rs.	Quan- tity	Value Rs.	Quan- tity	Value Rs.
Motor Cars (including taxi cabs)—								
From United Kingdom ..	460	8,16,711	344	6,88,298	1,772	33,06,798	1,432	27,49,153
" Germany ..	11	23,159	50	93,038	42	92,789	192	3,43,520
" Italy ..	8	18,814	30	...	37	65,786	1	1,59,343
" Canada ..	134	2,32,747	6	10,320	876	13,43,652	174	3,18,998
" United States of America ..	423	7,38,854	321	6,34,325	1,336	26,90,376	1,182	23,04,734
" Other Countries ..	2	3,018	13	18,986	32	47,181	74	98,401
Total ..	1,038	18,33,303	734	14,44,967	4,095	75,46,552	3,055	58,15,788
Share of Bengal ..	201	3,68,604	175	3,36,570	847	15,00,650	724	13,42,809
" Bombay ..	642	10,90,503	315	6,18,204	2,275	41,96,105	1,426	26,56,940
" Sind ..	36	79,176	72	1,42,664	218	4,45,292	261	5,33,685
" Madras ..	140	2,61,947	141	2,83,300	595	10,95,579	467	9,32,725
" Burma ..	19	33,073	31	64,229	160	3,08,926	177	3,49,629
Total ..	1,038	1,33,303	734	14,44,967	4,095	75,46,552	3,055	58,15,788
Motor Cycles (including scooters)—								
From United Kingdom ..	39	18,381	31	13,317	230	1,08,796	128	63,166
" Other Countries ..	11	2,387	30	8,921	40	13,891	108	28,640
Total ..	50	20,768	61	22,238	270	1,22,687	236	91,806
Motor Omnibuses, Vans and Lorries—								
Imported with bodies ..	11	26,868	23	1,16,541	79	2,32,735	111	2,70,415
Chassis ..	819	9,72,197	917	13,69,542	2,165	31,67,577	3,032	39,37,276
Total ..								
Total of Motor Omnibuses etc. —	29	1,54,385	206	5,90,783	183	7,83,037	346	8,88,626
From United Kingdom ..	104	1,38,695	126	1,73,393	908	11,98,821	490	6,95,984
" Canada ..	692	6,85,688	591	6,60,168	1,115	12,55,200	2,256	24,64,765
" United States of America ..	5	20,297	17	61,739	38	1,53,254	51	1,58,316
" Other Countries ..								
Total ..	830	9,99,065	940	14,86,083	2,244	34,00,312	3,143	42,07,691
Parts and accessories (excluding rubber tyres)								
Total Value ..		6,31,215		6,52,571		26,12,156		20,94,719
				8,55,855				35,70,985

Motor Cars (including taxi cabs)—
From United Kingdom ..
" Germany ..
" Italy ..
" Canada ..
" United States of America ..
" Other Countries ..
Total ..
Share of Bengal ..
" Bombay ..
" Sind ..
" Madras ..
" Burma ..
Total ..
Motor Cycles (including scooters)—
From United Kingdom ..
" Other Countries ..
Total ..
Motor Omnibuses, Vans and Lorries—
Imported with bodies ..
Chassis ..
Total ..
Total of Motor Omnibuses etc. —
From United Kingdom ..
" Canada ..
" United States of America ..
" Other Countries ..
Total ..
Parts and accessories (excluding rubber tyres)
Total Value ..

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.

MADRAS FLYING CLUB NOTES

MORE than ever is the great aerodrome, still as green as ever, becoming infested with squatters, in the persons of rollers. Not the ponderous revolving sort, which could hardly be accused of personality, but the so-called "blue jay" that flaunts the colours of both the ancient varsities of England when it flies. It jay squats at all times and in all places, obviously sensing no danger from aeroplane, though plenty from a pedestrian, and casually jay flies in advance onrushing aircraft, though happily so far without casualty.

A bombing competition held during the month was won by Mr. Law, the Hon. Secretary after a tie with Mr. Saravanam, both scoring a possible of three bulls to start off with. Third was Mr. Ratnam.

Cross country flying was mainly by Mr. Pieris, who twice flew to Colombo, three times to Bangalore and once to Hyderabad. His second Colombo flight and his third from Bangalore were shared with Mr. Saravanam and Mr. Duraisawmi respectively. All in the Leopard. He also flew two triangular cross country flights of 200 miles apiece with the instructor in pursuit of his A-1 licence, for which he succeeded in passing all the tests. Mr. Grubb (who with Mrs. Grubb had navigated themselves round to Madras from Cochin, via Cape Comorin in a diesel launch, taking 5 days to do it) did an instructional return flight to Bangalore in a Gipsy in preparation for taking over his brand new Hornet Moth when it should be erected, to fly it to Cochin. There was one charter flight by the Pilot Instructor, who flew Col. Pandalai, I.M.S., and another doctor to Hyderabad to attend a patient and brought them back two days later, their ministrations crowned with success. Two aeroplanes arrived in cases from England for erecting, one a second Gipsy Moth for the club, lettered AJO obviously after Jo, the Chairman's elder little daughter, and the other Mr. Grubb's Hornet Moth, in which he started taking dual and went quickly solo.

A new flying member joined the Club in the person of Mr. Lippincott from the U. S. A. who soon went solo, having already put in a lot of dual flying in his home land, and Dr. Lowther from the Penang Flying Club on his way home on leave joined the Club temporarily while he is engaged at Madras.

Well attended breakfast parties as usual on Sundays, with as many as 22 at a sitting.

FLYING TIME FOR AUGUST 1937.

	H. M.
Dual instruction to members under training ..	15-45
Advanced dual to A and A-1 pilot ..	14-55
Solo flights by members under training ..	5-45
Solo flights by 'A' and A-1 and B pilots ..	29-5
Pilot with passengers (A, A-1, & B pilots) ..	43-50
Joy rides ..	2-15
Cross country trips by the club instructor ..	6-25
Test flights ..	0-15

Total Hours 118-15

The following members took dual instruction during the month:—

Europeans:

Mr. H. T. Grubb	(Advanced dual)
Mrs. Triou	" "
Mr. R. N. Rowson	" "
Mr. Leuchs.	" "
Mr. P. Triou	(Advanced dual)
Mr. Kearney.	" "
Mr. Lippincott.	" "

Indians:

Mrs. Kapadia.	
Mr. S. Parthasarathy.	
Mr. W. Parthasarathy.	
Mr. R. Sitaram	(Advanced dual)
Mr. V. Sundaram	" "
Mr. Solayappa Chettiar	" "

Ceylonese:

Mr. David Pieris	(Advanced dual).
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New members during the month:

Mr. Lippincott and Dr. Lowther.

BROADCASTING NEWS

Favourite Tunes of the Famous

Popular Personalities Contribute to Jack Payne's BBC Programmes

'Boo Hoo!' is the favourite tune of the driver of the Coronation Express.

That was one of the surprising facts revealed by Jack Payne, recently, when he and his Band, broadcasting in the BBC's Home programmes, presented the first series of programmes entitled 'Favourites of the Famous.' Oversea listeners to Daventry heard a part of the first programme, and will hear the whole of the third, which is to be broadcast in Transmission 4, on September 10, at 12-30 a.m. Mr. Payne, who has devised the programmes, will be the compere, and in addition to several guest artistes who will assist, listeners will hear Billy Scott-Comber, Ronnie Genarder, and other members of the band who have been with Mr. Payne for many years.

