

643

South India Motor Owner
Bl.9 NO.10.to.12

Oct to Dec.-1937

SL
X413m 20, N29
N31.9.10-12

100500

451 3 THE SOUTH INDIA

MOTOR OWNER

THE OFFICIAL ORGAN OF THE AUTOMOBILE ASSOCIATION OF SOUTHERN INDIA

85

MOTORING FLYING RADIO

8

VOL. IX OCTOBER 1937 No.

Buy **DUNLOP**

DUNLOP FACTORY AT SAHAGUNJ, CALCUTTA

The **NATIONAL TYRE** *With the* **INTERNATIONAL REPUTATION**

AUTOMOBILE ASSOCIATION OF SOUTHERN INDIA

PATRONS:

His Excellency The Lord Erskine, G.C.I.E., Governor of Madras. His Highness the Maharajah of Mysore.
His Highness the Maharajah of Travancore

VICE-PATRONS:

The Rajah of Ramnad.
Sir C. P. Ramasamy Iyer, K.C.I.E.
Sir Alexander MacDougall.
The Maharajah of Venkatagiri.
The Maharajah of Jeypore.
The Rajah of Bobbili.

His Highness the Maharajah of Jodhpur.
The Maharajah of Pithapuram.
Rajah Sir Annamalai Chettiar.
Sir Charles Cunningham.
Sir Mirza Ismail, K.C.I.E., Dewan of Mysore.

PRESIDENT:

Sir Mahomed Usman, K.C.I.E.

VICE-PRESIDENT:

Dewan Bahadur Govindoss Chathurbhujadoss.

COMMITTEE:

The Hon'ble Mr. Justice F. W. Gentle (*Chairman*).
A. A. Hayles, Esq., (*Vice-Chairman*).
K. Govindan, Esq., (*Hon. Treasurer*).
K. R. Simpson, Esq.
S. G. Harrison, Esq.
C. H. D. Leonard, Esq.
Khan Bahadur Adam Hajee Mohamed Sait.

F. G. Luker, Esq., (*Trade Member*).
Md. Kazim Khaleeli, Esq.
G. Sree Ram Babu, Esq.
A. P. Adam, Esq.
E. A. Watson, Esq., (*Trade Member*).
K. S. Jayaram Iyer, Esq., (*Hon. Legal Adviser*).

SECRETARY:

G. W. Owen, Esq.

PORT REPRESENTATIVES:

Madras:—C. E. Woods-Scawen, Esq.,
7, 2nd Line Beach, G. T., Madras.

Tuticorin:—J. L. P. Roche-Victoria, Esq.,
"Sukhastan", Tuticorin.

Negapattam:—Khan Bahadur V. Hameed Sultan
Maricair, M.L.C.,
C/o Madura Co., Ltd., Negapatam.

Cochin:—H. Grubb, Esq.,
C/o Messrs. Geo. Brunton & Son, Cochin.

HONY. CONSULTING ENGINEER:

J. N. Norridge, Esq.

HONORARY DISTRICT REPRESENTATIVES:

Serial No.	NAME	Address.
1	L. Dee, Esq.	Stanes' Motor S. India, Coimbatore.
2	R. Gopaul Rao, Esq.	The Modern Motor & General Trading Co., Tanjore.
3	G. G. Gill, Esq.	C/o Parry & Co., Cuddalore.
4	S. Govardhan Rao, Esq.	Deccan Assurance Co., Ltd., "Deccan House", Besant Road, Bezwada.
5	Khan Bahadur V. Hameed Sultan Maricair, M.L.C.	C/o The Madura Co., Ltd., Negapatam.
6	O. W. Harrocks, Esq.	Glenmary Estate, Peermade P.O.
7	L. H. Jacob, Esq.	Executive Engineer, Quilon.
8	C. H. John, Esq.	Periakanal Estate, Surianalle P.O., Travancore.
9	N. Kirwan, Esq.	Mangalore, South Kanara.
10	L. H. Ley, Esq.	The Kodaikanal Transport Motor Service, Kodaikanal.
11	M. V. Marulasiddiah, Esq.	Burmah-Shell Agent, Shimoga.
12	R. C. Morris, Esq.	Honnammatti Estate, Attikan P.O., via Mysore.
13	R. P. W. Potter, Esq.	Hallery Estate, Mercara P. O.
14	F. A. G. Ratcliffe, Esq.	Hosergooda Estate, Saklaspur P.O., Hassan.
15	Rao Bahadur Ravulu Subbarao.	Burmah-Shell Agent, Chirala.
16	C. C. R. Reynolds, Esq.	Coromandel Co., Ltd., Cocanada.
17	J. L. P. Roche-Victoria, Esq.	"Sukhastan", Tuticorin.
18	Dr. W. F. Rule, D.D.S.	Rocklands, Secunderabad.
19	P. T. Srinivasa Iyengar, Esq.	Burmah-Shell Agent, Virudhunagar.
20	P. N. Subba Rao, Esq.	C/o Sree Lakshminarasimha Motor Stores, Salem.
21	K. G. Ubhaya, Esq.	"Sita Sadan", Ullal P.O.
22	W. J. U. Turnbull, Esq.	South Indian Export Co., Gudur, Nellore.
23	Major A. W. Waters, M.B.E., R.I.A.S.C. (R.)	"Otazell", 10, Infantry Road, Bangalore.
24	T. S. Rajam, Esq.	Messrs. T. V. Sundaram Iyengar & Sons, Ltd., 4, Goods Shed Street, Madura.
25	K. N. Parameswara-Sarma, Esq., B.A., B.L.	Advocate, Alleppey.
26	K. Rangaswami-Aiyar, Esq., B.A., A.C.E. Dr. G. J. Ingram-Cotton	State Engineer, Pudukottai. Dental Surgeon, "Marine Villa", 34, Rue Dumas, Pondicherry.

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).

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 .. Any horizontal bolt	1	0	0 ..
No. 3 .. 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..... 1937

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

Entries in these columns are charged for at the rate of Re. 1 per line per insertion, but no contract can be accepted for less than six consecutive insertions.

Ariel Motor Cycles

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

Austin Cars

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

Bedford Trucks

COIMBATORE—United Motors (Coimbatore) Ltd.

MADRAS—Byramshaw & Co., Ltd.

Buick Cars

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

MADRAS—Byramshaw & Co., Ltd.

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

Bussing Nag Diesel Trucks

MADRAS—Byramshaw & Co., Ltd.

Cadillac Cars

MADRAS—Byramshaw & Co., Ltd.

Chevrolet Cars and Trucks

BANGALORE—Automobiles Ltd.

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

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

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

Chrysler Cars

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

Commer Trucks

BANGALORE—Automobiles Ltd.

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

De Soto Cars

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

DKW Cars and Motor Cycles

MADRAS—Byramshaw & Co., Ltd.

Dodge Cars and Trucks

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

Ford Cars and Trucks

MADRAS—Gordon Woodroffe (Motors) Ltd.

Hillman Cars

BANGALORE—Automobiles Ltd.

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

Humber Cars

BANGALORE—Automobiles Ltd.

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

Mercedes Benz Cars and Diesel Trucks

MADRAS—Heller & Co.

M. G. Cars

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

Morris Cars

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

Oldsmobile Cars

COIMBATORE—United Motors (Coimbatore) Ltd.

MADRAS—Byramshaw & Co., Ltd.

Oldsmobile Trucks

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

Opel Cars

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.

Skoda Cars

MADRAS—India Automobiles.

Standard Cars

MADRAS—Union Co.

Triumph Motor Cycles

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

Vauxhall Cars

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.

CONTENTS 326

PAGE

Secretary's Notes and News for A.A.S.I. Members—

Road Information	325
Extracts from Reports re Communications	327
Mysore M. V. Taxation	327
Coorg M. V. Taxation	328
Madras M. V. Taxation	328
Hotels	328
Our Post Bag	329
Route Itineraries and Letters	330
Membership	330
New Members	330
Automobile Association of Southern India	332
Roads of the Future	333
Hony. District Representative's Monthly Report	334
I.R.T.D.A. Monthly News Letter	336
Earl's Court Motor Show	342
The Opel Kadett	343
On Fitting Tyres	346
Madras Flying Club Notes	348
Touring to Egypt	349
Broadcasting News	352
Result of B.B.C. Photographic Competition	353

THE SOUTH INDIA MOTOR OWNER

Published monthly. Annual Subscription Rs. 3, Single Copy As. 8, inland Post Free.

All communications regarding Editorial matter should be addressed to The Editor, "THE SOUTH INDIA MOTOR OWNER", 19, Mount Road, Madras.

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

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

All communications regarding Advertising matter should be addressed to THE MADRAS PUBLISHING HOUSE LTD., 19, Mount Road, Madras.

Telegrams:—"GOODPRINT MADRAS". Telephone No. 2931.

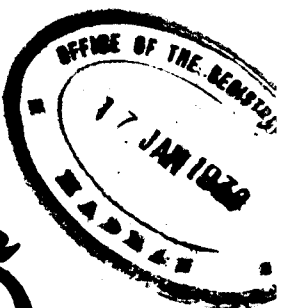
Advertisement "copy" to be supplied without application from the publishers by the 20th of the month preceding that in which the advertisement is to appear, failing which current "copy" will be repeated or where no current "copy" is available, space booked will be reserved and the advertiser will be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

LIST OF A.A.S.I. PUBLICATIONS

	Rs. A. P.
Road Map of Madras Presidency	4 8 0
Road Map of Northern India. Scale 16 miles to 1 inch. Mounted on linen and folded in stiff covers	6 8 0
A. A. Handbook of Northern India	5 0 0
A. A. Handbook of Ceylon	5 0 0
Road Map of India. Scale 50 miles to 1 inch. Mounted on linen and folded into covers	2 0 0
"This Motoring" The Romance of the A. A. by Sir Stenson Cooke	2 0 0
List of Petrol Depots in Southern India	0 4 0
Great Britain and Ireland 1937 (A list of the principal events during 1937 with information for visitors).	
Touring in Great Britain and Europe 1936 A. A. publications	Free to Members only
"My Glorious Adventure," by Captain T. Yates-Benyon. A record, written in a light, amusing style of the author's trip by car from Piccadilly to Calcutta	5 0 0
Map of Madras City showing principal roads and buildings produced by the Madras Calling League, Folder or flat	1 0 0
Postage extra in all cases.	

THE SOUTH INDIA
MOTOR OWNER

The Official Organ of the
Automobile Association of Southern India



Vol. IX, Number 10]

OCTOBER 1937

[Single Copy As. 8

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

Road Information

HEAVY rains which were experienced during the month of September continued well into October when the flooded unbridged rivers caused considerable delay to road traffic in many places.

With the N. E. Monsoon imminent, it will not be out of place to mention that arrangements are being made by this Association with the Railway Authorities to stable trucks at stations on both sides of unbridged rivers near main roads during flood periods.

These stations are as follows:—		
RIVER.		RAILWAY STATION.
<i>Great Southern Trunk Road.</i>		
Palar .. .. .	.. .. .	Chingleput.
(Chingleput) .. .. .	.. .. .	Madurantakam.
Ponnaiyar. .. .. .	.. .. .	Acharapakkam.
(Villupuram) .. .. .	.. .. .	Villupuram.
		Ulundurpet.
<i>Great Northern Trunk Road.</i>		
Penner .. .. .	.. .. .	Nellore.
(Nellore) .. .. .	.. .. .	Kavali.
Kistna .. .. .	.. .. .	Guntur } Metre gauge.
		Bezwada }
		or
		Kistna Canal } Broad gauge.
		Bezwada }
Godavery .. .. .	.. .. .	Kovvuru
(Rajahmundry) .. .. .	.. .. .	Rajahmundry.
		or
		Nidadavolu.
		Rajahmundry.
<i>Bangalore-Secunderabad Trunk Road.</i>		
Tungabhadra .. .. .	.. .. .	Kurnool Town.
and .. .. .	.. .. .	
Kistna .. .. .	.. .. .	Mahbubnagar.
(Kurnool) .. .. .	.. .. .	
<i>Madras-Calicut Trunk Road.</i>		
Palar .. .. .	.. .. .	Katpadi
(Wenlock Causeway) .. .. .	.. .. .	Wallajah Road Station.
<i>Madras-Bangalore Trunk Road.</i>		
Ponnai .. .. .	.. .. .	Katpadi
(Rice Causeway) .. .. .	.. .. .	Wallajah Road Station.



PATENT
CASTROL
is a component
part of your
AUSTIN"
say the Austin Motor Co. Ltd.



*Condition of Certain Roads in various Districts.***COIMBATORE.**

Erode-Kangayam via Chennimalai	Condition bad—unbridged crossing at mile 11/6—Diversion road in sandy river.
Erode-Vellakovil via Maddakurichi, Kollenkoil, and Muttur	In fairly good order.
Muttur-Kangayam	Condition fair.

CUDDAPAH.

Koduru-Rajampetta via Chindraupadu and Pullampet	This is a road with unbridged rivers and is a fair weather road.
Rayachotti-Rajampetta via Sanniyappa	This road has been declared unfit for motor traffic with an unbridged crossing Cheyyar River.
Cuddapah-Porumamilla via Badvel	No unbridged crossings—road is in fair order.
Maidukuru-Badvel	No unbridged crossings—road is in fair order.

GUNTUR.

Guntur-Hanumantapalle via Nadivelugu	The condition and surface of the road is motorable and it is a metalled road.
--	---

KISTNA.

Ibrahimpatnam to Nadimitruvuru via Kondapalle, Mailavaram, Chimalapadu and Konduru	Condition fair. There are 3 vagues to be bridged—one is taken up in 18th mile.
Konduru-Periakedu via Vissanapetta and Nuzvid	Condition good and bridged.
Bezawada-Viravalli via Kissanapalle and Ampapuram	Condition good and bridged.
Bezawada-Masulipatam via Uyyuru, Nidumolu, etc.	Condition good and bridged.
Bezawada-Mungala via Kanchikancherala Nandigamma, Chillakallu, etc.	Condition generally fair. No bridge or causeway on Palleru river.

MADURA.

Dindigul-Palni via Palakunnuthu, Oddanchatram and Ayyakkuddi	The road is fair. There are no unbridged crossings.
Palakunnuthu-Batlakundoo via Kannivadi and Sembatti	The road surface is fair. During North East Monsoon the streams get flooded and become impassable. The duration of the floods depend upon the continuance of rain. During such time the alternative (Palakunnuthu, Dindigul, Sembatti) may be taken.

MALABAR.

Mannantoddy-Thollapathuvaza via Kartikulam	Quite fair—bridged.
Mannarkkad-Manjeri via Melattur, Valluvangad	Quite fair—bridged.
Kartikulam-Bevalli	Quite fair—bridged.
Valluvangad-Mambad via Wandur	Bad in some length.

SALEM.

Mettur-Hosur via Toppur, Sogattur, Pallakoddu, Rayakottai, Uddanpalle	The surface is rather rough here and there. Between Pallakoddu and Hosur there are some abrupt dips at drainage crossings where cars have to be driven very slowly.
Salem-Hosur via Toppur, Dharmapuri and Krishnagiri	This is a trunk road and is in fair condition. There are no unbridged crossings.
Singarapatti-Krishnagiri via Uttengarai, Samalpatti, Mattur, Kannandalli, Jegadevipalliyam	The road is in fair condition. There are no unbridged river crossings which are likely to give any difficulty.
Mattur-Dharmapuri via Pochampalli	This is not in quite good condition, the surface being rough and rutted in stretches. There are two unbridged river crossings which are not fordable in monsoon time. Heavy rains in the adjacent places make the river crossings very difficult for motorists at times.

Harur-Karimangalam via Morapur, Kammanallur, Tippampatti
 Samalpatti-Kadavani via Uttengarai, Korapattu

The road between Morapur and Tippampatti is not in good condition. There is an unbridged river near Kammanallur.
 The road is in fair condition. There is an unbridged river between 58th and 59th milestone on Uttengarai, Karapattu road.

COCHIN.

Ernakulam-Shoranur via Alwaye, Trichur and Vadakancherri	In good condition.
Trichur-Vanniyamparai via Pattikad	In good condition.
Trichur-Kannamkulam, Choughat and Erankal	In good condition.
Trichur-Irinjakudda	In good condition.

PUDDUKKOTTAI.

Mattur-Puddukkottai via Kiranur	Road is in good condition. Level crossings at miles 3 and 18 (from Puddukkottai).
Puddukkottai-Sevalpatti via Tirumayyam	Road is in good condition.
Tirumayyam-Konapattu via Mellakudipatti	Road good—no unbridged crossings.
Puddukkottai-Karamangalam via Ariamhallam	Road good—causeways at mile 4/10, 6/1 and 13/1.

Great Northern Trunk Road.

The right side road margin from mile 11/3 to mile 11/4 to which traffic has been diverted owing to cement macadam to the road being in progress is very slushy and difficult in rains. Arrangements are being made to laterite metal the left side margin for use of the traffic until the left half width of the cement macadam surface is cured and opened to traffic by about the 24th instant.

The following are the Extracts from the Administration Reports of the Various Districts Regarding Communications.

Nilgiris.—

The condition of the trunk roads was satisfactory and that of the second class roads was very fair.

North Arcot-Tiruvannamalai.

The roads in the district board area were in fair condition.

Nellore.—

The trunk roads were generally in good condition and the second class roads were fairly good.

Tinnevely.—

The trunk roads in the district was well maintained, and the second class roads on which there is heavy bullock-cart traffic were not generally kept in good condition and especially that the road from Palamcottah to Tiruchendur via Srivaikuntam continued to be in a very bad condition.

South Kanara.—

The condition of the trunk roads was satisfactory. The second class roads, with the exception of a few, were in fairly good condition.

Salem.—

The trunk roads in the district were in very fair order and the general condition of the second-class roads was fair.

Madura.—

The condition of the trunk road from Kodaikanal road to Madura was greatly improved and that the portion of the road from Madura to Ramnad border requires a great deal of attention to keep it up to the mark and the roads in Usilampatti and Melur divisions were not in a satisfactory condition. The road from Virapandi to Cumbum was in a most unsatisfactory state.

North Arcot-Vellore.—

The trunk roads were maintained in a fairly satisfactory condition. The condition of second-class roads is also reported to be fair.

Mysore M. V. Taxation

The following Memorandum issued by the Inspector-General of Police, in Mysore State, Bangalore is reproduced for the convenience of visiting motorists to Mysore State.

"No motor car should be used on the roads in the Mysore State even for a short period without a license obtained on payment of prescribed tax.

Licenses are issued for 7 days, 30 days and half-year.

The rates of taxes payable on cars are as follows:—

Class of vehicles.	For periods not exceeding 7 days at a time.	For periods exceeding 7 days but not exceeding 30 days at a time.	For a half-year.
1. Motor cars constructed or adapted to carry in all not more than seven persons including the driver.			
(a) weighing not more than 15 cwt. unladen.	2 0 0	6 0 0	12 0 0
(b) weighing more than 15 cwt. unladen.	3 0 0	9 0 0	18 0 0
2. Motor cars constructed or adapted to carry eight persons or more including the driver.	10 0 0	30 0 0	30 0 0
3. For heavy motor cars i.e., motor cars exceeding two tons in weight unladen.	3 0 0	9 0 0	50 0 0

These licenses are not issued at the Office of the Inspector-General of Police in Mysore, Bangalore. They are available at

- (i) all District Treasuries in the State and at certain selected Tahuk Treasuries;
- (ii) District Superintendent of Police, Kolar Gold Fields.
- (iii) the frontier toll-gates of the State;
- (iv) the Commissioner of Police, Madras, who is authorised to issue licenses only from 1-10-37.
- (v) the Western India Automobile Association, Bombay and the Automobile Association of Southern India, Madras for members of the respective associations only.

For the purpose of 7-day and 30-day licenses the day counts from 6 a.m. of one day to 6 a.m. of next day. The half-year is counted from the official year, i.e., 1st July.

These licenses must be carried on the vehicle on the wind-screen glass facing forwards on the rear or left lower corner of the glass of such windscreen. Not carrying the license in such a way is an offence which is punishable with a fine of Rs. 50.

NO REFUND IS ALLOWED ON SHORT TERM LICENSES.

Motor cars having these Mysore licenses are exempted from paying all Municipal Tolls in the State. But they are *subject to tolls at all Government and District Board toll-gates.*

if they like they may go a step further by allowing 30 days' exemption from payment of tax for visiting motorists.

Madras M. V. Taxation

An important decision of the Madras High Court on an offence under Motor Vehicles Taxation Act is as follows:—

"His Lordship disposed of a reference made by the Collector of Chittoor about an offence under the Motor Vehicles Taxation Act.

Rao Bahadur T. Tirumalai Mudaliar, a retired Treasury Officer, Currency Office, Rangoon now residing at Bangalore was produced before the Sub-Magistrate, Madanapalle, with his Chevrolet car No. 2432 on a charge of using the car in Madanapalle town on March 21, without obtaining the taxation license an offence punishable under section 7 of the Motor Vehicles Taxation Act. Mr. Tirumalai Mudaliar pleaded not guilty and offered to pay the tax before the Magistrate. He was found guilty and fined Rs. 5 in default to undergo simple imprisonment for a day. He was also directed to pay the quarterly tax of Rs. 25.

The District Magistrate found that the conviction was wrong in law and accordingly made a reference to the High Court.

Conviction Illegal.

His Lordship observed: "The conviction and sentence are clearly illegal and must be set aside. The motorist in this case,

WHEN VISITING MADRAS

STAY AT

FOR COMFORT

HOTEL BOSOTTO

AND EXCELLENT CUISINE

Motorists who intend merely to pass through the State or whose stay therein is to be limited to a few days only, are advised to take out only a 7-day license.

Motorists who intend to reside in the Civil and Military Station, Bangalore, are required to take out a 7-day license to cover their journey through the Mysore State; thereafter motor vehicle taxes will be payable to the Secretary, Municipal Commission, Civil and Military Station, to whom application should be made for the same. The MYSORE 7-DAY LICENSE carries exemption from Civil and Military Station taxes for 6 days from the date of arrival.

Motorists intending to stay in the Mysore State for periods longer than 7 days, may take out a 7-day license in the first instance and obtain a similar fresh license if their stay is to be limited to a fortnight or should they intend staying more than a fortnight and not more than 30 days, a 30-day license; extended periods may be covered by obtaining the licenses which will appropriately cover them; for a period of more than 60 days, a half-yearly license would be appropriate."

Coorg M. V. Taxation

At the suggestion of the Association, the Authorities in Coorg are considering the question of issuing short term licenses for visiting Motorists to that State, similar to those in Madras Presidency and Mysore State. It is earnestly hoped that they will come in line with the Madras and Mysore Governments and

coming from Bangalore made no attempt to evade the payment of the British license fee. He offered to pay the entire quarterly tax on the spot and he did pay it to the Magistrate.

To prosecute him thereafter was illegal for, as a matter of fact by the rules framed under section 11 of the Motor Vehicles Taxation Act, the proper procedure was to serve a notice on the motorists, calling upon him to pay the tax within seven days. A Government Order No. 2464, dated September 28, 1936, allows a period of seven days' grace for the payment of the tax. Ignorance of law is no defence for persons accused of breaking the law. But such ignorance on the part of those who have to administer the law is quite inexplicable. The prosecution was unimaginative in any case or possibly speculative. I accept the reference and set aside the conviction and direct that the fine if paid be refunded."

***The Government order referred to state:—In respect of a motor vehicle brought into the Presidency of Madras, the tax may be paid within seven days of the entry of the vehicle into the said presidency."

Hotels

The attention of members is specially drawn to the condition that they should apply *on arrival* for any discount which may be granted by any of the Hotels which make this concession to members of this Association.

Our Post Bag

1. "No complaints, but just a few lines of thanks to the A.A.S.I. for being instrumental in improving appreciably the traffic conditions in Bangalore, which at one time were almost chaotic.

I can definitely state that traffic regulation by police shows an appreciable difference for the better. They are even controlling those former pests of the road—the meandering pedal cyclists.

Their course, which was as about as straight as a dog's hind leg, now nearer approaches Euclid's definition of a straight line.

There is also far less mass formation of 2, 3 even 4 abreast, and more a tendency to falling into single file. Oh yes, the A.A.S.I. is good! Here's a wee story. In March last year, my wife and I were travelling by motor taxi from Kalimpong to Siliguri, a distance of about 44 miles. The chauffeur's idea of normal speed was going ellpherleather, which was making my wife nervous, I sensed. I was seated by the driver to give her more room and comfort at the back, as there was some luggage. This Bengali Jehu, in stature, was about five foot nothing on a brick. His nose was very touchable 'twixt finger and thumb. Anyhow, I tolerated his nonsense till late, no doubt due to lower elevation and higher temperature, he developed a habit of mopping his manly brow with a dirty rag. His was not an ordinary mop.

in roping them in, continue. I like this—from your letter. "Lend a hand chaps, both mine and arms and legs are all in the effort."

A verra pairfeet Secretary, and like all Welshmen, excellent.

The day that I succeed in enrolling at least one member, I shall play on my piano the "of Horlech" and "Among our ancient mountains" in honour of the inspiration to the effort given by our worthy Secretary (Applause).

I wish I had a flair for journalism and writing. It was with hesitation I sent in my letter about "the old F.N." Strange! But now reaches an echo from Sophia Estate, Kalhatti, Nilgiris.

Here's for more quotation. "I read with interest your letter in the 'Motor Owner' about the old F.N. I remember it well and how you gave me a ride round Ulsoor Lake, which was the first time in my life, I had ever ridden a Mo-bike myself. They were jolly good old bikes, and I have often wondered how the shaft drive did not become more popular for multi-cylinder bikes.

I once owned an old 4-cylinder F.N. in Travancore. Its chief trouble was the tiny automatic inlet valves which failed to work if there was the faintest of leak in the intake manifold, or if the compression in any cylinder was at all weak."

Somehow this brings back to me the words of "the arrow and the song," in the third verse, the F.N. letter being the song.

FOR ANY SURFACE

PABCO "MULTI-SERVICE" PAINT

INTERIOR OR EXTERIOR Agents:— SPENCER & CO., LTD. Madras & Branches

He had to remove his head gear with one hand to operate simultaneously with the other. This on the Himalaya!

I always carry my Members Ticket

I ALWAYS CARRY MY MEMBERS TICKET in my purse. I casually took my purse out. Jehu beamed! Was it buksheesh! Equally casually I took out my members ticket and began to study it, in such a way that Jehu could "accidentally" glance and peruse. Holy Devils! What a change!

No more mopping of manly brow. No more removal of both hands from steering wheel. Always at least one hand on steering wheel. Almost all the time though, two hands on it.

His defeat was complete. Waterloo is too grand a word to use for 5 foot nothing on a brick.

A la Umslopogass.—"I have spoken."

Every good wish to hardworking Secretary and to Committee Members of the A.A.S.I."

(Sd.) W. HECTOR MOORE.

I wonder if the Kalimpong anecdote would cause a reverberation, however slight."

(Sd.) W. HECTOR MOORE.

3. "Tanjore: The road from Adirampatnam through Pattukkottai is in quite reasonable condition; all other roads in the vicinity of Pattukkottai are almost impassable. Approaching Tanjore in places metal was being collected and the carts were something of an obstruction; inadequate berm space for the storage of metal. Tanjore to Vallam quite good.

Vallam to Trichy: Bad, especially at the Trichy end where the road appears to have been neglected for years; direction in Vallam village inadequate.

Trichy to Manapparai: Not good; rough and rutted. Thereafter improving on the way to Dindigul, where the congestion, mainly of pedestrians, in the bazaar main street compels Dead slow.

Dindigul-Sembatti-Ballagundu: Pretty good throughout; but beware of the skew culvert at mile 12/2, and of the Irish bridge approaching Batlagundu. Metal is being collected on the Kodaikanal Ghat Road, and in places this is appreciably constricted; but this Ghat is being progressively improved."

(Sd.) M. H.

The following Extracts of Letters go to prove the Usefulness of this Association and its Honorary District Representatives.

1. "I have to acknowledge with thanks receipt of M. V. Tax license for quarter ending December. The registration certificate has also been received.

May I express my thanks for the prompt manner in which my M. V. Licenses have been sent during the period you have been obtaining them for me.

I shall certainly have a car on my return from leave when I shall again avail myself of your efficient service."

2. "I am in receipt of your letter enclosing itinerary, etc., for my proposed tour.

I am very much obliged to you for the considerable trouble you have taken and for the very full details given and for the interesting information about places of interest.

I would also like to express my appreciation at the very prompt replies received to my letters. I was afraid I had not given you sufficient time to collect all the information I asked for and was very agreeably surprised when I received your letter last evening."

3. "I arrived here on the evening of 1st instant, after a very pleasant and enjoyable trip via Hyderabad, Latur and Poona. I take this first opportunity of thanking you and your Association for your kind help in giving me an itinerary from Bangalore to Kurnool. I must confess that this itinerary of yours was of great assistance, especially as I travelled this distance by night and before reaching Anantapur, all the mile stones are marked with names of the next villages and not the ultimate destination Kurnool. Hence, it would have been rather troublesome for me, had it not been for your detail itinerary. I am handing over to W.I.A.A., all my other itineraries which they had given me, and I shall also give them your itinerary.

I trust that when you should have the opportunity of visiting Bombay, you will not hesitate to look me up. As it is, I shall consider it a great pleasure, if I can be of any service to you in Bombay.

Wishing you and your Association, all the very best, I am."

Route Itineraries and Letters

174 itineraries were issued during the month covering 50,914 miles.

648 letters and many personal and telephone calls were received. 1,876 letters were despatched by post and 298 letters were delivered locally by peons.

Membership

56 new members were enrolled during the month of September 1937.

These new members were introduced by the following:—

3 each by Major A. W. Waters, M.B.E., and P. Matthen Esq.
2 each by Messrs. Md. Kazim Khaleeli, K. S. Mohideen, R. V. Shama Rao and T. R. Bushnam.

1 each by Sergeant G. Marsh, I.A.A.C., Messrs. M. Hydari, K. Govindan, G. Sree Ram Babu, R. H. Ranga Rao, K. R. Simpson, E. V. Padmanabha Pillai, C. H. D. Leonard, T. R.

Ganapathy Iyer, A. E. Killick, The Ocean Accident and Guarantee Corporation Ltd., A. B. Madapa, A. S. Bathena, C. M. Sharma, Dr. B. Seshagiri Rau, Messrs. V. Duraiswami, N. Narayanan, Messrs. Gordon Woodroffe (Motors) Ltd., F. A. G. Ratcliffe, J. L. P. Roche-Victoria and Mr. B. Gerdt-Larsen.

The remaining 21 were enrolled by the staff.

New Members

- Dr. P. Srinivasan, L.M.P.,
3, D. Thiruvethiyur High Road, Washermanpet, Madras.
K. V. Ramachandran, Esq.,
5, Luz Church Road, Mylapore.
M. Venkataramanjulu, Esq.,
15, Krishna Rao Naidu Street, Theagaroyanagar P.O., Madras.
M. Nammalwar Chetty, Esq.,
18, Kasi Chetty Street, G. T., Madras.
V. T. Sethuramalingam, Esq.,
Zamindar, Kadandampalayam, Rasipuram, Salem.
E. R. Srinivasachari, Esq.,
"Dwaraka", Edward Elliott's Road, Mylapore.
N. Ranganadhan, Esq.,
c/o Messrs. W. A. Beardsell & Co., Ltd.,
2nd Line Beach, Madras.
M. A. Samad, Esq.,
43, Muthu Naick Street, G. T., Madras.
K. T. Matthew, Esq., B.Sc., I.F.S.,
District Forest Officer, Mangalore.

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.

R. Lean, Esq.,
Chief Mechanical Engineer, M. & S. M. Railway,
Pilkington Road, Perambur.

T. Ekambaram, Esq.,
1, Cathedral Road, Cathedral P.O.

A. C. Sreenivas, Esq.,
Secretary, All India Tour Association,
11, Bamboo Bazaar, Bangalore City.

M. S. Ramaswami Chettiar, Esq.,
110, Royapettah High Road, Royapettah.

D. S. Thorpe, Esq.,
c/o Messrs. Gillanders Arbuthnot & Co.,
1st Line Beach, Madras.

Dr. M. U. Subramaniam,
Kensington, Kumbakonam.

Dr. P. Alagasingari Naidu,
72, Acharappan Street, G.T., Madras.

R. B. Truscott, Esq.,
Coimbatore.

M. Ali Asker, Esq.,
Nishat House, 16, Richmond Road, Bangalore.

V. Sundaramurthi, Esq.,
Manikavelu Mansion, Palace Road, Bangalore.

N. S. Ghate, Esq., M.Sc., I.F.S.,
Deputy Conservator of Forests, Nilambur.

C. M. Thimaya, Esq.,
Mercara, Coorg.

D. D. Kanga, Esq.,
c/o Theosophical Society, Adayar, Madras.

K. C. Chandu, Esq.,
Lawyer, Kottayam P.O.

V. M. P. Muthuswami, Esq.,
399, Mint Street, Madras.

Dr. M. S. Kini,
Dental Surgeon, 288, Esplanade, Madras.

C. S. Rama Rao, Sahib, Esq.,
Chandra Vilas, Luz, Mylapore.

S. Sadasiva Mudaliar, Esq.,
Mirasdar, Shiyali, Tanjore.

C. P. Matthen, Esq.,
Travancore National & Quilon Bank, Ltd., Madras.

K. M. Eapen, Esq.,
Jt. Managing Director,
The Travancore National & Quilon Bank, Ltd.,
Esplanade, Madras.

Khan Bahadur G. G. A. Kareem Sahib, M.B.E.,
Hilal House, St. Thomas' Mount.

Messrs. Raja D. Mawney & Co. Ltd.,
288, Esplanade, Madras.

M. B. Ramachandra Naidu, Esq.,
28, Irulappan Street, Sowcarpet P.O., Madras.

D. Narayana Reddi, Esq.,
Kota Post, Gudur Taluq, Nellore District.

C. S. Srinivasa Mudaliar, Esq.,
Mirasdar, Shiyali, Tanjore District.

R. Ramaswami Iyengar, Esq.,
Asst. Secretary to Government of Madras,
Development Department, Alwarpet, Madras.

A. S. Jeffares, Esq.,
c/o Messrs. King & Partridge, High Court Buildings,
Madras.

T. G. Saravana Mudaliar, Esq.,
14, Bunder Street, Madras.

J. W. C. Lincoln Gordon, Esq.,
Divl. Suptd., Posts and Telegraphs,
7, Museum Road, Bangalore.

N. DeRozario, Esq.,
40, Tana Street, Vepery, Madras.

St. John Hunt, Esq.,
Kumergode, Mudigere P.O., Kadur District.

Capt. T. Johnston,
Marine House, Tuticorin.

P. Joseph John, Esq.,
Executive Engineer, Electricity Department,
Trivandrum.

P. Madsen, Esq.,
c/o The East Asiatic Co., Ltd., Armenian Street, Madras.

P. Satyavijaya Rao, Esq.,
Thulasinivas, Rajah Street, Big Conjeeveram.

R. Krishnaswami Iyengar, Esq.,
District Board Engineer, Cuddalore, N.T.

A. T. Rajabathar, Esq., M.B., B.S.,
"Mayura Vahan", Inspector,
Subbaroyalu Naidu Street, Washermanpet.

Aga Md. Javad Shirazi, Esq.,
12 A, Marshall's Road, Egmore, Madras.

T. W. Sheldrick, Esq.,
Khaleeli Mansions, Mount Road, Madras.

Sergeant F. J. Wilkins, I.A.C.C.,
Headquarters, Deccan District, Bolarum (Deccan).

K. M. Cherian, Esq.,
The Guardian of India Insurance Co., Ltd.,
Armenian Street, Madras.

C. H. Owen, Esq.,
c/o Messrs. Gordon Woodroffe & Co., (Madras) Ltd.,
1st Line Beach, Madras.

F. D. Douglas, Esq.,
"Monte Gratia", Hall's Road, Egmore.

G. D. Taylor, Esq.,
c/o The Madras Mail, Madras.

M. C. B. Koman, Esq., I.C.S.,
Chingleput.

K. Prasada, Esq.,
Postmaster-General, Madras.

A. P. C. Albuquerque, Esq.,
Chemiston, Graeme's Road, Nungambaukam.

AUTOMOBILE ASSOCIATION OF SOUTHERN INDIA

MINUTES of Proceedings of the Annual General Meeting of the Automobile Association of Southern India held at 6 p.m. on Friday the 24th September 1937 on the lawn adjoining the registered office of the Association, kindly lent for the purpose by Messrs. T. B. Mehta and Sons, Mint Street, Madras.

Present.

Sir Mohamed Usman, K.C.I.E., President, in the Chair, Dewan Bahadur Govindoss Chathurbhujadoss, Vice-President, the Hon'ble Mr. Justice F. W. Gentle, Chairman, Messrs. A. A. Hayles, Vice-Chairman, K. Govindan Hon. Treasurer, N. R. Krishnamma, the Hon'ble Mr. Justice S. Wadsworth, I.C.S., Dr. B. Seshagiri Rau, Messrs. C. H. D. Leonard, E. A. Watson, F. Chapman, Dr. P. V. Cherian, Messrs. V. Duraiswamy, G. Sri Ram Rau, R. Gopala Rao, A. S. Killick, K. R. Simpson, A. T. Luker, A. P. Adam, S. W. White, Major E. G. Bowers, Messrs. M. Hydari, Md. Kazim Khaleeli, Md. Rahim Khaleeli, T. Sundaram Iyer, I. A. T. Shannon, H. A. Buller, F. H. Wilson, W. Fyfe, Khan Bahadur Adam Hajee Mohamed Sait, K. Eswara Iyer, G. G. Armstrong, O.B.E., E. J. B. Greenwood, J. S. Westerdale, F. W. Stewart, C. M. R. Rao, C. Adi Kesavalu Naidu, A. F. Byramshaw, S. S. Sankara Mudaliar, K. R. Karant, and P. V. Chari.

Present by Proxy.

Messrs. J. K. Morris, F. Brauer, Dr. Jean, F. Strandgard, M.D., Dr. G. J. Ingram-Cotton, Messrs. C. V. Raghavachari, C. K. Babu Mudaliar, Mrs. D. Edge, Messrs. L. A. N. Annamalai Chettiar, G. D. Naidu, Rev. S. D. Bawden, Messrs. J. Kreiser, K. S. Mohideen, H. D. Hardayal, A. Cargnelli, Dr. H. S. Thomas, Mr. C. M. Gopal, Major A. W. Waters, M.B.E., Major R. H. Wigfall, V.D., M.Inst.T., A.I.R.O., Rev. N. J. McBrearty, Mr. A. S. P. Rathnasabapathy Oodayar, Dr. C. Ramamurthi, Miss A. D. Teale, Mr. P. R. V. Sarma, Rajah of Etaiyapuram, Mr. M. Abdul Hamid Khan, Rev. G. J. Howard, Messrs. E. Anderson, E. J. Kelly, Major E. V. Roberts-Wray, Messrs. F. J. Chadwick, N. G. Fairbairn, H. F. Saunders, W. A. J. Milner, J. C. Hunter, C. E. Woods-Scawen, C. Abdul Hasen, S. P. Sri Ram, T. R. Bushanam, N. Varadaraja Pillai, K. Rajam Iyer, K. S. Jayaram Iyer, N. St. Clair-Browne, T. V. Swamy, K. Raghu Ramiah, M. Hussain, K. Srinivasan, C. Krishnaswamy Naidu, Dr. K. C. Chakko, Dr. P. Srinivasan, Messrs. S. Vedam Iyer, C. L. Ramaswamy, M. S. Patel, K. Parthasarathy Naidu, E. R. Srinivasachari, P. S. Krishnaswamy, K. S. Viswanatha Iyer, R. H. Ranga Rau, H. Bhimasena Rau, Thimmothy Mookkan, Poppat Jamal, K. Venkateswarlu, M. R. A. Chellam, C. M. Sharma, V. L. Ethiraj, P. Lakshminpathy Naidu, B. D. V. Ramaswamy Naidu, M. R. Parthasarathy Naidu, K. M. Oommen, P. Nachimuthu Gounder, M. Miller, R. K. Stanford, Byramshaw & Co., Ltd., U. R. Rao, L. K. Smith, D. P. Kelly, R. Allen, C. A. White, Bharat Insurance Co., Ltd., Heller & Co., Haverro Trading Co. Ltd., W. Harten, P. N. Subba Rao, Commercial Union Assurance Co., Ltd., F. A. R. Hunter, D. Vernon, S. A. Vincent, G. H. Armstrong, R. Lean, K. N. Kuppannan, Capt. F. A. B. Sheppard, I.M.S., Messrs. K. Hein, K. Allestrup, A. Kragh, J. L. Benson, N. Dasai Gounder & Co., H. A. Adam Sait, Sastri & Shaw, K. V. Gopalaswami, C. R. Pattabirama Iyer, C. R. Raghavachari, V. R. Lakshmi Ratan, Rajakumar of Pithapuram, M. Giriappa, M. Venkataramanjulu Naidu, Dr. K. V. Subramaniam, V. K. Thiruvankatachari, S. Parthasarathy, the

Premier Insurance & Building Society Ltd., B. Shankar Rau, C. Srinivasa Rao Sahib, A. Narayana Menon, Rao Bahadur C. Gopala Menon, Messrs. K. Venkata Rao, K. Subramaniam, C. K. Krishnaswami Pillai, Rao Sahib K. Chengappah, Surajamal Lullubhai & Co., Rao Sahib C. Jayaram Naidu, Messrs. K. V. Ramachandra Iyer, S. Aravamuthu Iyengar, K. Prasada, I.C.S., T. T. Krishnamachari, Lever Bros. (India) Ltd., the United Trades Ltd., Dr. R. V. Rajam, Messrs. M. C. S. Koman, A. Bosotto, Dr. R. K. Chettur, Messrs. P. Appu Nair, Deccan Commercial Bank Ltd., Rao Bahadur S. Muthuswami Iyer, A. S. Bhatena, N. A. N. Annamalai Chettiar, N. R. Parthasarathy, M. B. Ramachandra Naidu, the Mayura Films Ltd., N. V. S. Palanivel, L. Rathnam Chettiar, Dr. V. Rangachari, Messrs. A. R. Ramanathan Chettiar, Curzon & Co., T. S. Mahalingam, M. K. Streman, N. A. R. Nagappa Chettiar, Dr. C. K. Krishnaswami, Messrs. P. N. S. Raman, Abbas Khaleeli, I.C.S., T. L. R. Chandran, I.C.S., P. M. Menon, I.C.S., T. M. S. Mani, I.C.S., F. S. Ram Rau, M. Ameen Khaleeli, D. S. Reddi, M. Mustafa Hussain, S. J. Ispahani, D. V. Joshi, R. V. Shama Rao, Ahmed Khaleeli, Mahamed Khaleeli, S. Osman Ali, I.C.S., M. C. B. Koman, I.C.S., G. K. Vale, Gulam Hussain, S. A. Qadir, I.F.S., N. Narayan, K. Viswanathan, M. M. Salahuddin, F. G. Saravanam Mudaliar.

The President welcomed the members and opened the proceedings by calling on the Secretary, Mr. G. W. Owen to read the notice convening the meeting.

The notice having been read, the Hon'ble Mr. Justice F. W. Gentle, Chairman of the Committee proposed that Sir Mohamed Usman, K.C.I.E., (President) and Dewan Bahadur Govindoss Chathurbhujadoss (Vice-President) should continue in their respective offices.

He said both had the interests of motorists and of the Association at heart and justified the confidence members had placed in them.

Mr. K. Govindan seconded and the motion was carried unanimously.

Sir Mohamed Usman thanked the members and assured them that he would do his best to promote their interests.

The Hon'ble Mr. Justice F. W. Gentle then presented the Annual Report and accounts for the year ending December 31st 1936, and moved that they be adopted. He added that the Secretary of the Automobile Association of London would be shortly coming to India and it was hoped that he would be able to visit Madras.

In regard to the activities of this Association, they had provided a number of scouts for Madras City and also one for Bangalore. The scouts were undergoing a course of traffic duty with the help of the police in Madras.

In addition they were also undergoing a course of First Aid in Hospital. The Association contemplates sending one scout to Coimbatore also, the intention being to have the Scouts in as many places as possible in the Presidency.

The Madras Scouts also assist in the parking of cars at the Cinemas.

Mr. T. Sundaram Iyer seconded the motion, which was carried unanimously.

President's Remarks.

Sir Mohamed Usman said that the current year had been smooth sailing and the effective membership had increased to 1,528 to date. They had been fortunate in getting a good Secretary in Mr. G. W. Owen who was devoting himself heart

and soul for the improvement of the Association. He hoped that the Association would be able to show greater progress in the years to come.

Continuing Sir Mohamed Usman observed that Mr. A. A. Hayles, the Vice-Chairman, had done very good work for the Association, and they were very fortunate in getting the Hon'ble Mr. F. W. Gentle as the Chairman. The work of the Association was of a highly technical nature and it was a matter for congratulations that the Chairman knew the subject thoroughly well. He hoped that the Present Chairman and the Vice-Chairman would be re-elected.

Mr. K. Govindan proposed that the Hon'ble Mr. Justice F. W. Gentle and Mr. A. A. Hayles be re-elected as Chairman and Vice-Chairman respectively.

This was seconded by Khan Bahadur Adam Hajee Mohamed Sait and carried unanimously.

Scrutineers.

On the proposal of the President, Mr. G. G. Armstrong, O.B.E., and Dewan Bahadur Govindoss Chathurbhujadoss were appointed scrutineers for ballot papers which members present had now filled in. The ballot resulted in the election of the following Committee:

Messrs. K. R. Simpson, A. P. Adam, S. G. Harrison, C. H. D. Leonard, K. Govindan (*Hon. Treasurer*), Khan Bahadur Adam Hajee Mohamed Sait, Messrs. Md. Kazim Khaleeli, G. Sree Ram Babu, E. A. Watson, F. G. Luker and Mr. K. S. Jayaram Iyer (*Legal Adviser*).

Mr. G. G. Armstrong proposed a vote of thanks to the retiring office-bearers and Mr. A. A. Hayles proposed a vote of thanks to the Scrutineers.

MADRAS,

29th Sept., 1937.

(Sd.) MD. USMAN,

President.

THE ROADS OF THE FUTURE

IN the few minutes available, there is no time to sketch the history of roads, although a study of it provides a background for visualising the roads of the future. But I should like to pay tribute to the untiring efforts of the Road Engineer of to-day in his formidable task of catering for the great and growing tide of motor traffic.

A fresh consideration of Highway Policy has become imperative because the motor is now an economic force providing a livelihood for many, affecting the lives of all and capable even of changing the centres of industry and commerce.

A highway is a means to an end—an end which justifies the means we take to attain it—and if we remember that "evil communications corrupt good manners" we, the peoples of the British Empire, ought to decide to equip ourselves with adequate roads.

It is difficult to predict the character of the road of the future—of tomorrow, because tomorrow never comes, and evolution is continuous. I am convinced that unless comprehensive schemes of highway construction are put in hand at once, posterity will condemn us for our woeful lack of vision.

Certainly in Britain, with two-and-three-quarter million motor vehicles, or fifteen per mile of road—with an increase of a quarter-of-a-million annually, and with some ten million cyclists—the needs of industry, commerce and of the Community call for statesmanlike action.

We made a start early this year. For the first time since the Roman era, Britain has adopted a Trunk Roads scheme, with four thousand five hundred miles of national highways under State Control. And the Government has issued a memorandum explaining how public safety can be attained by effective lay-out and construction.

Recently, too, the County Surveyor of Oxfordshire published a Report on Four Years' Fatal Accidents. This proves conclusively that four out of every five fatalities would not have happened were the roads designed and constructed on the ideal lines now recommended by the Government.

Great Britain will equip itself with Trunk Roads partly by surgical operations on old roads and partly by constructing new ones to by-pass the centres of population. In the cities, overhead and underground roads will have to be made. Arcading the buildings to gain width may become necessary.

The ideal highway must fulfil three major requirements—those of economic necessity—speed with safety—and, finally, beauty in design.

D

I suggest that the highway of the future must provide for the segregation of traffic with paths for walking, riding and cycling, and dual carriageways for motor traffic. By judicious planting of shrubs and trees conforming to the character of the landscape, such a highway becomes a parkway. It should be at least 300 feet wide. Intersecting roads, railways and bridle-paths must pass under or over, and roadside halts and adequate parking places should be provided. Among other essentials are:—uniform and non-skid surfaces, the super-elevation of bends, "flush" kerbs and the prohibition of unsightly overhead wires. "Advance" Direction signs should be installed, but, with the elimination of danger, Caution signs will not be required. Finally, effective lighting must be provided where expedient.

An important point will be to plant the dividing strip between the carriageways with low growing shrubs to prevent dazzle. There is no need for the dual carriageways to run parallel. Advantage should be taken of the contour of the country to carry them at different elevations, thus relieving monotony.

By co-ordinating Town-planning schemes and forbidding the Ribbon development of houses—beautiful, fast and safe highways will result.

The road is no longer merely a national question. It is an international one. For example—twenty thousand motorists left Britain for Europe during the past three months. Innumerable friendships result from this form of travel.

Some years ago the A. A. tabled a scheme for a great highway from London to Istanbul to be continued to Singapore with a branch to Cape Town. Each year new links of this Highway are being built.

Meanwhile, there is a growing desire for Road Engineers to study the work of their colleagues in other lands. Next month two hundred of our Members of Parliament, County Surveyors and local Chairmen will tour Germany to inspect the network of new motorways—and a few weeks ago the French experts were in Britain. Science knows no frontiers—and this exchange of experience will accelerate development.

I conclude by suggesting that the roads of the future will be a continuous network of wide trunk highways traversing the World, and linking the Empire over more closely together.

Ease of communication is vital to us all. Economic road transport will aid the prosperity of Mother Country, Dominion, Colony and Dependency alike.

Honorary District Representative's Monthly Report for September 1937

Bangalore

1. General.

THERE is nothing special to report except that this "branch" work has increased all round. More "callers" and more letters received, as is indicated by the letters sent out.

The work was fairly evenly divided between visiting and resident members and most of it was in connection with licenses for trips etc. ex Mysore and tiding over short periods at the September "Quarter-end" and incoming quarter.

Other matters were:—advice on car overhauls, Drivers required, thefts of accessories, information as regards the Dasara in Mysore and where to stay there, routes—some of these had to be procured from the Secretary; subscription handed in, some in cheques and some in cash. The latter requiring money orders for its despatch to the Secretary.

With the advent, late in September of the N. E. Monsoon, inquiries re condition of the Rice Causeway and other trunk-roads leading from Bangalore increased to an extent that it was necessary to leave instructions at home of my whereabouts whenever I went out.

This was fully justified by my receiving messages during the interval of a "Talkie" and on a very stormy night when two members wanted to set out for Madras at day-break.

By an agreed arrangement between me and our Secretary, I am enabled to give, off-hand, fairly reliable information.

One gratifying result of the Scout's activities here is that Members are increasingly appreciating—on a scale never before known—the service and advice which are available at almost any hour of the day or night and, as it were at their door.

It is never too much trouble nor the hour too late and the only thing asked of them is that they make this service known to their friends who have not joined us.

2. Correspondence.

(a) Letters received this month was a record number.

(b) Letters and documents despatched:

To the Secretary	50
Others: Out-Stations	12
Local	37
Total	99

This 99 was a record month out of 408 since January 1st and far in excess of any month during the past 7 or 8 years not

even excepting the Bangalore "seasons" which attract members of affiliated A. As.

3. New Members.

A few proposals were obtained but several others are still weighing up the pros and cons.

In this matter of "prospects" we need be psychologists.

The man with money and the desire to display a badge, as also he who thinks it the right thing to do to support an Association which either alone or collectively, is always waging a fight for his rights as distinct from some tangible service, are easy to deal with.

Another wants to tour and avoid the many pit-falls as regards licenses: this is fairly easy, as is also he who definitely wants 10% off his insurance policy and which will either wholly or largely procure for him the benefits of the A.A.S.I.

But the Owner who rarely leaves the town, and he who says he finds the roads and signposting of them quite good are problems requiring patience and the fact that A. As. have had a lot to do with those roads and signs is, to some, merely a reason why they should continue to get something for nothing, or at others' expense.

4. Driving in Bangalore C. & M. Station.

It seems fairly certain that contrary to the Rules numbers of Owner-drivers, Chauffeurs and Taxi-drivers have definitely adopted the "right-hand" or "off-side" rule when emerging from side streets or crossing main (major) roads. This is the Madras rule and Bangalore City and though printed in the driving licenses here, is merely intended for general information and is not, in the station, the law as regards side streets and main roads. I have as a consequence narrowly escaped during this month of a crash on four occasions. I personally would not be surprised to learn that many accidents had something to do with this misunderstanding.

In the past I have reported a few of the very rash cases.

5. Registered drivers and cleaners.

Members may like to know that I usually have the names and addresses of reliable drivers and cleaners—some on the Ex-Services Association list—out of employment and ready to take up work permanently or temporarily.

Members have merely to drop me a p.c. about them.

(Sd.) A. W. WATERS,

Hon. District Representative.

Bangalore.

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

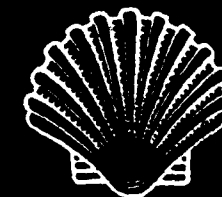
BOMBAY:
Churchgate
House,
Churchgate
Street

RANGOON:
128, Phayre
Street

who knows better than the maker?

"All the best car manufacturers approve Shell Motor Oil. I've used it for the past 9 years and my advice to new car owners is - Start on Shell and keep to Shell."

"That's right Sir, and what's more you can get Shell anywhere."



SHELL MOTOR OIL

BURMAH-SHELL OIL STORAGE & DISTRIBUTING CO., OF INDIA LTD

AGENTS: CALCUTTA. BOMBAY. MADRAS. KARACHI. NEW DELHI.

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

Sind Communications Board

Bullock Cart Traffic

AT a meeting of the Sind Communications Board held recently, the representative of the Association suggested that legislation should be enacted whereby iron tyred bullock carts would be prohibited from using provincial and district board roads unless the tyres were at least 4" in width, with rounded edges. Although no definite resolution was passed, the Communications Board adopted the suggestion in principle.

With the two-fold purpose of reducing the maintenance cost of the roads which are being improved under the present programme, and of improving the existing conditions of transport in general, the Board is giving keen attention to the encouragement of improved types of bullock carts, recognising that the worst enemy of the road is the bullock cart with its present type of wheels and tyres. It is understood the Board has recommended that experiments should be tried in each Taluka with two improved types of carts, with a view to popularising them—one being the pneumatic tyred cart which has made considerable headway during the last three years, while the other is a cart designed by Mr. Cumming, the late Agricultural Engineer in Sind, which has 5" wide rims on the wheels.

Trunk Roads.—The Board has adopted a resolution moved by the Association's representative recommending that the Government of India be urged to sanction the development of trunk roads between the following places: (1) Karachi and Reti via Hyderabad, Khairpur Mirs and Rohri, (2) Rohri and Nasirabad via Sukkur, Shikarpur and Jacobabad, and (3) Hyderabad and Chhor via Chambar, Mirwah, Jamesabad and Umerkot.

Reciprocity in Motor Vehicle Tax

With the substitution of a provincial tax for tolls in the Bombay Presidency and the introduction of a similar tax in adjoining Indian States, the Bombay Branch of the Association is closely watching the position of inter-Provincial traffic in order to see that free movement of motor vehicles between the Presidency and States is not impeded by multiple taxes resulting from lack of co-ordination in the taxation system. The Association is strongly of opinion that a vehicle taxed in one Province or State should be exempt from taxation in all other Administrations but it has been argued that divergencies in the level of taxation existing in Provinces and States make this system impracticable at present. Failing such an arrangement, the Association advocates that vehicles temporarily visiting one State or Presidency from another should be exempt from taxation for at least one month and that vehicles except public service vehicles regularly operating between two territories should pay two-thirds of the normal tax in each area. With regard to public service vehicles of the latter category the tax should be the higher of the two taxes applicable which should be divided between the two authorities on the basis of the mileage operated in each area.

In the Motor Vehicles Tax Rules of the Bombay Government and in the Kolhapur State Motor Vehicles Tax Act provision is made for casual visiting vehicles to be exempted for one month

but nothing is laid down about regular trans-border traffic. The Bombay Branch of the Association has made representations to the Government of Bombay in this connection, and it is understood the matter is being considered.

Motor Transport in the Central Provinces

A motor vehicle weighing over 3½ tons laden is classed as a heavy vehicle under the existing regulations in the Central Provinces and as such becomes subject to a speed limit of 12 miles per hour if the vehicle does not exceed 3 tons in weight unladen and of 8 miles per hour if the unladen weight exceeds that limit. The Association considers such low speed limits to be a serious impediment to the development of motor transport in the Central Provinces, as the use of commercial vehicles except the very lightest tends to be rendered uneconomic, thereby depriving agriculture, trade and commerce of the opportunity to reap to the full the advantages which this form of transport confers. The Association has therefore made a representation to the Central Provinces Government urging that the revision of the present speed limits be given favourable consideration.

Deputation to Bengal Minister

On the 7th September a deputation representing the Indian Roads and Transport Development Association Ltd., the Automobile Association of Bengal, the Bengal Chamber of Commerce and the Motor Industries Association, Calcutta, had an interview with the Hon'ble Minister-in-charge, Communications and Works Department, Government of Bengal, at which the Chief Engineer, Roads and Buildings, Bengal, was also present.

The deputation made representations concerning (a) the unfairness of the Government of India's suggestion to limit the laden weight of motor vehicles operating on extra-Municipal Roads; and (b) the need to encourage rubber tyres for bullock carts.

Bengal Board of Communications

At the last meeting of the Board of Communications, Bengal, one of the items on the agenda was a letter from the representative of the Bengal Branch of the Association, in which a query was raised as to the cause of delay in the execution of some of the schemes sanctioned by the Board in August 1934. Various reasons were put forward on behalf of the Government and an assurance was given that roughly Rs. 20,00,000 would be spent during the current financial year for the furtherance of the schemes referred to.

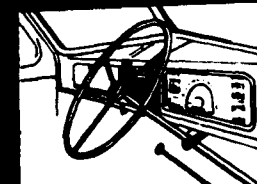
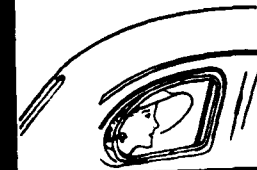
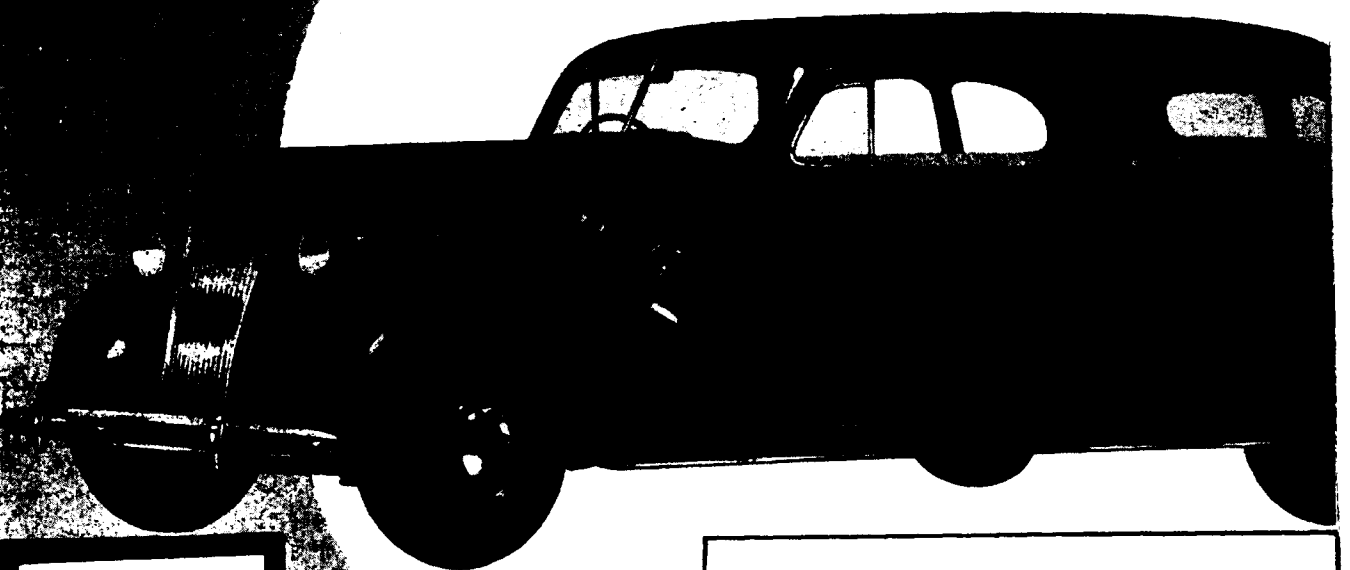
New Members

The Association has pleasure in welcoming the Standard Motor Co. Ltd., of Coventry, England, as a new Supporting Member.

Use of Road Graders in the Punjab

The Punjab Government have under consideration the question of advancing loans to district boards for the purchase of road grading outfits and recovering the same from the maintenance grant in fixed annual instalments. This will enable some

CHEVROLET'S SUPER LUXURY CAR THE IMPERIAL LIMOUSINE AT CHEVROLET'S PRICE



The Imperial Limousine can be purchased on easy terms through the General Motors Hire Purchase Plan.

LUXURIOUS passenger transportation at its best describes this magnificent De Luxe model! There's ample room for seven passengers, while its many special features include a sliding glass partition between front and rear compartments and a convenient centre arm rest for the rear seat. A thrilling performance completes the magnificent picture. A dignified aristocrat for all occasions, Chevrolet's Imperial Limousine also makes an ideal purdah car.

SIMPSON & CO., LTD., 201 Mount Road, Madras
STANES MOTORS (South India) LTD., Coimbatore
Branches at Calicut and Trivandrum
T. V. SUNDARAM IYENGAR & SONS LTD., 21 Goods Shed Street,
Madura
Branches at Karaikudi, Tinnevely and Pudukottah

A PRODUCT OF GENERAL MOTORS

of the district boards who are at present handicapped for want of funds, to purchase suitable and up-to-date outfits.

During the year 1935-36, about 868 miles of unmetalled roads were maintained by means of road grading outfits.

Road Development in the Central Provinces

As the first province to take advantage of a loan from the anticipated income in the Road Development Fund, the following figures from the Central Provinces which show the expenditure from the Fund up to the end of 1935-36 and the estimated costs of approved programmes are of interest. The total probable cost of the works of road construction and improvement as included in the present programmes amounts to roughly Rs. 64.5 lakhs. The works should be completed during the next two years.

Year.	Central Provinces' Share.	Loan.	Government of India Reserve.	Total.
	Rs.	Rs.	Rs.	Rs.
1931-32	74,345	..	..	74,345
1932-33	1,84,271	..	9,099	1,93,370
1933-34	2,22,300	..	4,806	2,27,106
1934-35	3,68,535	1,628	1,46,296	5,16,459
1935-36	5,32,748	3,88,692	2,83,994	12,05,434
Total	13,82,199	3,90,320	4,44,195	22,16,714
Amount of approved programmes	27,68,500	24,20,000	12,62,400	64,50,900

The programme includes (a) the construction of:

- (i) a class I Road from Mangrulpur to Manora, length 16 $\frac{5}{8}$ miles, costing Rs. 1,56,800,
- (ii) the Yeotmal-Kalam-Deoli-Wardha Road, 11 $\frac{1}{4}$ miles, Rs. 1,58,037,
- (iii) the Bhopal-Rahatgarh road including bridges between Rahatgarh and Saugor, Rs. 1,65,500,

(b) the raising in class of:—

- (i) the Rahatgarh-Bhilsa Road, length 11 $\frac{1}{2}$ miles, costing Rs. 1,13,400,
- (ii) 33 miles of the Great Eastern road passing through the Rajnandgaon State, length 31 $\frac{7}{8}$ miles, costing Rs. 1,65,300 (excluding the contribution from Rajnandgaon State),
- (iii) the Bori-Jam Road, length 10 $\frac{3}{8}$ miles, costing Rs. 1,25,177,
- (iv) the Warora-Chimur Road, length 28 miles, Rs. 1,21,169, and

(c) the following bridges, among others:

- (i) over the Jonk river in mile 72 of the Raipur-Sambalpur Road, costing Rs. 1,20,000, and
- (ii) Dewal and Kokhri bridges on the Dharni-Burhanpur section of the Burhanpur-Amraoti Road, Rs. 1,12,600.

C. P. Board of Communications

Under a Resolution dated the 31st August, the Government of the Central Provinces have reconstituted the C. P. Board of Communications and the Association has been invited to nomin-

ate a representative. The composition of the Board is as follows:—

- (a) The Chairman, who shall be the Hon'ble Minister for Public Works.
- (b) Four official members, namely, the Commissioner, Berar division, the Chief Secretary to the Government, the Chief Engineer, Public Works Department, and the Inspector-General of Police.
- (c) Three members of the Central Provinces and Berar Legislative Assembly, elected by the Assembly, of whom at least one shall be from Berar.
- (d) Four non-official members nominated by Government from chairmen of district councils, one from each Commissioner's division.
- (e) Two railway representatives (one each from the G. I. P. and B. N. Railways).
- (f) One representative of the Indian Roads and Transport Development Association.
- (g) One representative of the Local Motor Trade to be nominated by Government.

The Secretary to Government, Public Works Department, shall act as Secretary to the Board.

The following are amongst the rules framed by the local Government to regulate the constitution and functions:—

All nominated members and members elected by the Assembly shall be appointed for the lifetime of the Assembly. Vacancies as they occur shall be filled by the authority making the original nomination or election and in the same manner.

It shall be open to the Chairman of the Board to co-opt for the purpose of discussion but not of voting any official having expert knowledge which is likely to be of use to the Board.

The functions of the Board shall be to advise Government on all matters submitted to it with respect to road development, motor taxation and all questions regarding traffic control.

International Chamber of Commerce

The following are among the resolutions adopted by the International Chamber of Commerce at the Ninth Congress held recently at Berlin:—

Highway Finance.—The International Chamber of Commerce reaffirms its support of the general conclusions of Resolution No. 20 adopted at its Washington Congress in May 1931 on Highway Finance.

This Resolution establishes the principle that roads should only be constructed after a scientific traffic survey has determined their economic utility, and calls for a fair allocation of the cost between the general public, property owners and road users.

In recent years, many Governments have made appropriations for unemployment purposes. The International Chamber believes that the construction and maintenance of roads justified by traffic requirements is a sound method of using such funds, both from the point of view of providing employment for those out of work and providing necessary additions to the capital transportation facilities of the country.

The International Chamber calls special attention to that part of the Resolution of May 1931 which specifically urges that special taxes on highway users should only be levied within such limits as will not tend to deprive the public of the benefits of efficient transportation. The appropriations for road work should always be at least as large as the amount produced by the special taxes levied from the road users.

Road Administration.—The International Chamber of Commerce is of the opinion that it is desirable to centralize in each country, either through its national Government or through its states or other large political sub-divisions, with appropriate co-ordination by the national

Invitation

You and your friends are cordially invited to drive in the latest Ford V-8. You may take the wheel, or ride as a passenger. You owe it to yourself to accept this opportunity of experiencing just what modern V-8 motoring means. Whether you are considering the purchase of a car or not, you will be under no obligation whatsoever.

Phone or write to the nearest Ford Dealer or call on him at your earliest convenience and arrange for an

INVITATION DRIVE
IN THE

NEW Ford V-8

Government, the technical and financial control of all main roads of national or international importance.

Safety on the Road.—The social aspects of the highway safety problem have forced themselves on public attention, commanding the interest and consideration of all citizens. Businessmen have an additional interest from an economic viewpoint. Accidents are costly in life, property and time. The International Chamber of Commerce, therefore, urges that in every nation more attention be given to the engineering, educational and enforcement phases of this problem.

Road Communications in Hyderabad State

The Hon'ble Raja Shamraj Bahadur, Public Works Member of H. E. H. The Nizam's Government, addressing a Conference of Engineers and Officers of the Public Works Department held in the middle of September pointed out that there are two major factors that go to help the development of a country; first communications in the widest sense of the term, which encourage trade and facilitate expeditious export of produce, second, every source of irrigation must be put to use so that no tract, unless nature has made it barren, is left uncultivated. "In the matter of communications", he said, "we have made rapid strides yet I can safely say that they fall very short of our requirements. Twenty years ago we had only 2,000 miles of roads, to-day we have a mileage of nearly 5,000, but considering the area of 80,698 sq. miles over which our Dominions are spread, this mileage is relatively small. We must therefore draw up a programme of road construction in order of importance and then embark on construction."

Importance of Road Transport to the Military

The importance of road transport to the Military and the undesirability, for security reasons, of being unduly harsh with such transport, is demonstrated by an Emergency Resolution being submitted by the Federal Council to the Legislative Assemblies in Switzerland.

The Resolution differs from the preceding proposals—the first, which was the subject of the referendum, and the second which was presented last September and immediately withdrawn in that only the transport of goods by road for other people requires a licence. Thus, a company is entitled to move its own goods without restriction. Formerly this was not the case. Other transport undertakings have to obtain licences for the transport of persons or of goods. The Federal Authority—to be constituted—will fix tariffs, rates, etc. Applicants for licences must prove their satisfactory financial standing. They are also pledged, if the licence be granted, to hold their vehicles at the disposal of the Federal Military Department, and this provision lies at the root of the new proposed Regulations, for the Federal Military Department feared that under the old regulations (i.e., these proposed last September), lorry owners would be driven off the road, and the army be unable to find the necessary heavy road transport on mobilisation.

An expert commission to control road transport will be created, and this commission will have the authority to impose fines of 50 to 10,000 francs on violators of the ordinance.

Pneumatic Tyres for Animal-drawn Vehicles

Road engineers of all countries are unanimous in stating that steel-tired vehicles are responsible for an undue share of wear and damage to road surfaces. The objection is not alone to the load concentration on the usual 2½ in.-3 in. tyre, but also to the fact that very few of the wheels run true, with the result that the whole load is concentrated on a tyre edge. In many cases where heavily laden steel tired traffic has to be taken

into account, light bituminous surfacings which would otherwise be perfectly adequate to carry the traffic cannot be considered and unless funds permit of heavy resurfacing improvement cannot be undertaken.

In the Union of South Africa many authorities are investigating and many have standardised on pneumatic tyres and ball-bearing axles for animal drawn vehicles—have standardised not in the interests of the road authority but because of the direct pecuniary benefits resulting from the lower operating costs.

The tests conducted by the authorities show the following results:—

<i>Transport Authority.</i>	<i>Results of tests in terms of percentage increase in animal efficiency.</i>
	<i>Per cent.</i>
Municipality of Bloemfontein	100-150
Municipality of Pietermaritzburg	33
Municipality of Durban	100
Municipality of Johannesburg	75
Municipality of Pretoria	100
Transvaal Provincial Administration	100-200
Natal Provincial Administration	125
Divisional Council of Paarl	75
Government of Southern Rhodesia	100

The variation in the figures is probably due to the fact that while pneumatic tyres lessen rolling resistance they have no effect on resistance due to grade. Thus the greatest increase in efficiency can be expected in level areas.

On the average the above tests show that at least 100 per cent. increase in efficiency can be expected, i.e., the load can be doubled or the animals required can be halved.

In every case where pneumatic tired vehicles have been tried, the responsible authority reports, if not that all vehicles are to be converted, at least that all replacements will be pneumatic tired.

Automobile Shows

1. (England) The series of Exhibitions organised by the Society of Motor Manufacturers and Traders Ltd., of London, England, will henceforward be held in new accommodation at Earls Court. The events to be held in 1937 are:

INTERNATIONAL MOTOR EXHIBITION—14TH-23RD OCTOBER.

INTERNATIONAL COMMERCIAL MOTOR TRANSPORT EXHIBITION—4TH-13TH NOVEMBER.

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

2. (America) The Association has been requested by the Automobile Manufacturers Association, New York, to advise members that the American National Automobile Show will be held in the Grand Central Palace, New York from October 27 to November 3 and that the organizers desire to extend every possible courtesy to Overseas visitors in whose honour a luncheon-conference will be held on October 28, providing opportunity

(Continued on page 342).



CALTEX (INDIA) LIMITED

(Incorporated in the Bahamas 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.

EARL'S COURT MOTOR SHOW

THE full range of models will be shown on Morris Motors' Stand (No. 65) at the Earl's Court Motor Show this year.

New colour schemes, a new radiator grille and the radiator shell and lamp bodies coloured, are features on all Series II and Series III models.

The Morris Eight, which has proved such a popular model, over 160,000 having been sold, will be shown with various types of body-work, a green two-seater at £126, a black tourer at £128, an orient blue 2-door fixed head saloon at £128, a green 2-door sliding head saloon at £139, a maroon 4-door fixed head saloon at £139, and a maroon 4-door sliding head saloon at £149. The new Series II range of these cars include easy-clean wheels, a new folding luggage grid on the sliding-head saloons and a stop light.

Models of the Ten-four Series III will be a green fixed-head saloon at £185, a birch grey sliding head saloon at £195 and a sports blue coupe at £220. Overhead valve engines with floating oil intake, compensated voltage control electrical equipment and a four-speed gear box are now fitted, as also larger tyres (5.50 x 16) and self cancelling trafficators. Jackalls can be fitted as an extra at £5.

The new Twelve-four Series III has already created considerable interest, with its high performance, due to its overhead valve engine and 4-speed silent helical gear box, with synchromesh on second, third and fourth. A floating oil intake is built into this engine, whilst compensated voltage control electrical equipment is provided.

A new design of body is mounted on this chassis with a luggage compartment having a capacity of over 10 cu. ft. to which access is obtained from the outside. The spare wheel is carried in a separate compartment at the rear, whilst a drop

centre arm on the rear seat, improved instrument panel, a large parcel tray running the whole width of the body and a windscreen wiper with remote drive and independent control arm on the passenger's side, are only a few of its outstanding features. The models which will be exhibited are an orient blue fixed-head saloon, selling at £205, and a birch grey sliding head saloon selling at £215. Jackall inbuilt jacks are £5 extra.

The centre of the Stand will be occupied by a 12 h.p. Chassis, which will enable visitors to examine the layout of the various components.

The Fourteen-Six Series III is now offered only as a sliding head saloon at £248-10-0 and the model shown will be finished in orient blue. Jackalls are £5 extra. An overhead valve engine, with four speed gear box, windscreen wiper with remote drive and independent control arm on the passenger's side, an improved instrument panel and larger tyres, are all included in the specification for this car.

The remaining models on the Stand will be a maroon Twenty-five Series III sliding head saloon at £320 and a black coupe at £345, on both of which Jackalls are part of the equipment. The overhead valve engine has a floating oil intake and twin patrol pumps. The steering column is adjustable and the windscreen wiper has remote drive and independent control for the arm on the passenger's side.

The bodywork has been considerably improved and includes a folding centre arm rest for the rear seat, external access to a large luggage container with spare wheel mounted on the cover of the compartment, but in no way interfering with access to the container.

In the Chassis Section of the Exhibition will be found a sectioned model of the new Twelve Series III, whilst engine units of the Ten Four Series III and Eight Series II will also be shown.

(Continued from page 340).

for exchange of experiences between the visitors and American Automotive executives.

VIII. International Road Congress

The VIII International Road Congress will be held at the Hague, Netherlands, in June 1928. The subjects to be discussed at the Congress are connected with the construction and maintenance of Roads, traffic supervision and working management of roads.

During the Congress and immediately after, excursions will be organized at which participants will have the opportunity to view newly constructed roads in the Netherlands and other public works such as the drainage of the former Zuiderzee.

As a member of the Permanent International Association of Road Congresses, the Indian Roads and Transport Development Association is entitled to participate in the Congress. Members in a position to represent the Association are therefore requested to advise the General Secretary of the Association.

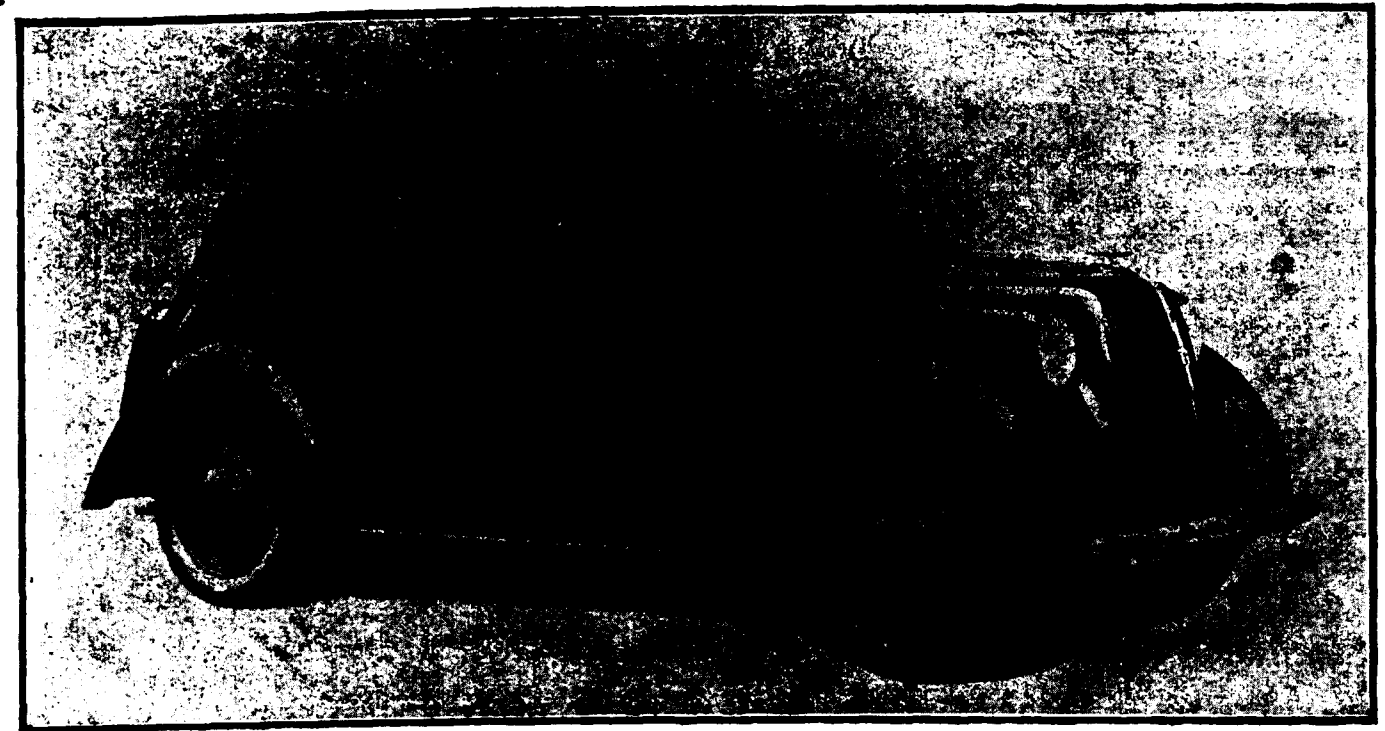
Motor Taxation in Mysore

With effect from July 1, the Mysore Government have abolished the levy of Octroi on petrol in all the Municipalities in the State. The opinions of all Municipal Councils have been invited on a proposal to discontinue the levy of Octroi on motor cars.



Solitude.

(Photo by Adi K. Sett).



The 1.1 Litre 4-cylinder Opel "Kadett" 11 h.p. Coach.

THE OPEL KADETT

A RECENT arrival in the light car market is the Opel Kadett 1937 model. In appearance the Kadett ranks with some of the higher priced cars. It has one rather distinctive feature in that its body is built integral with the frame and the saloon model having a turret top, gives one an impression of great strength and absence of creaks and rattles. The Kadett has pleasing lines with a streamline effect, its sloping radiator guard and rear luggage compartment merging gradually into the mudguard and body line. The headlamps are built into cowls which merge into the bonnet and wings and with the absence of running boards enhance the streamline effect. Smart bumpers are attached at front and rear and a complete spare wheel is carried on the rear end of the body. The pressed steel wheels are of artillery type with large polished hub caps and give one the impression of great strength.

The front of the car is carried on "Dubonnet" independently spring wheels with single acting rebound shock absorbers incorporated in the coil spring housing. The rear springs are of the usual semi-elliptic type with hydraulic shock absorbers under-slung to a banjo type pressed steel rear axle housing. The rear springs appear somewhat light in construction but proved to be quite capable of coping with the full load over fairly rough roads without undue reaction. In fact there is a complete absence of that sensation of having one's head bumped up against the roof of the car after negotiating a fairly large pothole, so common in some light cars.

The Kadett is rated as 11.3 h.p. and weighs slightly under 15 cwt. Its power unit, a four cylinder engine with L type head and battery ignition proved a smooth running and flexible unit with much reserve power. It carries the car along smoothly and comfortably at 5 m.p.h. in top gear and can get away with rapid acceleration without difficulty. This makes for safe and

comfortable driving in city traffic. We did nothing serious in the way of hill climbing but those small hills that we did encounter were negotiated easily in top gear. Much of this satisfactory service is due, no doubt, to the down-draught carburettor in which is incorporated an accelerator pump. Incidentally, fuel is supplied to the engine by a pump which draws the fuel from a seven gallon tank at the rear of the car. Lubrication is provided by a rotary oil pump which supplies oil under pressure to all moving parts of the engine while the cooling system also embodies with the rubber suspended radiator core and fan, a water pump driven by the fan belt.

Power is transmitted from the engine to the rear wheels in the normal manner via a single dry plate clutch, three speed gear box (three speeds forward and one reverse), propeller shaft and a semi-floating rear axle with spiral bevel gears and pinion. The rear axle housing is insulated from the road springs by rubber blocks thus eliminating practically all vibration. The trial run on which we took the Kadett amply demonstrated the satisfactory nature of the transmission which is practically devoid of noise and perfectly smooth. The clutch is light in action but needs "feeling" in when starting off from a standstill.

The steering gear is of the worm and sector type but without self-centring action so it is necessary to deliberately turn the car into the straight after negotiating a turn. Nevertheless the steering is light and there is absolutely no tendency to "wobble" when travelling over rough roads.

During the trial run we made no attempt to test the speed of the Kadett but have no doubt that it can reach a maximum speed of well over 60 m.p.h. We cruised with a full load over the open road at speeds between 25 and 45 m.p.h. all of which the engine managed without effort and one obtained the impression that, even at 45, a good reserve of power still existed.

Good upholstery is fitted. The back seat squab is hinged to give access to the rear luggage compartment which is capable of holding three or four suit cases. There is ample seating accommodation in the back seat for two persons. The front seat is built in one piece and is adjustable. It is provided with two separate folding backs which gives greater comfort and allows easy access to the rear seat. A 6-volt battery is housed beneath the front passenger seat where there is also sufficient room for the usual tool kit.

The car in which we made the trial run was a four-door Sedan in which all weather ventilation is ensured. The rear door panels sink well into the door frames. The front door panels are divided into two, the rear half sinking into the door frame in the usual way; the front half being hinged ventilators so as to allow of adjustment to suit weather conditions.

Traffic indicators are provided. They operate electrically from a switch conveniently placed above the instrument panel.



The 2.5 Litre 6-cylinder Opel "Super Six" 24 h.p. Sedan.

The 2.5 Litre 6-cylinder Opel "Super Six" 24 h.p. Cabriolet.

A small red lamp on the right of the instrument panel indicates that the trafficator is operating and reminds the driver to switch off as soon as he has completed a change of direction. A second red lamp on the instrument panel takes the place of the usual ammeter and indicates that the electrical system is functioning. The instrument panel contains only two clock faced instruments—one the speedometer, the other a combined oil and fuel gauge situated in the centre of the fascia board with a cubby-hole on either side. The ignition switch and headlamp switch are com-

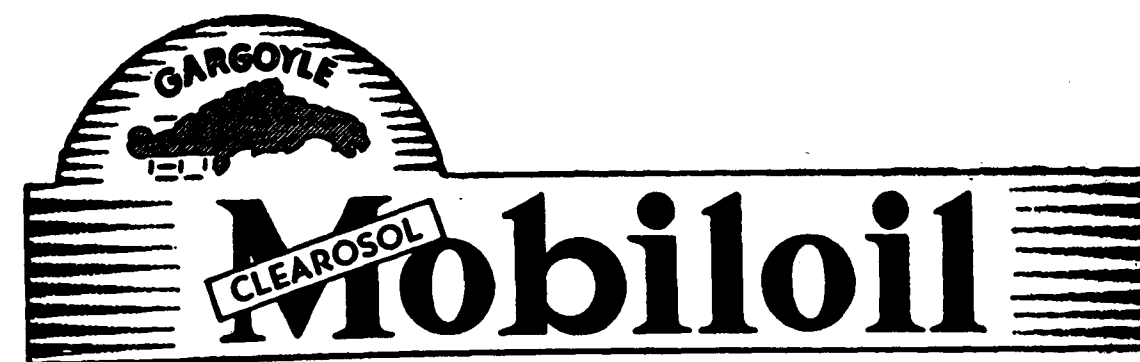
for money and can be expected to stand up to any work that may be demanded of it under normal Indian conditions.

The Distributors for the Opel in South India are:—
MADRAS—Messrs. Byramshaw & Co., Ltd.
COIMBATORE—Messrs. United Motors (Coimbatore) Ltd.
MADURA—Messrs. T. V. Sundaram Iyengar & Sons, Ltd.
(and Branches).
BANGALORE—Messrs. Bangalore Cycle & Motor Co.



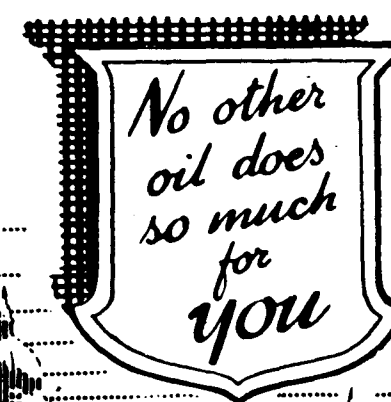
Glorv Be.

(Photo by Adi K. Sati).



**GIVES BETTER
LUBRICATING VALUE
THAN ANY
OTHER OIL**

"LUBRICATING value" sums up everything the motorist wants from motor oil: full protection against engine wear and unnecessary repairs, low oil consumption and freedom from carbon, gum and sludge. In these respects no other oil approaches Gargoyle Mobiloil.



STANDARD-VACUUM OIL COMPANY

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



When fitting the second bead of the cover work from the side opposite the valve.

ALTHOUGH the tyre makers do their best to give the motorist a trouble-free tyre, faults sometimes arise after the tyre has left the Works which lead to a short life for the tyre and many anxious and troublesome moments for the motorist.

These faults are generally the cause of premature tyre failure, and can usually be primarily attributed to incorrect fitting of covers and tubes, and neglect of elementary essentials such as the tightening down of valve base nuts. Although the tightening down of a base nut may seem a trivial and unimportant point, tyre manufacturers have shown the importance with which they regard it by passing instructions to the trade on the matter.

A Simple Precaution

By ensuring that nuts are properly tightened down motorists would save themselves time, worry, and needless expense, and so obviate the necessity of continually inflating tyres which usually lose considerable pressure, and therefore are likely to fail prematurely. If one applies to the tyre manufacturers for a rebate on such a tyre, one is likely to be met with a polite refusal, as their experts can tell at a glance whether the tyre has been run under-inflated or flat. And after all one cannot expect the manufacturer to make good a loss which has obviously been brought about through neglect.



It is a good plan to lay the partly inflated tube, valve pointing upwards, alongside the wheel with valve and hole in their relative positions.

On . . . FITTING TYRES

Simple steps in the process of tyre manipulation that will ensure tubes and covers a fair chance of long life and good service

By G. Flood

(By Courtesy—"The Morris Owner")



The valve base nut should be tightened with a set spanner, perfectly with the valve held in a vice to obviate damaging the threads.

Motorists should note that cars which are fitted with well base rims have the valve hole on the outer side of the rim, when the wheel is fitted to the car. Therefore it follows that the tube should be fitted in such a manner to coincide with this characteristic of the well base rim. In fitting a tube the valve should be pointing upwards and straight through the valve aperture instead of downwards and against the aperture. A good guide prior to fitting is partially to inflate the tube and lay it on the ground. For fitting purposes the valve stem should then be pointing upwards.

French chalk is supplied with new tubes and should be used liberally, as it acts as a lubricant between cover and tube, and also helps towards ease in fitting.

Various methods are employed in the fitting of covers and tubes to rims, and to the experienced one is as easy as another. But to the inexperienced I would suggest the easiest way, and that is to proceed step by step, ignoring all short cuts. First of all inspect your rim, and if it has a rim band fitted, see that it is centred properly around the circumference of the rim. Then lay it on the ground with the valve aperture upwards. Next take your cover, making sure that it is free of any foreign material inside, and place it on top of the rim with the bottom bead under the lip of the top half of the rim. Insert tyre levers between cover and rim on to the lip and engage a grip with both levers, having one in each hand. Press over alternately with each hand against the cover, forcing it gently over the rim.

As you press down with the left hand ease up with the right, and vice versa. Whenever a part of the bead has been pressed over the lip, move the levers round an inch or so only and again engage the grip on the rim. By moving the levers an inch or so you will ensure easier and quicker fitting.

Inserting the Tube

Assuming that one bead has now been fitted over the rim, take the tube and make sure the valve base nut is tight; dust with chalk. Partially inflate, putting in as much air as will leave the tube sagging or wrinkled. Fit the tube into the cover with the valve at the valve aperture and pointing upwards. Now position yourself at that part of the rim opposite the valve. Insert both hands inside the cover, placing the fingers behind and thumbs in front of the valve. Now pull the valve towards you and guide it through the aperture, withdraw one hand and secure the valve by screwing on the locking nut a few turns. The wheel is now ready for the final operation of fitting the second bead.