In order to make his programmes representative, Jack Payne has asked popular personalities from all walks of life to name their favourite melodies. He has telephoned to film stars, artistes, and composers in Hollywood, New York and on the Continent, and has enlisted the co-operation of many well-known people in the British Isles.

Gracie Fields Chose 'Sarie Marais'

Here is some of the interesting information that was broadcast by Mr. Payne in the first programme of the series:

Stuart Hibberd, the BBC Chief Announcer, prefers 'The Night Is Young And You're So Beautiful' to all other tunes.

Gracie Field's favourite tune is not 'Sally,' the tune always associated with her, but the South African folk-song, 'Sarie Marais.'

Eric Coates, the British composer, who wrote the famous 'Knightsbridge' march and whose beautiful melodies are known throughout the world, chose as his favourite the 'swing' number, 'Slap that Bass.'

'These Foolish Things' is the favourite tune of Sir Malcolm Campbell, the famous racing motorist.

Other notabilities who indirectly contributed to the programme were Bing Crosby ('Pennies from Heaven'); Paul Whiteman ('When Day is Done'); Tom Webster ('After the Ball is Over'); and Alex James ('Roses of Picardy').

While broadcasting the confessions, Jack Payne found time to admit that his own favourite tune is Kreisler's 'Caprice Viennoise.'

Better Wireless Reception

A Campaign to Reduce Interference Caused by Electrical Equipment

A movement is on foot in Great Britain to reduce interference to wireless reception caused by electrical equipment. Important organisations that have associated themselves with this movement include the International Special Committee on Radio Interference (C.I.S.P.R.), and, in Great Britain, the Institution of Electrical Engineers; the British Standards Institution; the General Post Office; the Electrical Research Association; and the BBC.

In some countries there are already laws whereby the owners of interfering apparatus can be compelled to suppress the interference. In Great Britain it is felt that legislation should be deferred until the tolerable degree of interference can be accurately defined and measured.

Moreover, it is desirable to obtain international agreement to the limits imposed, so that a piece of domestic apparatus, such as a vacuum cleaner, could be stamped with a special mark which would guarantee that it complied with certain universally accepted standards.

The International Special Committee on Radio Interference has considered this problem very thoroughly, and has defined the way in which the interference should be measured under all conditions. Its collected statistics, showing how many listeners would be protected from interference if the standard were fixed at certain limits, reveal the relative efficiency of the aerials used by listeners for broadcast reception, and of the 'coupling' between the supply mains and the receiving set. It is hoped that international agreement will shortly be arrived at as to the degree of interference which would be considered tolerable for different types of apparatus, ranging from small domestic equipment to large industrial installations.

The Goodwill of the Public

A Committee formed by the Institution of Electrical Engineers presented a report last year, recommending that the Electricity Commissioners should be given powers to issue regulations to suppress interference with radio reception caused by both new and existing electrical appliances, plant, or machinery. Meanwhile, it is necessary to rely on the goodwill of the public to refrain from using apparatus which causes interference. In the majority of cases which have been reported to the General Post Office and investigated by them, owners of equipment causing interference have willingly paid the small cost involved in suppressing it.

Sub-committees, set up by the British Standards Institution, are actively considering the best methods of suppressing interference to sound broadcasting, and also to television reception. This latter problem, involving close co-operation with motor manufacturers and makers of electro-medical equipment, presents considerable technical difficulties. Steps taken to reduce interference must not be allowed to impair the satisfactory working of the apparatus, and the cost of suppression must be very small compared with that of the apparatus itself.

Interference caused by motor-cars to the reception of programmes from the BBC Television Station is about equally severe on the sound and vision channels, so that if the interference can be reduced to a level at which it is not audible on the sound reception, it will probably be imperceptible on the picture. Interference from motor-cars may be serious up to a distance of 100 yards, and interference from medical apparatus may be noticeable even at a range of a quarter of a mile.

Association Football Broadcasts

The BBC announces that after discussion with the Football Association, it has been agreed that running commentaries on certain matches which come under the control of the Association will be broadcast during the forthcoming season 1937-1938. The Council of the F. A. have agreed to the recommendation that broadcasts of the following events take place: (1) The Final Tie of the English Cup on April 30, 1938; (2) The International match between England and Scotland on April 9, 1938; and (3) The F. A. Charity Shield match in October, 1937.

In addition, permission in principle is also granted for commentaries to be broadcast on mid-week International matches and replayed semi-final Cup Ties. Commentaries on other replays of Cup Ties during the season will be broadcast with the consent of the Clubs concerned.

Traffic Week in Vienna

The Police Warn Infringers Per Loudspeaker

With their latest innovation in the domain of traffic regulation the Viennese police have shown splendid insight into human psychology.

A few weeks ago a general traffic week was held, during which the traffic-police made use of a Philips public-address car that, at busy points of the town, impressed upon the public the rules of the road.

This method has met with such success that the traffic police have proceeded to station this public-address car regularly at the busiest crossings.

The unfortunate pedestrian, cyclist or motorist who under the all-seeing eye of the traffic policeman in the car, makes a mistake or infringes the regulations, is addressed by four powerful speakers and taken in hand before the whole public.

The Viennese police very correctly realised that it is not the reprimanding of the individual that has the most useful effect, but the fact that hundreds of passers-by witness the infringement and listen to the whole story with a certain amount of resentful pleasure.

The popularity of the public-address car became so great in the past few weeks that, wherever it is stationed, hundreds of passers-by flock together immediately to watch this new public amusement.

What the British Listener Thinks of Radio Drama Enthusiastic Response to BBC Enquiry

Housewives, retired Army officers, minors, school-mistresses, Civil Servants, weavers and unemployed were among a "panel" of 350 men and women drawn from all parts of Great Britain which recently co-operated with the BBC in its efforts to discover listeners' reaction to radio drama and feature programmes. Each week the members of the "panel" were sent questions about plays and features broadcast from the BBC's Home stations. Eight thousand of these questionnaire forms, relating to forty-seven broadcasts, were completed, the answers being analysed and sent to the Features and Drama Department.

Productions during the period of the inquiry covered a wide range. Shakespeare was represented by *Antony and Cleopatra* and *A Midsummer Night's Dream*. Adapted plays included works by Barrie, Galsworthy, Eugene O'Neill, and Tchekov, and among plays specially written for broadcasting were Philip Wade's *Wait for Me*, and *We Gave our Grandmother*, by Richard Hughes.

Feature programmes of all kinds were represented. *Louisa Wants a Bicycle*, *The Trial of Warren Hastings*, *The First Days of Steam* and *The Last Days of Sail* were varied with adapted stories such as Sapper's *The Second Round*, and John Hilton's *And Now Good-bye*. The comments of listeners were invited on broadcasts of works by Euripides, G. K. Chesterton, Ivor Brown, and Mrs. Henry Wood and on Victorian melodrama and a Broadway "thriller."

Each of these very different types of programmes was given some good points, and, from the point of view of the BBC, extremely useful criticisms on details or production were received. Classical plays, especially Shakespeare, were popular. Listeners felt that there was a place for Victorian melodrama, provided that it was broadcast only occasionally. There was a feeling that comedy had not been allotted a fair share of programme time. How to make a play easy to follow was shown to be the most important of the outstanding problems of production. Part of the problem is the need to make it easier to identify the characters, and listeners asked for the selection,

where possible, or plays with small casts. It was suggested that the characters should be announced in the order of their appearance at the beginning as well as at the end of a play, and the BBC was urged to make frequent use of names in dialogues.

Listeners supported the policy of using sound effects, including incidental music, with restraint.

On the whole, subjects chosen for feature programmes were interesting to listeners; but the construction of these programmes was often criticised. Criticism was made from two points of view: that features were not dramatic enough, and that they were 'too scrappy and disjointed.'

It was shown that in all forms of dramatic production there is a real relationship between the length of a production and its entertainment value. The majority of listeners thought that a production of longer than an hour was at a serious disadvantage—many found not only that it was difficult to concentrate for longer than an hour, but that domestic circumstances made it difficult to listen for a longer period. It was frequently urged, however, that productions such as Shakesperian works, which cannot be compressed into an hour, should not be abandoned on that account, but that the play should be broken up by a short interval, as are the longer symphony concerts.

Tristan Da Cunha to Listen to Daventry Communal Receiving-set on World's Loneliest Island

Collective listening to the BBC's programmes from the Empire station at Daventry will be made possible for the inhabitants of Tristan da Cunha—the world's loneliest island—as a result of a visit to London now being made by the Island's Resident Chaplain, the Rev. Harold Wilde.

When he returns to the Island towards the end of the year, the Rev. Wilde will take with him an all wave receiving set with which he has been presented. The set will be installed in a community centre, so that as many as possible of the Islanders, numbering about 200, will be able to listen. Good reception of Transmissions 1, 4, 5 and 6 from Daventry is expected.

A large capacity accumulator, which will be charged by a small dynamo driven by a miniature wind-mill, will provide the power supplies for the receiver, which, necessarily, is of the battery type. L. T. current will be fed direct to the receiver, and H. T. through a convertor.

It is also possible that the Rev. Wilde will take back with him a small transmitter. If he is able to do so, the apparatus will be of a type suitable for the transmission of both telephony and telegraphy, and would be used for communication with Cape Town.

*** Tristan da Cunha, the chief of a group of islands of volcanic origin, is about 2,000 miles W. of the Cape of Good Hope, 4,000 miles N.E. of Cape Horn, and about 1,500 miles S.S.W. of St. Helena. From the middle of the eighteenth century it was the resort of British and American sealers, and passed into British possession in 1816. When the garrison placed on the Island was withdrawn, Corporal William Glass (d) 1853, with his wife and two children, elected to remain. They, with two masons employed on the garrison quarters, formed the present settlement. Some years later, coloured women from St. Helena and others from Cape Colony arrived to join the settlement. The British strain, however, is predominant among the inhabitants, who are noted for their longevity. In 1933, they numbered 163. They raise crops and own sheep, cattle and pigs. A council of four (one of its members acting as chairman) governs the Island.

To What Purpose?

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Therefore, call in personally at **19, Mount Road or Phone 2931**, and get their suggestions and estimates without obligation, for your proposed printings.



The Conclusions are:—

In general.

(1) On the ordinary road we cannot make the journey from Bruchsal to Bad Nauheim under 2 hours 16 minutes.

(2) On the Motor Road, covering the distance in the same time is no exertion but rather a pleasure and spares the driver from exertion and the car and the tyres from wear and tear.

(3) The same car covers the distance on the Motor Road in 1 hour 14 minutes without strain on the driver or the car.

Cost.

For the journey on the ordinary road 5.95 gallons of fuel were consumed. For the journey on the Motor Road at the same speed 3.1 gallons were consumed, and for the fast journey 5.5 gallons. These figures can be taken as the most surprising results of the driving test. They show that the car used, driven quickly on the ordinary road, had an overall normal consumption of fuel (for such a powerful and high speed car) of 17 miles per gallon, and that this consumption of fuel does not considerably increase, namely, only to 16.75 m.p.g. when the car runs at double the speed and at about 10 per cent. under maximum speed on the Motor Road. At present, the remaining costs, such as wear of tyres, car and brakes, etc., have not been calculated.

Other particulars—the accelerator, for instance, was used 597 times on the ordinary road and five times on the Motor Road; similarly, the manipulation of the steering wheel was in the ratio of 570 : 1. The brake was used 491 times on the ordinary road as against 3 times on the Motor Road.

Naturally, the measurement of one motor vehicle is not conclusive. Tests will therefore be made with various types of motor vehicles.

Road Traffic Regulations: Federated Malay States

The Federal Council of the Federated Malay States on the 29th of June 1937 passed into law the Road Traffic Enactment 1937, presented to the Council by Mr. Stanley W. Nelson, Chairman of the Central Transport Board, Federated Malay States. Mr. Nelson is an official of the Ministry of Transport in Great Britain and it had been arranged for him to spend two years in Malaya in order to advise the Government on transport legislation.

The Act is a most comprehensive one, providing for the regulation, classification, licensing and compulsory third party risk insurance of Motor Vehicles, also for regulations regarding the use of the Highways by other types of vehicles.

The Enactment provides that the High Commissioner may appoint different dates on which different parts or provisions of the Enactment shall come into force.

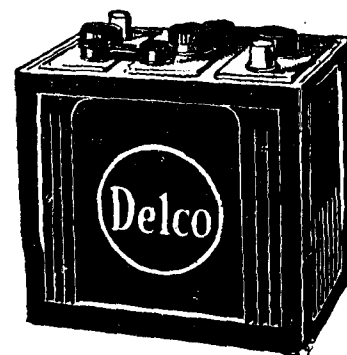
It is probable that Part IV (Regulation and Public Service Vehicles and Goods Vehicles) will be brought into effect on the 1st of October 1937, and Part I (General Regulations relating to the Registration and Licensing of Motor Vehicles, Drivers, etc.) on the 1st January 1938.

No decision has yet been reached as to when Part II (Provision against third party risks) and Part III (Provision as to use of Highways by other vehicles) shall come into force.

"We Want Good Roads—No More Mud"

The Association has obtained a supply of posters reading as above, size roughly 15×21½". Members wishing to display the poster are requested to write to the Association, stating how many they can usefully employ.

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QUEEN MARY IN OXFORD

A VISIT to Oxford was paid in July by Queen Mary, to lay the foundation stone of the extension to the world-famous Bodleian Library, to which Lord Nuffield was a generous donor.



Queen Mary talking with Lord Nuffield and (right) Mr. A. D. Lindsay, Vice-Chancellor of Oxford University

A garden party was held afterwards in Balliol College grounds, when Lord Nuffield, on whom the University conferred some years ago the honorary degree of Doctor of Civil Law, was presented to Her Majesty.

£112,500 For Employees

A large number of workers of the various companies controlled by Lord Nuffield have just received approximately sixteen pounds each in bonus and holiday pay. All employees have benefited according to length of service.

The first pay-out derived from the dividend on the one million Morris Motors shares presented by Lord Nuffield to his employees last year was allocated by a committee of works managers and others in close contact with the workers. The dividend amounted to £112,500 and at the donor's wish it was shared out, not on a basis of wages earned, but broadly in respect of service. Thus a shop sweeper and a skilled worker, for example, stood to have equal benefits.