In this operation great care must be taken to start at the section of the bead diametrically opposite the valve. The reasons for this are threefold.

Firstly, if the above procedure is not adhered to and the start is made at the valve, the bead will rest on top of the valve stem and is therefore prevented from slipping down into the well of the rim, which position facilitates the process.

Secondly, damage to the bead and bead wires will be obviated in the final stage of fitting. Possibly many readers

have witnessed the titanic efforts of one or more inexperienced persons at this stage. Hammers, mallets, and many levers are requisitioned as a means of persuasion to enable them to fit the last few inches or so of bead over the rim. The simple but important rule of starting opposite the valve and, as one progresses, prodding the bead down into the well of the rim, would have made it an easy and pleasurable job.

In the third instance incorrect method generally leads to tubes being nipped in many places. When the cover has eventually been fitted it is found on inflating the tyre that there are many leaks, and we have to begin all over again.

Start Opposite the Valve

Now that the dangers which must be avoided in the final operation have been explained we shall proceed, remembering to start opposite the valve. Insert both levers under the lip of the rim and press the cover down gently. Kneel on the cover to prevent the bead from slipping out. Proceed now as with first bead before tube was fitted, taking care that levers are engaged on the lip of the rim and free of the tube. As you progress, remember to prod that part of the bead which is engaged into the well of the rim. The cover should now practically fall on to the rim.

Before inflating, inspect between cover and rim, making sure that the tube is not held. If it is held press lightly into position with a small blunt lever. Screw the valve locking nut down and inflate to required pressure.

— : 0 : —



Best Quality

CLIX WAX POLISH

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

Will not remove the paint

Available from:

THE MADRAS AUTO SERVICE CO., LTD.

DISTRIBUTORS FOR LEADING LINES OF AUTOMOBILE PARTS

MADRAS
BANGALORE

MADRAS FLYING CLUB NOTES

A PROPOS of our monthly notes many people would like to fly but either they have not the necessary time or more pressing needs use up that part of their income which they set aside for recreation in their monthly budget, but aviation is becoming so great a force in the World that it is the duty of the well informed man to keep himself up-to-date with the possibilities of flying both from the Civil and Military aspects, and where better can this knowledge be assimilated than at your local flying club, where you can see a variety of types of aeroplanes, meet the local aviators, the occasional visitors, the air mail pilots, read the weekly aeronautical journals and join that international band who in aviation forget all differences of nationality and political outlook.

It may not be generally known that at Minambakkam we have American, German, and French Aviators, as well as Indian, Ceylonese, English, Scottish and Irish; such a conglomeration of nationalities stimulates conversation and enhance the individual's opinion of other countries, thus each gains a valuable insight into the other's ideas that he might not otherwise obtain.

Proposal forms detailing the various varieties of membership which includes Ordinary Membership at Rs. 10 per year and no monthly subscription, can be obtained from the Club office, Post Office Box 286, Madras or from the Aerodrome.

SEPTEMBER 1937.

The brilliant month of September, stewing to begin with, closed with the cooling, heavy showers of a strangely early N.E. monsoon and mushrooms should shortly be in season, sprouting up and down the aerodrome. Farewell hot days till next March.

Outstanding events of the month were firstly Mrs. Kapadia going solo much to everybody's joy, her courage and persistence at last rewarded, and secondly Lieut. Haig of the Hyderabad Regiment, on short leave from Peshawar, completing an *ab initio* course for the A licence, tests and all, in the space of 20 days. It took him 4 hours dual to go solo, so he fails by 20 minutes there to equal the record of Lieut. Davis of the Gloucester Regiment earlier in the year. Herr Leuchs and Mr. Parthasarathy finally qualified for their A licence during the month and, besides Lieut. Haig, the club welcomed Mr. D. Subramaniam of Ceylon as a new flying member.

Once again Mr. Davis Pieris did the lion's share of the cross country flying, making the return flight to Colombo three times, taking Madame Triou on the first occasion, there and back, and ferrying Ceylon friends of his to and fro on the other two occasions. While in Ceylon he made flights to Negombo and Kandy with his friends. Mr. Sundaram and Mr. Italia also, separately and severally, flew to Bangalore and back with friends.

Mr. Grubb used his newly arrived Hornet Moth quite a lot to go places, combining business with pleasure. To Bangalore first, then to Hyderabad and lastly off and away to Trivandrum at the close of his leave, and there temporarily he is housing his aeroplane. A total journeying of 1425 miles straight off the reel upon learning to fly.

There was a charter flight towards the end of the month, the Pilot Instructor taking a doctor to Waltair, a distance of 430 miles, bringing him back to Madras at the conclusion of his business, all within the day. Lieut. Haig went too, as general assistant and to profit from the experience.

On two occasions did Mr. Figgins (from Air Service Training Hamble, temporarily lent to Tata Sons as special instructor at Poona) visit Madras with a party of young pilots, in a Waco, having flown from Poona via Hyderabad in company with the Air Mail. These were instructional flights and the lads put in some concentrated practice landings on the Madras aerodrome before they all squeezed aboard and the following day hied them away again. Another visitor was one of the Hyderabad Tiger Moths with Messrs. Jassavalla and Hamid Ali in the cockpits. The former took the opportunity of flying the Madras aeroplanes and getting the Swallow and Gipsy Moth on his licence. The Leopard was unfortunately away on one of its Colombo flights, so he'll just have to come again for that.

FLYING TIME FOR SEPTEMBER 1937.

	H.M.
Dual instruction to members under training	10-20
Advanced dual to A, A-1 and B pilots	4-0
Solo flights by members under training	7-10
Solo flights by A, A-1 and B pilots	24-50
Pilot with passengers (A, A-1 & B pilots)	67-30
Joy rides	3-30
Cross country trips by the Club Instructor	7-55
Test flights	0-10
Total Hrs.	125-25

The following members took dual instruction during the month:—

Europeans:

Mrs. Triou	Advanced dual.
Mr. Rowson	" "
Mr. Haig	" "
Mr. P. Triou	Advanced dual.
Mr. Lowther	" "
Mr. Lippincott	" "

Indians:

Mrs. Kapadia	
Mr. Solayappa Chettiar	Advanced dual.
Mr. Rajaram	" "
Mr. M. D. Sundararajan	" "
Mr. Jassavalla	" "

Ceylonese:

Mr. D. Subramaniam.

Pupils qualified for "A" licence during the month.

Mr. S. Parthasarathy,
Mr. H. F. Leuchs.

TOURING TO EGYPT

By "Private Owner"

(By Courtesy: Shell Aviation News)

VERY many private owners, at one time or another, fly from Western Europe to Egypt, either on their way to India and the East, or to Kenya and the Cape, or merely because there is no more pleasant country in which to spend a holiday than Egypt.

I have talked to many pilots who have done it, and have been interested and surprised by the different opinions on the best route to follow. Roughly, 75 per cent. vote for Italy and the north coast of Africa, and 25 per cent. for Istanbul and the northerly all-land route. I have found none to agree with me that Athens and the sea route over Crete is by far the best. I flew this route in 1934 in a Gipsy II Spartan Arrow and should always go that way now given a machine with sufficient range. I hope that in the not too far distant future the Greek authorities will provide an aerodrome on Crete and this will, no doubt, immensely assist in popularising the route. In my opinion the average pilot of to-day flying in a single-engined aircraft seems to weigh far too heavily the chances of engine failure over water, while remaining quite unperturbed by flights of hundreds of miles over desert, swamp, bush and mountain, where a forced landing would be every bit as uncomfortable.

However, in June of this year when I and my passenger left England in a Puss Moth for a return trip to Egypt, I had less than the usual range (29 gallons or approximately 350 miles) and was therefore precluded from practising what I preach. In choosing an alternative, I recalled that I had had a minor difference of opinion with the Turkish Government when using the northern route in 1935, and I therefore decided on this occasion to go by Italy and North Africa, which I had not done since 1931.

The early part of the route is well known to most pilots and I have no comments to make except that I hope the new aerodrome will soon be ready at Nice where we stupidly spent the first night.

From here we flew into Italy, where I had not been since 1934. I was afraid that since the Abyssinian war the Italians would perhaps not be so friendly as they used to be—I have happy and grateful memories of being entertained on various occasions at various places in Italian Officers' messes on earlier trips—but this was not so. Individually the Italians were as friendly and hospitable as ever, though officially there seemed to be a little more red tape than before. I should like to add my voice to the many already raised on this subject. Firstly the prohibited areas which are many and extensive in Italy and her colonies. I shall have more to say about these areas when I get to Libya, but in the Nice-Pisa hop low clouds often prevented my keeping within gliding distance of the coast while three miles out to sea and it is a long way to depend entirely on one's engine for no very good reason. My second complaint is against all the business of sealing cameras. Anyone who enjoys these trips as much as I do, would presumably like to have snaps of the machine being fuelled, of the crowd of officials in, to us, strange uniforms that collect round and other scenes by which to recall later the more amusing episodes that happen. Very few wish to take pictures from the air, as much better ones can usually be bought locally. Lastly, if a pilot were a spy it would be very easy under the existing rules to obtain photos of anything. The weather reports in Italy are extremely good, though it is a

nuisance waiting for them when fuelling in a hurry. At present they are obligatory to all pilots and they have to sign a copy which is kept by the aerodrome of departure. While pilots are thankful for them on bad days, the delay can become very irritating on good days, and it would be a great improvement if pilots were allowed to take off after signing a statement that they do so of their own free will and at their own risk without waiting for the "bolletino." More annoying than this is the Italian custom of keeping your log-book for the night wherever you land. It is almost always impossible to get the local officials up before about eight to return these books, and, while I sympathize with the officials concerned, pilots usually want to make an early start.

These criticisms are intended to give the private owner's point of view and I appreciate that there may well be reasons outside my knowledge which make them necessary. They are, however, great annoyances, and are exactly the sort of thing which tends to discourage private owners from flying, or at least, after one experience, to select a route where there are no such hindrances.

Due to these various delays I was unable to reach Catania as planned by the second night, and had to sleep at Naples instead. In actual fact I could easily have gone a bit further, but Italy has very few aerodromes at which the tourist may land except in emergency. Between Naples and Catania there are many forced landing grounds but no civil aerodromes.

The third day we flew on down the coast to Catania, and then across to Malta where we landed at the Royal Air Force aerodrome at Hal Far. Malta is sometimes rather hard to find as a peculiar kind of haze often surrounds it and in these conditions one can fly very close to it without seeing it. On this occasion, however, the visibility was very good and we sighted the island when still about thirty miles from it. Hal Far aerodrome is extremely hard and stony and I picked about the worst bit of it in the north corner and broke my tail-skid spring. This was probably partly caused by the number of heavy suitcases in the extreme back of the cabin, but de Havillands, while advising you not to put them there do not suggest anywhere else to put them, and with two people in the two front seats, the answer is hard to find. The Royal Air Force as usual came to my assistance. They are a very large and very efficient firm, and are always only too ready to help any private owners who meet with troubles when in their districts. I drew a tail-skid spring from store there, as they had luckily had Moths on the station until very recently, and had not yet returned all the spares; they also fitted it and had a general look over the airframe and engine which made me feel happier for the longer sea crossing to Tripoli the next day.

There seems to be a complete lack of good hotels in Malta probably caused by our English habit of forming country clubs, sporting clubs, yacht clubs and the like in any place of that sort, and not using the local hotels to any great extent.

The next day we did not start till after lunch, as we had been told that there was nowhere comfortable to stay at Sirte, and Bengazi was too far to make in the day, so there was no point in going further than Tripoli. It was impossible to get a weather report from the other side, but the weather was lovely

and the sea almost completely calm. A slight haze over the land prevented our seeing it until we were nearly there, and when we struck the coast, Tripoli aerodrome was in sight four kilometres to the west. From here to Bengazi we followed the new metalled road the whole way, refuelling at Sirte. The road had been built since the last time I was there and adds very greatly to the mental comfort of the journey as it is quite easy to remain within gliding distance of it the whole time. It is remarkable how many cars are to be seen upon it, hundreds of miles from any building except the periodical little white filling stations. There are also forced landing grounds all along this road. Sirte is one of the quickest fuelling places I have visited. On landing, passports and the log-book are removed by a native sergeant, fuelling is started as soon as the machine is taxied up to the sheds, and the papers are brought back by the time that the machines are fuelled. At Bengazi too everything was extremely efficient. The Shell agent was standing at the pump waiting for us, and fuelling was completed in the minimum time.

Since the Abyssinian war, the Italians have prohibited the greater part of the coast between here and the Egyptian frontier. The zone spreads for sixty miles inland, and there is an obligatory route via Barce, Mechili, Bir bu Usceica, Bir Gobi and Bir Sceferzen to Amseat, where a compulsory landing must be made to clear customs out of the country. Barce and Mechili also have to be circled at a maximum height of 200 metres.

Barce is quite a large town and this we found without any difficulty and turned on to the course for Mechili. I had hoped that there would be some sort of road all the way, but soon after Barce, the road goes off north towards Derna, and you are left to the desert and your compass. Mechili is a tiny little white fort in the middle of the desert, reminiscent of films and stories of the French Foreign Legion and we only found it by a fluke. The Puss-Moth unluckily had no drift indicator (to my mind an absolute necessity for all aeroplanes) and wind over the desert is a very difficult thing to judge by eye. In this case the inshore wind was much stronger than I thought and we were well south of the course when the sun suddenly came out and I saw Mechili twinkling at us from away on the left. There are some dried salt lakes here which should assist in finding Mechili as the fort is just at the north end of the biggest one.

From here to Amseat a maximum height of 400 metres is allowed which is very low for finding the various Birs. These are only wells and personally I never found a single one of them. I changed course purely by clock without seeing anything on the ground and the engine took the opportunity as engines do, to run extremely roughly and give three quite distinct and definite misses. As time went by I became more and more worried as to when I should turn left for Amseat. If I turned too soon I should get into the prohibited area and a good deal of trouble. If I turned too late I should miss Amseat and Salum and run out of petrol before I reached Mersa Matruh. I had not been able to check up my position for some time and was not very sure where I was. Luckily I remembered from my last visit to Egypt, that the Italians had put up a colossal barbed-wire entanglement on the frontier running for some hundreds of miles inland, and I reckoned that I could not pass over this without seeing it, nor could I be so far south as to miss it all together. This is a most useful bit of information, as without it, Amseat would be very difficult to find. The barbed wire was twenty minutes overdue by the time we sighted it, and if I had not known about it, I should most certainly have turned north too soon, and entered the prohibited area and trouble. As it was we turned left at the fence and followed it to Amseat where we landed on the very rocky little landing ground for

fuel. The Italian Commandant here was particularly charming, and when we complained of the difficulty of finding the various Birs, said that all pilots commented on this and that two French ladies who had flown the opposite way the week before had insisted on following the coast instead. We asked if this was allowed, and he said that it was, as long as machines stayed three miles out to sea all the way from the frontier to Derna, a distance of about two hundred miles.

After fuelling we flew on along the coast to Alexandria, and then up to Cairo, where we handed the machine over to Mistr Airwork for a twenty-five hour overhaul. We had actually been thirty-six hours in the air from England, and apart from the routine inspection the only things which Mistr Airwork found necessary, were the repairing of a small pin hole which had appeared in the exhaust manifold, and the renewal of the rocker gear on number four cylinder which had unaccountably run dry.

Eight days later we regretfully said goodbye to Egypt and turned our nose for home by almost the same route, this time in formation with another Puss-Moth, G-ABOC, flown by Flight Lieutenant Heber Percy, returning on leave from Egypt. Again the journey was uneventful over the Egyptian western desert to Amseat, although we found that Heber-Percy's machine was two or three miles faster than ours, probably due to his having a Fairey-Reed airscrew. Amseat, as I have already said, is a very rocky landing ground, and our brand-new tail-skid shoe which we had only fitted at Cairo, broke clean in half up the line of the holes. There are no facilities of any sort at Amseat with the exception of fuel, and it was at first difficult to see any alternative to returning to Alexandria for a new one, doing the one landing there on the tube, and hoping no further damage would be done. However, there is nothing more depressing than having to retrace one's steps, however short a distance, particularly the very first day of a flight, and I was determined not to do this whatever happened. Luckily we found a rusty old bit of spade lying on the aerodrome, and we managed to bind this on to the tail skid tube with a piece of plaited locking wire. With this we pushed on to Bengazi, but this time by the sea route which I very strongly advise in preference to the desert one. There is the difficulty of finding your way accurately over the desert and there is the question of a forced landing. In the desert you would probably not be found. By the coast route there is little question but that you would be, even if you were out of walking distance of some habitation. There is also an almost permanent in-shore breeze, which makes it easy to keep in gliding distance of the coast while still remaining sufficiently far out to sea.

We followed the coast to Derna and then turned in across country to Bengazi. Here again the Shell staff fuelled us quickly, and when I asked if it was possible to get my old tail-skid shoe welded the Shell agent was kindness itself. He first took me to the Ala Littoria hangar, where they refused to do the welding as they said it would not make a really good job and would not last. He then took me round the town until we found a garage that could do it, stayed with me while it was done, and then returned to the aerodrome. Incidentally, that shoe is still on so there was no need for Ala Littoria to depress me so much. Bengazi I also recall as having the best hotel on the North African coast, and the finest-looking native troops I have ever seen anywhere.

The next morning we rejoined the fine coastal road and flew to Tripoli, fuelling again at Sirte. We had decided that from Tripoli Malta was rather a small target to aim at across so much sea, and we had therefore settled to go round by Tunis.

We intended to make Tunis that same night, but, unfortunately, when we came to start the engines at Tripoli, John Heber-Percy's would not, and it was only after an hour and a half of swinging and plug changing that we got her going again. The trouble had as usual been the starter magneto. The swinging was very hot work, we had finished our thermos flask of iced lemonade and we were advised not to drink the water on the aerodrome. By the time we took off it was too late to make Tunis that night, so we stayed at Gabes, where the French were very kind to us and, on seeing how tired we were, let us go into the hotel without waiting for the Customs to arrive. While we were fuelling here, hot, thirsty and tired, I found one orange in the back of the aircraft, and had eaten half of it before I noticed that the other half was green and bad. This greed had far-reaching effects on me later. The next morning we started very early so as to make Naples or even Pisa *via* Catania and Tunis. We had originally intended to go across Sardinia and Corsica to Marseilles, but as Cagliari is now prohibited, and all the aerodromes in Corsica are in the north end of the island, I found that my fuel capacity did not give sufficient margin of safety in the event of strong winds over the sea.

Tunis is a very pleasant aerodrome with a very pleasant buffet and bar. To our astonishment we found that there was a very strong wind on our tails for the sea crossing to Sicily. This is so unusual that we suspected some catch, and sure enough while we were wheeling our machines away from the pump, the Commandant said that there was thick fog all over Sicily and that he could not let us go. It seemed very unlikely, with such a strong wind blowing, but local weather can do things that we are unused to in England, and there was therefore nothing to do but to resign ourselves to it and wait. Valuable hours were wasted waiting and when the midday bulletin came out Sicily was perfectly all right and had obviously been so all the time. This often seems to happen abroad, and it is wise never to accept verbal advice unless backed up by a written weather report. Whether it is caused by one's ability and experience being underrated or whether others are used to so much better weather than English pilots are, that a few clouds in the sky seem like bad weather to them, I do not know, but the result is equally irritating whatever the cause.

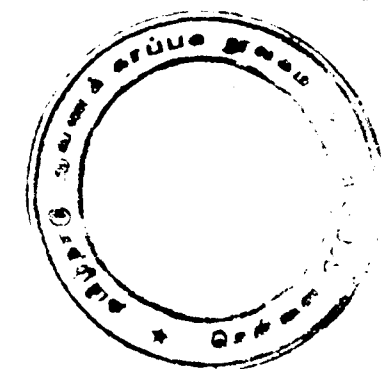
We made a very swift crossing to Sicily with the wind behind us, and still hoped to make Naples that night when we landed at Catania for fuel and to clear Customs. Catania is always a remarkably slow place for Customs, though it is almost impossible to avoid landing there. On this occasion they sur-

passed themselves and kept us waiting on the aerodrome for three hours, which, added to the previous delay at Tunis, made it impossible to proceed that night.

The following morning we flew to Naples, where we were fuelled exceedingly quickly. Then on to Pisa, where we cleared customs out of Italy, and along the coast to Marignane aerodrome, Marseilles. By the time we arrived there, we were tired, having been actually in the air for nine hours forty minutes. The aerodrome is colossal and we landed at what used to be the civil side, only to be told that the Customs were now at exactly the opposite corner. We taxied for the best part of a mile, and after passing the customs, were told that we must now taxi back to the side where we had landed for hangarage. This seemed really too hard and I fortunately managed to persuade Air France to let us put the two Puss Moths into their hangar near the Customs.

Not wishing to go so far as Marseilles for the night, as it was late and we were tired, we asked if there was anywhere nearer, and were told that there was quite a good small hotel in Marignane, but having taken one look at it, we decided that motoring twenty kilometres was a small price to pay for a clean bed, and I am sure that if we had not done this we should still be scratching ourselves.

During the night I began to feel very ill, and the next day it was only with some difficulty and by dint of much port and brandy that I managed to continue. We made stops at Lyons and Paris, and by the time we arrived at Heston I was feeling like death. I cleared customs, had another quick port and brandy, and managed to get the machine across to Hendon, where I felt too ill even to put her away. By the time I got to the Mess I had a high temperature and was removed immediately to a nursing home, where they began by saying I had typhoid, but subsequently amended their diagnosis to dysentery. This was put down to the bad orange at Gabes, as I had been very careful not to drink water, or eat such things as salad or strawberries throughout the trip. Thus, unfortunately, ended a most enjoyable fortnight's flying, and to any pilot who has not tried this sort of trip, I strongly recommend the experience when they get a chance. If anything that I have said should help them in any way, I shall be more than glad that I have written it. The only other piece of advice that I can give is that they should approach Messrs. Seagers to see if they will not follow the Shell example and issue a Gin Carnet. A carnet does save so much trouble.



BROADCASTING NEWS

RADIOLYMPIA, 1937

Television and All-Wave Receivers

THE British Radio Exhibition, known generally as 'Radiolympia,' opened at Olympia, London, on August 25. This annual exhibition of radio receiving apparatus is always of great significance to those interested in the development of wireless listening, but this year the exhibits are of unusual interest. A special BBC stand demonstrates the Empire Broadcasting Service. Among the devices which explain the working of the service are six maps of the world, on a special projection, which, by no means of a time switch system, light up the areas covered by the six transmissions. 'BBC Empire Broadcasting,' the weekly journal for overseas listeners to the Daventry programmes, is displayed on the same stand. Visitors are invited to read specimen copies and to take out subscriptions for their friends overseas.

The visitor's first impression of the stands is that manufacturers are showing a greater independence in their new designs. There is less standardisation of types and greater variety both in the exhibits and in the prices. Closer examination reveals the fact that this year there are two important developments; the two chief features of the show are television and all-wave receivers.

Television

Last year television appeared at the exhibition for the first time. The public displayed great interest in the official demonstrations of television reception, but facilities for viewing and comparing receivers were limited. This year there are fifteen miniature television theatres, and prospective buyers can easily compare reception on the many types of receivers which are now on sale.

Three types of television receiver predominate. There is the de-luxe model with all-wave reception, television, and radiogram, costing some 120 guineas. Below that price can be obtained a sound-and-vision set with all-wave reception, giving you television in addition to a good radio set and costing probably 70 guineas. Below that again is the sound-and-vision set without an ordinary broadcast receiver and priced at about 60 guineas. There are also table-model sound-and-vision receivers costing about £40. One manufacturer has produced a vision adaptor costing £35. This can be attached to any standard broadcast receiver having four or more valves and working from A.C. mains. This unit gives a picture 5½ in. by 4½ in.

Large Pictures

Picture projection on a larger screen is an important new departure in one receiver. Whereas in other television sets the image is either viewed directly on the end of the cathode-ray tube, or indirectly in a plane mirror, this model forms a small image which is brilliant enough to be enlarged a hundred times, so that the viewer sees a 20 in. by 16 in. picture. With a high-fidelity three-wave-band receiver with mono-knob control this model is priced at 165 guineas.

The exhibits include a number of sets on sale for assembly at home. It is claimed that one set, which shows a vignette picture only 3 in. square, can be constructed for £12-10s.

Television programmes are being broadcast by the BBC from Alexandra Palace from 9-30 p.m. to 10-30 p.m. and from

2-30 a.m. to 3-30 a.m. Both periods are divided into three separate sessions of fifteen minutes each, and after each session there is an interval of five minutes to allow one lot of spectators to leave the demonstration rooms and another lot to enter. In addition, the recently made BBC television film, comprising the most successful items televised during the first six months of the service, is being transmitted daily for the trade from 5 p.m. to 6-0 p.m.

All-Wave Receivers

Nearly all manufacturers make a feature of all-wave receivers. The all-wave all-mains superheterodyne receiver in different forms and prices is the standard broadcast set this year. Although the table cabinet type still predominates, there is an increasing number of consoles, and, a new development, the arm-chair radio—a complete equipment in the form of a cabinet that can stand beside an easy chair and which can be used also as an occasional table or book-case.

Technically, an advance has been made in tuning dials—a problem which is greater this year because of the general inclusion of short waves. Most scales have been made much larger, often stretching across the entire front of the set, although there is perhaps room for still further improvement, particularly on the short-wave scales. Most of them give the actual names of the world's short-wave stations—a great help to the listener. The number of knobs on the set is being cut down, and in more than one set all the controls are merged into one multi-action knob. In another receiver milled rings, following the top curve of the cabinet, take the place of the usual knobs.

The need for very fine adjustments on the short-wave band has largely influenced tuning. Exact tuning is also rendered more easy by the electronic tuning indicator, a small cathode ray-tube where variations of the area illuminated show the exact point of tune. In modern sets the indicator works also on weak signals. Some sets have automatic tuning, a system that automatically brings each station into tune, even when the knob is set to a slightly off-tune position.

There is an increase in the number of battery sets on view. Several new light-weight portables are available, and the self-contained set is gaining favour again.

Another noticeable feature of the stands is cheaper car radio. A particularly compact receiver in two units costs 13½ guineas.

The Museum

Before leaving the Exhibition, most visitors inspect the 'Radio Museum.' Many are interested in the original apparatus used by Marconi for experiments in the grounds of his father's villa. In addition, there are such interesting exhibits as a receiver used in the front line during the War and a microphone used by the Royal family. Centres of attraction are the old BBC transmitter 2LO, which was built on the roof of an Oxford Street store, and, in great contrast, a scale model of one of the BBC modern transmitting stations—Droitwich; BBC control desks used in Savoy Hill days; and a complete set of BBC microphones, showing their development from a hand instrument resembling the mouthpiece of a telephone. A place of honour is held by the old crystal sets, relics of the early days of radio listening, now rapidly becoming heirlooms. They, above all things, emphasise the amazing development of wireless culminating in the Radio Exhibition of 1937.

RESULT OF BBC PHOTOGRAPHIC COMPETITION

THE results of a very successful photographic competition, organised by BBC Empire Broadcasting, have been announced. The competition was entitled "Some Other Listeners," and entrants were asked to submit their own snapshots illustrating this phrase.

The winner was Mr. Allan Davies, of Nyeri, Kenya, who submitted a photograph of himself listening to Daventry while on Safari in the Northern Frontier Game Reserve of Kenya. With him were natives of a section of the hill-dwelling tribe named Wandarobo, which only within the last year or two has been induced to mix with other tribes or with any white people. That evening three elephants passed within two yards of Mr. Davies's wireless receiver.

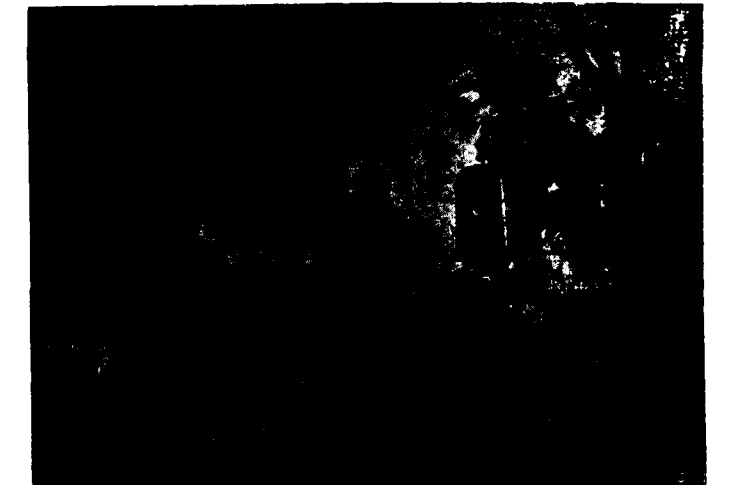
The second prize went to Mr. W. A. Magnell, of Vua, Nyasaland, and two entrants, Capt. S. F. Harvey Williams, of Quetta, India, and Capt. M. G. Richards, of Tonj, Southern Soudan, tied for the third prize.

The photographs were submitted to eight judges, who in passing their judgments considered the subjects of the photographs rather than their technical excellence. Their decision showed that the second prize-winner was very little behind the winner, and the two competitors who tied for the third prize were not far behind. An extra prize was awarded so as not to divide the third prize.

The entries generally showed considerable merit, although some entrants seemed to overlook the object of the competition and sent in pictures of animals, birds, and landscapes. Although some of these were excellent photographs, they could not be considered by the judges.



'In Camp.' This photograph, which won second prize in the photographic competition organised by BBC Empire Broadcasting, was taken by Mr. W. A. MAGNELL, of Nyungwe Estate, Vua, Nyasaland. (By Courtesy BBC).



'On Safari.' The prize-winning photograph in the photographic competition organised by BBC Empire Broadcasting. The winner is Mr. ALLAN DAVIES, of Nyeri, Kenya. (By courtesy BBC).

Television From A Film Studio

Television viewers in Great Britain are shortly to see direct shots of films in the making, when the BBC mobile television unit goes to the Pinewood film studios at Iver Heath, Buckinghamshire. From September 30 to October 5, scenes at the studios will be televised.

Jessie Matthews, Maurice Chevalier, Adele Astaire, and other stars of the screen will be seen during actual filming, so that viewers will obtain a first-hand impression of how a big picture is built up. Transmission from the film stages will be given on three nights. The first will show Sonnie Hale directing the new Gaumont British picture, "Sailing Along," with Jessie Matthews, Jack Whiting, Roland Young, and Barrie McKay. On another evening Rene Clair, the distinguished French director, will be seen at work on a new Jack Buchanan picture, with Maurice Chevalier and Adele Astaire on the set. The third stage will show a British Paramount film in production.

During the afternoon transmission, which will be given daily, viewers will be taken behind the scenes to see the workshops, the power house, the plasterers' shop, and the board-room. This is actually the rebuilt saloon of the *Mauretania*. The cutting rooms will also be visited, as well as the twenty-two-acre garden which has figured in many of the films that have come from these studios since they were opened twelve months ago. During the television inspection of the models department, it is hoped to stage a train smash.

The tour will include the dressing rooms, and it is hoped that such stars as Nova Pilbeam, Will Hay, Lili Palmer, and the boy actor, Desmond Tester, may act as guides. Mr. Alfred Hitchcock, the eminent director, may also face the television camera.

Autumn Dance Music

In planning the dance-music programme for this autumn, the BBC has recognised four distinct kinds of dance music, and is allotting time to them on that basis. First, there will be ballroom dance music played by restaurant and ballroom orchestras. Then there will be two varieties of dance music

presentations intended primarily for listening: they will comprise entertainments by stage bands such as Jack Hylton's and Jack Payne's and music in which melody predominates such as that in which Geraldo and his Band specialise. Lastly, "swing" music will be given a recognised place in the programmes, many U.S.A. and Continental bands being represented in the broadcasts that listeners to Daventry will hear.

The BBC'S "Archers of the Air"

British Listeners Hear 1,300 Talks a Year

'I shot an arrow into the air,
It fell to earth I know not where'

When Sir Richard Maconachie, Director of Talks in the BBC's Home Service, once described members of his Department as the 'archers of the air,' it was those words of the poet that suggested the metaphor.

During each of the past five years, more than thirteen hundred talks have been broadcast to British listeners and the average now is over thirty a week. But there has, as yet, been little opportunity for the BBC to assess with any accuracy the success of talkers and talks.

'Tastes differ so widely,' Sir Richard says. 'To some, the interest of their own occupations is apparently so absorbing that they want to hear about them; in other cases the desire for escape from daily surroundings has to be met by tales of travel and adventure; some demand material for controversy, others food for thought. . . .'

So it is that during any one week of the year naturalists and statesmen, sportsmen and chefs, house-wives and authors, follow one another in quick succession into one or other of the talks studios on the third floor of Broadcasting House.

It may be due only to a happy coincidence that in one of the studios designed on the lines of a well equipped library in a country house, a large picture of George Washington hangs above the fireplace; truth in talks is a major factor in the search for authorities on any topic that is to be discussed over the air.

The fact that every studio may be needed for rehearsals almost every minute of every day may seem strange to the average listener, yet talks are rehearsed as completely as any part in a play. But the fact should hide itself in the resulting naturalness of a pleasant, easy, conversational manner, which, second only to the expert knowledge of a subject, is absolutely essential to a successful radio talker.

At least one rehearsal precedes every broadcast talk, mainly to get the timing exactly right and to familiarise the talker with the microphone and with his surroundings in the studio. The man or woman who does really well regards the microphone as an old friend—someone to be spoken to in the simple, intimate way that would be perfectly natural in one's own living room. It is not a bit of good trying to speak or lecture to eight million listeners at once. The listener ought to be able to feel that the talker is talking to him personally, not to everyone else in the country.

The technique is utterly different from that either of lecturing to a big audience in a public hall or holding forth as an authority on a political platform. Howard Marshall and C. H.

Middleton are two men who have the happy style of chatting to the microphone in a friendly way.

On the whole it is surprisingly difficult to get talkers to realise the importance of this manner. Even though they may appreciate it in others, they find it hard to copy and it seems difficult for them to understand that it is far better to talk to a listener than to speak at listeners as a body. From the point of view of the talks assistants on the BBC staff, the ideal script is that which is written as the writer normally speaks. Slang is quite permissible if it falls naturally from the talkers lips, 'Don'ts,' 'can'ts,' and 'won'ts,' are often better than 'do nots,' 'cannots,' and 'will nots.'

Do you remember how, when you were at school, you sometimes used to have to stand up in front of the class and read from a text-book? If you do, you will probably also remember how strangely unlike yourself you sounded. You probably thought everyone else in the class sounded quite different when addressing the teacher than when talking to anyone else! And a similar thing happens in many cases when people are asked to broadcast a talk. They may be excellent conversationalists among their friends, able to tell a good story or to talk 'shop' naturally. But before the microphone they become other folk, with unaccustomed phrases and words such as they would never dream of using in conversation but might employ when writing obituary notices of their friends or letters to their bank manager. Consequently, ten or a dozen people, all with expert knowledge, remember, may have to be approached by the BBC before one is found who is able to talk in a way that seizes and holds the attention of listeners.

Well-known people—Max Beerbohm and George Robey are examples—generally take immense trouble at rehearsal. Some memorise their scripts so that their broadcast talk sounds perfectly spontaneous. That, perhaps, is because they are closely in touch with life as it is, and know how human beings react to this or that. . . .

Colonial Secretary to Introduce Talk Series

The Rt. Hon. W. G. A. Ormsby Gore, M.P., British Secretary of State for the Colonies, will introduce 'For the Colonial Service,' a new series of talks from Daventry that will begin in the near future. The series has been designed by the BBC with the object of keeping officials in one Colony in touch with activities and developments affecting their colleagues in other Colonies.

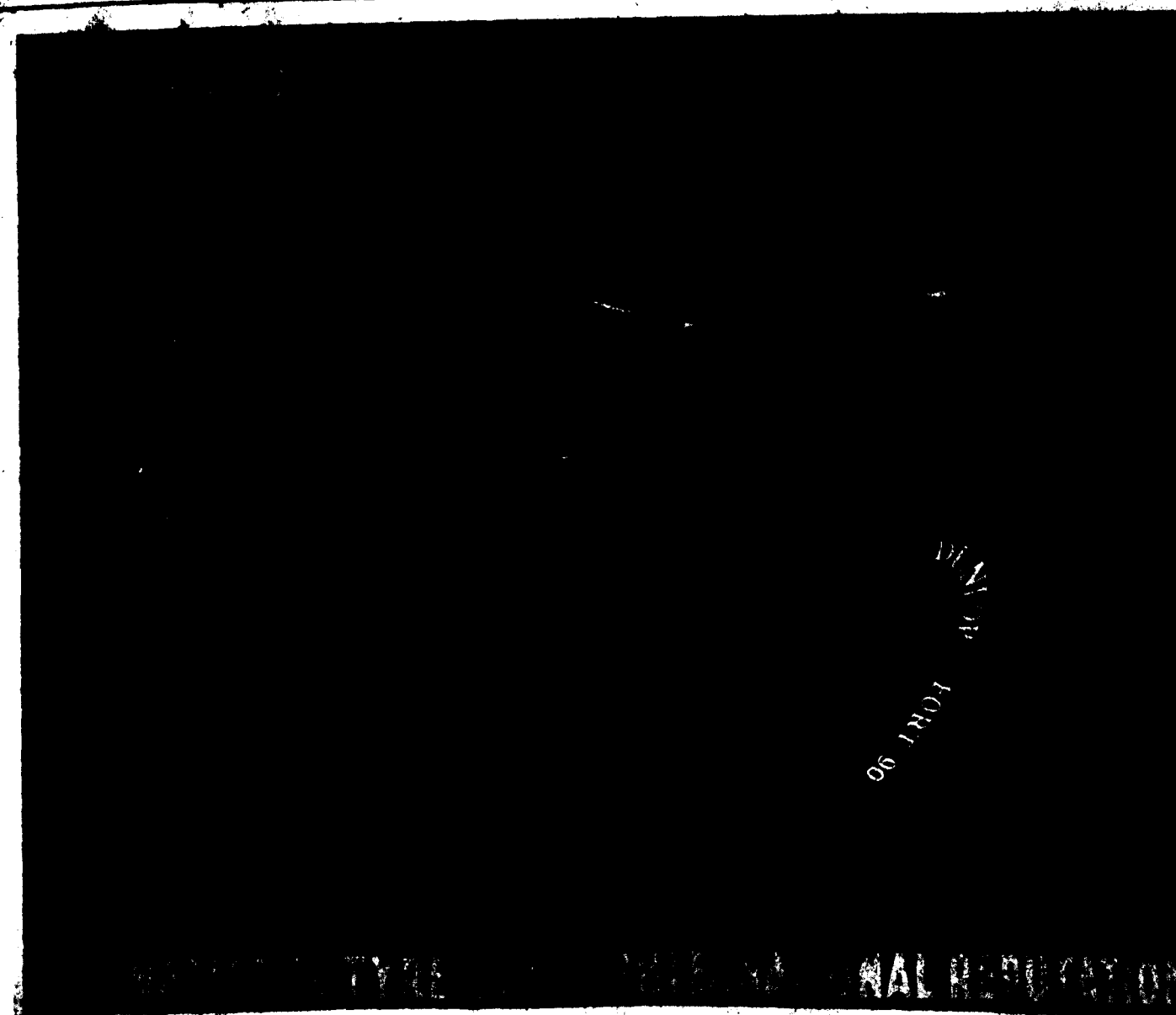
Mr. Ormsby Gore was heard by listeners to Daventry a few months ago as one of the speakers in the 'Responsibilities of Empire' series, and last year he broadcast on 'Ancient Monuments'—he is a well-known authority on art, being a trustee of the Tate Gallery, London.

Appointed to his present office in 1936, Mr. Ormsby Gore was Under-Secretary of State for the Colonies from 1922 to 1924 and again from November, 1924 to 1929. He has extensive personal associations with life overseas. He was a member of the Colonial Office Mission to the British West Indies in 1921-22, principal representative of the Crown Colonies and Protectorates on the Imperial Economic Conference in 1923, and Chairman of the East African Parliamentary Commission in 1924. He visited the British West African Colonies in 1926, and Malaya and Ceylon two years later.

VOL. IX

NOVEMBER 1937

No. 3



AUTOMOBILE ASSOCIATION OF SOUTHERN INDIA

PATRONS :

His Excellency The Lord Erskine, G.C.I.E., Governor of Madras. His Highness the Maharajah of Mysore.
His Highness the Maharajah of Travancore

VICE-PATRONS :

The Rajah of Ramnad.
Sir C. P. Ramasamy Iyer, K.C.I.E.
Sir Alexander MacDougall.
The Maharajah of Venkatagiri.
The Maharajah of Jeypore.
The Rajah of Bobbili.

His Highness the Maharajah of Jodhpur.
The Maharajah of Pithapuram.
Rajah Sir Annamalai Chettiar.
Sir Charles Cunningham.
Sir Mirza Ismail, K.C.I.E., Dewan of Mysore.

PRESIDENT :
Sir Mahomed Usman, K.C.I.E.

VICE-PRESIDENT :
Dewan Bahadur Govindoss Chathurbhujadoss.

COMMITTEE :

The Hon'ble Mr. Justice F. W. Gentle (Chairman).
A. A. Hayles, Esq., (Vice-Chairman).
K. Govindan, Esq., (Hon. Treasurer).
K. R. Simpson, Esq.,
S. G. Harrison, Esq.,
C. H. D. Leonard, Esq.,
Khan Bahadur Adam Hajee Mohamed Sait.

F. G. Luker, Esq., (Trade Member).
Md. Kazim Khaleeli, Esq.,
G. Sree Ram Babu, Esq.,
A. P. Adam, Esq.,
E. A. Watson, Esq., (Trade Member).
K. S. Jayaram Iyer, Esq., (Hon. Legal Adviser).

SECRETARY :
G. W. Owen, Esq.

PORT REPRESENTATIVES :

Madras:—C. E. Woods-Scawen, Esq.,
7, 2nd Line Beach, G. T., Madras.

Tuticorin:—J. L. P. Roche-Victoria, Esq.,
"Sukhastan", Tuticorin.

Negapatam:—Khan Bahadur V. Hameed Sultan
Maricair, M.L.C.,
"C/o Madura Co., Ltd., Negapatam.

Cochin:—H. Grubb, Esq.,
C/o Messrs. Geo. Brunton & Son, Cochin.

HONY. CONSULTING ENGINEER:
J. N. Norridge, Esq.

HONORARY DISTRICT REPRESENTATIVES :

Serial No.	NAME	Address.
1	L. Dee, Esq.	Stanes' Motor S. India, Coimbatore.
2	G. G. Gill, Esq.	C/o Parry & Co., Cuddalore.
3	R. Gopaul Rao, Esq.	The Modern Motor & General Trading Co., Tanjore.
4	S. Govardhan Rao, Esq.	Deccan Assurance Co., Ltd., "Deccan House", Besant Road, Bezwada.
5	Khan Bahadur V. Hameed Sultan Maricair, M.L.C.	C/o The Madura Co., Ltd., Negapatam.
6	O. W. Horrocks, Esq.	Glenmary Estate, Peermade P.O.
7	Dr. G. J. Ingram-Cotton	Dental Surgeon, "Marine Villa", 34, Rue Dumas, Pondicherry.
8	L. H. Jacob, Esq.	Executive Engineer, Quilon.
9	C. H. John, Esq.	Periakanal Estate, Surianalle P.O., Travancore.
10	N. Kirwan, Esq.	Mangalore, South Kanara.
11	L. H. Ley, Esq.	The Kodaikanal Transport Motor Service, Kodaikanal.
12	M. V. Marulasiddiah, Esq.	Burmah-Shell Agent, Shimoga.
13	R. C. Morris, Esq.	Honnammatti Estate, Attikan P.O., via Mysore.
14	K. N. Parameswara Sarma, Esq., B.A., B.L.	Advocate, Alleppey.
15	R. P. W. Potter, Esq.	Hallery Estate, Mercara P. O.
16	T. S. Rajam, Esq.	Messrs. T. V. Sundaram Iyengar & Sons, Ltd., 4, Goods Shed Street, Madras.
17	K. Rangaswami-Aiyar, Esq., B.A., A.C.B.	State Engineer, Pudukottai.
18	F. A. G. Ratcliffe, Esq.	Hosergooda Estate, Saklasapur P.O., Hassan.
19	Rao Bahadur Ravulu Subbarao.	Burmah-Shell Agent, Chirala.
20	C. C. R. Reynolds, Esq.	Coromandel Co., Ltd., Cocanada.
21	J. L. P. Roche-Victoria, Esq.	"Sukhastan", Tuticorin.
22	Dr. W. F. Rule, D.D.S.	Rocklands, Secunderabad.
23	P. T. Srinivasa Iyengar, Esq.	Burmah-Shell Agent, Virudhunagar.
24	P. N. Subba Rao, Esq.	C/o Sree Lakshminarasimha Motor Stores, Salem.
25	W. J. U. Turnbull, Esq.	South Indian Export Co., Gudur, Nellore.
26	R. G. Ubhaya, Esq.	"Sita Sadan", Ullal P.O.
27	Major A. W. Waters, M.B.E.	"Osprey", 10, Infantry Road, Bangalore.

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).

To

THE SECRETARY,
A.A.S.I., P.O. Box 704,
Cathedral P.O., MADRAS.

(Signature)

For Office use only

Date

Name of Member

Address

Introduced by

Ackd.

Entd.

Cheque/Cash/M.O.

Badge No. Fitting

Elected

ANNUAL SUBSCRIPTION.

Motor Car Owner	Rs.
Motor Cycle Owner or non-motorist	15
	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, @ Re. 1 each as follows:—

- No. 1 for Any round bar (state diameter)
- No. 2 " Any horizontal bolt
- No. 3 " Two long bolts with plates for securing badge to front of radiator

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 until further notice.

Yours faithfully,

Signature.

Some of the Benefits of Membership

The Automobile Association of Southern India

FREE

Free Legal Advice.
 Free Technical Advice.
 Free Road information.
 Free Touring itineraries.
 Free service for obtaining certificates, taxes and licenses.
 Free reminder service of the expiry date of your driving license etc., etc.
 Free monthly copy of the official organ of the A.A.S.I., "The South India Motor Owner."
 Free expert engineering advice.
 Free garage in Madras for short periods.
 Free service of car park attendants, at Cinemas, races and private entertainments.
 Clearing or loading members' cars by train or ship at any port in S. India.

OTHER ADVANTAGES.

Customs Carnets and Triptyques.
 International Driving Permits.
 International Certificates for Motor Vehicles.
 Reciprocal agreements with other Automobile Associations for free service throughout India, Burmah and Ceylon.
 A member of the A.A.S.I. can become a full member of the A.A. in Great Britain or an Associate member of the R.A.C. on payment of half the usual fees and the entrance fee is entirely waived.
 Maps, Guides and Books on Motoring at current prices.
 The use of the S. I. Railway Retiring Rooms and Government Inspection Bungalows throughout the Madras Presidency.
 Inspection of and Reports upon cars.
 Reciprocal arrangements for World Service.

10% REDUCTION ON YOUR CAR INSURANCE.

Road Scouts in yellow uniforms patrol the roads in Madras to assist motorists.

One Scout is permanently stationed in Bangalore, and it is proposed to post others in other important centres.

A Motor/Cycle Scout is touring our territory, which includes Mysore, Coorg, Travancore, Pudukottah, Cochin and Hyderabad, for the purpose of obtaining reliable information, for our Touring Department.

We have supplied route itineraries from anywhere to anywhere free to members for many years and will always be very grateful for any information with regard to road conditions, in order to keep these itineraries up-to-date.

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 Companies to our members will practically pay their subscription.

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. Road-side telephones.

SALES AND SERVICE GUIDE

Entries in these columns are charged for at the rate of Re. 1 per line per insertion, but no contract can be accepted for less than six consecutive insertions.

Ariel Motor Cycles

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

Austin Cars

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

Bedford Trucks

COIMBATORE—United Motors (Coimbatore) Ltd.
 MADRAS—Byramshaw & Co., Ltd.

Buick Cars

COIMBATORE (& Branches)—Stanes Motors (S.I.) Ltd.
 MADRAS—Byramshaw & Co., Ltd.
 MADURA (& Branches)—T. V. Sundram Iyengar & Sons Ltd.

Bussing Nag Diesel Trucks

MADRAS—Byramshaw & Co., Ltd.

Cadillac Cars

MADRAS—Byramshaw & Co., Ltd.

Chevrolet Cars and Trucks

BANGALORE—Automobiles Ltd.
 COIMBATORE (& Branches)—Stanes Motors (S.I.) Ltd.
 MADRAS (& Branches)—Simpson & Co., Ltd.
 MADURA (& Branches)—T. V. Sundram Iyengar & Sons Ltd.

Chrysler Cars

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

Commer Trucks

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

De Soto Cars

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

DKW Cars and Motor Cycles

MADRAS—Byramshaw & Co., Ltd.

Dodge Cars and Trucks

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

Ford Cars and Trucks

MADRAS—Gordon Woodroffe (Motors) Ltd.

Hillman Cars

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

Humber Cars

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

Mercedes Benz Cars and Diesel Trucks

MADRAS—Heller & Co.

M. G. Cars

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

Morris Cars

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

Oldsmobile Cars

COIMBATORE—United Motors (Coimbatore) Ltd.
 MADRAS—Byramshaw & Co., Ltd.

Oldsmobile Trucks

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

Opel Cars

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.

Skoda Cars

MADRAS—India Automobiles.

Standard Cars

MADRAS—Union Co.

Triumph Motor Cycles

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

Vauxhall Cars

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.

OFFICIALLY
APPROVE

DRAIN & REFILL YOUR SUMP TO-DAY

CONTENTS

	PAGE
Secretary's Notes and News for A.A.S.I. Members—	
Road Information	361
Bangalore C. & M. Station Taxation	362
Madras M. V. Taxation	362
Mysore & Coorg Motor Vehicles' Taxation	362
Police Traffic Laws	363
Board of Communications	363
Madras Road Scouts	363
Bangalore Scout	364
Special Aid to Members	364
Signature of Members	364
Obituary	364
Roads of the Future	364
Route Itineraries and Letters	364
Membership	364
New Members	364
Objects of an Automobile Association	366
Hony. District Representative's Monthly Report	368
The Motor-Car License Tangle	369
Correspondence	372
I.R.T.D.A. Monthly News Letter	374
Entirely New Morris	380
New Kind of Steeple-chase	382
Original Ford Model	383
Motor Show Special	384
Madras Flying Club Notes	385
Broadcasting News	386
Particulars of Motor Vehicles Imported	iii

THE SOUTH INDIA MOTOR OWNER

Published monthly. Annual Subscription Rs. 3, Single Copy As. 8, inland Post Free.

All communications regarding Editorial matter should be addressed to The Editor, "THE SOUTH INDIA MOTOR OWNER", 19, Mount Road, Madras.

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

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

All communications regarding Advertising matter should be addressed to THE MADRAS PUBLISHING HOUSE LTD., 19, Mount Road, Madras.

Telegrams:— "GOODPRINT MADRAS". Telephone No. 2931.

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

LIST OF A.A.S.I. PUBLICATIONS

	Rs. A. P.
Road Map of Madras Presidency ...	4 8 0
Road Map of Northern India. Scale 16 miles to 1 inch. Mounted on linen and folded in stiff covers ...	6 8 0
A. A. Handbook of Northern India ...	5 0 0
A. A. Handbook of Ceylon ...	5 0 0
Road Map of India. Scale 50 miles to 1 inch. Mounted on linen and folded into covers ...	2 0 0
"This Motoring" The Romance of the A. A. by Sir Stenson Cooke ...	2 0 0
List of Petrol Depots in Southern India ...	0 4 0
Great Britain and Ireland 1937 (A list of the principal events during 1937 with information for visitors).	
Touring in Great Britain and Europe 1936 A. A. publications ...	Free to Members only
"My Glorious Adventure," by Captain T. Yates-Benyon. A record, written in a light, amusing style of the author's trip by car from Piccadilly to Calcutta ...	5 0 0
Map of Madras City showing principal roads and buildings produced by the Madras Calling League, Folder or flat ...	1 0 0
Postage extra in all cases.	

RESULTS

for the Advertiser

Every piece of advertising you circulate reflects the personality of your firm, just as the appearance and manners of your salesmen attract or repel those with whom they come in contact. A convincing sales-producing story about the quality of your product or the excellence of your service cannot be clothed in clumsy phrases, ill-conceived illustrations, or clashing colours

THE MADRAS PUBLISHING HOUSE, LIMITED

Nineteen Mount Road :: MADRAS

THE SOUTH INDIA MOTOR OWNER

**The Official Organ of the
Automobile Association of Southern India**



Vol. IX, Number 11]

NOVEMBER 1937

[Single Copy As. 8

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

All Members are entitled to a copy of this Magazine every month after their names have appeared in the monthly list of New Members Elected. Any member who does not receive his or her copy regularly is requested to inform the Secretary immediately.

Road Information

The main Southern Trunk Road has been breached at 65th, 150th and 153rd milestones and is impassable. The following Causeways were unfordable for motor traffic on the 16th November:—

Penner River on Nellore/Bezwa Road.
Wenlock (Palar River) on Madras/Calicut Trunk Road near Arcot.
Palar (Palar River) on Madras/Villupuram Road beyond Chingleput.
Rice (Ponnai River) on Madras/Bangalore Road near Tiruvallam Village.
Ponnaiyar (Ponnaiyar River) on Villupuram/Trichinopoly Road beyond Villupuram.

Condition of Certain Roads in various Districts.

CUDDAPAH.

The crossing of the Rivers Cheyyar and Ganjanna on Ballipalli-Cuddapah road

There are bulls available on both banks of the river and the cars can be drawn by them in sandy bed of Cheyyar river. This cannot be done during rainy weather. Ganjanna River is fordable except during and after heavy rains.

EAST GODAVERI.

Tuni-Cocanada <i>via</i> Kattipudi and Pithapuram	..	..
Cocanada-Rajahmundry <i>via</i> Samalkot	..	..
Samalkote-Kottipalle <i>via</i> Bicavole and Ramachandrapuram	..	..
Samalkote-Kottipalle <i>via</i> Cocanada and Velangi, Ramachandrapuram	..	..

Condition of this road is good. No unbridged streams.
Road good—No unbridged streams.
This road is good and there are no unbridged streams.
A steam ferry is plying from Kottipalle to cross the Godavari river.
This road is closed for traffic owing to a dangerous bridge at the Velangi. The road is diverted *via* Goreepudi.

HYDERABAD STATE.

Suriapet-Naikangudam <i>via</i> Motch	..	..	..	..
Suriapet-Kodar <i>via</i> Mungala	..	..	..	..

There is no unbridged crossing. The road is in good condition. The distance 19 miles.

There is no unbridged crossing. The road is in good condition. The distance is 33 miles.

KURNOOL.

Kurnool-Cumbum via Panem, Nandyal, Nanepalle and Giddaluru	The road is in a very fair condition. All river crossings have either road dams or bridges.
Nandyal-Changalmarri	This is in 1st class condition. There are no unbridged crossings.
Alagadda-Pyapalli via Koilkuntla and Baganapalle	The road is not throughout in good condition. Motorable with difficulty.
Kurnool-Markapur via Nandikotkur, Atmakur and Doranala	The road is in a very bad condition and not motorable, except over the bit from Kurnool to Atmakur.

MALABAR.

Mangeri-Edavana, Mambad, Karimpulka, Ettakare, etc.	This road is in fair condition, and motorable at all seasons of the year from Gudalur (Nilgiris District) to Calicut.
---	---

NELLORE.

Nayudupet-Venkatagiri via Chillamanuru	There are 3 river crossings on this road. To avoid crossing of the river Swarnamukhi in mile 0/4 to 1/4, a diversion road is being formed for motors. The road is incomplete still. The other two rivers are not yet provided with bridges. Hence the road is not fit for motor traffic throughout the year.
--	--

NORTH ARCOT.

Tiruvannamalai-Anandavadi via Tandarampattu, Kottakulam, Keriymangalam and Chengam	This road is not practicable for motor cars.
Tiruvannamalai-Chengam via Pachchal, Kottakulam and Keriymangalam	This road is motorable at present.

TRICHINOPOLY.

The damages to the left abutment of the Cauvery Bridge have been repaired and completed by 21st October, 1937. Allowing ten days for the mortar in concrete and masonry to set the traffic restriction imposed on the upstream half of the bridge may be withdrawn from 1st November, 1937. There is no restriction on the downstream half.

VIZAGAPATAM.

Payakorapettu-Jaganadarajapuram and road to Chicacole (G.N.T. Road) via Anakapalle and Vizagapatam	Road in the Vizagapatam District Board limits (as far as it lies) is in fair condition and bridged throughout.
Anakapalle-Bobbili via Vizianagaram	Do.
Anakapalle-Bhimilipatam via Sabhavaram, Pendurti	Do.

Bangalore C. & M. Station Taxation

This Association has made a representation to Bangalore C. & M. Station Licensing Authorities pointing out the unfairness of charging a higher rate of taxation on cars of 15 cwt. and over, whereas in Madras Presidency and Mysore State, cars of 15 cwt. and under come under the lower rate and has pointed out that the actual weight of a Morris 8 Saloon is only 14 cwt. 3 qts. and has to pay a higher rate of taxation simply because it has been classified as 15 cwt. in Madras, but pays the lower rate in Madras Presidency and Mysore State.

Madras, M. V. Taxation—Notification

In exercise of the powers conferred by sub-section (i) of section 11 of the Madras Motor Vehicles Taxation Act, 1931 (Madras Act III of 1931), the Provincial Government are

hereby pleased to exempt motor vehicles brought into the Province of Madras under cover of 'Triptyques' or 'Carnets-de-passage' from payment of tax payable under the said Act in respect of one entry into the Province and for a period not exceeding thirty consecutive days commencing from the date of such entry.

Mysore & Coorg Motor Vehicles Taxation

Military personnel travelling on duty, by road, through Mysore State and Coorg in private motor vehicles are exempt from the payment of Mysore and Coorg Provincial Motor Vehicle Taxes, on production of special passes issued by Headquarters, Madras District.

The ordinary Toll Pass (India Army Form Z-2114) is not accepted by the State Authorities.

Application for special passes should be addressed to the Headquarters, Madras District, Bangalore, and will contain the following information:—

- The nature of duty on which proceeding.
- The itinerary of the proposed journey in Mysore State and Coorg territory.
- The period for which the passes should be made available.

Police Traffic Laws, Bangalore C. & M. Station

One Way Traffic in Commercial Street.

As from Monday, November 8th, Commercial Street shall be treated as a One Way Street and vehicles shall be permitted to proceed along this street Westwards only.

Vehicles shall not be permitted to turn in this street. Parking will be permitted on both sides of the streets facing West only.

Vehicles shall not be permitted to enter Commercial Street from the "Old Poor House Road".

Vehicles entering Commercial Street from the South by Narain Pillay Street or Mariamma Coil Street shall turn *Left*.

Vehicles entering Commercial Street from the North by (1) Narain Pillay Street, (2) Mariamma Koil Street, (3) Luxmana Mudaliar Street, (4) Jewellers Street and (5) Lubbay Masjid Street shall turn *Right*.

One Way Traffic as above will be in force daily from 9 a.m. to 8 p.m.

Board of Communications, Madras

The Government are pleased to appoint Mr. E. A. Watson as a member of the Board of Communications, Madras, to represent the Automobile Association of Southern India, *vice* Mr. A. F. Byramshaw resigned.

Madras Road Scouts

The Scouts in Madras attended 25 different social functions and assisted in the parking of cars, taking charge of them and calling for cars when owners wished. These do not include the two car park attendants who have been continually on duty at Cinemas.

An innovation is the recent provision of large golf-umbrellas for the convenience of members crossing between the car and the entrance during rains.

44 cars were given assistance during the month, classified as follows:—

- 12 tyre trouble
- 22 mechanical
- 10 lack of petrol.

The following is the report of our motor cycle Scout on tour which was unfortunately cut short owing to his having met with an accident which incidentally was due to the bad condition of the road which he was surveying:—

I left Madras on 27th of October and reached Pondicherry the same evening. The condition of the road between Madras

and Tindivanam was very good. The road from the Trunk Road to Pondicherry was in a very bad condition full of ruts and pot-holes, sometimes deceptive and a great annoyance to motorists. At Pondicherry, I reported myself with the Secretary's introduction letter to our District Representative—Dr. Ingram Cotton. He gave me letters of introduction to the British Consul at Pondicherry and Mr. Wright of Parry and Company. I interviewed both these gentlemen, and they have promised to become members.

On the 28th, I left Pondicherry for Kumbakonam via Cuddalore, Vadur, Sethiarthope and Lower Anicut. The road from Pondicherry to Cuddalore is kept in a very good condition. The road from Cuddalore to Vadur is only a second class road full of ruts.

The road from Vadur to Sethiarthope is in a very bad condition, and a motorist will be very lucky if he finds a spot of gravel on the route. In some places there are pits as deep as three to four feet. There are five streams passing between Sethiarthope and Lower Anicut. Four are passable very easily except during very heavy rains. The fifth one which is muddy should be very carefully crossed even during ordinary times. There are a number of sharp turnings on these roads and there are no signposts to warn motorists. Even for the streams there are no signposts to warn motorists. There are Indian Refreshment stalls at Lower Anicut, where food and coffee could be had. Petrol is also sold at Lower Anicut in Cans. The road from Lower Anicut to Kumbakonam, though a metalled road, was full of ruts and pot-holes. There are no signposts warning the motorists of the number of turnings. I reached Kumbakonam late at night.

On the 29th, I left Kumbakonam for Tanjore. The road between Kumbakonam and Tanjore is good except for some bad patches between Pandaravadi and Kalyanapuram. The road is full of curves and bends and the lovely coconut palms on either side make a fine avenue.

At Tanjore, I went to our Honorary District Representative—Mr. Gopala Rao's office and I was told by his assistant that he was indisposed. His assistant told me that it will help the motorists to have a signpost where the road bifurcates near the Railway bridge at Tanjore.

On the 30th, I left Tanjore for Madura via Trichy. The road after Vallum from Tanjore to Trichy was in a very bad condition full of pits and cart-tracks. At Trichy, I interviewed a number of people and they have promised to become members. On the 30th evening, I reached Madura. The road from Trichy to Kodaikanal Road was in very good condition. From Kodaikanal Road to Madura, the road was in a very bad condition full of holes and cart-tracks.

On the 31st, I reported myself to our Honorary District Representative—Mr. T. S. Rajan. He asked me to tour some of the roads in Madura District. I went to Malur and found the road under repair.

On the 3rd, I toured Madura/Theni Road. The road was in a very good condition as it was just then laid out. I stayed at Theni on the night of 3rd instant.

On the 4th, I returned to Madura.

On the 5th, I interviewed a number of officials and they all asked me to see them on my return journey.

On the 6th morning, I left Madura for Tinnevely. After passing 321st milestone on Madura/Virudunagar road, the front wheel of my motor cycle suddenly went in 3 feet under the road due to loose soil and I was thrown off. My leg was caught between the motor cycle and the road and I was dragged nearly ten feet. Some villagers came and pulled me out and with their help, I reached Virudunagar. My whole right leg and forearm were bleeding with multiple injuries. I went to the hospital at Virudunagar and got myself treated. I was in the hospital on the 6th, 7th and 8th. On the 8th evening, I was discharged and returned by train to Madras.

There was heavy rain in the Southern Districts every day during this tour.

On the 9th, I reported myself to the office. At present I am still under medical care.

It is very regrettable, that I met with this unavoidable accident, and if I have the opportunity to go to Madura and Tinnevely again, I am very hopeful of enrolling many members.

Bangalore Scout

Routine Work.

As in previous months, but there was a big increase in service to members visiting and residential alike at their residences to arrange for itineraries, general information, licenses

Roads of the Future

It is regretted that it was omitted to state that the article published last month under this heading was a broadcast by Sir Stenson Cooke—the General Secretary of the A.A. of Great Britain.

Route Itineraries and Letters

108 itineraries were issued during the month covering 40,684 miles.

780 letters and many personal and telephone calls were received and 1,048 letters were despatched by post. 387 letters were delivered locally by peon.

Membership

47 new members were enrolled during the month of October, 1937.

These new members were introduced by the following:—
3 by Md. Kazim Khaleeli, Esq., and

1 each by Messrs. K. Govindan, D. Mawny, Major A. W. Waters, M.B.E., Messrs. F. G. Bartlewski, Gordon Woodroffe (Motors) Ltd., Rao Bahadur K. Gopala Krishna, Messrs. J. R. Kerr, M. C. Koman, Major W. R. Lawrenson, Dr. W. F. Rule, D.D.S., Messrs. N. St. Claire-Browne, H. Fraser,

FOR ECONOMY & DURABILITY

PABCO PAINTS

SET A STANDARD

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

in the C. & M. Station and Mysore, also short-term ones for Madras, advice as regards repairs.

Special Aid to Members

No "breakdowns" on the road but technical advice given to three members and also attended garages and helped these members to get prompt and proper adjustments, replacements and service and then got cars back quickly to enable members to get going. Apart from members' satisfaction, the effect of the Scout's attention to a member's car, on the other and numerous car owners who are kept waiting must, I think, be impressive.

Signature of Members

All members are requested to quote their membership number in all communications and write their names in Block letters.

Obituary

It is with deep regret that we have to announce the death of the following two members:—

No. 3203 Rev. J. H. Dickson of Bangalore on 26-9-37.

No. 2095 Mr. G. A. Chambers of Chromepet, Madras, on 16-11-37.

H. O. P. Walker, P. R. V. Sarma, R. V. Shama Rao, B. J. Purohit, N. R. Krishnamma and the Ocean Accident and Guarantee Corporation Ltd.

The remaining 26 were enrolled by the staff.

New Members

Dr. M. Subramaniam,
16, Kutchery Road, Mylapore.

Sirdarmall Seshmall, Esq.,
46, Govindappa Naick Street, Madras.

Dr. D. V. Venkappa,
289, Esplanade, G. T., Madras.

A. J. Padmanabhan, Esq.,
10, St. John's Road, Bangalore.

A. Taylor, Esq.,
c/o Madras Mail, Mount Road, Madras.

R. Ulrich, Esq.,
c/o Schering Kahlbaum (India) Ltd., 11, Lingi Chetty Street, Madras.

F. G. Chapple, Esq., I.C.S.,
c/o The Madras Club, Madras.

M. Ruthnaswamy, Esq.,
Sterling Road, Nungambaukam.

Rao Bahabur K. C. Manavedan Raja,
Collector and District Magistrate, Guntur.

W. Shearer, Esq.,
The Sun Life Assurance Co. of Canada, Mount Road, Madras.

Mrs. M. N. Clubwala,
Locksley House, 54, Main Road, Royapuram.

C. Videman, Esq.,
c/o High Range Club, Munnar P.O.

R. Sanyanarayana Naidu, Esq.,
Asst. Inspector of Excise, Amalapuram.

S. V. Vijayar, Esq.,
Local Audit Officer, Military Accounts Department,
Fort St. George, Madras.

Dr. N. Venkataswamy Chetty,
Esoda Gardens, 87, Poonamallee High Road, Kilpauk.

Mrs. P. S. Sundara Raj,
The Anchorage, Adyar, Madras.

Rev. E. Bull,
Marine View, San Thome, Madras.

J. H. Mehta, Esq.,
"Mehta Cottage", 39, Main Road, Royapuram.

K. S. Viswanathan, Esq.,
212, Napier Road, Cuddalore.

Dr. P. Somasunder,
Civil Surgeon, Warangal, Hanumkonda, Deccan.

P. Morris, Esq.,
Brooklands, Perambur.

Ghulam Mahamood, Esq.,
140, High Road, Royapettah.

G. Sakaran, Esq.,
Biochemist, Nutrition Research Laboratory,
Palampur Institute, Coonoor.

A. D. Vincent, Esq.,
Kutikul Estate, Mundakayam P.O.

V. V. Punaiya, Esq.,
Guntur.

K. N. Aiya Iyer, Esq.,
Santi Parvat, Kodaikanal.

G. Srinivasa Chettiar, Esq.,
Mittazamindar of Avathuvadi, Bazaar Street, Salem.

Dr. Herbert Leiser,
30, Mount Road, Madras.

B. C. Desikachari, Esq.,
Asst. Transportation Superintendent (Traffic),
M. & S. M. Railway, Royapuram.

C. S. Rangaswamy Iyengar, Esq.,
216, Sayyaji Rao Road, Mysore.

J. H. Alexander, Esq.,
Kathlekhan Estate, Tadasa P.O., Kadur.

H. H. Wilkinson, Esq.,
Cecil Hotel, Mysore.

J. O. F. Maurice, Esq.,
Kurimbahulli Estate, Santikoppa P.O., Coorg.

G. Schoberth, Esq.,
c/o Siemens India Ltd., McLean Street, Madras.

Deaconess E. N. Beaver,
St. John's Vestry School, Trichinopoly.

S. Kuppu Rao, Esq.,
6, West End Street, Gopalapuram, Cathedral P.O.

P. M. Jayarajan, Esq., I.C.S.,
City Magistrate, Madura.

S. Dakshinamurthy, Esq., M.B., D.P.H., D.T.M. & H. (Lond.),
Health Officer, Vizagapatam.

L. M. Chitale, Esq., F.R.I., B.A., A.M.T.P.I.
Elliot Corner, Edward Elliott's Road, Mylapore.

G. H. Cooke, Esq., I.C.S.,
Collector's House, Waltair.

Rev. T. Stephen Jones,
Fort St. George, Madras.

H. H. English, Esq.,
Jiganekhan Estate, Santaveri P.O., Kadur.

J. F. Mackintosh, Esq.,
Fairlands, Sidapur, Coorg.

W. M. Livingston, Esq.,
c/o Central Agencies Ltd., P.O. Box 273, Madras.

Miss H. Thornton,
Deaf School, Mylapore, Madras.

K. R. Eswaramoorthy Gounder, Esq.,
Cotton Merchant, Tiruppur.

R. C. Cornwell, Esq.,
Indian Forest Service, Cocanada.

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.

Address by the Secretary, A.A.S.I., to Toc H (Madras) on 2-11-1937.

THE OBJECTS OF AN AUTOMOBILE ASSOCIATION

I MUCH appreciate your invitation to address you this evening and I will endeavour to explain the Objects of an Automobile Association as briefly, and clearly as I can.

The objects of the A.A.S.I. are:—

To encourage and develop the Automobile movement in the Madras Presidency, Hyderabad, Mysore, Travancore, Cochin and other Native States of Southern India and as far as possible, to work in conjunction with other similar Associations;

to watch, protect and extend the rights and privileges of its members and of automobilists generally;

to encourage and facilitate motor-touring;

to supply to its members a centre of information and advice on matters pertaining to motor vehicles and, so far as may be practicable, to afford them support in the protection and defence of their rights.

The A.A. is a brotherhood of motorists irrespective of race or creed, formed to protect their own interests.

It is not a profit-making concern, its only income being derived from the subscriptions received from members, which is utilised purely for the purpose of giving service to members. Had it not been for the A. A. of Great Britain, motoring as it is known today may have been quite impossible. For instance, the first motor cars, which although they had only a top speed of about 10 miles an hour when they felt inclined, had to be preceded by a man carrying a red flag and later as they improved, the speed limit was fixed at a maximum of 20 miles per hour. The police did their utmost to kill motoring by stealthily trapping drivers when they least expected it. These traps were generally placed on a nice straight road with a run down one hill with an ascent on the further side, where motorists could not resist the temptation of racing their cars down the first slope in order to climb the further hill without having to get out and push.

I do not propose to tell you now, how all the difficulties of those pioneering days were overcome by the A. A. in England, as it has now become history and has been chronicled by Sir Stenson Cooke in his thrilling book "This Motoring" which I can thoroughly recommend every motorist to read.

Instead of telling you what the A. A. of Great Britain has done, I propose to tell you the objects of the Automobile Association of Southern India, what it has done and what it is doing.

The Association is recognised by Government as the representative body of private motorists in Southern India, and whenever any new motor legislation is contemplated, the Government invariably refers to this Association for its views before framing new rules or altering the existing ones. Although many laws are brought into force which are not always approved by the motorists, they have in most cases been modified to a reasonable extent through the representations made by this Association.

This Association played an active part in framing the Madras Motor Vehicle Rules, and those of other States in

Southern India. It also had considerable influence in framing the Government Road Policy and has always been consulted by Government on matters relating to Motor Vehicle Laws ever since.

This Association came into being in 1905 or 1906. How it first started I do not know. But Mr. A. T. Luker who was one of the founder members has kindly consented to write me an article which will be published in our magazine shortly. In those early days it was considered an adventure to undertake a journey of over a 100 miles, not only were the roads so bad, but there were no signposts, and it was a matter more of luck than good guidance, if one reached one's destination, without some mishap or taking the wrong turning.

The South Indian Motor Union as it was then called, first erected signposts at important junctions on main roads, and it was only through its influence that a regular classification of roads was brought about and the trunk roads of today with numbered direction signs are the result of its activities.

With its very limited funds, it was impossible for this Association to erect all the necessary signposts over the enormous mileage in its territory. In 1925 it prevailed upon the Government to accept the responsibility for erecting signposts and to take over those for future maintenance which had been erected by the Association. But few motorists of today realize that the efficient signs which are in existence, at practically every junction and turning, and which they take as a matter of course, are a direct result of the activities of the old S.I.M.U.

The Association now has no authority to erect signposts, but it is proposed to have specially made A. A. advance signs which will be distinctive in their colour and of uniform design to warn motorists well-ahead of a junction which way to turn, and it is anticipated that no objections will be raised by Government to their being erected at the expense of the Association for the benefit of all motorists, and our members in particular.

We continually receive complaints from members that certain places are insufficiently signposted or that warning signs have not been erected at diversions.

In such cases the Association immediately takes up the matter with the authorities concerned, who are invariably most courteous in their replies, thanking us for drawing the matter to their attention, and the necessary signs are usually erected.

The Association is represented by a member of the Committee on the Board of Communications, and is therefore in constant touch in the matter of road maintenance and construction.

Touring facilities are free to all members. Route itineraries are issued from anywhere to anywhere. What information is not available in our own office is obtained by return of post from any other Automobile Association, under our reciprocal agreements with every one in the world.

The information of our own touring department is kept up-to-date by

- (1) Our motor cycle scout, who is touring the Presidency for the purpose of surveying and reporting the condition of the roads of which the department may be in doubt.

- (2) Our system of reply paid postcards, which are in daily use for obtaining the latest information from District Board Engineers, who willingly give their very valuable assistance.

- (3) There are 27 Honorary District Representatives, who are situated in various Districts throughout our territory, and who are only too pleased to welcome and assist members on tour.

- (4) Arrangements have been made with special representatives on the spot, at all unbridged crossings on the main roads from Cape Comorin to Cuttack, (roughly 1,000 miles apart) to report by telegraph immediately a crossing is unfordable. This information is available to members by telephone at any hour of the day or night. At this season of the year, I may mention that this service is being made good use of, as I am frequently being rung up long before dawn by members anticipating an early start.

Facilities for Foreign touring are also available.

International Certificates for Motor Vehicles, which obviate the necessity of re-registering a car in every Country visited. International Driving Permits, which do away with the necessity of obtaining a license in every country, and the expense and the inconvenience of having to undergo a driving test; and Customs Carnet or Triptyque which obviate the enormous expense of having to deposit Customs duty in every Country. All are obtainable from the Automobile Association of Southern India at a few days' notice.

Accurate information is available regarding taxes and tolls, all over India, and for the convenience of members, the Madras licenses and Mysore short-term licenses can be issued without any delay at "A. A. House."

The special privileges granted by the South Indian Railway and the Government of Madras permitting members of the Automobile Association of Southern India, the use of the railway retiring rooms, and Government Inspection Bungalows, are very much appreciated by our members.

Driving licenses can be renewed and reminders are sent to all members who register the expiry dates with us. This reminder service is extended to any other subjects of which members wish to be reminded e.g. gun licenses, game licenses, passports, or their wife's birthday.

The Association is continually striving for a reduction and a standardization of Motor Vehicles Taxation, all over India, but it may be some time before results are noticeable.

Technical advice on motors is free to members. We have a technical expert who will undertake to give a detailed examin-

ation and report, for a small fee, for members who anticipate purchasing a second-hand car.

The opinion of one of the leading advocates in Madras, is available to members requiring free legal advice on motoring matters.

Now that the trunk telephone service is nearing completion, it is proposed to erect A. A. telephone boxes on main roads for the use of members on tour.

The Government of India is now contemplating the passing of a bill for the compulsory insurance of all motorists, against third party risks, and the 10% reduction obtainable by members of the A. A. only, will go a long way towards paying their subscriptions.

In Madras all motorists have the advantage of our Road Scouts, and car parking attendants at Cinemas.

The Scouts' duties are to assist all motorists in the event of minor breakdowns. It is surprising that in Madras alone, how many motorists do require assistance on the road. It is not always that a Scout can be found when required, and yet an average of over 50 motorists per month have been assisted since the scouts were first started.

During Dasara, 2 scouts were sent to Mysore. Their duties were mainly to assist in parking cars at the Palace, and yet over 30 cars were given assistance by the Scouts on their short patrols in the day-time, during that week.

Latest information regarding road conditions, and the activities of the Association, are published in the monthly magazine, the South India Motor Owner which is sent free of charge to members.

In conclusion, I would like to point out that there are many overseas members of the A. A. of Great Britain, who are under the misapprehension that by paying their 10s/6d. to London, they are entitled to full benefits of the Automobile Association of Southern India.

Under our reciprocal agreements with all other Associations it is true that we give free service to visitors from any part of the world, but it is only common sense to expect motorists to pay their subscriptions to the Association operating in the territory in which they reside.

Members of the Automobile Association of Southern India when going to England are entitled to full membership of the A. A. of Great Britain on payment of only half the usual subscription, and the entrance fee is entirely waived—thus saving him two guineas. The same applies to the associate membership of the R. A. C., that is to say he pays only one guinea to either or both, instead of 3 guineas.

Honorary District Representative's Monthly Report

for October 1937

Bangalore

1. General.—

I THINK, if I refer you to what I said under this head in the October Journal and ask you to add 25% it will convey some perspective of the A.A.S.I. activities in Bangalore.

To those new members who did not see the October's issue of the *South India Motor Owner*, the above means that this Station is just growing and growing, and notes, letters and callers have now reached a point where it is not (as formerly) a monthly, a weekly or even daily matter but an hourly one.

The N. E. Monsoon with its corollary as regards the state of trunk roads and causeways, was largely responsible for the increase in inquiries and personal calls.

Bangalore too is of pivotal importance being the centre of a network of main roads which within a small radius bifurcate to every part of South India.

2. Correspondence.—

There was an increase in letters received, but a slight falling off in those issued; the figures being:—

Despatches to the Secretary	56
Others—out stations	2
Local	27
TOTAL	85

3. New Members.—

Several were canvassed, but I shall not know the exact number till I read the Secretary's report. Writing this, as I am in November, it would appear that our advertisements are showing improved results.

4. Road Scouts.—

One was present throughout the month. His services were of great value to members in general and particularly so to members from out-station who are strayers to Bangalore and require licenses, drivers, or prompt and proper attention to cars, etc., etc.

A detailed report of the Scout is separately furnished.

5. Personal contact with the Secretary.—

I was very pleased to have had further opportunity of meeting the Secretary and setting on the spot a number of important matters but you have already seen mention of this in the Secretary's supplement in the October issue.

6. Members' wives.—

I would like here to mention the importance of the all-round advantage and necessity of members' wives getting to know each other. This is particularly so in cases of the temporary absence of the men on tour, duty, etc., or as sometimes happens, the member's wife is alone in the station and in hospital, often, a perfect stranger to all around. It is in cases like this where members' wives can do so much and apart from all other considerations, create *esprit de corps* in the A.A.S.I.

Mrs. Waters asks me to say that she would like information of any member's wife who is so unfortunate as to go into a hospital in Bangalore C. & M. Station or the City. It matters not whether the member is, or is not, in Bangalore.

7. Traffic Rules in Bangalore C. & M. Station.—

Apropos of my remarks in October of the "right-hand" or "off-side" driving rule. This was put into force by the Commissioner of Police, C. & M. Station by his Traffic Notice No. 2 of 1937 (published on 18th October 1937), thus, in this matter it conforms to the practice in Bangalore City and somewhat like Madras.

Whilst most motorists welcome this rule, the majority of those with whom I have discussed this point are of opinion that it would appear to be open to question whether it was advisable rigorously to apply this rule to every major road in the Station. Some of these are bordered by mere gullies at short intervals.

The junction of St. Mark's and Madras Bank Roads is another case where, our Association has recommended that St. Mark's should be signposted as a Major Road and "Halt" or other suitable signs put up on the Madras Bank Road entrances to it.

8. Oneway Traffic.

This has also been put into force in Commercial Street during the hours of 9 a.m. to 8 p.m. and with effect from 8-11-37. This was long wanted. Under this rule you may enter Commercial Street by any road except from the "Old Poor House Road", end (i.e., West end). But by whichever road you enter you must turn westwards.

"Vehicles shall not be permitted to turn in the Street", whilst parking may be on either side, but cars must face west.

I may mention that West is up or towards the top of the street and East at the bottom (there is a gradient) or Cavalry Road end.

9. The New Motor Road up to Nandi Hills:—

In my notes in the September issue, I mentioned the almost certainty of this road being thrown open to the general public by the middle of November, but inquiries early in November elicited the information (from the same high authority) that there are more culverts still to be made and consolidated and the road may possibly be ready by Christmas.

10. Our Honorary District Representatives.

I read with great pleasure a few months ago of the inclusion in our list, of my old friend Dr. G. J. Ingram-Cotton. He is remembered by many as one of the pioneer motorists in Southern India and no greater motoring enthusiast exists. If only the Doctor would republish some of these amazing experiences of his with a single-cylinder pre-historic car what wonderful reading it would make.

(Sd.) A. W. WATERS,
Hon. Dist. Representative.

The Motor-Car License Tangle

By Major A. W. Waters, M.B.E. (Retd.), Hon. District Representative, A. A. S. I.

SCARCELY a day passes without my receiving inquiries from motorists about licenses. It may be about Madras, Bombay, Coorg and even Mysore.

Members and non-members of A. A. S. I. alike want advice. The former are either new members or have lost sight of all that has been printed in their Journal on the subject whilst the last-named can hardly be expected to keep touch with the multifarious systems and rates prevailing in every Province and State. Moreover, these are frequently being revised, generally to remove anomalies or hardships and in this aspect of the case, the Motor Associations invariably have a hand and will continue to do so and wage a constant fight until the goal of an all-India license becomes law and all these barriers of frontiers etc., are removed as in England and Europe in general.

In the course of a single day's run it is now possible to pass through 3 or 4 different systems of taxation and certainly some are not entirely free from being vexatious, whilst all of them (if we exclude such enlightened Provinces as Bombay, U. P. etc., who encourage tourists to come and spend money in other ways) tend to restrict motoring and thus partially fail to achieve their object to collect revenue from motorists in one form or another. A rough outline of the main points, as they affect the private car owner, may help your readers to avoid the many pitfalls and possible prosecutions.

THE C. AND M. STATION AND MYSORE

Every motorist should know (actually many do not) that a C. and M. Station license is valid all over Mysore just as a Mysore license is valid in the station and both are equally liable to pay tolls on State Fund and District Fund roads and bridges but are exempted from Municipal tolls. The former costs Re. 1 for a car carrying not more than seven persons whilst Municipal tolls vary from Re. 1 at Mysore to annas 8 or 4 elsewhere.

State and District Fund tolls can usually be distinguished by their staffs khaki uniform and leather belts whilst Municipal toll-gates are adjacent to, or in towns and villages and all have notice boards, scarcely visible, however, by night. Most State toll-gates are run by the State: few are contracted out.

NO DAYS OF GRACE IN MYSORE AND A WARNING

Suppose that your C. and M. Station licence has expired, say on 31st March (the year end) and you avail yourself of a period of grace before renewing it (note that one is allowed six days at the beginning of every quarter or when entering the Station, but usually a longer period before check in April) and during these periods of grace you drive into Mysore territory—to the band for instance in the Cubbon Park, do not be surprised if you are checked up and lawfully made to purchase a short-term Mysore license for 7 days at a cost of Rs. 2 or 3 for a small or medium car. The Mysore rule says definitely, that no car may use the roads without a valid license and there are no days of grace in Mysore for either residents or visitors. Even supposing you took a chance and ran into Hosur to see Kenilworth castle it is certain that with a lapsed C and M license, one could not possibly re-enter Mysore State at the Frontier Toll gate at Attibele or the sub-tollgate at Mattigere without purchasing a 7-day license.

On the other hand 6 days grace are allowed for all cars entering the C. and M. Station; in other words:

"Possession for 7 days in a quarter will render the owner liable to the tax for that quarter."

Note the word "possession" not merely using the roads!

THE C. AND M. STATION AND WHAT TO AVOID

One should if possible avoid buying a new car towards the end of a calendar quarter (he would be safe within the last six days) which would mean a quarter's license for a few days only.

It must also be remembered that if taking out a licence in the months of May, June, November or December, a half-yearly license is slightly cheaper than two quarterly ones, and this applies to visiting motorists if they are staying long enough.

VISITING MOTORISTS

These are likely to be badly bitten; as a matter of fact a good many cases have been brought to notice and a number of cases reported to the Government of Mysore as regards the issue to them of unnecessary lengthy-period licenses when passing through that State to take up temporary residence in the C. and M. Station. In such cases a Mysore 7-days' license only is required.

I will make this point clear:—

Elsewhere in this article I mentioned reciprocity as between Mysore and the C. and M. Station but, if one comes to stay in the Station either permanently or temporarily any Mysore license he may possess will become invalid in the Station after six days and he will then be called upon to take out a Station license of at least a quarter; similarly, if a resident in the C. and M. Station moves over the border into Mysore State to live he must forthwith take out a fresh license in Mysore State and what is more, re-register his car and change his number plate—letters and number. If a Mysore car moves permanently to Madras Presidency he too must re-register his car and obtain a new number in Madras. If a C. and M. Station car moves to Madras he does not have to change his number: why: possibly for the reason that a Madras number is valid in the C. & M. Station but not in Mysore.

Thus the tangle goes on and becomes more tangled giving one the impression, however wrongly, of retaliatory legislation.

SHORTER PERIOD LICENSES REQUIRED

There is, it will be seen, a real want of a 30-day (period) license in the Station, by period I mean of course from and to any date regardless of the calendar, and I hope our Municipal Commissioners will study this question so as to encourage visitors to come and spend money in lots of ways even though a few paltry rupees may be lost on the "swings" as it were. Motorists are discriminating people and those who have to count the costs are not slow to boycott towns which appear to discourage visitors. In England towns with free car-parks are immensely popular whilst the others are being blacklisted "Shop at... where motorists are wanted" is the slogan.

Now as regards short-term licenses I should not be surprised if Mysore introduced quarterly licenses. It would be useful and fill up the missing link in their schedule of licenses.

WHEN VISITING MADRAS PRESIDENCY

I now come to the most important (probably) section of this article.

If you wish to enter any part of the Madras Presidency for a short period or a few minutes, you must, in advance, *i.e.*, before you enter, take out a short-term license of 7 days or 30 days whichever is suitable.

Thereafter you may take another and consecutive 7 days or 30 days or a combination of these to suit your case and pocket.

If circumstances rendered it impossible to procure a license in advance you "will be required to produce a postal moneyorder receipt showing that the prescribed tax has been remitted to a licensing authority." With the M.O. or separate application you must give particulars of: Name and address of owner, Registered No. of car, unladen weight and description of vehicle, type of tyres (pneumatic or not), the period for which and the date from which license is required. These short-term licenses are for any periods and no refund of the tax paid in respect of these will be allowed in any circumstances.

THE PENALTY IF YOU ENTER MADRAS WITHOUT A LICENSE

You may, if you like, or in an emergency, enter Madras without a license in which case you will be treated as a resident, and be given 7 days within which to obtain a *quarter's* license even though you stay only 1 day. You will also be warned to report to the D. S. P. concerned, within 7 days the number, date and place of the license failing which you will, without doubt, be prosecuted and fined besides the added expense if you attend the Court perhaps hundreds of miles distant.

Therefore, if your visit justified the taking out of a quarter's license, you will be well advised to do so in advance and avoid the trouble and worry of reporting to D. S. P's.

In my next article I will give a list from whom these licenses are procurable and costs.

WHERE TO OBTAIN MADRAS LICENSES

Quarterly Licenses can be obtained from the Commissioner of Police, Madras or from the various licensing officers at all important towns in the Presidency: Ooty or Coonoor for instance. *Short term* licenses are also procurable at those places, but can be obtained from the President, Municipal Commission, C. and M. Station, Bangalore; the Officers, *i.e.*, of the District Treasuries at Mysore, Hassan, Kadur, Shimoga, Chitaldrug, Kolar and Tumkur, and the officer *i.e.*, of the State Huzur Treasury, Bangalore (Post Office Road). A.A.S.I. members can obtain them from their Association which will also, in their case, arrange for any refunds due on quarterly licenses. From this it will be seen that it should rarely be necessary to resort to a postal moneyorder receipt.