For the first two weeks of August, employees of all Lord Nuffield's companies are being given holidays with pay—a full fortnight for all those who have completed five years' service.

Inventions

There are so many inventions of interest to the motor trade that Morris Motors Ltd. have now a special patents department under the control of a specialist to consider them. Nearly 2,000 come before this department every year, and each of these properly protected by patent receives consideration; otherwise it is rejected.

As first-hand experience in manufacture is necessary before an opinion can be expressed, inventors of parts relating to specialised products such as electrical equipment, tyres, etc., would be saving their time by approaching the specialist manufacturers direct.

Most suggestions come from British inventors. Others are received from continental countries—Germany, Austria, France, Czechoslovakia—with a few from the Dominions and Colonies. The large majority are impracticable, as offering no advantage over existing ideas or being so complicated as to exclude them commercially. Those which appear to possess possibilities are subjected to extensive tests and, if satisfactory, may be adopted.

Inventions similar in many respects, or designed to serve the same purpose, are often received simultaneously by the Morris patents department from entirely different sources. It is also curious to note that inventors whose names begin with "B" are the most prolific, followed closely by "W's" and "M's."

"Excellent Quality"

"About a year ago," states Mr. Kurt Seipt of Vienna, "I wrote you a letter in which I told you of the great satisfaction I have experienced with my Morris Minor car. Since then I have driven another 12,500 miles, so that altogether I have now done over 62,000 miles. I have had the engine and most important parts of the chassis thoroughly overhauled and I must tell you that I am astounded by the excellent quality of the materials used."

"I found that the cylinder bore wear amounted to 8/100th of a millimetre, which amount of wear for such a great distance is, to say the least, the minimum. I am now having the cylinders bored out and new pistons fitted, although actually I might still be able to drive many more miles with the old pistons. It will perhaps interest you to know that the crankshaft and big-end and rear main bearings show only the very slightest signs of use, so that even these parts will only require very little repair."

"All other parts of the chassis, gearbox, differential, steering, hubs, etc., are in such good condition that no repairs are necessary. I am amazed at the excellence of your work and the materials used. I know many other makes of automobiles and I know that only the minimum approach your Morris Minor in quality and execution."

"In spite of the fact that the car is eight years old, it can even to-day overtake practically every modern product in its class."



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WE are pleased to notify the public that the business hitherto conducted in India by "The Texas Company (India) Limited," will henceforth be carried on by "Caltex (India) Limited." We will continue the sale of all the well-known Texaco Products and, in addition, we now have under construction for completion this year, eight ocean terminals in India with a combined tank capacity of 256,70,000 gallons, four Tin Factories with a total capacity of 110,00,000 tins annually, numerous up-country Distributing Depots, Petrol Service Stations, necessary Lorries and Petrol Pumps throughout the country--and

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New—Superior—Long Burning

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CALTEX (INDIA) LIMITED, BOMBAY, Calcutta, Karachi, New Delhi, Madras.

FORD MAKES MOTOR NEWS AGAIN

A Striking Popular Development

Big Car at Low Cost

THE Ford Motor Company of India, Limited, have provided the motoring news of the month with the announcement of the "New Ford Ten".

The new car is a strikingly graceful, spacious four-seater saloon. Its size, quality of appointment and design features unquestionably make it a remarkable addition to popular British Cars, and one which thousands of motorists will study with tremendous interest.

New Features

With its many entirely new features, the design of the new Ford Ten is a development of one of the most successful 10 h.p. cars ever produced in England, the 'DeLuxe' Ford.

Powered with a 4-Cyl. side-valve engine of 10 h.p. nominal rating, the new car has a wheelbase of 94 inches—4 inches longer than its predecessor. The frame is of the doubledrop type and is of unusual sturdiness for a car of this size, being diagonally braced with a robust "A" shaped member.

A feature is the entirely new, graceful style of the car from the distinctive front-end treatment to the sloping rear panel concealing a luggage compartment, with a rear lid and the spare wheel, under lock and key, in a separate enclosure.

All passengers will appreciate the generous legroom, headroom, and elbow space. It is a real four-seater, overall length being no less than 13 feet.

Another outstanding point is that all seats are between the axles. With special suspension, giving a springbase several inches longer than the wheelbase, this should give remarkable riding smoothness, especially in the rear seat, which the makers claim as one of the car's distinctive advantages. The springs too have interleaf lubrication which will ensure silence, smooth action, and dependability. Shackles are of the greaseless type.

In general appointment the car reaches a standard of luxury and refinement scarcely less than amazing in one so accurately described as an economy car.

Seats are deep and restful, tastefully upholstered, with arm rests for rear passengers and new seat cushions in front. Carpets, snugly fitting to exclude draughts, cover the floor in both compartments; there are such conveniences as the sun visor, dual windscreen wiper, package tray and glove compartment. The instrument panel is attractively finished in natural wood grain, a clock and ashtray forming a handsome central feature.

Direction indicators, flush fitting in the centre pillars, are controlled by a switch on the steering wheel and are of the self-cancelling type.

New Braking

Outstanding amongst the design advances is the new braking system. Of the 'Girling' type, its special feature is full compensation between all wheels; smooth, powerful action with extremely light pedal pressure.

Synchronized gear-change between second and top of the three forward-speed transmission; helically cut "silent" intermediate gears; a light, smooth clutch; and exceptionally easy steering are other features.

A short run is sufficient to show that the car is very pleasing to drive. As with all Ford cars, a good power-weight ratio is a great advantage, and with the smooth, silent, highly efficient engine one has excellent acceleration and effortless speed at command.

The comfort of the driving seat and handiness of all controls add to the pleasure of handling the car.

Power without Expense

The engine retains the interesting and well-proved design features of the Ford 'DeLuxe' 10 h.p. units.

It has a sturdy, three-bearing counterbalanced crankshaft; and forced feed lubrication is by oil lines cast in the cylinder block and drilled in the crankshaft. Inlet and exhaust valves are of the mushroom-ended, unit assembly type developed by Ford, precision-set at the factory for clearance and needing no periodic adjustment. A down-draught carburettor and automatic ignition control are features.

Good points of this engine, which have been well demonstrated in the hands of thousands of owners, are its economy, long-lasting good performance with little attention and smooth power out-put. The last-named has been enhanced by improved mounting, the unit being suspended at four points on rubber.

In short, the new model is unquestionably an important addition to British high-value cars.

Its economy gives it obvious interest to most motorists, and whether one is chiefly impressed by modern appearance, roomy comfort, speed or safety, or by less obvious advantages such as sturdy design and construction, it has all-round appeal.

THE NEW FORD "TEN"



Crowds stormed the London Showrooms on the announcement of this New Ford "Ten".

Four inches longer wheelbase—roomy comfort and really generous legroom—attractive bodywork, inside and out—new powerful brakes—exceptional luggage accommodation accessible from outside—separate spare wheel compartment with lock.

Arrange for a demonstration at the local Ford Dealers.

● For your next leave—THE NEW FORD "TEN".

FORD MOTOR COMPANY OF INDIA LTD., BOMBAY, CALCUTTA, MADRAS, COLOMBO.

With outstanding improvements based on the experience of 1,00,000 owner-drivers, almost all over the world.