UNLADEN WEIGHT ETC

The license-tax is based on the "unladen weight" which, in relation to a motor vehicle or trailer, means the weight of the vehicle or trailer including all parts and equipment which are necessary for and ordinarily used with them when working. Generally speaking, and in Mysore, Madras and Bombay cars weighing 15 cwt. and under are classed as small; whilst those over 15 cwt., are classed in the next higher rate of tax and the last-named comprise the majority of cars in use hereabouts. This effort at some sort of uniformity throughout India as also by our neighbour just over the border and Madras was apparently

too consistent for the C. and M. S. Municipality which classify and tax a car of 15 cwt. with the heavy cars. Thus if a 15 cwt. car, taxed as a light one in Madras, Mysore, etc. transfers to the C. and M. S., it will then be taxed as a heavy car, *i.e.*, 15 cwt. and over, suggesting a lack of forethought, broadmindedness and imagination when drawing up rules for legislation. In retort, it may be said that draft rules are published for objections if any; that is true, but often those local papers are not seen by those concerned and what is required, it seems, is a freer interchange of views between administrations and Automobile Associations, Chambers of Commerce, Trades Associations, etc., *e.g.*, the A.A.S.I. is represented on the Madras Presidency Traffic Board. Again, in England, the manufacturer's rating of the horse-power of a car is also rated by the Royal Automobile Association and is then accepted by the Minister of Transport for taxation purposes. Mr. Hore Belisha when Minister of Transport was never greater in the country's estimation than when seeking advice, help and knowledge from every available source.

MORE "TANGLES" IN APPLYING THE TAX

In the C. and M. S. *possession* of a car (whether used or stored for any period) creates liability for tax in Madras the tax "shall be levied on every motor vehicle using any public road in the Presidency"; hence a car stored whilst on leave, etc., is exempt.

The Bombay Act No. XXXIV of 1935 says:—"... Motor vehicles used or kept for use in the Presidency". Here it seems that a car could be kept *not* for use. In Mysore the Road Traffic and Taxes Regulation No. VI of 1935 Part III Section 8 also says:—"... Motor Vehicles used or kept for use...."

The remarks against Bombay would seem to apply here also; if not, then why not say "possession"?

REFUNDS OF THE LICENSE TAX

As already stated, no refunds are given on short-term licenses. For an average car between 15 and 30 cwt. (40 cwt. in Mysore): Madras charge Rs. 25 for a quarter, Rs. 20 for 2 months and Rs. 10 for one month, that is to say if you took out a license for the first month of a quarter you pay Rs. 25 and get a refund of Rs. 15 or Rs. 5 for the unused two or one month respectively. If you take out one for the 3rd month of a quarter you pay Rs. 10 and no refund is necessary; Note, that if the last month of a quarter (September for instance) is a thirty-day one, you might be required to take out a short-term 30 days license but this would cost Rs. 12-8 hence, in this case, the quarterly license should be pressed for at a cost of only Rs. 10.

The C. and M. S. grant certain refunds, for instance:— If you pay Rs. 45 for a year and surrender it before the expiry of 6 months you get back 45 less Rs. 28 (the half-yearly tax) or Rs. 17. You do not get back half of Rs. 47. Again, from Rs. 28 a half-year license you get back Rs. 28 less the quarterly tax of Rs. 15 or Rs. 13 if surrendered in the first quarter. In Mysore where the half-year license is in vogue:—

- (i) If a car is not in use during the whole half year:— Two-thirds refunded.
- (ii) Not in use for a period not less than four continuous calendar months during the half year:—Half.
- (iii) Not less than 3 continuous months and less than 4. One-third.
- (iv) Periods less than 3 calendar months. No refund. Trailers in Mysore must now be registered.



Accept this *Invitation Drive* AT THE WHEEL OF THE FORD V8



Travel a few miles behind the wheel of a new Ford V8. Take it over rough roads, up the steepest hills. Drive through the busiest traffic. After a while get into the rear seat, and ride as a passenger. Then—and then only—will you realise why other Ford V8 owners are so enthusiastic about their cars.

You will appreciate at once that you are driving a really fine car. For the V-type, 8-cylinder engine—as used in the world's costliest cars—means something extra in performance. You'll realise that it is smoother, quieter, more responsive with a comforting reserve of power.

To match this V8 Engine, you'll experience the "Centrepole ride"—a new standard of easy riding and luxurious comfort. All passengers are cradled between long Transverse Springs. You have perfect control from steering that is firm and quickly responsive, and positive quick-acting Super Safety brakes. You have the priceless protection of a welded one-piece All Steel Body and Safety Glass in Every window.

● Arrange Your Invitation Drive Today!

New Ford V8

FORD MOTOR COMPANY OF INDIA LTD., BOMBAY, CALCUTTA, MADRAS, COLOMBO.

COSTS OF LICENSES IN MADRAS AND MYSORE

Note! The first-named figure refers to cars not exceeding 155 cwt. and the second for those over 15 but not more than 30 cwt. unladen. Higher rates prevail for cars more than 30 cwt. or over 40 cwt. in Mysore.

Madras. Short-term licenses.—7 days Rs. 3 and Rs. 4-4, 30 days Rs. 8-12 and Rs. 12-8.

Quarterly licenses.—Rs. 17-8 and Rs. 25 with refunds.

Mysore. Short-term.—7 days Rs. 2 and Rs. 3. 30 days Rs. 6 and Rs. 9.

Half Year. 15 cwt. and less Rs. 12, over 15 to 40 cwt. Rs. 18 with refunds.

COORG

Cars over 15 to 30 cwt.

Whole quarter Rs. 22. Two months Rs. 17. One month Rs. 8-13.

A combined Madras and Coorg license costs two-thirds of each tax but for refunds, both must be surrendered simultaneously which is rarely possible and which is one more instance of a "consistent" tangle.

Bombay, Calcutta, Central Provinces and Hyderabad grant a free period of 30 consecutive days with certain formalities but if you stay in Bombay over 30 days you pay for the whole period. Bombay grant this free period only once during any one financial year. There are no tolls in either Bombay or Madras.

TOLLS SYSTEM OF TAXATION

As far as I know, motor cars using the roads in Travancore, Cochin State or Puducottah pay only tolls, but British Cochin charge temporary visiting private cars Rs. 2 for a period not exceeding two days at a time.

In conclusion I should like to say that it is not possible here to go beyond the fringe of the varying systems of motor taxation in South India but enough has been said to help the ordinary motorist on his way.

CORRESPONDENCE

SIR,

I have made the amazing discovery that only about 50% of the private motor cars seen running, even *dashing* about Madras, are insured. It is indeed surprising that car owners do not realise the risk they run in owning a car which is not insured. For instance, there are the risks of loss or damage by fire or theft or as the result of a collision. Repairs and replacements are expensive items which most motorists of any length of time have generally learnt by experience, and they generally pass on the burden to an Insurance Company after having once been bitten.

But the inexperienced do not realise that to-day's accident is not covered by to-morrow's policy.

How imprudent it would be to run about the streets with valuable jewellery worth several thousand rupees which was liable to being run over or crashed into by traffic of all sorts? And yet there are motor cars worth up to ten thousand or even more being driven about daily uninsured.

Now apart from the risk of damage to the car itself there is the really most important matter of the motorist's liability to the other man, woman or child who might be injured by his vehicle.

The risk and possibilities are enormous. There are few of us indeed who could face the prospect of having to settle

a claim for Rs. 10,000 and yet it is possible, a much larger sum may be assessed against us.

In England and in many other countries it is illegal to use a car on the road unless the driver is insured against third party liability and every motorist should realise that whether it is compulsory or not, it is essential not only in his own interests, but in the interest of his fellow beings that he should insure against possible damage to other people and their property.

I am not an insurance expert and therefore do not propose to explain what is and what is not covered by the usual comprehensive policy, but every one knows that a bill for Rs. 100 or Rs. 200 may be expected for repairs after quite a minor accident and it is a very comfortable feeling to know that if by mischance one did happen to injure some poor unfortunate pedestrian or cyclist, the insurance company would take care of him instead of possibly having to sell up everything and or face bankruptcy in order to meet claims that may be justly awarded against us.

It may not be out of place here to state that over 50 insurance Companies who are represented in Madras, offer a special discount of 10% to members of the Automobile Association of Southern India.

Madras,

23rd October, 1937.

G. W. OWEN,

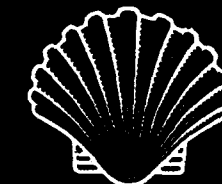
Secretary.

Automobile Association of Southern India.

— what suits the air lines ...

... suits me !

SHELL
MOTOR OIL



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

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

Bullock Cart Traffic

THE serious and rapid deterioration of road surfaces which has taken place in consequence of the combined action of the two types of traffic using the roads—motor vehicles and bullock carts—was discussed at a recent meeting of the Council.

Not only is the effect of this mixed traffic an inconvenience to the road using public, but a heavy financial burden is thrown on Provincial and Local Administrations which they are not in a position to meet. It is therefore being recommended that the position should be carefully examined and steps taken to make the best use of the money expended on road construction and maintenance.

The Association is recommending that the two types of traffic should be segregated and one method of accomplishing this is, wherever possible, to improve the land adjoining the roads so as to provide separate tracks for bullock carts to ply on without interference to fast moving traffic. It should then be made an offence for bullock carts to use the main road surface where these alternative routes are provided. In the Burma Highways Act there is already a rule somewhat on these lines.

It is being pointed out that the question of safety is another important factor in favour of segregation of traffic, and as road accidents are on the increase, it is imperative that risks, which cannot be avoided when slow and fast moving traffic is forced to use the same road, should be minimised by improved road design.

Motor Vehicle Taxation in Chandernagore

The Calcutta Branch of the Association has been examining the inconvenience to which lorry traffic on the Grand Trunk Road has become recently exposed through lack of mutual understanding between the Chandernagore and Bihar Administrations. Lorries going to Calcutta from Bihar have to pass through Chandernagore territory and it is understood a few vehicles were recently subjected to heavy fines by the authorities of Chandernagore. The Calcutta Branch of the Association after a careful study of the reasons leading to the present intolerable state of affairs has made a representation to the Bihar Government urging that steps be taken to rectify the position.

Railway Enquiry Committee Report

President's Speech

Speaking in the Council of State on September 23rd, the President of the Association, the Hon'ble Mr. R. H. Parker, strongly opposed such of the recommendations of the Railway Enquiry Committee as are designed to suppress road transport in the interests of Railways. Mr. Parker said:

"One most peculiar thing about the Report is this: the reference is for a report on matters including the question of 'effective co-ordination between road and rail transport.' Now, there is quite a lot of reference to co-ordination between motor and rail transport but no reference at all to the five million bullock carts! Why, I do not know. Everyone knows the enormous damage they do to roads: they probably carry more than anybody else. That, I think, is a most unfortunate and

in a way rather serious omission, because it must mean that certain of the recommendations, not having taken into consideration the bullock cart question, cannot be regarded so sound as they might be. I think, for instance, Section 143 inclines to excessive restriction resulting in a lack of healthy competition. It is certainly not a fact that all competition results in waste. That seems to be rather the point of view that they take. Then Section 144 suggests that fares ought to be fixed absolutely. I must say that I think that it is a very difficult thing to do. If you fix them, I still do not know how you are going to enforce them. You would want a special C.I.D. as large as the Soviet O.G.P.U. or something of that kind.

Section 145 deals with the question of special regulation of public goods road transport. Here there seems to be an inclination to regard feeder services to the railways as being the only services likely to be of any advantage. I think myself that each case requires to be dealt with on its own particular merits. There are many cases where even a parallel service to the railway is necessary. The motor transport service or the bullock cart does give a very different type of service because it is a service more or less from door to door and from village to village while you could not afford to provide a railway station at those intervals.

Another recommendation is, I think, bad, and that is the restriction as to the class of goods which may be carried. If you are going to have any restriction of that kind, I would suggest that you ought to have a restriction of the class of goods that are not to be carried and not a restriction as to the exact type of article to be carried.

Section 146 deals with the regulation of private lorries. I quite agree that private lorries should be governed by the same regulations as the public service lorry as regards safety and such matters as are dealt with in Section 142, but I would like to remind the House of what Sir Frank Noyce said in another place on the 4th September last year during the discussion there on the Motor Vehicles Amendment Bill where he said:—

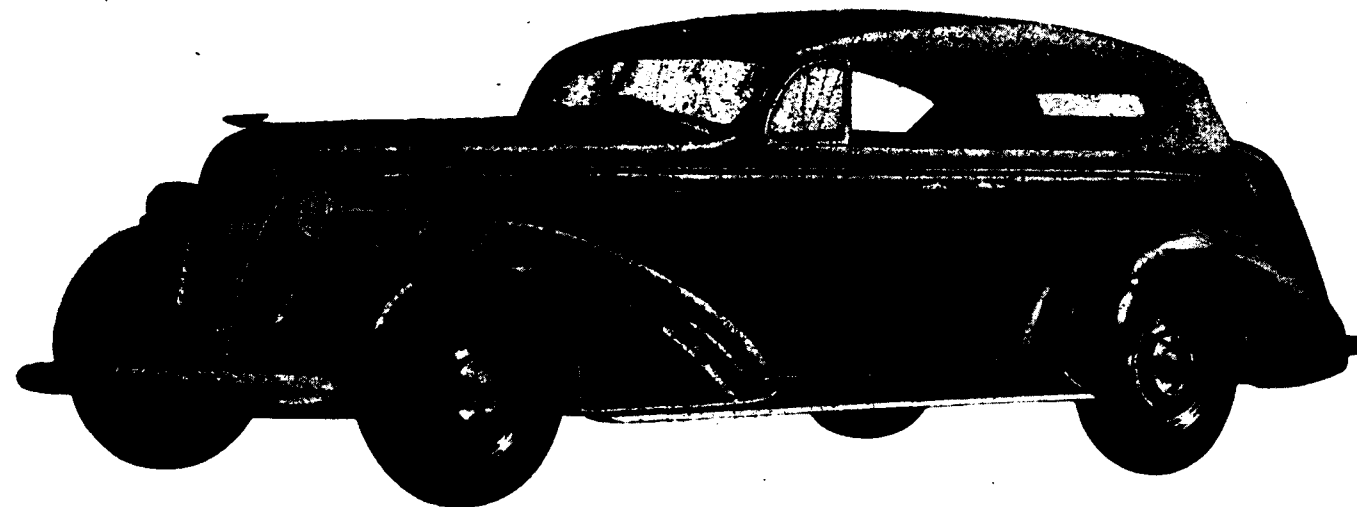
"My Hon'ble friend raised the question of the private lorry and I think it might make things easier, shall I say, if I said at once that I agree with the point he raised. I should like to make it perfectly clear that we have no intention of interfering with the private lorry carrying private goods, carrying goods belonging to its owner and no other goods."

I hope the Government of India will remember their views when they are considering this point.

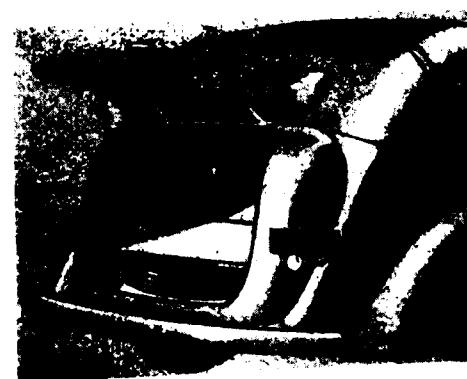
Section 161 deals with passenger road services and says that all railway administrations should immediately examine the possibility of engaging in passenger road services. I am not quite clear here why it is suggested that the proposals should be submitted to the Provincial Governments. Possibly the Hon. The Chief Commissioner for Railways can throw some light on this point. I certainly agree that railways should be allowed to operate motor services on exactly the same conditions as others.

Section 162 deals with freight road services and expresses the view that there is little, if any, advantage to a railway in providing parallel freight services on the road. As I have already said, I do not agree with this view."

CHEVROLET MASTER TOURER



The advantages of All-Weather ventilating panes are permitted by steel wind-screen pillars.



The locking rear trunk is completely weather-proof and offers ample space for luggage, spare tyre and tools.

*Something
NEW in Open Cars!*

THIS new touring car combining sleek stream-lined beauty with comfort features hitherto found only in closed cars, sets a new standard in open car designing! It has the well-known GM All-Weather ventilation, and the hood is secured behind the windscreen, which eliminates wind entry at front of hood. You will be amazed at the Tourer's striking performance.

The Master Tourer can be purchased on easy terms through the General Motors Hire Purchase Plan.

SIMPSON & CO., LTD., 201 Mount Road, Madras
STANES MOTORS (South India) LTD., Coimbatore
Branches at Calcutta and Trivandrum
T. V. SUNDARAM IYENGAR & SONS LTD., 21 Goods Shed Street, Madras
Branches at Karaikudi, Tinnevely and Pudukottah

A PRODUCT OF GENERAL MOTORS

In the Central Legislative Assembly likewise Mr. F. E. James, M.L.A., a member of the Association referred to the Enquiry Committee's bias in favour of Railways and moved that the recommendations concerning the co-ordination of road and rail transport together with the proposed comprehensive Motor Vehicles (Amendment) Bill be placed as soon as possible before a joint meeting of the Transport Advisory Council and representatives of transport interests, for their opinion.

The reply of the Hon'ble the Railway Member was that representation from road transport interests would receive the full consideration of Government.

Approach Roads to Villages in Bombay Presidency

The Government of Bombay have sanctioned a sum of Rs. 3,23,000 to be distributed as grants-in-aid to District Local Boards for the construction of village roads. The Central Division of the Presidency gets Rs. 1,46,000, the Northern Division Rs. 92,000 and the Southern Division Rs. 85,000. Grants are made on the following conditions:—

That the grants shall be expended solely on the construction and repairs of roads in and of approach roads to villages:

That in spending these special grants preference shall be given to those villages which agree to make contributions in cash or in the shape of free labour, free supply of carts, etc., during the off-season time:

That in cases where motor traffic is required to be provided for, the roads to be constructed shall have a metalled width of about 9 ft. with two side-lanes of murum or kankar, each about 7 ft. wide, for use by bullock-carts: and

That where there is no motor traffic, the whole road shall be of murum or kankar, and shall, as far as possible, be 15 ft. wide.

Each Commissioner should see that, as far as possible, the grant allotted to him is fully distributed among the various districts of his Division not later than November 15, 1937.

Standing Committee for Roads

At its meeting held in Simla in the last week of September, the Standing Committee for Roads considered a number of projects including one for building a bridge in Bengal and another for the appointment of a special officer and staff for surveying the Calcutta-Bombay Trunk Road in Bihar.

While that part of the Trunk Road which falls in Bengal has been approximately determined, that in Bihar has yet to be newly surveyed and selected. It is considered to be essential at the present stage to obtain an accurate estimate, based on a proper engineering survey. Bihar, not having completed its earthquake reconstruction, has not been able to undertake the necessary expenditure.

Considerable work is in hand in Bombay and Bengal on this particular Trunk Road. That part of it which lies in Bengal is in the process of completion. The road from Sambalpur to Tatanagar in Bihar has yet to be determined. When the survey is complete the new road will be constructed.

A scheme for a bridge with approaches, costing Rs. 8.3 lakhs to be charged to a loan in the first instance, has been approved. It will be built over the Cossye river in Midnapur in the Bengal Province. This bridge will link up the road from Burdwan to Midnapur and on to Kharagpur, the

latter being a large railway colony and an important business centre.

Among the proposals submitted by the Government of Bihar for a grant from the road fund reserve was one for the construction of a link road opening at McCluskieganj. At present people in the neighbourhood have to depend upon the railway.

The schemes put up by the Bihar Government, totalling 21 items, are such that they will absorb the probable allocations for the next 6½ years.

Application for a grant of Rs. 64,000 from the reserve fund by the Central Provinces and Berar was approved. It was emphasised that the Trunk Road between Raipur and Sambalpur needed several bridges before it could be completed. The Province is already spending a considerable amount of money on this road.

A number of schemes from other provinces proposed to be financed by allocations from the road fund were considered. Among them, for example, was an application from the Punjab Government for funds amounting to Rs. 8,11,000 consisting of three projects—the metalling of roads between Jhang and Trimmu and Lahore and Bakkar, the building of a bridge over the Sohan river in Attock District, and the metalling of sections of the Jullundur-Dharmasala road.

The committee decided to continue for another year its subsidy to the Indian Road Congress from the reserve in the Central Road Fund. The Congress carries out invaluable research in connection with roads.

A grant of Rs. 1.37 lakhs was sanctioned for building a submersible bridge over the Man river on the Pandharpur-Mangalwedha Road. This road is used extensively by pilgrims.

It was decided to appoint a special officer at the cost of Rs. 15,000 to carry out a detailed survey for the roads between Modasa and Dongarpur and Modasa and Himmatnagar in Southern Rajputana.

Bombay-Poona and Bombay-Nasik Roads

In the last session of the Bombay Legislative Council Mr. B. N. Karanjia, M.L.C., moved "that this Council recommends to Government that the Bombay-Nasik and the Bombay-Poona Roads should be repaired thoroughly and speedily." Mr. Karanjia referred to the huge contribution made to Government Revenues by motor transport in the Presidency, the bulk of which came from Bombay City (the City has roughly one-half of the total number of motor vehicles operating in the Presidency) and pointed out that there were only 2 roads by which the Bombay motorist could leave Bombay, one through Poona and the other through Nasik. He reiterated in detail the bad condition of these 2 roads and drew attention to the fact that motor bus and lorry owners, having paid very heavy taxation, were being prevented from using sections of the Bombay-Poona Road from July 24 to October 15, owing to the deplorable state of that road.

The Hon'ble Minister for Public Works in replying admitted that the two roads in question were most important trunk roads and would have to be improved. It was a question, however, of funds; for in the view of the Central Government both the roads competed with railways and they would not allow more than 25 per cent. of the Presidency's share of the Road Development Fund to be spent on competitive roads in the Presidency. The Local Government however were persuading the Government of India to provide additional funds and they were also



TO LESS EXPENSIVE MOTORING

New Texaco Motor Oil saves you money and gives your engine greater protection

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

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

trying to secure funds from their own revenues as far as possible. The possibility of a loan for the purpose was another source being considered. The Hon'ble Minister, in conclusion, gave the assurance that Government were quite alive to the situation and something would be done in the matter, whereupon the motion was withdrawn.

The Bombay Branch of the Association both in correspondence and through the Provincial Board of Communications has made various representations to the Local Government about the necessity for reconditioning these roads and a recommendation for their improvement from loan funds was made early in 1936. The Chairman of the Bombay Branch, Mr. Nurmahomed M. Chinoy, is taking a keen personal interest in the matter and to bring home the need for urgent action, Mr. Chinoy has had a film prepared showing the poor condition of the road between Bombay and Poona.

Road Development in Assam

At the third meeting of the Assam Communications Board held a few weeks ago, with the Hon'ble the Chief Minister in the chair, one of the main items for consideration was the programme of work to be undertaken if funds are allotted by the Government of India from the Road Fund Reserve. The meeting was attended, on behalf of the Association, by Mr. P. D. M. Lingeman, Chairman of the Assam Branch.

The Chief Engineer explained that about a year ago proposals had been called for from the Indian Roads and Transport Development Association, the Surma Valley and Assam Valley Branches of Indian Tea Association, the River Steam Navigation Companies, the Assam-Bengal, Eastern Bengal and Dibru-Saidya Railways and all Local Boards, each Local Board being asked to put forward three schemes within its area of jurisdiction in a selected order of urgency. Many Local Boards, however, did not observe this limit and in one case as many as 32 schemes were submitted. These schemes were sent to the Executive Engineer concerned who having satisfied himself, by personal inspection wherever possible, that the estimates were approximately correct, then forwarded them on to Government through the Deputy Commissioners and Commissioners of Divisions. These latter officers gave their opinion as to the order of urgency of the different projects within their districts and divisions respectively. All schemes when received were then investigated further by the Superintending Engineers in consultation with the Commissioners of the Divisions and lastly by the Chief Engineer who made the final selection in the interests of the Province as a whole, keeping the following objects in view:—

- (1) Development of those areas which would give the greatest benefit to the cultivators.
- (2) Selection for improvement of those roads and bridges which would show the largest saving in maintenance expenditure.
- (3) The greatest benefit to Assam as a whole for the expenditure contemplated.

The programme placed before the Board was estimated to cost slightly over one crore of rupees.

Mr. P. D. M. Lingeman referred to the undertaking given at the last two meetings of the Board to the effect that the selection of schemes would be based on a systematic survey of population and of industrial and agricultural production and hence potential traffic, as is done by Railways, rather than on personal opinions.

The President pointed out that to undertake the survey mentioned by Mr. Lingeman, embracing some 230 submitted schemes, the Department had neither the expert staff nor the money required for the purpose. The local representatives of the people and district officers know the needs of the country, and the schemes were based on their proposals. He suggested that in order to give more time to the members of the Board to decide the relative order of urgency of different schemes they may be divided into class I and II, the former to go on as soon as funds are received and the order of priority of the latter to be decided later on.

This being agreed upon, the following schemes were selected for inclusion in class I:—

Serial No. (As of the proposed programme.)	Name of project.	Total cost of scheme.	Rough cost of project or part projected as the case may be for inclusion in priority Class I.	Period during which the Class I portion of the project can be completed.
		Rs.	Rs.	
1	Rebuilding the Doomdooma Bridge in mile 318 of the Assam Trunk Road	60,000	60,000	1 year
2	Improving the North Trunk Road from Dumnichawki via Maramanas to Garu Bhasa	16,00,000	8,00,000	2 years
7	Improving the Srimangal-Shaistaganj road towards Agartola. (It was decided that this road should not proceed past Itakhola for the present and should not be taken to Agartola unless and until Bengal connected up through Comilla)	4,00,000	3,00,000	2 years
9	Improving the Karimganj Earle Bridge approach road	20,000	20,000	1 year
12	Improving the Sylhet-Sunamganj Road	8,25,000	4,00,000	2 years
15	Improving the Hojai-Doboka Road	60,000	60,000	1 year
16	Replacing timber bridges on the Assam Trunk Road West of Gauhati	2,70,000	2,70,000	2 years
20	Bridging the Khandajan and Bornodi in Mangaldai sub-division	70,000	70,000	2 years
21	Bridging the Borgang in the Darrang District	3,00,000	3,00,000	2 years
42	Replacing timber bridges on the Nowgong-Kampur Road	1,00,000	1,00,000	2 years
53	Improving the Damra-Dalgoma Road	1,10,000	1,10,000	2 years
Total		38,15,000	24,90,000	

Bill of Rights for Motorists

In the course of his speech at the International Chamber of Commerce on the subject of Highway Finance, Mr. Alfred Reeves, Vice-President of the Automobile Manufacturers' Association of U.S.A. referred to a Bill of Rights adopted by the American Automobile Association, which he suggested formed a comprehensive statement of the case for motorists and high-

way transportation in all parts of the world. This Bill is as under:—

"Our objective in seeking a Bill of Rights for the motorist is to assure full and free use of the automobile with the maximum of safety and the maximum of economy.

- I. We must have roads suitable and adequate for the movement of modern motor traffic with safety. There must be multiple lane highways with opposing traffic streams divided. There must be free and not toll roads.

These roads must in every instance be predicated on traffic needs and the state highway planning surveys should point definitely to where needs exist. They must embody every possible safety aid. We must not overlook the growing need for an adequate system of secondary roads and arterial routes through cities. Every state should have a long-range programme of development and the administration and conduct of such a programme should be divorced entirely from politics.

- II. These road programmes should be definitely related to a road budget which in turn is based upon a fair charge to all the beneficiaries of the highway—the community in general, real estate, commercial transport, the Federal Government, as well as the private passenger car owners.
- III. We must uphold the principle of reciprocity and freedom of travel for the passenger car among the several states and we oppose discriminatory restrictions at state border.
- IV. Necessary consideration must be given adequate sanitation along the highways and appropriate roadside development.

- V. Special motor taxes and fees should be levied only by the state. No such taxes or fees should be levied by the Federal Government, any county or municipality.

- VI. The sum total of highway requirements must not be the only measure of motor vehicle taxation. The rates of such taxation must be related to the average motorist's ability to pay.

- VII. The revenues from special motor taxes and fees should be applied only to routes of general use. There should be general state control over all expenditure of revenues derived from special motor taxes and fees.

- VIII. The revenue from special motor vehicle fees and taxes should be dedicated exclusively to highway purposes. There should be adopted in every state appropriate provisions to prevent the diversion of motor vehicle revenues to other than highway purposes.

- IX. There should be set up in the Federal Government a highway safety authority composed of Federal officials and representatives of national organizations engaged in highway safety work and there should be set up in each state a similar authority composed of state officials and representatives of state organizations engaged in highway safety work to co-operate with the Federal authority. These federal and state bodies should be charged with the duties of collecting accurate statistics and information on highway traffic accidents and co-ordinating efforts for the securing of proper laws and regulations and the efficient administration and enforcement thereof."



Mr. B. O. Stevenson, Managing Director, Ford Motor Company of India, Limited, who recently returned from leave.



H. M. King Carol of Roumania photographed in the Electric Power House at Ford Works, Dagenham. King Carol made an intensive tour of the Works showing considerable interest in the various manufacturing processes.

ENTIRELY NEW MORRIS

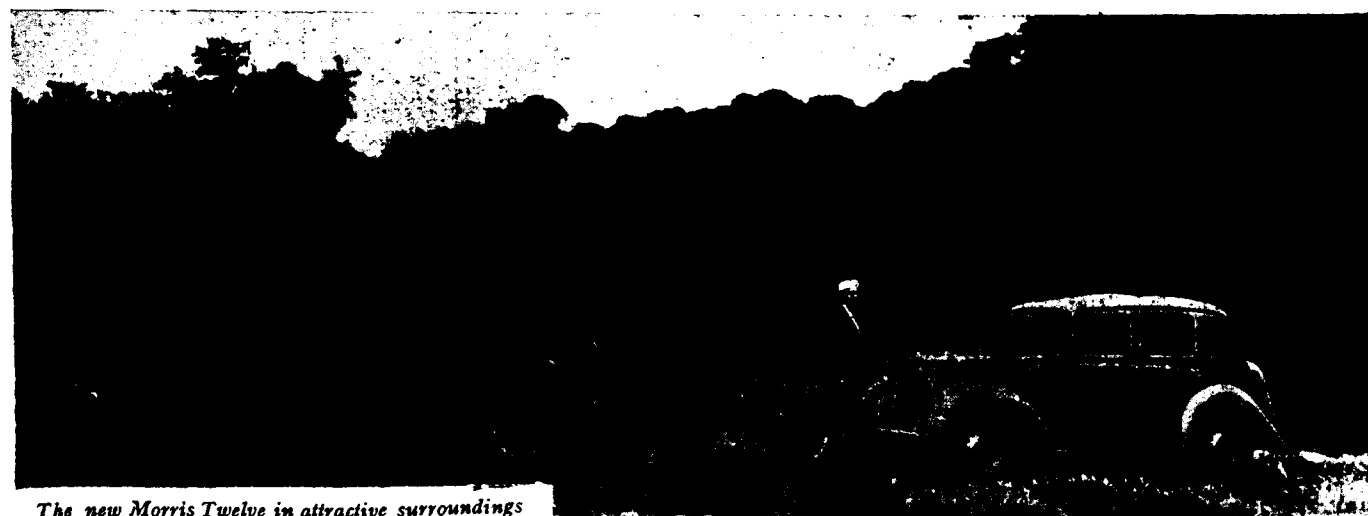
ON 20th August, Lord Nuffield announced in London to two thousand of his Distributors and Dealers an entirely re-designed model—the Series III Morris Twelve-Four. A new car in every sense, from stylish colour-and-chromium radiator to capacious yet gracefully contoured inbuilt luggage container, this Morris presents, among a multitude of attractive features, several characteristics which will appeal more particularly overseas. Some of these are the following:—

1. Push-rod operated overhead-valve engine of 1550 c.c. capacity, providing great power, and a speed approaching 70 m.p.h. under reasonable conditions.
2. Extensive built-in luggage accommodation, dust-proof and waterproof, with exterior access.
3. Special type of body construction, and new range of colours.
4. Four-speed gearbox with synchromesh on 2nd, 3rd and 4th, and single dry plate clutch with single adjustment.
5. Lockheed hydraulic brakes and hydraulic shock absorbers.
6. Improved design steel-spoked wheels with extra low pressure tyres.

For those who wish it, left-hand drive is available. This model is offered as either a fixed-or sliding-head saloon, with Karhyde and leather upholstery respectively.

On Test

The Autocar, after an exhaustive road test, commented on the "performance greatly increased in crispness and refinement," and continued: "Here was a car quiet, noticeably free from vibration, and yet possessed of eager acceleration, and very pleasant to handle . . . a car of obvious refinement, steering with light accuracy . . . by comparison with a test made of the Series II 12/4 early this year the improvement is somewhat startling, especially in regard to acceleration . . . figure improved by approximately 30% . . . maximum speed shows an increase of 10 m.p.h. . . . maximum timed speed of 68 m.p.h. . . . the car can be driven at about 4 m.p.h. on top gear without 'flutter' . . . engine remarkable for its pulling power, smoothness of acceleration and quietness.



The new Morris Twelve in attractive surroundings

Improved "Eight"

The Series II Morris Eight, also announced, remains basically similar to its predecessor, of which more than 160,000 have been sold in little over three years—a record for the British Motor industry. Modifications are in the form of steel spoked wheels—stronger, better looking, easier to clean—new plated radiator grille with coloured shell, stop light, and a new type of folding luggage grid on the sliding head saloons.

Fresh colour schemes have also been introduced, in the shape of green, maroon and blue (in addition to all black) for the whole of the body, black being confined to wings and wheels.

O. H. V. Engines

The Series III Morris Ten-Four and Fourteen-Six models have overhead-valve engines with floating oil intake; coloured radiators with chromium grilles; compensated voltage control; and new colour schemes of blue, maroon, green, grey and black. The Ten-Four will have 5.50 x 16 E.L.P. tyres, and self-cancelling trafficators, and will be offered as a fixed or sliding-head saloon, or special coupé.

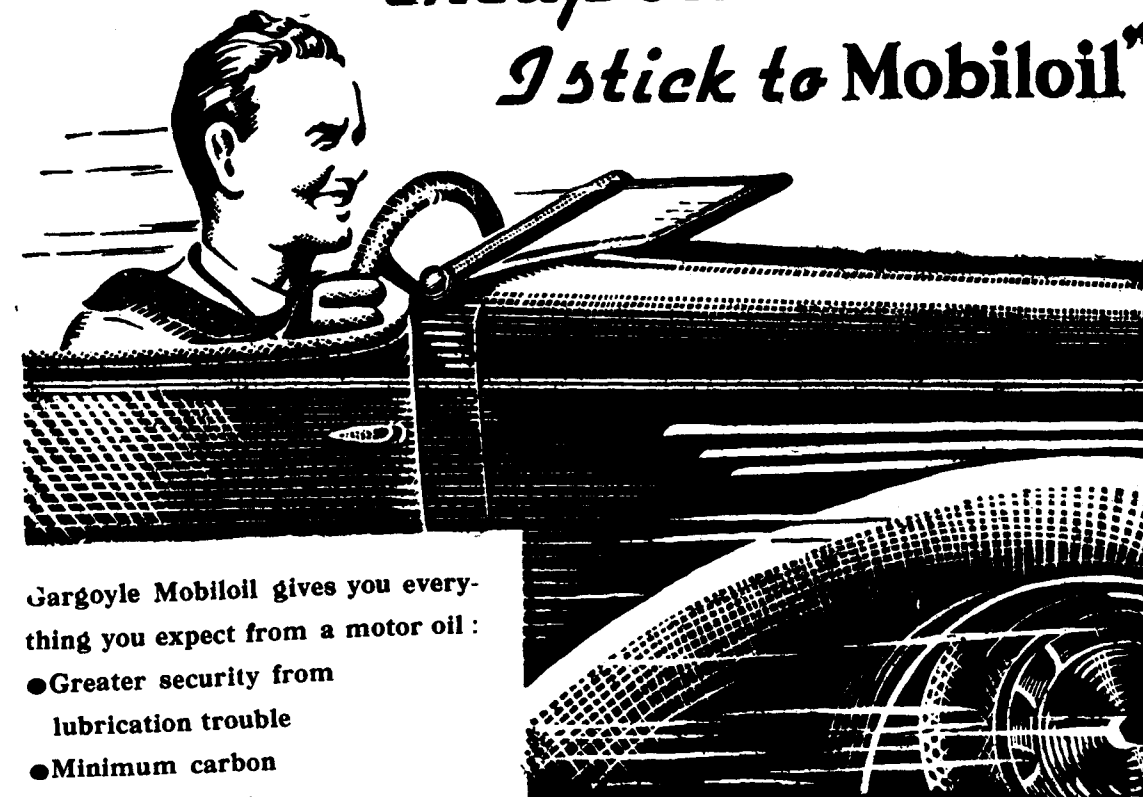
The Fourteen will have 5.75 x 16 tyres, and will be available as a sliding-head saloon only. An improved instrument panel is introduced on this model, together with a windscreen wiper with remote drive and independently controlled arm on the passenger side.

The "Twenty-five"

The Morris Eighteen has been discontinued, but many new features are incorporated in the Series III Twenty-five, available as a sliding-head saloon or special coupé, for example: overhead-valve engine with floating oil intake; adjustable steering column; self-cancelling trafficators; folding centre arm-rest to rear seat; twin petrol pumps; windscreen wiper with remote drive and independent control for arm on passenger's side; external access to inbuilt luggage container with spare wheel mounted on cover of compartment but not interfering with access to container; radiator shell and lamp bodies coloured, and new plated radiator grille.

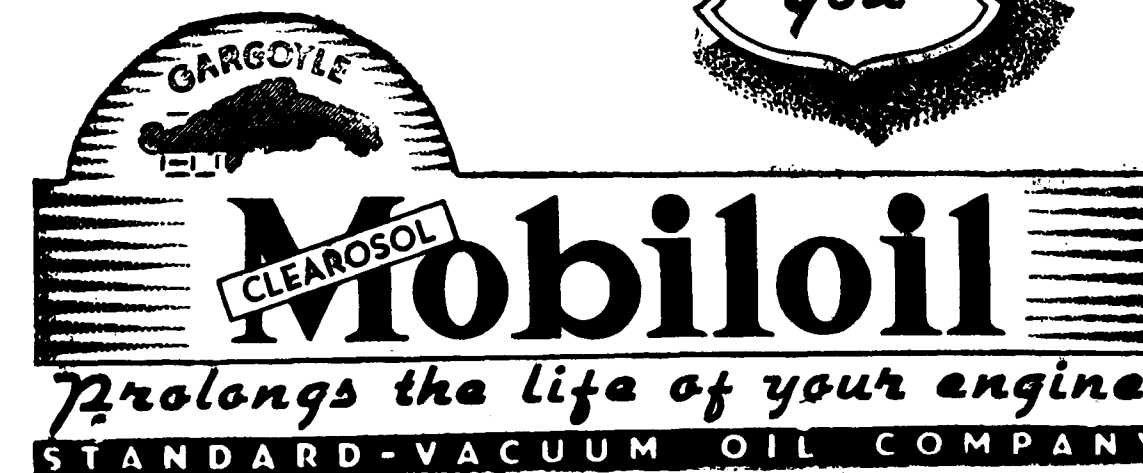
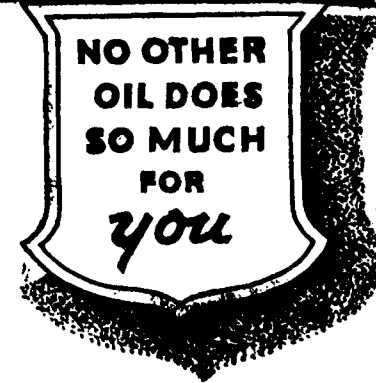
Jackall hydraulic jacks are standard in the case of this model, but extra for the Ten, Twelve or Fourteen.

*"Yes, I've tried them all...
stunt oils and
cheap oils... but
I stick to Mobiloil"*



Gargoyle Mobiloil gives you everything you expect from a motor oil:

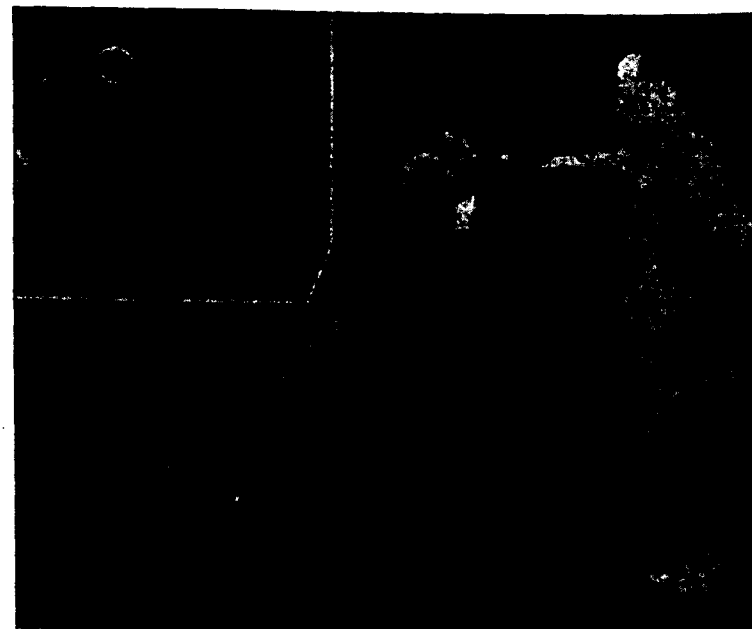
- Greater security from lubrication trouble
- Minimum carbon
- No sludge or gum
- Minimum wear
- Easier starting
- Greater mileage
- Smoother running



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

A NEW KIND OF STEEPLE-CHASE

TO win a steeple-chase a thoroughbred must be able to take the jumps. To become a part of a Ford V-8 engine a steel alloy ring known as an exhaust valve seat insert must also be able to take the jumps in a mechanical steeple-chase. An ingenious machine automatically measures and tests each insert ring manufactured by Ford Motor Company of Canada, Limited, at Windsor, and sorts them into four groups . . . perfect, oversize, undersize and rejects. Those that reach the final receptacle are perfect but to reach that goal they must hurdle the edge of the metal box (inset) after being dropped edgewise from a chute to a steel block. Those that fail to bounce high enough hit the end of the box and fall . . . these are the rejects and invariably are found to be cracked or otherwise imperfect. Before coming to the sorting chute each ring is measured by an electrical device which detects variations in size as fine as one ten-thousandth of an inch. Oversize inserts are deposited in one receptacle, undersize in another. Known as an automatic exhaust valve insert gauge, this machine can test about 3,500 inserts an hour. The machine was built by Canadian tool makers in the tool making department of Ford of Canada at Windsor and is shown at work in the machine shop.



Best Quality CLIX WAX POLISH

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

Will not remove the paint

Available from:

THE MADRAS AUTO SERVICE CO., LTD.

DISTRIBUTORS FOR LEADING LINES OF AUTOMOBILE PARTS

MADRAS

BANGALORE

ORIGINAL FORD MODEL STILL ON THE ROAD



THIRTY-TWO years ago the Model C Ford pictured above was driven away from the then tiny manufacturing plant of Ford Motor Company of Canada, Limited, at Walkerville, Ontario. Recently it revisited its birthplace when Ted Dudley drove it up to the present Ford of Canada plant under its own power. He is the proud owner of this automotive antique. He discovered it stored away in the garage of the man who purchased it in 1905. Mr. Dudley bought the old car, filled the petrol tank, attached a new battery and it started when he twirled the starting handle which is on the right hand. He had to change the wheels as he could not buy tyres to fit. The rest of the car is as it was in 1905, the first year of production at Ford of Canada.

This Model C is a convertible model, the tonneau can be removed, and presto, you have a roadster. It has two hoods, the one for the roadster of real leather. Brass kerosene-burning lamps, leather upholstery, a double-opposed two cylinder engine and a right hand drive are notable features. Mr. Dudley has a 1937 license for his 1905 car. The motor license bureau sold him a license for a four-cylinder car as they have no classification for two-cylinder automobiles.

Beside the Model C is a 1937 V-8 Cabriolet to show the evolution of the Ford in the past three decades. A better automobile by all standards than the 1905 model, the Ford V-8 costs less to buy and gives the motorist more service, comfort, beauty and safety. It also gives many more miles to a gallon of petrol.

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

MOTOR SHOW SPECIAL

THE MOTOR SHOW'S MOST POPULAR MODEL

EIGHT AND TEN H.P. RIVALRY

ON what type of car is public interest likely to focus at the Motor Show?

Disregarding the attractions of any innovations being exhibited for the first time at Earls Court, the eight and ten horse power saloons can be taken as the most popular cars at the moment.

As a proof of this statement, during the twelve months up to the end of August last (the latest month for which official figures are available) the 8 h.p. and 10 h.p. models accounted for half the total sales of new cars in Great Britain and Northern Ireland.

Turning to the individual makes, the Austin Seven and Tens, on Stand 104 at Earls Court, can perhaps be taken as typifying public demand in this respect, as the one accounted for nearly 23% of the registrations in its class during the past year, while the other represented 33% of all Tens sold.

Perhaps this accounts for the concentration of crowds round the Austin Stand, and anticipating the interest in these models the Austin concern have very wisely included two Sevens, two Big Sevens and two Tens in their exhibit.

MORE POWERFUL SMALL CARS

AT THE MOTOR SHOW

One of the outstanding tendencies of this year's Motor Show is the appearance of more powerful small cars.

In the very competitive Ten horse power market there is a definite move to give even better performance by increasing the engine output—witness the adoption of downdraught carburation on the Austin Ten—and the smaller classes also display the same tendency.

The most notable example of this is the Big Seven, recently introduced by the Austin concern, the adjective "big" not only applying to the accommodation provided by this interesting newcomer, but also to the engine, which develops the somewhat extraordinary output, for a car of under 8 h.p. R.A.C. rating, of more than 25 brake horse power.

This output results in a performance fully equivalent to that of larger cars and thus the Seven, for long one of the most popular cars in Great Britain, is competing outside its class, by offering large-car performance with small-car economy.

BIBBY LINE

IS

1st CLASS

TRAVEL



A view from Mullins Seat at Mettur Dam, a favourite place of the tourists. A pavilion is built here. A good prospect of the Dam is viewed from here. Mettur is the second largest Dam in the World, costing 4.68 Crores and irrigating over two lakhs square miles. The Lake is 54 square miles.

(Photo, Adi K. Setti).

MADRAS FLYING CLUB NOTES

NORTHEAST Monsoon weather gradually and by fits and starts established itself during the first half and a little bit more (at either end) of October, but never so vigorously as to impose a non-flying day, and club activity always managed to smile through the tears, only having to pause now and again to let the big black rain storms drive by. After sun-down club members sitting out on the lawn were treated to an object lesson in how mighty Nature herself observes the air traffic rules as, night by night over the club house, the two heavenly bodies, Mars and Jupiter, majestically approaching each other as though for a head on collision, imperceptibly altered course to the right and were passing alongside each other on the last day of the month with a safe clearance between.

The annual competition for the trophy presented by the Raja of Pithapuram in memory of the late Raja I. V. Krishna Rao was set in motion during the month and ten competitors participated, which consisted in a short cross country flight with the instructor at not above 500 feet altitude to a secret and quite insignificant destination, coupled with a written statement of the arrangements necessary as a preliminary to a return flight to Goa via Bellary. In the midst of this competition the Pilot Instructor was deputed in the Leopard Moth to Mysore for the last six days of the great Dasara festival there, for the purpose of taking up joy riders to view the celebrations from above. The Mysore authorities kindly permitted the use of their race course oval and many were able to view that beautiful city from the air; some also went aloft in one of the club Gipsy Moths piloted by Mr. Law who, with Mr. Lomax as passenger, flew over to Mysore for the jollifications of the final week-end. Both machines flew direct the 250 miles to Mysore and returned via Bangalore.

Mr. Haig qualified for his "A" license early in the month and no sooner had he set off back for his regimental duties in Peshawar than Flying Officer Wigfall R.A.F. from Peshawar turned up with his father, Major Wigfall, the President of the Trichy branch of the Madras Flying Club. Father and son put in some flying together, son forming on father flying dual and taking father as passenger.

Three new flying members joined during the month, Mr. Shenoy, a Brahmin from Cochin, Mr. Aserappa, a Singalese from Colombo and Mr. Kuppusawmy, a Chetty from Dindigul. Members seem of late to be coming from far away places rather than from Madras.

Mr. Shenoy is on a month's leave from his steamship line, the Scindia Steam Navigation Co., of which he is one of the sea-going engineer officers. Before the end of the month, in spite of the instructor having been away a week at Mysore, he

had gone solo, as had also Mr. Aserappa who is on the tracks of a "B" licence. Mr. Aserappa went solo after less than 4 hours *ab initio* dual and thus holds the record amongst the lads from Ceylon and almost the record for Madras. A third to go solo at the close of the month was Mr. Kearney whose perseverance is thus at last crowned with well deserved success.

The social side of the club flowered as usual in well attended Sunday breakfast parties.

FLYING TIME FOR OCTOBER 1937.

	H. M.
Dual instruction to members under training	30-15
Advanced dual to "A, A-1 & B" pilots	11-50
Solo flights by members under training	8-40
Solo flights by "A, A-1, & B" pilots	9-25
Pilot with passengers (A, A-1 & B pilots)	23-10
Joy rides	24-45
Cross country flights by the Club Instructor	5-5
Test flights	0-35
Total Hrs.	113-45

The following members took dual instruction during the month:—

Europeans:—

Mr. Lippincott.	
Mr. Kearney.	
Major Wigfall.	
Mr. Alsac.	
Mr. Haig.	
Mr. Gayes.	
Mr. Brislee.	Trial dual.
Mr. Lomax.	Advanced dual.
Mr. Rowson.	do.
Flying Officer Wigfall.	do.

Indians:—

Mrs. Kapadia.	
Mr. K. L. Shenoy.	
Mr. S. Kuppusawmy.	
Mr. S. Tirumalai.	Advanced dual.
Mr. V. Sundaram.	do.
Mr. Marfatia.	do.
Mr. S. Parthasarathy.	do.
Mr. V. G. Saravanam.	do.
Mr. W. Parthasarathy.	do.

Ceylonese:—

Mr. Aserappa.	
Mr. Haig qualified for "A" licence during the month.	

CROSS COUNTRY FLIGHTS DURING THE MONTH OF OCTOBER 1937.

Date.	Machine.	Pilot.	Passenger.	Journey.	Time.
12-10-37	VT-AIL	Mr. Tyndale Biscoe.	Mr. Chandy & Hangar boy	Madras-Mysore	2-30
16-10-37	VT-ABH	Mr. Law	Mr. Lomax	Madras-Mysore	3-0
17-10-37	"	"	"	Mysore-Bangalore	0-55
18-10-37	"	"	"	Bangalore-Madras	2-0
18-10-37	VT-AIL	Mr. Tyndale Biscoe.	Mr. Chandy & Hangar boy	Mysore-Bangalore	0-50
18-10-37	"	"	"	Bangalore-Madras	1-45

BROADCASTING NEWS

SPIRIT MESSAGES FROM SCHUMANN

Inspire Successful Search for Lost Concerto

SPIRIT messages from Schumann are responsible, it is claimed, for the discovery of a violin concerto of his which will be heard for the first time during a forthcoming BBC Symphony Concert at Queen's Hall, London. The recipient of the messages was Jelly d'Aranyi, who will play the work at the concert which will, of course, be broadcast.

Written in 1853, towards the end of the composer's life, the manuscript, after being in the possession of Joseph Joachim and his heirs, was finally deposited in the archives of the Prussian State Library in Berlin. Not more than two or three people had ever seen it, and its whereabouts was unknown to anyone outside the Curators of the Library and one or two members of the Schumann and Joachim families. A condition was that the Concerto should not be published or performed until one hundred years after Schumann's death.

This was the position until some three years ago, when a message purporting to come from the spirit of Schumann was received by Jelly d'Aranyi, urging her to find and eventually to play a posthumous work of his. The recipient and her sister, Adila Fachiri, also a well-known violinist, had for some time been experimenting with a view to establishing contact with the spirit world, and many 'spirit' messages had already been received. No medium was employed, the system adopted being that of allowing an inverted glass or tumbler, upon which three or four persons, including a 'sensitive,' lightly place their fingers, to spell out messages by pointing to the letters of the alphabet disposed in a circle round the table.

As a result of the information received in this mysterious way, steps were immediately taken to discover the work, but first of all the question was asked: Was it really Schumann himself who had sent the message? The answer came promptly—and in German (although the language used habitually

was English). 'Ich war es selbst' ('It was I myself'). Finally, after many disappointments, the efforts to find the missing manuscript were rewarded and a score of the Concerto was discovered, eighty years after its composer's death, in the Prussian Library in Berlin.

In Schumann's Own Hand

The manuscript, however, both the inscription 'Unfinished,' and reports from other sources were received to the same effect. The sender of the message, however, denied this, and, persistently asserting that the work was completely finished, suggested that the Berlin Library might not have the right copy. This conjecture proved to be correct, for it was ultimately discovered that there were no fewer than four copies of the work extant, one of which was the score of the complete work in Schumann's own handwriting.

Thus, the 'spirit' messages proved to be accurate in every particular, and it is owing to them entirely that the missing Concerto was ever brought to light. This story, amazing though it seems, is vouched for by witnesses of unimpeachable integrity, whose *bona fides* cannot be called in question. A full account of the finding of the Concerto, based on the facts as related by Baron Erik Palmstierna, the Swedish Minister in London, in a book entitled *Horizons of Immortality*, has been published by the BBC in its journal, *The Listener*.

The ban affecting the date of performance has now been lifted.

Football Televised for First Time

Arsenal Players in BBC Programme from Highbury

Football was successfully televised from a club ground for the first time on September 16 and 17, when the BBC Mobile Television Unit visited the ground of the Arsenal Football Club at Highbury, London. Tactics on the field, shooting at goal, heading, dribbling, and goal keeping were demonstrated to viewers by first-eleven and reserve players of the Club, who were seen in close-ups as well as in long-shots. A match between the first and reserve elevens was the subject of the preliminary tests, during which clear pictures of the whole of the ground and the progress of the play were obtained, it being possible to follow with ease the flight of ball.

George F. Allison, the well-known football commentator, who is Manager of the Arsenal Club, made his television debut in this broadcast by introducing the players before the camera. Since his first broadcast commentary in 1927, Allison has described in BBC programmes more than a hundred matches, outstanding among which, of course, were the Finals of the Association Cup at Wembley.

Three cameras were used for the broadcast: one on the stands, to give a comprehensive view of the ground, and two others near the goal-mouth, to give close-ups of the play and visual interviews. Radio communication with Alexandra Palace, three and a half miles away, was used. The signals were radiated from the Arsenal ground by a mobile transmitter and picked up at the television station for re-broadcasting from the station's transmitters.

Players of the Arsenal Football Club taking part in the BBC's successful attempt to televise football direct from a club's ground. George F. Allison, Manager of the Arsenal Club and well known to BBC listeners for his football commentaries, is seen introducing one of the players to viewers.
(By Courtesy BBC).

PARTICULARS OF MOTOR VEHICLES IMPORTED INTO INDIA

	MONTH OF SEPTEMBER						SIX MONTHS, 1ST APRIL TO 30TH SEPTEMBER					
	1935			1936			1937			1935		
	Quan- tity	Value Rs.	Quan- tity	Value Rs.	Quan- tity	Value Rs.	Quan- tity	Value Rs.	Quan- tity	Value Rs.	Quan- tity	Value Rs.
Motor Cars (including taxi cabs)—												
From United Kingdom ..	329	6,31,205	272	5,44,114	425	7,77,079	2,383	44,80,563	2,075	40,39,850	2,625	49,65,719
From Germany ..	23	47,829	30	74,548	107	1,78,362	92	2,01,686	271	5,08,794	619	9,93,748
From Italy ..	20	23,871	35	48,874	29	43,154	76	1,11,241	36	49,856	160	2,12,116
From Canada ..	318	5,39,772	114	1,95,783	103	1,91,144	1,415	22,40,788	324	5,77,900	946	15,50,893
From United States of America ..	255	4,74,339	603	9,97,496	371	7,29,028	2,029	39,54,882	2,161	39,89,798	2,251	44,78,421
From Other Countries ..	2	4,267	18	14,391	20	34,080	50	80,104	101	1,26,496	173	2,94,938
Total ..	947	17,21,283	1,072	18,65,206	1,055	19,52,867	6,045	1,10,69,214	4,968	92,92,694	6,774	1,24,95,835
Share of Bengal ..	257	4,61,604	198	3,62,922	222	3,91,347	1,333	23,77,739	1,140	21,41,072	1,708	31,16,689
From Bombay ..	430	7,69,578	676	11,14,165	540	10,24,224	3,298	60,08,455	2,448	44,08,015	3,484	64,49,738
From Sind ..	64	1,37,039	54	1,07,829	87	1,82,692	321	6,64,831	378	7,68,217	512	10,52,894
From Madras ..	124	2,16,422	98	1,79,572	206	3,54,604	826	15,10,100	698	13,50,483	1,064	18,76,514
From Burma ..	72	1,36,560	48	1,00,718	..	..	267	5,13,089	304	6,24,907	..	..
Total ..	947	17,21,283	1,072	18,65,206	1,055	19,52,867	6,045	1,10,69,214	4,968	92,92,694	6,774	1,24,95,835
Motor Cycles (including scooters)												
From United Kingdom ..	40	20,279	18	9,595	20	13,557	302	1,44,816	169	83,168	225	1,21,770
From Other Countries ..	24	7,634	10	2,544	53	13,959	74	27,343	176	43,247	377	90,857
Total ..	64	27,913	28	12,139	73	27,516	376	1,72,159	345	1,26,415	602	2,12,627
Motor Omnibuses, Vans and Lorries												
Imported with bodies ..	5	7,152	43	2,94,408	2	3,272	106	3,14,330	214	9,88,865	116	2,08,841
Chassis ..	798	9,94,903	1133	14,40,443	1,112	15,13,414	3,670	51,95,619	4,810	63,13,470	6,879	88,96,683
Total of Motor Omnibuses etc. ..	58	1,52,068	117	5,31,143	247	4,16,754	349	13,48,332	573	20,54,254	1,116	20,29,728
From United Kingdom ..	257	3,36,620	120	1,59,311	236	2,73,797	1,414	18,56,048	722	10,15,850	1,474	18,06,686
From Canada ..	487	5,10,212	921	9,82,045	626	8,12,500	1,971	21,40,017	3,655	39,94,500	4,259	49,13,334
From Other Countries ..	1	3,155	18	62,352	5	13,635	42	1,65,552	74	2,37,731	146	3,55,776
Total ..	803	10,02,055	1,176	17,34,851	1,114	15,16,686	3,776	55,09,949	5,024	73,02,335	6,995	91,05,524
Parts and accessories (excluding rubber tyres)												
Total Value ..		4,72,696		6,72,770		9,61,734		38,65,348		33,76,562		55,32,432

Motor Cars (including taxi cabs)—
From United Kingdom ..
From Germany ..
From Italy ..
From Canada ..
From United States of America ..
From Other Countries ..

Share of Bengal ..
From Bombay ..
From Sind ..
From Madras ..
From Burma ..

Motor Cycles (including scooters)
From United Kingdom ..
From Other Countries ..

Motor Omnibuses, Vans and Lorries
Imported with bodies ..
Chassis ..

Total of Motor Omnibuses etc. ..
From United Kingdom ..
From Canada ..
From United States of America ..
From Other Countries ..

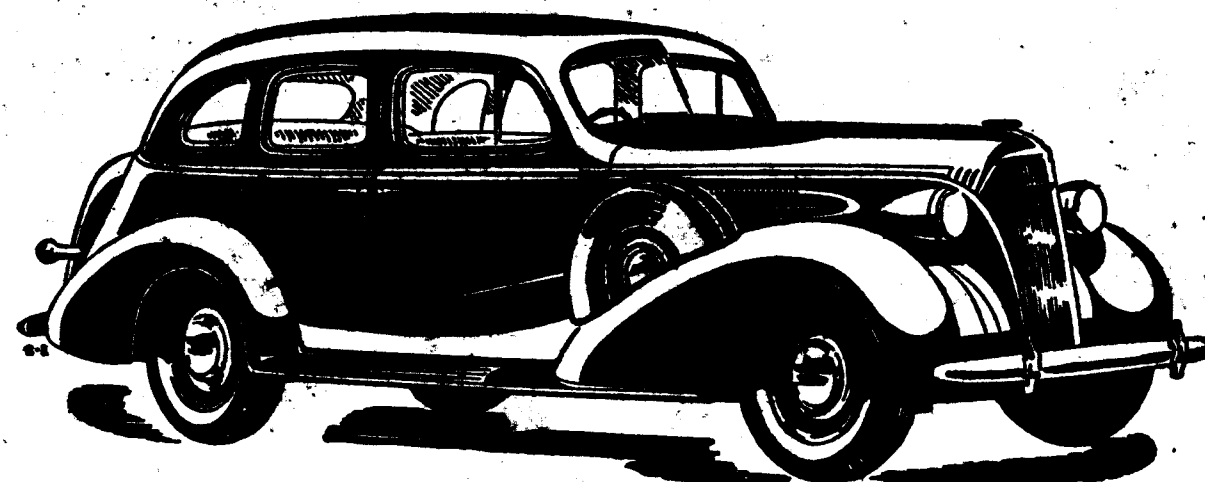
Parts and accessories (excluding rubber tyres)
Total Value ..

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.

A REMARKABLE COMBINATION OF
COMFORT AND ECONOMY
YET MODERATELY PRICED

CHEVROLET



IT IS THE CAR THAT HAS ALL THE QUALITIES
TO GIVE YOU PERFECT SATISFACTION

For a start—

RING OR WRITE TO US FOR
A TRIAL RUN—ARRANGED
WITH PLEASURE—AND
WITHOUT OBLIGATION

SIMPSON & Co., Ltd.

MADRAS

Tel. 8531

Printed and Published by THE MADRAS PUBLISHING HOUSE LTD., 19, MOUNT ROAD, MADRAS.

Edited by C. FOWLER at 19, Mount Road, Madras.

REGD. No. M. 3692.

VOL. IX

DECEMBER 1937

NATIONAL TYRE INTERNATIONAL REV

AUTOMOBILE ASSOCIATION OF SOUTHERN INDIA

PATRONS :

His Excellency The Lord Erskine, G.C.I.E., Governor of Madras | His Highness the Maharajah of Mysore.
His Highness the Maharajah of Travancore

VICE-PATRONS :

The Rajah of Ramnad.
Sir C. P. Ramasamy Iyer, K.C.I.E.
Sir Alexander MacDougall.
The Maharajah of Venkatagiri.
The Maharajah of Jeypore.
The Rajah of Bobbili.

His Highness the Maharajah of Jodhpur.
The Maharajah of Pithapuram.
Rajah Sir Annamalai Chettiar.
Sir Charles Cunningham.
Sir Mirza Ismail, K.C.I.E., Dewan of Mysore.

PRESIDENT :
Sir Mahomed Usman, K.C.I.E.

VICE-PRESIDENT :
Dewan Bahadur Govindoss Chathurbhujadoss.

COMMITTEE :

The Hon'ble Mr. Justice F. W. Gentle (*Chairman*).
A. A. Hayles, Esq., (*Vice-Chairman*).
K. Govindan, Esq., (*Hon. Treasurer*).
K. R. Simpson, Esq.
S. G. Harrison, Esq.
C. H. D. Leonard, Esq.
Khan Bahadur Adam Hajee Mohamed Sait.

F. G. Luker, Esq., (*Trade Member*).
Md. Kazim Khaleeli, Esq.
G. Sree Ram Babu, Esq.
A. P. Adam, Esq.
E. A. Watson, Esq., (*Trade Member*).
K. S. Jayaram Iyer, Esq., (*Hon. Legal Adviser*).

SECRETARY :

G. W. Owen, Esq.

PORT REPRESENTATIVES :

Madras :—C. E. Woods-Scawen, Esq.,
7, 2nd Line Beach, G. T., Madras.

Negapattam :—Khan Bahadur V. Hameed Sultan
Maricair, M.L.C.,
C/o Madura Co., Ltd., Negapatam.

Tuticorin :—J. L. P. Roche-Victoria, Esq.,
"Sukhastan", Tuticorin.

Cochin :—H. Grubb, Esq.,
C/o Messrs. Geo. Brunton & Son, Cochin.

HONY. CONSULTING ENGINEER :

J. N. Norridge, Esq.

HONORARY DISTRICT REPRESENTATIVES :

Serial No.	NAME	Address.
1	L. Dee, Esq.	Stanes' Motor S. India, Coimbatore.
2	G. G. Gill, Esq.	C/o Parry & Co., Cuddalore.
3	R. Gopaul Rao, Esq.	The Modern Motor & General Trading Co., Tanjore.
4	S. Govardhan Rao, Esq.	Deccan Assurance Co., Ltd., "Deccan House", Besant Road, Bezwada.
5	Khan Bahadur V. Hameed Sultan Maricair, M.L.C.	C/o The Madura Co., Ltd., Negapatam.
6	O. W. Horrocks, Esq.	Glenmary Estate, Peermade P.O.
7	Dr. G. J. Ingram-Cotton	Dental Surgeon, "Marine Villa", 34, Rue Dumas, Pondicherry.
8	L. H. Jacob, Esq.	Executive Engineer, Quilon.
9	C. H. John, Esq.	Periakanal Estate, Surianalle P.O., Travancore.
10	N. Kirwan, Esq.	Mangalore, South Kanara.
11	L. H. Ley, Esq.	The Kodaikanal Transport Motor Service, Kodaikanal.
12	M. V. Marulasiddiah, Esq.	Burmah-Shell Agent, Shimoga.
13	R. C. Morris, Esq.	Honnamatti Estate, Attikan P.O., via Mysore.
14	K. N. Parameswara Sarma, Esq., B.A., B.L.	Advocate, Alleppey.
15	R. P. W. Potter, Esq.	Hallery Estate, Mercara P. O.
16	T. S. Rajam, Esq.	Messrs. T. V. Sundaram Iyengar & Sons, Ltd., 4, Goods Shed Street, Madura.
17	K. Rangaswami Aiyar, Esq., B.A., A.C.E.	State Engineer, Pudukottai.
18	F. A. G. Ratcliffe, Esq.	Hosergooda Estate, Saklasapur P.O., Hassan.
19	Rao Bahadur Ravulu Subbarao.	Burmah-Shell Agent, Chirala.
20	C. C. R. Reynolds, Esq.	Coromandel Co., Ltd., Cocanada.
21	J. L. P. Roche-Victoria, Esq.	"Sukhastan", Tuticorin.
22	Dr. W. F. Rule, D.D.S.	Rocklands, Secunderabad.
23	P. T. Srinivasa Iyengar, Esq.	Burmah-Shell Agent, Virudhunagar.
24	P. N. Subba Rao, Esq.	C/o Sree Lakshminarasimha Motor Stores, Salem.
25	W. J. U. Turnbull, Esq.	South Indian Export Co., Gudur, Nellore.
26	Major A. W. Waters, M.B.E., R.I.A.S.C. (R.)	"Otazell", 10, Infantry Road, Bangalore.

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 704,
Cathedral P.O., MADRAS.

For Office use only

Date.....

Name of Member.....

Address.....

Introduced by.....

Ackd.....

Entd.....

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

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

Elected.....

ANNUAL SUBSCRIPTION.

Motor Car Owner Rs. 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, @ Re. 1 each as follows:—

No. 1 for Any round bar (state diameter)

No. 2 „ Any horizontal bolt

No. 3 „ Two long bolts with plates for securing badge to front of radiator

BANKER'S ORDER FORM

To

THE MANAGER,

Bank,

Address.....

Date.....1937

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 until further notice.

Yours faithfully,

Signature.

SALES AND SERVICE GUIDE

Entries in these columns are charged for at the rate of Re. 1 per line per insertion, but no contract can be accepted for less than six consecutive insertions.

Ariel Motor Cycles

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

Austin Cars

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

Bedford Trucks

COIMBATORE—United Motors (Coimbatore) Ltd.

MADRAS—Byramshaw & Co., Ltd.

Buick Cars

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

MADRAS—Byramshaw & Co., Ltd.

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

Bussing Nag Diesel Trucks

MADRAS—Byramshaw & Co., Ltd.

Cadillac Cars

MADRAS—Byramshaw & Co., Ltd.

Chevrolet Cars and Trucks

BANGALORE—Automobiles Ltd.

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

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

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

Chrysler Cars

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

Commer Trucks

BANGALORE—Automobiles Ltd.

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

De Soto Cars

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

DKW Cars and Motor Cycles

MADRAS—Byramshaw & Co., Ltd.

Dodge Cars and Trucks

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

Ford Cars and Trucks

MADRAS—Gordon Woodroffe (Motors) Ltd.

Hillman Cars

BANGALORE—Automobiles Ltd.

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

Humber Cars

BANGALORE—Automobiles Ltd.

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

Mercedes Benz Cars and Diesel Trucks

MADRAS—Heller & Co.

M. G. Cars

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

Morris Cars

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

Oldsmobile Cars

COIMBATORE—United Motors (Coimbatore) Ltd.

MADRAS—Byramshaw & Co., Ltd.

Oldsmobile Trucks

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

Opel Cars

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.

Skoda Cars

MADRAS—India Automobiles.

Standard Cars

MADRAS—Union Co.

Triumph Motor Cycles

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

Vauxhall Cars

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.

CONTENTS

LIST OF A.A.S.I. PUBLICATIONS

	Rs. A. P.
Road Map of Madras Presidency ...	4 8 0
Road Map of Northern India. Scale 16 miles to 1 inch. Mounted on linen and folded in stiff covers ...	6 8 0
A. A. Handbook of Northern India ...	5 0 0
A. A. Handbook of Ceylon ...	5 0 0
Road Map of India. Scale 50 miles to 1 inch. Mounted on linen and folded into covers ...	2 0 0
"This Motoring" The Romance of the A. A. by Sir Stenson Cooke ...	2 0 0
List of Petrol Depots in Southern India ...	0 4 0
Great Britain and Ireland 1937 (A list of the principal events during 1937 with information for visitors).	
Touring in Great Britain and Europe 1936 A. A. publications ...	Free to Members only
	Rs. A. P.
"My Glorious Adventure," by Captain T. Yates-Benyon. A record, written in a light, amusing style of the author's trip by car from Piccadilly to Calcutta ...	5 0 0
Map of Madras City showing principal roads and buildings produced by the Madras Calling League, Folder or flat ...	1 0 0
Mysore Motor Guide ...	
Art Printing ...	0 12 0
Ordinary ...	0 8 0

Postage extra in all cases.

	PAGE
Secretary's Notes and News for A.A.S.I. Members—	
Road Information ..	391
Xmas Holidays ..	392
Free Legal Advice ..	392
Bangalore Branch ..	392
Honorary District Representative's Report ..	393
Composition Fees for Tolls in Mysore ..	394
Bangalore Scout ..	394
Madras Scout ..	395
Route Itineraries and Letters ..	395
Membership ..	395
New Members ..	396
I.R.T.D.A. Monthly News Letter ..	398
Correspondence ..	410
Road Accidents in Madras Presidency ..	412
A Landmark on the Mysore Road ..	412
Why and when Engine oil should be changed ..	413
Afghanistan grows Cotton ..	414
Madras Flying Club Notes ..	416
King's Cup Air Race ..	417
Broadcasting News ..	419

THE SOUTH INDIA MOTOR OWNER

Published monthly. Annual Subscription Rs. 3 Single Copy As. 8, inland Post Free.

All communications regarding Editorial matter should be addressed to The Editor, "THE SOUTH INDIA MOTOR OWNER", 19, Mount Road, Madras.

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

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

All communications regarding Advertising matter should be addressed to THE MADRAS PUBLISHING HOUSE LTD., 19, Mount Road, Madras.

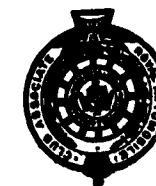
Telegrams:—"GOODPRINT MADRAS".

Telephone No. 2931.

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

"WAKEFIELD
PATENT
Castrol
IS A COMPONENT PART
OF YOUR VAUXHALL"
says
**Vauxhall
Motors Ltd.**
SEE YOUR GARAGE
ABOUT IT TO-DAY!

THE SOUTH INDIA MOTOR OWNER



The Official Organ of the
Automobile Association of Southern India



Vol. IX, Number 12]

DECEMBER 1937

[Single Copy As. 8

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

All Members are entitled to a copy of this Magazine every month after their names have appeared in the monthly list of New Members Elected. Any member who does not receive his or her copy regularly is requested to inform the Secretary immediately.

Road Information

Owing to the recent heavy rains, the following Causeways are again unfordable (on 13th December):

Wenlock	Madras/Calicut Trunk Road.
Penner	Nellore/Bezwada Northern Trunk Road.
Palar	Chingleput Southern Trunk Road.

The Great North Trunk Road over the Kistna Anicut at Bezwada is now fit for traffic and the road is thrown open to traffic of all kinds.

Ooty/Mysore Road via Sigur Ghat.

Notices have now been erected to warn motorists of the very bad condition of this road.

Conditions of Certain Roads in various Districts.

Hassanur-Bailur via Lokkhanahalli, Kollegal	COIMBATORE.	Bad, hardly fit for motor traffic.
Erode to Satyamangalam via Gopichettipalayam		Fair and poor in parts.
Mettupaliyam to Satyamangalam		Fair and motorable.

TANJORE.

Tanjore to Point Callimere	There are two routes, one via Vaduvor, a mud road fairly good, and the other via Nidamangalam and Mannargudi which is in good condition.
Tanjore to Negapatam via Nidamangalam, Koradacherri and Tiruvarur	The road up to Nidamangalam is metalled, and from there to Koradacherri is a mud road, but is in good condition.
Kumbakonam to Nidamangalam via Velangiman	Granite metalled is in very good condition.

**MADRAS M. V. TAX FOR JANUARY/MARCH QUARTER SHOULD
BE PAID BEFORE 1st JANUARY 1938.**

MADURA.

Madura to Dindigul via Nattam	The surface is metalled and in good condition. There are three unbridged crossings which are not fordable for a few hours during heavy freshes.
Nattam to Kottampatti	The surface is metalled and in good condition. There are two unbridged streams, which are unfordable during heavy freshes.
Madura to Kottampatti via Melur	The surface is metalled and in good condition and there are no unbridged crossings and is motorable at all seasons of the year.

MYSORE STATE.

Bangalore to Hassan via Kunigal	The road is in good condition.
---	--------------------------------

SOUTH KANARA.

Saklespur to Mangalore	This is a ghat road with a bad surface.
--------------------------------	---

SALEM.

Chinnapambatti to Taramangalam via Omalur, Toppur, Admankottai	This road is in good condition.
--	---------------------------------

TRICHINOPOLY.

Causeway at mile 28.2 on Trichy/Madura road (i.e., 3m.-2 furlong from Manapparai)	This is in fair condition. During extraordinarily heavy rains, it becomes unfordable and remains for a day or so in the months of November and December.
---	--

FOR EVERY PURPOSE USE

PABCO PAINTS

EASY TO APPLY

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

HYDERABAD STATE.

Khammamett to Naikangudem via Kosimanchi	Distance is 18 miles.
Khammamett to Ashroapet	This road is in good condition and is 72 miles in distance.
Kallore to Muthuguda	Road is under construction 6¾ miles.
Khammamett to Kodad via Nilakondapally	This is in good condition and is 18 3/8 miles. Two causeways at miles 11 and 13.

Xmas Holidays

The following are public holidays under the Negotiable Instruments Act:—

Saturday 25th December to Wednesday the 29th December both days inclusive and Friday 31st December and Saturday January 1st.

Owing to the closure of public offices during the ensuing Christmas and New Year holidays, licenses under the Madras Motor Vehicles Taxation Act, 1931, will not be issued in the mofussil stations during the period from 24th December 1937 to 2nd January 1938. Arrangements for the issue of such licenses will, however, be made in the office of the Commissioner of Police, Madras. Intending visitors to this Presidency are accordingly warned that they should either take out licenses at mofussil stations before the commencement of the holidays or apply to

the Commissioner of Police, Madras, if licenses are required during the holidays.

Licenses can be issued at A. A. House, which will remain open throughout the holidays for the convenience of members.

Free Legal Advice

It is essential that accurate and full facts without omitting any detail should be supplied when members solicit legal opinion. Nothing should be left to conjecture. Members must tell the entire story from beginning to end with pertinent details if they wish to secure definite and helpful advice.

Bangalore Branch

As notified in last month's magazine by a Stop Press slip, the pressure of work in Bangalore has so increased that it has become necessary to open a branch office there.

For the past 7 or 8 years Major A. W. Waters, our Honorary District Representative, has allowed his bungalow to be used for interviewing and entertaining members and associate members, but as these callers are rigidly increasing and it is becoming better known what service they can obtain on the spot, it has been decided that a Branch Office is essential and a separate portion of Major Waters' house has now been set apart for that purpose.

Honorary District Representative's Report—
Bangalore Branch

1. General:—

The "Stop Press News" inserted in page 355 of the November issue of this Journal practically sums up in a nutshell, the report of A.A. activities here. I refer of course to the opening of a Branch Office in Bangalore. If further proof of the necessity for launching this "milestone" in Bangalore's A.A. history is required, it will be found in the further increase of work over and above the hitherto peak month of October as shown below.

another, and reputedly good driver on my list if any member should require one.

3. New Members:—

There was an increase in canvassing for these and several applications were forwarded.

4. Road Scouts:—

One was present throughout the month, except for 5 days on leave, which was the reason for his absence from the Girl Guides Fête and another big function.

A detailed report of his work has been separately submitted.

5. Traffic and Roads in the C. & M. Station and City:—

I have kept the Secretary up-to-date with such changes that have taken place as also further improvements necessary parti-

The Committee of The Automobile Association of Southern India wish all members a Joyous and Prosperous New Year and assure them that 1938 will be a year of great progress.

2. Correspondence:—

Nearly 100 letters were received, whilst those issued were:

To the Secretary	91
Others—Outstation	5
Local	60
Total	156

The figures for October were 85, September 99 and August 51.

The figures for the half year ended 30th June 1937 were 212, an average of 22 a month, whilst for the 5 months (July to November) in the 2nd half year, the figure is 437.

Back in the years 1929 to 1935 or so, the letters grew from one or two to a dozen or so a month.

In the month under report, 57 members of various A.A.'s in India and 14 non-members called at the office for information, advice or service as regards licenses, routes, registration of cars, shikar and fishing areas and permits in Mysore; technical advice, tours and turrets and places of interest around Bangalore, etc. The heavy rain and flooding of roads and causeways was one of the main causes for extra work and on some days, some 8 to 10 members called between the hours of 8-30 a.m. and 8 p.m. to know the condition of roads.

One member was supplied with a reliable driver for a fishing tour, and this reminds me that I have the name of

Driving Licence Reminder Form

The Secretary,
Automobile Association of Southern India,
Box No. 704,
Cathedral, Madras.

Name of member

Membership No.

Full Postal Address

.....

.....

Dated

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.

cularly as regards the meandering cyclists or "jay riders" as also the common practice of riding 4 abreast and considerably aggravating the offence by linking up and being completely absorbed in their own animated conversation to the exclusion of any traffic consideration.

At the time of writing, there is evidence in the C. & M. Station of Safety improvements at several spots where two roads converge with buildings at their apex. The apexes are marked out for extension in the shape of the toe of a man's boot which will prevent cutting round the corner.

Motor Horns.—Continue to be abused and, by many used to intimidate any other driver who is likely to enter the offender's road from a side street whether from right or left. Yet, the right-hand rule is now the law and no road, it seems can claim to have the right of way for some half to one mile to the exclusion of all the right-hand crossings.

The remedy is, I think, a motor cycle mounted police officer to chase them and bring them to book.

One Way Traffic Market Square Road—Russell Market.—The Market Square Road shall be treated as a "One Way" Road and vehicles shall be permitted to enter the road from the New Market Road by the North Gate only. No vehicle shall be permitted to enter by the South Gate.

This order will be in force daily from 7 a.m. to 8 p.m.

6. Short Term License for the C. & M. Station.

I am receiving letters from out-station members who want to spend Xmas in Bangalore, i.e., the latter part of December to the middle of January or so.

Many are being deterred from coming as the cost for a medium sized car license is Rs. 28 to Rs. 30 for a matter of about a fortnight's holiday, and this, on top of a Mysore 7-day license plus tolls (in and out), of Re. 1 to Rs. 4 each way. Thus a car of 20 cwt. from Ooty, say, would pay Rs. 3 plus Rs. 28, plus Rs. 8 in tolls or a total of Rs. 39 extra for a stay from 20th December to 10th January whilst at the same time holding a Madras Presidency license for the same period.

Members are again reminded that Madras short-term licenses cannot be issued at our Bangalore Branch Office, but they can be obtained by the Honorary Secretary on all Government working days, during office hours and 12 hours notice should be given if possible. Members are specially reminded that Madras quarterly licenses cannot be obtained in Bangalore, and therefore 3 days notice should be given excluding Sundays and holidays, so that they may be obtained from Madras.

7. The New Motor Road up to Nandi Hills:—

This is now completed and barriers removed. Motorists are being allowed to use the road.

When this road is officially opened to the public (date not known to me) it is presumed that the signpost "No thoroughfare" at mile 0 will be removed. I understand that it is the intention (as previously reported) to extend the road from its present terminus to the top of the Hill, but that this final portion is unlikely to be open for general use by the public in order that the peaceful calm and amenities of the surroundings and temporary residents be not unduly disturbed; I think I have it right.

Motor Sheds.—If not commenced, are about to be built somewhere in the vicinity of "Brown's Bungalow." A special Toll (ad hoc) is to be placed on this road and if this is sche-

duled with certain Bridge-head tolls, it will be excluded from these for which composition fees may be paid.

(Signed) A. W. WATERS,
Hon. Secretary, Bangalore Branch.

Composition Fees for Tolls in Mysore State

A Correction.

It has been pointed out that I was slightly in error in the figures I quoted under this head on page 301 of this Journal for September 1937.

The figures under para 7 (b) "Fees for all Tolls should read Rs. 11-8-0 and Rs. 16-0-0 respectively for small and big cars per quarter. . . . and not Rs. 15 and Rs. 20 as stated."

Actually, these reductions came into force as from 1st January 1937 vide Mysore Government Notification No. P. 4060—R.T. 39-36-1, dated 23-12-36. At the time of writing in September, I had not received a copy of this order nor had I seen any Press communiqué to that effect. The reduced rates will be appreciated by all motorists contemplating a tour in Mysore and they should do much to encourage such tours.

Bangalore Scout

Special Functions attended.—

- 4 Cinderella dances.
- 1 Wedding 5 to 9 p.m., big one.
- 12 Cinemas.

Note I.—Two very big functions including the Girl Guides Fête in the Residency Park were unfortunately missed during Scouts absence on leave.

Note II.—There were no races.

BIBBY LINE

IS

1st CLASS

TRAVEL

Members Cars Serviced.

- 2 for ignition trouble.
- 1 diagnosed for short circuit and lighting system put right (this came from Madras and had run for miles in the dark with no head lamps).
- 2 cars helped quickly from Garages.

Total .. 5

Special Patrol.

Observed traffic conditions where one-way traffic introduced; also junctions with new islands.

General Remarks.

Routine hours.—Much as in previous months, viz., 9 a.m. to 12-30 p.m. and 4-30 to 9 p.m. = 8 hours.

These hours were varied on such days where late functions were attended or when routine work and licenses made it impossible to keep rigidly to these hours also when doing a late Cinema instead of 6 to 9 p.m.

Owing to the enormous increase in the office work and members (including reciprocal work for other A.A.'s members)

The motor cycle Scout has driven a member's car which arrived from England to Bangalore and delivered it to the owner.

37 cars were given assistance during this period, classified as follows:—

- Mechanical 12.
- Petrol trouble 12.
- Tyre repairs 13.

Route Itineraries and Letters

130 itineraries were issued during the month covering 60,147 miles.

840 letters and many personal and telephone calls were received and 1218 letters were despatched by post. 460 letters were delivered locally by peon.

Many members of other A.A.s. were given assistance under our reciprocal agreement, by providing routes, licenses, or information, and included to members of the A.A. who arrived in Madras by road from London on December 13th were on their way to Australia.

One car was despatched by rail to Lahore and one car cleared at Madras Port from England and delivered to Bangalore.

The Editor of the "South India Motor Owner"
sends cordial greetings for the New Year
to all Members of the A. A. S. I.

calling, and the large number of licenses demanded, the Scout was called upon to do a deal of work between this Branch Office and members residences all over Bangalore including the City.

At times he was greatly handicapped having only a pedal cycle.

Madras Scout

The Scout in Madras attended about 30 social functions and assisted in parking of cars and taking charge of them and calling for them when owners wished some of the important places where Scouts attended.

The Madras Race Club, the Hotel Connemara, The Museum Theatre, the Victoria Public Hall, Central Station, Hounds Meet (8 milestone on G. N. T. Road), The Little Flower Convent, St. Andrew's Dinner, St. Andrew's Church, Egmore, Deaf and Dumb School, Toc H., Government House, Rotary Club and the Victoria Public Hall.

Membership

72 new members were enrolled during the month .. November 1937.

These new members were introduced by the following:—

- 6 by Major A. W. Waters, M.B.E.
- 3 each by Messrs. V. Doraiswamy and the Ocean Accident and Guarantee Corporation Ltd.
- 2 „ by Messrs. W. Shearer, H. W. Shelley, and A. F. Byramshaw.
- 1 „ by Messrs. A. P. Adam, Simpson and Co., Ltd., Jupiter Insurance Company Ltd., P. V. S. Venkatachellum, R. C. Morris, C. E. Jones, I.C.S., F. Webb, E. S. Danks, K. Krishna Menon, T. R. Bushanam, H. Burgess, N. Narasimha Reddy, R. V. Shama Rao, Md. Kazim Khaleeli and Mr. Nilker.

The remaining 39 were enrolled by the staff.

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

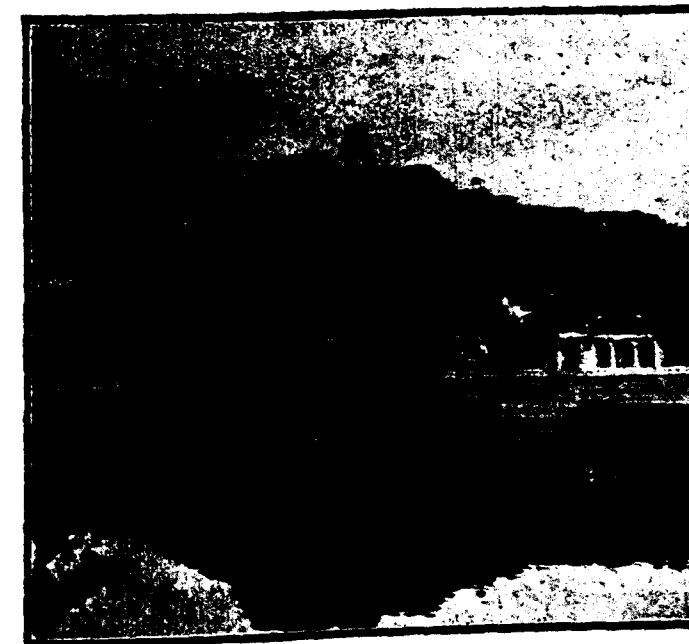
New Members

- Major C. E. Morris,
2/13, F. F. Rifles, Trichinopoly.
- Musiri Subramania Iyer, Esq.,
6, Oliver's Road, Mylapore.
- Geo. P. White, Esq.,
Balayatrie & Boikere Estates,
Mercara P.O., Coorg.
- J. B. Skea, Esq.,
Asst. Manager, Burmah-Shell Installation,
Tondiarpet.
- H. F. Simpson, Esq.,
C/o Messrs. Gordon Woodroffe & Co. (Madras) Ltd.,
Madras.
- K. M. S. Lakshmana Iyer, Esq.,
145, Nayneappa Naick Street, G. T., Madras.
- R. Abbott, Esq.,
Buckingham Mill, Perambur, Madras.
- Messrs. L. Motiram & Son,
13/14, Muker Nalamuthu Street, Madras.
- M. V. T. Shastri, Esq.,
Municipal Councillor, Nagamangala, Mysore District.
- Jacob Cherian, Esq.,
The Palai Central Bank, Palai, Travancore.
- P. Ramanujiah, Esq.,
P. Thiruvarangiah & Son,
172, Davaraja Mudaly Street, Madras.
- F. Hofmann, Esq.,
C/o Messrs. Volkart Bros., P.O. Box 45, Madras.
- Mrs. M. Harris,
The Cables, Coonoor, Nilgiris.
- J. P. Sagar, Esq.,
9, North Mada Church Street, Royapuram.
- B. W. Drury, Esq.,
C/o Imperial Bank of India, Bangalore.
- P. K. Manavikrama Raja, Esq.,
11, Venkatachalam Street, Pursawalkum, Madras.
- R. Subramanian, Esq.,
No. 2, First Street, Gopalapuram, Madras.
- G. S. Subramaniam, Esq.,
"Silver Oakes", 18, Mess Road, St. Thomas' Mount.
- M. C. Parekh, Esq.,
C/o P. V. S. Venkatchellum, 1, Broadway, Madras.
- A. Subbiah, Esq.,
The Branch Manager,
The New Asiatic Life Insurance Co. Ltd.,
289, Linga Chetty Street, Madras.
- D. I. Gardiner, Esq.,
Vaghamon Estate, Fairfield P.O., Travancore.
- A. K. Wade-Smith, Esq.,
C/o Macmillan & Co. Ltd.,
Patullo Road, Mount Road, Madras.
- V. S. Swanfinathan, Esq.,
Manager & Accountant,
P.W.D., Vizagapatam Division,
Vizagapatam.