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Another British Ford Achievement

FUTURE OF THE MOTOR CAR

They will Change with the Passing Years

SPEAKING before the American Society of Civil Engineers in Detroit, Mr. Charles F. Kettering, Vice-President of General Motors in charge of Research and famous originator of many outstanding automobile inventions, predicted that "the car of ten or twenty-five years from now will be just as different and have just as many improvements as that of to-day, compared with the car of ten or twenty-five years ago."

Mr. Kettering based much of his talk on answers to a questionnaire he had sent to a great many people in the automobile and allied industries, asking for opinions on the growth of automobile registration, future highway and parking problems and future automobile design changes that will affect road-building problems. Following are a few excerpts from his talk:

"The automobile industry has never been able to predict what it will offer the public two years in advance. If we knew what the car of ten or twenty-five years ahead was going to look like, I believe we would be making it."

"We will have to provide roads for 50% more motor vehicles in the next 23 years. . . ."

"Almost all of the men who answered our questionnaire believe that the population trend is away from congested areas and back to smaller communities. Traffic congestion and the problem of parking will have the greatest influence on this movement. . . ."

"We could almost double the traffic capacity of our present city street system by eliminating parking and using streets for travel only. . . ."

"Our Customer Research surveys have shown that people, on the average, do not want to go much over 60 miles per hour, but want to go that fast without effort. Certainly roads should not be designed for any less than 60. . . . As roads and cars become better, speeds may go up still farther and with more safety than at present. . . ."

"Accelerations will probably increase. . . . It will affect the timing of traffic lights and regulating devices. . . ."

"A rear-engined car would provide better visibility with clear vision directly ahead. It would probably eliminate much engine noise, heat and odors, and allow lower floor boards. However, for proper maneuverability, a rear-engined car of reasonable wheelbase will require an engine of about half the weight of the present units. . . ."

"Photo-electric cells, relays and mechanical devices have been proposed for automatically stopping cars. This could be done in a practical fashion just as is now done on railway trains. I doubt, however, whether we could justify the expense and difficulties of enforcement. . . ."

"For several years there has been a persistent clamour for governors on all motor vehicles. . . . Automatic devices which

limit speed or take the control away from the driver may be the cause of accidents. . . ."

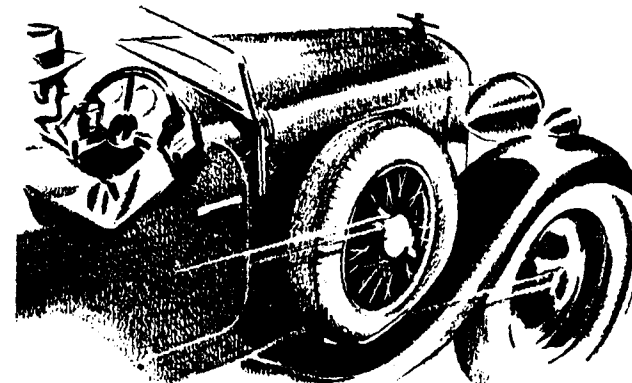
"Night driving is three or four times as hazardous as day-time driving. . . . To obtain good vision without glare is our problem. . . . At present the use of polarized light as a solution has received widespread attention. . . . At present the objection to the use of polarized light is that it requires about four to eight times the candle power of present systems to give the same visibility. To be effective, it would have to be on all cars. . . ."

"There will be a great expansion in the use of trucks and buses. . . . The public has sold itself on the value of buses with their speed, economy and schedules. . . ."

"The Diesel engine is here to stay and will soon be common in large motor vehicles. The main reason why we do not have Diesels in passenger cars is that we do not know how to build them. I have never seen a successful Diesel engine in automobile cylinder sizes. . . ."

"To sum up, the highway of the future must be as different from the present highway as the automobile of the future will be from the present automobile. . . ."

TRUST TO FERODO— TO MAKE ROADS SAFE



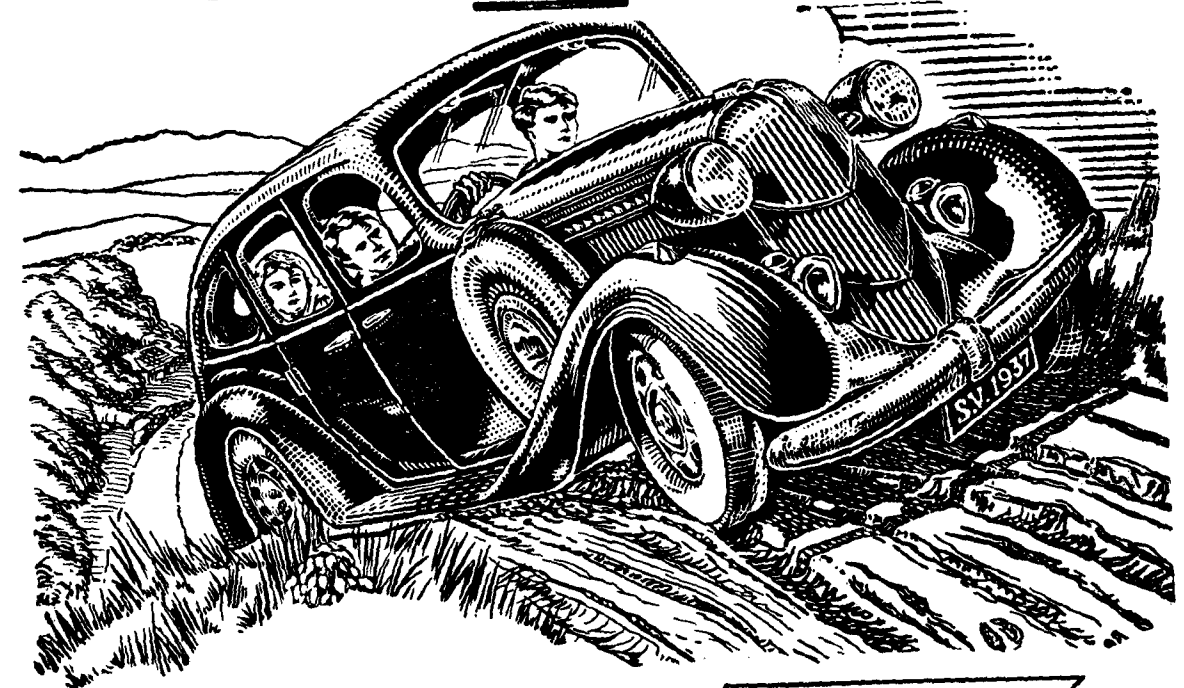
Safe braking—no factor is more vital to safe motoring. Only by having your brakes regularly tested and adjusted can you be sure of this safety. And, when relining, only by specifying Ferodo can you be sure that your

brakes will be as safe as the best linings can make them. For, with Ferodo, you get the type of brake linings specially designed for your car. That's why leading British car makers standardise on Ferodo.

INSIST ON GENUINE FERODO BRAKE LININGS

REGD. TRADE MARK
FERODO
MADE IN ENGLAND BY FERODO LIMITED, CHAPEL-EN-LE-FRITH.
Sole Distributors in India:
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)

SMOOTHER RUNNING UNDER ALL CONDITIONS



GARGOYLE Mobiloil, free from impurities, eliminates choked oil-ways and oil screens... keeps valves and piston rings clean... operating smoothly and maintaining the designed compression. You get the power you paid for!