- The Hon'ble Lt.-Col. C. T. C. Plowden,
The Residency, Bangalore.
- C. G. Stonehouse, Esq.,
Attikan Estate, Attikan-Mysore P.O.
- Lt.-Col. H. F. Murland,
Wooligooly Estate, Suntikoppa, Coorg.
- B. G. Holdsworth, Esq., I.C.S.
Greenaway Road, Adayar.
- A. D. Stephenson, Esq.,
C/o Standard-Vacuum Oil Co.,
8/9 Thambu Chetty Street, Madras.
- Rao Sahib K. A. Mukundan,
Revenue Divisional Officer, Koilpatti.
- F. Abraham, Esq.,
15, St. Mark's Road, Bangalore.
- T. V. Purushotham, Esq.,
Wine Merchant, 3, Mount Road, Madras.
- V. Elton, Esq., R.E.
Garrison Engineer's Office, Fort St. George, Madras.
- E. F. G. Hunter, Esq.,
Adayar Club, Adayar P.O., Madras.
- N. V. Bashyam Reddy, Esq.,
Contractor, Cuddalore N.T.
- Dr. C. K. Rajagopal,
Telugu Brahman Street, Coimbatore.
- K. M. K. Naidu, Esq.,
Sun Life Assurance Co. of Canada,
Gray Town, Coimbatore.
- J. N. Larcombe, Esq.,
C/o Nundy Droog Mines, Ltd.,
Oorgaum P.O., South India.
- Messrs. Veecumsee Chabildoss & Son,
112-113, China Bazaar Road, Madras.
- J. Egerton, Esq.,
Jumbow Estate, Madapur P.O., Coorg.
- W. H. Gibbs, Esq.,
Resident Engineer, Bengal Dooars Railway,
Domohani,
N. Bengal.
- E. H. J. Stewart, Esq.,
Fallowfield Annexe, Madras.
- Miss G. A. Pearce,
Hawkfield, Stephens Road, Perambur.
- D. W. R. Eaton, Esq.,
C/o W. H. Brady & Co. Ltd.,
155, Popham's Broadway,
Madras.
- Rajah I. Venkatarayanimgaru,
South Mahal, Venkatagiri Town.
- J. F. Jamieson, Esq.,
C/o The National Bank of India, Madras.
- M. K. Nambiar, Esq.,
Bar-at-Law,
Mangalore.
- A. Frazer-Allen, Esq.,
C/o H. J. Foster & Co.,
P.O. Box No. 108, Madras.

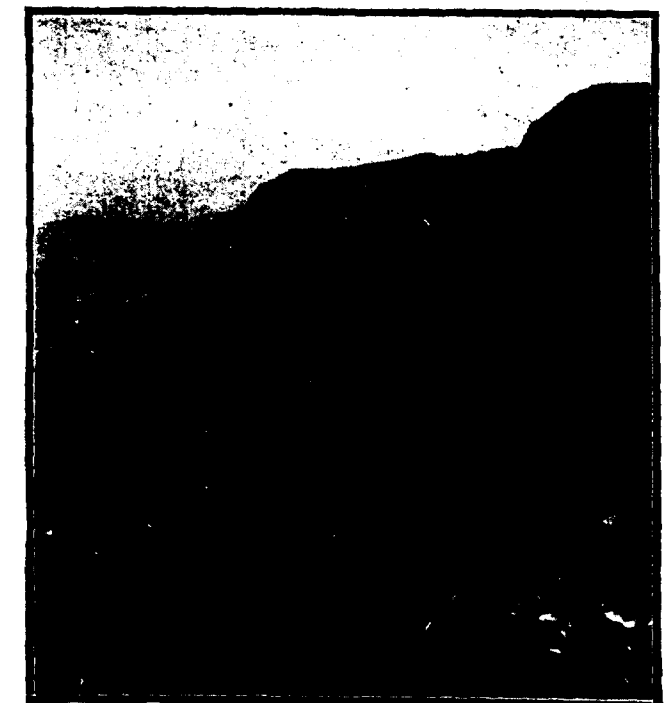
- Deyan Bahadur A. M. M. Murugappa Chettiar,
Banker, Pallattur, Chettinad.
- C. M. Sivalingam, Esq.,
49, Sami Pandaram Street, Chindatripet, Madras.
- Messrs. Alli Mohamed Zinna & Co.,
Glassware Merchants, 67-68 Rattan Bazaar, Madras.
- H. C. Courtney, Esq.,
25, Norris Road, Bangalore.
- E. G. Horwood, Esq.,
C/o Messrs. MacMillan & Co. Ltd.,
Patullo Road, Mount Road, Madras.
- Z. Govindarajulu, Esq.,
Proprietor, The Imperial Motor Service, Masulipatam.
- P. Rangiah Chetty, Esq.,
218, China Bazaar Road, Madras.
- P. Krishnaswamy, Esq.,
Reptile House, 161, Mount Road, Madras.
- G. F. L. Lyman-Dixon, Esq.,
Fort St. George, Madras.
- T. Patterson, Esq.,
Carr & Co. Ltd., Moor Street, Madras.
- J. W. Lightman, Esq.,
Oorgaum P.O., Mysore State.
- J. G. Gill, Esq.,
C/o Parry & Co. Ltd., Madras.
- T. A. Ramalingam Chettiar, Esq.,
Race Course, Coimbatore.

- A. W. R. Cole, Esq., I.C.S., (Retd.)
Hill-Top, Willington, Nilgiris.
- A. G. Rajoo Mudaliar, Esq.,
2/64, Swami Naicken Street, Chintadripet, Madras.
- R. A. McKay, Esq.,
Sentinel Rock Estate, Vallaramella P.O., Malabar.
- Rao Bahadur V. Raghunatha Reddy,
Sodam Post, Chittoor District, via Pakala.
- Lt.-Col. J. B. Jones, M.C., R.A.M.C.,
B. U. S. Club, Bangalore.
- N. Ekambaram, Esq.,
Medical Officer, Government Mental Hospital,
Kilpauk, Madras.
- T. Govinda Rao, Esq.,
Retd. Dy. Commissioner,
Sashadripuram, Malleswaram P.O.,
Bangalore.
- G. H. Tarapore, Esq.,
2, Sladens Gardens, Kilpauk.
- K. Krishna Menon, Esq.,
C/o South India Underwriters,
Podanur, Coimbatore.
- C. Chandrasekhariah, Esq.,
The Gramophone Co.,
45, South Parade, Bangalore.
- Lt.-Col. J. B. Hance, O.B.E., I.M.S.
Residency Surgeon, Bangalore.
- Major J. D. C. Marshall,
Military Estates Office, Bangalore.



The temple of Narashimaswamy at Melkote, which was the abode of the philosopher-saint, Ramanujam, in the eleventh century. The temple possesses some valuable jewels which are exhibited at a Festival held every Spring. This beautiful temple tank then becomes packed with devotees taking the holy bath. A favourite of photographers.

(Photo, Adi K. Setti).



From Lady's Seat at Yercaud. Note the serpentine motor road, amid the luxuriant pine woods, which brings the weary traveller from the plains to the delightful little hill, abounding in many shady walks and numerous coffee estates.

(Photo, Adi K. Setti).

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

Patron of Association

WE are pleased to be able to report that H. E. Sir Roger Lumley, Governor of Bombay, has honoured the Association by becoming one of its Patrons.

Central Communications Department

The new Department of Communications began to function on November 8th under Sir Thomas Stewart, the first Member for Communications, with Mr. S. N. Roy as Secretary.

The department has been allotted offices in the Central Secretariat previously occupied by the Commerce Department and will deal with posts and telegraphs, civil aviation, broadcasting, meteorology and roads and will also take over ports and inland navigation. Railways which will continue to form a separate department will henceforth be under the Member for Communications.

Mr. K. G. Mitchell, Consulting Engineer, Government of India, Roads, has proceeded home on six months leave and Mr. L. B. Gilbert will occupy this office during his absence.

New Air Services

On the eve of taking over charge of the new Department of Communications Sir Thomas Stewart completed an aerial tour of 2,400 miles devoted mainly to the inspection of a number of important aerodromes and the discussion of aviation matters with the authorities at each centre. Sir Thomas visited Lahore, Karachi, Bombay, Poona and Jodhpur, inspecting the aerodromes and emergency landing grounds where improved ground works had been carried out to complete the necessary organization before the new Empire Air Services are started in the near future.

Sir Thomas was accompanied by Mr. F. Tymms, Director of Civil Aviation and Mr. A. Brebner, Chief Engineer, Central P.W.D.

It will be remembered that some three years ago Government of India made a grant of 92½ lakhs of Rupees for the development of aerodromes to meet the needs arising from the new Empire Air Service commencing in the Spring of 1938. As this sum has now nearly been expended and there still remains much to be done to provide for facilities for night flying—in particular the lighting of aerodromes—it is hoped that Government of India will make the necessary money available to complete the schemes at an early date.

Inauguration of Delhi-Bombay Air Service.—The first act of the Member for Communications of the Government of India was very fittingly the inauguration of the new bi-weekly air service between Delhi and Bombay. The new service has been started by Messrs. Tatas who were warmly complimented by the Member on their enterprise which would for the first time link by air the capital of India and the gateway and biggest city in India. The two planes piloted by Mr. J. R. D. Tata and Mr. N. Vintcent left Delhi on November 8th at 6-30 in the morning to arrive at Juhu Aerodrome (Bombay) at 2-30 p.m. and carried four special letters from H. E. The Viceroy for Their Highnesses The Maharajahs of Gwalior, Bhopal and

Indore and His Excellency the Governor of Bombay. 'At Juhu a warm welcome was accorded them by His Excellency The Governor and Lady Lumley and a large number of officials and non-officials.

This new service makes it possible to travel free from dust and heat between the two cities in 7½ hours at the cost of Rs. 110.

The route mileage of air services now operated by Messrs. Tatas totals about 3,000 entailing a fleet of 14 aeroplanes, ranging from 4 seaters and 8 seaters capable of speeds of 160 miles per hour and a staff of over ninety men including 16 fully qualified pilots of which 15 are Indians.

In addition to the new service covering a distance of 800 miles—as far as from London to Madrid—there are the other services, i.e. Karachi-Ahmedabad-Bombay-Hyderabad-Madras, 1,380 miles long, as far as from England to Turkey and the Bombay-Trivandrum service, 780 miles long, further than London to Vienna.

One major link alone now remains to be established and that is the Bombay-Calcutta service. This obviously desirable achievement has been under consideration for over three years and it is hoped that arrangements will shortly be made for these two great commercial centres to be linked by air.

Air Service between Bombay and Kathiawar.—Another service between Bombay and Bhavnagar was inaugurated on November 1st and is operated by Air Services of India Ltd. This links Bombay and Kathiawar.

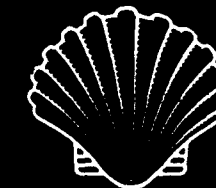
Fourth Indian Roads Congress

By kind permission of the Government of H. E. H. The Nizam's Dominions, the fourth annual meeting of the Indian Roads Congress will be held at Hyderabad (Deccan) in January 1938. Besides the reading of papers at Hyderabad, there will be visits to road works in and around the city of Hyderabad and to Nizamabad, Alisagar Lake and Bodhan. The provisional programme is as detailed below:

Fri.	31st Dec. 1937.		Arrival at Hyderabad.
Sat.	1st Jan. 1938.	9 a.m. to 12-30 p.m. 3-30 p.m. to 5 p.m.	Inspection of Works.
Do.	do.	5 p.m.	
Do.	do.	8-15 p.m.	Banquet at Osmania University Address Hall. Right Hon'ble the President of the Executive Council will be the special guest.
Sun.	2nd Jan.	9 a.m. to 12-30 p.m.	Inspection of Concrete Roads in the city.
Do.	do.	3-30 p.m. to 5 p.m.	Inspection of Works.
Do.	do.	5 p.m.	"At Home" at Osman Sagar Gardens.
Do.	do.	10 p.m. (approx.)	Leave Hyderabad by Special train for Nizamabad. Note: The delegates will spend the night in the train.

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

6. Constitution of a sub-committee of Council for Model Rules, Statistics, etc.
7. Constitution of the Transport Advisory Council.
8. Liaison between Provincial Boards of Communications and the Standing Committee for Roads.

It is understood that with the increasing use of Diesel motor vehicles the Government of India is considering imposing an additional tax on these vehicles. The Indian Roads and Transport Development Association is giving the question close consideration in order that the Association may be in a position to offer Government its considered views when called upon to do so.

According to the report on economic and commercial conditions in Malaya, up to March 5, 1937, motor vehicles with engines using heavy oil or diesel oil as fuel, or fitted with producer gas attachments, are now subject to a special annual tax in addition to the registration tax levied on motor vehicles generally. The main trunk highway of Malaya, which is a good motoring road, leads from Singapore to Penang, a distance of over 500 miles. The surface is treated with bitumen. In the Colony of the Straits Settlements there are some 963 miles of metalled roads; in the Federated Malay States, 2,902 miles; and in the Unfederated Malay States, 1,429 miles. The total number of motor vehicles registered in Malaya is approximately 40,000. (Modern Transport).

In order to prevent the further growth of road competition, which has so developed as to have become a serious competitor of the railways, the Greek Government has recently introduced measures which make many of the road transport companies subsidiaries of the railway system. It is hoped by the refusal to renew permits for vehicles which go out of circulation from accidents of old age to bring the question within manageable limits. All long haul traffic has been decreed a railway monopoly, and transport companies may only operate within a fixed radius of their headquarters, approximately 50 kilometres. A Ministry of Railways and Motor Transport has been created to deal with the problem of road versus railway competition. (Modern Transport).

It is proposed to spend as much as possible on road development in Poland during the coming year. According to the latest report on economic and commercial conditions in this country, the main source of funds for road building is the State Road Fund receiving revenue from motor and petrol taxes. These have risen from 9½ million zloté in the financial year 1931-2 to 19 million zloté for the year 1936-7. At present there are about 20,000 tax-paying motor cars in Poland. During 1936, 1,238 km. (751 miles) of new roads were built of which 157 km. were State roads and the remainder country or local roads. This brings the total of metalled roads in Poland to 59,438 km. (36,933 miles). Two large steel bridges, one a road bridge over the Vistula at Włocławek, and the other a road and railway bridge at Plock, are in course of

THE SECRETARY,
INDIAN ROADS CONGRESS,
c/o Department of Communications,
Government of India,
NEW DELHI.

The next meeting of the Transport Advisory Council will be held in New Delhi on December 10th, 1937. It will be remembered that the subject matters and the agenda of the previous meetings have been confidential—in regard to which this Association strongly protested. This year the papers are not circulated as confidential documents which will enable Provincial Governments to seek the non-official views on the matters for discussion before their delegates attend the meeting of the Transport Advisory Council. It is hoped Local Governments will take advantage of this.

1. Review of position reached by ratification of the Concise Statement of Policy adopted at the last meeting.
2. Consideration of the Wedgwood Committee Railway Report.
3. Draft Bill to amend the Indian Motor Vehicles Act 1914.
4. Proposed uniform maximum laden weight for motor vehicles on extra-municipal roads.
5. Use of speed governors.

In India

More people buy
Chevrolet
Lorries and Buses
than all other makes
combined

The reason :—

Chevrolet runs longer
at less expense

GENERAL MOTORS INDIA LIMITED

construction, and 4,496 metres of new bridges were built. (Modern Transport).

New Road In Arabia

The Governor of Aden, Sir Bernard Keilly, on July 19 opened the newly completed road between Shibcir and Terim in the Hadramaut country east of the Aden Protectorate. Hitherto the Arabs living in the interior have been able to reach the sea at the mouth of the Gulf of Aden only by camel or mule caravan, which took several days. By means of the new road, which is some hundred miles in length, they will be able to do the journey by motor transport in a few hours. Work on the road was begun some years ago, and was undertaken by the wealthy Arab family of Al Kaf of Terim. (Modern Transport).

Union of South Africa—Better Roads In Cape Town

The National Roads Board, created a year ago to provide the Union of South Africa with a strategic system of all-weather roads, is touring the Cape Province negotiating with municipalities and inspecting the routes which have been scheduled as national roads.

The main framework of the skeleton road system projected by the Board consists of one long road from Beit Bridge, in the extreme north of the Transvaal, to George, near the coast in the southern Cape; and a coastal road leading from Van Rhynsdorp, in the Western Cape, to St. Lucia Bay in Natal, and passing through every coastal town of importance on the way. Subsidiary spurs will link these two roads with all important towns in the Union.

Altogether more than 5,000 miles of roads all tarred will be constructed in the next six years. Construction will be financed from the proceeds of the Customs duty on petrol.

The Board's present tour is to inspect the tentative route for the coastal road in the Cape, and to decide at each town whether the road should go through the town or be by-passed.

Proposals to Fix a Maximum Laden Weight for Motor Vehicles

At a meeting of the Communications Board, Punjab, held recently the following subjects were discussed:—

- (a) The reference from the Government of India suggesting that there should be a limit of over-all (laden) weight for motor vehicles on rural roads throughout India of, say, 4½ tons.
- (b) The question which has been under discussion in the Punjab, whether there should be a maximum limit on the number of passengers which may be carried in a public motor vehicle.

Regarding question (a), the Board were of opinion that there would be some advantages in fixing a maximum but that if this were to be done, the maximum should be considerably higher than that suggested by the Government of India. It was decided to recommend an axle weight maximum of five tons, combined with a maximum of twelve tons gross over-all weight. These maximum weights should be enforced by statutory rule, not by discriminatory taxation.

Regarding question (b), the Board were of opinion that for the time being at any rate the present Punjab practice should

be continued under which no passenger vehicle or dual-purpose vehicle is licensed to carry more than twenty-five passengers. The existing Punjab practice should also be continued by which such vehicles are further prohibited from carrying a total load (passengers or goods, or goods and passengers combined) exceeding the figure brought out by multiplying two maunds by the number of passengers for which the vehicle is licensed.

During the course of the discussion a suggestion was put forward that in order to encourage the introduction of buses of superior type, the limit of twenty five passengers might be raised to thirty in the case of superior vehicles, provided they were sufficiently large to carry this number with comfort, and provided they were licensed for the carriage of passengers only and not as dual-purpose vehicles. There were, however, differences of opinion regarding this, and the Board refrained from making a definite recommendation, contenting themselves with the suggestion that the point should be examined by the department of Government concerned.

Nationalization of Transport, Travancore Scheme

It is learnt on reliable authority that the Travancore Government's scheme to nationalize the transport systems in the State will begin to function early next year. Considerable progress has already been made in regard to the preliminaries in this connexion.

The Government have announced that it has been and will be their policy to treat as Government enterprises those schemes which are meant to supply good water, to bring into existence proper public health conditions, and to provide the public with cheap, efficient and safe transport.

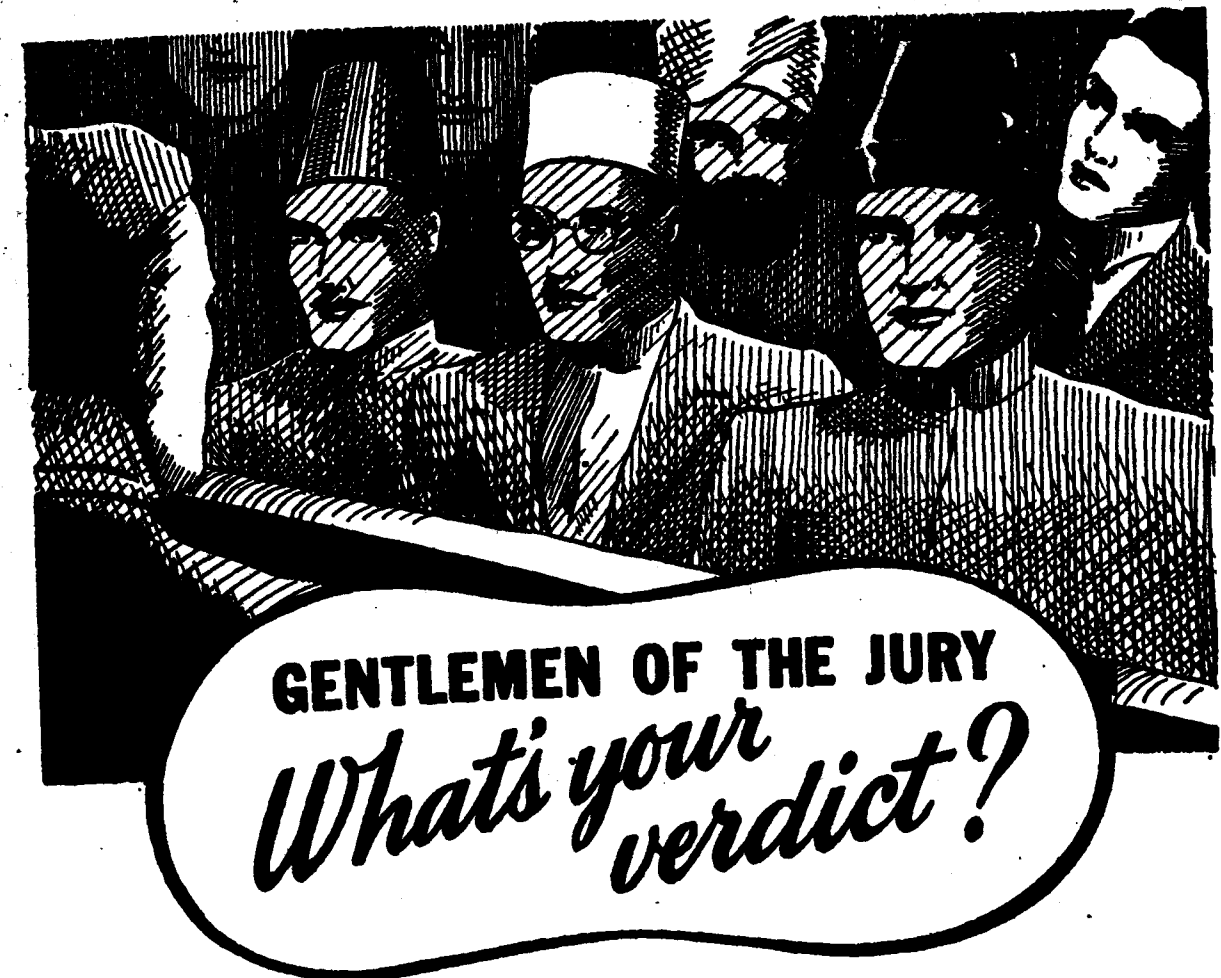
There is no doubt that Travancore offers ideal conditions for working such a policy. Here is one of the finest road systems in India, consisting of 3,552 miles of main roads, 1,017 miles of village road and a large mileage of tracks. In addition Travancore has innumerable backwaters and canals and navigable rivers, which together carry about 45 per cent. of the total trade of the State.

Government's Interest.—In a communique issued in this connexion, the Government stated that for the speedy recovery and growth of trade as a condition precedent to agricultural and industrial prosperity a reorganization in the system of transport was urgently called for.

The communique emphasised the importance of fully exploiting the waterways of the State and the necessity of introducing on the roads a well-designed and co-ordinated system of motor vehicles, which would be run in the interests of the people and the commerce of the State.

The Government also explained that while it was not their policy to stifle private enterprise they were, nevertheless, of opinion that following the example of many countries it was the duty as well as the right of the Government to take into their own hands the control and regulation of public conveyances along the main trunk roads and in certain selected localities in the State.

The Travancore Government hope that such a step will not only be conducive to the advantage of the people, but directly and indirectly enable the Government to deal with the problem of unemployment and industrialization; firstly, by gradually bringing into existence a set of trained engineers, mechanics and artisans; secondly, by stimulating the growth of many industries and trades allied to motor engineering and motor body-building



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

and by helping in the utilization of the products of the State including rubber, coir, and several varieties of woods; thirdly, by introducing in course of time the railless electric trolley system; and finally by helping in the creation, as a necessary sequel, of technological institutes which will serve not only the motor industry, but other industries as well.

Memorandum on the Lay-Out and Construction of Roads

The Ministry of Transport in England have issued a memorandum which is in effect a code of practice for the guidance of highway authorities. It is realized that all the recommendations contained in the memorandum may not be capable of being immediately or universally adopted, but their application should make the attainment of greater standardization and uniformity of practice possible. It is desired that in applying the recommendations consideration should always be given to (a) traffic requirements, (b) promotion of public safety and (c) enhancement of the amenities of the road. Some of the important recommendations regarding the lay-out of roads are:—

1. The unit width for each traffic lane to be 10 feet and the minimum width of carriageway 20 feet except in very thinly populated areas where traffic is very light.

2. The standard widths should be for:—

Single carriageway not exceeding 30 feet with footpaths	60 feet.
Dual carriageways (each of two traffic lanes) with footpaths but no cycle tracks	80 "
Dual carriageways (each of two traffic lanes) with footpaths and with cycle tracks	100 "
Dual carriageways (each exceeding two traffic lanes) with footpaths and cycle tracks	120 "

3. In aligning new roads consideration should be given to:—economy in construction, probable traffic, easy curves, spacious junctions, the general directness of the route, the topography of the locality and road safety.

4. The radius of road curves should not be normally less than 1,000 feet. The road should be widened on the inside of curves of radii less than 500 feet by 2 feet for each traffic lane. In case of curves of radii 500 feet to 1,500 feet an allowance of 1 foot per traffic lane should be made for widening.

5. Superelevation should be provided where practicable on all curves as follows:—

Radius in feet.	Superelevation.
500	1 in 16
700	1 in 20
1,000	1 in 24
2,000	1 in 33
5,000 and over	1 in 40 to 1 in 48

6. Gradient should not exceed 1 in 30 except in hilly districts or to avoid excessive filling and cutting. Drainage channels should have a minimum fall of 1 in 250. Vertical curves should be used to effect changes of gradients.

7. Sight distance for vertical curves should not be less than 500 feet. The same minimum limit should apply to visibility on horizontal curves.

8. Ten-foot traffic lanes should be divided by white lines four to five inches wide having gaps of not more than 15 feet.

9. Road junctions should be designed in accordance with the following principles:—

- (1) "The number of intersections or road junctions on main traffic routes should be reduced to a minimum and spaced not less than 440 yards apart.
- (2) Major traffic routes should, where practicable, be rendered completely independent of local roads by being carried over or under them by bridges or subways.
- (3) Road junctions in excess of four ways should be avoided except where there is ample space for a suitable "roundabout."
- (4) All subsidiary roads should join main traffic routes as nearly as possible at right angles. Acute-angled junctions are to be deprecated.
- (5) At three-way intersections of important roads to be treated on the "roundabout" principle the roads should, as far as possible, meet at equal angles.
- (6) Where a minor road crosses a major road constructed with a single carriageway the minor road should be staggered, preferably to the left, and space provided at its junction so that drivers can obtain the maximum vision before emerging into the major road. Where dual carriageways are provided or intended, staggering is unnecessary if the minor road crosses the main traffic route at right angles, but in the case of an oblique crossing staggering will result from the adoption of recommendation (4) above.
- (7) At crossings of two or more major roads ample space should be provided for a "roundabout."
- (8) At every road junction the requirements of pedestrian and all other types of traffic should be studied and as far as practicable suitable provision made for them.

In towns where there is heavy pedestrian traffic, guards rails should be placed adjacent to the kerbs with openings at pedestrian crossings."

A number of typical designs of junctions based on the above principles are included in the memorandum.

Some of the recommendations regarding the construction of new roads are:—

- (1) Sub-soil conditions should be thoroughly investigated. Road foundation should not be laid directly on clay sub-soil. A layer of granular material, lean concrete, etc., may be interposed. Ingress of water into the clay sub-soil should be prevented by means of intercepting drains.
- (2) Non-skid surface should not be sacrificed for durability. Frequent changes in the texture of surfacing should be avoided.
- (3) A cross fall of 1 in 48 is recommended for asphalt, concrete, wood paving and stone sett surfaces.
- (4) Kerbs to be 4 inches high and should be painted black and white alternately near all road junctions.

As regards bridges the memorandum lays down that a road improvement scheme should include the strengthening or



Oh! to be in England —

"And in all probability you are one of the lucky people who will be in England in April. You will be additionally lucky if you have been wise enough to make arrangements for delivery of one of the new MORRIS cars.

The Morris Home Delivery Plan is simple and straightforward and gives you no trouble either here or at home and to thoroughly enjoy the few months at your disposal in England it will be well worth your while to find out more about our service.

Our booklet entitled "Your next leave" will be gladly supplied upon request to us or your nearest Distributor."

Distributors:—

ADDISON & CO., LTD.
MADRAS AND BRANCHES

MORRIS INDUSTRIES (India) LTD., Worli, BOMBAY

reconstruction of weak or inadequate bridges. The importance of the choice of pleasing materials for the visible superstructure of the bridge and retaining walls is emphasized. It is recommended that steel bridges should be painted battleship-grey to harmonize with the surroundings. The width of the bridge should be the same as of the road itself and no bridge should be built without at least one footpath.

Although some of the recommendations may be difficult to bring into operation in this country on financial and other grounds, the road engineers would do well to secure a copy of the memorandum for ready reference and guidance. The price is insignificant for the information provided. (Indian Roads).

It may also be considered at the next annual Roads Congress.

Facts about Automobiles

1. The world uses more automobiles than telephones.
2. About one half of all automobiles ever built are in use to-day.
3. Each automobile requires, on the average, 34 sq. ft. of plate glass, 15 sq. yds. of wool and cotton or cotton upholstery, and 3½ gallons of paint and lacquer.
4. 20 million sq. ft. of leather were used in American Automotive Plants alone last year.
5. According to accident figures, New Zealand, South Africa, Canada, Denmark, United States, Australia and Norway are in this order the safest countries in which to drive automobiles.
6. Each automobile storage battery uses 20 pounds or more of lead.
7. The "farthest north" in the motor trade is a service station north of the Arctic Circle in Finland and the "farthest south" is in Tierra del Fuego—south of the Straits of Magellan.
8. To obtain the rubber for an average sized tire, two rubber trees must be tapped for a whole year.

Speed Governors for Motor Vehicles in India

The fact that high speeds greatly increase the wear and tear of roads and also lead to accidents has caused special attention to be paid to the question of the adoption of speed governors as a measure of precaution.

The Motor Vehicle Insurance Committee refer in their report to racing between buses as a cause of accidents. It is moreover generally recognised that (a) the danger of high speeds is aggravated by road conditions in India. (b) relatively narrow metalled surface often with treacherous earth berms has to accommodate a great variety of traffic. (c) The condition of maintenance of vehicles and brakes often falls short of the requirements of safety.

It is generally accepted that for these and other reasons speeds should be controlled and speed governors offer the only effective means, the use of which should be made compulsory.

Some doubt however seems to exist as to whether a suitable "fool proof" governor exists. The most usual objections obtained against governors are that:—

- (1) They are dangerous because power of acceleration which they curtail, sometimes cause an accident.

- (2) they are dangerous because on an open road a driver will keep his foot hard down on the accelerator or drive on the hand throttle regardless of other road users, because again, pick up after acceleration is slow.

- (3) they are expensive.

- (4) they reduce power in low gears on hills and in heavy sand, etc.

- (5) they do not work because they can be tampered with.

The first objection is academic. A good governor does not appreciably reduce acceleration within the speed at which it is set. A driver soon learns the performance of his vehicle and consequently not to "cut in" where he cannot cut out. If the use of governors discourages cutting in so much the better. The second objection appears, as far as experience goes, to be imaginary. It is unlikely with a properly designed governor which does not affect "pick up" within a governed speed. It presupposes reckless driving which is more dangerous with ungoverned vehicles. The third objection is unsupported by facts. Reliable governors such as those referred to cost from Rs. 30 to Rs. 40. There remains the fourth and fifth the answer to which is furnished by experience and in the case of the fourth by the facts of engine and transmission design.

Certain experiments have been carried out by Mr. Nurmahomed Chinoy of the Bombay Garage and Mr. T. S. Pipe, Executive Engineer, the results of which have been referred to in previous News Letters.

An analysis of the experience of 180 Fleet Owners in America regarding the use of Engine Governors appeared in the "Fleet Owner" recently. An extract of some of their replies is found below:—

Q.—Do Governors increase engine life?

A.—Yes. 142. No. 6. No answer 32.

Q.—Do Governors reduce accidents?

A.—Yes. 108 No. 16. No answer 56.

Q.—Do Governors increase vehicle life?

A.—Yes. 137. No. 6. No answer 37.

Q.—If you have used Governors, what is the reduction, if any, in general maintenance costs?

A.—Average 26 per cent.

Q.—Engine repair costs.

A.—Average 32 per cent.

Q.—Tyre maintenance costs.

A.—Average 22.6 per cent.

Q.—Insurance costs.

A.—Average 16 per cent.

Q.—Lubrication costs.

A.—Average 26 per cent.

Q.—Fuel costs.

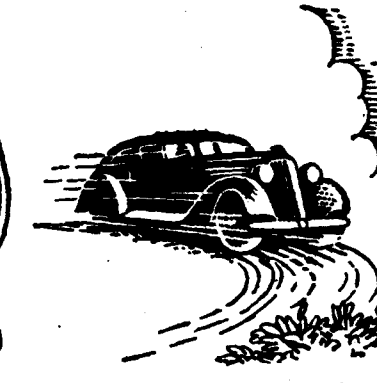
A.—Average 13.5 per cent.

Q.—Brake maintenance costs.

A.—Average 29.2 per cent.

GREATER SECURITY from LUBRICATION TROUBLES

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.)

CAR owners who depend on Gargoyle Mobiloil secure freedom from repairs and overhauls.

Free from impurities which form sludge, gum and carbon, Gargoyle Mobiloil gives practically 100% pure lubrication service.

Q.—Accident costs.

A.—Average 37 per cent.

Q.—Do you consider Governors as a safety device or as a maintenance necessity?

A.—Safety device 12. Both 80. No answer 23. Maintenance necessity 61. Neither 4.

The question of the adoption of Speed Governors as a compulsory measure is one of the subjects to be dealt with at the meeting of the Transport Advisory Council taking place in New Delhi on December 10th next.

India's First Air Conditioned Train

A successful demonstration run was made on October 31st from Delhi to Agra and back of the first air conditioned train in India. A rake of four coaches was used for the occasion. It is reported that the real difference between the old and the new became apparent on leaving Delhi. The clatter of ordinary railway carriages had been deadened to a subdued sound. The noise of the air conditioning plant did not rise above a gentle purr which in no way interfered with the ordinary conversation. Dust had been completely kept out. The contrasts became strikingly evident as one passed along the two foot corridor which runs the length of the coach and stood for a while in the vestibule or sat in the ordinary dining cars attached to the train. On the trip the temperature had been tuned to maintain 72 degrees and a humidity of 55. The air inside was completely renewed every four minutes. The cost of each new coach is about Rs. 95,000 which shows a difference of about Rs. 45,000 compared with the cost of ordinary first class coaches. Each coach accommodates 14 first class passengers and is divided into five two-berth compartments and one four-berth compartment. Each coach has accommodation for an attendant and luggage also.

It is proposed to attach one of these coaches to mail trains between Bombay and Howrah via Cheokhi in addition to the ordinary first class coaches. The railway will provide bedding on these coaches. A supplementary charge at the rate of one rupee per 50 miles or part thereof will be levied for these coaches over and above the ordinary first class fares.

German Roads Delegation

The German Roads Delegation numbering 224 members consisting of members of Parliament, County Surveyors and Chairmen of County Councils as well as representatives of other interests which visited Germany from September 25th to October 3rd were during that time guests of the German Government. Their tour was under the guidance of Dr. Todt, the General Inspector of German Highways.

The object of the visit was an inspection of Germany's national motorways known as "Autobahnen" to provide ocular evidence of modern highway construction which might be of assistance in examining our own road problems and the possibility of providing in England a programme of road construction suitable to accommodate the increasing volume of road transport.

German Engineers have unquestionably set the world a unique example in building overland roads for motor traffic. The tour included visits to Berlin, Leipzig, Nurnberg, Munich, Bavarian Alps, Baden-Baden, Wiesbaden and Cologne, where official receptions and dinners were given in honour of the

delegation. Part of the journey was made by special trains, and the remainder about 1,400 miles by special motor buses over the various Autobahnen.

In the layout and design of these motorways, Germany has profited by the experience of both America and Italy. She has avoided the monotony of the perfectly straight road and the dangerous single carriageway, and her engineers have introduced improvements of their own. Thus Germany is constructing a grid system of motorways approximating nearer to perfection than any roads in the world.

Their surfaces are perfectly smooth without cross roads or railway level crossings, and they do not pass through a single village throughout their whole length between city and city, special spur roads connecting them with all centres of habitation along their line of route. Every conceivable device for safeguarding and assisting motorists and drivers of public service or goods vehicles has been carefully planned in advance and incorporated in the motorway system. Thus there are legible signposts announcing the distances from point to point, emergency telephone call boxes at frequent intervals while there are numerous parking spaces along the roads as well as petrol filling stations and repair shops. Finally there is also a well equipped squad of motor cycle police which patrols the entire length of the national motorways system.

In design they consist of two carriageways each 25 feet wide separated by a grass or tree planted strip 10 ft. to 16 ft. wide. Each carriageway has a uniform cross fall of 1.5 per cent. Each carriageway is flanked not by kerbs but by strips 3 ft. 3 in. wide on the outside and about 1 ft. 4 in. on the central verge side. These strips are coloured in contrast to the carriageway and form a useful guide for night-driving.

The formation is approximately 80 per cent. of concrete pavement, 15 per cent. of asphalt pavement and 5 per cent. granite setts pavement.

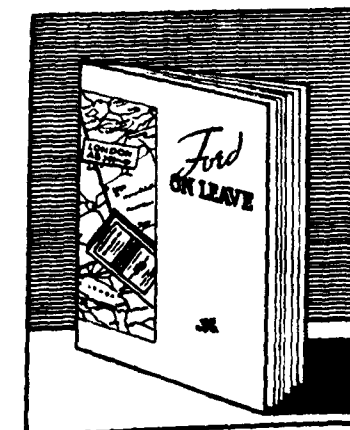
The Reich Autobahnen programme provides for the construction of 4,370 miles of motor roads to be completed within ten years. Actual work commenced towards the end of 1933. At the close of 1937 some 1,270 miles will be open to the public. The work is giving employment to 250,000 German workmen, under the supervision of 15 Superintendents of construction and seventy road building bureaus, commanding the services of nearly 5,000 Civil Engineers and other officials.

As regards the method of finance it should be noted that 30 per cent. of the total cost of construction will be covered by the amount saved in unemployment relief while a further 25 per cent. will be offset by the increased revenues from the taxation of the undertakings whose business this project has helped to revive. Dr. Todt explained that the construction was being financed by a tax of 3 pfennings on a litre of petrol. This tax brought in about 40 million Reichmarks a year, sufficient to cover the charges on a loan of 600 million Reichmarks.

It would be admirable indeed if this country could emulate if only in a minor way the example Germany has shown in providing suitable roads for modern traffic needs and the assured demands of the future. We realise that financial obstacles exist and we must hope that ways and means will be found to overcome them.

The General Secretary, Lt.-Col. H. C. Smith, was a member of the Delegation and accompanied them throughout their tour while Mr. H. E. Ormerod joined them on their visit to Nurnberg and Munich.

Reliability is Standard Equipment in the Ford V.8



Write for this
new Ford Leave
Booklet

"PEACE of mind" makes a big difference in driving! You will enjoy every minute in your Ford V-8—because you know it is a thoroughly dependable car.

Comfort too is emphasized in its large roomy interior. In fact everything about the Ford V-8 expresses the basic idea "comfortable, dependable, economical, transportation." See it today and arrange with your Ford Dealer for an Invitation Drive.

Ford V.8

FORD MOTOR COMPANY OF INDIA LTD.

BOMBAY

CALCUTTA

MADRAS

COLOMBO

The following is the text of the resolution passed by the delegation as a result of their visit:—

"The members of the Delegation reserve their views on matters of detail regarding policy, methods, and design of the roads inspected in Germany, but agree on the following as a general statement of opinion:

The layout and design of the German Autobahnen seem to be well adapted for the conditions of the country, and represent a forward policy in the development of communications which are believed to be of great importance for purposes of improving its social and economic life. They are designed for future needs to a degree much in advance of what is being done in the design of a national road system in Britain. They are being carefully considered in relation to the landscape and its preservation, and whilst not causing injury to amenities, are likely in time even to improve them.

In regard to construction the German Autobahnen enjoy the benefits of a highly unified and well co-ordinated policy in matters of organisation, application of plant and road administration which can be effected in part and on lines adapted to our conditions in Great Britain. The main road system is designed for through traffic on new sites, and based upon the segregation of different kinds of traffic and the effective separation of movement in different directions. In addition great economies have been obtained in the acquisition of land, and in construction. Thus opportunity has been taken to secure more efficient traffic-flow, and the highest degree of safety for all road users. This has been made a primary concern.

Whilst fully recognising that traffic conditions in the two countries are very different, nevertheless the visit to the German Roads has confirmed the view that greater unity of planning and organising the construction of a national system in Great Britain is much needed."

The Members of the Delegation met again on November 17th at the Public Works Exhibition held at Islington to draw up and issue a considered statement on the experience gained in Germany and which may be applied to the road problem in England. This it is proposed to lay before the Minister of Transport in response to his invitation. Further particulars of which should come to hand at a later date.

Motor Vehicles in India

The following are the numbers of motor vehicles operating in the different Provinces and important Indian States as on 1st January 1937:—

Province	Private cars	Taxis	Buses	Lorries	Motor Cycles	Total.
Bengal ..	18,247	1,954	1,636	3,080	1,055	25,972
Bombay ..	14,787	896	3,857	2,965	1,182	23,687
Madras ..	13,138	299	3,602	1,207	1,314	19,560
United Prov. ..	12,953	708	3,840	(In buses)	1,739	19,240
Burma ..	11,854	(In cars)	3,823	2,470	954	19,101*
Punjab ..	7,914	654	1,270	7,029†	1,663	18,530
Bihar ..	4,383	(In buses)	872	347	395	5,997
Orissa ..	624	do.	255	24	37	940
Central Prov. ..	3,628	322	1,503	180	643	6,256
Sind (Approx.) ..	1,696	246	383	291	348	2,964
N.W.F.P. ..	2,256	(In cars)	728	666	362	4,012
Assam ..	2,241	278	512	1,179	128	4,338
Delhi ..	2,181	140	465	169	414	3,369
Coorg ..	87	9	31	24	8	159
Total British India.	95,989	5,506	22,777	19,611	10,242	154,125
Hyderabad State ..	3,609	325	350	313	369	4,966
Mysore State ..	2,697	158	752	430	409	4,446
Travancore State ..	1,583	179	1,081	454	603	3,900
Gwalior State ..	1,216	274	623	19	68	2,200
Jaipur State ..	776	76	341	23	30	1,246
Baroda State ..	568	47	479	129	15	1,236
Jodhpur State ..	580	6	68	122	53	849
Cochin State ..	450	80	195	30	50	805
Pudukkottai State...	419	7	103	11	5	545
Bhopal State ..	383	51	77	..	22	532
Kolhapur State ..	228	..	309	61	11	609
Bhavnagar State ..	191	22	19	27	9	268
Sawantwadi State..	17	123	129	..	..	269
Porbander State ..	47	39	30	9	..	125
Rajkot State ..	85	98	7	..	9	199
Alwar State ..	58	2	30	3	16	109

* Includes 2,629 vehicles not re-registered, but believed to be in use.

† 6,321 lorries are plying for hire.

‡ As on 1st January 1936.

CORRESPONDENCE

To THE EDITOR, S.I.M.O.

Dear Sir,

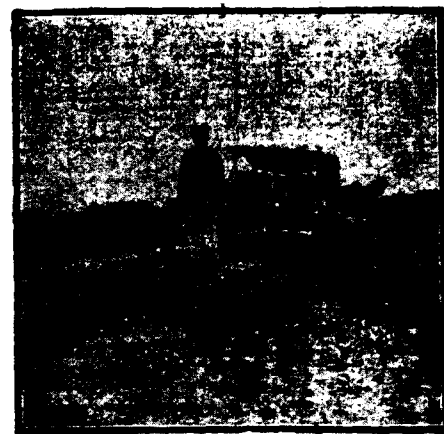
I enclose two photographs which I took recently on the TRICHY-SALEM Road which give a very fair idea of the appalling conditions that exist practically the whole way along that route.

No. I. Taken near VALAIYAPATTI shows a "rut", one of hundreds, in the middle of the highway.

No. II. Taken between NAMAKKAL and MUNCHAVADI gives an idea of the general condition of the road.

These pictures were taken before the N.E. monsoon broke, so no doubt the road is much worse now.

Yours faithfully,
A Member of A.A.S.I.



No. I.



No. II.

Some of the Benefits of Membership

The Automobile Association of Southern India

FREE

OTHER ADVANTAGES.