TRAVANCORE TO HAVE COMMERS FOR PUBLIC SERVICE

WE learn that the Travancore Government will shortly place in commission on the Trivandrum-Cape Comorin Bus Service, motor buses with Commer No. 5, 153 inch wheelbase Chassis, fitted with Perkins "Lynx" Diesel Engines. It is understood that the Travancore Government have placed an order for sixty of this type of vehicle with Rootes Ltd., of London, and obviously intend to standardise the diesel powered Commer Chassis for the new State Motor Bus Service.

The diesel powered motor bus is not exactly a stranger in India, but we believe Travancore will be the first to introduce diesel engined vehicles on a large scale.

The particular type of chassis selected for the Travancore State Service will be fitted for 'forward control', i.e., the driver's cab will be located immediately over the engine, in which position the driver is so placed as to have uninterrupted view of the road and the best possible control of his vehicle. It is presumed that the bodies of the vehicles will be constructed locally, but no information is yet available as to the style of body that will be adopted.

Some of the main features of the sturdy chassis selected by Travancore are:—

A new spacious cab of exceptional comfort and convenience which will provide ample seating space for three persons.

Specially designed rear axle to carry three ton loads with new progressive type springs with twelve plates in front and thirteen plates in rear.

Six detachable steel disc interchangeable wheels, twin wheels on rear axle.

Cowdrey self-energising brakes, foot operated on all wheels, hand operated on rear wheels only.

Alloy steels utilised in construction of chassis and components giving great strength and increased mobility.

Forward control, which ensures the maximum pay load space being available. Diesel Engine operating on oil fuel which will ensure minimum operating costs, with a governed speed of 2,400 revolutions per minute.



The new premises of A.A.S.I., Mount Road, Madras.

PARTICULARS OF MOTOR VEHICLES IMPORTED INTO INDIA.

	MONTH OF JULY						FOUR MONTHS 1st APRIL TO 31st JULY					
	1935	1936	1937	1935	1936	1937	1935	1936	1937	1935	1936	1937
	Quan- tity	Value Rs.	Quan- tity	Value Rs.	Quan- tity	Value Rs.	Quan- tity	Value Rs.	Quan- tity	Value Rs.	Quan- tity	Value Rs.
<i>Motor Cars (including taxi cabs)—</i>												
From United Kingdom ..	460	8,16,711	344	6,88,298	395	7,67,408	1,772	33,06,798	1,432	27,49,153	1,789	33,22,970
" Germany ..	11	23,159	50	93,038	190	2,98,182	42	92,789	192	3,43,320	395	6,21,496
" Italy ..	8	18,814	...	...	30	37,621	37	65,736	1	882	126	1,39,343
" Canada ..	134	2,32,747	6	10,320	84	1,42,289	876	13,43,652	174	3,18,998	696	10,92,983
" United States of America ..	423	7,38,854	321	6,34,325	464	8,45,834	1,336	26,90,376	1,182	23,04,734	1,485	29,77,703
" Other Countries ..	2	3,018	13	18,986	33	48,188	32	47,181	74	98,401	120	2,14,163
Total ..	1,038	18,33,303	734	14,44,967	1,196	21,39,522	4,095	75,46,552	3,055	58,15,788	4,611	83,88,658
Share of Bengal ..	201	3,68,604	175	3,36,370	291	5,35,846	847	15,00,650	724	13,42,809	1,209	21,82,208
" Bombay ..	642	10,90,503	315	6,18,204	686	11,89,750	2,275	41,96,105	1,426	26,56,940	2,387	43,40,321
" Sind ..	36	79,176	72	1,42,664	77	1,47,600	218	4,45,292	261	5,33,685	337	6,81,095
" Madras ..	140	2,61,947	141	2,83,300	142	2,66,326	595	10,95,579	467	9,32,725	678	11,85,034
" Burma ..	19	33,073	31	64,229	..	..	160	3,08,926	177	3,49,629	..	..
Total ..	1,038	1,33,303	734	14,44,967	1,196	21,39,522	4,095	75,46,552	3,055	58,15,788	4,611	83,88,658
<i>Motor Cycles (including scooters)—</i>												
From United Kingdom ..	39	18,381	31	13,317	23	10,482	230	1,08,796	128	63,166	173	87,321
" Other Countries ..	11	2,387	30	8,921	98	23,213	40	13,891	108	28,640	281	66,623
Total ..	50	20,768	61	22,238	121	33,695	270	1,22,687	236	91,806	454	1,53,944
<i>Motor Omnibuses, Vans and Lorries—</i>												
Imported with bodies ..	11	26,868	23	1,16,541	13	23,819	79	2,32,735	111	2,70,415	88	1,48,796
Chassis ..	819	9,72,197	917	13,69,542	1,031	12,39,347	2,165	31,67,577	3,032	39,37,276	4,462	57,01,428
Total ..	830	9,99,065	940	14,86,083	1,044	12,63,166	2,244	34,00,312	3,143	42,07,691	4,550	58,50,224
<i>Total of Motor Omnibuses etc.—</i>												
From United Kingdom ..	29	1,54,385	206	5,90,783	122	2,22,591	183	7,93,037	346	8,88,626	685	12,31,383
" Canada ..	104	1,38,695	126	1,75,393	220	2,61,100	908	11,98,821	490	6,95,984	1,036	12,88,621
" United States of America ..	692	6,85,688	591	6,60,168	693	7,54,309	1,115	12,55,200	2,256	24,64,765	2,702	30,30,799
" Other Countries ..	5	20,297	17	61,739	9	25,166	38	1,53,254	51	1,58,316	127	2,99,421
Total ..	830	9,99,065	940	14,86,083	1,044	12,63,166	2,244	34,00,312	3,143	42,07,691	4,550	58,50,224
<i>Parts and accessories (excluding rubber tyres)</i>												
Total Value ..		6,31,215		6,52,571		8,55,855		28,12,156		20,94,719		35,70,985

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.

MADRAS FLYING CLUB NOTES

MORE than ever is the great aerodrome, still as green as ever, becoming infested with squatters, in the persons of rollers. Not the ponderous revolving sort, which could hardly be accused of personality, but the so-called "blue jay" that flaunts the colours of both the ancient varities of England when it flies. It jay squats at all times and in all places, obviously sensing no danger from aeroplane, though plenty from a pedestrian, and casually jay flies in advance onrushing aircraft, though happily so far without casualty.

A bombing competition held during the month was won by Mr. Law, the Hon. Secretary after a tie with Mr. Saravanam, both scoring a possible of three bulls to start off with. Third was Mr. Ratnam.

Cross country flying was mainly by Mr. Pieris, who twice flew to Colombo, three times to Bangalore and once to Hyderabad. His second Colombo flight and his third from Bangalore were shared with Mr. Saravanam and Mr. Duraisawmi respectively. All in the Leopard. He also flew two triangular cross country flights of 200 miles apiece with the instructor in pursuit of his A-1 licence, for which he succeeded in passing all the tests. Mr. Grubb (who with Mrs. Grubb had navigated themselves round to Madras from Cochin, *via* Cape Comorin in a diesel launch, taking 5 days to do it) did an instructional return flight to Bangalore in a Gipsy in preparation for taking over his brand new Hornet Moth when it should be erected, to fly it to Cochin. There was one charter flight by the Pilot Instructor, who flew Col. Pandalai, I.M.S., and another doctor to Hyderabad to attend a patient and brought them back two days later, their ministrations crowned with success. Two aeroplanes arrived in cases from England for erecting, one a second Gipsy Moth for the club, lettered AJO obviously after Jo, the Chairman's elder little daughter, and the other Mr. Grubb's Hornet Moth, in which he started taking dual and went quickly solo.

A new flying member joined the Club in the person of Mr. Lippincott from the U. S. A. who soon went solo, having already put in a lot of dual flying in his home land, and Dr. Lowther from the Penang Flying Club on his way home on leave joined the Club temporarily while he is engaged at Madras.

Well attended breakfast parties as usual on Sundays, with as many as 22 at a sitting.

FLYING TIME FOR AUGUST 1937.

	H.	M.
Dual instruction to members under training	15	45
Advanced dual to A and A-1 pilot	14	55
Solo flights by members under training	5	45
Solo flights by 'A' and A-1 and B pilots	29	5
Pilot with passengers (A, A-1, & B pilots)	13	50
Joy rides	2	15
Cross country trips by the club instructor	6	25
Test flights	0	15
Total Hours	118	15

The following members took dual instruction during the month:—

Europeans:

Mr. H. T. Grubb	(Advanced dual)
Mrs. Triou	" "
Mr. R. N. Rowson	" "
Mr. Leuchs.	" "
Mr. P. Triou	(Advanced dual)
Mr. Kearney.	" "
Mr. Lippincott.	" "

Indians:

Mrs. Kapadia.	
Mr. S. Parthasarathy.	
Mr. W. Parthasarathy.	
Mr. R. Sitaram	(Advanced dual)
Mr. V. Sundaram	" "
Mr. Solayappa Chettiar	" "

Ceylonese:

Mr. David Pieris	(Advanced dual).
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New members during the month:

Mr. Lippincott and Dr. Lowther.

BROADCASTING NEWS

Favourite Tunes of the Famous Popular Personalities Contribute to Jack Payne's BBC Programmes

'Boo Hoo!' is the favourite tune of the driver of the Coronation Express.

That was one of the surprising facts revealed by Jack Payne, recently, when he and his Band, broadcasting in the BBC's Home programmes, presented the first series of programmes entitled 'Favourites of the Famous.' Oversea listeners grammes heard a part of the first programme, and will hear to Daventry heard a part of the first programme, and will hear the whole of the third, which is to be broadcast in Transmis- sion 4, on September 10, at 12-30 a.m. Mr. Payne, who has devised the programmes, will be the compere, and in addition to several guest artistes who will assist, listeners will hear Billy Scott-Comber, Ronnie Genarder, and other members of the band who have been with Mr. Payne for many years.

In order to make his programmes representative, Jack Payne has asked popular personalities from all walks of life to name their favourite melodies. He has telephoned to film stars, artists, and composers in Hollywood, New York and on the Continent, and has enlisted the co-operation of many well-known people in the British Isles.

Gracie Fields Chose 'Sarie Marais'

Here is some of the interesting information that was broad- cast by Mr. Payne in the first programme of the series:

Stuart Hibberd, the BBC Chief Announcer, prefers 'The Night Is Young And You're So Beautiful' to all other tunes.

Gracie Field's favourite tune is not 'Sally,' the tune always associated with her, but the South African folk-song, 'Sarie Marais.'

Eric Coates, the British composer, who wrote the famous 'Knightsbridge' march and whose beautiful melodies are known throughout the world, chose as his favourite the 'swing' number, 'Slap that Bass.'

'These Foolish Things' is the favourite tune of Sir Malcolm Campbell, the famous racing motorist.

Other notabilities who indirectly contributed to the pro- gramme were Bing Crosby ('Pennies from Heaven'); Paul Whiteman ('When Day is Done'); Tom Webster ('After the Ball is Over'); and Alex James ('Roses of Picardy').

While broadcasting the confessions, Jack Payne found time to admit that his own favourite tune is Kreisler's 'Caprice Viennoise.'

Better Wireless Reception

A Campaign to Reduce Interference Caused by Electrical Equipment

A movement is on foot in Great Britain to reduce inter- ference to wireless reception caused by electrical equipment. Important organisations that have associated themselves with this movement include the International Special Committee on Radio Interference (C.I.S.P.R.), and, in Great Britain, the In- stitution of Electrical Engineers; the British Standards Institu- tion; the General Post Office; the Electrical Research Association; and the BBC.

In some countries there are already laws whereby the owners of interfering apparatus can be compelled to suppress the inter- ference. In Great Britain it is felt that legislation should be deferred until the tolerable degree of interference can be accu-

ately defined and measured. Moreover, it is desirable to obtain international agreement to the limits imposed, so that a piece of domestic apparatus, such as a vacuum cleaner, could be stamped with a special mark which would guarantee that it com- plied with certain universally accepted standards.

The International Special Committee on Radio Interference has considered this problem very thoroughly, and has defined the way in which the interference should be measured under all conditions. Its collected statistics, showing how many listeners would be protected from interference if the standard were fixed at certain limits, reveal the relative efficiency of the aerials used by listeners for broadcast reception, and of the 'coupling' between the supply mains and the receiving set. It is hoped that inter- national agreement will shortly be arrived at as to the degree of interference which would be considered tolerable for different types of apparatus, ranging from small domestic equipment to large industrial installations.

The Goodwill of the Public

A Committee formed by the Institution of Electrical Engineers presented a report last year, recommending that the Electricity Commissioners should be given powers to issue reg- ulations to suppress interference with radio reception caused by both new and existing electrical appliances, plant, or machinery. Meanwhile, it is necessary to rely on the goodwill of the public to refrain from using apparatus which causes interference. In the majority of cases which have been reported to the General Post Office and investigated by them, owners of equipment caus- ing interference have willingly paid the small cost involved in suppressing it.

Sub-committees, set up by the British Standards Institution, are actively considering the best methods of suppressing inter- ference to sound broadcasting, and also to television reception. This latter problem, involving close co-operation with motor manufacturers and makers of electro-medical equipment, presents considerable technical difficulties. Steps taken to reduce inter- ference must not be allowed to impair the satisfactory working of the apparatus, and the cost of suppression must be very small compared with that of the apparatus itself.

Interference caused by motor-cars to the reception of pro- grammes from the BBC Television Station is about equally severe on the sound and vision channels, so that if the interference can be reduced to a level at which it is not audible on the sound reception, it will probably be imperceptible on the picture. Inter- ference from motor-cars may be serious up to a distance of 100 yards, and interference from medical apparatus may be noticeable even at a range of a quarter of a mile.

Association Football Broadcasts

The BBC announces that after discussion with the Football Association, it has been agreed that running commentaries on certain matches which come under the control of the Association will be broadcast during the forthcoming season 1937-1938. The Council of the F. A. have agreed to the recommendation that broadcasts of the following events take place: (1) The Final Tie of the English Cup on April 30, 1938; (2) The International match between England and Scotland on April 9, 1938; and (3) The F. A. Charity Shield match in October, 1937.

In addition, permission in principle is also granted for com- mentaries to be broadcast on mid-week International matches and replayed semi-final Cup Ties. Commentaries on other replays of Cup Ties during the season will be broadcast with the consent of the Clubs concerned.