Free Legal Advice.
Free Technical Advice.
Free Road information.
Free Touring itineraries.
Free service for obtaining certificates, taxes and licenses.
Free reminder service of the expiry date of your driving license etc., etc.
Free monthly copy of the official organ of the A.A.S.I., "The South India Motor Owner."
Free expert engineering advice.
Free garage in Madras for short periods.
Free service of car park attendants, at Cinemas, races and private entertainments.
Clearing or loading members' cars by train or ship at any port in S. India.

Customs Carnets and Triptyques.
International Driving Permits.
International Certificates for Motor Vehicles.
Reciprocal agreements with other Automobile Associations for free service throughout India, Burmah and Ceylon.
A member of the A.A.S.I. can become a full member of the A.A. in Great Britain or an Associate member of the R.A.C. on payment of half the usual fees and the entrance fee is entirely waived.
Maps, Guides and Books on Motoring at current prices.
The use of the S. I. Railway Retiring Rooms and Government Inspection Bungalows throughout the Madras Presidency.
Inspection of and Reports upon cars.
Reciprocal arrangements for World Service.

10% REDUCTION ON YOUR CAR INSURANCE.

Road Scouts in yellow uniforms patrol the roads in Madras to assist motorists.

One Scout is permanently stationed in Bangalore, and it is proposed to post others in other important centres.

A Motor/Cycle Scout is touring our territory, which includes Mysore, Coorg, Travancore, Pudukottah, Cochin and Hyderabad, for the purpose of obtaining reliable information, for our Touring Department.

We have supplied route itineraries from anywhere to anywhere free to members for many years and will always be very grateful for any information with regard to road conditions, in order to keep these itineraries up-to-date.

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 Companies to our members will practically pay their subscription.

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. Road-side telephones.

ROAD ACCIDENTS IN MADRAS PRESIDENCY

WE have received from the Madras Government a very interesting statement giving the number of accidents in which motor and other vehicles were involved during the quarter ending 31st March, 1937. The statement comprises a number of tables in which various details are recorded district by district, but since the tables do not indicate the total number of motor vehicles of the various classes registered in each district, or give a comparison of the accident statistics with any former period, we are not publishing the statement *in extenso*, but will endeavour to draw some conclusions from the figures given.

The total number of accidents recorded in the Presidency during the quarter under review is 430 of which 58 is the largest figure for any one district—Coimbatore, the next highest, in order being Chingleput 41, Madura 37 and S. Kanara 29. Three other districts recorded over 20, nine recorded between 10 and 20, seven recorded between 1 and 10 while E. Godavery recorded only 1 such accident. The total for Madras City was 18. In 79 cases (4 in Madras City) collisions between moving vehicles were the cause, 198 (12 in Madras City) were between moving vehicles and pedestrians, 18 (none in Madras City) were between a moving and a stationary vehicle. In 4 cases (none in Madras City) more than two vehicles or a vehicle and a pedestrian were involved while the remaining 131 (2 in Madras City) were not due to the collisions.

309 of the 430 accidents occurred on the open road, 36 at road junctions, 13 at cross roads, 59 in built up areas, while

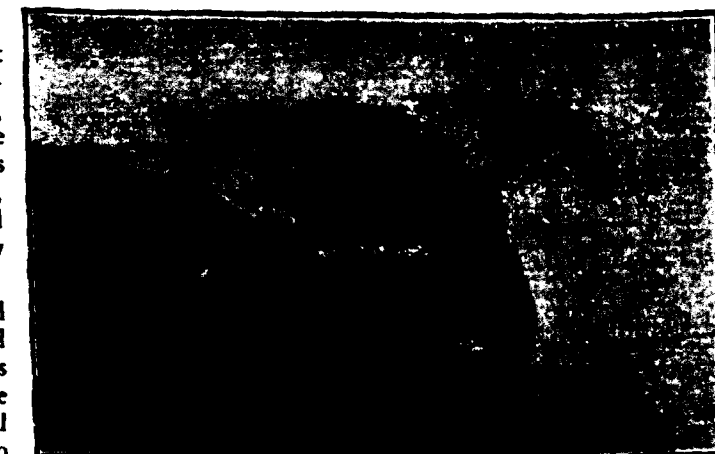
The complete vital statistics for the quarter under review are as follows:—

	Motor Drivers	Motor Cyclists	Pedal Cyclists	Drivers of non-motor vehicles	Attendants and Passengers	Pedestrians
Killed	3	3	3	3	16	69
Injured	37	1	27	38	111	210

A LANDMARK ON THE MYSORE ROAD

WHEN motoring along the road to Mysore, at a point about 27 miles from Bangalore, where the road and railway run parallel and close together for a short distance, one can hardly miss seeing, on the left of the road, a huge boulder delicately but firmly, poised on the edge of an enormous rock practically overhanging the Railway line. There it stands, leaning over appearing as if a touch would overturn it and threatening every instant to topple down upon the unwary traveller.

Incidentally, the "Bur" (Banian) trees bordering the road hereabouts are in fruit on and off between October and February and become the haunt of numbers of green pigeons which feed in the early morning and afternoon. Several large shady trees a stone's throw from the road make this an ideal spot for an afternoon picnic with a gun and some No. 6 to help while away an hour or two before sunset. The shooting will provide a subject of conversation and the birds (if any) a tasty dish for lunch next day. (F. H. S.)



A poised rock quite close to the main road to Mysore and within a few miles of Bangalore. The Railway line runs between it and the road.

7 occurred at places controlled by police or traffic signals. Only one of the latter occurred in Madras City.

The types of vehicles involved in these accidents is given as motor cars 193, motor buses 118, motor lorries 77, motor cycles 7; pedal cycles 29, bullock bandies 31, jutkas and horse-drawn vehicles 10, handcarts 2, others 7.

The speeds at which involved vehicles are recorded as having been travelling at the time of accidents varies between 40 to 50 m.p.h. (one in Anantapur and 1 in Madras City) and 35 at under 10 m.p.h. In 217 cases the recorded speed was between 20 and 30 m.p.h., 112 between 10 and 20 m.p.h. and 15 between 30 and 40 m.p.h. No speed record is given in 26 cases.

The vital statistics connected with the above mentioned 430 accidents is also given by districts, but figures are not connected with particular cases, so it is difficult to draw any conclusions. In all 91 persons were killed and 387 injured, no degree of injury being recorded; of these 69 and 210 respectively were pedestrians. However, it is interesting to note that in Coimbatore District which recorded 58 accidents only 5 persons (all pedestrians) were killed. North Arcot, with only 18 recorded accidents had 12 persons killed (1 m.v. driver, 1 passenger and 10 pedestrians). It is noteworthy that Madras City recorded only 3 persons killed (all pedestrians) and 15 persons injured of whom 9 were pedestrians and three pedal cyclists. Chingleput heads the vital statistics list with 4 persons killed and 46 persons injured, of whom 2 and 40 respectively were pedestrians.

WHY. AND WHEN ENGINE OIL SHOULD BE CHANGED

DURING the past year a specially appointed Committee of American Lubricating Oil Experts has been working on the preparation of a standard recommendation for the changing of the oil in the crank-cases of passenger motor cars, and we are now able to give publicity to the result of their labours; but before going into the details of the Committee's recommendations we would remark that there is such an obvious and close kindred interest in this matter of lubrication between motor owners, motor manufacturers and the petroleum (oil) industry that it is not surprising to learn that the recommendations of the Committee have received the approval of the American Automobile Industry and will, most probably, be incorporated in the Instruction Books issued by motor car manufacturers hereafter. The recommendations are certainly worthy of close consideration by all existing motor car owners who must always have in view increased mileage, reduced operating costs and re-sale value, items which are almost directly dependent on and linked up with proper lubrication.

Motor Owners in Southern India are not affected, to any appreciable extent, by extremes of climate such as are experienced in America where motor operating conditions vary from many degrees of frost to temperatures in the neighbourhood of 100 degrees (F). We are able, therefore, to confine our consideration to what are termed by the Committee "summer" conditions. Reference to "winter" recommendations are not, therefore, included in this article since they apply only to places in which the atmospheric temperature falls below freezing point, which is 32 degrees Fahrenheit (0 Centigrade).

Recommendation of Committee.

Draining of the crank-case of one's engine depends largely upon car speeds, atmospheric temperature and the rapidity with which dust and other contaminants collect in the crank-case.

In general (under South Indian conditions) crank-case oil should be changed every 1,000 to 1,500 miles, the interval depending on the severity of operating conditions.

Cars driven at sustained high speeds or on dusty roads should be drained at least every 1,000 miles. If a dust storm is encountered, crank-case oil should be changed immediately after leaving the dust area, regardless of mileage. Air cleaners should also be thoroughly cleansed. When cars are operated regularly in dusty areas, the crank-case oil pan should be dropped and cleaned frequently.

Under the most favourable conditions a car may be run safely as much as 1,500 miles before draining. However, it should be realised that abrasive dust is always present and that gradual contamination of crank-case oil is always taking place. While cars are often driven further without apparent damage, the saving in oil cost per year is too small to be considered in comparison with the possible sacrifice in engine protection and efficiency.

Reasons for Crank-case Oil Changes.

The essential reasons for changing crank-case oil may be stated as follows:

1. *Water contamination* due mainly to condensation of moisture in the atmosphere when it mixes with the oil and forms a thick mayonnaise-like emulsion which often interferes with normal lubrication. It is most acute under "winter" conditions, and when short runs and frequent starts are necessary. Excessive use of the choke also tends to dilute crank-case oil with un-vapourised petrol.

2. *Dust* is always present in the atmosphere as is evidenced by the accumulations seen on the body of the car and on oily surfaces of the engine. Dust storms, detours, country roads and road margins are all major sources of dust. Even in cities, the dust content of the air is considerable. Public Health Department records have shown that dust-falls of from one to four tons per square mile per day is not uncommon in American cities.

Ordinarily from 3 to 27 cf. of air per minute may pass through the crank-case while under normal driving conditions as much as 100 cf. per minute may pass through the carburettor. Since crank-case ventilators rarely have effective air-cleaning equipment and carburettor air cleaners are rarely more than 50 per cent. efficient, considerable quantities of dust must enter the engine under normal operating conditions.

Dust is an active abrasive and always promotes wear. In extreme cases it has been known to ruin engines completely in less than 1,200 miles of operation.

3. *Oil Contamination.* Under normal operating conditions, oil undergoes gradual chemical change in contact with air and the metal in the engine. These changes result in the development of products which may in time result in damage to bearings and other delicately finished surfaces in the engine—if such contaminated oil is allowed to remain in the crank-case for too long a period. Protracted use of lubricating oil frequently entails the development of non-lubricating substances which increase engine drag, promote excessive carbon formation and may result in stuck rings, clogged oil screens, and ultimately total failure of the lubricating system.

The amount of these various contaminants in crank-case oil vary and can only be determined by laboratory analysis which is not practicable for the average car owner whose only safe method is to drain off and replace the oil at sufficiently frequent intervals. The period of these intervals cannot be set to cover the particular conditions under which each individual car is operated, but the recommendations given above provide a sufficient margin of safety for the wide range of conditions known to be encountered by the average automobile.

Cost of Draining Crank-cases.

The oil cost of frequent changes of oil is extremely small when compared with the cost of repairing damages resulting from faulty lubrication. For example: if a car with a five quart crank-case capacity consumes one quart of oil every 500 miles then in 7,500 miles (roughly the annual operation of the average passenger car) 48 quarts will be used if changed every 1,000 miles, 35 quarts if changed every 1,500 miles and 31 quarts if changed every 2,000 miles. Even if oil is changed only once a year, 19 quarts will be used. Therefore, for the average motorist the yearly saving effected by increasing the draining period from 1,000 to 1,500 miles would be less than Rs. 5 while further extension of the draining period would result in a saving of only a fraction of this amount. On the other hand even the simplest repair operation made necessary by faulty lubrication would cost more than the saving effected on oil while repairs or replacements made necessary by neglect to replace engine oil as recommended by the committee (and the manufacturers) may cost many times the sum saved by extending the oil changing period.

We are indebted to the Automotive Advisory Committee of the American Petroleum Institute for their brochure, which fully answers a number of questions on engine lubrication which has reached us from readers from time to time.

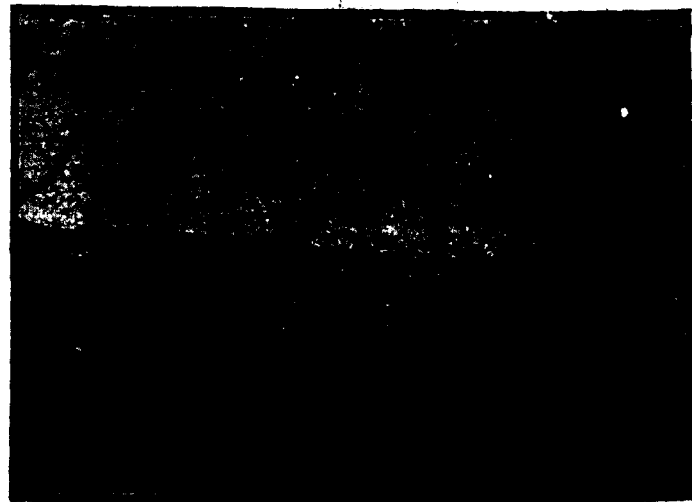
AFGHANISTAN GROWS COTTON

Solves Transport Problem by Ordering 350 Bedford Trucks

THE emergence of Afghanistan as a cotton-growing country may come as a surprise to many people, and yet this is but the realisation of the forward policy initiated in recent years by the present Government to develop the material resources of the country and bring it in a line with other modern countries of the world. For many years the North-Eastern part of the country has been not only a very fertile cotton-growing centre but the cotton produced in that area is of a very high quality. While previous Governments were aware of these conditions, it was left to the present Government to invest large sums of money in its development.

In the absence, of course, of local manufacturing facilities the Government has decided to export the cotton. It is understood that negotiations were recently concluded with Japan and Germany who have contracted to buy the entire cotton output of Afghanistan.

The Afghan Government were next faced with the problem of transporting the cotton to Japan and Europe;—and of how



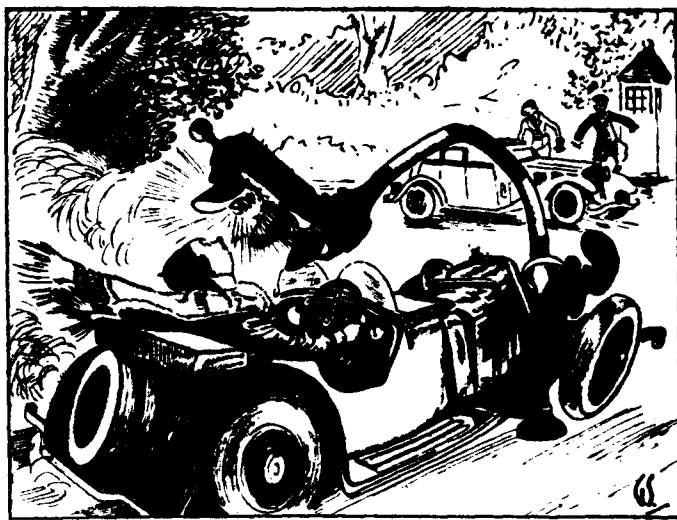
A sectional view of the 350 Bedfords supplied to the Afghanistan Government.

this could be done rapidly and economically. It should be mentioned here that there is not a single mile of railways in the entire Kingdom of Afghanistan. The run from Mazara-Shariff (the district where the cotton is grown) to Peshawar (the rail head in India whence it will be despatched to the port of Karachi for shipment to Japan and Germany) takes seven to ten days and it should be remembered that the whole route is through a rugged and hilly country and over the most primitive of roads.

It was estimated that to transport even what is now grown required about 400 lorries and the type of vehicle needed was one that could stand up to the arduous conditions of the Frontier country. Accordingly several makes of motor lorries were examined and tried out on experimental runs, and finally, after an exhaustive test an initial order for 350 Bedford chassis was placed with General Motors India Limited.

This order is stated to be the largest ever executed in this country at one time. Not only were General Motors required to supply the chassis, but dropside bodies had to be built for them in Bombay, and the entire fleet had to be delivered within a very short space of time, with the stipulation of a heavy penalty for failure to adhere to the delivery schedule.

General Motors India Limited have sent out an experienced Service Representative to assist the Afghan Government to organize Service Stations and Garages to maintain this large fleet as well as to train local men who will be ultimately responsible for supervising the Governmental transport system.



"You're telling me"

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

THE MADRAS AUTO-SERVICE CO., LTD.

MADRAS

BANGALORE

T. V. SUNDARAM IYENGAR & SONS, LTD.

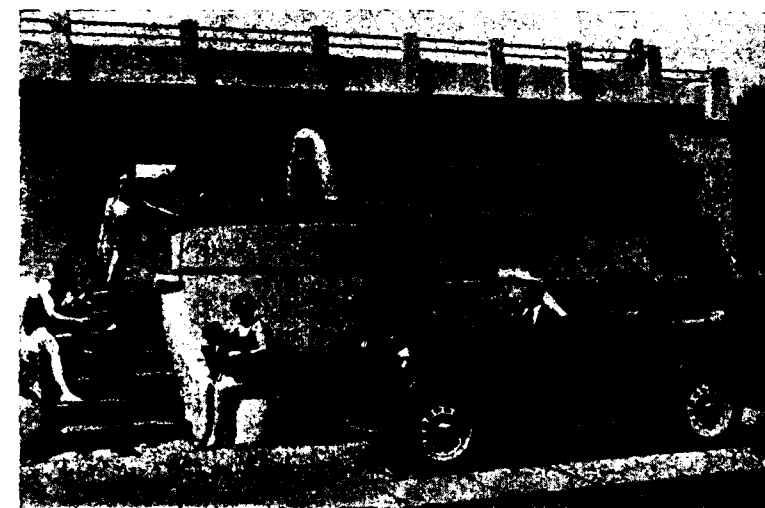
Madura, Karaikudi, Pudukottah & Tinnevely

TRAFFIC CONGESTION

TURNING RIGHT

Traffic turning right is an important cause of traffic delay. Such vehicles have to turn across the main traffic stream; in doing so they retard following traffic, especially if the junction is narrow and if the driver has not taken the central lane. At unregulated crossings there is increasing delay due to drivers' failing to give the appropriate signal in good time and to the indecision of drivers in regard to the right of way.

One-way streets and gyratory systems help in relieving congestion from this source. Road surface markings at intersections, to enable traffic to sort itself out (left lane for left turning traffic, intermediate lane for straight ahead traffic, and the centre lane for traffic turning right) followed up by Education is an effective remedy for congestion from this cause.



The Ford "TEN" Touring Car is a spacious four-seater, and in its design riding comfort has been studied as carefully as in that of Ford Saloon body-types. With a long wheel-base of 94 inches, and an overall length of no less than 13 feet it provides generous leg-room for front and rear passengers, and separate space for luggage. Between-the-axles seating is an important design advantage.

MADRAS FLYING CLUB NOTES

NOVEMBER is normally the busiest month for the North-East monsoon and there was nothing slack about its operations in the month just past. Indeed it did the Coast of Coramandel proud, prouder that the most aged inhabitant can remember, filling all the tanks and all the rivers to overbrimming and superadding the somewhat embarrassing gift of a far-flung flood. It even succeeded in saturating the Madras Aerodrome, an unprecedented state of affairs, for it has ever been that plains unchallenged boast that it could drink everything that came to it without turning a blade of grass. However inspite of this rather sorry lapse flying activity continued throughout the month with very little interference, the bulk of the rain kindly falling in the night.

The month was also outstanding in that four members qualified for the "A" licence within its temporal boundaries—Mrs. Kapadia and Messrs. Shenoy, Aserappa and Kearney. There were two charter flights to Colombo by the instructor in immediate succession, there—back—there—back, the first with Messrs. Beverly and Brough from Calcutta and the other with a bridal couple on their honeymoon, Mr. and Mrs. Alderson from Madras. Messrs. Aserappa and Shenoy each flew solo to Pondicherry and back non-stop and the former then made a return flight to Bangalore with the Instructor, on which occasion opportunity was taken to fly over and examine a ground near Kolar Gold Fields that is being suggested as a landing ground. Two flights were made over the flooded areas to the north of Madras one on behalf of the railway and the other on behalf of the Civil department, the first by Dr. Dyson and the other by Mr. Gawne, I.C.S., both with the Instructor.

The cross country and general knowledge competition for the Krishna Rao trophy closed during the month. The winner was young Master Parthasarathy with Mr. J. D. Italia a very close second and Mr. Rowson third. There were eleven entrants. Master Parthasarathy qualified for his "A" licence some two years ago at the age of 14, but owing to his youth was thereafter debarred from flying solo. The annual landing competition for the Ames Shield was held on Sunday, the 28th. There were 12 entrants. Four competitors almost tied for first place, with half a mark consecutively between them. They were Messrs. Doraiswamy, Thirumalai, Dr. Dyson and Ratnam. The trophies were presented immediately after the landing competition, Mrs. Dyson presenting the cup and Mrs. Simpson the shield.

CROSS COUNTRY FLIGHTS DURING THE MONTH OF NOVEMBER 1937.

Date.	Machine.	Pilot.	Passenger.	Journey.	Time.
18-11-37	VT-AHP	Mr. Tyndale Biscoe.	Dr. Dyson.	Madras-Ponneri and back.	0-45
18-11-37	"	"	Mr. Gawne, I.C.S.	"	0-50
20-11-37	VT-AIL	"	Mr. Beverly & Mr. Brough.	Madras-Trichy	1-40
20-11-37	"	"	"	Trichy-Colombo	2-55
21-11-37	"	"	Nil	Colombo-Trichy	3-10
21-11-37	"	"	"	Trichy-Madras	1-50
22-11-37	"	"	Mr. & Mrs. Alderson.	Madras-Trichy	1-30
22-11-37	"	"	"	Trichy-Colombo	2-45
23-11-37	"	"	Mr. D. Pieris.	Colombo-Trichy	3-5
23-11-37	"	"	"	Trichy-Madras	1-55
23-11-37	VT-ABH	Mr. Aserappa.	Nil.	Madras-Pondicherry & back	2-10
25-11-37	"	"	"	Madras-Nellore & return	2-0
26-11-37	"	Mr. Shenoy.	"	Madras-Cuddalore & return	2-25
28-11-37	"	Mr. Tyndale Biscoe.	Mr. Aserappa.	Madras-Bangalore	2-30
28-11-37	"	"	"	Bangalore-Madras	2-0

In the way of visitors during the month there came an R. A. F. Wapiti piloted by Flt. Lieut. Waghorn beaking Col. Farley, R.E., Chief Engineer to the R.A.F., on a tour of inspection and at the end of the month a Miles Hawk from the A.T.C.I. in Delhi with two cadets from that establishment, the pilot being Mr. Khan.

FLYING TIME FOR NOVEMBER 1937.

	H.M.
Dual instruction to members under training	7-10
Advanced dual to A and A-1 pilots	11-20
Solo flights by members under training	20-25
Solo flights by A, A-1 and B pilots	25-30
Pilot with passengers (A, A-1 and B pilots)	12-5
Joy rides	2-0
Cross country flights by the club instructor	19-40
Test flights	0-15
Total Hours	98-25

The following members took dual instruction during the month:—

Europeans:—

Mr. Lippincott.
Mr. G. S. Kearney.
Mr. Rowson Advanced dual.
Capt. Elkington do.

Indians:—

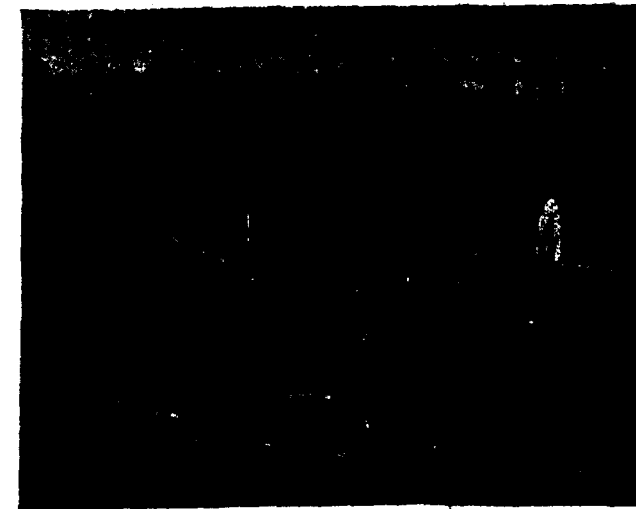
Mrs. Kapadia.
Mr. D. Subramaniam.
Mr. K. L. Shenoy.
Mr. S. Kuppuswamy.
Mr. S. Thirumalai Advanced dual.

Ceylonese:—

Mr. Aserappa.
Mr. D. Pieris Advanced dual.

Mr. Aserappa, Mr. Shenoy, Mrs. Kapadia and Mr. Kearney qualified for "A" licence during the month.

THE KING'S CUP AIR RACE



Mr. C. E. Gardner, the winner, in the cockpit of his Percival Mew Gull (Gipsy Six, Series II).

THE race for the King's Cup held on the 10th and 11th September was won by Mr. C. E. Gardner, flying a Percival Mew Gull fitted with a Gipsy Six II engine of 205 horsepower and a variable-pitch air-screw. This was his second victory in the race for he won in 1936 when he was flying a Percival Vega Gull. He is the third pilot to win the King's Cup more than once for Mr. F. L. Barnard won it in 1922 and 1925 while Mr. W. L. Hope, who was also flying in this year's race, has won it three times—in 1927, 1928, and 1932.

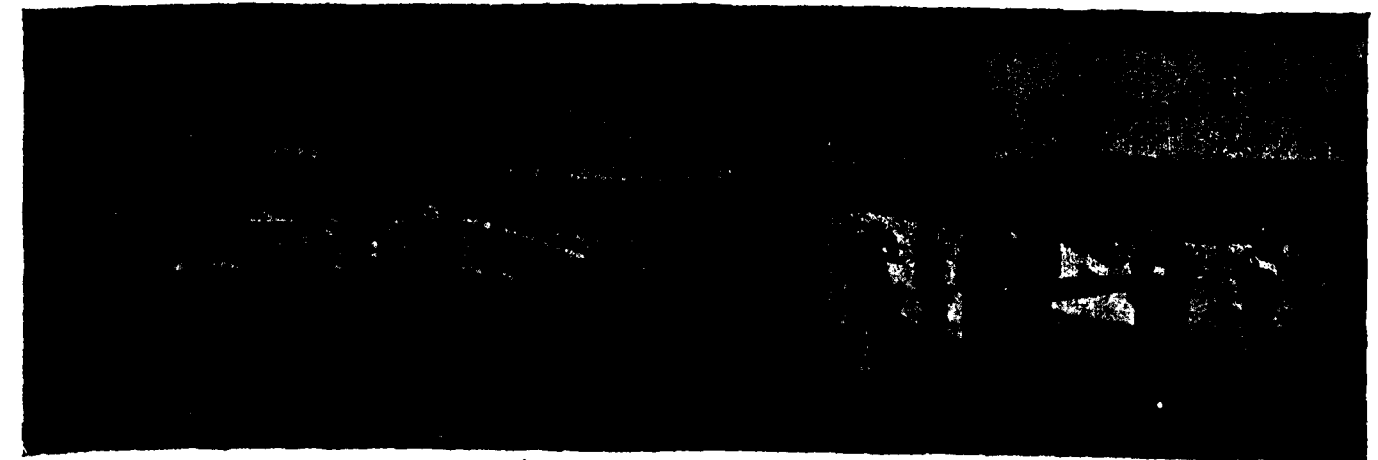
The second place was filled by Brigadier-General A. C. Lewin, flying a Miles Whitney Straight aircraft fitted with a Gipsy Major I engine, and third place by Captain E. W. Percival, the designer, in a second Mew Gull aircraft, also fitted with a de Havilland Gipsy Six II engine and a variable-pitch airscrew. Mr. Gardner and Brigadier-General Lewin are both amateur pilots and were flying aircraft entered by themselves.

The race was the sixteenth of the series and was confined to British civil aircraft fitted with British engines flown by

British pilots. The only other qualification was that pilots should have at least 100 hours' experience. It consisted of two parts, an eliminating trial flown over a course of 786.60 miles on the first day, Friday the 10th, and a final flown over a course of 656 miles on the 11th. Aircraft were divided into two classes—Class A, consisting of those with engines of less than 150 h.p., and Class B, of those with engines of over 150 h.p. Two-thirds of the competitors starting in each section of the eliminating trial were to compete in the final. The handicaps were to apply only in the final. There were 31 entrants originally, 17 being in Class A and 14 in Class B. Two in each section did not start and of the 15 starters in Class A six failed to complete the course; the remaining nine all passed into the final. Of the 12 starters in Class B all completed the course and the fastest eight therefore passed into the final, making a total of 17 machines to compete on the second day of the race. (See table in pocket).

The eliminating contest involved flying from Hatfield to Dublin, by way of seven turning points and four controls; a landing had to be made at each of the controls, where a period of half-an-hour had to be spent. These controls were at Newcastle, Aberdeen, Glasgow, and Newtownards. Competitors left Hatfield from 9 o'clock onwards at half minute intervals, the fastest machines leaving first to avoid as far as possible aircraft overtaking others while there was a possibility of bad weather being encountered. The conditions of the race were generally good, visibility being high, but rough conditions were encountered which made flying difficult, more particularly for the slower aircraft. Even in the eliminating contest where the fast machines were not necessarily being flown at their maximum speed owing to the probability of their appearing in the final in any event, the speeds attained were high; Captain Percival recorded the speed of 225.2 miles an hour, while Mr. Waight, flying a T.K.4 entered by Viscount Wakefield of Hythe, and, constructed by the pupils of the de Havilland Technical School, averaged 206.7 miles an hour; Mr. Waller flying the de Havilland Comet, which was recently flown by Flying Officer Clouston in the Paris/Damascus Air Race, averaged 200 miles an hour, and Mr. Gardner 213.8 miles an hour.

For the final, aircraft started at the intervals allowed by their handicaps, beginning at 11.30 hours on Saturday, the 11th. In this part of the race three compulsory landings were made



Left to right.—The de Havilland Comet flown by Mr. K. F. H. Waller, the T.K. 4, and the Percival Mew Gull flown by Captain Percival.



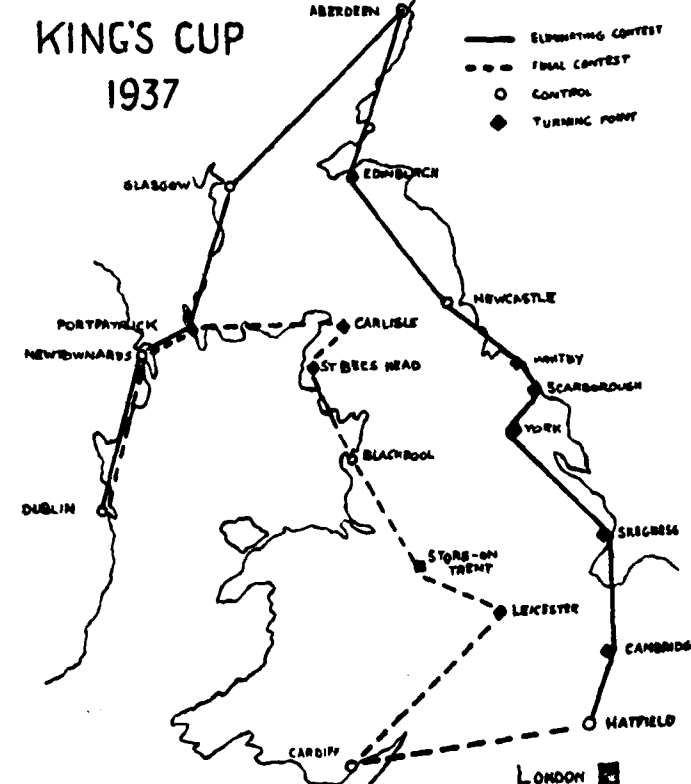
Left—Mr. Broadbent's B.A. Double Eagle (two Gipsy six engines).

Right—Flight Lieutenant T. Rose in his Miles Hawk Speed Six (Gipsy six engine).

at Newtownards, Blackpool and Cardiff. At the first two points pilots were to remain on the ground for half-an-hour, and at Cardiff three-quarters-of-an-hour. In addition, pilots had to pass five turning points.

The conditions were again good but there was a strong northerly wind which generally made for high speeds. This tended to favour the slower machines with the larger handicap and gave rise to a good deal of uncertainty as to the outcome of the race even at the later stages. For over 300 of the 530 miles between Dublin and Cardiff the wind was helping the competitors along, while for the remaining 125 miles it was almost directly across the course taken. Early in the race it was clear that Mr. Gardner and Captain Percival would be well placed at the finish but it seemed doubtful whether they could make up sufficient time on the slower aircraft which had started $1\frac{3}{4}$ hours before them. Two of these were making very good progress, the Miles Whitney Straight aircraft flown by Squadron Leader A. V. Harvey, and Brigadier-General Lewin. The latter was first to land at Cardiff and was very quickly followed by Squadron Leader Harvey. Their lead was such that it was unlikely that they could be caught up by any but the fastest aircraft and as Brigadier-General Lewin's aircraft was known to be slightly faster than that flown by Squadron Leader Harvey it was likely that he would be fairly well placed. Mr. Gardner had left Dublin just over six minutes ahead of Captain Percival and he arrived at Cardiff 3 minutes 25 seconds ahead. As over three-quarters of the distance had been covered it seemed unlikely that Captain Percival could pass him before Hatfield was reached. The race appeared therefore to be between Mr. Gardner and General Lewin. This section of the course was, however, against the wind which gave the advantage to the faster aircraft and Mr. Gardner passed the remaining four competitors who had been ahead of him and won the race by 2 minutes 27 seconds from Brigadier-General Lewin. The latter was followed under 7 seconds later by Captain E. W. Percival and Squadron Leader Harvey, the former beating the latter by only a few feet. So close were the two aircraft that many of the spectators were under the impression that the Miles Whitney Straight had crossed the line ahead of the Percival Mew Gull. Mr. Gardner, therefore, won the King's Cup and £1,000; Brigadier-General

Lewin won £350, and Captain Percival £150. Prizes of £200 and £50 were given in each of the two classes to the competitors who made the fastest time in the eliminating contest. These were won by Mr. Waight, flying a T.K.4, and Mr. de Havilland, flying a T.K.2 in Class A, and Captain Percival and Mr. Gardner in Class B.



The race was a triumph not only for the successful pilots but for the handicappers for the fact that three out of the first four aircraft, differing by as much as 100 miles an hour in speed should finish a course of over 650 miles within 7 seconds, implies a very accurate estimate of the capabilities of the machines involved. (By courtesy Shell Aviation News.)

BROADCASTING NEWS

DAVENTRY TO BROADCAST IN FOREIGN LANGUAGES

Government Statement

SIR JOHN SIMON, the Chancellor of the Exchequer, made the following announcement in the House of Commons on November 1:—

'The Government have had under review for some time the question of broadcasts in languages other than English. The House will recall that the Ullswater Committee on broadcasting made a recommendation to this effect, that the appropriate use of languages other than English should be encouraged, and enquiries since made of British representatives abroad have led to the conclusion that broadcasts from this country would be welcomed, particularly by listeners in Spanish and Portuguese in South American countries, and in Arabic by listeners in the Near East. Reports from other countries point in the same direction.

The BBC, fully realising the importance of the issue involved, had already also for some time been examining the problem, and they made it clear that if the Government decided that action on the lines of the Ullswater Committee's recommendations was desirable, then the Corporation itself would undertake to provide a satisfactory service as speedily as circumstances would permit. The Government have now requested the Corporation to take action in the matter. It has been agreed that nothing should be done which would prejudice or interfere in any way with the existing Empire service from Daventry. New transmitters are needed. Until they are constructed and brought into use, only a limited service will be possible. Details concerning the introduction and the scope of the service will be announced shortly by the Corporation.

'I should like to make it clear that in this new service the Corporation will have the same full responsibilities and duties as are set forth in the Charter of the Corporation in relation to their existing services. The Government are satisfied that the Corporation can be relied on to maintain in this new service the same high standard which is characteristic of their Home and Empire services.'

In the House of Commons on October 29, the Postmaster-General, Major G. C. Tryon, announcing the decision of the Government that there should be broadcasts in foreign languages, said that when news was sent out it would be straight news and not the sort of propaganda which went out from some foreign countries.

BBC Controllers' New Appointments

Mr. C. G. Graves to be Deputy Director-General

The following appointments have been announced by the BBC, to take effect on the retirement on March 31, 1938, of the Deputy Director-General, Vice-Admiral Sir Charles Carpendale, C.B.:—

Mr. C. G. Graves, M.C., Controller of Programmes, to be Deputy Director-General;

Mr. B. E. Nicolls, Controller of Administration, to be Controller of Programmes;

Mr. T. L. Lochhead, C.B.E., C.A., Chief Accountant, to be Controller of Administration.

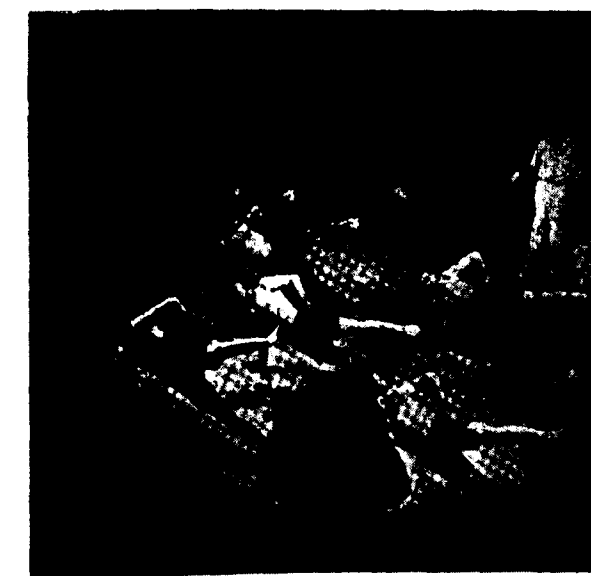
BBC Assists 'Fitter Britain' Movement

Talks and Displays in Television Programmes

A series of talks on the 'Keep Fit' movement in Great Britain, illustrated by physical training demonstrations, is a new feature of the BBC's television programmes from Alexandra Palace, London.

Given under the general title of 'Bodyline,' the talks were introduced during October by Professor Winifred Cullis, C.B.E., D.Sc., LL.D. A display of basic physical exercises accompanied the talk.

The series, which will continue throughout the winter, is designed to show how various organisations—boy clubs, women's associations, educational societies, and the like—are contributing to the 'fitter Britain' movement.



A Physical Training Display being televised from Alexandra Palace. A series of broadcasts on the 'Keep-Fit' movement in Great Britain in a new feature of the BBC's television programmes. (By courtesy B.B.C.)

Television in Great Britain

The Director of Research Laboratories of Electrical and Musical Industries, Limited, replied recently to an interview given by Mr. David Sarnoff, President of the Radio Corporation of America, in which he dealt with his impressions of television in Great Britain. This interview and the reply were both published in a well-known English technical journal. The reply reads:—

'Mr. Sarnoff is quoted as having said that the Marconi-E.M.I. Television System is fundamentally based upon the R.C.A. Television System first developed in the R.C.A. Laboratories in the States.

To avoid any misinterpretation of this statement, I wish to make it clear that the vision part of the Marconi-E.M.I. System (i.e., excluding the apparatus for amplifying and radiating the carrier-wave, which was supplied by the Marconi Company, and to which I presume Mr. Sarnoff's remarks cannot have been intended to apply) has been entirely developed in this country by E.M.I. without any cooperation from the R.C.A.

It will be noticed that Mr. Sarnoff refers to an exchange of patent licences. This is in contradistinction to an exchange of technical information and assistance, and up to the present time we have not received any such technical information or assistance from the R.C.A., nor been supplied with any form of television apparatus used in their transmitting system. It is only within the last few weeks, long after our system had already been proved a success, that arrangements have been made for exchange of technical information with the R.C.A. In fact, we are now supplying technical information to a group of R.C.A. engineers on a visit to our laboratories, and hope shortly to visit their laboratories for a similar purpose.

The two systems, in fact, have fundamental differences, but, in so far as they do have certain features in common, I think it is fairer to say that these features are fundamentally based on the ideas of early television pioneers, such as Lavington Hart, Campbell Swinton, R. S. Clay who incidentally, happen to be British, and others, rather than on the much latter R.C.A. developments.

To illustrate how fundamentally the two systems differ, I can do no better than quote the following passages from an article by two American engineers in the latest issue of *Electronics*, which has just come to hand as I was about to sign this letter, referring to certain basic features developed by E.M.I., namely:—

"The question was raised in the article entitled 'Television Standards' (*Electronics*, July, 1937) whether certain of the present practices and proposed standards in the United States are wise. The principal items there discussed were three: the polarity of transmission of the DC or background components, and the shape, amplitude, and duration of the synchronising pulses.

"This article aims to describe cathode ray television as it exists in England, where the standards of operation on these three items in question are the exact reverse of United States practice."

"As to the importance of these differences, the opinion of the authors is interesting, namely:—

"That these British standards constitute a major improvement over present American practices is an inescapable conclusion, because television is technically successful and an accomplished fact in England."

[The television service operated by the BBC from Alexandra Palace, London, is by the Marconi-E.M.I. system.]

Jean Batten in Television and Empire Broadcasts

Within a week of her arrival in England after her record breaking flight from Australia, Miss Jean Batten the New

Zealand aviator, had been televised by the BBC, broadcast in the Empire programmes from Daventry, and taken part in the first edition of the BBC's new series of 'In Town To-night' broadcasts.

She was heard in the transmissions from Daventry on October 28, during the programme 'At the Black Dog,' a feature that introduced to overseas listeners many interesting personalities. Miss Batten was interviewed by Howard Marshall, the well-known broadcaster, and, in addition to describing her flight, told listeners how, in concentrating on navigation, keeping her leg, balancing the drain on the machine's petrol tanks, and so on, she occupied herself during her long hours in the air—thus answering the question that, she said, she is most frequently asked.

Viewers of Miss Batten's broadcast from the BBC's television station at Alexandra Palace on the previous day saw her wearing the coat that she wore throughout her flight, her account of which was illustrated by a map of the route that she followed. In one of her answers to the questions of Leslie Mitchell (a television announcer), Miss Batten referred to the interruption of her journey just after she had left Karachi for Cyprus. She returned to Karachi, she told viewers, in obedience to a premonition that to continue in the bad weather she was encountering would be disastrous. On landing, she found waiting for her the message from Cyprus urging her to delay her arrival there, as the aerodrome was under water.

A recorded commentary on Miss Batten's arrival at Croydon on October 24, including a message from her to her relatives and friends in New Zealand, was broadcast in the news bulletins from Daventry and the Home stations on that day.

BBC Televises Motor-Race

Experimental Broadcast Received 200 miles away

Motor-Racing was televised for the first time in the BBC's programmes on October 9. The broadcast came from the track at Crystal Palace, South London, twelve miles away from the London television station. Transmission was by means of radio link, signals radiated by the mobile television unit being picked up at Alexandra Palace and rebroadcast. Reception of this broadcast in Manchester about 200 miles from Alexandra Palace, was subsequently reported to the BBC.

An international road race, in which cars of all sizes competed, was the event televised. Cameras were mounted near the start and finish of the race, and though the broadcast proved to be one of the most difficult yet undertaken, excellent pictures were obtained, the speed of the cars having no effect on reproduction quality.

This broadcast was one of the many experimental transmissions that are being undertaken by the BBC in its search among outside activities for interesting and entertaining material for the television programmes. Many such broadcasts—sports, exhibitions, and ceremonial processions among them have already taken place, and it is hoped to include others as facilities become available.

When your advertisement looks important . . .

It's largely "Looks" that sells your products well, — and certainly advertising, through handbills, folders, leaflets or posters, is no exception. If your advertisement "looks" important, it will attract more prospects will leave a more favourable impression will carry more conviction and positively will sell more merchandise!

Now that the Season is in your view, let us do your printing requirements attractively, to get you best result in your trade. . . .

ASK FOR QUOTATIONS

THE MADRAS PUBLISHING HOUSE, LIMITED
Nineteen : : Mount Road : : MADRAS

743m 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 12
237-9-10-12
160580

CONSULT SIMPSONS

For a new Car—Van—Bus or Truck. The best selection of American and English makes

CONSULT SIMPSONS

For all types of Body-Work—Buses—Vans or Trucks built of the best materials only and by skilled workmen

CONSULT SIMPSONS

For reliable USED CARS. 30 Units always in stock. Easy to choose

CONSULT SIMPSONS

Before you decide on a car for your Home Leave. Write for Home Delivery Brochure. Sent with pleasure.

SIMPSON & Co., Ltd

Distributors of:—

CHEVROLET CARS AND TRUCKS, HILLMAN HUMBER,
LA SALLE, PONTIAC AND VAUXHALL CARS,
OLDSMOBILE AND COMMER TRUCKS

MADRAS and OOTACAMUND