Traffic Week in Vienna

The Police Warn Infringers Per Loudspeaker

With their latest innovation in the domain of traffic regulation the Viennese police have shown splendid insight into human psychology.

A few weeks ago a general traffic week was held, during which the traffic-police made use of a Philips public-address car that, at busy points of the town, impressed upon the public the rules of the road.

This method has met with such success that the traffic police have proceeded to station this public-address car regularly at the busiest crossings.

The unfortunate pedestrian, cyclist or motorist who under the all-seeing eye of the traffic policeman in the car, makes a mistake or infringes the regulations, is addressed by four powerful speakers and taken in hand before the whole public.

The Viennese police very correctly realised that it is not the reprimanding of the individual that has the most useful effect, but the fact that hundreds of passers-by witness the infringement and listen to the whole story with a certain amount of resentful pleasure.

The popularity of the public-address car became so great in the past few weeks that, wherever it is stationed, hundreds of passers-by flock together immediately to watch this new public amusement.

What the British Listener Thinks of Radio Drama Enthusiastic Response to BBC Enquiry

Housewives, retired Army officers, minors, school-mistresses, Civil Servants, weavers and unemployed were among a "panel" of 350 men and women drawn from all parts of Great Britain which recently co-operated with the BBC in its efforts to discover listeners' reaction to radio drama and feature programmes. Each week the members of the "panel" were sent questions about plays and features broadcast from the BBC's Home stations. Eight thousand of these questionnaire forms, relating to forty-seven broadcasts, were completed, the answers being analysed and sent to the Features and Drama Department.

Productions during the period of the inquiry covered a wide range. Shakespeare was represented by *Antony and Cleopatra* and *A Midsummer Night's Dream*. Adapted plays included works by Barrie, Galsworthy, Eugene O'Neill, and Tchekov, and among plays specially written for broadcasting were Philip Wade's *Wait for Me*, and *We Gave our Grandmother*, by Richard Hughes.

Feature programmes of all kinds were represented. *Louisa Wants a Bicycle*, *The Trial of Warren Hastings*, *The First Days of Steam* and *The Last Days of Sail* were varied with adapted stories such as Sapper's *The Second Round*, and John Hilton's *And Now Good-bye*. The comments of listeners were invited on broadcasts of works by Euripides, G. K. Chesterton, Ivor Brown, and Mrs. Henry Wood and on Victorian melodrama and a Broadway "thriller."

Each of these very different types of programmes was given some good points, and, from the point of view of the BBC, extremely useful criticisms on details or production were received. Classical plays, especially Shakespeare, were popular. Listeners felt that there was a place for Victorian melodrama, provided that it was broadcast only occasionally. There was a feeling that comedy had not been allotted a fair share of programme time. How to make a play easy to follow was shown to be the most important of the outstanding problems of production. Part of the problem is the need to make it easier to identify the characters, and listeners asked for the selection,

where possible, or plays with small casts. It was suggested that the characters should be announced in the order of their appearance at the beginning as well as at the end of a play, and the BBC was urged to make frequent use of names in dialogues.

Listeners supported the policy of using sound effects, including incidental music, with restraint.

On the whole, subjects chosen for feature programmes were interesting to listeners; but the construction of these programmes was often criticised. Criticism was made from two points of view: that features were not dramatic enough, and that they were 'too scrappy and disjointed.'

It was shown that in all forms of dramatic production there is a real relationship between the length of a production and its entertainment value. The majority of listeners thought that a production of longer than an hour was at a serious disadvantage—many found not only that it was difficult to concentrate for longer than an hour, but that domestic circumstances made it difficult to listen for a longer period. It was frequently urged, however, that productions such as Shakesperian works, which cannot be compressed into an hour, should not be abandoned on that account, but that the play should be broken up by a short interval, as are the longer symphony concerts.

Tristan Da Cunha to Listen to Daventry Communal Receiving-set on World's Loneliest Island

Collective listening to the BBC's programmes from the Empire station at Daventry will be made possible for the inhabitants of Tristan da Cunha—the world's loneliest island—as a result of a visit to London now being made by the Island's Resident Chaplain, the Rev. Harold Wilde.

When he returns to the Island towards the end of the year, the Rev. Wilde will take with him an all wave receiving set with which he has been presented. The set will be installed in a community centre, so that as many as possible of the Islanders, numbering about 200, will be able to listen. Good reception of Transmissions 1, 4, 5 and 6 from Daventry is expected.

A large capacity accumulator, which will be charged by a small dynamo driven by a miniature wind-mill, will provide the power supplies for the receiver, which, necessarily, is of the battery type. L. T. current will be fed direct to the receiver, and H. T. through a convertor.

It is also possible that the Rev. Wilde will take back with him a small transmitter. If he is able to do so, the apparatus will be of a type suitable for the transmission of both telephony and telegraphy, and would be used for communication with Cape Town.

*** Tristan da Cunha, the chief of a group of islands of volcanic origin, is about 2,000 miles W. of the Cape of Good Hope, 4,000 miles N.E. of Cape Horn, and about 1,500 miles S.S.W. of St. Helena. From the middle of the eighteenth century it was the resort of British and American sealers, and passed into British possession in 1816. When the garrison placed on the Island was withdrawn, Corporal William Glass (d) 1853, with his wife and two children, elected to remain. They, with two masons employed on the garrison quarters, formed the present settlement. Some years later, coloured women from St. Helena and others from Cape Colony arrived to join the settlement. The British strain, however, is predominant among the inhabitants, who are noted for their longevity. In 1933, they numbered 163. They raise crops and own sheep, cattle and pigs. A council of four (one of its members acting as chairman) governs the Island.

To What Purpose?

When you buy printing, you expect it to serve a purpose . . . to pay a profit above its cost. In other words, it is an investment from which you have a right to expect dividends.

Your printing can do this only if it is designed and planned to serve the purpose for which it is intended . . . and to serve this purpose, it should be the finest kind and grade of printing you can buy . . . always keeping in mind its purpose, rather than its cost.

Therefore, call in personally at **19, Mount Road** or **Phone 2931**, and get their suggestions and estimates without obligation, for your proposed printings.



GENERAL MOTORS INDIA LIMITED

AN INDIAN INDUSTRY

OPERATING STATISTICS YEAR 1936

NUMBER OF EMPLOYEES:—

INDIAN . . .	759
BRITISH AND AMERICAN . . .	26

TOTAL . . . 785

Salaries and Wages . . .	Rs. 9,00,000
Taxes paid . . .	„ 5,00,000
Rentals paid . . .	„ 1,50,000
Paid to Railway and Coastal Shipping . . .	„ 11,00,000
Other Expenditures for Materials, travel, insurance etc. „	19,00,000

Total Expenditure in India . . . Rs. 45,50,000

BECAUSE of the operation of the Assembly Plant at Sewri—

- 1 This Rs. 45,50,000 has remained in India.
- 2 Seven hundred and sixty Indians have employment, which gives them training in modern industry and business methods.
- 3 Purchasers of General Motors cars paid Rs. 13,00,000 less for their cars than would have been necessary if the cars had been imported from Western Countries.

38.5 of all motor vehicles sold in INDIA, BURMA and CEYLON were assembled and sold by GENERAL MOTORS INDIA LIMITED

SIMPSON & Co. Ltd. MADRAS and OOTACAMUND

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OLDSMOBILE TRUCKS — VAUXHALL CARS**

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